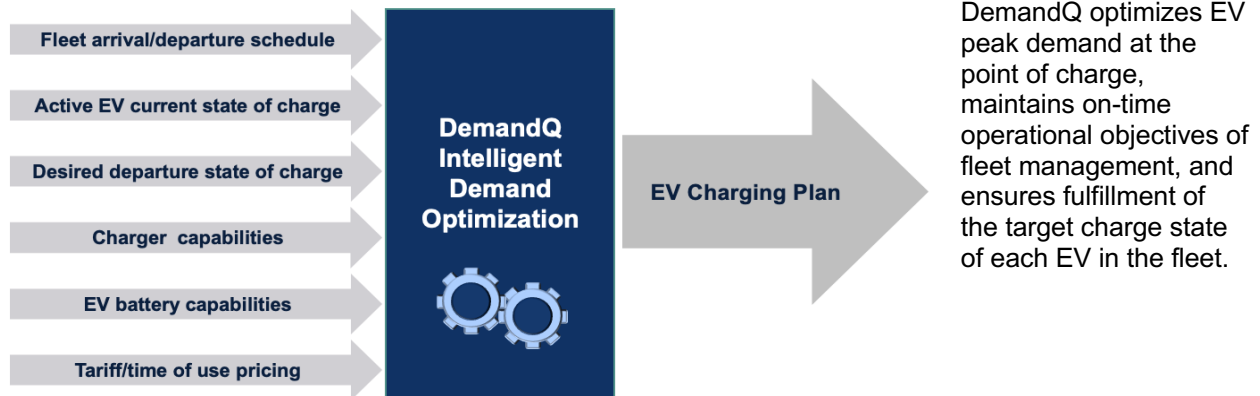


# DemandQ's Delivers 37% Demand Reduction for UNH Electric Vehicle Fleet

## Peak Demand Mitigation Pilot Conducted by DemandQ

In response to the rapidly expanding deployment of EV fleets, DemandQ has fully integrated its patented Intelligent Demand Optimization services with the Open Charge Point Protocol supporting global EV charging. DemandQ technology enables 24/7/365 reduction in electricity costs for the emerging fleet utilization of EV's in University, Municipal and Commercial operations.



### University of New Hampshire EV Program

UNH initiated deployment of EVs on campus through the Facilities Management vehicle fleet. The University wants to understand the impact of the conversion from fossil-fueled vehicles to EV transport on its total cost of operations and sustainability objectives as they seek a green solution that is cost effective.

UNH recently upgraded one of its charging stations to conform with the international OCPP 1.6j standard which enabled operational control and remote insight over the simultaneous charging cycles of up to four vehicles. The station now represents the current standard for EV charging. Clear and traceable data from this smart charging site provides UNH with the information required to make sound decisions related to energy management, cost of operations and environmental impact planning for future expansion of campus-wide EV utilization.

### Case Study

DemandQ conducted a pilot program of its Intelligent Demand Optimization service at the UNH site on June 23, 2021. The test assumptions:

- Vehicles in the UNH fleet arrive randomly at the charging station
- Vehicles arrive with an Initial State of Charge (SoC) of approximately 20% charge - Arrival SoC
- Vehicles are available for service when an 80% SoC is attained
- Each EV can remain on-station charging longer than the minimum time required to achieve 80% SoC without disrupting its operating schedule
- Each EVs' schedule determines when it must be available for service

### Data Summary

| Vehicle ID | Battery Capacity | Actual Arrival | Arrival SoC | Minimum On Station | Actual On Station | Departure Time | Departure SoC |
|------------|------------------|----------------|-------------|--------------------|-------------------|----------------|---------------|
| T 1        | 62 kWh           | 08:45          | 26%         | 5h 07m             | 6h 15m            | 03:00          | 82%           |
| T 2        | 54 kWh           | 10:00          | 42%         | 3h 22m             | 6h 15m            | 04:15          | 80%           |

