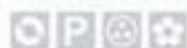




# READY FOR THE FUTURE OF TRANSPORT

Introducing the new elektrobay<sup>®</sup>  
the intelligent on street charging post  
for all electric vehicles

**elektro**bay<sup>®</sup>



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## INTRODUCTION

Elektromotive has developed the world's first truly generic electric and plug-in hybrid refuelling network. The Elektromotive Elektrobay™ has been designed as a stylish and durable piece of street furniture, with its contemporary lines it blends in naturally to the surroundings, whether installed at the road side or multi-storey car park.



The Elektromotive transport system is secure and extremely user friendly, offering a safe dedicated power output. New and existing battery technology can be integrated into the network with ease. Whether it is an electric scooter, van or plug-in hybrid car the Elektromotive Elektrobay offers a stylish, rugged and ergonomic design with innovative and simple access for the user, offering easy integration into any parking bay.

Air quality is not a new issue for major capital cities around the world. The team at Elektromotive are passionate about creating the technology to allow the next generation of alternative energy transport systems to operate. It is the vision of Elektromotive to provide the means to recharge electric and plug-in hybrid vehicles whilst utilising real incentives to switch from high carbon fuels. Our goal is to integrate the Elektrobay system into parking bays world wide.

To access the Elektrobay a commuter uses an electronic key that communicates wirelessly to the unit. When a valid key is read the Elektrobay automatically opens the weather-proof access panel where the recharging lead from their vehicle can be inserted. Upon closing the access panel, it locks securely and power is turned on.

The Elektrobay is a very safe design and as a security feature, once the access panel is closed and the unit is charging, it can only be re-opened by the same key or by one of our service engineers. When the access panel is re-opened the power is automatically cut to allow safe removal of the charging lead.

Each Elektrobay is fitted with an active display that shows the status of the charging post and is programmed to notify the user when their Elektrobay access is about to expire. During charging the display can show the registration number and be programmed to function as a parking meter. The system has been designed with a very intelligent electronic architecture with many innovative features to make it easy to use, monitor and maintain.

The Elektrobay can be specified for use in virtually any country around the world subject to conforming to local electrical codes. The system exceeds all current European safety standards, almost 100% recyclable and is available in any colour. The Elektrobay is patent pending, protected by registered design and the terms "Elektrobay™" and "Electrobay™" are trade marks of Elektromotive Limited.

*Elektromotive, functional technology for the changing face of transport*

## ELEKTROBAY OPERATION

To operate the Elektrobay a user would present their electronic key to the yellow touch point on the right-hand side of the unit. The key is interrogated by the Elektrobay to verify that it is valid. With a successful validation the unit will release the door to reveal the plug socket. The user then plugs their charging cable into the socket and closes the door to start the recharging session. Upon closing, the door locks preventing unauthorised persons from removing the cable.



To end a charging session the user presents their electronic key to the Elektrobay. As a security feature the only key that can stop a charging session and open the Elektrobay is the key that started the session. There are maintenance over-ride keys to stop, disable and reset all Elektrobays, these maintenance keys can be used at anytime.

The use of electronic keys enables all of the usage data to be stored. This includes who, when and how much power has been supplied. This information can then be used for billing, statistical analysis, efficiency and maintenance calculations. The keys can be programmed to have a finite life e.g. 6 or 12 months, or can be programmed to meter the usage in a “pay-as-you-go” credits method. The payment methods have been designed to be “cash-less” for efficiency.

The Elektrobay can be optioned with a GPRS modem that enables each Elektrobay to be connected to a data network. There are many other functions that closed-loop can offer however the main addition enables users to pay for charging via their mobile phone.

The Elektrobay featured on this page is the UK specification utilising the domestic standard 3 pin square plug and socket [BS 1363]. This socket can be replaced for the standard domestic outlet of most regions of the world. This includes the NEMA 5-15R for the USA, the Schuko CEE 7/4 socket in Europe and in Australia the Elektrobay is fitted with the AS 3112 socket.

With this modular socket design and the ability to be powered from 110-240 VAC, the Elektrobay can be instantly customised to any region of the world.



