READY ELECTRIC
by Portunus®

WHY READY ELECTRIC

OWN TOMORROW.
PROTECT TODAY.

An integrated path from diesel to lower-emission operations, engineered, financed, powered and managed through one accountable partner, without putting operational continuity at risk.

ONE PARTNER. EVERY STEP OF THE TRANSITION.



THE PRESSURE IS REAL.
THE PATH IS NOT OBVIOUS.

Across ports and industrial operations, the rules of the game are changing. Diesel is turning from a workhorse into a liability, in cost, in compliance and in reputation.

- Environmental regulations are becoming stricter.
- Energy prices are increasingly volatile.
- Capital investment needs greater justification.
- Customers expect sustainable operations, without losing productivity.

SO WE BUILT A BRIDGE.

THE BRIDGE STRATEGY

Diesel today	›	The Ready bridge	›	Sustainable future
Rising cost, tighter rules		A safe, managed transition		Lower emissions & TCO

Ready Electric is not a machine you buy. It is a transition you manage, so you never gamble on which technology wins.

The future does not always begin with something new. Sometimes it begins by unlocking the value of what you already own.

Preserve the asset
Keep the vehicles you have already paid for and extend their working life.

Convert on site
Conversion at your terminal, with minimal disruption to operations.

Upgrade as tech matures
A modular platform ready to adopt the next battery chemistry.

Lower total cost
Lower energy and maintenance costs, subject to duty cycle and site conditions.

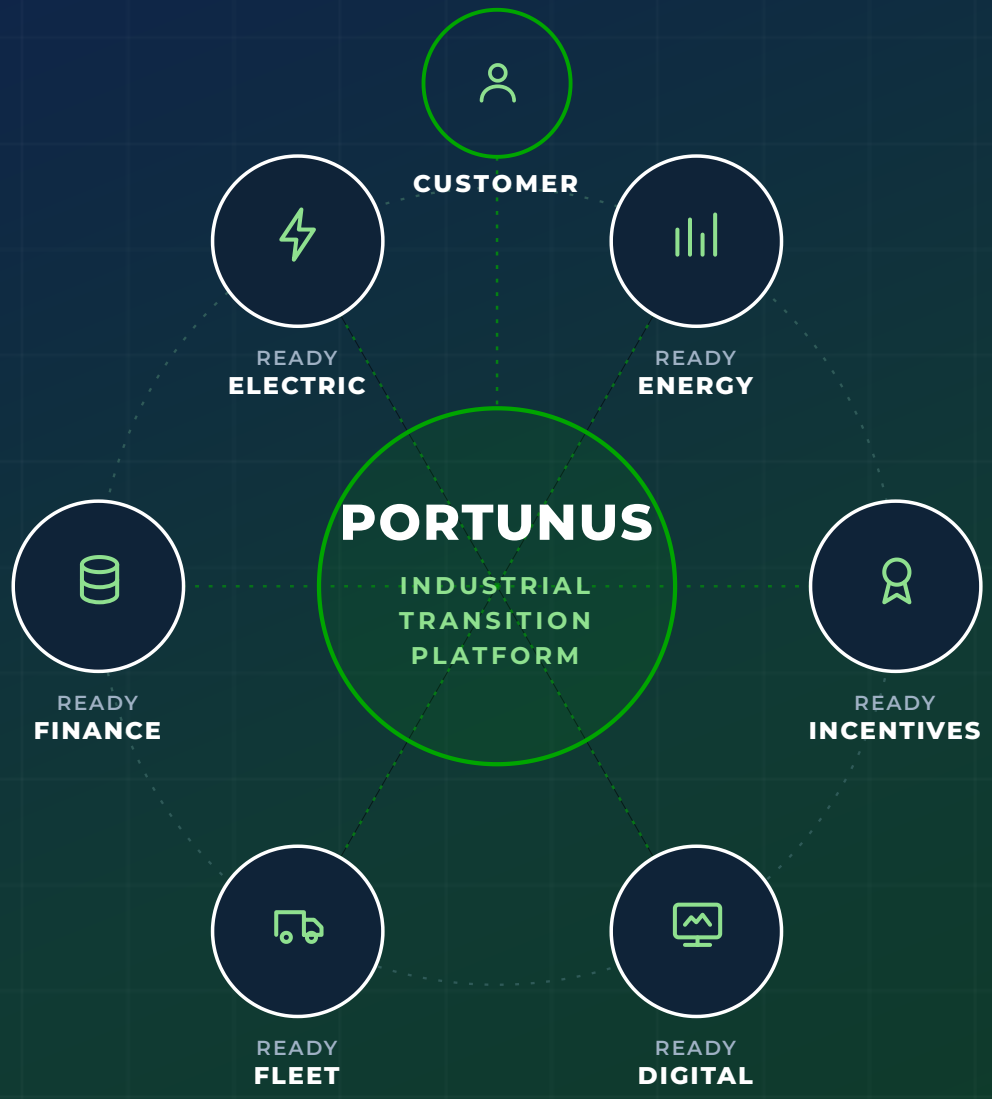
REPLACING ASSETS ISN'T ALWAYS THE SMARTEST INVESTMENT.

TRADITIONAL APPROACH	READY APPROACH
Sell fleet	Keep existing fleet
Buy new vehicles	Retrofit
Train operators	Keep operations
New spare parts	Lower CAPEX
High CAPEX	Faster transition

ONE PLATFORM. EVERY STEP.

Industrial transition should never depend on multiple disconnected suppliers. Six integrated capabilities, one customer-centred system.

- **Ready Electric.** Diesel-to-electric conversion and CE-certified engineering.
- **Ready Energy.** Storage, charging and energy management.
- **Ready Finance.** Leasing and financing options designed to reduce upfront capital requirements.
- **Ready Incentives.** Grants, subsidies and compliance, unlocked.
- **Ready Fleet.** Fleet-as-a-service, maintenance included.
- **Ready Digital.** Remote monitoring and battery intelligence.



FROM STRATEGY TO OPERATION. EVERY STEP IS CONNECTED.

TRUST IS THE WHOLE PROPOSITION.

Engineered in Europe

Operations based in the Netherlands, with a growing European service and rental network. A local partner, never a distant supplier.

Certified and tested

Every CE conformity and safety test carried out rigorously. For a risk-averse operation, this is the guarantee that the transition is safe.

