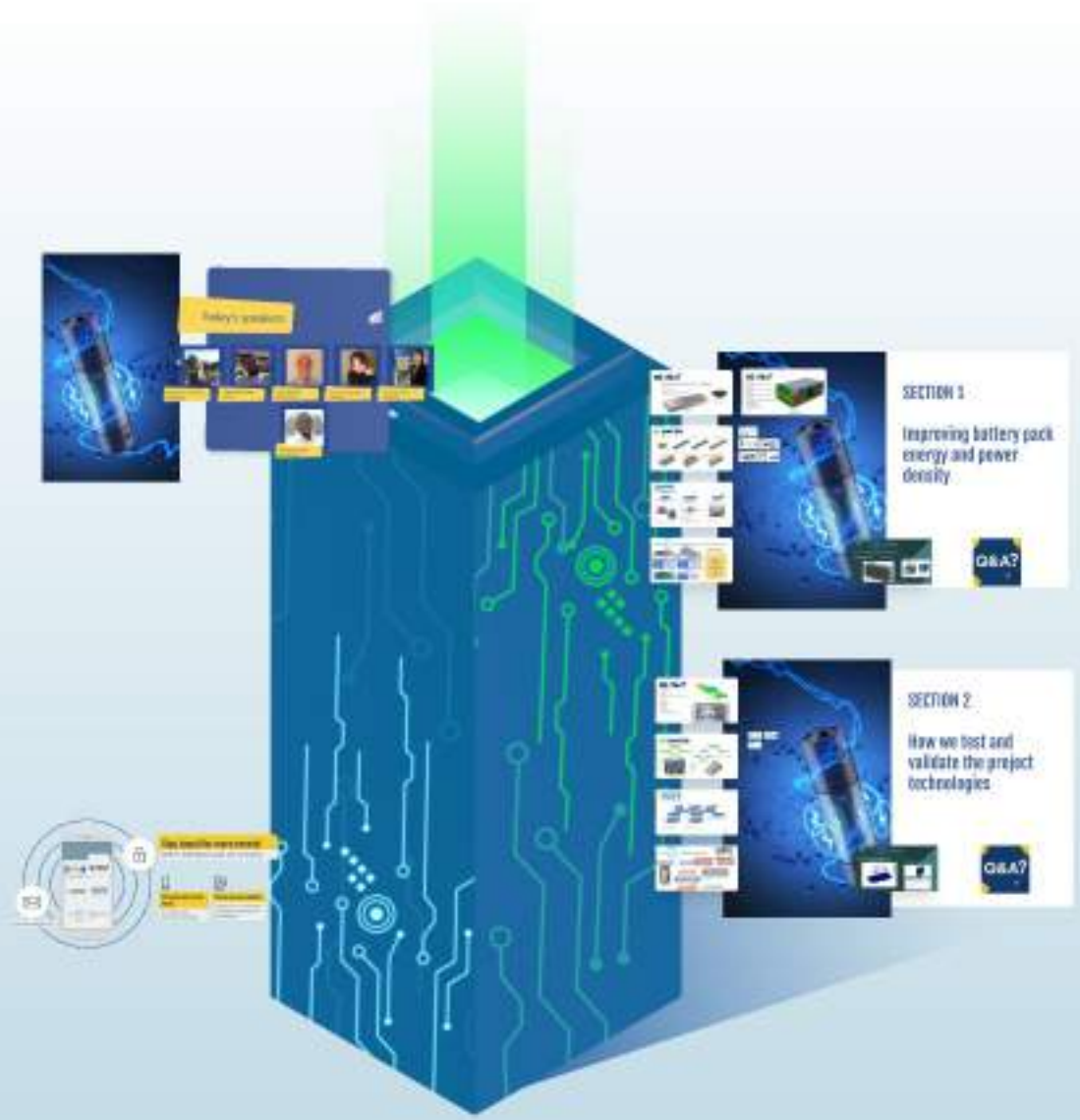
EU-IGENIOUS BATTERY CLUSTER

NEXT GENERATION BATTERY SYSTEMS: SMART PACKING FOR MAXIMUM POWER

6 November 2025



NEXTBAT BATSS VersaPRINT TEMPEST extended

Project funded by

Funded by the European Union

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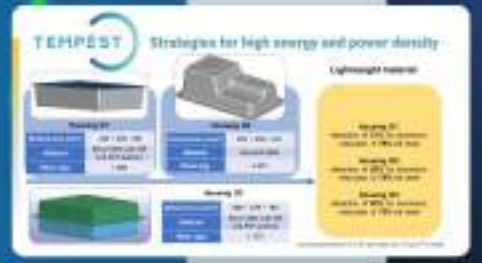


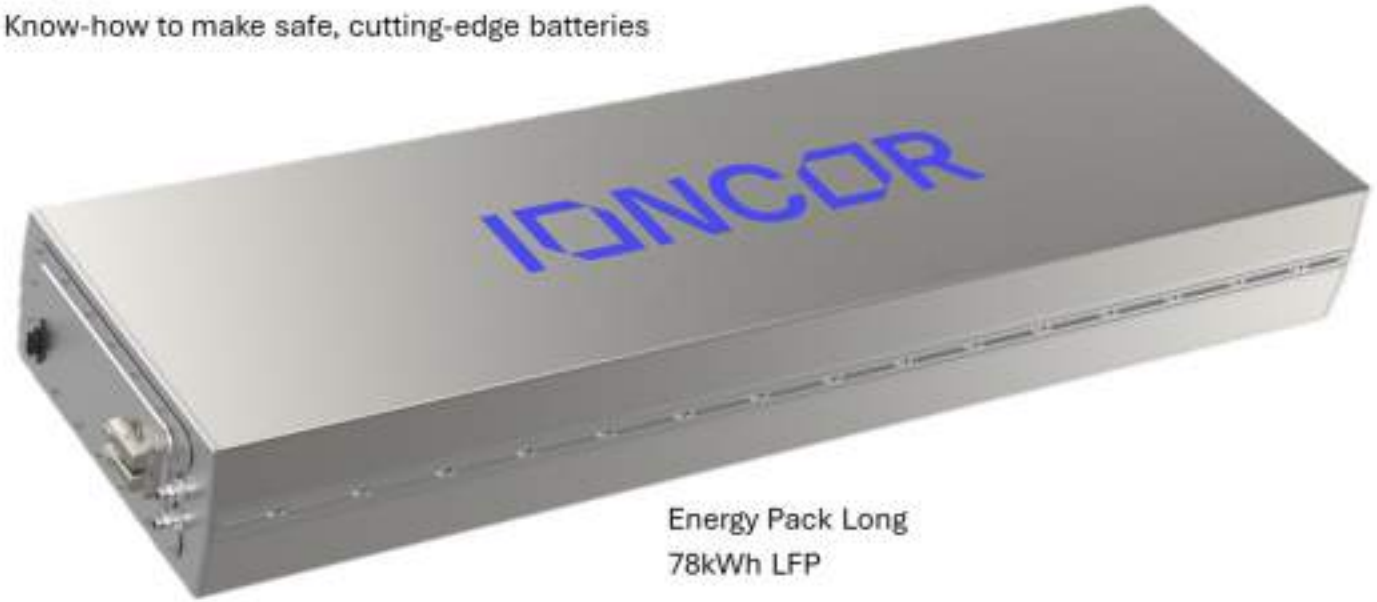
SECTION 1

Improving battery pack energy and power density

NEXTBAT

Perspective of Ioncor as Tier 1 Supplier

- Over 3 million batteries built
- Expertise with serial production
- Strong understanding of automotive, heavy duty and off-highway use cases
  - ➢ Know-how to make safe, cutting-edge batteries

