

Allye MEV200

200kW of DC charging shared across two bays, from a battery that recharges on a supply as small as 16A single-phase. The entry to the MEV range, and upgradeable on site to a MEV300.

200kW

DC charging

148kWh

usable energy

2 bays

from one unit

16A

single-phase
upward

Technical specification

DC charging power	200kW, shared across two connectors
Maximum to one vehicle	Up to 200kW to an 800V vehicle, about 160kW to a 400V vehicle
Charging connectors	Two CCS2, uncooled cables on fold-away arms
Rated capacity	155kWh
Usable energy, when new	148kWh
Battery packs	2 repurposed EV packs, each on a slide-out carrier with its own battery management
Architecture	800V, serving 400V and 800V vehicles
Grid supply	16A single-phase to 125A three-phase, by industrial socket or hard-wired; at least 32A three-phase recommended
Throughput	7 to 9 vehicles a day on a 63A supply over eight hours, at 55 to 70kWh each
Export to the grid	Up to 70kW, subject to network approval
Dimensions (W x D x H)	2,280 x 1,000 x 2,650mm
Weight	About 2.0 tonnes
Installation	Lorry-mounted crane (HIAB), four corner lifting points, six anchors onto a flush plinth; forklift pockets for re-siting
Screen	65-inch portrait touchscreen; advertising between sessions as an option
Payment and access	Contactless card terminal, RFID, help button
Connectivity	OCPP 1.6J and 2.0.1, ISO 15118 Plug and Charge, MID-certified metering
Safety	Pyrotechnic fuse on every pack, off-gas detection, fire barriers between packs; fire suppression optional
Cable security	Cut detection, forensic marking and GPS tagging; quick-release cable replacement
Lighting and cameras	Dark when idle, wakes on approach; status light strips; cameras on both bays
Accessibility	Designed to PAS 1899
Upgrade	MEV200 to MEV300 on site by adding a third pack



Full recharge by supply

63A three-phase (43kW)	About 3.4 hours
32A three-phase (22kW), recommended	About 7 hours
16A three-phase (11kW)	About 13 hours
32A single-phase (7.4kW)	About 20 hours
16A single-phase (3.7kW)	About 40 hours

From empty on the site supply alone. Most depots never empty MEV: it recharges between sessions and overnight.

MAX stores, MEV charges

MEV charges vehicles where they park. It is fixed in use, but can be unbolted, lifted out and re-sited. When the energy needs to move or power a site, that is the Allye MAX.

Ways to buy

Outright, or as charging as a service for one fully inclusive monthly fee.

Talk to us

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allye.com/products/mev200.html