

Global Electric Vehicle Battery Cooling Plate Market Growth 2026-2032

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Abstracts

The global Electric Vehicle Battery Cooling Plate market size is predicted to grow from US\$ 1631 million in 2025 to US\$ 3701 million in 2032; it is expected to grow at a CAGR of 12.8% from 2026 to 2032.

Electric Vehicle Battery Cooling Plate is a thermal-management component installed within an automotive traction battery pack to transfer heat between battery cells or modules and a circulating cooling medium. It typically contains engineered internal flow channels formed in aluminum or other thermally conductive structures and is positioned beneath, beside or between cells and modules, or integrated into the battery pack structure. Its primary functions are to control cell operating temperature, reduce temperature differences across the battery pack and support battery performance, durability and fast-charging capability. Key engineering requirements include high heat-transfer efficiency, uniform coolant distribution, low pressure drop, lightweight construction, dimensional flatness, corrosion resistance, electrical insulation, leak tightness and long-term vibration durability. This study covers Electric Vehicle Liquid Cooling Plates (LCP) products for BEV and PHEV applications and classifies the market by Type into Harmonica Tube Type, Stamping Type, Inflation Type and Others; by Battery Pack Configuration into CTM, CTP, CTB and CTC; and by Battery Type into Prismatic Battery, Cylindrical Battery and Pouch Battery.

Key Findings

Global Electric Vehicle Battery Cooling Plate sales volume reached 19,985.2 K Sets in 2025

The global average Electric Vehicle Battery Cooling Plate selling price was

approximately US\$83.4 per set in 2025

MAHLE Sanhua Automotive Yinlun Nabaichuan Holding and Valeo were the top five manufacturers in 2025

The top five manufacturers accounted for 52.46% of global Electric Vehicle Battery Cooling Plate revenue in 2025

BEV demand and increasingly integrated battery pack architectures are reshaping Electric Vehicle Battery Cooling Plate design requirements

Market Trends

Electric Vehicle Battery Cooling Plate technology is evolving toward larger cooling surfaces, thinner structures, lower coolant pressure loss and greater integration with battery pack architecture. Conventional products primarily provide bottom cooling for battery modules, while newer platforms increasingly use large-area pack cooling plates, inter-cell structures and geometries adapted directly to individual cell formats. Valeo's large liquid cooler reaches dimensions of approximately 2,000 × 1,500 mm with an average thickness below 8 mm, while Sanhua Automotive specifies cooling plates up to 1.6 m wide and 2.5 m long, illustrating the move toward larger integrated thermal surfaces. At the cell level, Dana has commercialized a 1 mm inter-cell liquid plate for prismatic cells, while BorgWarner uses extruded aluminum profiles that snake between rows of cylindrical cells. Manufacturing technology is also diversifying beyond conventional stamping and brazing: Sogefi has developed laser-welded extruded, all-aluminum and metal-plastic hybrid cold plates, reflecting industry efforts to reduce weight, energy consumption and process complexity while maintaining mechanical strength and thermal performance.

Market Dynamics

Drivers

The principal growth driver for Electric Vehicle Battery Cooling Plate is continued electrification of the passenger and commercial vehicle fleet combined with higher battery energy capacity and charging power. Global electric car sales exceeded 20 million units in 2025 and represented approximately one-quarter of new car sales, while BEVs accounted for 65% of global electric car sales. EV battery deployment reached approximately 1.2 TWh in 2025, increasing by almost 30% year on year. Higher

charging and discharging power produces greater localized thermal loads and increases the importance of minimizing cell-to-cell temperature differences, directly strengthening demand for high-efficiency battery cooling components. Automotive suppliers consequently position cooling plates as enabling technologies for fast charging, battery service life and stable power performance. MAHLE states that its cooling plates maintain homogeneous battery temperature to support fast charging and durability, while Dana emphasizes balanced coolant flow and uniform pack temperature.

