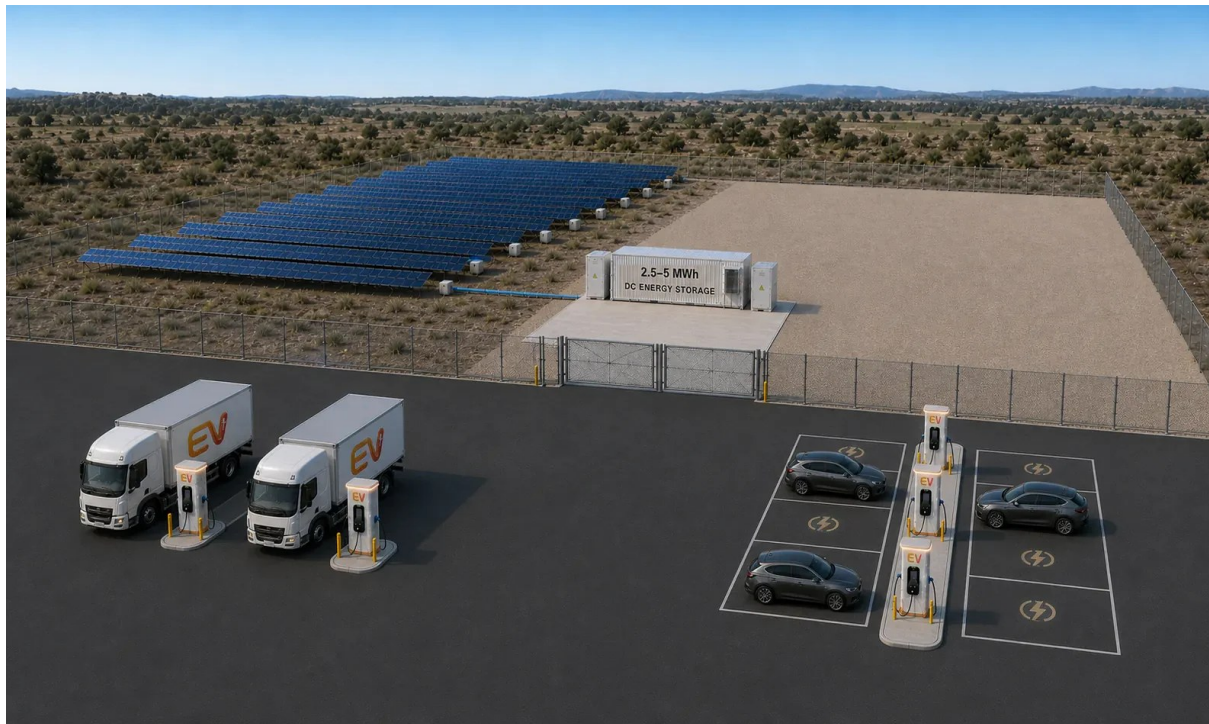


Green ultra-fast charging everywhere.

Solar, battery storage and DC charging sized for your site.

One scalable platform · From commercial parking and fleet depots to regional charging hubs and high-voltage DC distribution.



Charging demand can outgrow the grid connection.

Available electrical capacity, upgrade costs and connection lead times all shape a viable charging project. Storage provides another way to match energy supply with peak demand.

- 01 Limited capacity**

Existing transformers and switchboards may not support the proposed charging load.
- 02 Long lead times**

Network studies, equipment supply and construction can delay a project.
- 03 Demand varies over time**

Size the system against daily energy and peak charging demand, not charger ratings alone.

Solar, storage and DC charging.

We size DC systems to match available power, vehicle energy needs and expansion plans.

- 01 Green ultra-fast charging**
Public sites, fleet depots and commercial locations, with charging configured around vehicle demand.
- 02 High-voltage DC distribution**
An extension of the platform for compatible compute-facility power architectures, including 800 V DC and higher.
- 03 Project-led delivery**
Capacity, protection, cooling and operating limits are established for the selected equipment and site.

From commercial charging to megawatt energy hubs.

A common system approach, offered at different scales. The largest demonstration configuration is one application, not the limit of the platform.

01 EV Whale Commercial

Compact battery-buffered charging for retail, hospitality, dealerships, parking and smaller fleets.

02 EV Whale Regional

Modular storage, charging cabinets and dispensers for regional and weak-grid sites.

03 EV Whale Megawatt Hub

Shared charging power for high-throughput public sites, trucks, buses and intensive fleets.

Store energy steadily. Deliver power when demand peaks.

A limited grid connection and optional solar replenish the battery over time. Storage supports higher charging power when vehicles arrive, helping reduce or defer electrical upgrades.



200-240 kWh / 160-240 kW

Preliminary storage and aggregate DC output targets.

30-80 kW AC input

Concept envelope: approximately 1.5 x 1.3 x 2.2 m. Final ratings and dimensions depend on engineering and supplier selection.

Concept targets, not a procurement datasheet. Usable energy, SOC, thermal limits, safety and certification require verification.

Size energy and charging power independently.

The common DC platform supports project-specific solar, storage and charging combinations. A large-site illustration is shown below.

01 Approximately 1 MW PV

Dedicated MPPT DC/DC connects generation to the common bus.

02 2.5-5 MWh storage

Battery-side bidirectional DC/DC regulates energy transfer. Capacity alone does not define available output power.

