

Heavy Transport Electrification

A Practical Guide for New Zealand Fleet Operators

Presented by Kwetta & Drive Electric
With support from Scania, Fonterra, & Jump Energy



Electrification Process Overview

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Installation, Commissioning & Grid Connection	
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Why This Guide Exists

Heavy transport operators across New Zealand know electrification is coming, but most don't yet know where to actually start. This guide exists to close that gap. It's been built by a group of people who've genuinely lived this journey; fleet operators, truck manufacturers, infrastructure specialists, and charging technology providers, and it walks through the whole path from first considering electrification through to running a depot day to day, without jargon and without a sales pitch attached to it.

If you're reading this from a purely diesel background with no experience of EVs yet, you're in good company. That's true of almost everyone who's gone through this so far, including the operators sharing their experience in these pages.

Though this guide has been developed for kiwis by kiwis, the ideas and experiences shared are also applicable to our Australian neighbours, and friends from across the globe.

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What This Guide Covers

This is a practical working guide, not a sales brochure. It walks through the journey roughly in the order most operators actually experience it: understanding whether your fleet’s ready, getting a handle on how charging actually works, matching the right trucks to your duty cycles, planning your site and infrastructure, getting equipment installed and commissioned, navigating the first six months of live operation, and understanding the genuine long-term opportunity in managing your fleet’s energy use, not just its charging.

Along the way, you’ll find real checklists, practical questions worth asking any provider, and honest reflections from operators who’ve already done this, including what they got right, what surprised them, and what they’d do differently.

One Thing Worth Knowing Before You Start

Electrification isn’t just a truck-buying decision, it touches your infrastructure, your people, and eventually your energy strategy. Trying to solve all of that at once is what makes the journey feel overwhelming. This guide is built to be worked through step by step instead, each stage building on the one before it, so by the end you’ve got a genuinely practical picture of what’s involved, not just a general sense that electrification is “coming.”



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Thanks To Our Collaborators



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Is Your Fleet Ready To Electrify?

Before any conversation about chargers or trucks, it’s worth understanding your own fleet first. This section covers what typically triggers the decision to electrify, the data worth gathering before you talk to anyone, and why bringing your people along matters just as much as the hardware.

The Trigger Point

For most operators, the decision to electrify doesn’t arrive out of nowhere. It tends to be something that’s been sitting in the background for a while: the fuel bill creeping up every year, a sustainability commitment the board’s made, a fleet that’s getting old enough to need replacing regardless, or customers who’ve started asking harder questions about emissions. It rarely looks the same for two operators, and there’s usually no single moment where the answer becomes obvious. More often it’s a slow accumulation of reasons until one day it’s worth taking seriously.

Know Your Fleet Before You Know Your Chargers

There’s a natural pull towards starting this process by looking at trucks and chargers, since that’s the part that feels tangible and exciting. But the operators who’ve navigated this well tend to start somewhere a bit more unglamorous: understanding their own fleet properly. The routes they run, how far vehicles travel day to day, and how long trucks are actually parked up at the depot between shifts. That picture is what tells you which parts of your fleet are realistic to electrify now and which are better left for a later phase, once you’ve got some runs on the board. Routes that are short, predictable, and always come back to the same depot each night tend to be the easiest place to begin, while the longer or more variable routes can wait their turn.

“At the macro level, it’s about market access and what our customers want — consumers want to know that the products they’re purchasing aren’t detrimental to the environment, and ultimately to their way and quality of life. It’s about how we directly address the causes of climate change. We can see that electrification is very likely to make up a portion of our future milk collection operations, and it points towards both decarbonisation and a reduction in costs for us. We believe the equipment will evolve, what we want to learn is how the business systems will align.”

Paul Phipps, GM National Transport & Logistics,
FONTERRA

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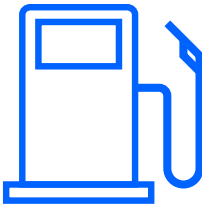
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The Data Worth Having Before Your First Conversation

It’s worth gathering a few things before you sit down with anyone: a charging provider, a truck OEM, or a funder. Having this ready changes the entire shape of that conversation. Roughly, you’re looking for:



What your vehicles currently use in fuel, and what they’re doing day to day — this tells you which trucks and battery configurations actually make sense for your operation.



When trucks are actually sitting idle at the depot, and for how long — this is the number that determines how much charging power you actually need.



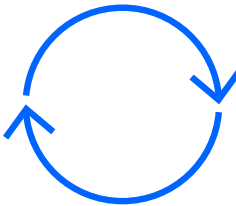
Your typical routes and distances — feeds the same vehicle conversation, and it’s also what a charging provider needs to size your infrastructure correctly.

Detailed analysis of our trips really opened our eyes to how our fleet was working. Yes, our trucks have some big days, but when we understood the distribution of our work, we found these were only the top 10% — and 80% of what we do is lighter than what we thought allowing our thinking to be more open to a change.”

Paul Phipps, GM National Transport & Logistics
FONTERRA



What your depot’s electricity connection currently looks like — the starting point for every conversation about grid capacity and connection timelines.



Roughly when your existing fleet is due for renewal anyway — shapes the pace of your whole transition, not just the first phase.

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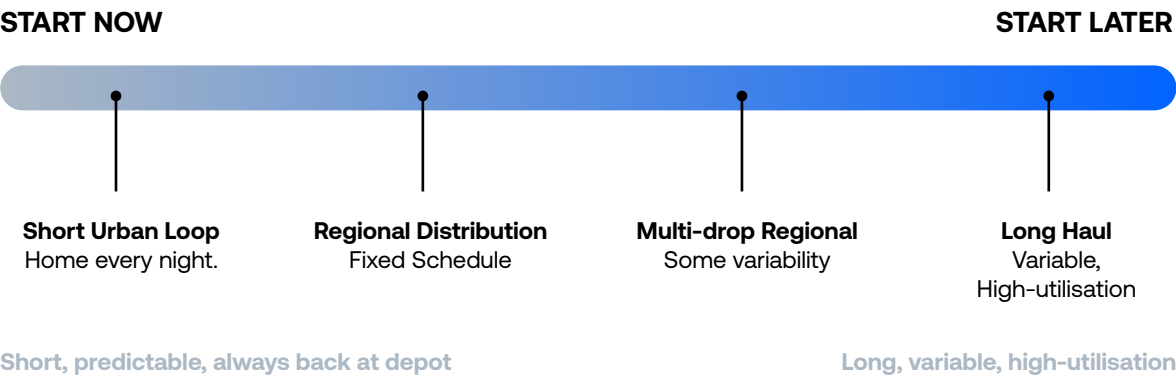
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None of this needs to be perfect or exhaustive. Even a rough picture puts you in a much stronger position than walking in with none of it.

You’ll notice this same data keeps coming up throughout this guide. Vehicle selection, infrastructure sizing, energy strategy all lean on it, so getting a rough version down now saves you gathering it five times over.

“While it’s vitally important, it’s not just the obvious considerations, such as weight and distances travelled, that you need to gather data on — you also need to consider topography, speeds, road conditions, driver behaviour, etc. Route planning is a critical component of making a successful transition to BEV vehicles as part of your fleet. Challenge the routes you currently operate, as route flexibility can be vital in determining charging opportunities during driver breaks, along with loading and unloading events.”

Rob Covich, Director Pre-Sales & Logistics
SCANIA NZ



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What Surprised Fonterra Along the Way

No two operators arrive at this with a fully formed playbook, and even the ones further along tend to be pretty open about what they didn’t see coming.

“Just how long it takes to get going. We thought we were really tackling this at pace, and to be fair, we are — but it’s a long journey. Taking an iterative approach, adjusting as you go, and moving in small steps makes it a much more manageable change.”

“End to end project management and what lies under the ground created a bit of a headache — civil works actually dominated the majority of the headaches. As far as execution of infrastructure and equipment installation goes, it’s almost more of a civils project.”

“When we looked at our trip data, the top 5–10% of what we do would become an issue, so our approach is to tackle those trips last. The majority — up to 80% of what we do — is likely achievable with electrification.”

Paul Phipps, GM National Transport & Logistics
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Where You’re At Right Now

Before moving on to what the infrastructure side actually involves, it’s worth pausing on where your own fleet sits today. Most operators find they can say yes to at least a few of these already, even early on:

Reviewing where you’re at with your fleet

- ☐ We’ve got a rough sense of which routes or vehicles would be the easiest starting point
- ☐ We know roughly what our depot’s current electricity capacity looks like
- ☐ We could pull together basic fuel and route data if asked
- ☐ We know when our next fleet renewal is likely to happen
- ☐ There’s a genuine appetite internally to explore this properly

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Bringing Your People Along, Not Just Your Fleet

The infrastructure and the trucks are only half the transition. Drivers are learning a genuinely different vehicle, no engine noise to gauge speed or effort by, one-pedal driving, a different daily routine around plugging in rather than fuelling up. Workshop and maintenance staff need familiarity with different servicing requirements.

Dispatchers and schedulers need to factor charging windows into routes in a way diesel never asked of them. None of this happens automatically just because the hardware works.

It’s worth having a genuine plan for how people get heard, rather than leaving it informal. Nominated spokespeople, a driver rep, a dispatcher, someone from the workshop, tend to work better than an open, everyone-weighs-in approach: input still gets captured, but decisions don’t stall waiting for consensus from an entire depot.

The operators who navigate this smoothly tend to treat the first few months as a genuine feedback loop: checking in with drivers early and often, taking concerns seriously rather than dismissing them as teething problems, and being upfront that some friction in week one is normal rather than a sign something’s gone wrong. Silence from drivers in the first few weeks isn’t usually a good sign, it’s more often a sign nobody’s asked.



