

VELOCITY SERIES

FLAGSHIP

Velocity V2

A purpose-built compact urban EV, designed around the Velocity charging system.

LAUNCHING SOON · IN DEVELOPMENT

60 kW

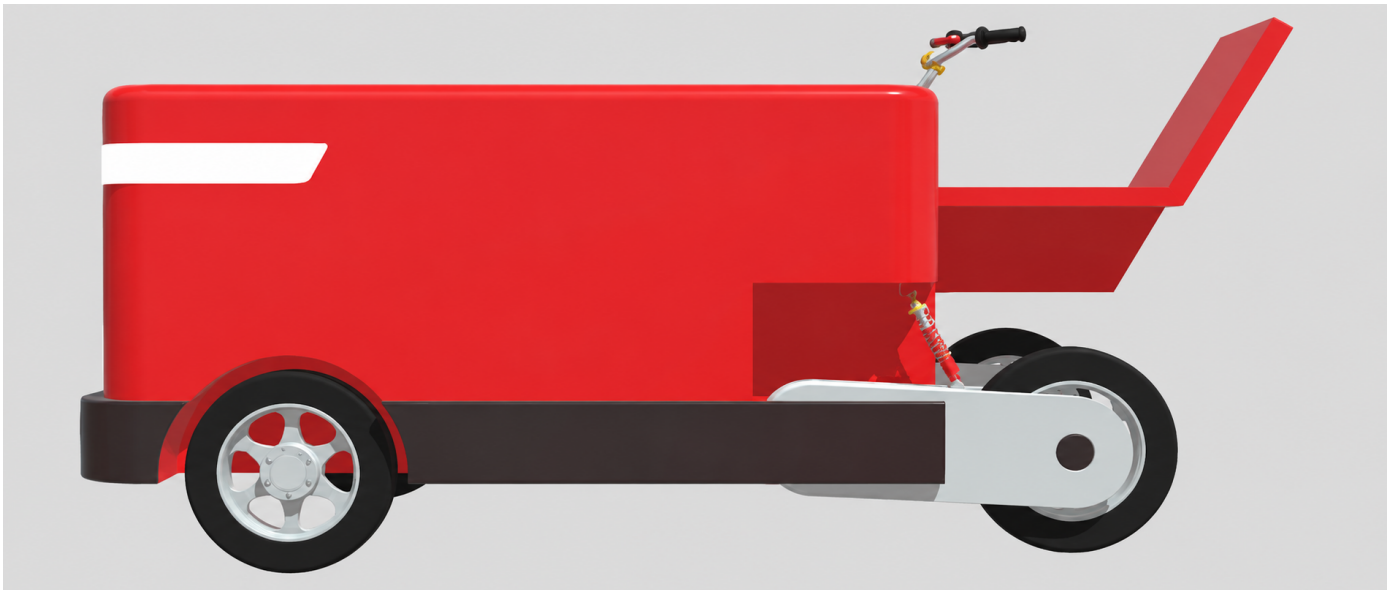
DC OUTPUT

64 kWh

LFP CHARGING BATTERY

18 kWh

LFP DRIVE BATTERY



Concept design — not a built or tested vehicle.

ENGINEERING TARGETS

DC output	Designed for 60 kW
Charging battery	64 kWh LFP
Outputs	1 × CCS2
Battery management	Integrated BMS, liquid-cooled electronics and battery thermal management
Drive battery	18 kWh LFP (separate from the charging battery)
Drive motor	Designed for 8 kW BLDC, rear-wheel drive
Dimensions	Target 2.2 m × 0.8 m × 1.2 m
Weight	Target ~450 kg
Top speed	Target 60 km/h
Braking	Regenerative braking, engineering target
Output voltage range	Target 200 V – 1000 V DC (CCS2)

All values above are engineering targets for the design in development, not measurements from a shipped or certified unit.

Velocity V2 is a compact urban electric vehicle designed from the ground up for the charging-on-wheels role, engineered in Fusion 360 as a dedicated platform rather than an adapted commercial vehicle.

Alongside the 64 kWh LFP charging battery, Velocity V2 is designed with its own separate 18 kWh LFP drive battery and an 8 kW BLDC rear-wheel drive motor, keeping the vehicle's own mobility fully independent of the charge it delivers.

Compact dimensions are designed for manoeuvrability in dense urban settings — apartment complexes, corporate campuses and event sites — where a larger vehicle would struggle to reach the customer.

DESIGNED FOR

- Emergency roadside charging
- Doorstep charging
- Residential societies
- Apartment complexes
- Malls
- Hotels
- Corporate campuses
- Airport parking
- Dealerships
- Service centres
- Fleet support
- Events
- Urban charging-gap coverage

BATTERY-INTEGRATED CHARGING

Battery integration, standard on the Velocity Series.

The Velocity charging system takes the same approach to its natural extreme: a 64 kWh LFP battery and 60 kW DC output built onto a vehicle platform, so a charge can be delivered wherever a vehicle can reach. It is the one case where battery integration is standard, not optional, since there is no fixed grid connection at the point of use.

TARGET STANDARDS

Engineered toward recognised standards.

Certification and compliance work is planned against the following standards. Listing a target standard here is not a claim that certification has been completed.

OUTPUT VOLTAGE RANGE	INPUT
Target 200 V – 1000 V DC (CCS2)	3-phase AC grid

IEC 61851-1	IEC 61851-23	IEC 61851-24	IEC 62196-3 (CCS2)	ISO 15118	
DIN 70121	OCPP 2.0.1	IEC 60364	IEC 60204	IEC 61508	IEC 60529 (IP)
IEC 61000 (EMC)					

ADDITIONAL TARGET STANDARDS – VEHICLE PLATFORM

UN 38.3	IEC 62619	AIS-038	AIS-156	CMVR
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Launching soon. Get in touch.

For engineering, partnership or site enquiries, we would be glad to hear from you. Ujjain, Madhya Pradesh.

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