



MOBILE STORAGE AND FAST CHARGER IN A CONTAINER

Mobile fast charging!

Fast charging where the grid falls short.

1,254 kWh

storage

600 kW

charging power

from 32 A

for recharging

HOW IT WORKS

Charge slowly. Deliver fast.

The container buffers energy from an ordinary connection and delivers it as a charging peak. There is no need for an expensive grid upgrade.

1**Charge**

From the existing connection:
from CEE 32 A up to 2× CEE 125 A
with a combined 160 kW of
alternating current (AC). Or
directly into the storage via the DC
input (CCS2) with up to 340 kW.

2**Store**

1,254 kWh in six battery clusters
with LFP cells. Liquid-cooled, with
aerosol fire suppression at pack
and room level.

3**Deliver**

Two DC charging points with
400 kW and 200 kW, liquid-cooled
cables, 300–1000 V. Plus a CEE
125 A AC output with 80 kW for
machinery and site power.

BENEFITS

Direct DC to DC

Vehicles charge directly from the storage, without a
detour via the inverter.

Flexible recharging

From a CEE 32 site power socket up to 2× CEE 125 A: the
container charges from whatever connection is available
on site.

Compact and complete

Storage, CCS2 charging station and CEE connections in a
10-foot container: 1,254 kWh on approx. 7.3 m².
Transport by hook-lift truck or crane.

Monitored and serviced

Remote monitoring around the clock. Commissioning and
service by partners in Switzerland.

TECHNICAL DATA

Specifications at a glance

BATTERY STORAGE

Battery technology	LFP (lithium iron phosphate), 314 Ah cells
Storage capacity	1,254 kWh (6 clusters of 209 kWh)
Cooling concept	Liquid cooling (pack) + air cooling (room)
Protection class / corrosion	IP54 / corrosion class C5
Fire protection	Aerosol extinguishing system
Operating temperature	-30 °C to +50 °C
Discharge rate	1C
Container / weight	Standard 10 ft container, 2,991 × 2,438 × 2,591 mm · approx. 13.5 t

CHARGING THE CONTAINER

Grid input	CEE 32 A to 2× CEE 125 A
Grid voltage	400 V, 3-ph, 50 Hz
AC charging power	2× 80 kW
DC charging	1× CCS2, 340 kW

DISCHARGING THE CONTAINER

DC truck charging	1× 200 kW, 1× 400 kW
DC charging cables	2× 7.5 m, liquid-cooled
DC voltage range	300 – 1000 V
AC output	CEE 125 A, 400 V, 80 kW

Service close to you

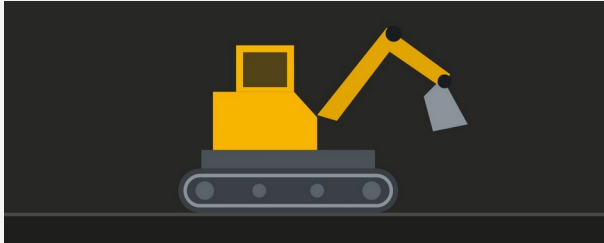
- Based in Walenstadt SG – short distances
- On-site commissioning and instruction
- Maintenance and breakdown service, own team
- Spare parts from stock in Switzerland
- Advice on site and grid connection
- Direct contact: +41 81 735 33 30

Remote access & monitoring

- Connection via mobile network, Modbus TCP/IP, CAN
- State of charge, power and alarms in real time
- Remote readout, configuration, updates
- 10-inch touch display on the unit
- Automatic alarm in case of faults
- Operating data for analysis & billing

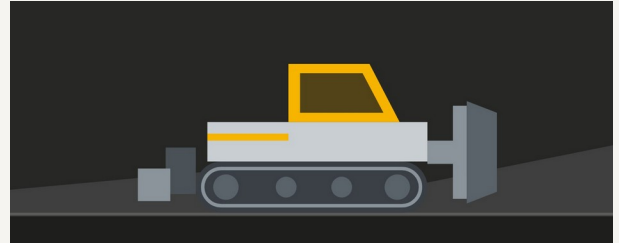
APPLICATIONS IN PRACTICE

Where the storage makes a difference



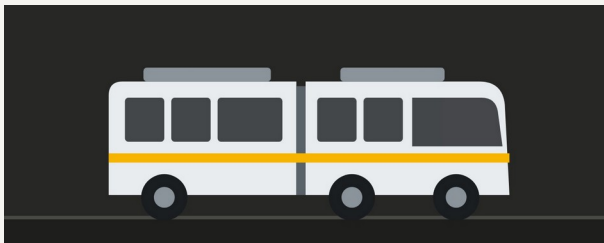
Construction site

Charge overnight from the existing connection, deliver up to 600 kW to excavators, loaders and dumpers by day — no temporary supply, no transformer station.



