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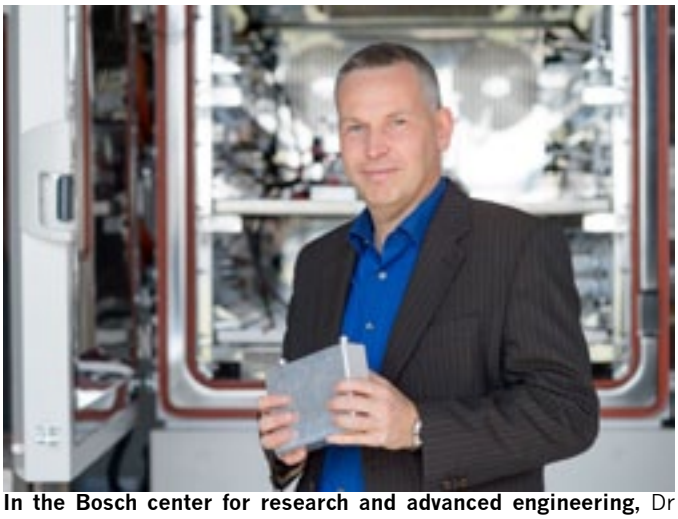

In the Bosch center for research and advanced engineering, Dr Throsten Ochs works on the batteries of the future. **See story below.**

AROUND THE INDUSTRY

Bosch's Renningen Research Campus Inauguration

Dr. Thorsten Ochs, head of battery technology R&D at the newly inaugurated Bosch research campus in Renningen, explains what will be necessary for progress in battery technology: "To achieve widespread acceptance of electromobility, mid-sized vehicles need to have 50kWhrs of usable energy."

At a weight of 230kg, the battery of a modern-day electric car provides 18kWh to 30kWh. To achieve 50kWh, the same battery would weigh 380kg to 600kg. With his colleagues around the world, Ochs is working on energy storage media with even better performance to pack 50kWh into 190kg. In addition, the researchers are looking to significantly shorten the time a car needs to recharge. "Our new batteries should be capable of being loaded to 75% in less than 15 minutes," he says.

Ochs and his colleagues firmly believe that improved lithium technology will make it possible to achieve these goals. "There is still a long way to go when it comes to lithium," states Ochs. To make progress in this area, his team in Renningen is working closely with Bosch experts in Shanghai and Palo Alto. And as a further measure to advance Li-ion battery research, Bosch has established the Lithium Energy and Power GmbH & Co. KG joint venture with GS Yuasa and the Mitsubishi Corp.

"The more lithium ions you have in a battery, the more electrons – and thus the more energy – you can store in the same space," explains Ochs.

Aqua Metals Closes $10 Million for Recycling Center

Aqua Metals Inc., which is commercializing a non-polluting electrochemical lead recycling technology called AquaRefining™, has a $10 million loan from Green Bank in conjunction with a 90% loan guarantee from the U.S. Department of Agriculture (USDA) Rural Development Agency. The loan will provide non-dilutive capital to finance the growth of Aqua Metals and enhance the development of the company's first AquaRefinery currently under construction in the Tahoe-Reno Industrial Center (TRIC) in Nevada. The company intends to apply the proceeds to expand its lead recycling capacity.

"Our credit enhancement tool is designed to lend the support needed to bring advanced technology businesses into America's rural areas, creating jobs and progress," says Sarah Adler, Nevada State Director of USDA Rural Development. "The fact that Aqua Metals will make lead battery recycling a clean and safe process for workers and the surrounding communities is a double bonus."

"Demand for our recycling capacity has been strong," says Dr. Stephen R. Clarke, Chairman and CEO of Aqua Metals. "This USDA backed loan provides Aqua Metals a key piece of financing with which to expand our initial AquaRefinery. Specifically, we have been able to develop a plan to produce lead at 80 tonnes per day and then to expand to 160 tonnes per day by 2018."

Dyson Acquires Battery Firm, Plans Factory

Vacuum cleaner manufacturer Dyson plans to build a major battery factory after acquiring a battery technology firm, the company's founder, James Dyson, told *USA TODAY*.

