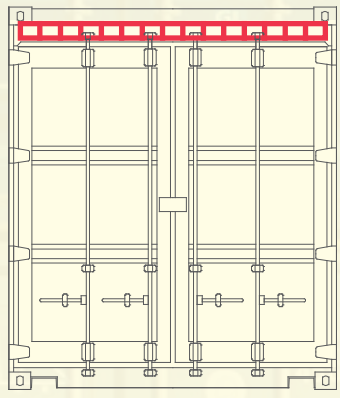
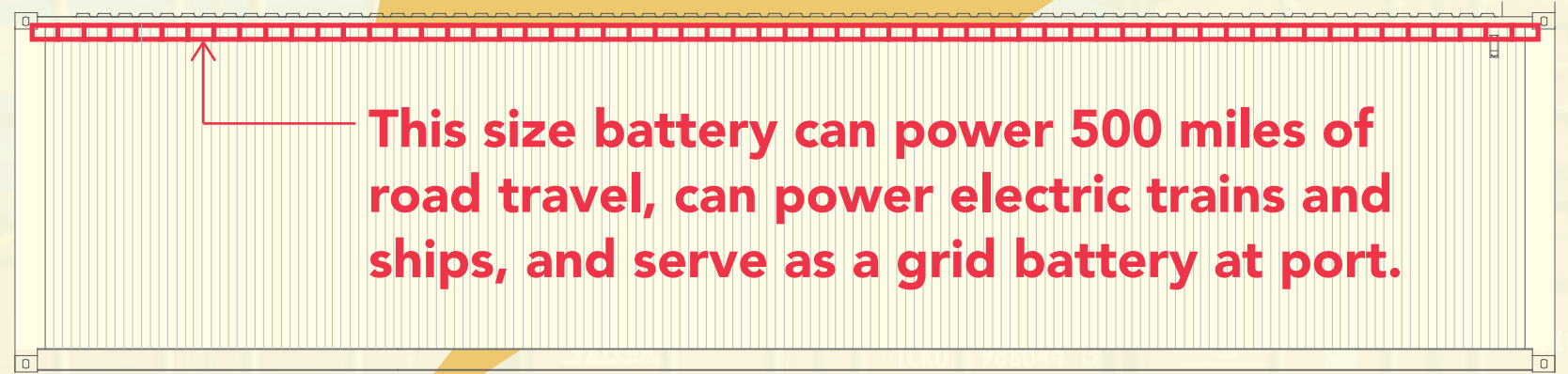


Container Power!



2,880-liter battery
1,000 V, 850 kWh,
3,250 kg battery weight
3,750 kg container weight
7,000 kg combined weight
26,300 kg max cargo weight

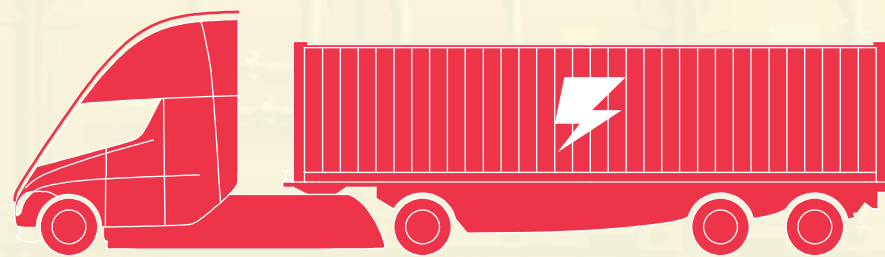


This size battery can power 500 miles of road travel, can power electric trains and ships, and serve as a grid battery at port.

Shipping containers include batteries secured into 4 inches (10 cm) of space within the structural diaphragm of the container. The battery takes away 3–4% of container volume and 12% of max cargo weight. For this trade-off, the benefits are enormous.

- ⚡ All global logistics run on 100% renewables through a rapid transition.
- ⚡ While in port these containers combine into gigawatt-hours of grid scale battery storage to allow more variable renewables onto the grid.

On the Road



The integrated battery has the same usable energy as the battery in a Tesla Semi, providing power for 500 miles of road travel at a stretch. Existing tractors can be more easily converted without the need for a battery up front. Small shared batteries can be fitted onto the fifth wheel when running solo.

At Port



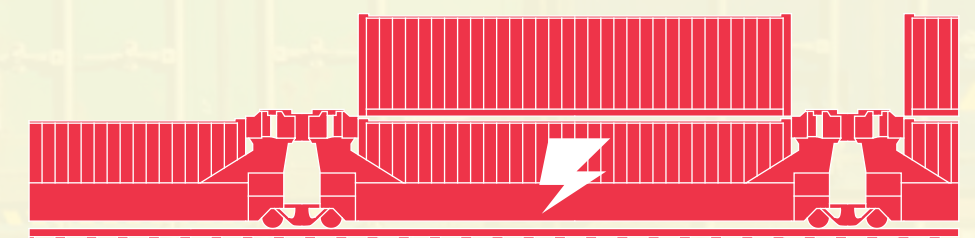
When at port the containers are connected to the grid to provide ancillary services. At the Port of Los Angeles there are often more than 900,000 containers sitting at the port. That's 765 GWh of grid storage right near the city that can be charged by excess midday solar.

Over Sea



A typical cargo ship at sea carries 5,000 40-ft containers. If each container has a charged battery, that equals 4.2 GWh (4,200,000 kWh) of energy on board. At 250 kWh per nautical mile such a ship could make a 16,000 journey without any liquid fuel. China to Northern Europe through the Suez Canal is only 10,000 nautical miles.

Over Rail



A train of 100 fully-loaded container cars uses 35 kWh per mile. Such a train could travel 2,428 miles continuously if loaded entirely with fully charged electric shipping containers.