## ELEKTROBAY OPERATION - CONTINUED

The main visual feature of the Elektrobay is the indicator lamp at the top of the unit, this indicator enables the state of the Elektrobay to be easily seen at anytime. The indicator lamp shows three main states:

- Blue: Ready for charging
- Green: Charging
- Red: Disabled/ Out of service/ Fault



The Elektrobay also features an Active Display that can show various different pieces of information and can be programmed to display in any language. The following can be shown on the display screen:

- User name
- Vehicle registration
- Elektrobay status
- Access key expiry date
- “Pay-as-you-go” credits
- Charging in progress
- Total power used during charging session
- Charging time
- Parking meter functionality, time overstayed and no-return within specified time

# ELEKTROBAY USER GUIDE

Using an Elektrobay is simple, the unit has been designed for ease of use and accessibility. This user guide will walk you through the correct operation and overall functionality that you need to know to recharge your eco-friendly electric vehicle.

## Step 1



To begin recharging, find a vacant and active Elektrobay. A **BLUE** light on the top means the Elektrobay is available and ready for recharging.

## Step 2



Before accessing the Elektrobay, **PLUG YOUR POWER LEAD INTO YOUR CAR FIRST**. Then present your access tag to the right side of the Elektrobay where you will find the yellow touch point. Touch the centre of the yellow touch point at the same height as the user display panel.

## Step 3



The door will click open slightly allowing you to lift the door up to access the socket.

## Step 4



Plug your power lead into the socket making sure you have **PLUGGED THE LEAD INTO YOUR CAR FIRST**.

## Step 5



Now press the door closed until it **LOCKS IN PLACE** and the power will turn on automatically. The light on top will change to **GREEN** showing that the Elektrobay is recharging.

## ELEKTROBAY USER GUIDE – CONTINUED

Once you have finished recharging your EV, simply follow steps 6 to 9 remembering to finish by locking the door back in place.

### Step 6



To end the recharging session, present your access tag to the yellow touch point. Only the access tag that started the charging session can unlock and open the Elektrobay.

### Step 7



The door will click open allowing you to lift the door up and access your power lead. When the door is opened the light on top will change back to blue. In some instances you may find that the light has already returned to blue before you have ended the transaction. This is normal and dependant on the recharging restrictions of the Elektrobay you are using.

### Step 8



Remove your lead from the socket housing. **CLOSE THE DOOR FULLY, LOCKING IT BACK IN PLACE** ready for the next user. Remember also to remove your power lead from your car before driving off!



The best and safest power lead to use is the yellow coiled type as supplied by Elektromotive. Its use will reduce the risk of the power lead as a trip hazard and aids the sight impaired. The leads have been manufactured from high quality materials to maintain safe operation and durability.

## ELEKTROBAY USER GUIDE – CONTINUED

Other important information you need to know when using an Elektrobay:

- The UK specification Elektrobay will supply 240 VAC at 13 amps (Euro 16 amps) to recharge your EV
- Always ensure that your mains recharging lead is in good condition, the best lead to use is the high-visibility yellow, coiled type as supplied by Elektromotive. Never use a cut or damaged lead especially if you can see bare wires. Contact your electric vehicle dealer or Elektromotive for a replacement
- **It may be a condition of using a public Elektrobay to use only a yellow coiled lead. Check with your site provider first**
- Never leave a power lead trailing on the pavement or roadway. Always be aware of the potential trip hazard to pedestrians and other road users. **Think Safety!**
- Never unplug your power lead from your vehicle before removing the plug from the Elektrobay
- Never drive off with your power lead still attached to the Elektrobay!
- If the door is forced open during a recharging session the power will be cut immediately.
- All Elektrobays are fitted with a Residual Current Device (RCD) for your protection
- Some Elektrobays are programmed with a recharging time limit, for example 3 hours. The remaining time is shown on the user display panel like a parking meter. After a recharging session these Elektrobays have a "no return" function that stops the last user from starting another recharging session before a certain time has passed. This feature promotes good access to all users by preventing any one user from monopolizing a specific Elektrobay
- After recharging **ALWAYS CLOSE THE DOOR OF THE ELEKTROBAY IN THE LOCKED POSITION** to reduce the chance of vandalism
- An Elektrobay that has a red light on the top of it indicates that the unit has been disabled or there is a fault with the recharging process.
- For further information visit [www.elektromotive.com](http://www.elektromotive.com)

## FOUNDATION POST, GROUND-WORKS AND POWER SUPPLY DETAILS

There are two distinct types of Elektrobay, they are:

1. Wall mounted, or
2. Anchor mounted onto a foundation

### Wall mounted Elektrobay installation

The standard method for affixing a wall mounted Elektrobay is with expansion bolts, this enables the units to be installed onto virtually any type of wall (concrete, breeze block, brick etc). The only significant issue with this type of mounting is with reinforced concrete walls, where it can be problematic to avoid the re-bars in the concrete.