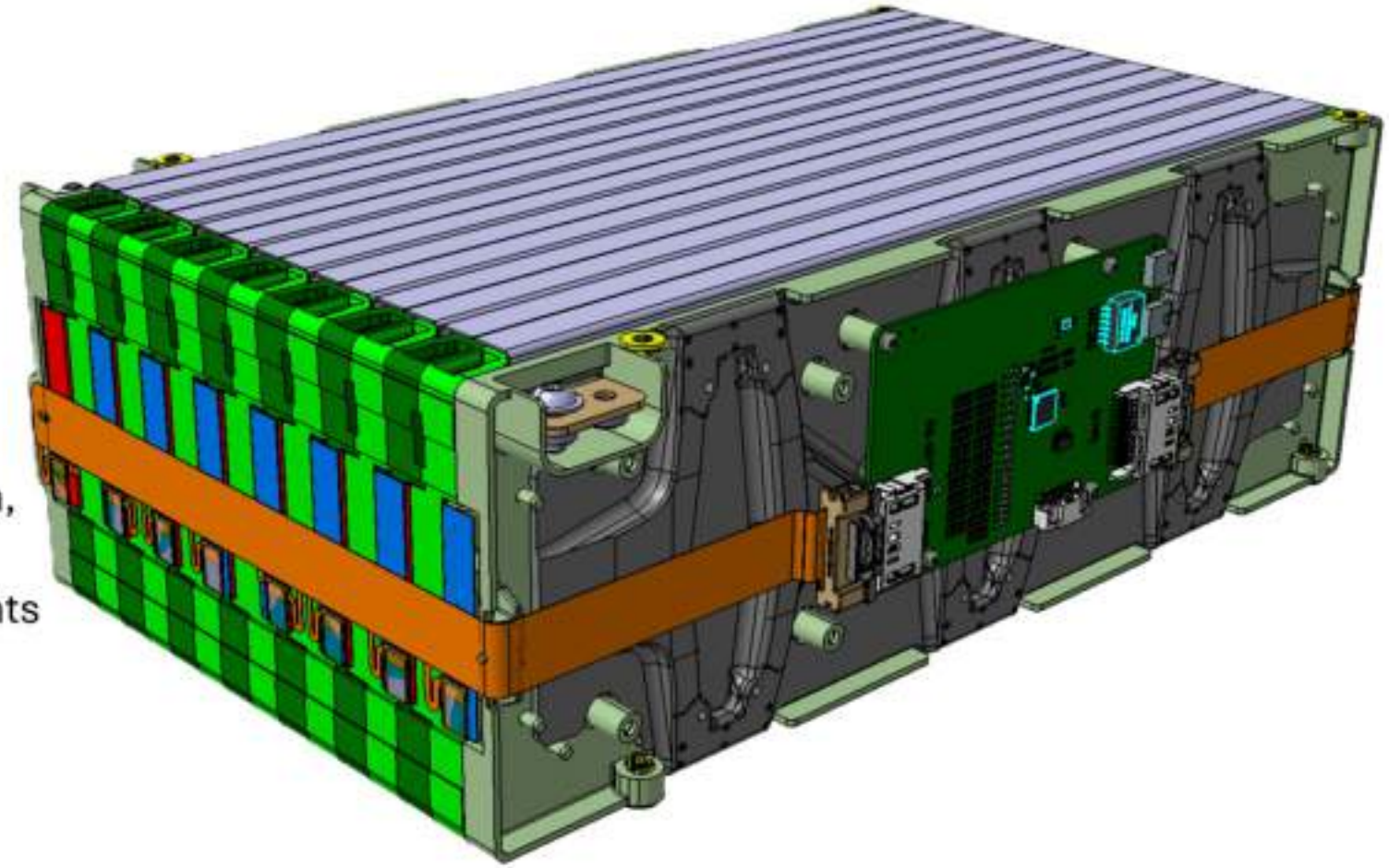


Energy Pack Long
78kWh LFP

Power Pack
40kW peak power from 2kWh LTO

NEXTBAT+

- Cell to pack
  - Maintaining module structure and reparability
- Smart design: one part – many functions
  - Cell frame
- Materials
  - Glass fibre reinforced plastics, aluminium, aerogels, ...
  - ➢ Follow the market for newest developments
- Potential problems
  - Condensation
  - Behaviour during crash
  - Thermal propagation
  - Ageing
  - ...



Nextbat scalable module
5,4kWh 262Wh/kg with 14 cells
280Wh/kg with 28 cells

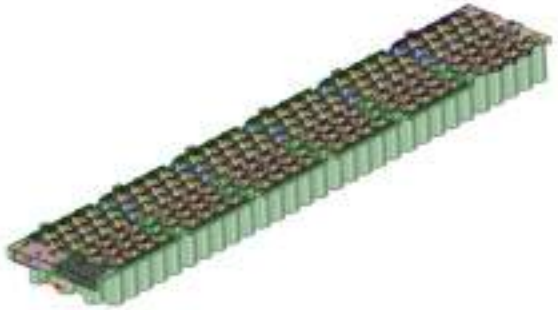
BATSS

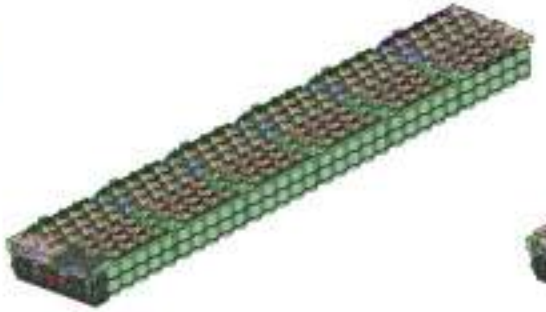
Macro-cell

Macro-module

Battery Pack

Top welding





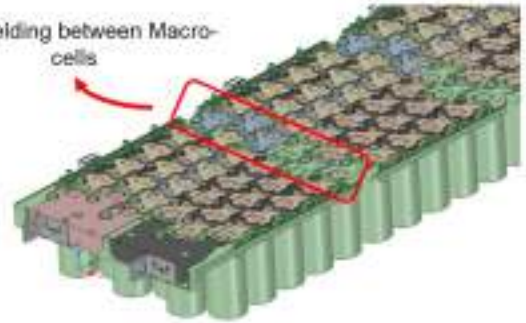
The reference unit

Electrically connected multiple Macro-cells

Flexcooler integration

Macro-modul including structural elements

Top welding between Macro-cells



z-axis assembly

Structural components

Safety layers

Sensing

...