Dyson has acquired Ann Arbor, Michigan-based Sakti3 and plans to use the startup's solid-state Li-ion technology to improve the battery life on its cordless vacuums, deliver new products and build a battery production plant.

James Dyson (right), founder and chief engineer of the U.K.-based manufacturing and technology giant, says that the company's battery production facility will require up to $1 billion in investment. Dyson says the U.S. is an option – including Sakti3's home state. "I think there are lots of places we could do it, so we are keeping a very open mind about it at the moment."

The $90 million acquisition reflects a win for clean-tech investors in Sakti3, including General Motors and Khosla Ventures. Dyson had already invested $15 million in Sakti3.

The University of Michigan spinoff company's founder and CEO Ann Marie Sastry will lead development of her technology as an executive for Dyson.

Made in Nigeria Automotive Batteries Debut Market

Locally assembled automotive batteries have been released into the market to serve Nigeria motorists and companies that use batteries, reports *Daily Trust (Abuja)*. Forgo Battery Co. Ltd.'s factory in Kwara State produced the batteries and was commissioned by the Governor of Kwara State, Dr. Abdulfattah Ahmed who promised that henceforth all the government vehicles in the state will be running on the Forgo batteries.

Speaking during the opening of the factory, Joseph Alex Offorjama, managing director of Forgo Battery, explained that he was motivated to site the factory in Ilorin – the Kwara state capital – due to recent federal government policies which are replicated in the state that encourage investment in various sectors. He added that the company was prepared to offer quality products to power modern automobiles with increased electronic features and security tracking systems including other machinery and equipment.

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Trojan Powers Airport Ground Support Equipment

Trojan Battery Co. LLC, a leading manufacturer of deep-cycle batteries, has entered the airport ground support vehicle market by supplying its deep-cycle batteries to LEKTRO Inc., one of the industry's leading electric towbarless tug manufacturer.

Trojan's L16, 6V batteries power selected models of LEKTRO's AP86, AP86X, AP87 and 87X series of towbarless, aircraft tugs. Trojan also provides a custom

designed L16, 6V battery featuring a 4V tap to provide a true 28V ground power unit (GPU) capability for LEKTRO equipment. The 4V tap enables LEKTRO equipment to effectively service aircraft that could be otherwise harmed by potential overcharging.

In addition, LEKTRO uses Trojan DC500ML 12V batteries in its AP8800 and AP8800-EZ models, as well as, Trojan's T105 batteries in its AP83 series tugs.

Trojan's deep-cycle flooded batteries feature T2 Technology™ for sustained capacity and total overall ampere-hours, resulting in more operating power. T2 Technology features Alpha Plus® Paste, a proprietary,

high-density paste formulation precisely engineered to maximize performance of Trojan's flooded deep-cycle batteries. Combined with Trojan's unique grid technology and Maxguard® T2 Separator, the L16 is optimized to provide exceptional battery performance, with reduced downtime and lower overall maintenance costs.

Tesla is Already Making Grid Batteries

Electric car maker Tesla Motors is already assembling batteries to be used by utilities and building owners at its huge battery factory, the Gigafactory, just outside of Reno, Nevada. Tesla said that it started assembling these batteries – called the Powerpack and Powerwall – at its factory in Fremont, California in the third quarter of this year. In the early part of the fourth quarter, Tesla says it "relocated production from Fremont to an automated assembly line at the Gigafactory." These Powerpack and Powerwall battery packs are likely using battery cells from its battery partner Panasonic.

At the end of 2016, Tesla will make the Powerpack and Powerwall battery packs using battery cells that it produces at the Gigafactory, says Tesla.

Samsung Introduces Flexible Batteries

Samsung introduced the Stripe and Band batteries at the InterBattery 2015 event in Seoul. The batteries hint at the future of wearables' batteries.