Snow groomers

Charging at the mountain station or directly on the slope, where no strong connection is available. Designed for down to -30 °C and can be relocated during the season.



Buses

Depot charging without grid expansion: charge slowly at night, cover the morning peak load. Two buses at once, also at the turning loop.



Truck charging

Short stops: 200 kW and 400 kW on two charging points restore range during the driver's break — at the terminal or at the customer's site.

WHAT MAKES THE DIFFERENCE

from 32 A

flexible recharging

Charges from a site power socket just as well as from 2× CEE 125 A.

7.3 m²

footprint

1,254 kWh on the footprint of a 10 ft container — half the space of a 20 ft unit.

1 unit

everything integrated

Storage, CCS2 charging station and CEE 125 A outlet in one container.

RECHARGING AND COMPATIBILITY

Charge wherever there's a connection

The container charges from whatever connection is available on site – from a site power socket to a strong grid connection. The stronger the connection, the faster it is full again.

CONNECTIONS FOR RECHARGING

Connection	Charging power	From 5 to 95 %*
DC input CCS2 (directly into storage)	up to 340 kW	approx. 3.3 h
2× CEE 125 A, 400 V	160 kW	approx. 7 h
2× CEE 63 A, 400 V	approx. 87 kW	approx. 13 h
1× CEE 125 A, 400 V	80 kW	approx. 14 h
2× CEE 32 A, 400 V	approx. 44 kW	approx. 25 h
1× CEE 63 A, 400 V	approx. 43 kW	approx. 26 h
1× CEE 32 A, 400 V (site power socket)	approx. 22 kW	approx. 51 h

* Guide values for charging from 5 to 95 % (approx. 1,130 kWh), excluding charging losses.

FITS TODAY'S ELECTRIC TRUCKS

Model	Usable battery	Max. charging	20 → 80 %**	Charges per fill
Mercedes-Benz eActros 600	600 kWh	400 kW	approx. 60 min	3
MAN eTGX	480 kWh	375 kW	approx. 50 min	3-4
Volvo FH Electric	460 kWh	350 kW	approx. 65 min	4
DAF XF Electric	462 kWh	325 kW	approx. 55 min	4
Designwerk High Cab (CH)	864 kWh	350 kW	approx. 1.6 h	2

** Guide values at the 400 kW charging point based on manufacturer data; actual charging time depends on temperature and charging curve. Charges per storage fill (5-95 %). As of October 2026; brand names belong to their respective manufacturers.

One charging standard for all

Both charging points use CCS2, the standard of all major truck manufacturers. The 400 kW point covers the highest charging power of today's series-production trucks; a second vehicle charges at the 200 kW point at the same time.

PRACTICAL EXAMPLE: DEPOT

One CEE 63 socket. Two e-trucks.

No grid expansion: the container buffers the energy from an ordinary CEE 63 socket (approx. 43 kW) and delivers it to the vehicles as peak charging power – at midday and in the evening.

NIGHT TO MIDDAY

43 kW

The container recharges from the CEE 63 socket. By 12:00 it is full (approx. 1,130 kWh).

12:00 MIDDAY

40 → 80 %

Two trucks charge 200 kWh each in parallel: in approx. 35 min (400 kW) and approx. 65 min (200 kW).

AFTERNOON

+200 kWh

The container recharges from the socket.

17:00 EVENING

20 → 70 %

Both trucks charge 250 kWh each: in approx. 40 and 80 min. Ready to go the next morning.

THE RESULT

900 kWh**per day into the trucks**

From a socket with just 43 kW connected load.

over 9 h**without container**

would be needed for the midday charge alone directly from the CEE 63 socket.