Don’t underestimate how important change management is, and how the success of the project is determined by how well you bring all of your people along the change journey. Although the technology can seem daunting at first, it’s more of a people change than a technology change, and this shouldn’t be overlooked. If we hadn’t involved our people, we would have installed charging stations in places that didn’t really work — and they could have been difficult to use and not ergonomically friendly.

Paul Phipps, GM National Transport & Logistics
FONTERRA

“Operators should be preparing their people for a change of driving style and range anxiety, along with route planning and contingency planning (e.g. if the public charger planned for a snack charge is unavailable or not working), product knowledge, and emergency procedures — knowing what to do if your vehicle breaks down or needs to be towed, and how you’re supported through that.”

Rob Covich, Director Pre-Sales & Logistics
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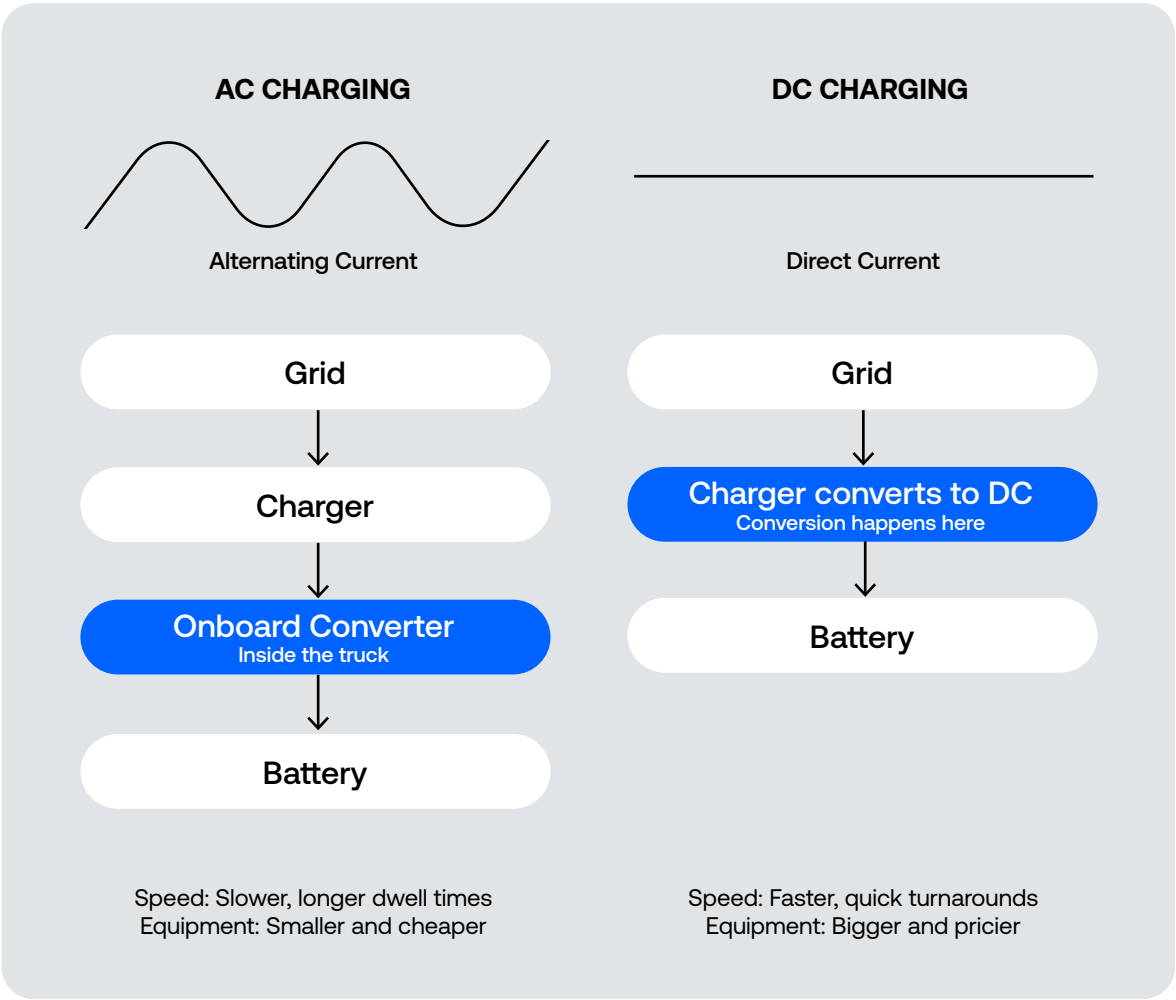
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Understanding Your Charging Options

Before you get into conversations with any provider, it helps to have a rough handle on how truck charging actually works. None of this needs to be technical mastery. It’s really just enough to follow a conversation and ask a good question when something doesn’t add up.

AC and DC, in Plain Terms

Every charger ultimately delivers electricity to a battery, but there are two ways it gets there. AC charging sends standard alternating current to the truck, and the truck’s own onboard equipment converts it to the direct current a battery needs. DC charging does that conversion in the charger itself before it reaches the truck, which is why DC chargers tend to be physically bigger and more expensive, but also considerably faster. As a rough rule, AC suits lighter trucks with longer dwell times at the depot, while DC becomes necessary once you need a truck charged and back on the road within a tighter window.



Two Ways to Charge: Depot and Opportunity

Before getting into plugs and power levels, it’s worth understanding that there isn’t just one pattern of charging, there are really two, and which one suits your fleet shapes almost everything downstream of this page.

Depot charging, sometimes called overnight charging, is exactly what it sounds like: trucks return to base, plug in, and charge slowly over several hours while they’re parked up anyway. It’s the simplest and usually the cheapest approach, since you’re not paying for speed, you’re using time you already have. This is the natural fit for the short, predictable, always-back-at-the-depot routes flagged as the easiest starting point back on the Fleet Readiness page.

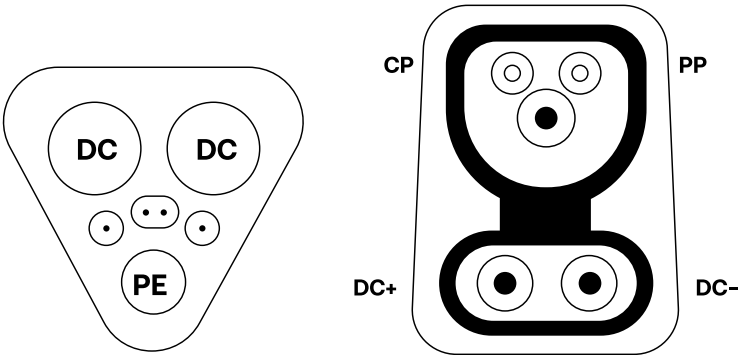
Opportunity charging is different: shorter, faster top-ups during the working day, between runs or while loading and unloading, rather than one long overnight charge. It suits routes that can’t afford to sit still for hours, but it asks more of the infrastructure, since delivering meaningful charge in a short window generally means higher power, which brings higher equipment and connection costs with it.

Most fleets end up leaning heavily on one or the other rather than splitting evenly, and that choice is really just an extension of the dwell-time data gathered earlier: how long trucks are actually sitting idle at the depot is what tells you which pattern you’re working with.

One more thing worth flagging here: which method you use doesn’t have to mean every truck charging at full power the moment it’s plugged in. Smart scheduling software can sequence charging across a fleet to avoid spiking your site’s power demand, more on that when we get to day-to-day operations later in this guide.

Plugs: CCS and the New MCS Standard

Most trucks on the road today charge through a CCS connector, which handles both AC and DC through the same physical plug. It’s the closest thing the industry has to a universal standard right now. A newer standard, MCS, is emerging specifically for heavy vehicles that need very high power delivered quickly, and it’s the connector you’ll hear about when the conversation turns to megawatt-scale charging for larger depots or future fleet growth. You don’t need to memorise the specs, just recognise the names when a provider mentions them.



	MCS	CCS
Power range	1 — ~3.75 MW	~22 — ~400 kW
Voltage Range	~500 — ~1250 V	~50 — ~1000 V
Maximum Current	~3000 A	~500 A



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How Much Power Do You Actually Need

Charging power is talked about in kilowatts (kW), but the moment you’re looking at more than a handful of trucks, or trucks that need to turn around quickly, the conversation shifts into megawatts (MW). It’s worth getting comfortable with that shift now rather than being caught off guard by it later.

At the smaller end, a light urban truck might charge quite happily overnight on 22 kW AC. Step up to a busy depot running trucks back to back, and you’re likely looking at 150 kW DC or more per vehicle just to keep things moving. But depots don’t usually have one truck charging at a time, they have several, often overlapping. Multiply even a modest per-truck figure across a fleet, and the total power your depot needs to draw starts climbing into megawatt territory quickly. A depot charging ten trucks at 150 kW simultaneously is already pulling 1.5 MW, which is a materially different conversation with your electricity network than a single charger ever was.

This is why megawatt-scale thinking matters even for operators who aren’t there yet. A site designed only for today’s pilot, say two or three trucks, often has to be dug up and reworked within a few years once the fleet grows, because the underlying connection and cabling were never sized for anything more. Planning with future MW capacity in mind from the outset, even if you’re only using a fraction of it on day one, tends to be considerably cheaper than retrofitting later. It’s also increasingly what “future-proof” means in practice: not a bigger charger, but a site and grid connection built to scale. Your solutions project manager (whether a charger OEM, EPC contractor, or internally depending on your business) can guide you through this journey.

Worth knowing too: the number on a spec sheet and the number you actually experience aren’t always identical. Real charging speed is affected by things like temperature and how full the battery already is, so a charger rated at 150 kW won’t necessarily deliver 150 kW every time. It’s a normal part of how charging works, not a fault, but it’s worth setting expectations accordingly rather than planning around the theoretical maximum.

