470 kWh energy storage inverter

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Today Tesla updated its ‘Tesla Energy’ website to include a lot more information about its commercial and utility-scale products, and even added a ‘Design Your Powerpack System‘ page with pricing information and an option to directly order a system of up to 54 Powerpacks (5.4 MWh).

The system also includes a $65,000 Bi-Directional 250 kW Inverter as well as the cabling and site support hardware for $3,000. Without installation, the cheapest Powerpack system you can buy costs a total $162,000 for 200 kWh of energy and 100 kW of peak power.

You can build up the system and configure it with your necessary power output and energy storage of up to 54 Powerpacks (5.4 MWh) and 10 Bi-Directional inverters (2.5 MW) for $3.2 million excluding installation.

The company is advertising the system as being useful for several different applications from demand response to peak shaving or even for microgrid installations and utility-scale grid integration.

“With Tesla Energy, we have taken a two-fold approach to energy management at our wineries by improving operational efficiency across all levels of our organization and reinvesting those savings in onsite renewable energy systems.”

2nd pic from bottom on the left shows the bus bars. I just built and priced one to 1.7 mil. lots of kWh. On their website its now called “Energy” instead of Powerwall. A couple of IL superchargers were noticed to have plenty of space in their enclosures. Some people thought it would be for power packs, others for more cabinets in a couple years so as to prevent congestion. Does anybody know if there are any tax credits/incentives or anything for this?

My understanding is the utility companies don’t like the superchargers (or fast EV chargers in general) because of how much load they suddenly put on the grid when a car hooks up to them. If Tesla hooked up the power packs to the superchargers, they could have more consistent load. Or they could charge the power packs when the grid doesn’t have much load, and then charge the cars from the power packs when the grid is at peak load.

Tejon, Barstow, Gilroy, Rocklin, Hawthorne, Fremont, Mountain View and many more superchargers have today batteries. That is where Tesla developed the powerpacks as the superchargers are the ideal test application.

Tesla already HAS hooked up Powerpacks (or prototype equivalents) to their Superchargers. They’ve been doing it since at least 2014. JB Straubel gave a presentation on it.

They’re using them for peak shaving. Obviously the Superchargers have a very high peak usage and then sit idle most of the time. Tesla doesn’t want to pay high peak usage prices to the utilities, so they put in Powerpacks suck up the energy from the utility continuously, and then discharge from the Powerpacks to the automobiles when the autos are charging.

The “-13?F to 122?F / -25?C to 50?C” rang will be something that will rule out several sites. I hope they can add in cooling/heating systems for locations outside of that range.

I think due to high anticipated demand for Model 3, there isn’t going to be enough batteries available to make Powepacks at volume initially, If they can not supply demand for product,why generate demand through low price.

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