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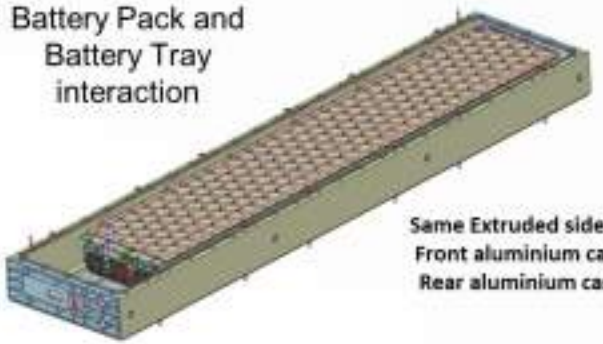
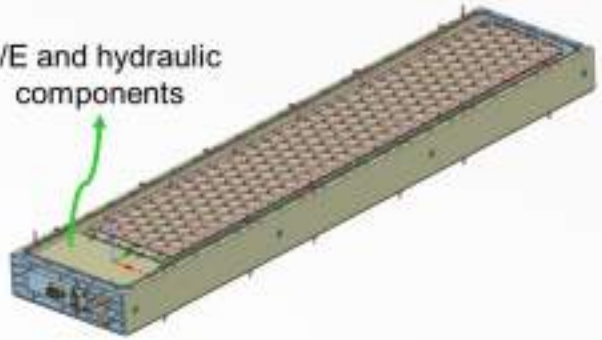
Battery Pack and Battery Tray interaction

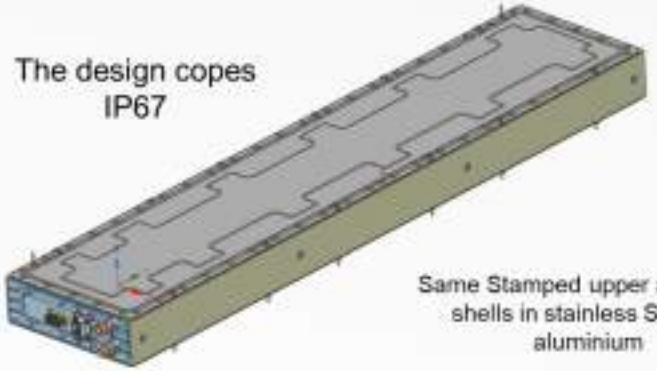


Same Extruded side walls
Front aluminium casting
Rear aluminium casting

E/E and hydraulic components

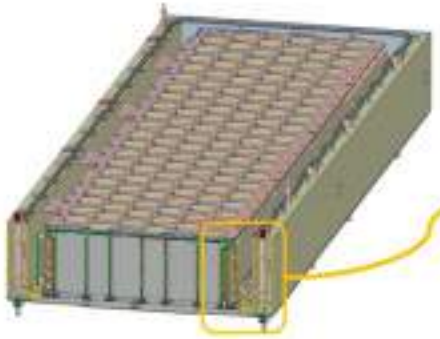


The design copes IP67

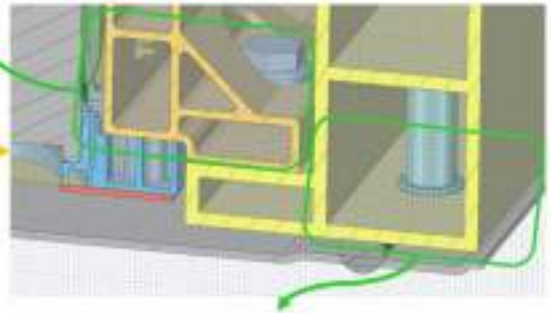


Same Stamped upper and lower shells in stainless Steel or aluminium

Battery Pack and Battery Tray **interaction** — E/E and hydraulic components integration — Battery Tray enclosure by shells



Battery Pack

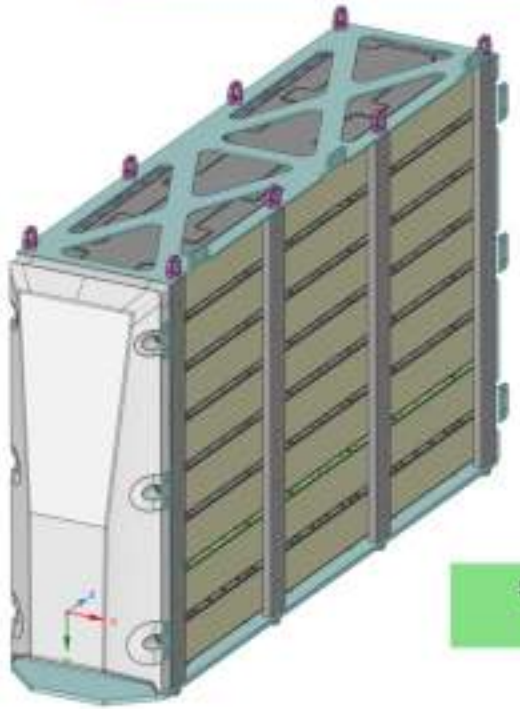


Battery Tray

Seal thickness of 2,0 mm for better alignment with the final rivet height

BATSS

Marine application



(L X W X H) (mm)

Tray → 2000 X 450 X 142 (1 level)
Housing → 2000 X 450 X 1200 (8 stacked)

Modular and scalable characteristics

Same design **concept** for **different applications**

Off-road application

(L X W X H) (mm)

Tray → 970 x 450 x 142 (1 level)
Housing → 970 X 450 X 568 (4 stacked)

