

Global Aluminum Heat Transfer Material for New Energy Vehicles Market 2026 by Manufacturers, Regions, Type and Application, Forecast to 2032

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Abstracts

According to our (Global Info Research) latest study, the global Aluminum Heat Transfer Material for New Energy Vehicles market size was valued at US\$ 2247 million in 2025 and is forecast to a readjusted size of US\$ 5112 million by 2032 with a CAGR of 11.6% during review period.

Aluminum Heat Transfer Materials for New Energy Vehicles are aluminum and aluminum-alloy semi-finished products used in the thermal management systems of battery electric vehicles, plug-in hybrid electric vehicles, and fuel cell electric vehicles. Major products include clad brazing sheet, strip and foil, unclad fin stock, tube stock, header stock, battery cooling plate materials, folded-tube stock, and extruded profiles for thermal management applications. Typical material systems include multilayer products using AA3003 or modified AA3003 as the core alloy and AA4343 or AA4045 aluminum-silicon alloys as the brazing layer, as well as selected 6xxx-series alloys for cooling plates requiring higher post-braze strength. Key upstream inputs include primary aluminum, recycled aluminum, aluminum-alloy slabs, manganese, silicon, magnesium, zinc and other alloying elements, rolling lubricants, clad slabs, and packaging materials. Major downstream customers include automotive thermal management system suppliers, battery and pack manufacturers, cooling plate and heat exchanger producers, and new energy vehicle manufacturers. Principal applications include battery cooling plates and coolers, e-drive and power electronics cooling, heat pump systems, condensers, evaporators, chillers, and fuel cell cooling systems. On a factory-gate material basis, global effective capacity is estimated at approximately 740,000 tonnes in 2025, with sales volume of around 522,600 tonnes and an average selling price of approximately USD 4,180 per tonne. As most producers manufacture these materials on flexible automotive heat exchanger material lines, the capacity figure represents

effective capacity allocable to new energy vehicle applications rather than fully dedicated production lines. The industry's average gross margin is estimated at approximately 14%–22%.

The global market for Aluminum Heat Transfer Materials for New Energy Vehicles is undergoing rapid expansion and a restructuring of its supply base. Established automotive heat exchanger material producers are using existing casting, cladding, hot rolling, cold rolling, annealing, and finishing facilities to enter battery cooling plate, e-drive cooling, and heat pump material markets, meaning that the sector has not yet developed a completely separate capacity system from conventional automotive heat exchanger materials. European, Japanese, and North American suppliers retain strong positions in high-strength, thin-gauge, multilayer clad materials, corrosion control, and customer-specific development, while Chinese producers are increasing their market presence through an integrated aluminum processing supply chain, rapid capacity expansion, and proximity to the world's largest new energy vehicle manufacturing base. Long customer qualification cycles and platform-specific material approvals make established supplier relationships relatively stable, and competition depends on brazing consistency, leak reliability, corrosion performance, dimensional accuracy, and traceability as well as price.

Demand growth is mainly driven by rising new energy vehicle production, the increasing adoption of liquid-cooled battery systems, and higher heat dissipation requirements associated with fast-charging platforms. Compared with internal combustion engine vehicles, new energy vehicles contain additional heat-generating systems, including batteries, electric motors, power control units, inverters, onboard chargers, and high-voltage distribution systems. Heat pump systems also require more complex exchanges of heat among refrigerant, coolant, the battery, and the cabin. Larger battery packs, ultra-fast charging, 800 V architectures, and highly integrated battery systems are increasing requirements for cooling area, material strength, corrosion resistance, and dimensional precision. Battery electric vehicles will remain the largest source of incremental demand, while plug-in hybrid vehicles also require relatively high material content because they combine combustion-engine and electric-drive thermal management systems.

From a product technology perspective, clad brazing materials will remain the mainstream solution for battery cooling plates and compact heat exchangers, but product structures are shifting from conventional single- or double-sided cladding toward multilayer, higher-strength, and corrosion-gradient designs. After brazing, cooling plates must retain pressure resistance, dimensional stability, coolant corrosion

resistance, and long-term fatigue performance, supporting wider adoption of modified 3xxx-series core alloys, age-hardenable 6xxx-series materials, and sacrificial corrosion layers. Extruded multiport channels, folded tubes, roll-bonded plates, laser-welded cooling plates, and direct refrigerant cooling will develop in parallel, changing the relative demand for sheet, strip, tube stock, and extruded profiles. Low-carbon aluminum, recycled content, and closed-loop recycling will also become increasingly important purchasing criteria, although impurity control remains a constraint on the use of recycled metal in demanding brazing applications.

The main constraints include cost pressure transmitted from intense vehicle price competition, aluminum price volatility, declining fabrication premiums, trade barriers, and the simultaneous commissioning of new capacity. Aluminum heat transfer materials are generally priced using a metal price plus fabrication premium mechanism, allowing most raw-material price movements to be passed through, but timing differences can affect margins and customers continue to pressure fabrication charges. High-end products must also address cladding thickness uniformity, braze sagging, intergranular corrosion, coolant compatibility, and post-braze strength. Qualification normally involves material testing, component validation, and vehicle-platform approval, creating long development cycles and high switching costs. Future market share is expected to become increasingly concentrated among producers with integrated casting and rolling capabilities, regional manufacturing networks, low-carbon material portfolios, and the ability to conduct joint development with automakers and thermal management system suppliers.