None of this needs to be a spec you memorise. It’s really just the number that comes straight out of the fleet data you pulled together earlier: your duty cycles, dwell times, and how many trucks need to charge at once are what tell a provider whether you’re a straightforward kW-scale site or one that should be thinking in MW from day one.



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LV or HV: How Power Actually Reaches Your Site

Most businesses run on a standard low-voltage, or LV, connection, the same kind that powers offices, warehouses, and general commercial sites. It’s perfectly capable of supporting depot charging at a modest scale. But once you’re looking at several trucks charging at once, or genuine MW-scale capacity for a growing fleet, an LV connection often can’t carry enough power on its own, and upgrading it to handle that load can be a slow, expensive process involving significant electricity network upgrade work.

This is where high voltage, or HV, connections come in. Rather than drawing power through a standard LV connection, a site can connect closer to the network itself at a higher voltage, which supports far more power without the same scale of upgrade. It’s a more involved conversation with your lines company, but for depots planning meaningful charging capacity, it’s often the difference between a project that’s genuinely feasible on a reasonable timeline and one that isn’t.

None of this needs to be decided on this page. It’s simply worth knowing the distinction exists, because it’s exactly the kind of thing worth raising early with whoever you’re talking to about your site.

	LV connection	HV connection
Capacity available	Fixed, modest ceiling	High, built-in headroom
Charge points on day one	2–3 pilot chargers	Same 2–3 to start
Charge points at scale	Capped without rework	10+ without touching the ground again
Truck numbers it comfortably serves	Small pilot fleet	Pilot fleet, growing to full depot
Site footprint	Sized only for what's installed now	Reserves space and capacity for equipment not yet installed
Network company	Simpler, standard process	Bigger conversation, longer lead time upfront
Cost profile	Lower upfront cost	Higher upfront cost, avoids expensive rework later
Risk if the fleet grows	Site often dug up and reworked	Growth absorbed within network connection, civils and electrical infrastructure
Best for	Operators genuinely staying small-scale	Any operator expecting fleet growth, even from a small start

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The Building Blocks of a Charging System

Charging infrastructure isn’t usually a single piece of equipment, it’s a handful of separate components working together: the grid connection and transformer that bring power to the site, switchgear that manages and protects that power, the charger itself, and, on sites with higher demand or tighter grid constraints, sometimes a battery storage system that buffers power and smooths out peaks.

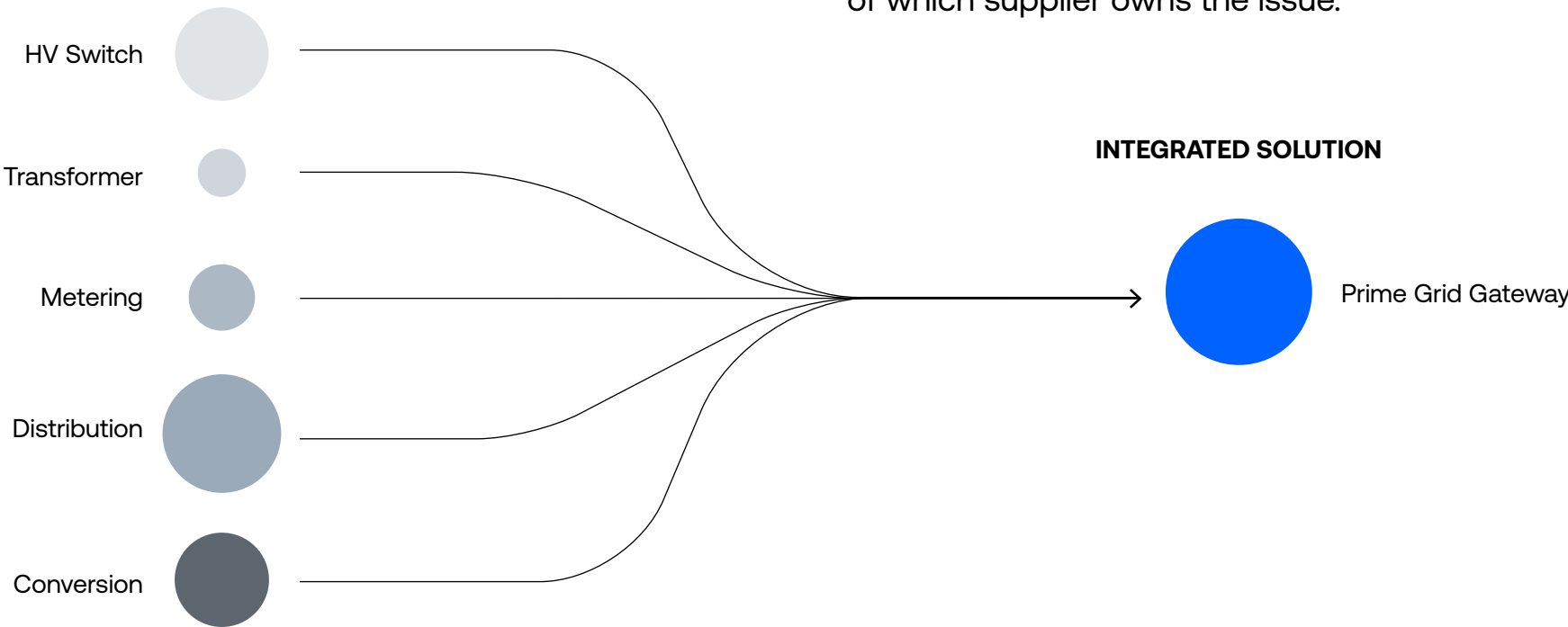
Traditionally, these pieces can come from different suppliers, sometimes the network connection is one relationship, the charger another, and battery storage a third if the site needs it. That’s not necessarily a problem, but it does mean more parties to coordinate, more equipment taking up space on site, and more places for something to fall into the gap between suppliers. Worth keeping in mind as you get further into conversations with providers: whether you’re looking at several separate systems, or one consolidated solution, is a genuinely different proposition, not just a style preference.

Some providers take the building blocks covered above and bring them together into a single, integrated solution rather than a collection of separately sourced equipment. Kwetta’s Prime Grid Gateway, for example, combines the grid connection, transformer, power electronics, and metering into one enclosure. And where a site genuinely benefits from battery storage for efficiency, Kwetta doesn’t manufacture the batteries themselves, they work directly with battery suppliers to fold that into the same solution, so it’s still one relationship rather than a separate purchase. Kwetta’s BESS solution is fully integrated with the Prime Grid Gateway.

Alongside the electrical side, it’s worth planning your fibre or communications infrastructure at the same time, not as an afterthought, since your charge management software and remote monitoring both depend on it, and retrofitting connectivity later is far more disruptive than building it in from the start.

For an operator, the practical upside isn’t really the engineering, it’s the accountability. Instead of managing a charger vendor, a network connection, and potentially a separate battery supplier as three different relationships, there’s one provider responsible for how the whole system performs together. That tends to matter more once something goes wrong or needs upgrading, since there’s no question of which supplier owns the issue.

TRADITIONAL CHARGING INFRASTRUCTURE



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Choosing a Charger: What Actually Matters

Charger spec sheets can be genuinely difficult to compare, since providers don't always highlight the same things, and the numbers that sound most impressive (peak kW, maximum theoretical output) aren't always the ones that matter most for a depot running day in, day out. A few things worth asking about specifically:

- What happens if one part of the system fails? A charger going down entirely if a single component fails is a very different risk profile to a system built with redundancy, where the rest of the site keeps operating even if one module needs attention.
- What's the real-world uptime, not just the spec sheet number? Ask for a track record, not a promise.
- Who services it, and how far away are they? A fault that takes two days to get a technician to versus two hours is a genuinely different cost to your operation.
- How is the system monitored? Remote monitoring and alerting means issues get caught before they become a truck sitting uncharged on a Monday morning.
- Can it scale without replacing what you've already installed? Adding capacity should mean adding to the system, not tearing out and starting again.
- What standards and certifications does it meet? Particularly relevant if the site will eventually support multiple truck brands or higher-power charging down the track.



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Site Design: What This Looks Like at Your Depot

Physically, chargers range from a wall-mounted unit not much bigger than a household appliance through to freestanding cabinets that need their own footprint and clearance. Higher-power chargers generally need more space, more ventilation, and more thought given to where trucks queue and manoeuvre around them.

Beyond the charger itself, how the cable actually reaches the truck varies too, and it’s worth understanding the trade-offs. Overhead gantry systems keep the cable up out of the way, dropping down to the vehicle rather than trailing across the ground, which reduces trip hazards and the risk of a cable getting run over or caught as trucks move through the depot. Ground-level or pedestal-mounted dispensers are simpler and cheaper to install, but ask more of your site layout and driver habits to keep cables managed safely, particularly on a busy depot with vehicles constantly moving in and out.

There’s also a question of how many vehicles a single unit serves. Some chargers connect to just one truck at a time, while others (dual dispensers, for example) can serve two vehicles from a single unit, sharing power dynamically between whichever trucks are actually plugged in. That’s often a better fit for busy depots, since it means fewer physical units taking up space for the same charging capacity, though it does mean two trucks occasionally sharing available power rather than each having a dedicated line.

For drivers, day to day, this mostly comes down to how much manual effort charging actually takes. Lighter, flexible cables (often liquid-cooled at higher power levels, since that keeps them thinner and easier to handle than the alternative) with enough reach to accommodate different parking positions make a real difference to how smoothly charging fits into a driver’s routine, rather than becoming its own small daily hassle. Worth asking a provider directly how much reach their cables offer, and how straightforward the plug-in process actually is at the end of a shift.