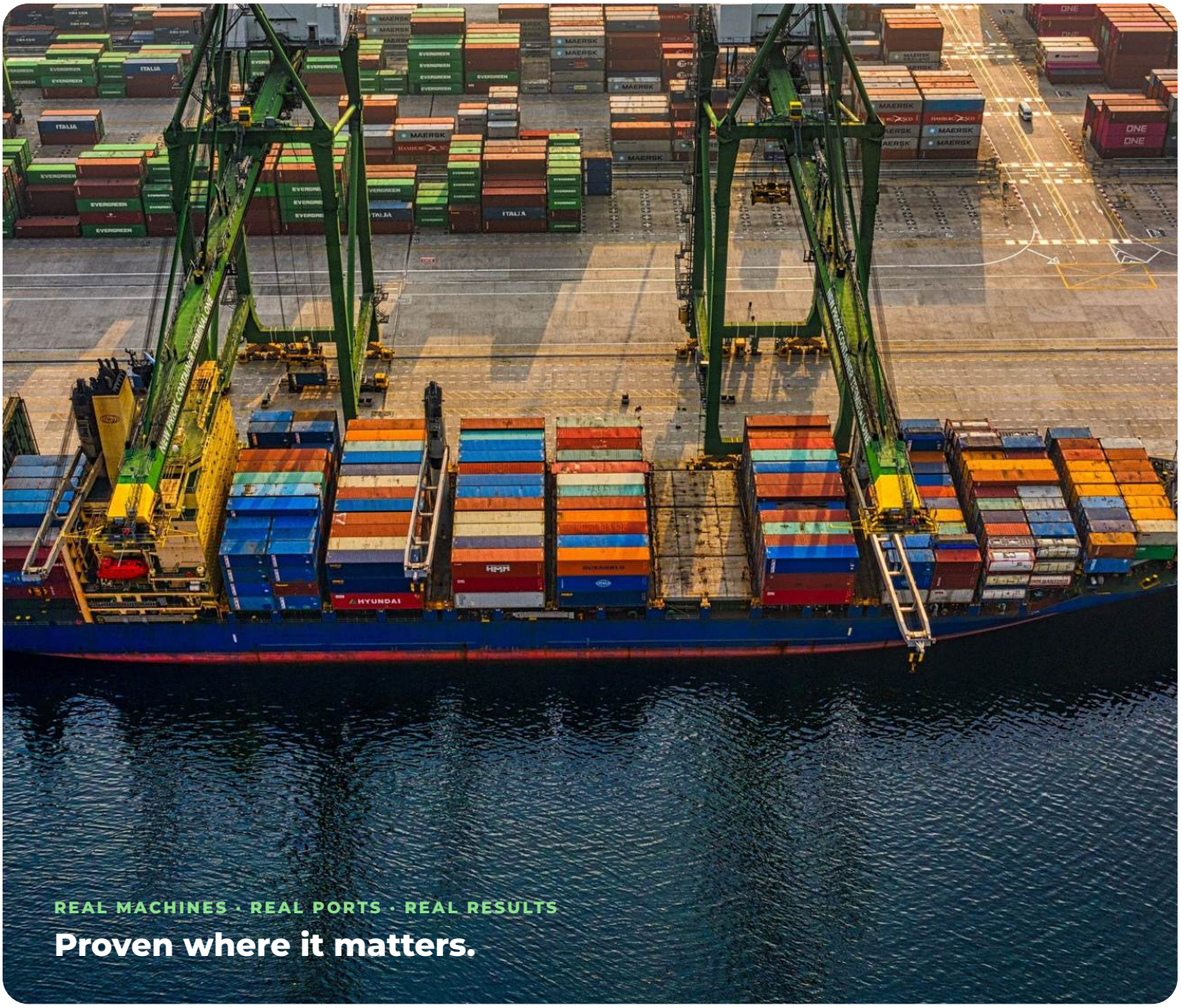
Proven performance

Performance validated under load in real, on-site customer operating conditions.

TESTED & CERTIFIED
Full European conformity

SERVICE NETWORK

Serving major ports across Europe, with new service and rental locations added as the network grows.




READY ELECTRIC
by Portunus
YOUR TRANSITION STARTS TODAY.
Engineering, financing, powering and managing the transition. Not many suppliers to coordinate, one partner for every step from a diesel fleet to continuous improvement.
OWN TOMORROW. PROTECT TODAY.
DFDS
CONTACT US
ONE PARTNER · EVERY STEP · REAL IMPACT · SUSTAINABLE FUTURE
Portunus.com · Kaapstadweg 36A, The Netherlands
Talk to your local European team



READY ELECTRIC · TECHNICAL

THE ENGINEERING BEHIND THE TRANSITION.

A fully electric, CE-certified drive system engineered into your existing terminal tractor. Proven power, real-shift endurance, and the trust that comes from rigorous testing.

RT223 4×4 · The world's first electrified 4×4 terminal tractor

240 kW PEAK MOTOR POWER	**3200 Nm** PEAK MOTOR TORQUE	**up to 310** KWH BATTERY
5 YEARS WARRANTY	**LFP** BATTERY CHEMISTRY	**CE** CERTIFIED

ONE CRADLE.
THE WHOLE POWERTRAIN.

A purpose-built, patent-pending module houses the complete electric powertrain and battery. It drops into the existing diesel chassis as a single unit, so the chassis, cab, axles and brakes all stay in place.

Plug-and-drive: conversion on site in **4–5 days** per vehicle, kit lead time 2–3 months. Same asset, new powertrain.

INSIDE THE CONVERSION · SYSTEM ARCHITECTURE

Traction motor
PMSM, liquid-cooled, sole power source via transfer case.

All-in-one controller
2×MCU / PDU / 3 kW DC-DC / 7.5 kW DC-AC, 32-bit VCU.

HV battery packs
LFP modules in left and right mid-frame compartments.

Thermal management
Cooling, heating and circulation for the battery system.

Charge system
Type-2 Combo (CCS2) inlet, DC fast charge.



Cradle access in service position during field validation at a live terminal.

NOT A NEW MACHINE. A NEW POWERTRAIN.

BUILT FOR THE HARDEST SHIFT.

Electric drive motor

Type	**PMSM**
Power (cont. / peak)	**165 / 240 kW**
Motor shaft torque	**955 / 3200 Nm**
Cooling	**Liquid-cooled**
Max motor speed	**3200 rpm**

Torque measured at the motor shaft, before transfer case and axle reduction.

E-motor controller

Type	**M16 integrated**
Power (cont. / peak)	**240 / 400 kVA**
Rated voltage	**540 V (200–720 V)**
Vehicle control unit	**32-bit, floating-point**

Vehicle performance

Runtime per charge	On request, depending on battery pack
Max speed	On request
Gradeability (ramp climbing)	On request
Drawbar pull / tractive effort	On request
Max towing / GCW	On request
Ambient operating range	**–20 °C to +45 °C**

HV electric accessories

Air compressor	**Oil-free, 3 kW**
Hydraulic power steering	**4 kW**
24 V DC/DC	**3 kW**
Propulsion cooling (ATS)	**e-pump 240 W / radiator 12 kW**
Battery thermal (TMS)	**heating 3 kW / cooling 7 kW**

CHOOSE YOUR RANGE.
KEEP YOUR UPTIME.

Three LFP battery configurations, powered by tier-1 cells (CATL), all liquid-cooled and managed for a full working shift.

Ready Core

198.45 kWh
ENERGY CAPACITY

BRAND	RATED VOLTAGE	ENERGY DENSITY	CHARGING
CATL	656.8 V	>160 Wh/kg	200 A

Ready Plus

200.3 kWh
ENERGY CAPACITY

BRAND	RATED VOLTAGE	ENERGY DENSITY	CHARGING
CATL	618.24 V	160–165 Wh/kg	200 A

Ready Ultimate

310.66 kWh
ENERGY CAPACITY

BRAND	RATED VOLTAGE	ENERGY DENSITY	CHARGING
CATL	579.6 V	160–165 Wh/kg	200 A

CHARGE INLET	CHARGING TYPE	DC FAST CHARGE	CHARGE POWER	CHARGE TIME 0–100%
Type-2 Combo (CCS2)	DC only	Yes · 200 A	On request	On request



Converted units in daily ro-ro terminal operation, alongside the existing fleet.

CERTIFIED.
VALIDATED. INSURED.

A conversion is treated as a substantial modification, so the machine is re-assessed and re-certified in line with applicable EU legislation, and validated by independent engineering authorities. For a risk-averse operation, this is the strongest guarantee of all.

CE **NUVOCERT EC CERTIFICATE**
Machinery Directive 2006/42/EC · EMC 2014/30/EU · LVD 2014/35/EU

PROVEN IN REAL TERMINAL OPERATIONS

6,000+	5 YEARS	CE
CUMULATIVE FLEET HOURS	WARRANTY	CERTIFIED

Independent campaigns by port-certified operators. Recorded field measurements, not projections.

WARRANTY

- **Battery · 5 years, extra warranty up to 8 years**
  At 70–80% SOH. In practice 6,000–8,000+ cycles achievable. Extended cover on request. Tier-1 cells: CATL.
- **Cradle items · 3 years / 6,000 hours**
  The complete conversion module, covered end to end.
- **Managed for longevity**
  We optimise depth-of-discharge, charging and thermal conditions to extend battery life.

