MORGEN TECH

CONTROL-POWER MONITOR FOR DC FAST CHARGERS

The charger says "faulted". *We say why.*

On the DIN rail. An independent, timestamped record of what the 24 V rail did around every reset.

0–62 V	µs	50 ms	1,000
12 / 24 / 48 V RAILS	TRIGGER · OEM & LAB BUILDS	WAVEFORM	EVENTS ON BOARD

PRELIMINARY

THE BLIND SPOT

Your monitoring stops one layer above the fault.

A TYPICAL FIELD CASE: Contactor opens → 24 V rail rings → Controller resets → "Faulted" · no log

WHAT IT DOES

Catches the event

Transients timestamped — the record survives a power loss.

µs trigger (OEM & lab builds) · peak + 50 ms waveform · 1,000 events

Alerts where your team is

The event reaches the dashboard and the service technician's phone — over Wi-Fi via the site network.

Wi-Fi · dashboard · phone alert

Shows it coming

Rail voltage and temperature, trended per site and fleet. Current: with the clamp module.

12 / 24 / 48 V · 0–62 V range · ±0.5 % after calibration

WHO IT'S FOR

CPO FLEET

Know which charger is drifting before it goes offline.

One avoided callout can pay for a year of monitoring.

SERVICE COMPANY

Arrive with the answer, not the question.

See it. Plan it. Fix it once.

CHARGER OEM

Turn "no fault found" into field data.

Field data from every unit. Warranty disputes get evidence.

VARIANTS

RS-24-S · SLIM

Slim

Narrow DIN module. Wi-Fi. For small CPOs.

RS-24-S · COUPLER

Standard

DIN coupler. Ethernet (1 port) · Wi-Fi · USB-C, expansion slots.

RS-24-M

OEM module

Bare board 99 × 69 mm. Modbus TCP · MQTT. Signed OTA updates.

On the roadmap · no commitment: NFC tap-to-read at the cabinet [BACKLOG] · Cellular field variant [BACKLOG] · Plug-in sensing and communication modules [PLANNED · V2] — vote for what you need: hello@morgen-tech.com

Pilot programme. Limited pilot slots from Q2 2027 · test units on loan under a test agreement · no lock-in.

hello@morgen-tech.com