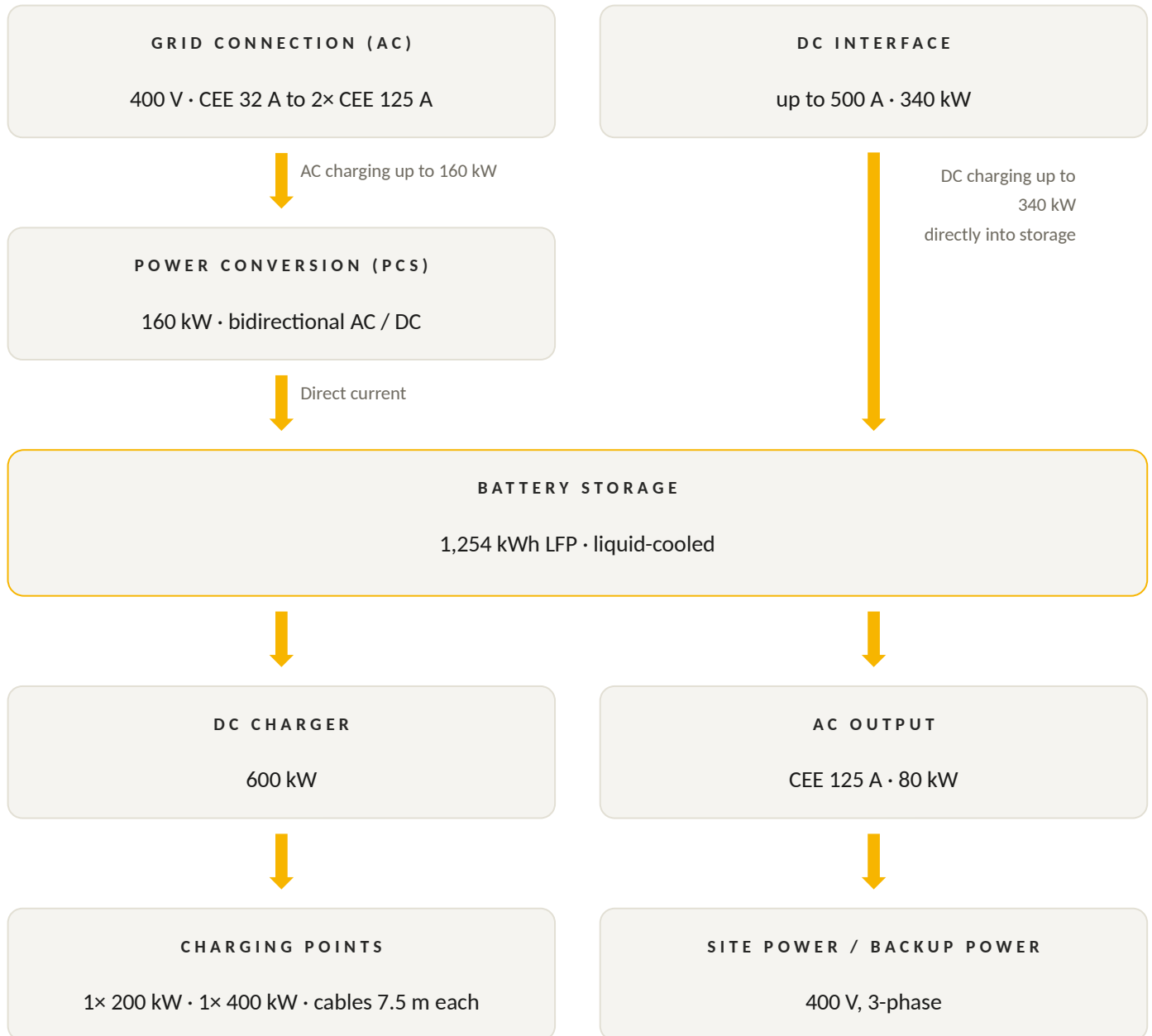
over 40 %**reserve**

remains in storage at all times.

Assumptions: trucks with 500 kWh usable battery (e.g. Volvo FH Electric, MAN eTGX, Mercedes-Benz eActros 600), from 40 to 80 % at midday, from 20 to 70 % in the evening. CEE 63 A at 400 V = approx. 43 kW continuous power. Storage 5–95 % (approx. 1,130 kWh). Calculated with approx. 10 % charging losses; charging times are guide values.

DESIGN AND ENERGY FLOW

Simplified functional diagram



Simplified representation.

Whatever suits your business.

Purchase

For operators with permanent demand. The storage becomes part of your facility and is depreciated over its service life.

Leasing

Financing through your bank: a predictable monthly instalment instead of an investment. Your capital stays in your core business.

Rental

For construction projects, seasonal operations and the time until the grid upgrade. Days, months or years.

The first systems arrive in Switzerland in winter 2026/27. Terms on request.

YOUR CONTACTS

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CALCULATE YOUR CONFIGURATION ONLINE

Select vehicles, enter the grid connection – the calculator shows containers, minimum connection and charging times.

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