DEVELOPMENT & VALIDATION PARTNERS

Istanbul Technical University
Yıldız Technical University
TÜBİTAK

PROJECT-BASED INSURANCE

Product liability
3rd-party liability
Assembly all-risk

READY ELECTRIC
by Portunus

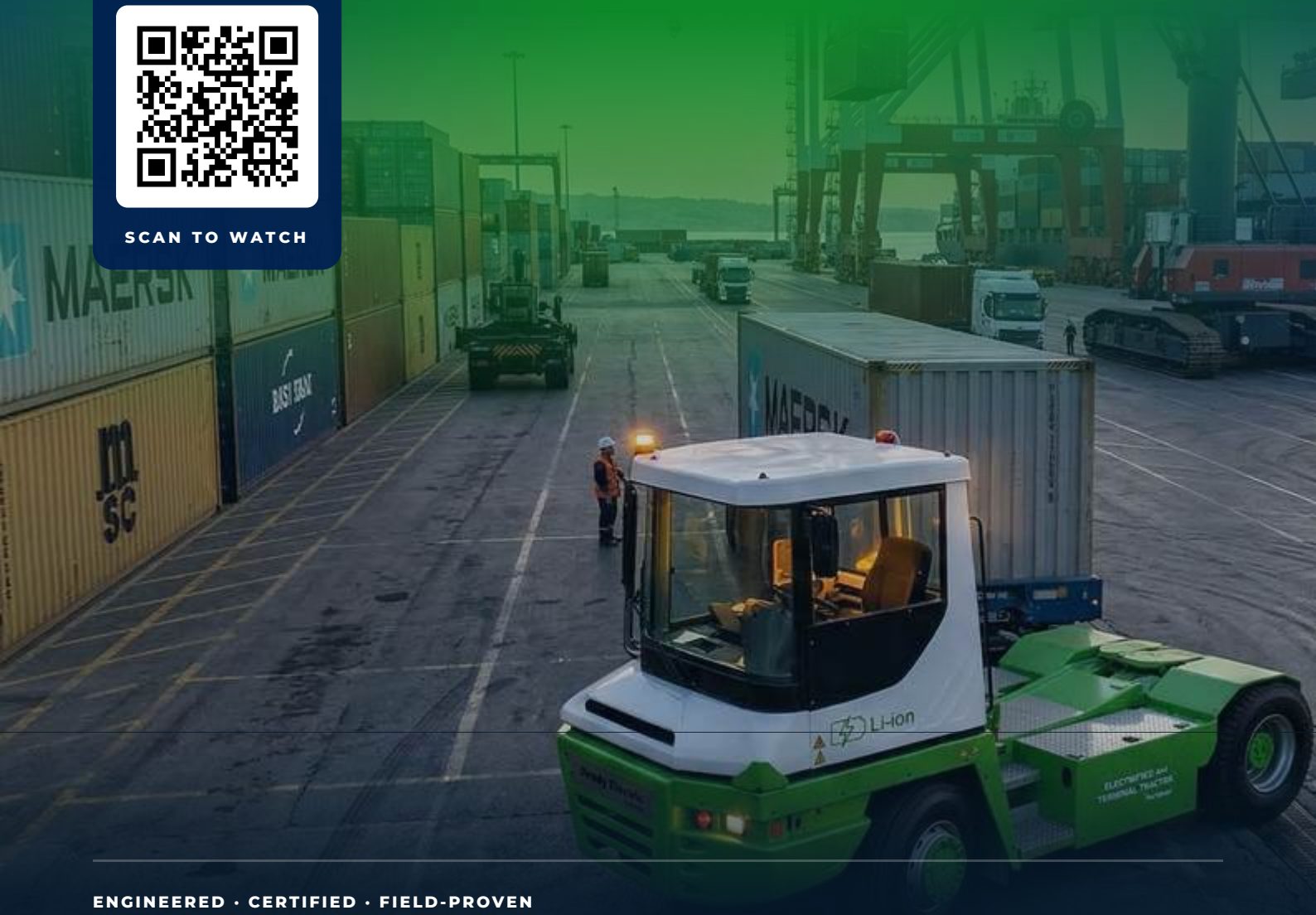
READY TECHNICAL

PROVEN POWER.
CERTIFIED TRUST.

165–240 kW of clean drive, up to 310 kWh on board, and every CE and safety test carried out rigorously. Engineered into the fleet you already run.

FULL TECHNICAL DOSSIER AVAILABLE ON REQUEST.

SCAN TO WATCH



ENGINEERED · CERTIFIED · FIELD-PROVEN

PORTUNUS.COM · KAAPSTADWEG 36A, THE NETHERLANDS

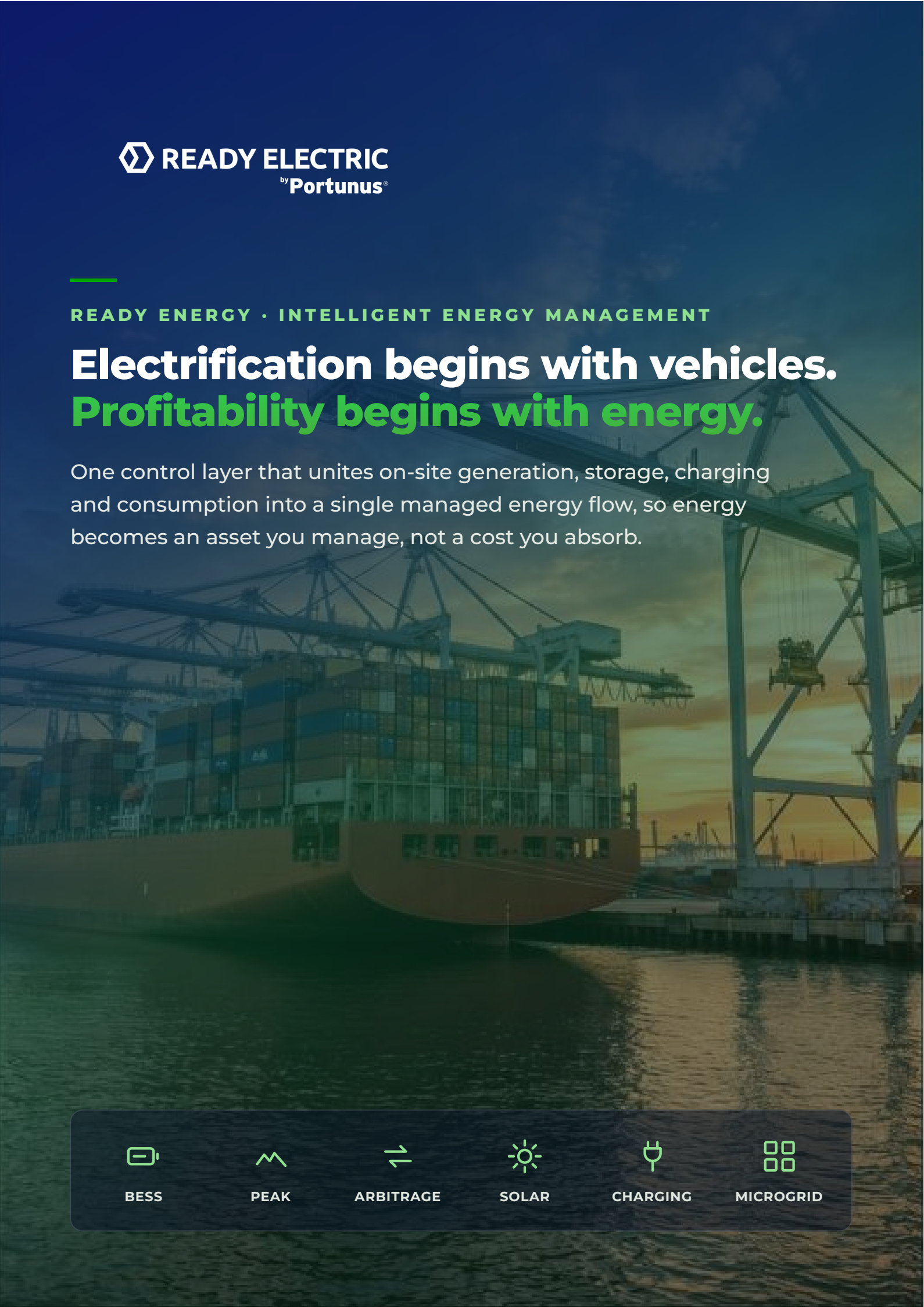
TALK TO YOUR LOCAL EUROPEAN TEAM

READY ELECTRIC
by Portunus®

READY ENERGY · INTELLIGENT ENERGY MANAGEMENT

Electrification begins with vehicles. Profitability begins with energy.

