



## New Goals for Proviridis

Partner of the 7th Edition of EV Charge Point Symposium, Proviridis continues to develop its network of multi-energy public stations but is now targeting a much larger market, offering turn-key stations to gas operators and transport operators of goods or passengers. Proviridis is still focusing on natural gas vehicles and hydrogen, but is also moving towards electric vehicles by working on innovative ultra-fast charging stations. CEO Eric Ronco explains these new initiatives.



### 4 questions to:

**ERIC RONCO**  
CEO  
Proviridis



### After focusing its development mainly on natural gas vehicles and multi-energy stations, why is Proviridis shifting firmly towards electric vehicles?

First, we want to share our unique expertise acquired through the development of our own network of NGV and Hydrogen stations by offering turn key stations to any operators, from energy provider to transport operators. We are moving towards electric vehicles, as we are preparing for the future. There is going to be a massive influx of electric vehicles in the next few years with high capacity batteries that will need to be recharged quickly. The focus is not only lightweight vehicles, as we're specifically targeting the truck and bus markets.

### What solution do you recommend for the power grid to withstand this massive influx of electric vehicles?

We propose smart charging. We are developing a new technology with a smart charging station to perform ultra-fast vehicle charges. We use a buffer battery between the electricity source and the electric vehicle charger. This solution avoids a high demand of power.

For example, if we want to charge our buffer battery of 100 kWh, we will recharge our storage battery over 24 hours with a power demand of just over 4kWh (100/24). It will be able to charge a vehicle at 100kW for 1 hour without requiring an immediate power demand of 100 kW from the grid as the high-speed chargers do. Not only will the grid not be disrupted with our station, but we will even be able to reinject energy into it at peak hours to stabilize it.

### Your stations also have another unique feature. What is it?

We favor the DC/DC. We want to maintain a direct current. Today, a high-speed charging station uses alternating current (AC) in the grid and transforms it into direct current (DC) to power the electric vehicle that runs on direct current. With our solution, we still use AC power in the grid to power our buffer battery, which is DC. The difference comes from the relationship between our buffer battery and the vehicle which is in direct current through the charger.





Our solution does not meet the current standard that would require us to take AC in the grid, then transform it into DC to fill our buffer storage battery, then convert it back into AC to power the station that will once again turn it into direct current to charge the vehicle battery. This is totally absurd because all these transformations are not only a loss of energy, but also additional costs.

### What do you expect from your participation in this year's Charge Point Symposium?

We will present our solution, hoping to find adept partners specialized in high speed charges who are not afraid to shake up standards (OR the status quo). We're currently working with a Swiss laboratory and intend to present a first prototype of our high-speed station in the third quarter of this year. However, we are still looking for experts in high-speed charging stations to help us complete the development of this relationship towards the direct current station. This is a real issue, as stations that will directly seek 150kW in the grid will quickly be obsolete. With the increase of electric vehicles, the grid will not be able to support it. This is especially true, as the power demand will rapidly go far beyond, particularly with the arrival of electric buses and trucks.

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#### PREMIUM



#### GOLD



#### SILVER



#### MEDIA