It’s also worth remembering this equipment lives outdoors, exposed to real New Zealand weather, so durability and weatherproofing are worth a direct question too, not something to assume.

None of these choices are right or wrong in isolation, they depend on your depot’s layout, how many trucks you’re running, and how much throughput you need from each charging position. Where exactly a connector sits on a given truck matters here too, since the truck and the charger need to agree on positioning, not just the site, we’ll come back to that shortly when we look at making sure everything’s genuinely compatible before it all goes in the ground.

Site Design Checklist

- ☐ Traffic flow shapes equipment placement, not the other way around
- ☐ Cable reach and management suits your site’s traffic and footprint
- ☐ Throughput per position fits your duty cycles
- ☐ Room to grow without a full site rework
- ☐ Other loads on-site are factored into sizing from the start
- ☐ On-site generation is considered, even if it’s “maybe, later”

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Matching Trucks to Duty Cycles

Once you’ve got a handle on your fleet data and a rough sense of the power involved, the next natural question is which trucks actually make sense. It’s tempting to treat this as a straightforward swap, diesel model out, electric model in, but the more useful way to think about it is starting from your duty cycle and working backwards to the truck, rather than the other way around.

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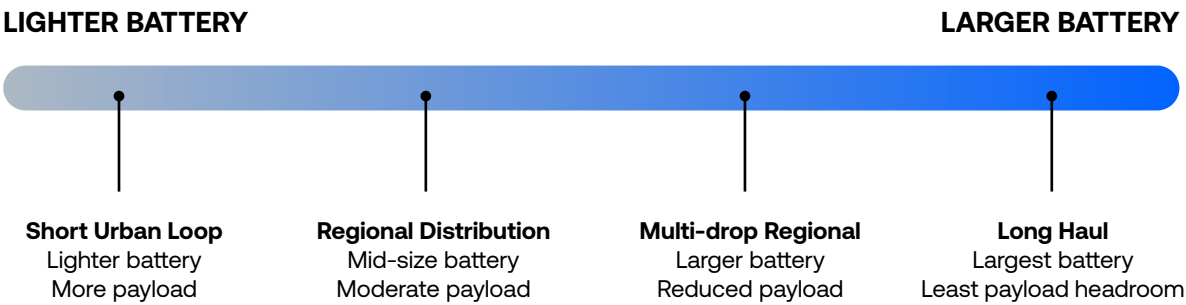
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Range Isn’t the Whole Story

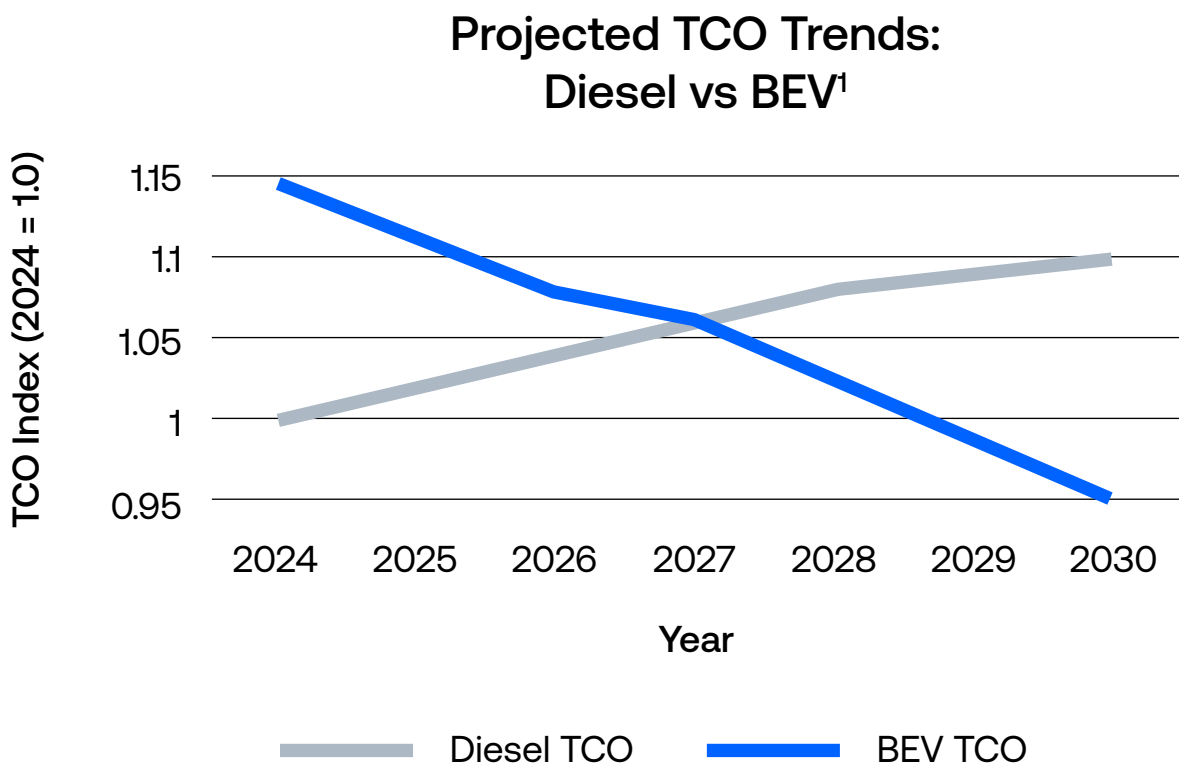
Electric trucks are often judged first on range, but for most depot-based fleets, range matters less than people expect. If your trucks return to the same depot every night and you’ve got charging capacity there, you’re really solving for “enough range to get through the working day,” not “enough range to never need to think about it.” Battery configuration options mean operators can often choose a lighter, shorter-range setup that preserves more payload, or a heavier battery pack that trades some payload for range, depending on what the route actually demands.



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The Real Advantage Isn't the Truck, It's the Cost Curve

It's easy to assume electric trucks simply cost more, and upfront, that's often still true. But total cost of ownership tells a different story once you factor in the full picture: purchase price, running costs, maintenance, and fuel or electricity over the vehicle's life. On current trends, the total cost of running a diesel truck is heading up while the total cost of running an electric one is heading down, and those two lines are expected to cross over around 2027, meaning electric becomes the cheaper option over the vehicle's lifetime, even without subsidies. That's a fundamentally different conversation to "electric trucks cost more," and it's worth having with whoever you're financing this through rather than assuming the sticker price is the whole story.



(1) Decade Energy: 2027: The TCO Tipping Point for Electric Trucks – Jan 2026



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Will Your Range Actually Hold Up Over Time?

Like any battery, an electric truck’s battery loses some capacity over its life, which is a fair question for any fleet manager used to a diesel tank that performs exactly the same on day one and year ten. In practice, this tends to be a slower and more manageable curve than people expect, particularly for depot-based fleets that aren’t pushing a battery to its absolute limit on every run. It’s still worth understanding as a genuine factor rather than an afterthought: ask what degradation an OEM actually guarantees, over what timeframe, and how that interacts with the warranty. For most depot operations, a sensible buffer built into your range planning (rather than buying exactly to today’s minimum) handles this comfortably without needing to overthink it.

“Your charging solution is critical to ensuring longevity in the life of your batteries, and telematics is important too, to help give real-time data on battery health and status. It’s also important to specify the vehicle correctly — if you only have just enough capacity at the start of operation, as the battery health degrades over time you run the risk of ending up with an unsuitable vehicle to meet the freight task.”

Rob Covich, Director Pre-Sales & Logistics
SCANIA NZ

What to Ask Before You Sign Anything

Ask your OEM

A good OEM conversation goes well beyond “what’s the range.” It’s worth asking about:

- How battery configuration options trade off against payload for your specific routes
- What charging power and connector standard the truck actually supports
- What the battery warranty actually covers, including how it treats capacity loss over time, not just outright failure
- What servicing and technician support looks like locally
- What the realistic delivery and lead times are, given global demand for these vehicles
- How the truck performs in real NZ conditions (temperature, terrain, load)

“When you’re talking to an OEM, ask: what do they offer in the way of warranty, driver training, safety considerations, and telematics? What does their service network look like, including breakdown and after-hours support? And what about parts availability, technician competence, and ongoing training?”

Rob Covich, Director Pre-Sales & Logistics
SCANIA NZ

The Market Has Moved Faster Than People Realise

Electric trucks in New Zealand are no longer a one-off experiment. Several operators are already running them in daily service, and the range of viable models and configurations has expanded considerably in just the last couple of years.

“What’s changed is that battery energy density has improved, and there have been practical learnings within the NZ market. Public charging infrastructure, while still insufficient to service the heavy commercial truck fleet, is starting to improve — as is our understanding of local topography and weather conditions.”

Rob Covich, Director Pre-Sales & Logistics
SCANIA NZ

Where Operators Commonly Get This Wrong

The most common misstep isn’t choosing the wrong truck outright, it’s mismatching truck and route: buying more range or capacity than a route ever needs, or underestimating what a genuinely variable route requires. Getting this right early avoids a costly rethink down the line.

“When selecting a vehicle, you need to consider auxiliary equipment and its impact on range (e.g. PTOs, fridge motors), as well as vehicle configurations and how these work under NZ VDAM regulations. Resistance is your enemy, so think about aerodynamics and low rolling-resistance tyres. The right bodybuilding partners are critical too, so engage with your OEM on this. And don’t overlook after-sales support — training, breakdowns, servicing, and parts availability all matter.”