One control layer that unites on-site generation, storage, charging and consumption into a single managed energy flow, so energy becomes an asset you manage, not a cost you absorb.



BESS · PEAK · ARBITRAGE · SOLAR · CHARGING · MICROGRID

POWERING IT AFFORDABLY, RELIABLY AND AT SCALE IS WHERE TRANSITIONS SUCCEED OR STALL.

Plugging in a fleet is the easy part. As e-commerce and 3PL growth push terminal tractors from ports into large inland logistics sites, electric duty cycles land on sites never built for that energy demand.

Grid limits and demand charges
Adding chargers can breach your connection capacity and trigger costly demand peaks.

Price volatility
Exposure to a volatile spot market turns energy into an unpredictable operating cost.

Uptime and coordination
Uncoordinated charging competes with operations and puts shift readiness at risk.

SO THE REAL PROJECT IS NOT CHARGING. IT IS ENERGY MANAGEMENT.

ONE MANAGED LAYER, SIX FUNCTIONS

BESS storage
Banks power on site and releases it exactly when the operation needs it.

Peak shaving
Caps expensive demand peaks by drawing from storage, not the grid.

Energy arbitrage
Charges when power is cheapest and runs the fleet when it is most expensive.

Solar integration
Stores idle rooftop solar and lifts on-site self-consumption.

Charging optimisation
Orchestrates charging around price, grid limits and shift patterns.

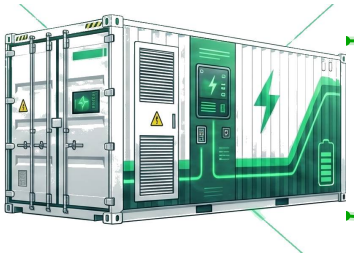
Microgrid
Ties storage, solar, chargers and the grid into one resilient system.

AT THE CENTRE, THE BESS.

You cannot manage an electric fleet without energy infrastructure. A smart battery storage system sits between the grid, on-site solar and the fleet, and does three jobs at once.

Terminal tractors

250 kW fast charging, with a ~30% top-up in a 15-minute driver break, for round-the-clock operation.



PV integration

Stores idle energy from rooftop solar and lifts on-site self-consumption.

Peak shaving

Absorbs sudden grid loads and permanently lowers your 'contracted power' costs.

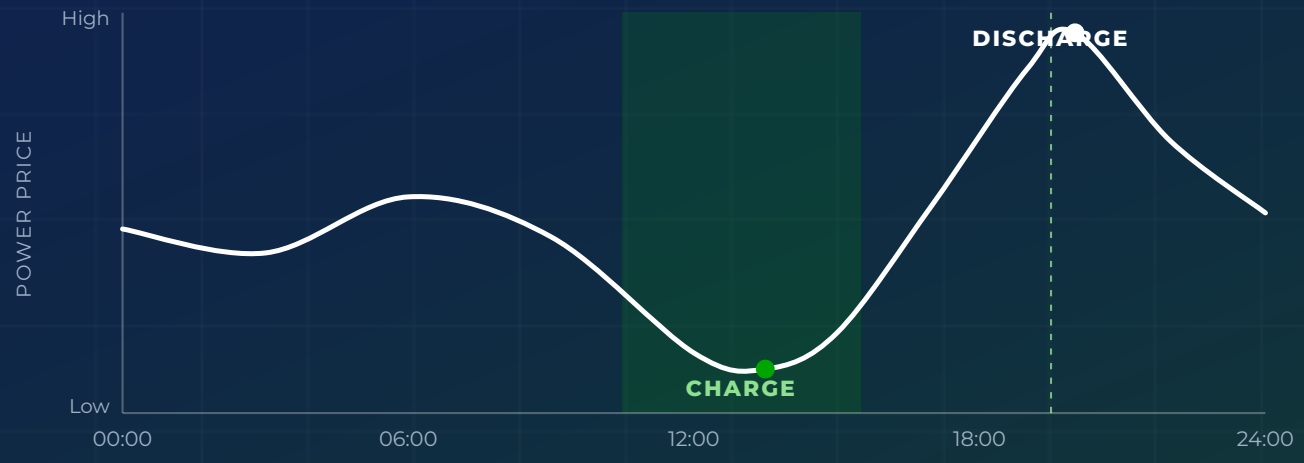
250 kW	~30%	24/7	85%
FAST CHARGING	TOP-UP IN 15 MIN	SHIFT-READY OPERATION	ROUND-TRIP EFFICIENCY

SITE SCALE	VEHICLES	BESS UNITS
Small under 10,000 m²	2	1
Medium 10,000 to 50,000 m²	6	2
Large over 50,000 m²	15+	5+

Scalable from standard 200 kWh vehicle and 500 kWh BESS modules. Configuration is sized to your fleet, duty cycle and site.

STORE CHEAP. POWER THE PEAK.

Power prices swing through the day. On some European markets, midday solar can push spot prices close to zero, or below. The BESS charges when power is cheapest and runs the fleet from stored energy when the grid is most expensive, so the same energy simply costs less.



Charge window, cheapest hours Discharge at the evening peak

ILLUSTRATIVE ECONOMICS · ONE 1 MWH DAILY CYCLE

PERIOD	VALUE FROM CHEAP CHARGING	AVOIDED PEAK COST	TOTAL
Daily	18 €	100 €	**118 €**
Monthly	529 €	3,000 €	**3,529 €**
Annual	6,440 €	36,500 €	**42,940 €**

Illustrative figures at European spot prices, assuming an 85% round-trip efficiency. Peak shaving also lowers your contracted-power charge. Actual results depend on site, tariff and duty cycle.

ENERGY, MANAGED AS AN ASSET.

Lower energy costs

Cheap-hour charging, on-site solar and peak shaving cut the cost of every kWh the fleet uses.

Reduced price exposure

Storage buffers the operation from volatile spot prices and diesel price shocks.