*Wall mounted Elektrobay with barrier*

To protect the wall mounted Elektrobay a barrier is also affixed to the wall. In the majority of wall mounted installations the power supply cable will be clipped to the wall using cable cleats. The image on the left of this page is a wall mount Elektrobay with barrier affixed to a reinforced concrete wall.

The wall mounted Elektrobay can also be installed using a bespoke bracket as shown in image below. Each bracket is designed specifically for the requirements of the individual site, there is an additional cost for the design and manufacture of the bracket, for further details on this method of mounting please contact Elektromotive.

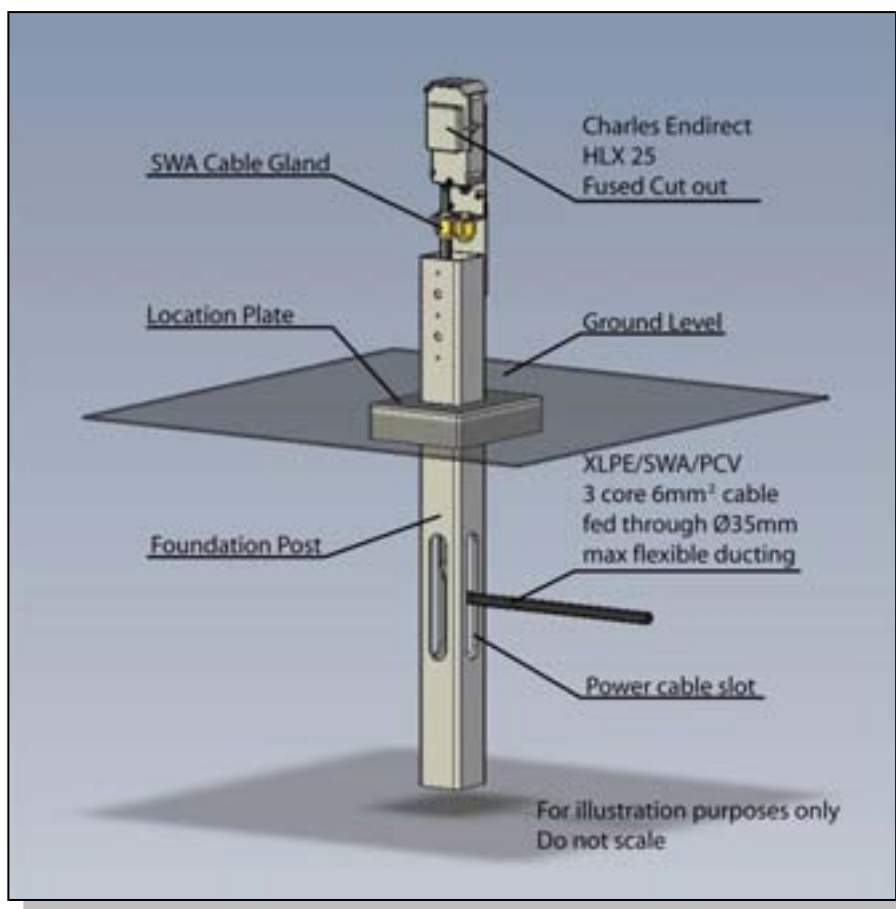


*Wall mounted Elektrobay with custom bracket*

## ANCHOR MOUNTED ELEKTROBAY INSTALLATION

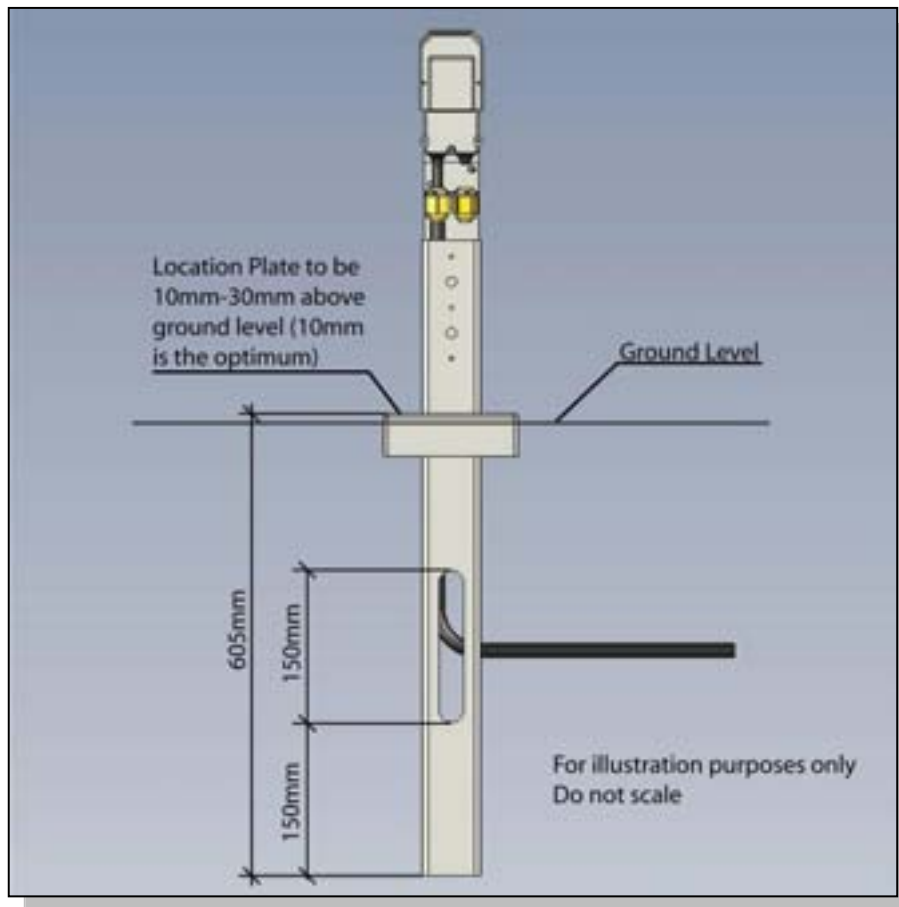
The Elektrobay is fixed to the ground via a “foundation post” that is cast into concrete. Power is supplied to the unit through an armoured supply cable that runs down the centre of the post. The cable can be fed either up the centre of the entire length of the post or through cable cut-outs that enable the cable to be fed perpendicular to the vertical axis of the anchor.

To aid ease of installation the foundation post features a “location plate”. The location plate enables the anchor to be positioned vertically with a wide tolerance of 20mm. The location plate is designed to slightly protrude up from the ground level a distance of 10-30mm, it should be noted that the 10mm is the preferred distance. The locating plate must not be below ground level and during installation the horizontal upper surface must not be covered with concrete or asphalt as this face mates with the base of the Elektrobay.



*Foundation post and associated parts*

