

ALLYE

CASE STUDY



A 32A supply.
A fleet to electrify.

DC fast charging from a 32A supply

How a MAX300 lets J&M Murdoch charge its
Glasgow refuse fleet without waiting years for a
grid upgrade.

MAX300

DC fast charging

Live in a day

Swipe →

THE PROBLEM

A fleet ready to go electric, a supply that wasn't

The depot's supply could not run DC fast chargers. The alternative was a £300k grid upgrade and a long wait.

A 32A supply

Far too small to run DC fast chargers directly.

A £300k upgrade

The cost of a bigger connection for the depot.

Years to wait

New connections take 1 to 3 years, or longer.

Vehicles waiting

Slow charging limits how hard the fleet can work.

HOW IT WORKS

A battery buffer for the chargers

A stationary MAX300 feeds satellite DC fast chargers.
Operating since March 2026.



1

Install

Installed and running in a day, with no groundworks or new supply.

2

Store

MAX charges steadily from the 32A supply, around the clock.

3

Charge

It feeds the DC fast chargers at high power whenever vehicles plug in.

VALIDATED AT J&M MURDOCH

£300,000 grid upgrade deferred

with DC fast charging live in a day, at J&M Murdoch's Glasgow depot

Depot supply

All the chargers needed

32A

Grid upgrade deferred

Cost of a bigger connection

£300k

Time to deploy

Installed and charging

1 day

2026

operating since March,
live in one day

50-80%

less grid capacity needed
with a buffer

£500k

average cost of a UK site
grid upgrade

Sources: Allye case study, J&M Murdoch; SMMT (May 2025); US Joint Office of Energy and Transportation and NREL (June 2024).

WHY MAX

Why it works at a depot

Fits where you are

MAX300 is under 2m and fits a parking bay. No pad, fencing or groundworks.

Running in minutes

Pre-commissioned in our factory: plug in and go. Parallel units for more power.

Software that learns your site

Machine learning predicts load and AI schedules every half hour of charging and discharging.

Generate a return

Open API for third-party optimisers, so MAX earns from grid flexibility and wholesale prices.

Lower-carbon hardware

Built in Britain from EV batteries already on our roads: 60% lower embedded CO₂ than new cells.

Safe and supported

CE and UKCA marked, every cell monitored 24/7, supported by the UK engineers who built it.

PROVEN

More sites running on MAX



CONSTRUCTION, ENGLAND

Collins Earthworks

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



SITE RESILIENCE, ENGLAND

Roadchef

Peak support keeps it under its 315A limit: £120k saved in year one



CONSTRUCTION, ENGLAND

Lower Thames Crossing

Four MAX500s charging excavators off-grid: over £30k a week saved



UTILITIES

SSEN

Powering 40 homes from a substation in place of a diesel generator

TRUSTED BY



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NEXT STEP

Electrify your depot with energy storage

Tell us your vehicles, duty cycles and supply. We'll size the charging and show what it saves against a grid upgrade.

ASK FOR

- 1 A free depot charging model
- 2 A comparison against your grid upgrade quote
- 3 The full MAX300 brochure and specifications

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