Higher operational resilience

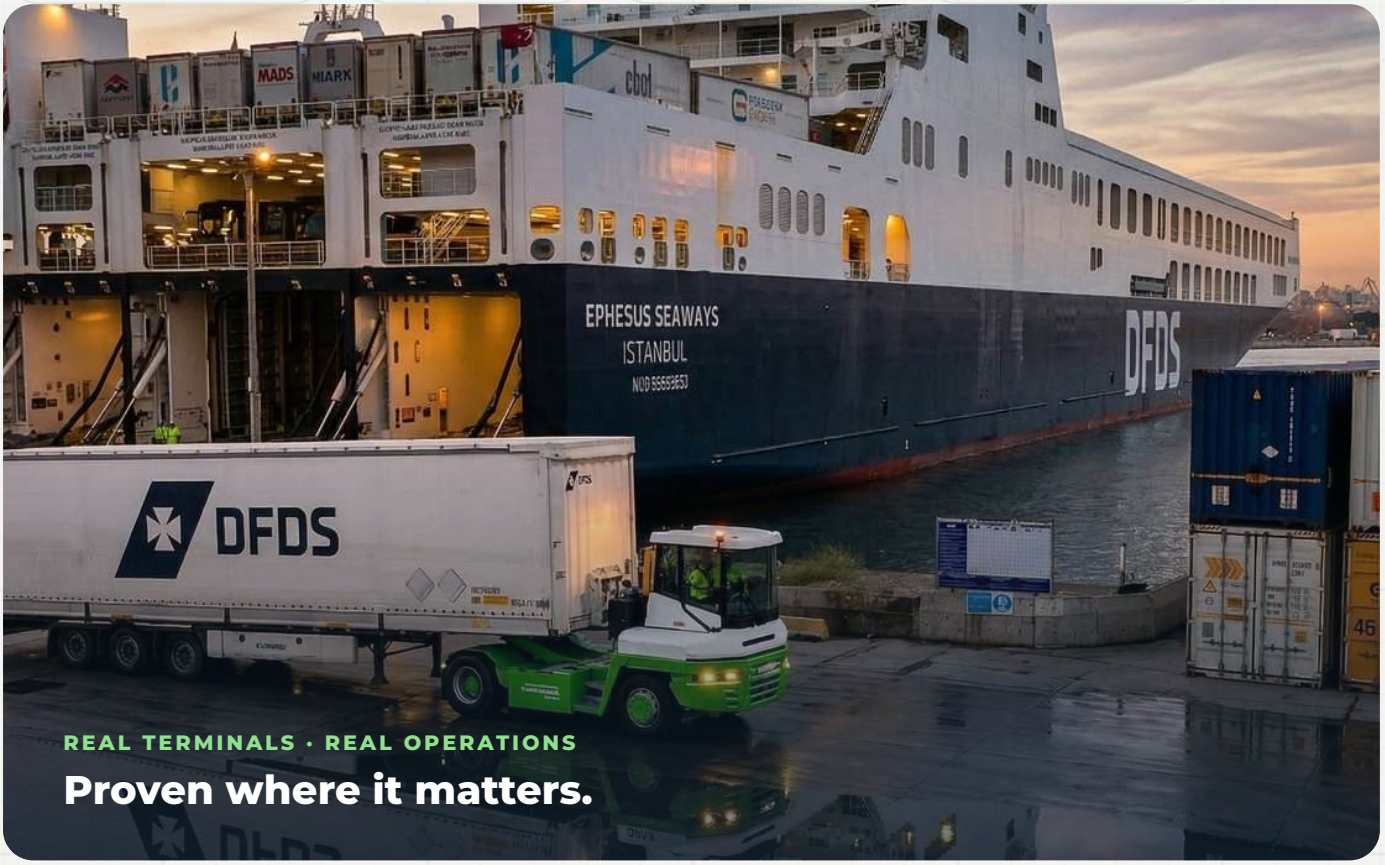
On-site storage and microgrid keep the fleet moving through peaks, price spikes and grid disruption.

FROM EXPENSE TO ASSET

Energy management turns the energy bill from a fixed expense into a predictable, and potentially positive, line. A mid-size site also avoids roughly 450 to 500 tonnes of CO_2 a year, and can qualify for green financing and carbon credit.

DELIVERED ACROSS THE EUROPEAN NETWORK

Netherlands · Italy · Spain · Belgium



REAL TERMINALS · REAL OPERATIONS

Proven where it matters.

READY ELECTRIC
by Portunus®

READY ENERGY

POWER THE FLEET.
OWN THE ENERGY.

On-site storage, solar, smart charging and peak management, engineered into one managed layer that makes your electric fleet cheaper to run and hard to stall. Part of the Portunus Industrial Transition Platform.

ENERGY ASSESSMENT AND SITE SIZING ON REQUEST.



CONTACT US

Talk to your local European team about a site energy assessment. Message us on WhatsApp.

STORE · OPTIMISE · POWER

Portunus.com · Kaapstadweg 36A, The Netherlands

Talk to your local European team

READY ELECTRIC
by Portunus®

READY FLEET

FLEET-AS-A-SERVICE FOR ELECTRIC TERMINAL OPERATIONS.

Purchase, lease or full-service rental, with maintenance, uptime and cost managed end to end by a single partner.

ELECTRIFICATION | ENERGY | FINANCE | INCENTIVES | FLEET | DIGITAL

A FLEET IS A PROMISE. NOT JUST AN ASSET.

Electrifying is the easy part. Owning, funding and keeping a fleet running, shift after shift, is where the risk really sits.

- Capital tied up in depreciating assets, when it could be working elsewhere.
- Uptime and maintenance risk sitting on your books.
- Residual value uncertain as battery technology keeps shifting.
- Scaling the fleet up or down is slow, and expensive.

FROM OWNERSHIP TO OUTCOME

Own the asset
Capital & risk on you

›

Ready Fleet
We fund, run & maintain

›

Pay for outcome
A fleet that simply runs

Ready Fleet turns a capital project into a predictable service, so you buy availability, not exposure.

ONE FLEET. FOUR WAYS TO RUN IT.

OWN THE ASSET

Purchase & convert

You own the vehicle, we convert it and support it for life. Full control, lowest long-run cost.

FIXED MONTHLY

Long-term lease

A predictable monthly cost that can sit off your balance sheet, reducing upfront capital.

PAY FOR UPTIME

Full-service rental

We own and run everything. You pay for guaranteed availability, nothing else.

PAY PER OUTPUT

Performance-based

Cost tied to hours or moves, so what you pay always tracks what you produce.

EVERYTHING NEEDED TO KEEP THE OPERATION MOVING IS INCLUDED, AND MANAGED BY ONE TEAM.

A Ready Fleet contract is written around uptime, and delivered by a single accountable team.

Maintenance included
Scheduled and unscheduled service, parts and labour, one number to call.

Uptime commitment
Performance-based service levels keep the fleet moving, not just delivered.

International service network
Local partners across Belgium, the Netherlands and Türkiye, fast on site.

One predictable payment
Budget with confidence. No surprise capital calls, no hidden cost.



MAINTENANCE · UPTIME · SERVICE, IN SERVICE AND KEPT MOVING

LOWER RISK.
PREDICTABLE COST.

Protected cash flow

Keep capital in the business, not locked in depreciating steel.

Guaranteed availability

You buy an outcome, a fleet that runs, backed by service levels.

Scale on demand

Add or return capacity as your operation changes, without a capital project.

DELIVERED ACROSS AN INTERNATIONAL NETWORK

A growing service and rental network, with new locations added as the operation expands.

YOU KEEP THE OPERATION. WE CARRY THE RISK.



AN INTERNATIONAL SERVICE AND RENTAL NETWORK, BUILT AROUND YOUR OPERATION

READY FLEET

YOUR FLEET, FULLY MANAGED. STARTING TODAY.

Purchase, lease or full-service rental, with maintenance, uptime and cost handled by one partner. Not a vehicle to own and worry about, a service that simply keeps your terminal moving. Own tomorrow, protect today.



CONTACT US

Scan for a fleet proposal.
Message us on WhatsApp.

READY ELECTRIC by Portunus

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Talk to your local European team

READY ELECTRIC by Portunus

READY DIGITAL

SEE EVERYTHING. PREDICT WHAT'S NEXT.

Connected fleet intelligence for electric terminal operations. Remote monitoring, predictive maintenance and battery intelligence, in one connective layer, not a standalone tool.

ELECTRIFICATION | ENERGY | FINANCE | INCENTIVES | FLEET | DIGITAL



AN ELECTRIC FLEET GENERATES DATA.

Every converted machine is already a sensor. Without a layer to read it, that data is noise, and the fleet runs blind.

- **Battery health you can't see, until it fails.**
- **Unplanned downtime that stops the whole yard.**
- **Energy costs with no visibility, and no lever.**
- **Maintenance guessed on a calendar, not predicted.**

FROM TELEMETRY TO ACTION

Assets
Sensors on every machine

›

Cloud + AI
Telemetry analysed

›

Dashboards
Live view & alerts

›

Action
Better decisions

Ready Digital turns raw telemetry into decisions, so the fleet tells you what it needs.