This report is a detailed and comprehensive analysis for global Aluminum Heat Transfer Material for New Energy Vehicles market. Both quantitative and qualitative analyses are presented by manufacturers, by region & country, by Type and by Application. As the market is constantly changing, this report explores the competition, supply and demand trends, as well as key factors that contribute to its changing demands across many markets. Company profiles and product examples of selected competitors, along with market share estimates of some of the selected leaders for the year 2025, are provided.

Key Features:

Global Aluminum Heat Transfer Material for New Energy Vehicles market size and forecasts, in consumption value (\$ Million), sales quantity (Kilotons), and average selling prices (US\$/Ton), 2021-2032

Global Aluminum Heat Transfer Material for New Energy Vehicles market size and

forecasts by region and country, in consumption value (\$ Million), sales quantity (Kilotons), and average selling prices (US\$/Ton), 2021-2032

Global Aluminum Heat Transfer Material for New Energy Vehicles market size and forecasts, by Type and by Application, in consumption value (\$ Million), sales quantity (Kilotons), and average selling prices (US\$/Ton), 2021-2032

Global Aluminum Heat Transfer Material for New Energy Vehicles market shares of main players, shipments in revenue (\$ Million), sales quantity (Kilotons), and ASP (US\$/Ton), 2021-2026

The Primary Objectives in This Report Are:

- To determine the size of the total market opportunity of global and key countries

- To assess the growth potential for Aluminum Heat Transfer Material for New Energy Vehicles

- To forecast future growth in each product and end-use market

- To assess competitive factors affecting the marketplace

This report profiles key players in the global Aluminum Heat Transfer Material for New Energy Vehicles market based on the following parameters - company overview, sales quantity, revenue, price, gross margin, product portfolio, geographical presence, and key developments. Key companies covered as a part of this study include Gr?nges, Novelis, UACJ, Constellium, Speira, AMAG, Kobe Steel, ElvalHalcor, Hulamin, Shanghai Huafo Aluminum Corporation, etc.

This report also provides key insights about market drivers, restraints, opportunities, new product launches or approvals.

Market Segmentation

Aluminum Heat Transfer Material for New Energy Vehicles market is split by Type and by Application. For the period 2021-2032, the growth among segments provides accurate calculations and forecasts for consumption value by Type, and by Application in terms of volume and value. This analysis can help you expand your business by

targeting qualified niche markets.

Market segment by Type

Clad Brazing Materials

Unclad Materials

Market segment by Product Form

Sheet and Plate

Strip and Foil

Other

Market segment by Core Alloy

3xxx Series

6xxx Series

Other

Market segment by Application

Battery Electric Vehicles

Plug-in Hybrid Electric Vehicles

Fuel Cell Electric Vehicles

Major players covered

Gr?nges

Novelis

UACJ

Constellium

Speira

AMAG

Kobe Steel

ElvalHalcor

Hulamin

Shanghai Huafon Aluminium Corporation

Yinbang Clad Material

Jiangsu Alcha Aluminium Group

Yongjie New Material

Mingtai Aluminum

Market segment by region, regional analysis covers

North America (United States, Canada, and Mexico)

Europe (Germany, France, United Kingdom, Russia, Italy, and Rest of Europe)

Asia-Pacific (China, Japan, Korea, India, Southeast Asia, and Australia)

South America (Brazil, Argentina, Colombia, and Rest of South America)

Middle East & Africa (Saudi Arabia, UAE, Egypt, South Africa, and Rest of

Middle East & Africa)

The content of the study subjects, includes a total of 15 chapters:

Chapter 1, to describe Aluminum Heat Transfer Material for New Energy Vehicles product scope, market overview, market estimation caveats and base year.

Chapter 2, to profile the top manufacturers of Aluminum Heat Transfer Material for New Energy Vehicles, with price, sales quantity, revenue, and global market share of Aluminum Heat Transfer Material for New Energy Vehicles from 2021 to 2026.

Chapter 3, the Aluminum Heat Transfer Material for New Energy Vehicles competitive situation, sales quantity, revenue, and global market share of top manufacturers are analyzed emphatically by landscape contrast.

Chapter 4, the Aluminum Heat Transfer Material for New Energy Vehicles breakdown data are shown at the regional level, to show the sales quantity, consumption value, and growth by regions, from 2021 to 2032.

Chapter 5 and 6, to segment the sales by Type and by Application, with sales market share and growth rate by Type, by Application, from 2021 to 2032.

Chapter 7, 8, 9, 10 and 11, to break the sales data at the country level, with sales quantity, consumption value, and market share for key countries in the world, from 2021 to 2026. and Aluminum Heat Transfer Material for New Energy Vehicles market forecast, by regions, by Type, and by Application, with sales and revenue, from 2027 to 2032.

Chapter 12, market dynamics, drivers, restraints, trends, and Porters Five Forces analysis.

Chapter 13, the key raw materials and key suppliers, and industry chain of Aluminum Heat Transfer Material for New Energy Vehicles.

Chapter 14 and 15, to describe Aluminum Heat Transfer Material for New Energy Vehicles sales channel, distributors, customers, research findings and conclusion.

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