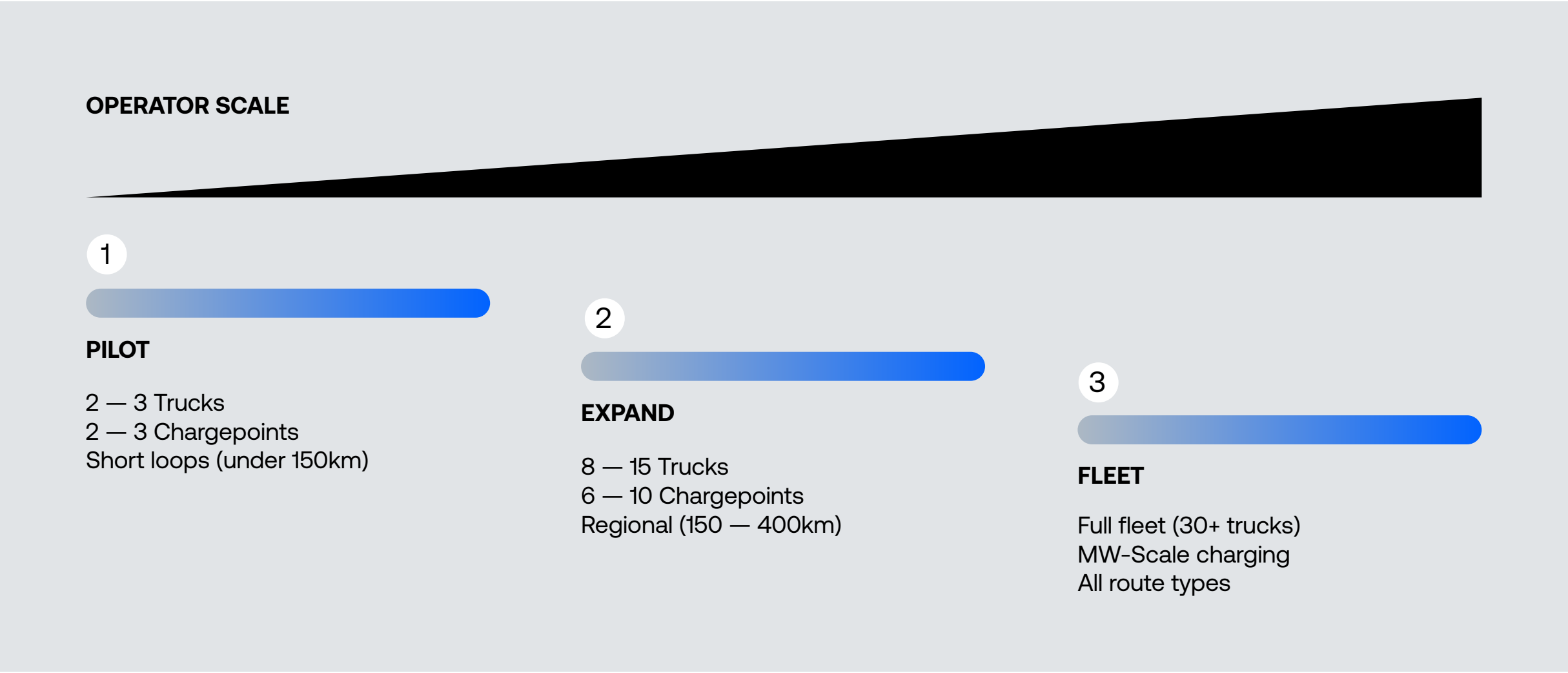
Rob Covich, Director Pre-Sales & Logistics
SCANIA NZ

Thinking in Phases, Not One Big Leap

A realistic transition timeline rarely looks like swapping the whole fleet at once. Most operators move in phases, starting with the routes best suited to today’s technology and expanding as both the vehicle range and their own confidence grow.

“A realistic timeline is largely subject to infrastructure capability, regulatory restrictions, and total cost of ownership. The vehicle technology is basically there now, although more open specification flexibility — like double front axles — will come in time.”

Rob Covich, Director Pre-Sales & Logistics
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By this point you’ve got a sense of your fleet, the trucks that suit it, and roughly how much power you’re going to need. The natural next step feels like calling a charging provider and getting equipment ordered. In practice, the operators who’ve done this well tend to have started a step earlier than that, because the decisions made before any hardware arrives are usually the ones that end up shaping the whole project’s cost.

It Starts Earlier Than Most People Expect

There’s a common assumption that infrastructure planning begins once you know what trucks and chargers you want. Really, it begins with the site itself: where charging will physically sit, how trucks will queue and manoeuvre, and how early you engage your local electricity distribution company about capacity. For a genuine sense of scale, on more complex, brownfield sites, planning conversations, site assessment, and design work realistically start somewhere in the order of 18–24 months before physical works begin, with commercial commitments typically only locked in a handful of months out from that. It sounds like a long runway, but most of that time is spent reducing risk and uncertainty before anyone commits to a design - avoiding large contingency, or risk of being priced in up front, which is exactly what keeps costs from blowing out later.

“An EPC like Jump Energy should be engaged as early as possible — ideally before the site or charging solution is designed — so they can work closely with the operator, who has the best understanding of their own routes, duty cycles, and operational requirements. Early involvement and collaboration with all relevant stakeholders allows the vehicle, charger, electrical capacity, and site layout to be assessed as one integrated solution, rather than as separate decisions. This doesn’t just lead to the most effective solution, both in performance and cost — it also streamlines deployment, since all stakeholders have had buy-in throughout the process.

Where a new site or lease is involved, it’s also highly recommended to bring the EPC into the property due-diligence process. A site can look operationally ideal but prove difficult to electrify because of tenure, planning, easements, or the available network connection.”

Alex Watson, CEO
JUMP ENERGY

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Getting the Ground Right, Not Just the Grid

Long before any charger is bolted down, a handful of decisions tend to determine most of what the project ends up costing, and most of them have nothing to do with the charger itself. Where equipment sits relative to where trucks park, how cabling routes through the site, and whether the layout leaves room to grow all matter, and getting these wrong doesn’t usually show up as a dramatic failure, it shows up quietly, as an expensive rework a year or two later once the fleet’s outgrown the original layout.

Underneath all of that sits the ground itself. Depot electrification tends to get talked about as an electrical project, but a lot of the early work is genuinely a civils project: what’s underground, what services already run through the site, and whether there’s anything, old tanks, contamination, unmarked cabling, that needs to be found before it becomes an expensive surprise mid-installation. Ground-penetrating radar and potholing sound like overkill until they’re the reason a project stayed on budget. Put together, this is really what “site readiness” means in practice: ground conditions understood, electrical capacity and connection pathway confirmed, and a layout that accounts for how trucks actually move through the space day to day.

It’s also worth having an explicit conversation early about who owns risk if something goes wrong, between you, your equipment supplier, and your installation contractor. Sorting this out before it’s needed, rather than discovering it mid-project, tends to make a real difference to how smoothly problems get resolved when they come up.

“The work started 24 months or more before breaking ground. The more you can do up front to understand what problems you may encounter, the more you’ll reduce your costs and significantly increase your chances of the project coming in on time and on budget. We will also consider our appetite for risk, and how much contingency we want to hold versus how much we price in. Whatever strategy we take, it will be an open and transparent conversation so everyone is crystal clear.”

Paul Phipps, GM National Transport & Logistics
FONTERRA

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Talking to Your Electricity Distribution Company Early

Every depot sits on a network with its own existing capacity and constraints, and the lines company is the one party in this whole process who can tell you what’s realistically possible at your specific site. That conversation is worth starting well before you’re ready to commit to anything, simply because the answer shapes what your options even are.

“Most operators think engaging the lines company means submitting an application and waiting. In reality it’s a structured technical conversation — we start by identifying where the actual network constraint is, then model it, design the control approach around it, and integrate with the DSO’s own systems before anything goes live. At Tūrangi, working with The Lines Company, that whole process ran from concept to live in under three months and unlocked 200kW of additional flexible capacity on a constrained feeder. The point isn’t to fight the network’s limits, it’s to design around them — which is usually a faster and cheaper path to connection than waiting for a traditional upgrade.”

Dustin Murdock, CEO
KWETTA

Designing for Where You’re Headed, Not Where You Are

A site built only for today’s pilot fleet is one of the most common (and most avoidable) sources of cost down the line. Building in capacity for growth from the outset, even if it goes unused for a while, tends to cost far less than digging a site back up once the fleet’s outgrown it.

If You’re Planning Across More Than One Site

If electrification is going to happen at more than one depot, it’s worth resisting the urge to treat it as one big combined project. Each site tends to do better with its own dedicated planning and supervision, particularly in the early stages, since every depot has its own ground conditions, layout, and constraints. What’s worth centralising is the learning: keeping sites talking to each other so lessons from the first site genuinely make the second and third easier, rather than each one starting from scratch.

“If you can do one site after the other, all the better! The design is the design, but the installation can become iterative. Each stage and phase is rich with learnings that are worth making key deliverables of the project, so they’re captured and implemented into the next site.”

Paul Phipps, GM National Transport & Logistics
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Before the Equipment Goes in the Ground

It’s easy to assume compatibility is a given, truck plus charger plus software should just work, but it’s worth confirming rather than assuming. A few things are worth checking off before installation begins.