Remote monitoring
Every asset, every site, live on one screen.

Predictive maintenance
Faults flagged before they stop the yard.

Battery health
State of health tracked per pack, your most valuable component.

Energy analytics
Consumption and cost turned into decisions that lower the bill.

Performance dashboards
Utilisation and uptime, clear for the yard and the boardroom.

AI analytics
Patterns across the fleet become recommendations you can act on.

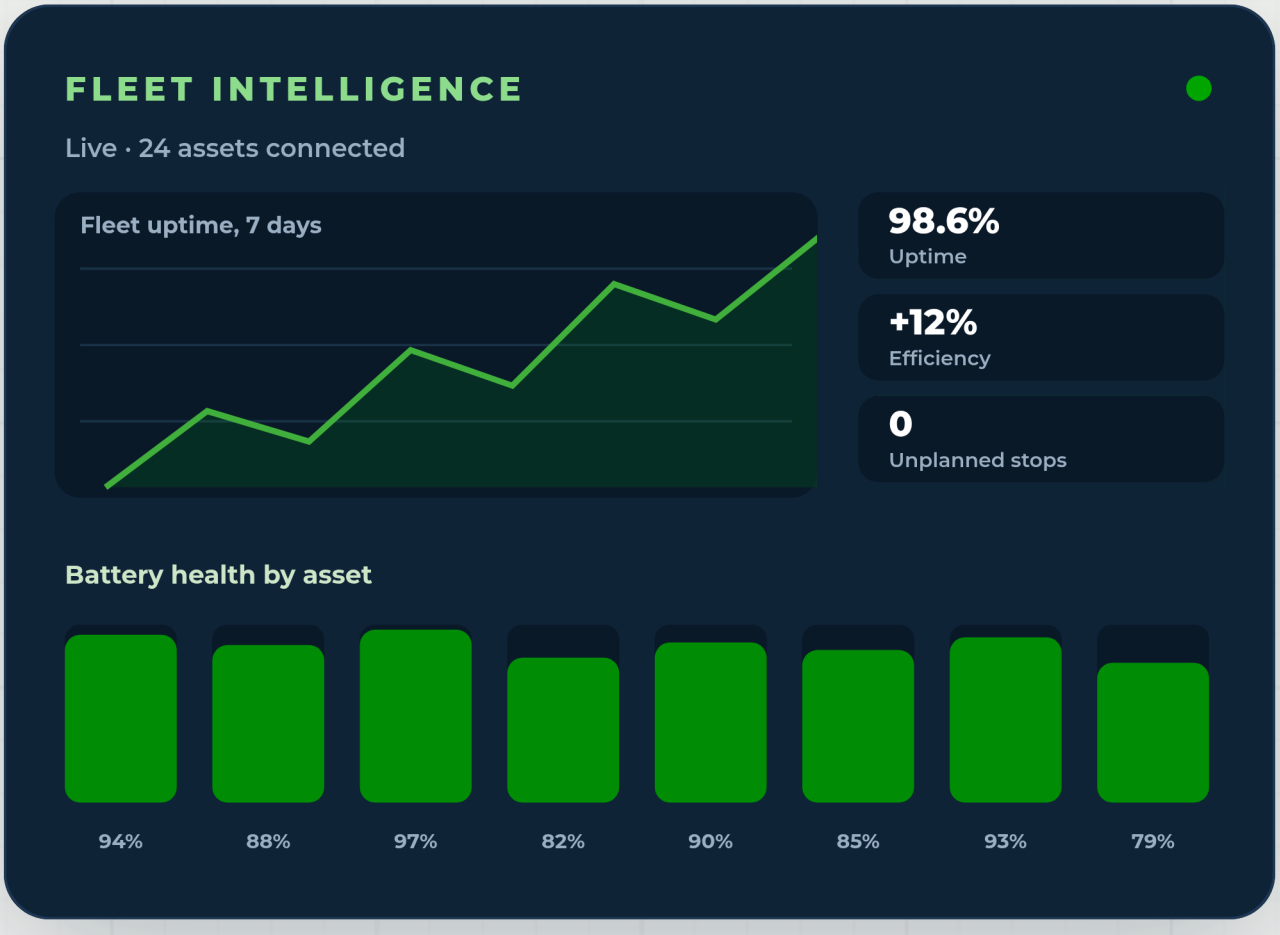
FROM THE YARD TO THE BOARDROOM.

Telemetry from every asset is gathered, analysed and turned into a single live picture, with alerts when something needs attention.

Live visibility
One screen for the whole fleet, across every site.

Alerts that matter
The system flags the exception, not the noise.

Audit-ready records
Every reading logged, ready for compliance and incentives.



UPTIME UP.
COST DOWN.

Intelligence is only worth it if it changes the numbers. Ready Digital pays back in the outcomes that matter to an operation, and to a board.

More uptime
Predicted issues fixed on plan, not mid-shift.

Longer battery life
Health-aware charging protects the pack for years.

Lower energy cost
Visibility turns wasted kilowatt-hours into savings.

Safer operations
Alerts and audit trails keep the fleet compliant.



REAL TERMINAL OPERATIONS, MONITORED IN REAL TIME



READY DIGITAL

INTELLIGENCE, BUILT IN.

Remote monitoring, predictive maintenance, battery health and energy analytics, in one connective layer across the fleet. The intelligence that keeps every other Ready service sharper. Own tomorrow, protect today.

CONTACT US

See your fleet on one live screen. Message us on WhatsApp.

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Talk to your local European team

READY ELECTRIC by Portunus



READY ELECTRIC · FAQ

QUESTIONS, ANSWERED.

The questions operators and boards ask most, about converting, running, powering, financing and funding an electric fleet. Clear answers, from one partner across every step.

- HOW IT WORKS
- TECHNICAL
- ENERGY
- FINANCE
- INCENTIVES
- SUPPORT

HOW THE CONVERSION WORKS.

Q Which terminal tractors can we convert?

Ready Electric is validated for Terberg and similar-platform terminal tractors, the common European port architectures. We confirm compatibility for your models during assessment.

Q How long does a conversion take?

About four working days per unit, on site. The diesel powertrain comes out, the electric cradle goes in, and integration, safety checks and testing complete the work.

Q What is the cradle system?

A patent-pending structural unit that integrates the battery, electric motor, inverter, thermal management and all high-voltage safety systems, engineered to fit your existing chassis.

Q Is the converted machine legally compliant?

Yes. A conversion is treated as a substantial modification, so the machine is re-assessed and re-certified to the EU Machinery Directive 2006/42/EC and the relevant harmonised standards, with independent assessment of the high-voltage system.

Q What about range and charging?