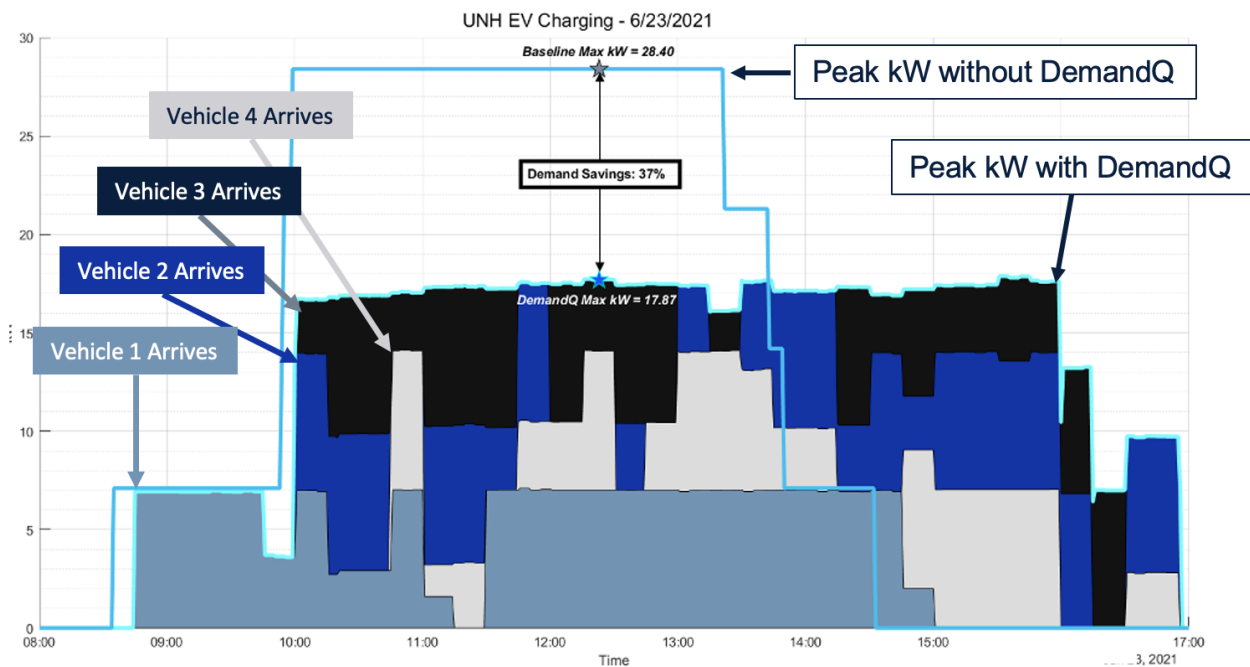
|     |        |       |     |        |        |       |     |
|-----|--------|-------|-----|--------|--------|-------|-----|
| T 3 | 62 kWh | 09:55 | 32% | 4h 38m | 6h 05m | 04:00 | 84% |
| T 4 | 54 kWh | 09:55 | 34% | 3h 52m | 6h 35m | 04:30 | 80% |

### Comparative Performance Analysis

DemandQ’s charging plan achieved the desired State of Charge by providing the required power targeted for each EV. All departure schedules were satisfied.

DemandQ’s integration and inter-operations with EV charging stations has a dramatic impact on the 15-minute moving average used by utilities to compute demand charges. As detailed in the following graph, by implementing DemandQ’s Intelligent Demand Optimization, **the coincident peak demand of the Charging Station in this study was substantially mitigated and reduced by over 37%.**

The 37% reduction in demand charges delivered by DemandQ caps the cost of every kilowatt used by the University to support EV charging. By applying DemandQ’s technology to these services at scale, UNH will realize tens of thousands of dollars in electricity utility cost savings each year in charging their EV fleet. In support of broader institutional goals, UNH can apply the data from this analysis to model the benefits and financial impact of the deployment of EV services campus wide.



For more information about DemandQ, please email our team at [info@demandq.com](mailto:info@demandq.com) or call us at (855) 693-8377