Whilst the foundation post is supplied as a standard component to the dimensions in figure below, it is possible to customise the dimensions below ground level. For further information on customising these dimensions of the foundation post please contact Elektromotive.



*Foundation post dimensions (not to scale)*

The Elektrobay and foundation post has been designed with a shear point to reduce peak impact loads if the unit is struck by a vehicle.

The preferred method to install the foundation post is to cast the post into a hole L 0.3m x W 0.3m x D 0.6m using "PAV1" concrete with an "S2" slump. A foundation of this recommended size will result in a mass of approximately 150kg, this will reduce the chance on the foundation being displaced from either vehicle collision or human intervention. Where PAV1 concrete is not available it is possible to substitute this specification with a concrete that is resistant to freeze-thaw damage and road salt corrosion. A standard installation detail for the ground-works can be found on page 14 of this document.

In addition to the foundation post, some installations may require the use of a feeder pillar. There are two options of feeder pillar available:

- Option 1: An integral feeder pillar and sign post for displaying the parking sign.
- Option 2: A conventional low profile feeder pillar without a sign post

The feeder pillar enables the necessary electrical supply connection and ancillaries to be housed safely. The integral feeder pillar and sign post is an excellent solution for reducing street clutter and an image of this integral feeder pillar and sign post design can be seen on page 12. The external dimensions of this integral feeder pillar and sign post can be found on page 15 of this document.