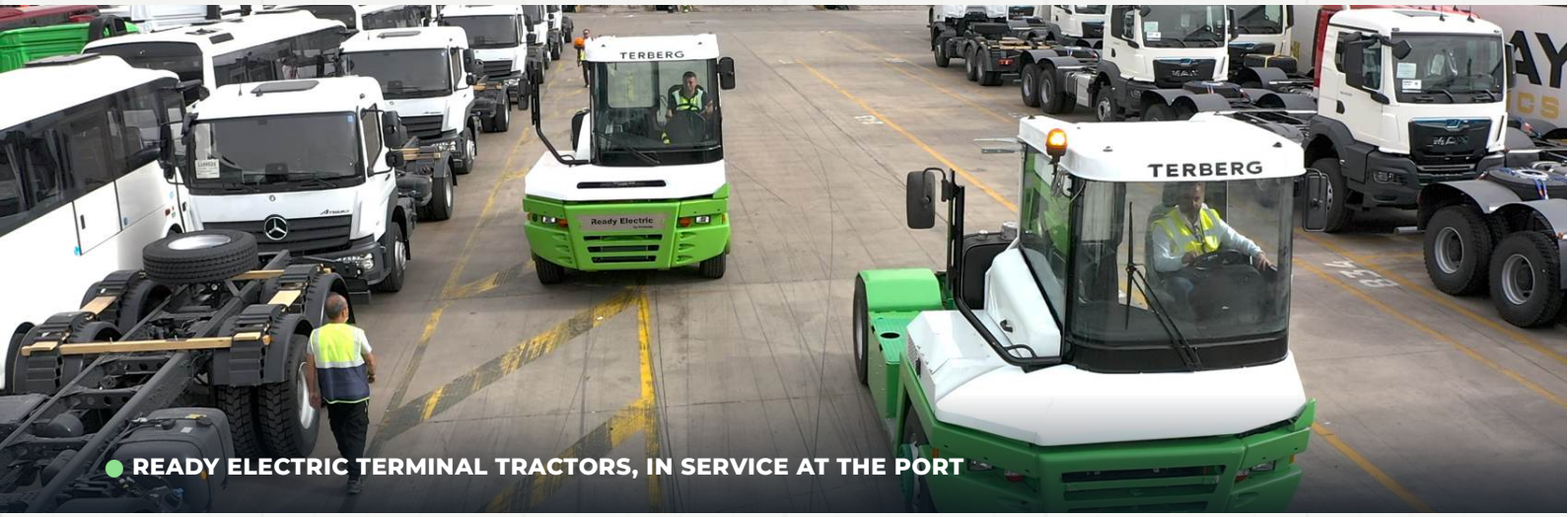
Systems are sized for shift-based operations with opportunity charging during breaks. DC fast charging is supported, tailored to your duty cycle.

Q What happens to the warranty?

Ready Electric warrants the conversion and drivetrain. The battery carries CATL's manufacturer warranty, with remote diagnostics and on-site support.

Q Can it be done at our facility?

Yes, on-site conversion is standard. A standard workshop bay or an equivalent covered working area is all that is needed.



READY ELECTRIC TERMINAL TRACTORS, IN SERVICE AT THE PORT

THE MACHINE, AND THE TRUST BEHIND IT.

READY ELECTRIC

Q Why convert instead of buying new?

Converting preserves the asset you have already paid for and extends its working life, at a lower total cost. You own tomorrow while protecting today's investment.

Q Do we have to change how we operate?

No. The platform is engineered into your existing tractor and your existing workflow. Same operation, electric drivetrain.

Q Who is responsible across the project?

One partner. Ready Electric by Portunus engineers, finances, powers and manages the transition, so you coordinate a single relationship, not many suppliers.

Q Should we wait for battery tech to settle?

That is exactly why the platform is modular. We are the bridge that carries you safely now, and it is ready to adopt the next chemistry as it matures.

READY TECHNICAL

Q What performance can we expect?

Up to 240 kW peak power, 3200 Nm peak torque and up to 310 kWh of battery, sized for real-shift endurance. Fully loaded, it climbs ramps with confidence.

Q Is it certified?

Yes. CE conformity and every safety test are carried out rigorously. For a risk-averse operation, that certification is the guarantee the transition is safe.

Q Will it last a full shift?

Systems are engineered around your duty cycle, with runtime sized to the shift and opportunity charging during breaks.

Q What about maintenance and parts?

An electric drivetrain has fewer moving parts, which means less maintenance. Components and spares are supported through the European service network.



ZERO-EMISSION HANDLING, FROM SHIP TO YARD

THE ENERGY, AND THE ECONOMICS.

READY ENERGY

Q Will electrifying overload our grid?

Not with managed energy. On-site storage, peak shaving and smart charging let you add electric assets without an expensive grid upgrade.

Q Do we need solar or battery storage?

Not necessarily, but they help. Solar and storage lower running costs and add resilience, and we size only what pays back for your site.

Q How do you keep charging costs down?

Energy arbitrage, storing power in cheap hours and using it in expensive ones, plus smart charging that avoids peak tariffs.

Q What is BESS?

A battery energy storage system, the intelligent energy layer beneath your fleet. It buffers demand, protects against peaks and keeps charging predictable.

READY FINANCE

Q How do we fund it without a large outlay?

Leasing and financing options are designed to reduce the upfront capital requirement and turn the switch into predictable, manageable payments.

Q What is the payback?

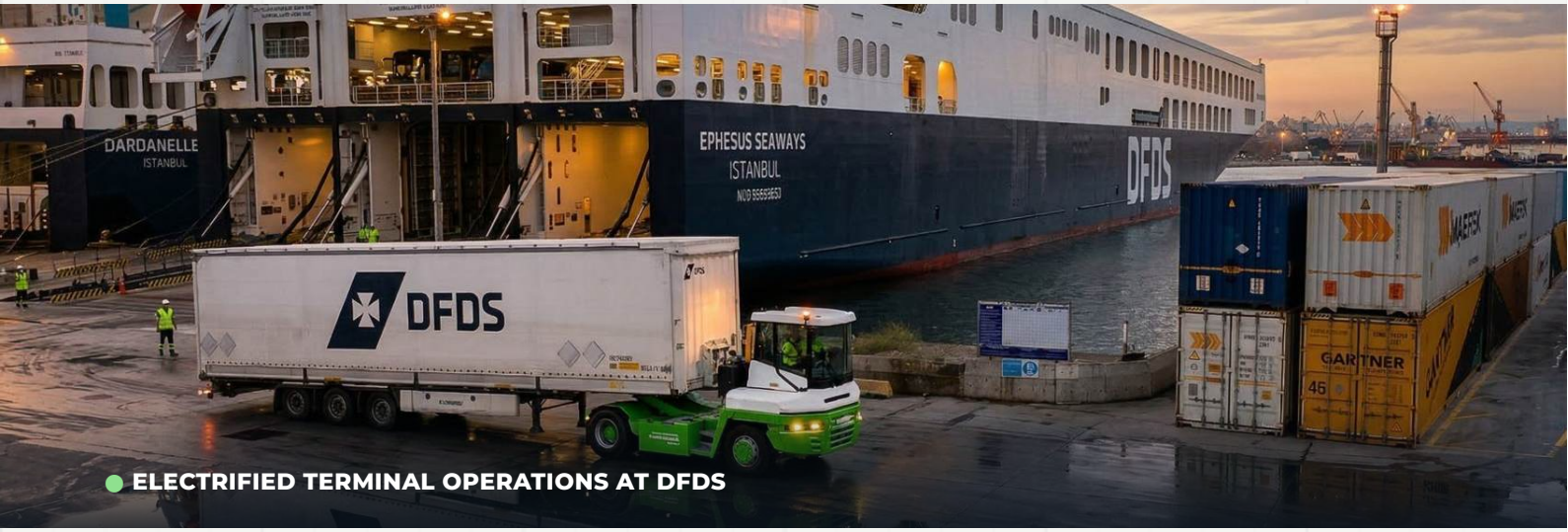
Typically three to five years, driven by up to 60% lower energy cost and around 40% lower maintenance. This varies by country, so we model yours.

Q Can financing be combined with grants?

Yes. Ready Finance and Ready Incentives are delivered together, so grants, tax advantages and financing combine into one clear business case.

Q Purchase, lease or fleet-as-a-service?

All three. We structure the model around your balance sheet and risk appetite, from outright purchase to a fully managed service.



ELECTRIFIED TERMINAL OPERATIONS AT DFDS

FUNDING THE TRANSITION.

READY INCENTIVES

Q What public funding is available?

Purchase and retrofit grants, tax deductions, charging and storage grants, toll benefits and carbon or EU programmes, across Europe.

Q Do you handle the applications?

