

ALLYE

CHARGING PARTNERS



The site wants chargers.
The supply says no.

Win the depots the grid turns down

How installers use MAX to deliver DC fast charging from the supply a site already has, without waiting for a grid upgrade.

Any make of charger

Up to 1.28MW DC

Live in a day

Swipe →

THE PROBLEM

Good projects, stopped by the grid quote

The customer is ready to electrify. Then the capacity check comes back, with a big bill and a date years away.

Capacity says no

The supply can't run the DC chargers the fleet needs.

£150k to £3m

UK site grid upgrades average around £500,000.

Years to wait

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

Grants with deadlines

The Depot Charging Scheme doesn't fund grid upgrades.

HOW IT WORKS

You win the job. We power it.

MAX sits between the supply and your chargers, so the site gets high power without a bigger connection.



1

Specify

You survey the site, choose the chargers and keep the customer.

2

Size

We model vehicles, duty cycles and supply, and integrate the charger brand you choose.

3

Install

Pre-commissioned in our factory and live in a day, with Allye engineers behind you.

DELIVERED WITH CHARGEPLY AT J&M MURDOCH

£300,000 grid upgrade deferred

with Chargepoly DC fast chargers live in a day at J&M Murdoch's Glasgow depot, delivered through the Depot Charging Scheme

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 partner with Allye

■ Any make of charger

Specify the brand that suits the vehicles, and we do the integration.

■ Help to win bids

Itemised quotations and technical evidence for Depot Charging Scheme applications.

■ Bigger sites in reach

From 60kW to 1.28MW DC, from the supply the site already has. Parallel units for more.

■ 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

Partners already delivering



FLEET CHARGING, SCOTLAND

Chargepole at J&M Murdoch

Chargepole DC chargers on a 32A supply, deferring a £300k grid upgrade



DISTRIBUTION, WALES

PLUG Charging

Our distributor for battery-buffered EV charging across Wales



CONSTRUCTION, ENGLAND

Lower Thames Crossing

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



CONSTRUCTION, ENGLAND

Collins Earthworks

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

TRUSTED BY



ALLYE

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NEXT STEP

Bring us your hardest site

Send us a site the grid has turned down.
We'll size the storage and show what it
saves against the upgrade quote.

ASK FOR

- 1 A free sizing on a live project
- 2 Partner terms and support
- 3 Help with a Depot Charging Scheme bid

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