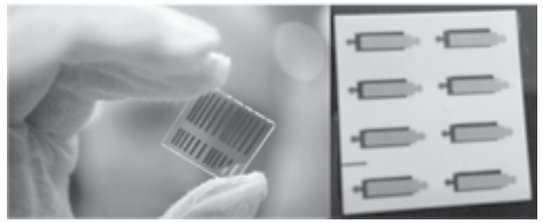
Stripe is a battery which can bend to match the contours of a person's body, such as their wrist. The flexibility is said to be akin to that of fiber, allowing it to be used in gadgets like smart bands, necklaces, t-shirt accessories and similar devices. Despite having a higher density than comparable batteries, Stripe is only 0.3mm thick.

In addition to Stripe, Samsung also showcased the Band battery, which is designed specifically for smartwatches. The battery is designed in such a way that it can be "applied on the bands of any smartwatch," says Samsung, where it will boost the battery capacity by more than 50%. After being bent more than 50,000 times during testing, the battery still operated normally.

Oakridge Plans to Produce Thin Film Batteries

Oakridge Global Energy Solutions Inc. of Melbourne, Florida plans to fully use the many patents developed and owned by the company in thin film solid state batteries. The batteries have game-changing applications in electronics, robotics, industry, medical devices and the military.

In 2002, the company acquired Nevada-based Oak Ridge Micro-Energy Inc. to further the development and commercialization of rechargeable thin film solid state lithium battery technology that was based upon the thin film solid state lithium ion technology developed by Dr. John B. Bates, Ph.D., while he was employed at the United States Department of Energy's Oak Ridge National Lab (ORNL) under license from ORNL.



"The timing is now right and the market is now ready for thin film solid state batteries," says Steve Barber, OGES executive chairman and CEO.

Global Touts Post-Vehicle Use of Li-ion Batteries

Global Battery Solutions LLC (GBS), a Holland-based sister organization of Sybesma's Electronics Inc., plans to grow its operations by integrating post-automotive Li-ion batteries into new applications.

For Hank Sybesma, the president and CEO of both companies, the batttery technology has the potential to be "incredible" for his businesses. "Our little electronics business that we've had for 50 years will be dwarfed with what this company can do," he says referring to the potential with Global Battery Solutions.

The number of available post-vehicle Li-ion batteries is expected to reach approximately 6.7 million by 2035, according to a report conducted last year by the Mineta National Transit Research Consortium and Grand Valley State University. The pending influx of used Li-ion batteries that are past their useful automotive life has prompted companies like Global Battery Solutions to develop

methods and applications to repurpose and reuse those components.

Global Battery Solutions is currently in talks with the state officials in New York to service lithium-ion batteries

previously used in bus fleets from various municipalities around the state. The company plans to repurpose the batteries for use in the state's power grid to avoid brownouts during peak power usage.

MEETING REPORT

The Battery Show, Electric & Hybrid Vehicle Technology Expo, and Critical Power
Novi, Michigan
September 15-17, 2015

Provided courtesy of the event organizers

In its sixth consecutive year, The Battery Show;Electric & Hybrid Vehicle Technology Expo, now in its third year; and the brand new Critical Power Expo hosted the advanced battery, power, and automotive engineering community in Novi, Michigan, September 15-17, 2015, for three days of networking, learning and business discussions. Achieving record attendance of over 5,700, the three co-located events demonstrated why the second week in September should be permanently marked in the industry's calendar.

Nearly 500 exhibitors showcased the latest technologies across a full-capacity exhibition floor. Some of the world's

leading companies participated, exhibiting on the show floor, presenting on the conference and sponsoring the show, including Google, EnerSys, Intel, Voltabox, UL, Delphi, Hongfa, YASA Motors, BMW, East Penn and Schneider Electric.

Attendees from Siemens, Exide, General Motors (GM), Ford Motor Co., Tesla, Chrysler, Audi and Mitsubishi Motors, attended in large delegations in addition to thousands of senior buyers, engineers and technical leaders from the major OEMs, Tier 1 and Tier 2 Suppliers.