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What to Check Before Equipment Goes in the Ground

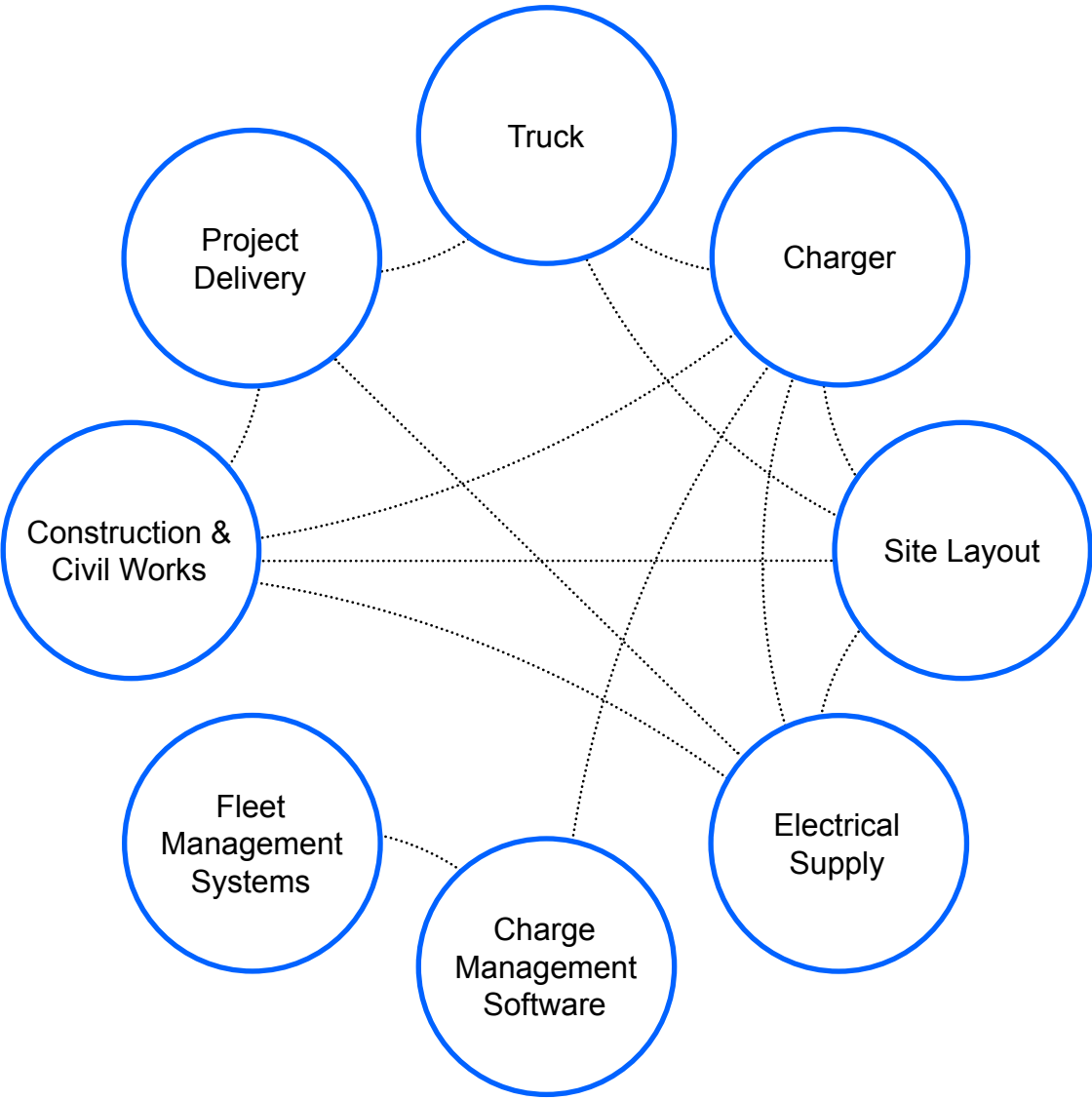
Start with the basics: that the truck’s charging standard actually matches what the charger delivers, and that your charge management software can see and schedule across whatever’s being installed rather than being locked to a single manufacturer’s platform, ideally also talking to any existing fleet telematics you’re already running.

Then there’s something easy to overlook entirely: where the charging inlet actually sits on each truck. It’s not standardised across every brand or model, some have it on the left, some the right, some are dual, and the distance from the front of the cab varies too. That matters more than it sounds, because it determines where a charger or dispenser needs to physically sit relative to each parking position, and whether a cable has enough reach to comfortably make the connection without a driver wrestling it into place. This is a genuinely bigger consideration for fleets running more than one truck brand, since a layout that works perfectly for one model can leave another parked at an awkward angle to reach the same charger. Worth confirming inlet position for every truck model in your fleet, current and planned, before finalising where chargers and dispensers actually go.

Finally, it’s worth confirming that vehicle delivery and infrastructure installation are genuinely coordinated on the same timeline. Trucks arriving before a site’s ready (or a site sitting finished with no trucks to use it) both cause the same kind of expensive limbo.

“This is key to a good experience — vehicle and charger compatibility is essential. You also need to consider support, including after-hours support, for both the charger and vehicle.”

Rob Covich, Director Pre-Sales & Logistics
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Installation, Commissioning & Grid Connection

By now the planning’s done, the trucks are on standby, and the site’s been assessed. This is the page where it actually starts becoming real: equipment arriving, the grid connection coming online, and trucks eventually plugging in for the first time. It’s also the stage where timelines tend to surprise people the most, in both directions.

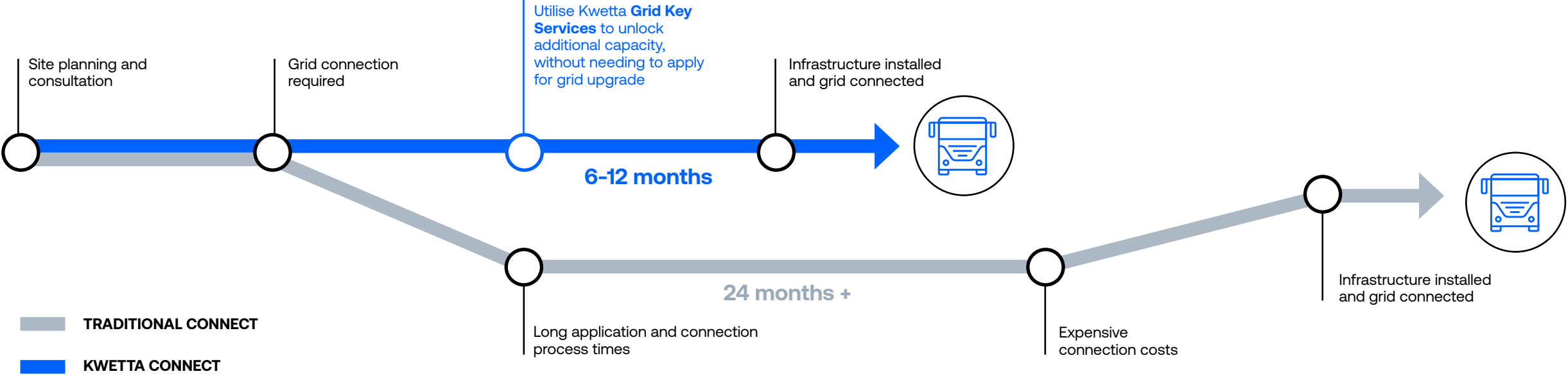
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Unlocking Power Without Waiting Years

One of the biggest fears operators have going into this is that getting enough power to the site means a lengthy, expensive network upgrade before anything can even begin. That’s not always the case. Newer grid connection technology can unlock significantly more capacity from an existing connection than operators often assume is possible, which can be the difference between a project starting this year or waiting several more.

“The old approach was to ask the network distribution company for more capacity and wait for them to build it, which is where the multi-year timelines come from. Our approach is different: we work with the network to unlock capacity that’s already there, using smart tools that actually fit the constraint. Sometimes that’s a dynamic operating envelope flexing capacity in real time to support network constraints - as demonstrated with Ausgrid. Sometimes it’s active voltage support, like the technology we deployed with Powerco at Ngātea, which took a connection that would normally take 12 to 18 months down to around 4. Other times it’s managing thermal limits so a site can run harder day-to-day, or battery storage that shifts and smooths peak demand instead of asking the network to carry it. None of these require a traditional upgrade, they’re a genuine partnership with the network operator to get you connected on their existing infrastructure.”

Dustin Murdock, CEO
KWETTA



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What Commissioning Actually Involves

Once equipment’s in the ground and connected, there’s a step between “installed” and “fully operational” that’s easy to underestimate. Testing actually starts even earlier than that, well-run projects test and sign off equipment at the factory before it ever ships, catching issues before they become an on-site problem. From there, commissioning usually means burning in the equipment, testing with a single vehicle before the whole fleet’s involved, and working through a snag list, the small issues that only show up once everything’s genuinely running on site, rather than designed on a page.

“Commissioning confirms that the complete system operates as designed. It includes signing off the installation checks, configuring the charger and charger management system, testing communications and authentication methods, and completing proper test charges with the actual vehicles to be used before the site is accepted as operational.

Good commissioning tests normal operation and failure operation. We want to know not only that a truck charges, but that the site responds correctly if communications drop out, a charger becomes unavailable or several vehicles arrive together – the latter often not tested when operators are starting out with one vehicle such as for a pilot.”

Alex Watson, CEO
JUMP ENERGY



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A Realistic Timeline

It’s tempting to want a single number here, but the honest answer depends on the site. What’s more useful is understanding the shape of the timeline: how long from an agreed grid connection through to trucks actually charging, and which parts of that window tend to be the longest.

Who’s Responsible for What

A project like this involves several parties, and it’s worth being clear early on about where your responsibilities end and your provider’s begin, so nothing falls into a gap between the two. One thing worth asking for directly: a dedicated site supervisor who’s physically present during the works, not just overseeing remotely. Having someone on-site who can make fast calls when something unexpected turns up is consistently one of the biggest differences between a project that stays on track and one that doesn’t.

“The operator remains responsible for its operational traffic management, ongoing health and safety, internal compliance and training future users. The provider should deliver the initial system training, configure the charger management platform and users, and provide ongoing fault diagnosis, maintenance and warranty support. These responsibilities should be agreed clearly before delivery begins.