Stationary application

2nd Life concept Fulfilment

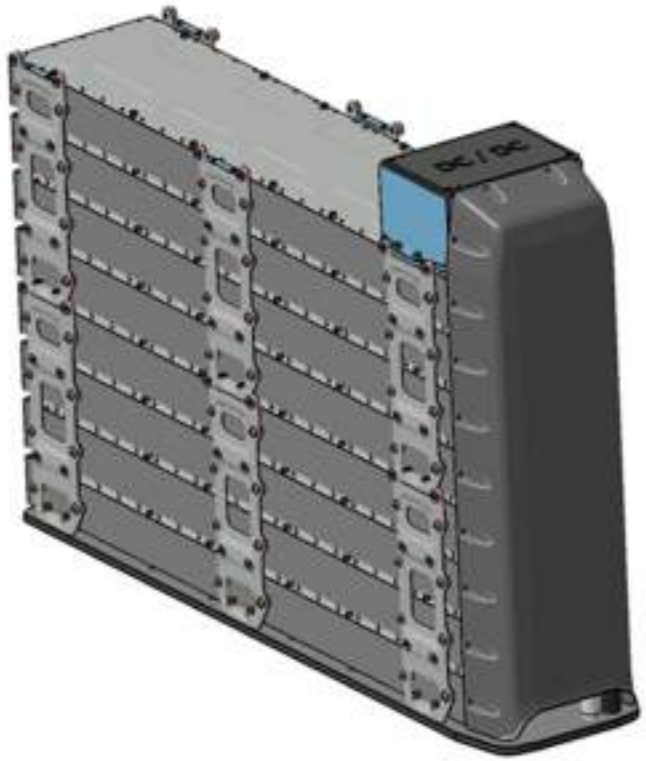
Battery Tray direct integration

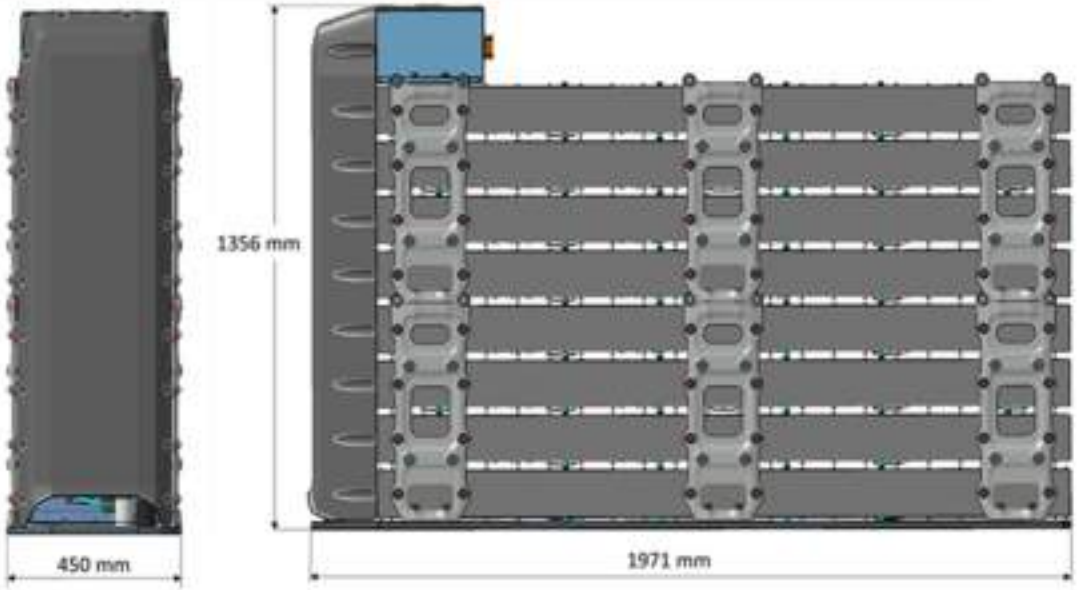
(L X W X H) (mm)

Tray → 970 x 450 x 142 (1 level)
Housing → 970 X 900 X 426 (6 stacked in 2 columns)

