Solar Intermodal Corporation

Connecting yesterday with today, to power tomorrow....

Problem

How do we extend the range of new EV trucks?

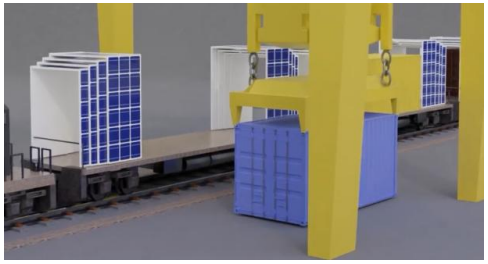
- Diesel is the primary fuel in modern freight logistics
- Diesel is increasing in cost as a fuel source
- No charging stations for EV trucks
- How to reduce the cost of diesel fuel and provide a comparable alternative that provides the same independence as conventional fuel without stressing the electric grid?

Product – The SBU System

Divides the loads of locomotives, making the train a mobile solar farm, extends the range of EV trucks and powers the grid while yard dwelling

- Intermodal SBU
  - "Solar Bracket Unit" to easily attach/detach solar PV arrays to intermodal cargo containers

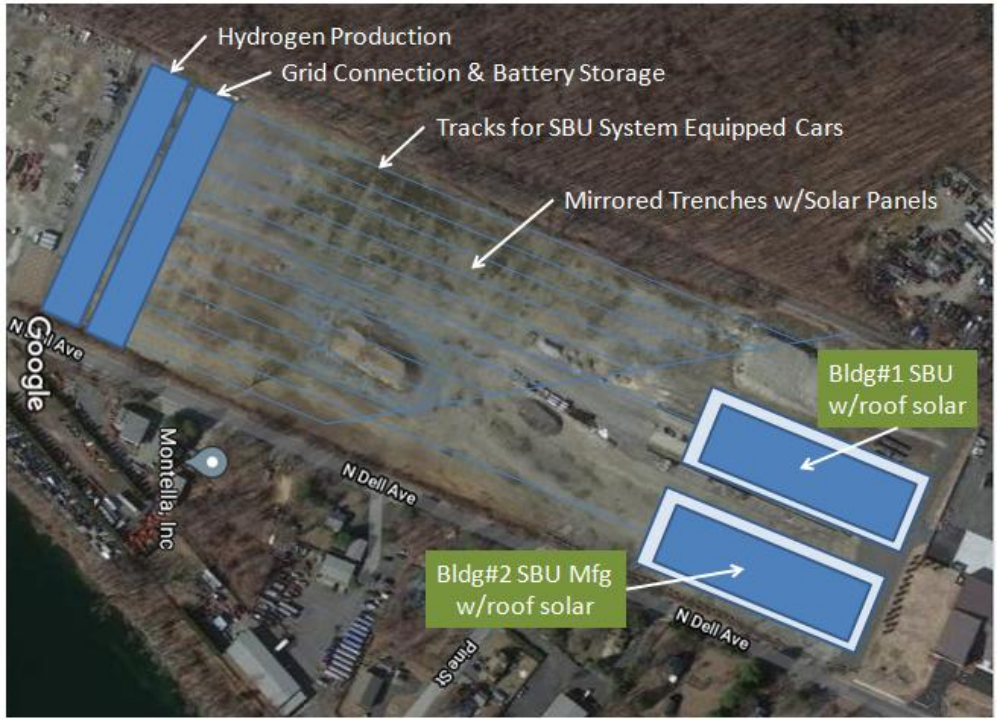
- Supertrap Deluxe SBU
  - Solar PV array attached to railcars
  - Permits side and gantry loading
  - Predecessor to a "smart rail car"



- Venus SBU
  - EV truck trailer option
  - Holds and charges secondary battery for longer ranges

Storage Yards – In Opportunity Zones

The SBU System Model Site Real Estate Developments



- Model Site Solar Rail Yard
  - SBU System Connected
    - Manufacturing of SBU's
    - Railcar Storage
    - Service Contracts
  - Solar Power production
    - Grid connection
    - Battery charging and storage
    - Recouping Cap Ex
- Hydrogen Production
  - Solar powered electrolyzers to generate green hydrogen to be delivered by rail to service depot

How It Works – parked rail cars or trucks with SBU system equipment plug into yard utility grid, charge battery banks, power the grid or power hydrogen electrolyzers, or a diesel pyrolysis production plant.