While the provider or an authorised contractor should be engaged to undertake ongoing maintenance activities to meet manufacturer and compliance requirements, there are other day-to-day activities such as visual inspections and cleaning that are the responsibility of the operator and which must be well understood and carried out to ensure the integrity of the system. ”

Alex Watson, CEO
JUMP ENERGY

“OEMs must work with charging infrastructure partners to test charger compatibility, software interaction, vehicle “handshake”, etc.”

Rob Covich, Director Pre-Sales & Logistics
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The Misconception Worth Correcting

Most operators either expect this step to be faster than it is, or brace for it to be far slower and more painful than it usually turns out to be. Neither expectation tends to be quite right.

“The biggest misconception is that commissioning is simple and quick once the equipment has power. In practice, compatibility, communications, configuration and occasionally installation issues often need to be resolved before the whole system works together reliably. Using one principal contractor with clear accountability can significantly reduce interface gaps, delays and cost overruns between the different trades and suppliers.

A common misconception is that matching connector standards guarantees compatibility. It is a necessary starting point, but the actual truck, charger, firmware and management platform still need to be tested together.

Some other general misconceptions include:

Availability of equipment – when talking DC charging solutions these are not generally “off the shelf” and could take 6 months to arrive from order placement, hence early planning and EPC engagement.

Need for ongoing management (software) and maintenance – DC chargers are not just like a home appliance or device charger, e.g. phone, power tool. As with vehicles, DC chargers are complex pieces of equipment, needing regular servicing and maintenance which does come at a cost.

Litres is a known quantum, however kWh is less well understood, and it can be helpful to compare against something familiar. For example, the average daily consumption of a household might be 25kWh which is only a quarter of the battery capacity of a light commercial truck that can do say 200km on a full charge.

How we fill an ICE vehicle with fuel should not be considered the same way we charge an EV – while we would generally fill up an ICE vehicles tank in one visit, charging an EV is generally treated more like grazing, e.g. take as much as you can in the times available. ”

Alex Watson, CEO
JUMP ENERGY

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Commissioning’s done, the site’s live, and trucks are charging. This is often treated as the finish line, but it’s really the start of a different phase: the first six months are where a lot of the real learning happens, for your equipment and your people

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The Bedding-In Period

Most sites don’t run perfectly from day one, and that’s normal rather than a sign something’s wrong. Expect a settling-in stretch where small issues surface, routines get refined, and everyone, drivers, dispatchers, maintenance staff, gets more comfortable with how the system actually behaves day to day versus how it looked on paper.



“Operators should expect a period of monitoring and refinement, rather than assuming every setting and process will be perfect from day one.

Go-live isn’t the point where the project team simply walks away. During the first few weeks, close communication between the operator and provider is important, as we compare how the depot is actually using the system against the assumptions made during design. Some settings and operating processes — such as charging schedules, load-management rules, user access, and depot routines — may need adjustment once the system is exposed to real vehicles and operating conditions. That’s part of getting the site properly established, rather than an indication that anything has gone wrong.

The bedding-in period should be measured against the operation: are trucks consistently ready for dispatch? How often does someone need to intervene? And is the site drawing and sharing power as intended?”

Alex Watson, CEO
JUMP ENERGY

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What Tends to Surface in the First 90 Days

The issues that show up early are rarely dramatic. More often it’s small operational friction: a charging routine that doesn’t quite fit the depot’s actual rhythm, a driver habit that needs adjusting, a minor equipment fault that only appears under real daily use rather than testing conditions.

“While usually minor, the first issues are often at the interface points rather than with the core equipment. A truck may not be plugged in correctly, a user may not have the right access, the charging schedule may not match the actual shift, or communications may briefly drop out. The important thing is having enough visibility to identify whether the cause sits with the vehicle, charger, software or operating process and a clear escalation process such that it can be resolved swiftly.”

Alex Watson, CEO
JUMP ENERGY

“One of the most useful things to have in the first 90 days is real-world operational data, to benchmark against the initial test data — including driver performance.”

Rob Covich, Director Pre-Sales & Logistics
SCANIA NZ

Your People Are Still Bedding In Too

It’s worth remembering that everything covered in this section, equipment settling in, routines being refined, is happening for your people at the same time. The internal buy-in and change management groundwork laid earlier in this journey doesn’t finish once trucks go live, if anything, this is where it gets properly tested. Drivers are now living with the vehicle day in, day out rather than hearing about it in principle.

Dispatchers are discovering in practice, not theory, whether charging windows actually fit around real routes. Workshop staff are troubleshooting genuinely new equipment for the first time under real conditions.

Worth keeping the same feedback-loop habits going here that mattered in week one: checking in regularly, treating early friction as normal rather than a red flag, and making it easy for people to raise something small before it becomes something bigger. The operators who find this stretch smooth tend to be the ones still actively listening at month three, not just at week one.

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Charge Management Software: Your Day-to-Day Control Layer

This is the tool that actually makes everything else on this page manageable. Charge management software schedules and sequences charging across your fleet, so trucks aren’t all drawing full power the moment they’re plugged in, monitors performance and flags issues before they become a truck sitting uncharged on a Monday morning, and gives you visibility into how the site’s actually being used versus how it was planned. Software can also be optimised to respond to pricing signals from electricity retail and network companies, to minimise operating costs.

The compatibility groundwork from earlier in this guide pays off here directly: software that can see and schedule across multiple truck brands, and that talks to any existing fleet telematics you’re already running, means you’re not stuck re-platforming every time you add

“What you need to actively monitor is the physical, day-to-day stuff — making sure trucks are plugged in properly and showing as ‘ready’ on the charger display, and flagging it if something doesn’t. What you can leave to the system is everything from that point on: the actual charging, fault diagnosis, performance monitoring. We’re watching every site remotely, 24/7, and most issues get caught and resolved before an operator would even notice something was off. The goal is that your dispatcher’s biggest daily interaction with the system is confirming a truck’s plugged in, not troubleshooting why it isn’t charging.”

Dustin Murdock, CEO
KWETTA

a different vehicle or a second site. It’s worth confirming this upfront rather than discovering the limitation later.

One more thing worth a direct question to any provider: how the system’s secured. Charging infrastructure is networked and remotely monitored, which is exactly what makes it manageable, but it also means it’s worth understanding what cybersecurity measures are actually in place, rather than assuming it’s someone else’s problem.



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Spares and Servicing

A sensible spares strategy means having the right parts on hand before you need them, not scrambling once something’s down. Servicing windows, planned maintenance rather than reactive fixes, are worth agreeing upfront as part of your provider relationship, not worked out after the first fault.

“Big investment required! This isn’t just in parts, but also tooling, H&S practices, technician training, and workshop setup. Customers who have traditionally been able to work on ICE vehicles themselves need to consider that this is no longer possible for the majority of service and repair work.”

Rob Covich, Director Pre-Sales & Logistics
SCANIA NZ

“A good service strategy combines remote monitoring, preventative maintenance, agreed response times and access to trained local technicians. It is also built around what could genuinely interrupt the fleet. That means identifying which components could disable a charger, how quickly replacements can be obtained, what can be resolved remotely and when a technician needs to attend. For a critical depot, good redundancy and access to a few carefully selected local spares are more valuable than holding a long list of parts that may never be needed.

A modern spares strategy also includes the digital system. Firmware, communications, security and platform access can be just as critical to availability as a physical power module.”

Alex Watson, CEO
JUMP ENERGY

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When to Escalate vs Troubleshoot In-House

Remote monitoring gives visibility into charger operations and faults in real time — usually through a portal provided by the charger OEM — which helps determine whether an issue can be resolved in-house or needs escalating. With that visibility in place, here’s what’s worth troubleshooting in-house before calling it in. Not every issue needs a service call, and not every issue should be left to in-house guesswork either. Knowing the difference, and having that agreed with your provider ahead of time, saves both wasted callouts and unnecessary downtime.

It’s worth formally reviewing how things are going once you hit the six-month mark, rather than letting the bedding-in period just quietly taper off. A review of what’s worked, what hasn’t, and what you’d do differently is what actually turns this into a repeatable playbook, particularly valuable if you’re planning to electrify further sites or expand the fleet from here.

Once a depot’s running well and the operational side has settled, the same monitoring and scheduling capability that got you through the first six months starts opening up something bigger: using that visibility not just to keep things running, but to actively manage energy costs and grid impact. That’s where we go next.

“When should you escalate versus troubleshoot in-house? The rule of thumb for any operator, regardless of your charger OEM: if it’s stopping a truck from charging, or it’s affecting the whole site, that’s an escalation, full stop. If it’s something small, a display flickering, a minor sensor fault, that’s usually fine to note and let get picked up on the next scheduled maintenance visit rather than treated as an emergency. The real value is agreeing that split with your charger OEM before you go live, not working it out fault by fault. Get that agreed upfront and you avoid both wasted callouts and unnecessary downtime.”

Dustin Murdock, CEO
KWETTA

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Understanding Your Charging Options

Matching Trucks to Duty Cycles

Site & Infrastructure Planning

Before the Equipment Goes in the Ground

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Switch On & the First Six Months

Energy as the Next Frontier ▶

Energy as the Next Frontier

Once a depot’s running well, there’s a temptation to treat electrification as finished. In reality, the charging infrastructure that got you live is also the foundation for something bigger: turning your fleet’s energy use from a cost to manage into an asset you can actively optimise. This is what’s usually meant by “energy management” in this context, and it’s worth understanding as its own topic, not just an add-on to charging.

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“Fleet electrification is creating one of the biggest shifts in energy management since the grid itself. Success won’t be determined by who installs the most chargers, but by who manages energy most intelligently.”

