# The Evolving EV Charging Landscape

Megan Hoye, Chief Development Officer, ZEF Energy Kevin Lindley, Product Manager – North America, Kempower Host: Richard Sapienza, Director Industry Partnerships, NC Clean Energy Technology Center

## Format

- Q&A at the end
- Submit questions and comments to "panelists"
- Scheduled for 2:00p-3:00p
- Handout
- Recording





#### NC STATE UNIVERSITY



## https://www.sustainablefleetexpo.com/









North Carolina State University NC Clean Energy Technology Center Clean Transportation Program <u>www.cleantransportation.org</u> Rick Sapienza <u>resapienza@ncsu.edu</u> 919-332-4510



www.facebook.com/NCCleanTech



twitter.com/nccleantech









Megan Hoye ZEF Energy Chief Development Officer



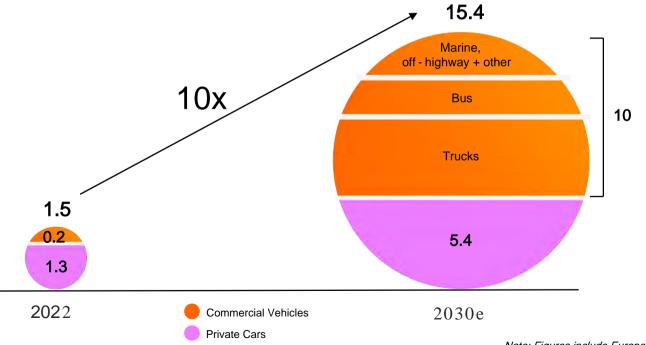
Ke vin Lindle y Kempower Product Manager, North America (HW focus)

- 20 years of experience working in EV charging, energy efficiency and construction
- Background working with utilities and local governments on innovative energy planning, EV charging program needs, and public policy improvements
- Lead business development and marketing strategy for ZEF Energy

- 15 years of experience supporting power conversion products and critical power applications
- Former Technical Leader & Scientist at the Electric Power Research Institute (EPRI)
- Experience in the EV charging industry since 2021, with a focus on DC charging

## Commercial Vehicles to Become the Largest DC Charging Segment by 2030 in Europe and North America

DC charging market, billions of dollars



Note: Figures include Europe and North America combined, hardware sales only.

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IIJA/BIL EV- Relevant Fu	Inding (over 5 years)	Inflation Reduction Act (IRA)
Funding is dedicated to EV Charging Infrastructure	Funding for low/no emission vehicles + EV charging infrastructure	<ul> <li>Includes tax credits of up to \$7,500 for individuals and families purchasing an EV</li> </ul>
PUBLIC CHARGING	TYPICALLY PRIVATE/DEPOT FLEETS	<ul> <li>Includes tax credits for businesses to purchase electric</li> </ul>
IIJA: NEVI Formula Program (\$5B)	TEETS	vehicles and EV charging infrastructure
IIJA: CFI Grant Program (\$2.5 B)	IIJA: Transit Bus + Facility Grant program (\$5.5B)	
	IIJA: School Bus (\$5B)	
	IIJA: Marine (\$250M)	

Buy America is compliance required for all IIJA/BIL programs



• Will I make a return on my investment?

Ava ila b ility

- Are chargers a vailable when I need them?
- Can Imeet my charging business needs?

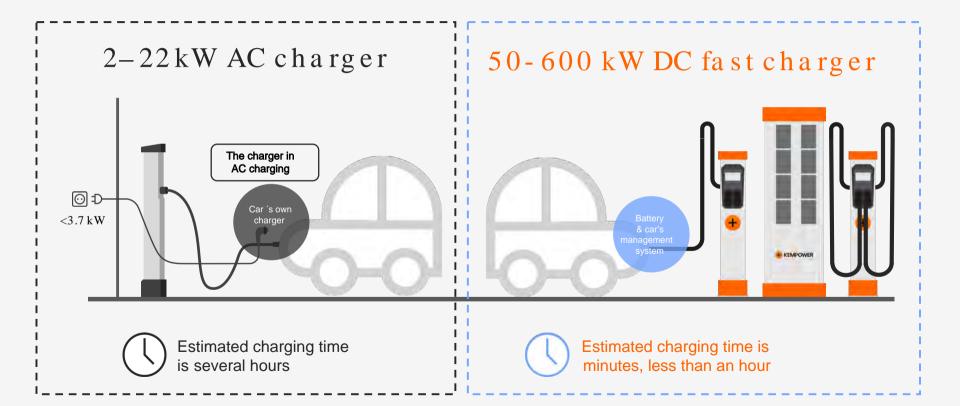
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## Fle xib ilit y

- How do Iscale charging with my (EV) deployment?
- Can Isupport multiple vehicle types and use cases at the same time?