Restraints

Electric Vehicle Battery Cooling Plate remains subject to significant cost and manufacturing constraints. Products are generally customized around vehicle platform, battery dimensions, cell arrangement, coolant routing and connection interfaces, which limits standardization and requires project-specific engineering, tooling and validation. At the same time, cooling plates must meet conflicting requirements for reduced thickness and weight while retaining flatness, pressure resistance, corrosion durability and leak tightness. Production processes can involve aluminum stamping or extrusion, brazing, laser welding, forming, cleaning, surface treatment and full leak inspection, creating substantial equipment and process-control requirements. Large plates further increase the difficulty of maintaining dimensional consistency across broad surfaces and long sealing paths. Competitive pressure from vehicle manufacturers also encourages continuous cost reduction. In addition, alternative concepts such as direct refrigerant cooling and dielectric immersion cooling are being developed for selected high-performance vehicle platforms, creating a longer-term substitution risk for conventional liquid plate cooling in some applications.

Opportunities

The strongest opportunities are associated with high-voltage fast-charging BEVs, large-capacity traction batteries, large cylindrical cells and increasingly integrated CTP, CTB and CTC battery platforms. As cooling requirements rise, suppliers can capture additional value by moving from simple flat cooling plates toward optimized flow-channel designs, integrated manifolds, inter-cell cooling and structurally integrated cooling assemblies. Large cylindrical cells represent a particularly important technology opportunity because curved cell geometry favors serpentine or conformal cooling structures that maximize contact area; BorgWarner's inter-cell extrusion and Valeo's corrugated cylindrical-cell cooler demonstrate this direction. Prismatic battery platforms continue to create demand for large-area bottom plates and increasingly for inter-cell solutions where fast charging requires closer thermal contact. Localization is another opportunity: global EV production reached almost 22 million vehicles in 2025, and the

expansion of electric vehicle and battery manufacturing outside established production centers is increasing the commercial value of regional engineering and production capability.

Challenges

The principal technical challenge is achieving high heat-transfer performance and cell temperature uniformity without excessive pressure drop, weight, thickness or manufacturing complexity. More aggressive channel geometries can improve cooling but may increase hydraulic resistance and pump energy consumption, while thin structures improve packaging efficiency but make deformation, pressure resistance and long-term mechanical reliability more difficult to control. Electrical insulation becomes particularly important for inter-cell cooling because liquid channels are positioned directly between cells; Dana therefore integrates a dielectric separation layer into its inter-cell plate. Large-format cooling plates face different challenges related to flatness, thermal-interface consistency and leak integrity across extensive surface areas. The rapid evolution of cell dimensions and battery pack architecture also creates commercial risk because vehicle-specific designs and dedicated production tooling may not be easily transferable between projects. Suppliers must therefore combine thermal-fluid simulation, structural engineering, manufacturing yield control and rapid customer-specific development to remain competitive.

Industry Chain Analysis

The upstream Electric Vehicle Battery Cooling Plate supply chain primarily consists of aluminum brazing sheet, aluminum extrusion and multi-port harmonica tubes, stamped sheet, brazing alloys, manifolds, connectors, seals, insulation materials, thermal interface materials and corrosion-resistant surface treatments. Midstream manufacturing covers thermal-fluid simulation, coolant-channel development, stamping, extrusion, forming, brazing, laser welding or other joining technologies, cleaning, surface treatment, assembly and leak testing. Different processes offer distinct trade-offs: stamped and brazed aluminum supports high-volume flat cooling structures; extrusion provides stable multi-port channels and is suitable for harmonica-tube and inter-cell designs; laser-welded and hybrid structures offer opportunities to reduce process energy, weight and structural complexity. Downstream customers mainly comprise battery pack manufacturers and automotive OEMs producing BEVs, PHEVs, electric buses, trucks and other electrified vehicles. Value creation is increasingly concentrated in thermal simulation, pressure-drop optimization, temperature uniformity, joining reliability, lightweight design and mass-production consistency rather than basic

metal processing alone.

Segment Insights

By Type, Stamping Type represents an important mainstream manufacturing route because stamped aluminum plates can form large customized coolant channels and are suitable for high-volume automotive production through brazing and automated assembly. Dana's conventional Battery Cold Plate uses lightweight stamped aluminum and fluxless brazing, illustrating the commercial maturity of this configuration. Harmonica Tube Type relies on extruded multi-port channels and offers relatively stable channel dimensions, pressure resistance and production efficiency, making it suitable for selected CTM and more integrated battery structures. Inflation Type uses bonded metal sheets that are expanded locally to form internal coolant passages and provides relatively flexible channel layouts with efficient material utilization. Others includes extruded plates, serpentine structures, laser-welded cold plates and metal-plastic hybrid products, which are increasingly relevant where manufacturers seek lower mass, fewer thermal interfaces or greater structural integration.