Dustin Murdock, CEO
KWETTA

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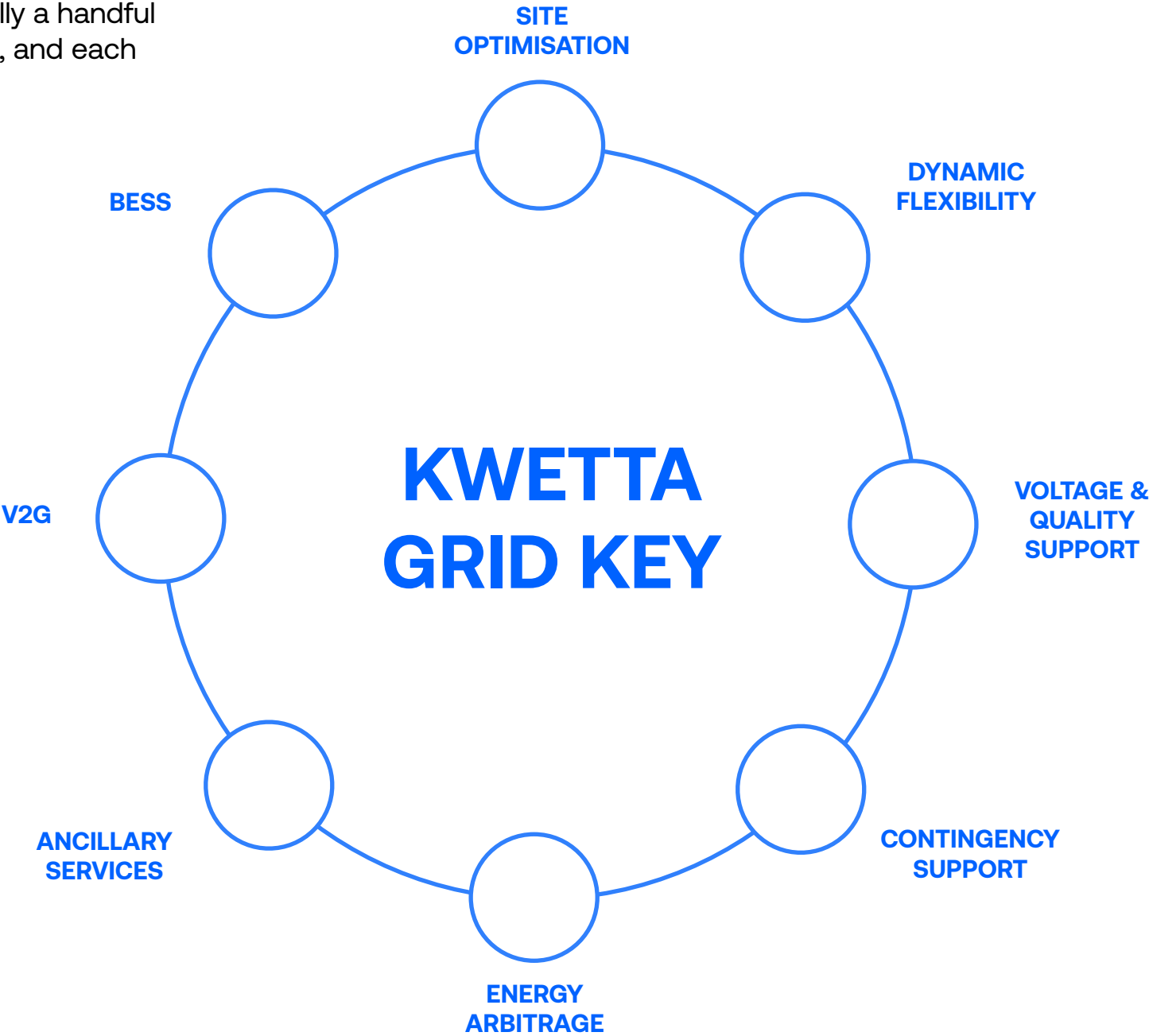
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What Energy Management Actually Means Here

Getting power to a site is only half the problem infrastructure needs to solve. The other half is what happens once that power’s there: whether it’s actively managed, or simply drawn as needed with no intelligence behind it. Hardware alone doesn’t unlock the value available here, intelligence does. That intelligence is really a handful of distinct capabilities, each solving a different problem, and each opening up a different opportunity for an operator.



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The Capabilities, One at a Time

Site Energy Optimisation — Making sure your depot’s own energy use is as efficient as possible: when trucks charge, how power’s shared across multiple vehicles and other onsite operations, and avoiding unnecessary peaks in demand. For an operator, this is the most immediately tangible benefit, it’s what keeps your ongoing electricity costs down day to day.

Dynamic Flexibility — Rather than a site being locked to a fixed capacity limit, flexibility means capacity can flex up or down in real time based on what the wider electricity network actually needs at that moment. For an operator, this can mean access to more usable capacity than a standard fixed connection would ever allow, without waiting and paying for a network upgrade.

Voltage & Quality Support — Charging infrastructure, particularly at scale, can actually help stabilise the local network rather than strain it, supporting voltage and smoothing out power quality issues. For an operator, this is often what makes a connection possible on a constrained network, and it can unlock a genuinely faster path to going live.

Contingency Support — Providing backup capacity the electricity network can call on during outages or extreme demand events. For an operator, this is a way of turning your site into something the network values, rather than just another load it has to accommodate.

Energy Arbitrage — Charging when electricity is cheaper and, where a site has storage, using or exporting it strategically around pricing. For an operator, this is a direct line to lower ongoing operating costs.

Ancillary Services — Formal grid services (like frequency support) that the electricity market pays for. For an operator with the right infrastructure, this can become a genuine, if modest, new revenue stream rather than a cost centre.

V2G (Vehicle-to-Grid) — Using the batteries already sitting in your fleet as a source of energy the grid can draw on. It’s the most future-facing of these capabilities, and the one with the most transformative potential, though it depends on fleet operations (it might not make sense for every fleet - timing, routes etc all impact this), infrastructure, standards, and market frameworks that are still maturing.

BESS (Battery Energy Storage System) — Pairing storage with your charging infrastructure to reduce both the upfront cost of a rid connection and the ongoing cost of the electricity itself. For an operator, this means smoothing peak demand charges, storing cheaper off-peak power for use during expensive periods, and adding site resilience if the grid goes down — while also feeding into the grid intelligence that makes the other capabilities on this page possible.

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This Isn’t Theoretical, It’s Already Working in New Zealand

Two real examples show what this looks like in practice. At Tūrangi, working with The Lines Company, Kwetta implemented a dynamic operating envelope that unlocked an additional 200kW of flexible capacity on a constrained feeder, delivered in under three months from concept to live, with capacity automatically flexing down only when the network was genuinely under strain. The Lines Company’s own Chief Executive noted the approach has the potential to more than triple available capacity on that network feeder without additional network investment.

At Ngātea, working with Powerco and Z Energy, a similar approach using voltage-support technology cut connection timelines from an expected 12–18 months down to around 4. It unlocked ten times more capacity and avoided an estimated \$1.5–2.5 million in traditional network upgrade costs. Powerco’s own Programme Director for DSO described the voltage support as what allowed early connection of that charging infrastructure at all.

Both of these are public charging sites rather than truck depots specifically, but the underlying principle is exactly the one that matters for a fleet operator: the intelligence layer is what determines whether your connection happens in months or years, and at what cost up front, and ongoing.

“Tūrangi and Ngātea are both public charging sites, but the same principle applies directly to a depot: once you’ve got multiple trucks charging off one connection, how that power gets shared matters as much as how much of it you have. At one bus depot we’ve worked on, sequencing charging across the fleet rather than letting every vehicle draw full power the moment it plugs in meant the site connection could be sized smaller than a worst-case peak would suggest, and still take advantage of time-of-use tariffs. For a truck depot, it’s the same logic: the fleet doesn’t all need to be full by midnight, it needs to be full by the first shift out, and there’s real money in the gap between those two things.”

Dustin Murdock, CEO
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“Right from procurement, we’re conscious that the equipment we install today will be around for the next 10–30 years, depending on what it is, and we ensure that it uses recognised protocols and is designed with future energy management in mind. A good example of this is V2G capability — even though the trucks might not be enabled for this today, we see it as being very important to us in the future, so it needs to be possible with what we install today. Enterprise-level management and integrated systems will enable us to significantly reduce the amount of installed megawatt, reducing one of the big barriers to uptake: high upfront costs.”

Paul Phipps, GM National Transport & Logistics
FONTERRA

Where to From Here

You’ve now walked through the full journey, from asking whether your fleet’s ready, to understanding the infrastructure, to what running an electrified depot actually looks like day to day. Before you go, here’s a quick recap of where you’ve been.

Have you covered the ground?

☐

We understand which routes or vehicles are our realistic starting point

☐

We know roughly how much charging power our fleet will need, and whether that’s a kW or MW conversation

☐

We’ve thought about site and grid connection early, not as an afterthought

☐

We know what to check for compatibility before equipment goes in the ground

☐

We’re planning for our people, not just our infrastructure

☐

We understand that energy management is where the real long-term value sits

This Is a Collaborative Industry

Nothing in this guide requires you to work with any one company to get started. It's been built with input from operators and specialists who've genuinely lived this journey, but the heavy fleet electrification sector is bigger than any single guide can cover, and staying open to the wider industry is part of getting this right.

Kwetta

For questions on charging infrastructure, grid connection, or energy intelligence, get in touch directly at kwetta.com.

Drive Electric

For the wider picture, industry connections, and access to the broader network of operators and specialists working on fleet electrification across New Zealand, Drive Electric is the best place to start: driveelectric.org.nz.