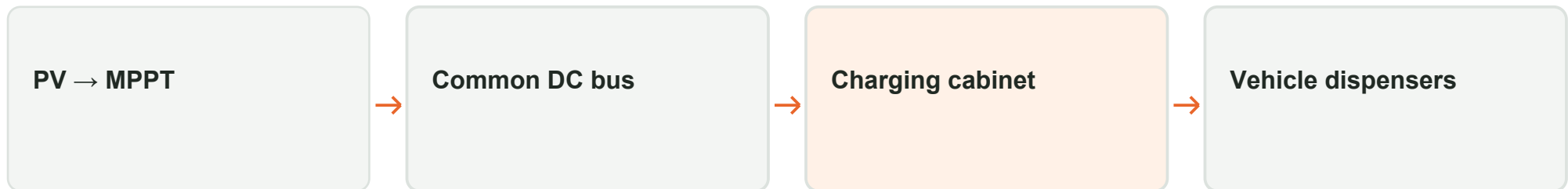
03 1.2-2.5 MW aggregate charging target

A 1,500 V-class architecture distributes available power across charging outlets.

Illustrative range. Final bus voltage, power, duration and redundancy depend on the selected equipment and operating conditions.

Solar, storage and charging share a common DC bus.

PV can supply charging directly through the DC bus. Surplus energy charges the battery; storage supports the bus when solar is insufficient. An optional external AC/DC cabinet provides auxiliary input.



Battery ↔ bidirectional DC/DC ↔ common bus

EMS coordination

PV curtailment, battery SOC, total-power limits and outlet allocation work together.

Protection at each interface

Isolation, precharge, contactors, fault protection and thermal design follow the final topology.

Choose sites where drivers need to charge.

Highway sites, transport hubs and the roads serving cities and regional centres each have different operating needs.



Assess the demand

Review traffic volume, vehicle mix, nearby charging and planned developments.

Validate the land

Check safe access, turning space, planning, services and room for expansion.

Charging that fits your fleet's schedule.

Size chargers and storage to match daily energy needs, parking time and available grid capacity.



Fleet and bus depots

Schedule charging by departure time and share power between vehicles.

Retail, hospitality and workplaces

Match charging power to parking time. Assess solar and storage where useful.

Recharge at the station. Support drivers on the road.

Approximately 130 kWh onboard battery capacity and a target DC output of approximately 60 kW support planned roadside-assistance and temporary-charging applications.



Station recharge

Fixed charging station → input DC/DC → onboard battery.

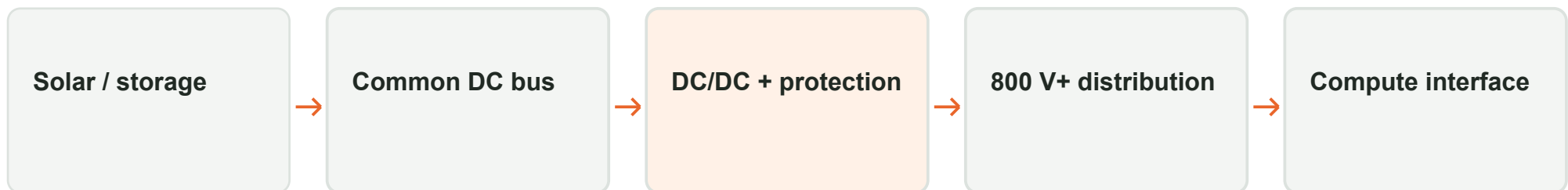
Roadside delivery

Onboard battery → output DC/DC → vehicle. Dispatch depends on location, access and available energy.

Concept illustration. Output, usable energy, connector and vehicle compatibility require final engineering confirmation.

800 V+ DC power for data centres.

Higher DC distribution voltage reduces current at the same transmitted power. Compatible architectures can reduce cable losses and unnecessary conversion stages.



A voltage and distribution architecture

Solar and storage → common DC bus → DC/DC and protection → 800 V+ DC distribution → compute-facility interface.

Co-design the interface

Match voltage, grounding, isolation, redundancy and availability to the compute power system.

Concept development. 800 V+ is not a universal interface for all data centres.

Develop a charging project with us.

EV Whale works with landowners, property operators, fleet businesses and energy partners. Investment, construction and operating responsibilities are agreed for each project.

01 Provide site information

Location, land boundaries, electricity bills, interval demand and vehicle requirements.

02 Develop a site proposal

Assess connection capacity, land use, solar, storage duty and charging demand.

03 Agree delivery and operation

Define capital, ownership, maintenance and value sharing. Digital reservations and payments require operational integrations.

Replace equipment. Add capacity.

Separate battery containers, DC/DC modules, charging cabinets and feeders allow staged replacement and expansion after system checks.

- 01 Replace ageing equipment** Plan battery replacement without automatically replacing the complete station.
- 02 Expand with demand** Add storage or charging capability when justified by utilisation and site limits.
- 03 Maintain by section** Independent feeders support maintenance planning and help limit the area affected by faults.

Expansion requires renewed checks of battery power, bus capacity, cabling, protection, cooling and EMS limits.

Discuss your site with us.

We welcome discussions with landowners, commercial property operators, fleets and technology partners across Australia and New Zealand.



hello@evwhale.com

Tell us the location, available connection and expected charging demand.

evwhale.com.au

Explore the platform, download technical materials and try the driver-app demonstration.