By Battery Pack Configuration, CTM remains a mature configuration in which Electric Vehicle Battery Cooling Plate generally operates at module level and benefits from established manufacturing and validation processes. CTP reduces intermediate module structures and tends to increase the size and functional integration of cooling surfaces, while CTB and CTC further connect battery thermal management with vehicle structural packaging. These higher-integration architectures increase requirements for plate dimensions, flatness, structural coordination, flow distribution and interface reduction. By Battery Type, Prismatic Battery remains highly compatible with large flat bottom plates and inter-cell cooling; Cylindrical Battery increasingly uses serpentine, corrugated or conformal cooling to maximize contact with curved cell surfaces; Pouch Battery requires thin, flat cooling structures capable of providing uniform thermal contact and mechanical support. Existing Dana, BorgWarner and Valeo solutions demonstrate the increasing differentiation of cooling architecture by cell geometry.

Downstream Market Opportunities

BEV represents the primary downstream opportunity for Electric Vehicle Battery Cooling Plate. Battery electric cars accounted for approximately 65% of global electric car sales in 2025, and larger traction batteries combined with increasingly high charging power create substantial thermal-management requirements. BEV platforms therefore provide the strongest demand for large-area, lightweight and high-efficiency cooling plates,

particularly as manufacturers increase battery integration and pursue faster charging. PHEV represents another important application because smaller battery packs can experience frequent cycling and relatively high power loads per unit of battery capacity. Battery capacities in PHEVs are also rising in major markets: average PHEV battery size increased by almost 10% in China and around 15% in the European Union in 2025, increasing the relevance of effective liquid thermal management. Beyond passenger cars, electric buses, trucks and specialty vehicles create opportunities for larger and more durable cooling assemblies; electric truck battery demand more than doubled globally in 2025.

Regional Insights

China is the largest underlying demand and manufacturing center for Electric Vehicle Battery Cooling Plate. More than 13 million electric cars were sold in China in 2025, accounting for roughly six out of ten global electric car sales, while China represented around 60% of global EV battery deployment and more than 80% of global battery cell production. This concentration creates a dense ecosystem of battery manufacturers, automotive OEMs, aluminum processors and thermal-management suppliers and supports rapid development and industrialization of new cooling plate structures. Europe is the second major demand center, with electric car sales reaching approximately 4.2 million units in 2025, up more than 30%, supporting demand for lightweight and advanced thermal-management solutions. North America remains important for large battery packs, cylindrical battery platforms and localized vehicle production, although US electric car sales were broadly stable at around 1.5 million units in 2025. Emerging automotive markets are also expanding, with electric vehicle sales more than doubling in Southeast Asia and increasing approximately 75% in Latin America in 2025.

Competitive Landscape Analysis

The Electric Vehicle Battery Cooling Plate market shows a moderately concentrated competitive structure. According to this study, MAHLE, Sanhua Automotive, Yinlun, Nabaichuan Holding and Valeo were the five leading manufacturers in 2025 and collectively accounted for 52.46% of global Electric Vehicle Battery Cooling Plate revenue. Leading suppliers increasingly compete through thermal-fluid engineering, lightweight structure design, advanced joining technology, large-format manufacturing and global automotive qualification rather than component price alone. MAHLE has developed a bionic channel structure that delivers 10% higher cooling capacity and up to 20% lower pressure loss versus its reference design, and in July 2026 began series

production of Electric Vehicle Battery Cooling Plate products at its Montblanc plant in Spain, with potential production peaks of 15,000 units per week. Sanhua Automotive has developed cooling plates with dimensions up to 1.6 m × 2.5 m, while Valeo serves both large prismatic battery packs and cylindrical-cell configurations.

