

EV CHARGING ELECTRIC TRUCKS CALIFORNIA ELECTRIC SEMI TRUCK CCS

76 chargers, 9 MW: An EV truck hub opens where US freight runs



Michelle Lewis | Apr 9 2026 - 6:00 am PT | 14 Comments



Photo: EV Realty

EV Realty just opened its flagship electric truck charging hub in San Bernardino, California, and it's built for the kind of heavy-duty freight work that keeps supply chains moving.

The new hub has 76 high-power charging ports and 9 megawatts (MW) of capacity, enough to serve more than 200 medium- and heavy-duty trucks per day. It supports both today's CCS standard and next-generation megawatt charging system (**MCS**) for big rigs.

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That matters because this isn't a pilot or a small depot – it's designed for real, high-throughput logistics operations.

EV Realty says its model is to serve multiple fleets on shared infrastructure, which can lower costs compared to fleets building and operating their own charging sites. Customers who are already onboard include J.B. Hunt Transport, Gate City Beverage, and all-electric carrier Nevoya.

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Nevoya's chief commercial officer John Verdon said, "The opening of this site provides valuable operational flexibility with both megawatt charging and vehicle domicile options that work well for our needs."

The location is key. The EV truck charging hub sits near the San Bernardino Intermodal Facility, more than 60 million square feet of warehouses, and a region that's home to nearly 17,000 medium- and heavy-duty trucks. It's also close to Interstates 10 and 215, a major freight corridor moving goods from the Ports of Los Angeles and Long Beach.

EV Realty CEO Patrick Sullivan said, "The Inland Empire is where freight from the Ports of Los Angeles and Long Beach gets sorted and sent across the country by truck and rail. Fleets operating here are doing some of the most important and demanding work in the supply chain. They need reliable, affordable access to high-power charging so they can move beyond pilots and make electrification a real business decision. That's exactly what we've built here."

The site uses Kempower charging hardware with up to 500 kilowatts (kW) for CCS and up to 1.2 megawatts (MW) for MCS. The chargers have spring-assisted cables to make handling easier.

Software from Synop handles power management, reservations, reporting, and fleet data like cost, range, and efficiency. The site also offers 24/7 managed operations, including on-site staff, security, parking, and amenities.

Construction of the site began in [September 2025](#) and was accelerated, thanks to available grid capacity from Southern California Edison.

Funding support came from the South Coast Air Quality Management District's Carl Moyer Program and the California Energy Commission's EnergIZE Commercial Vehicles Project.

The San Bernardino hub is part of EV Realty's broader expansion. The company recently secured \$75 million in growth equity from NGP Energy Capital, along with additional investment from truck terminal operator Outpost, and it has been acquiring more sites as it scales up.

Electrek's Take

The Inland Empire is one of the most important logistics regions in the US. If electric trucks are going to scale, they need reliable, high-power charging where trucks already operate, not miles out of the way.

What stands out here is the mix of CCS and MCS. Fleets can use what's available now while preparing for megawatt charging, which is critical for long-haul electrification.

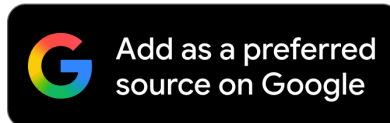
The other big hook is shared infrastructure. Building private charging depots is expensive and slow. If EV Realty's model works, it could remove one of the biggest barriers to fleet electrification: upfront cost and operational complexity.

Now the question is whether more of these hubs get built fast enough, and in the right places, to keep up with demand.



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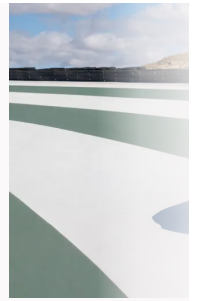
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J

JohnW

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I hope they've got scope for a bigger grid connection, as 9MW doesn't sound very much.

👍

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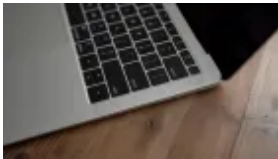
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