BATSS

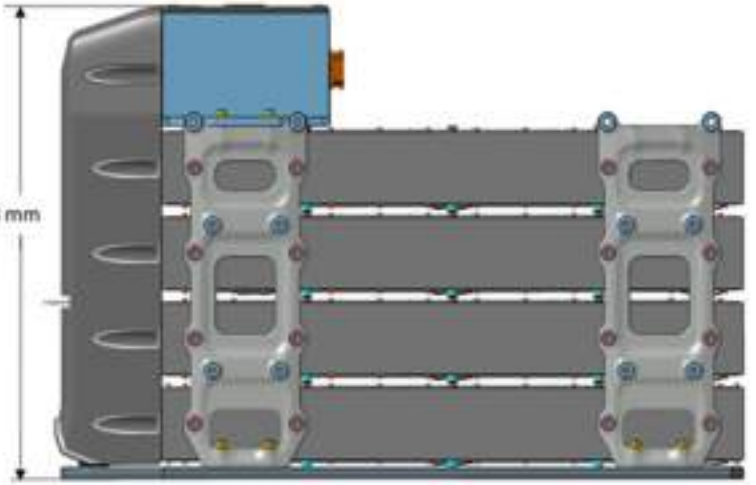
MARITIME

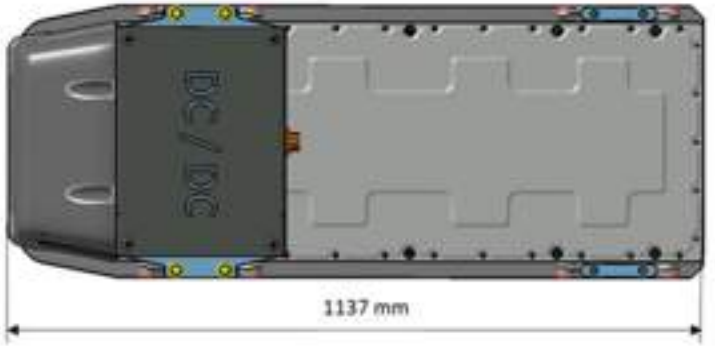




BATSS

OFF_ROAD





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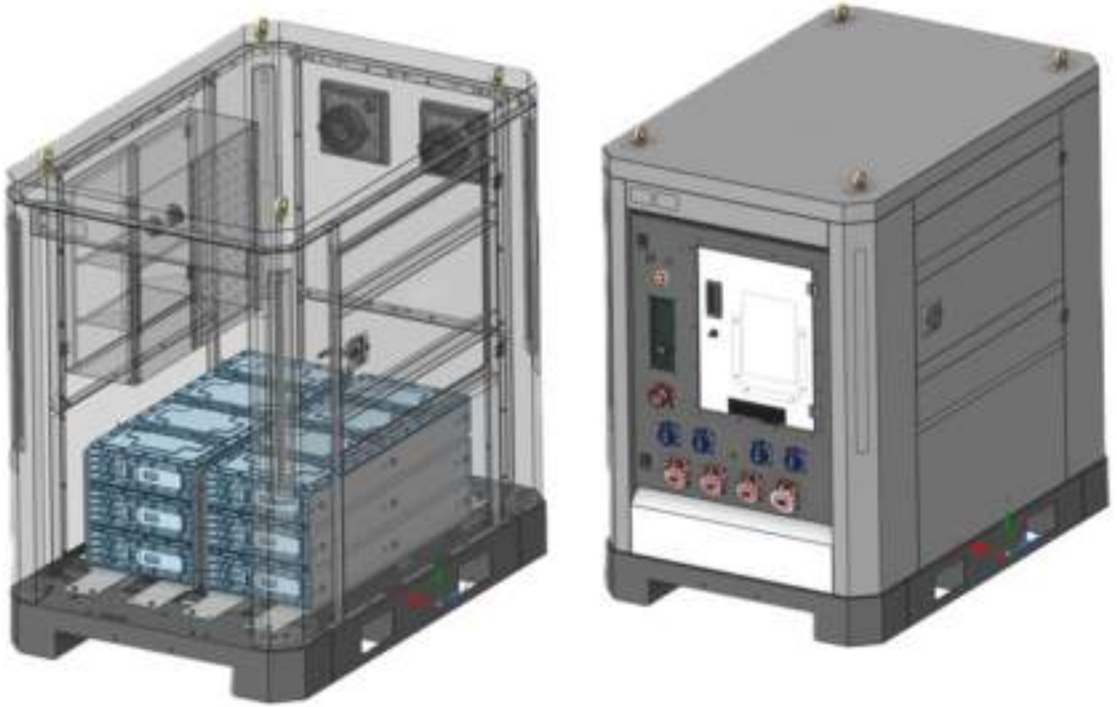
Direct integration of 6 Off-Road Trays

Stationary (2nd Life)



Versa PRINT

At cell level

Better thermal management for high power

→ Printed micro-channels on the cell surface

100A, 2C → -33% temperature reduction

At module level

Multifunctional component for reduced mass

→ Multifunctional busbars

- ✓ Electrical contact between cells
- ✓ Thermal dissipation
- ✓ Easy dismantling
- ✓ Connectivity to external connector
- ✓ Mechanical deformation absorption

At system level

Lightweight material

→ Self-Reinforced Polymer (SRP) casing

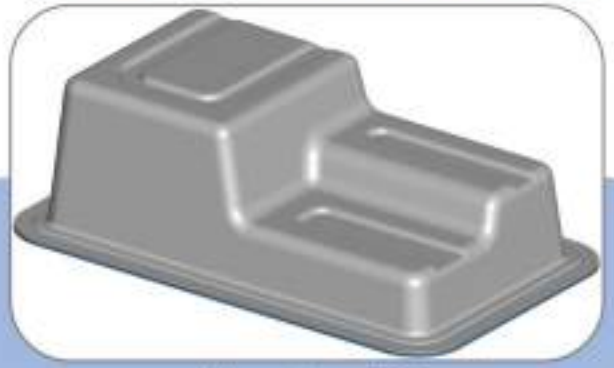
- ✓ -30% mass reduction vs Aluminum
- ✓ PETG composites

TEMPEST

Strategies for high energy and power density

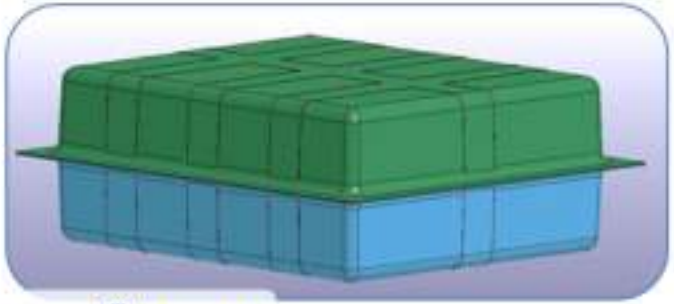
Housing D1

Dimensions (mm³)	440 × 300 × 89
Material	Elium SMC with GF and ATH additive
Mass (kg)	1.266



Housing D2

Dimensions (mm³)	800 × 500 × 241
Material	Menzolit 0400
Mass (kg)	4.274



Housing D3

Dimensions (mm³)	659 × 579 × 180
Material	Elium SMC with GF and ATH additive
Mass (kg)	1.787

Lightweight material

Housing D1:
reduction of **31%** for aluminum;
reduction of **76%** for steel

Housing D2:
reduction of **28%** for aluminum;
reduction of **75%** for steel

Housing D3:
reduction of **30%** for aluminum;
reduction of **75%** for steel

(assuming densities of 2.70 for aluminum and 7.75 g/cm^3 for steel)

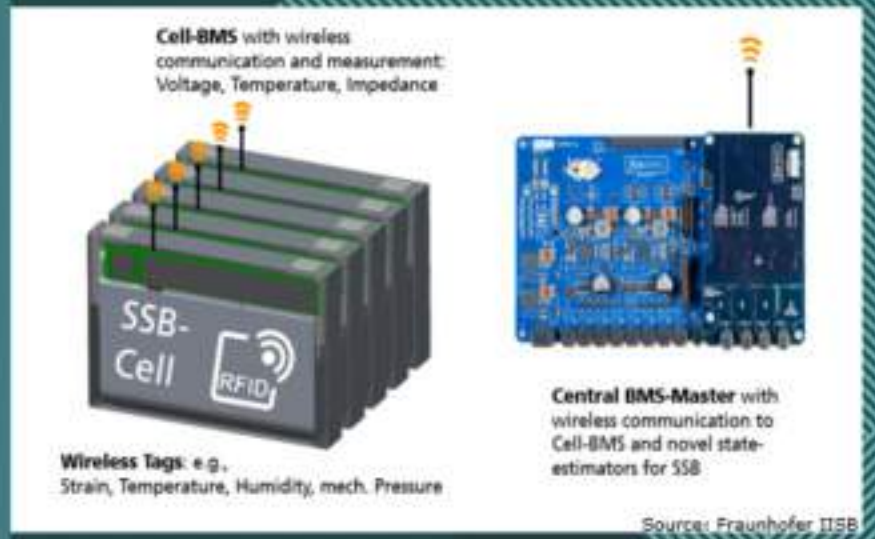
extended

Session 1: Improve Battery Pack Energy & Power Density?

Mechanical design, light weight and modular

Thermal system

Smart system



Q&A?

