

Global Aluminum Heat Transfer Material for New Energy Vehicles Supply, Demand and Key Producers, 2026-2032

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Abstracts

The global Aluminum Heat Transfer Material for New Energy Vehicles market size is expected to reach \$ 5112 million by 2032, rising at a market growth of 11.6% CAGR during the forecast period (2026-2032).

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 studies the global Aluminum Heat Transfer Material for New Energy Vehicles production, demand, key manufacturers, and key regions.

This report is a detailed and comprehensive analysis of the world market for Aluminum Heat Transfer Material for New Energy Vehicles and provides market size (US\$ million) and Year-over-Year (YoY) Growth, considering 2025 as the base year. This report explores demand trends and competition, as well as details the characteristics of Aluminum Heat Transfer Material for New Energy Vehicles that contribute to its increasing demand across many markets.

Highlights and key features of the study

Global Aluminum Heat Transfer Material for New Energy Vehicles total production and demand, 2021-2032, (Kilotons)

Global Aluminum Heat Transfer Material for New Energy Vehicles total production value, 2021-2032, (USD Million)

Global Aluminum Heat Transfer Material for New Energy Vehicles production by region

& country, production, value, CAGR, 2021-2032, (USD Million) & (Kilotons), (based on production site)

Global Aluminum Heat Transfer Material for New Energy Vehicles consumption by region & country, CAGR, 2021-2032 & (Kilotons)

U.S. VS China: Aluminum Heat Transfer Material for New Energy Vehicles domestic production, consumption, key domestic manufacturers and share

Global Aluminum Heat Transfer Material for New Energy Vehicles production by manufacturer, production, price, value and market share 2021-2026, (USD Million) & (Kilotons)

Global Aluminum Heat Transfer Material for New Energy Vehicles production by Type, production, value, CAGR, 2021-2032, (USD Million) & (Kilotons)

Global Aluminum Heat Transfer Material for New Energy Vehicles production by Application, production, value, CAGR, 2021-2032, (USD Million) & (Kilotons)

This report profiles key players in the global Aluminum Heat Transfer Material for New Energy Vehicles market based on the following parameters - company overview, production, value, 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 Huafon Aluminium Corporation, etc.

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

Stakeholders would have ease in decision-making through various strategy matrices used in analyzing the World Aluminum Heat Transfer Material for New Energy Vehicles market

Detailed Segmentation:

Each section contains quantitative market data including market by value (US\$ Millions), volume (production, consumption) & (Kilotons) and average price (US\$/Ton) by manufacturer, by Type, and by Application. Data is given for the years 2021-2032 by year with 2025 as the base year, 2026 as the estimate year, and 2027-2032 as the forecast year.

Global Aluminum Heat Transfer Material for New Energy Vehicles Market, By Region:

United States

China

Europe

Japan

South Korea

ASEAN

India

Rest of World

Global Aluminum Heat Transfer Material for New Energy Vehicles Market,
Segmentation by Type:

Clad Brazing Materials

Unclad Materials

Global Aluminum Heat Transfer Material for New Energy Vehicles Market,
Segmentation by Product Form:

Sheet and Plate

Strip and Foil

Other

Global Aluminum Heat Transfer Material for New Energy Vehicles Market,
Segmentation by Core Alloy:

3xxx Series

6xxx Series

Other

Global Aluminum Heat Transfer Material for New Energy Vehicles Market,
Segmentation by Application:

Battery Electric Vehicles

Plug-in Hybrid Electric Vehicles

Fuel Cell Electric Vehicles

Companies Profiled:

Granges

Novelis

UACJ

Constellium

Speira

AMAG

Kobe Steel

ElvalHalcor

Hulamin

Shanghai Huafo Aluminum Corporation

Yinbang Clad Material

Jiangsu Alcha Aluminium Group

Yongjie New Material

Mingtai Aluminum

Key Questions Answered:

1. How big is the global Aluminum Heat Transfer Material for New Energy Vehicles market?
2. What is the demand of the global Aluminum Heat Transfer Material for New Energy Vehicles market?
3. What is the year over year growth of the global Aluminum Heat Transfer Material for New Energy Vehicles market?
4. What is the production and production value of the global Aluminum Heat Transfer Material for New Energy Vehicles market?
5. Who are the key producers in the global Aluminum Heat Transfer Material for New Energy Vehicles market?
6. What are the growth factors driving the market demand?

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