Competition beyond the leading group remains active. Dana offers both conventional stamped Battery Cold Plate and thin inter-cell solutions; BorgWarner has secured automotive programs using extruded inter-cell cooling profiles for cylindrical batteries; Sogefi Group is developing laser-welded extruded, all-aluminum and metal-plastic hybrid cooling plates; and Boyd Corporation combines EV cooling plate engineering with replicated high-volume manufacturing capabilities across North America, Asia Pacific and Europe. These developments indicate that competitive differentiation is moving toward the ability to serve multiple battery architectures and cell formats, participate early in vehicle-platform development, achieve high manufacturing yield and provide regionalized supply. As CTM, CTP, CTB and CTC configurations coexist, suppliers with flexible process portfolios and broad thermal-engineering capabilities are better positioned to address increasingly diversified customer requirements.

Report Scope

LP Information, Inc. (LPI) ' newest research report, the “Electric Vehicle Battery Cooling Plate Industry Forecast” looks at past sales and reviews total world Electric Vehicle Battery Cooling Plate sales in 2025, providing a comprehensive analysis by region and market sector of projected Electric Vehicle Battery Cooling Plate sales for 2026 through 2032. With Electric Vehicle Battery Cooling Plate sales broken down by region, market sector and sub-sector, this report provides a detailed analysis in US\$ millions of the world Electric Vehicle Battery Cooling Plate industry.

This Insight Report provides a comprehensive analysis of the global Electric Vehicle Battery Cooling Plate landscape and highlights key trends related to product segmentation, company formation, revenue, and market share, latest development, and M&A activity. This report also analyzes the strategies of leading global companies with a focus on Electric Vehicle Battery Cooling Plate portfolios and capabilities, market entry strategies, market positions, and geographic footprints, to better understand these firms' unique position in an accelerating global Electric Vehicle Battery Cooling Plate market.

This Insight Report evaluates the key market trends, drivers, and affecting factors shaping the global outlook for Electric Vehicle Battery Cooling Plate and breaks down

the forecast by Type, by Application, geography, and market size to highlight emerging pockets of opportunity. With a transparent methodology based on hundreds of bottom-up qualitative and quantitative market inputs, this study forecast offers a highly nuanced view of the current state and future trajectory in the global Electric Vehicle Battery Cooling Plate.

This report presents a comprehensive overview, market shares, and growth opportunities of Electric Vehicle Battery Cooling Plate market by product type, application, key manufacturers and key regions and countries.

Market Segmentation

Segmentation by Type:

Harmonica Tube Type

Stamping Type

Inflation Type

Others

Segmentation by Battery Pack Configuration:

CTM?Cell To Module?

CTP?Cell To Pack?

CTB?Cell To Body?and CTC?Cell To Chassis?

Segmentation by Battery Type:

Prismatic Battery

Cylindrical Battery

Pouch Battery

Segmentation by Application:

BEV (Battery Electric Vehicles)

PHEV (Plug-In Hybrid Electric Vehicles)

Others

This report also splits the market by region:

Americas

United States

Canada

Mexico

Brazil

APAC

China

Japan

Korea

Southeast Asia

India

Australia

Europe

Germany

France

UK

Italy

Russia

Middle East & Africa

Egypt

South Africa

Israel

Turkey

GCC Countries

The below companies that are profiled have been selected based on inputs gathered from primary experts and analysing the company's coverage, product portfolio, its market penetration.

MAHLE

Sanhua Automotive

Yinlun

Nabaichuan Holding

Valeo

Dana

Hengchuang Thermal Management

XMAX New Energy

BorgWarner

Runthrough Heat Exchange

Sogefi Group

Boyd Corporation

Modine Manufacturing

Senior Flexonics

Cotran

Shenzhen FRD

Nippon Light Metal

Trumony Aluminum

Hubei Reddit Cooling System

Guangxi Yide Technology

ONEGENE

Huanan Lineng technology

XD THERMAL

KOHSAN

Key Questions Addressed in this Report

What is the 10-year outlook for the global Electric Vehicle Battery Cooling Plate market?

What factors are driving Electric Vehicle Battery Cooling Plate market growth, globally and by region?

Which technologies are poised for the fastest growth by market and region?

How do Electric Vehicle Battery Cooling Plate market opportunities vary by end market size?

How does Electric Vehicle Battery Cooling Plate break out by Type, by Application?

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