Event Highlights

Parker Hannifin led the off-highway track featuring Sevcon, Crown Equipment, Odyne and Artisan erspectives on electric and hybrid engineering options for industrial vehicles. Experts from DuPont, BASF, Johnson Matthey and Umicore discussed the challenges of creating scalable next generation materials whilst improving performance and managing cost.

Free-to-attend speaker sessions in the Open Technology and Buyers Forums provided three days of exhibitor-led seminars from companies including UL, IP Checkups, AMS, IAV, Doosan, Rittal Corp., Automotive Engineering Inc. and Powerex. The dedicated networking events hosted by Enersys, Delphi and East Penn created several opportunities for exhibitors to build relationships with manufacturers, suppliers, and potential buyers in a relaxed environment.

Hongfa took automotive design to the next level, combining a 1965 Cobra with state-of-the-art technology. A vertically integrated company, Hongfa America is a focus relay business manufacturing fully automated products.

Genovation Cars debuted the first-ever all-electric Corvette. The Genovation GXE Corvette, will hit the market in just four months' time. Among the many key features of the electric car are the state-of-the-art battery management system, inverters, batteries and electric motors that produce in excess of 700hp and over 600 lb-ft of torque.

TE Connectivity broadcast live from the show on Google Hangout. Guests tuned in to hear experts discuss subjects such as TE's Litealum wire crimp technology, and tooling and megatrends in high-voltage connectivity.

YASA Motors, the world leader in high torque and power density axial flux motors, launched its latest high-performance products – the YASA P400 Series – at the Electric & Hybrid Vehicle Technology Expo.

ALABC displayed a Ram truck that combines lead-carbon batteries with a natural gas-powered engine and a factory-built start-stop system while promoting its 2016-18 research development program, which aims to improve the life and performance of next-generation lead-acid and lead-carbon batteries.

Siemens Industry showcased solutions that demonstrated how the company's technologies have allowed OEMs and system integrators to reduce cost and time to market through optimization and process improvements.

Conference Overview

With a program designed to examine the key business and technical issues impacting the industry, The Battery Show and Electric & Hybrid Vehicle Technology Conferences provided three parallel tracks, offering commercial, regulatory, safety, technological, stationary energy storage and next-generation battery R&D perspectives. Conference highlights included:

Over 360 delegates attended the opening morning keynote session, out of the 573 in attendance overall.

Content went from strength to strength, with participation from Dell, EnerSys, Saft, UL Navitas, Continental, Bosch, Parker Hannifin, Wrightbus and more.

Attendance participation from OEMs included BMW Group, Nova Bus, Allison Transmission, U.S. Environmental Protection Agency, and Continental.

The Solid-State Breakthrough: It was standing room only on day two, track two, as speakers, from Toyota, Google, Samsung and Intel provided a brief history of the technology, the current status and breakthroughs required to achieve large-scale commercialization. "The distinguished panel delivered a great session," said moderator **Jeff Sakamoto** of the University of Michigan.

Dedicated sessions on the grid, focused on designing, testing and ensuring the safety of stationary storage systems. In-depth discussions across a variety of issues included battery markets, applications, manufacturing and materials.

Leading executives from Saft, Novabus, Wrightbus, New Flyer Industries and RATP discussed the strategies and enabling technologies for electric and hybrid buses.

In-depth discussions across a variety of market and engineering issues, included regulatory drivers on design and technology selection, and focus sessions on heavy-duty/transport and off-highway sectors.

Speakers from GM, Argonne National Laboratory, Sion Power Corp. and Joint Center for Energy Storage Research discussed the impact of advanced Li-ion used in EV applications.

U.S. BATTERY AND FUEL CELL PATENTS

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RESEARCH AND DEVELOPMENT

Lithium Air Batteries Could Replace Li-ion

In the U.K., researchers at the University of Cambridge have created a battery prototype that overcomes some of the challenges to making lithium air technology commercially

viable, including size and amount of energy lithium oxygen batteries can discharge. The new battery has the potential to store up to 10 times the amount of energy held in heavier Li-ion cells of comparable size, the inventors say. The concept battery – still easily a decade away from a market-ready prototype – would be one fifth the weight and cost of current Li-ion batteries.