# Charging Strategies

## + AC vs DC Charging

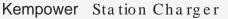


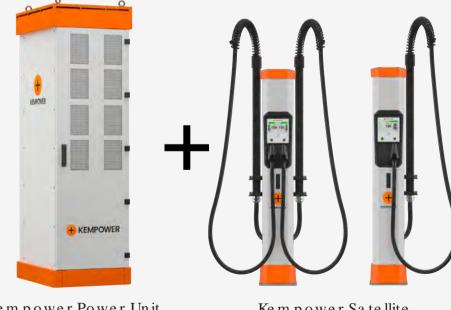
## + DC Fast Charger Types

#### Standalone / All-in-One

#### Distributed Charging System







Kempower Power Unit

Kempower Satellite

# ZEFENERGY

1059.4

## Experience from the Field



## ZEF Experience Since 2014 | Minneapolis HQ

>> Driven by Quality, Reliability & Transparency

>> Nationwide Partnerships & Deployments

- Employee & Utility Owned
- US-Based Support
- Nationwide Network of Install Partners, Developers & Distributors





## **DCFC Target Applications**

- Convenience Stores
  - High Utilization Rates through granular power sharing
- Car Dealerships
  - Scalable as their facility & needs grow
- Highway Corridor Projects
  - Major hwy installations (e.g. NEVI)
- Fleets
  - High reliability through redundant architecture & long warranties

• Hospitality

- Applicable to many use cases (ex. Hotels, Casinos, Retail)
- Healthcare
  - Important to patient experience





**Service & Operational** 

**Excellence** Client communications executed with an owners mind-set, providing timely uptime

## The ZEF Difference

recommendations

#### Partnership Defined By Quality & Collaboration

#### performance & service reports with ongoing client satisfaction check-ins Tools & Support | Provide Guide & Train | Site training, sales enablement tools, design insights & ZEF promed Watterate grant writing collaboration, and delivered installation training ad hoc sales support ahead of ahead of site work purchase 2 3 5 4 Service Transproport Start-Up | Quality site The. Qualification | Supply Order Processing | Order qualified leads and evaluate management process that check + commissioning customer needs with our includes custom branding performed with client software Partners to offer the best solution support & delivery coordination training & onboarding



## **5** Year Advantage<sup>TM</sup>

#### Included with Each Equipment Purchase

- 5-Year Product Warranty
- 5-Year Cellular Connectivity
  - AT&T, Verizon, T Mobile, Sprint & US Cellular
  - Multi-network Failover
- 5-Year ZEFNET Software License
  - Annual Subscription starting at year 6 \$13/month /plug
  - Subscription starting at year 6 \$600 Annually / DCFC Plug
- 5-Year US-based 24/7/365 Tech Support Line
  - Technical, Software, Driver App, & Partner Support

## Installation Nelson's Auto World Minneapolis, MN

#### **Project Highlights**

- 200kW double cabinet
- 4 CCS plugs across (2) satellites - with CC & RFID
- Autobody and fueling station in residential Minneapolis near U of MN campus
- Long-run conduit pull condition
- Want to be able to expand power capacity over time



## Installation Fas Mart Central, WI

#### Project Highlights

- 100kW single cabinet
- 2 CCS plugs with payment
- Used full precast concrete vault for cabinet and satellite
- Pad is the top to the vault



## Installation Acura Dealership

New York City, NY

#### Project Highlights

- 100kW single cabinet-D8
- 4 CCS plugs across (2) satellites - with CC & RFID
- Installed to meet auto OEM charging requirements
- Operations and public facing
- Power-sharing key for customer - quick fill & top-off
- (can charge 4 EVs simultaneously)





Service Level Agreements	Standard Series (1 Year SLA)	<b>Pro Series</b> (5 Year SLA)		<b>Chargers</b> r SLAs)
	Tier 1 SLA	Tier 2 SLA	Tier 3 SLA	FLEX SLA
Performance Benchmark	95% Uptime	95% Uptime	95% Uptime	98% Uptime
Remote monitoring	$\checkmark$	$\checkmark$	$\checkmark$	$\checkmark$
On-site troubleshooting	$\checkmark$	$\checkmark$	$\checkmark$	$\checkmark$
Annual Preventative Maintenance (per OEM specs)		$\checkmark$	$\checkmark$	$\checkmark$
72-hour on-site response once field service need is identified		$\checkmark$		
48-hour on-site response once field service need is identified			$\checkmark$	
24-hour on-site response once field service need is identified				$\checkmark$
Regional Stocking of spare parts		$\checkmark$	$\checkmark$	
Spare parts held locally (Typ. with local service partner)				$\checkmark$



## **Advanced Performance!**

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Commissioning Date January 12, 2023 March 30, 2023 November 10, 2023	K0023611 K0023610 K0026199	MI MN NY	Tier 4	99,99% 99,99% 99,99%	48 299 8

## Coming Soon Installations!

- 5+ Commercial Projects (2 NEVI Installs) Various Locations, TN
- 1 Community Charging Site Bend, OR
- 45+ Corridor Sites Various Locations, MN
- 5+ Community Sites Southern AZ



## ZEFPartner Program

#### AUTHORIZED RESELLER

(Full-Service EVSE Sales)
EV Charger Developers | Electrical Contractors | Energy Performance Managers

