

Rising Star: Mayer Brown's Elisabeth Anderson

By Jonathan Capriel

Law360 (August 17, 2026, 4:03 PM EDT) -- Elisabeth Anderson of Mayer Brown LLP helped defeat the bulk of a \$2.5 billion class action alleging GM concealed a Chevrolet Bolt battery fire defect, serving as the key writer of motions that roughly halved the 81-count complaint and pushed a dozen drivers into arbitration before reaching a \$150 million settlement, earning her a spot among the transportation law practitioners under age 40 honored by Law360 as Rising Stars.

Why she's a transportation attorney:

Anderson didn't set out to become a transportation lawyer. After clerking for U.S. District Judge R. Gary Klausner of the Central District of California and later for the Ninth Circuit, she joined Mayer Brown in 2020. The timing was fortuitous, as the firm was pitching for the Bolt EV battery litigation just when she arrived.

"I really enjoyed working with the team and with the client, and things progressed naturally from there," Anderson told Law360. "I think that it's fun to work in an industry that touches our everyday lives, and you have the chance to work on and learn something new in an area where there are exciting technological developments."

Anderson, who is part of the firm's original equipment manufacturer litigation group, has developed a particular focus on electric vehicles. She noted that EVs appeal to her for their environmental benefits and are simply "fun vehicles to drive."

Her proudest moment as an attorney:

From the onset, Anderson was a key member of the team defending GM against claims that it knowingly shipped electric vehicles with a defect that made batteries overheat. The suit followed a 2021 recall of 73,000 newer model vehicles.

"It was a really complicated case with issues that were developing in real time," Anderson said. "We had to try to navigate a situation where

2026



Elisabeth Anderson
Mayer Brown

Age: 34

Home base: Los Angeles

Position: Partner

Law school: UCLA School of Law

First job after law school: Judicial law clerk for the Central District of California

you had to accept the facts as pled in the complaint as true, but the issues were still developing on the ground."

She was the primary drafter of GM's motion to dismiss, which challenged dozens of claims brought by the drivers from states across the country, she said. While the motion didn't secure a complete victory, it succeeded in compelling 12 drivers into arbitration and trimming many of the key claims, including fraudulent concealment. The ruling, Anderson said, gave GM a good footing going into mediation.

"I think that helped frame things for the court in a way that it understood the facts on the ground better, and it helped position us better both in the later mediation and in understanding how everything really fit in," she said.

After several rounds of mediation with not only a large group of drivers' counsel but also with a number of LG companies, a co-defendants battery and parts supplier, the parties reached a \$150 million settlement. The court granted final approval in December 2025.

What motivates her:

Anderson said she is motivated by her teams and client relationships. She considers herself fortunate to work with "a really exceptional group of people at Mayer Brown" and clients that are "both fun to work with and doing important work in transportation."

"I also just enjoy the work," she said. "I like the challenge of problem solving and of finding accessible, persuasive ways to explain a complex issue. I like that I'm always learning something new."

"I get to speak with people who are leaders in the industry developing these technologies," she said. "Wrapping your head around a new and complex issue like that is enjoyable."

How the legal industry will change in the next 10 years:

Anderson sees the practice evolving alongside the industry. As more software and technology becomes loaded into the vehicles, she expects a corresponding rise in privacy litigation.

"We're seeing more privacy litigation as we see more developments with connected and autonomous vehicles," she said. "Cars are becoming more advanced. They're basically computers on wheels at a certain point. As that technology develops and as more data is being collected, there's going to be more disputes about how it's used."

She also predicts an increase in litigation tied to supply chain issues as manufacturers work to develop and source new battery chemistries. That could lead to more contract and trade secret disputes, as well as new consumer litigation about battery performance, charging times and infrastructure.

"EVs are pushing into more spaces," Anderson said. "You're seeing EVs show up as delivery vehicles. More auto manufacturers are starting to put time and effort into urban air mobility and autonomous vehicles. I think all of that is exciting, but it is also territory for both regulatory and civil litigation."

Other notable cases:

Beyond the Bolt litigation, Anderson has secured a string of significant victories for GM. She helped lead GM's defense in *In re Riley v. General Motors LLC*, a proposed nationwide class action alleging a paint defect. She conducted the initial fact investigation, led discovery efforts, prepared witnesses for depositions and drafted a series of successful motions to dismiss that ultimately led to the voluntary dismissal of the action, she said.

"I think coming into that case, we were very aggressive in our negotiations with plaintiffs' counsel and in moving to dismiss swiftly and comprehensively," Anderson said. "Being able to knock those claims out really hamstrung the plaintiff's likelihood of being able to get any sort of class certification and really in being able to advance the litigation much further."

In a related case, *Lyman v. General Motors LLC*, Anderson argued the motion that resulted in the court's finding that plaintiffs failed to plead GM's pre-sale knowledge of an alleged paint defect.

"That was a tricky case because the complaint attached and made representations about dozens of documents that they had from the prior case that they said supported knowledge," she said. "We had to go piece by piece at an early stage of the case to explain why that wasn't the case to the court. Fortunately, we were able to debunk those allegations and get the claims dismissed on the pleadings."

--As told to Jonathan Capriel. Editing by Alyssa Miller.

Law360's Rising Stars are attorneys under 40 whose legal accomplishments belie their age. A team of Law360 editors selected the 2026 Rising Stars winners after reviewing more than 1,100 submissions. Attorneys had to be under 40 as of April 30, 2026, to be eligible for this year's award.