"What we've achieved is a significant advance for this technology and suggests whole new areas for research – we haven't solved all the problems inherent to this chemistry, but our results do show routes forward towards a practical device," says. Prof. Clare Grey of Cambridge's Department of Chemistry. The results were published in *Science.*

The battery prototype relies on graphene, a lattice of carbon atoms that has the potential to radically change the way objects are made if the cost of making it can be cut. The team used a different chemistry from previous lithium oxygen studies and found it to be more efficient.

The oxygen-based energy storage has the potential – albeit possibly 20 years down the road – to sideline the Li-ion batteries used in everyday gadgets.

Redox-Flow Battery Key To Future

A team of researchers have created a type of new redox-flow battery that can withstand up to 10,000 charging cycles without losing a crucial amount of capacity. The synthetic batteries were created based on organic polymers and water, according to the study.

"What's new and innovative about our battery is that it can be produced at much less cost, while nearly reaching the capacity of traditional metal and acid containing systems," says Dr. Martin Hager of the Friedrich Schiller University Jena in Germany.

The research team and its new battery (left to right): Prof. Dr. Ulrich S. Schubert, Tobias Janoschka und Dr. Martin Hager.

The researchers' new redox-flow batteries are made from organic polymers and a harmless saline solution, according to a news release. Some examples of organic polymers are carbohydrates, nucleic acids, proteins, and rubber. Unlike traditional batteries, the redox-flow battery

is not made from solid materials like metals or metal salts – it's in a dissolved form. The electrolyte solutions are stored in two tanks, which form the positive and negative terminals of the battery. Two pumps of the polymer solutions are transferred to an electrochemical cell, in which the polymers are electrochemically reduced, or oxidized, thereby charging or discharging the battery, according to the researchers. The cell is divided into two compartments by a membrane to avoid electrolytes from merging.

"In these systems the amount of energy stored as well as the power rating can be individually adjusted. Moreover, hardly any self-discharge occurs," Hager says. "This is not only extremely expensive, but the solution is highly corrosive, so that a specific membrane has to be used and the lifespan of the battery is limited."

In the first tests, the redox-flow battery could withstand up to 10,000 charging cycles with losing its capacity. The energy density is 10Wh/l. The scientists are working on creating a more efficient and larger system. They are considering the new development to be a potentially marketable product.

ELECTRIC VEHICLE NEWS

Toyota Sees Even Split Between Prius Batteries

Toyota has revealed more details of its new Prius, the automaker's first hybrid to be powered by a Li-ion battery as well as the nickel-metal-hydride battery nearly exclusive to the car's three previous generations.

Chief engineer Kouji Toyoshima told *WardsAuto* that production will be divided evenly between Li-ion and NiMH batteries. Sales of cars with the two battery types will be further split 50-50 in North America and Japan, while Toyota will offer only NiMH-equipped Priuses in Europe. China and Southeast Asia still are being decided.

Model grade will determine which type of battery is used, Toyoshima says. Only the Prius Plug-In Hybrid and one grade of the Prius v (sold in Japan as the Prius Alpha) now use Li-ion batteries. The NiMH battery pack is 10% smaller and holds 28% more energy than the current unit. The Li-ion pack is smaller still by an estimated 15% and significantly lighter, by nearly 15.8 lbs. (7.2 kg).

The fourth-generation Prius goes on sale in Japan in December, followed by North America in early 2016.

Polaris Updates GEM Low-Speed Electric Vehicles

After purchasing GEM several years ago, Medina, Minnesota-based Polaris is updating the GEM line of low-speed electric vehicles. Polaris will offer six GEM variants, including the e2, 4, and e6 passenger models with seating for two, four, and six, respectively. There is also an eL XD variant with a flatbed, as well as more utility-focused eM 1400 and eM 1400 LSV models.