#### PREFERRED INSTALLER

(Install & Service Chargers)EV Charger Developers | Electrical Contractors

DISTRIBUTOR (Stocking & Feedstock) • Electrical | Fueling | Electronic | Parts

UTILITY Retail or Wholesale Power Providers • Cooperative | MUNI | PUD | IOU | CCA

#### SERVICE PRO<sup>TM</sup> (24/7 Reliable Techs w/ rolling Trucks)

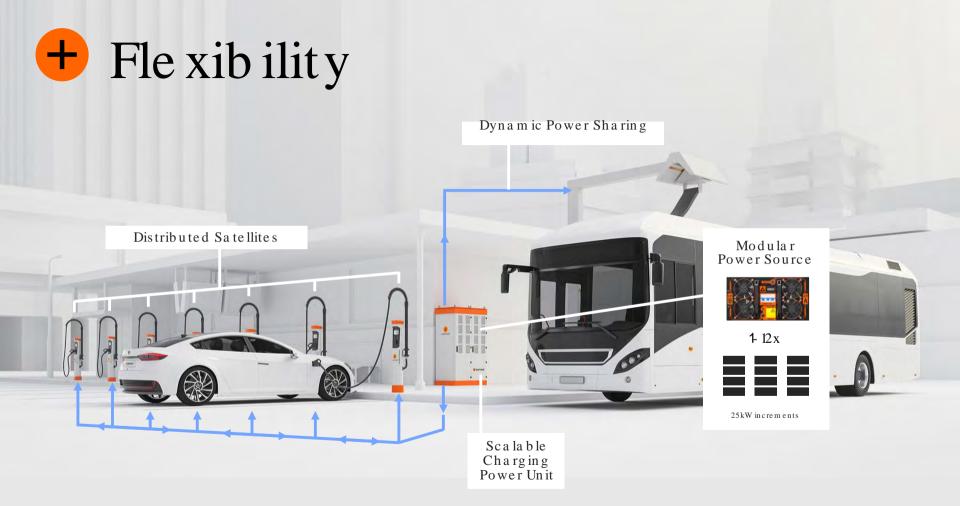
- HVAC
- Home Tech
- Security
- Electrical
- Utility

# How DollGet Started?

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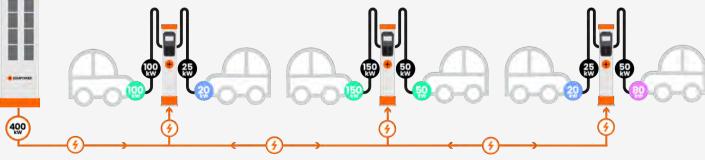
## + Standalone vs Distributed Charging

#### Traditional "Standalone" Charging System



→ 315 kW of charging can be delivered from three 150 kW power modules (450 kW total) leaving 135 kW idle power

Distributed System: more power, less idle time, & smaller grid connection



→ 390 kW of charging can be delivered from a 400 kW power module, leaving

10 kW idle power

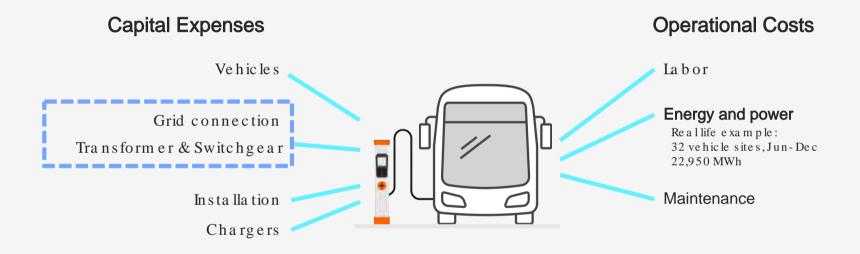
EV is getting all of the requested power

EV is getting less than the requested power

EV is reserving more power than can be used



# • Why is it Important to Optimize Charging?



#### Power and Energy constitute a significant portion of CAPEX and OPEX



10 vehicles with a total energy of 3432 kWh



Without a charging management s ystem Energy costs \$4 12

With ChargEye Depot Master Energy costs \$ 167

Ye a rly s a vin g s = \$61,000 (assuming 250 working days)

#### 60% lower energy costs





#### In ve stm ent

- Federal, state and utility incentives exist
- Energy management can help optimize OPEX

## Ava ila b ility

- Charger architecture can influence a vaila bility
- Remote managementan issue resolution



## Fle xib ilit y

- Scalable charging systems grow with your needs
- Multiple use-cases can be supported by a single system



## Thank You.

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## **More Resources**

#### Visit: www.zefenergy.com/resources







## NEVI Applications | 600kW

- Triple Cabinet Power Unit
- (12) 50 kW Power Modules
- D4 Option
- (2) Satellites Dual Plug Dispenser
  - 300A Cord
  - (4)CCS
  - Credit Card Module
- Compliant with NEVI specifications

National Electric Vehicle Infrastructure (NEVI) Federal funded program to build out DCFC network across the county. 80% project rebate. Sign up here to learn more  $\rightarrow$