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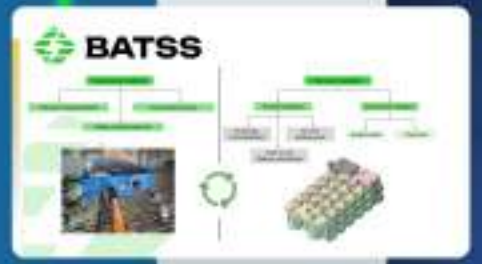
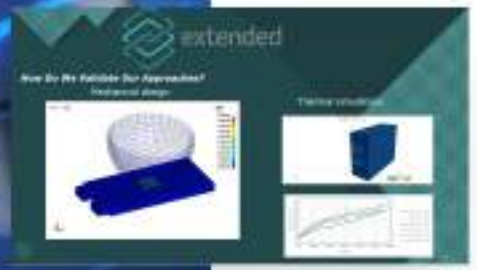


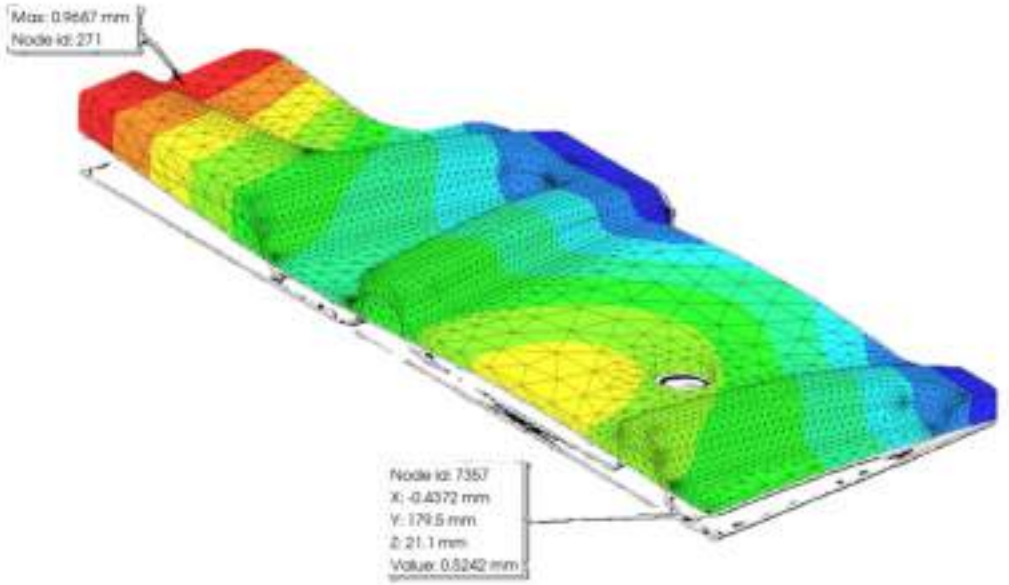


SECTION 2

How we test and validate the project technologies

NEXTBAT

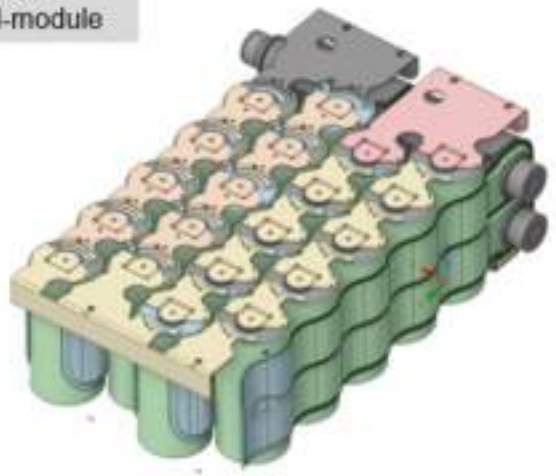
- FEM Simulation
  - Mechanical
  - CFD
- Performance testing according to ISO12405
  - Capacity
  - Fast charging
  - Ageing
- BMS validation
- Safety testing
  - Vibration
  - Mechanical shock
  - Thermal propagation management



BATSS

- Experimental Validation
  - Cell level characterisation
  - Downscaled version
  - Safety countermeasures

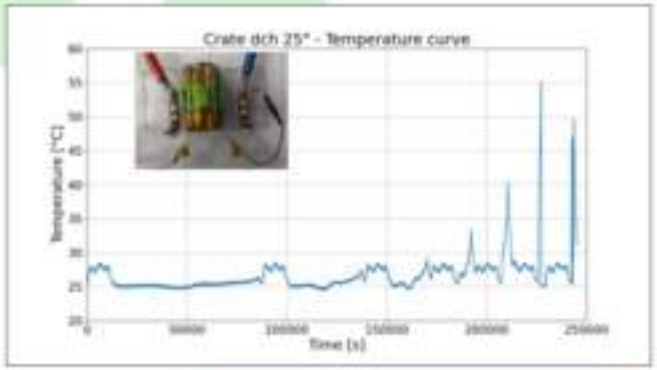
- Numerical Validation
  - Thermal validation
    - 1D Electro-Thermal Model
    - 3D CFD Module level
    - TRA 1D-3D Battery cell-module
  - Mechanical validation
    - System level
    - Tray level



BATSS

Cell level characterisation

- Hysteresis
- Pulse test
- C-rate test
- Thermal conductivity
- Specific heat
- Heat Generation



Experimental information to validate the

Proposed design

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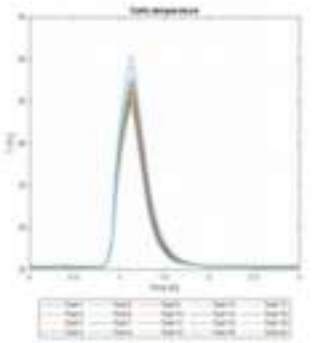
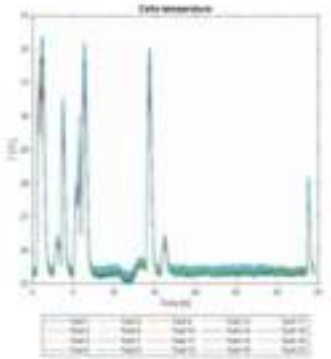
Numerical models

Downscaled Module level characterisation

Fast-charge profile (2,65C)