GEM notes that its vehicles have car-like safety features, including automotive-glass windshields, fairly substantial suspension, and roofs that meet SAE crush standards. The vehicles should be street legal on most roads with speed limits up to 35 mph, GEM says. All vehicles have a top speed of 25 mph except the eM 1400, which is limited to 19 mph. These limits qualify them as "low-speed" or "neighborhood" electric vehicles, which are subject to far fewer Federal regulations than conventional cars and trucks. Their electric motors vary in output from 5.0 to 6.5kW, depending on the model.

For the first time, GEM is also offering the option of Li-ion battery packs as well as conventional lead-acid batteries. The 8.9-kWh and 12.4kWh packs can be combined with Level 1 or Level 2 AC charging capability. GEM also offers a rooftop solar panel to generate renewable electricity.

PRODUCT NEWS

Electric Buses: Technology Winners and Losers

IDTechEx Research's report, *Electric Buses 2015-2025* finds winners emerging in new bus technology. Pure electric powertrains based on Li-ion batteries win.

Dr. Peter Harrop of IDTechEx finds that fast charging wins. Wireless charging removes hassle and personnel issues such as holding a heavy, wet power terminal. It will evolve into semi-dynamic charging where the bus battery is smaller because it is topped up at traffic lights and bus stops using solar roads etc. Wireless charging will be popular when turnaround time for full charge matches contacted versions. Structural electronics such as solid-state supercapacitors, batteries and circuitry replacing bodywork may eventually win. See IDTechEx Research's, *High Power Energy Harvesting 2016-2026, Structural Electronics 2015-2025* and the brand new report *Wireless Charging 2016-2026: Phones & Small Electronics, Electric Cars & Other Vehicles*.

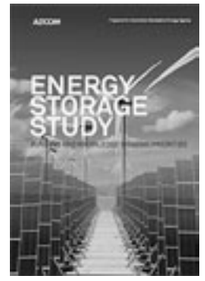
"Unlikely to be adopted in the majority of buses are fuel cells or battery swapping because of total cost of ownership and operational issues," says Harrop.

For more information, visit www.IDTechEx.com.

Certain Battery Technologies to Plunge

An energy storage study claims that prices for certain battery technologies will plunge by as much as 60% over the next five years. The report was prepared by Australian consultancy AECOM and published by the Australian Renewable Energy Agency (ARENA).

The 130-page study expects all battery technologies to drop in price. However, the largest reductions are forecast for Li-ion and flow-battery technologies, which are expected to plummet by 60% and 40%, respectively by 2020.



Li-on batteries will drop from $550/kWh in 2014 to $/ kWh by 2020; and flow battery prices will drop from $/ $350 per kWh during the same time.

According to the ARENA report, energy storage adoption is likely to occur as a 'megashift' rather than incremental impact on the electricity industry, "due to the rapidly changing economic proposition as well as the disruptive influence on the market."

Download the report at http://arena.gov.au/files-/2015/07/AECOM-Energy-Storage-Study.pdf.

UPCOMING EVENTS

Meetings and Symposia

November 17-18 – Electric & Hybrid Aerospace Technology Symposium, Messe Bremen, Bremen, Germany.

Topics include aeronautic battery integration; a hybrid HT-PEM fuel cell and NiCd battery aircraft electrical generator; hybrid turbine-SOFCs for propulsion and power; leveraging auto electric/hybrid challenges for aerospace success; and Li-ion battery safety progress.

Info: Andrew Boakes, UKIP Media & Events, Abinger House, Church St., Dorking, Surrey, RH4 1DF, U.K., phone: +44 1306 871209, or visit www.electricandhybridaerospacetechnology.com.

November 17-18 – Lithium Battery Power, Hyatt Regency Baltimore, Baltimore, Maryland.

Explores new ideas for battery design, battery trends and chemistries; novel materials and components to systems design and integration; electrode and electrolyte materials and technologies; Li-ion; lithium-air/lithium oxygen; lithium-sulphur; metal air; and EV to stationary applications.

Info: Craig Wohlers, Knowledge Foundation, phone: 1-781-972-5400, or visit www.knowledgefoundation.com.

