Depot Charging Scheme Round 2 is open.
Applications close at midday on 26 February.

Charge your fleet. Skip the grid upgrade.

MEV and MAX battery-buffered charging from £70,000, using the supply you already have.



From £70,000

No grid upgrade

Free application drafting

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THE PROBLEM

The grid is the bottleneck, not the vehicles

Fleets need a lot of power for a few hours. Grid upgrades are sized, priced and timed for neither.

Delays and years to wait

New connections take 1 to 3 years, and up to 15 for some fleets.

Costly upgrades

UK site upgrades average around £500,000, and the grant won't pay.

Short, sharp peaks

Vehicles charge in tight windows, so high power is needed briefly.

Billed every day

Connections are billed on size: £77 a day for one rapid charger.

HOW IT WORKS

Two ranges, three ways to charge



MEV · AT THE DEPOT

Battery in the charger

Rapid DC charging up to 400kW, from a supply as small as 16A. Designed to install in hours.



MAX · MOBILE

Charging on the move

Tows under 3.5t on a standard licence to outstations, events and temporary depots.



MAX · BUFFER

Feeding satellite chargers

Powers slim charging posts across long rows of bays, with any make of charger.

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VANS AND CARS

Rapid charging for vans and cars





MEV200 · AT THE DEPOT

£70,000

200kW DC from a 155kWh battery. Runs from 16A single-phase upwards.

MEV300 · AT THE DEPOT

£94,000

300kW DC from 232kWh rated, 222kWh usable. For larger vans.

MAX300 · MOBILE

£78,000

Up to 400kW DC, 328kWh rated, 300kWh usable. Tows under 3.5t.

MAX500 · BUFFER

£125,000

Up to 480kW DC, 492kWh rated, 450kWh usable, for many chargers.

TRUCKS AND BUSES

Fast charging for trucks and buses





MEV300 · AT THE DEPOT

Up to 400kW

DC charging across the MEV range, from a small existing supply.

PROVEN AT COLLINS EARTHWORKS

£2,500

a week saved in diesel, charging electric trucks from a 125A supply.

MAX1000 · DROP AND GO

£245,000

Up to 640kW DC, 984kWh rated, 900kWh usable. Off a hooklift truck.

MAX1500 · DROP AND GO

£355,000

Up to 1.28MW DC, 1,476kWh rated, 1,350kWh usable. Off a hooklift truck.

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PRICE

Half the price

of other battery-buffered chargers, with more power and more capacity. Published prices, ex VAT.

Allye MEV200 200kW, 155kWh	**£70,000**
Other battery charger 110kW, 140kWh	**£140,000**
Allye MEV300 300kW, 232kWh	**£94,000**

60%
of chargers and civils funded in Round 2

400kW
maximum DC charging across the MEV range

Hours
designed to install in under two hours

Sources: Allye price list (ex VAT); competitor quotation, Oct 2026. MEV figures are design targets. Grant: DfT, Nov 2026.

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FUNDING

Get 60% of your chargers funded

Round 2 of the £38m Depot Charging Scheme is open. Applications close at midday on 26 February 2027.

GRANT

60%

of chargepoint and civil costs, up to £1m per organisation, across all your sites.

NO GRID UPGRADE

£0

Grid connections aren't funded. MEV and MAX avoid them, using the supply you have.

HOW WE HELP YOUR APPLICATION

1. **Size**
   We model your vehicles, mileage and supply.
2. **Quote**
   Fixed MEV or MAX prices, ready to submit.
3. **Apply, free**
   We draft your application answers for you.

Source: DfT, Depot Charging Scheme Round 2, Nov 2026. Battery storage expected to be eligible; we confirm it on every project.

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VALIDATED AT J&M MURDOCH

Save £300,000 upfront

and start electrifying years sooner, at J&M Murdoch's Glasgow depot, delivered through the Depot Charging Scheme and live in one day

Average UK site grid upgrade

Range £150k to £3m

£500,000

Typical wait for a connection

Up to 15 years

1-3 years

Grid capacity needed

With a battery buffer

50-80% less

65%

cheaper than an upgrade, and live 2 to 5 years earlier

1.28MW

maximum integrated DC charging

£130k

a year diesel saved at Collins Earthworks

Sources: Allye case studies; SMMT (May 2025); US Joint Office of Energy and Transportation and NREL (June 2024).

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PROVEN

Already keeping the power on across the UK



FLEET CHARGING, SCOTLAND

J&M Murdoch

DC fast charging from a 32A supply, deferring a £300k grid upgrade



CONSTRUCTION, ENGLAND

Collins Earthworks

Charging electric trucks from a 125A supply, saving £2,500 a week in diesel



INFRASTRUCTURE

Lower Thames Crossing

Four MAX500s charging electric excavators with no grid connection: over £30k a week saved



SITE RESILIENCE, ENGLAND

Roadchef

Keeps the motorway services under its supply limit, avoiding outages: £120k saved in year one

TRUSTED BY

JLR e·on roadchef Collins OnBio

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NEXT STEP

Charge your fleet without the upgrade

Tell us your vehicles, mileage and supply. We'll size the charging, price it and draft your Round 2 answers.

ASK FOR

1. A free depot sizing: MEV or MAX
2. Your Round 2 answers, drafted free
3. A comparison against your grid upgrade quote

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