Operational profile



1D Electro-Thermal Model

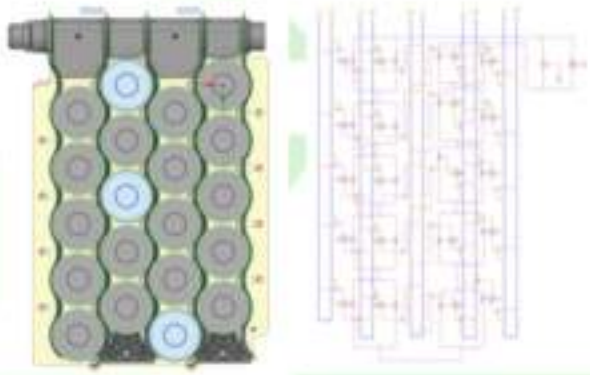
TRA 1D-3D Battery cell-module

3D CFD Module level

BATSS

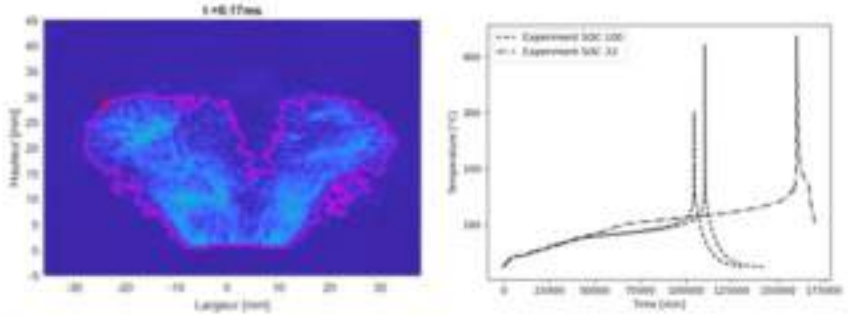
Electro - Thermal and safety simulations

1D Electro-Thermal Model



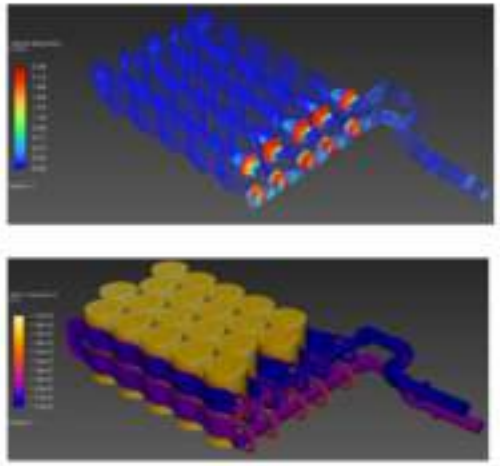
- Parametric evaluation
- User profile integration
- System level evaluation
-

TRA 1D-3D Battery cell-module



- Venting process evaluation
- Safety material definition
- Critical situation analysis
- .....

3D CFD Module level

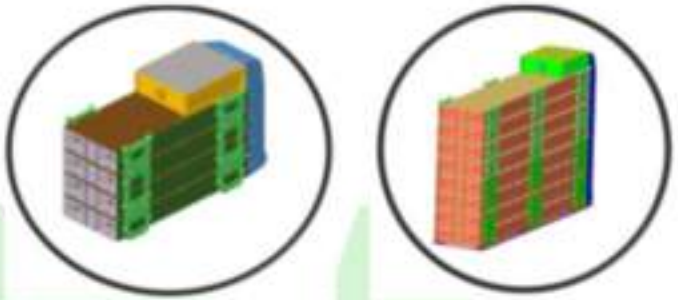


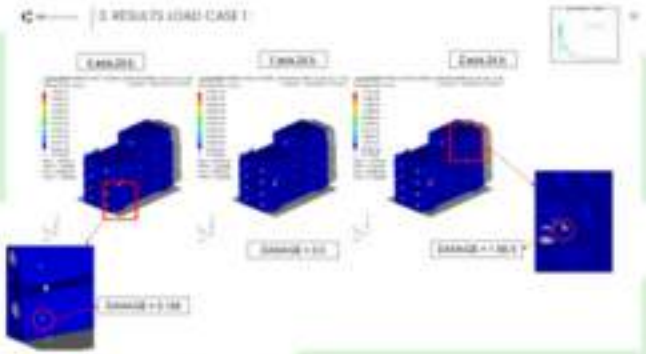
- 3D thermal response
- Hydraulic design evaluation
- Design proposal
- .....

BATSS

Mechanical simulations

System level





Design mechanical performance evaluation at 2 different levels and considering

Specific working conditions

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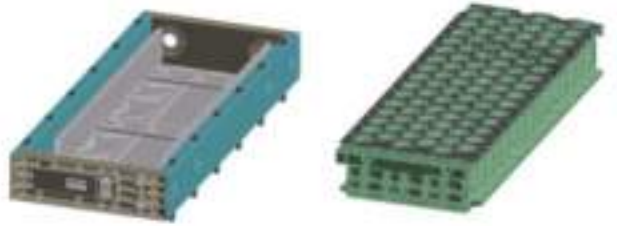
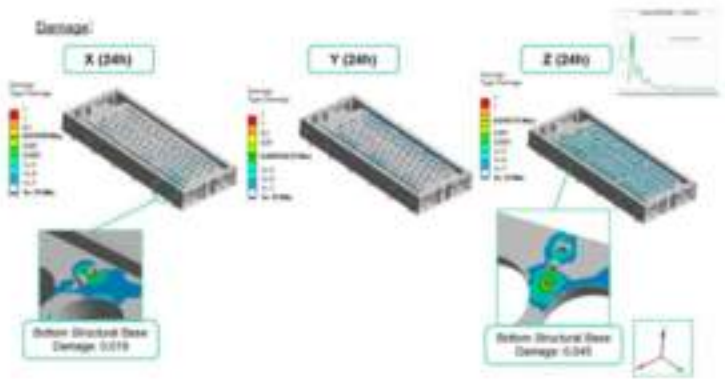
Specific standards

Tray level





Versa PRINT

At cell level

At module level

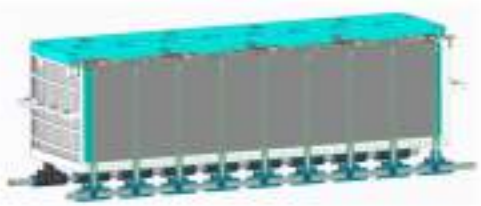
At system level

TESTS (performance, abusive)

Automotive validation

- ✓ Adaptation to LPF cells and automotive mission profiles
- ✓ Prototype and tests TRL5