November 18-19 – Battery Safety Conference, Hyatt Regency Baltimore, Baltimore, Maryland.

Includes impact of battery materials on safety; internal shorts, thermal runaway and stability, aging, and catastrophic failure; abuse tolerance and advanced testing procedures and protocols; cell research and safety, Li-based battery safety at systems level; and safety standards and regulatory issues.

Info: Craig Wohlers, Knowledge Foundation, phone: 1-781-972-5400, or visit www.knowledgefoundation.com.

November 17-20 – 3rd Zing Hydrogen and Fuel Cells Conference 2015, Omni Cancun Hotel & Villas, Cancun, Mexico.

Focuses on modern aspects and new developments of hydrogen, fuel cells, and their applications. Includes recent work on PGM based and non-platinum based nanomaterials to systems for portable stationary and automotive sectors.

Info: Visit http://www.zingconferences.com/conferences/3rd-zing-hydrogen-fuel-cells-conference/.

December 1-4 – European Battery, Hybrid and Fuel Cell Electric Vehicle Congress, Diamant Centre, Brussels, Belgium.

Fosters exchange between R&D, industry, authorities, end-users and the NGO's actors to develop synergies in eMobility. Helps define the most promising solutions for market introduction and take-off. Policy aspects, new mobility concepts, noise and health factors are also issues to be discussed.

Info: Visit www.eevc.eu.

2016

January 25-28 – AABC Europe: Advanced Auytomotive and Industrial Battery Conference, Rheingoldhalle Congress Centrum, Mainz, Germany.

Discuss recent progress in advanced battery technology implementation in automotive, industrial and specialty applications. Includes three technology-focused symposia covering Li-ion chemistry, Li-ion engineering and EC capacitor developments, and an application-focused symposia with two parallel tracks on high-volume and industrial/specialty automotive, as well as three tutorials.

Info: Visit www.advancedautobat.com.

March 21-24 – 33rd International Battery Seminar & Exhibit, Broward County Convention Center, Ft. Lauderdale, Florida.

Ideal for battery and small fuel cell manufacturers, users, OEMs, product designers, component, equipment and material suppliers, applications engineers, marketing analysts, patent attorneys, investors and those interested in the battery and small fuel cell industries.

Info: Craig Wohlers, Knowledge Foundation, phone: 1-781-972-5400, or visit www.internationalbatteryseminar.com.

May 1-3 – BCI's 128th Convention + Power Mart, San Antonio Marriott Rivercenter and Riverwalk Hotel, San Antonio, Texas.

Includes the latest technologies, environmental issues, and the impact of global economy on the battery marketplace. Network with renowned industry experts, share experiences and challenges with your peers, and hear worldwide regulatory and legislative issues affecting battery manufacturing and distribution.

Info: Phone: 1-312-644-6610 or visit www.batterycouncil.org.

May 10-12 – Battcon, Boca Raton Resort and Spa, Boca Raton, Florida.

Noncommercial, technical event for storage battery users from the power, telecom, UPS and other industries. End-users, engineers, battery and battery test equipment manufacturers, installers, and standards and safety experts gather to discuss storage battery innovations and solutions for existing systems; everyday applications; technical advances; and industry concerns. A trade show features storage power related vendors.

Info: Jennifer Stryker, Emerson Network Power, 7775 West Oakland Park Blvd, Sunrise, FL 33351, phone: 1- 954-623-6660 Ext 23806, or visit www.battcon.com.

June 19-22 – EVS29, Palais des Congres de Montreal, Montreal, Quebec, Canada.

Covers research, market and government activities across all fields related to hybrid, plug-in hybrid, battery, and fuel cell technologies as well as associated infrastructure and services.

Info: Visit www.evs29.org.

September 13-15 – The Battery Show 2016, The Suburban Collection Showplace, Novi, Michigan.

Showcases the latest advanced battery technology for electric and hybrid vehicles; utility and renewable energy support; portable electronics; medical technology; military; and telecommunications.

Info: Visit www.thebatteryshow.com.

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