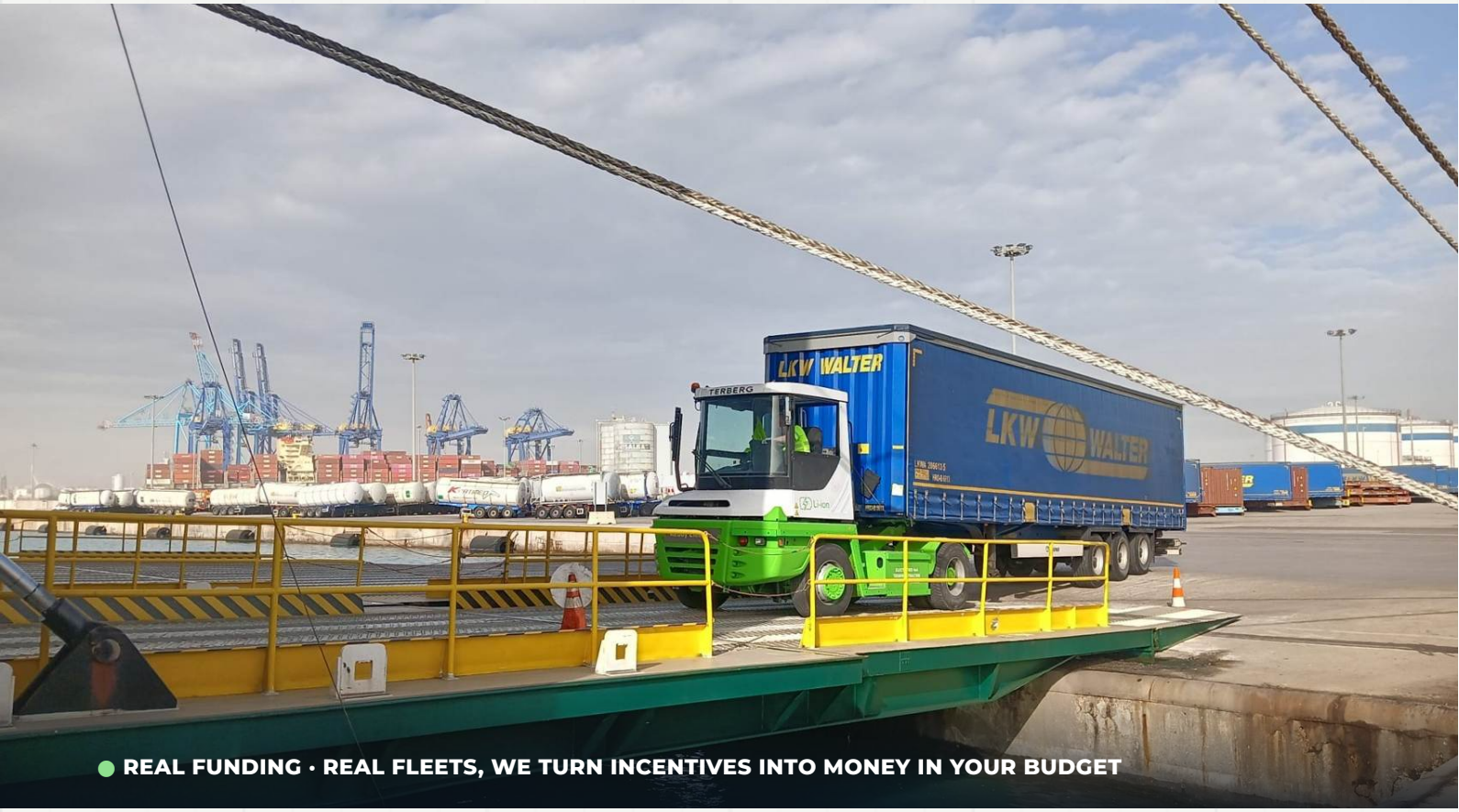
We act as your advisor. We identify the right programmes, map the requirements and guide you on how to build a strong application, which you then file through the official channels. Guidance at your side, not a middleman.

Q Which countries do you cover?

National, regional and EU-level programmes.

Q What if the rules or budgets change?

Programmes shift constantly, so we keep track and flag the eligibility, amounts and deadlines that matter for your project, so you always apply with the current picture.



● REAL FUNDING · REAL FLEETS, WE TURN INCENTIVES INTO MONEY IN YOUR BUDGET

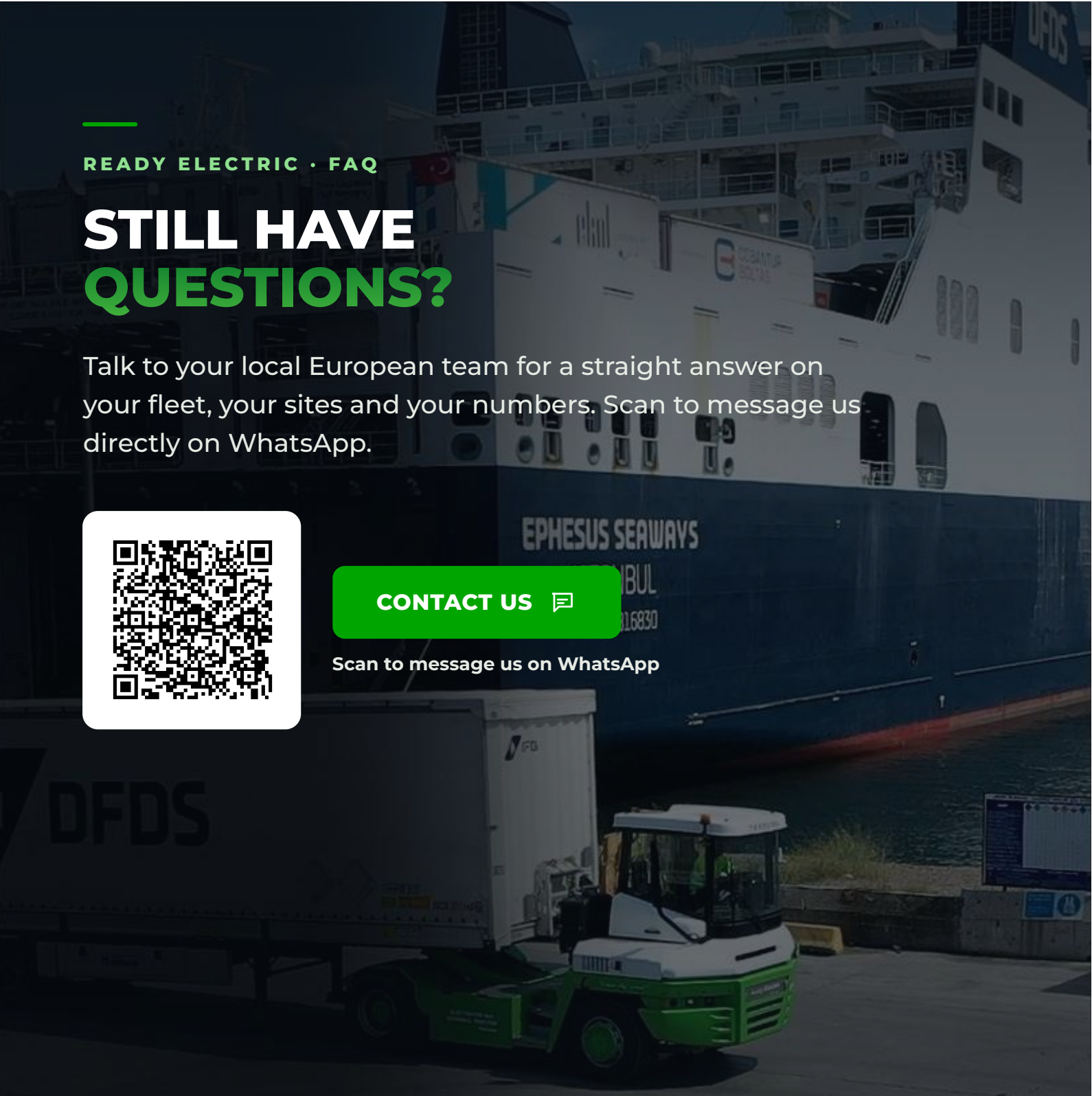
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