Aeronautic validation



- ✓ Adaptation aeraunautic mission profiles
- ✓ Prototype and tests TRL5

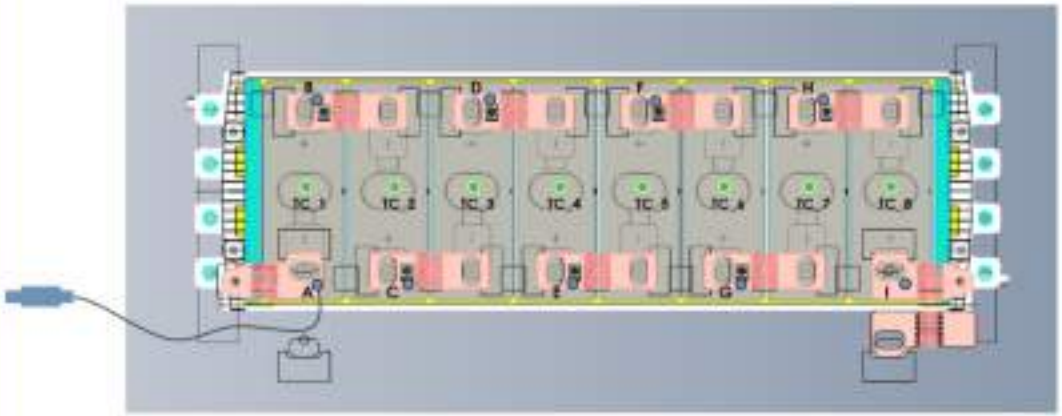
Simulation

- ✓ Using simulation tool and decision tool

Validation approach within VERSAPRINT

Session 2: ***How to validate our approach ?***

At module level



- ✓ Prototype with instrumentation to record:
  - Cells voltage
  - Cells current
  - Cells temperature (bottom)

- ✓ List of tests:
  - ISO 12405-4 Energy and capacity at RT
  - ISO 12405-4 Energy and capacity at different temperatures and discharge rates
  - ISO 12405-4 Power and internal resistance
  - ISO 12405-4 No Load SOC Loss
  - ISO 12405-4 Cranking power at low temperature
  - ISO 12405-4 Cranking power at high temperature
  - WLTP (light vehicle VS heavy duty tbc)

  - R100 e3 Vibration test
  - Thermal propagation test

TEMPEST

Validation approach

Testing at material level

Material properties

Geometries, configuration, initial loading, boundary conditions

Testing at component level

Inputs in the model

Model development

Selection of a proper material model that predicts the behaviour of the material

Comparison of the model's response to the experimental response

High compatibility

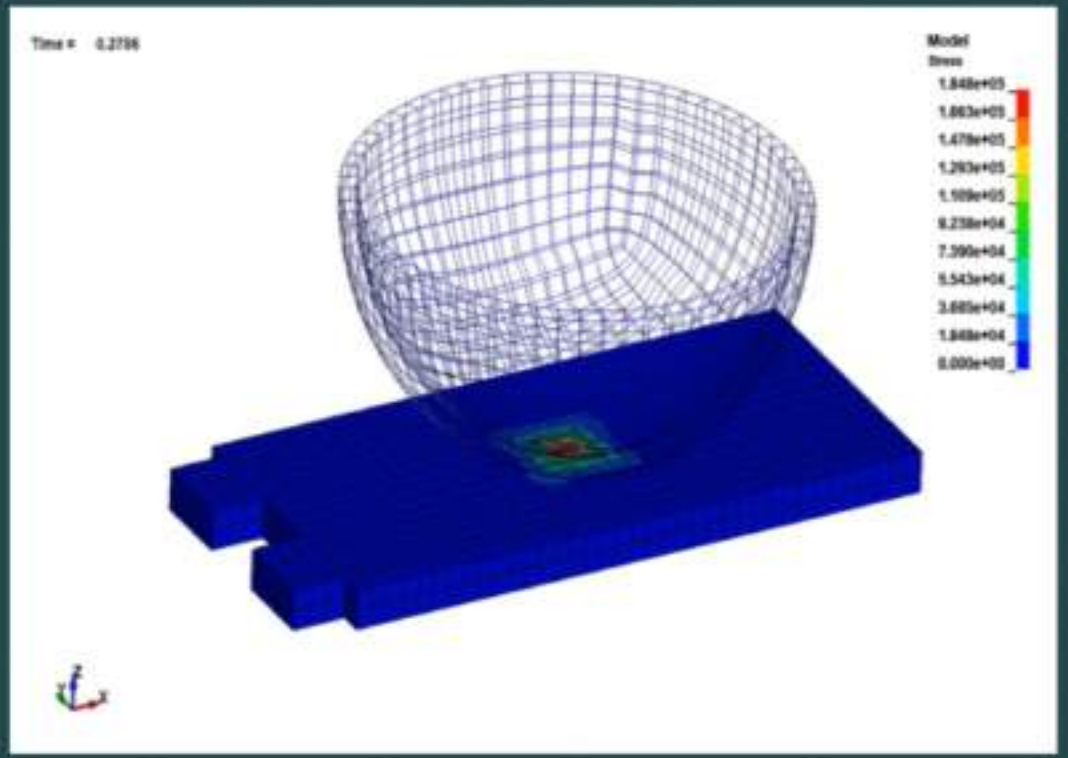
Validated model

Use in other applications for mechanical response prediction

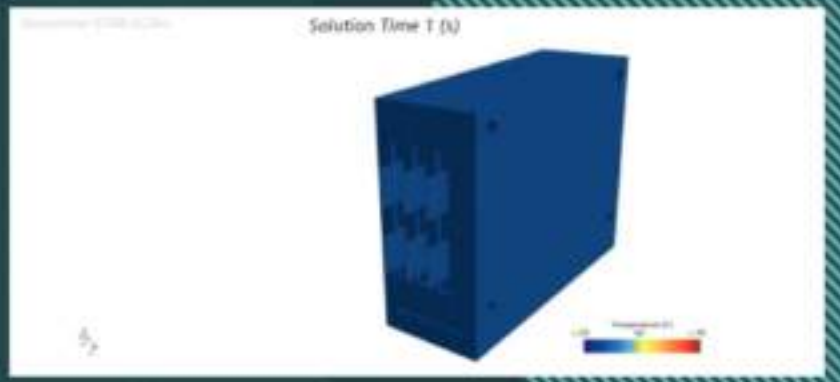
extended

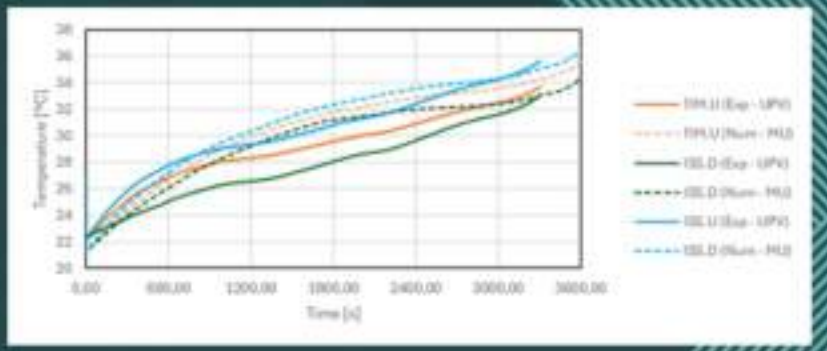
How Do We Validate Our Approaches?

Mechanical design



Thermal simulation





Q&A?

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