*Integral feeder pillar and sign post installed with the Elektrobay*

At sites where a sign post is not necessary, a conventional style feeder pillar is available. Full details of this unit can be found on page 16 of this document. Please note that it is also possible to locate the feeder pillar remotely from the recharging bay. It is possible to supply a maximum of 6 Elektrobays from both the integral feeder pillar and the conventional feeder pillar when supplied with a 100amp incoming feed.

In any site that requires a separate electrical connection to the grid a feeder pillar must be used. There are several main reasons for this, these are listed below:

- Grid Isolation – It is a mandatory requirement from the operators of the electrical grid that any private electrical connection of this type must have a point where the grid connection is fused and can be and isolated. If the utility company is called out to isolate a site then access to the grid connection must be separate to the unit.
- Grid Supply Billing – As the sites cannot be connected to the un-metered supply it is mandatory to have a standard energy meter (property of the energy supplier) recording the total consumption of power for billing purposes by the utility company. This meter must be easily accessible and independent from the Elektrobay.
- Unit Isolation in case of Emergency – The emergency services are very familiar with this kind of street furniture making the point of isolation easily identifiable in the event of having to cut power from a site to allow for the safe removal of a vehicle. Upon isolation the Elektrobay will automatically release the door latch to enable the removal of a vehicle in either an emergency or tow-away.

If the supply cable to the Elektrobay is to be buried from either the feeder pillar or other source it can be passed through flexible waterproof ducting with a maximum outside diameter of 35mm. However, as we only recommend SWA armoured cable for all installations it is possible to bury this cable without the need for ducting. When back filling the cable trenches always ensure that buried cable marker tape is placed approximately 150mm from the top surface.

## POWER SUPPLY INFORMATION

The figure below is a schematic overview of the recommended power supply / feeder pillar arrangement for all installations. Please note that Elektromotive will commission the final installation of the unit by connecting to the fused cut-out located on the Elektrobay foundation post. In installations where a separate power supply is used an energy meter will be fitted by your energy supplier, to ensure that the energy meter will fit within the feeder pillar the dimensions must be checked by Elektromotive.

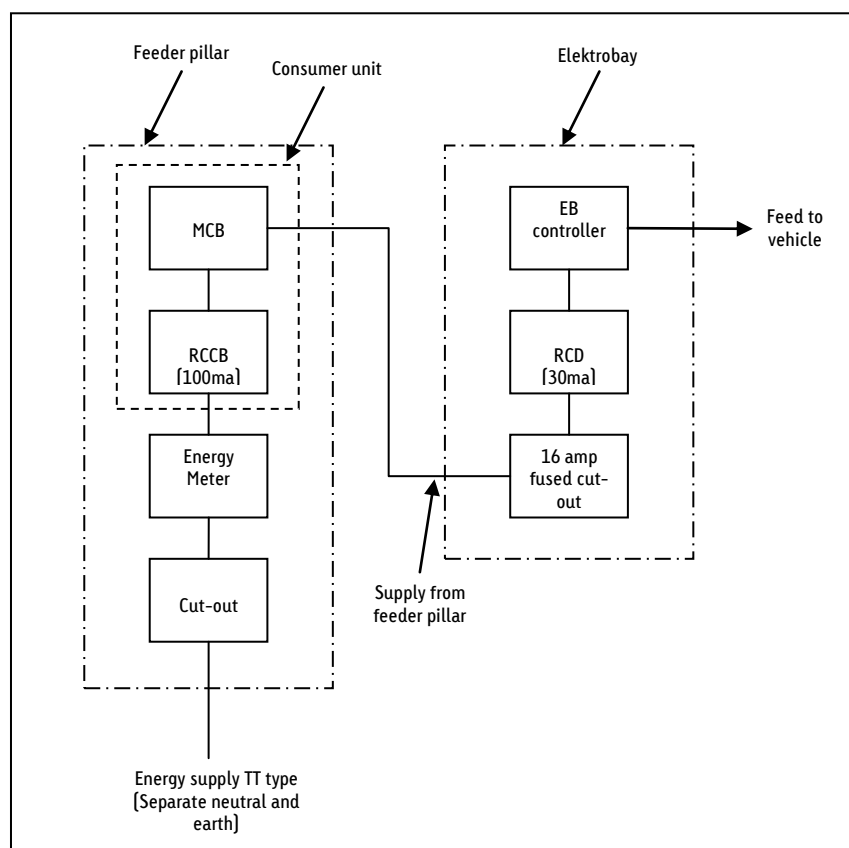
The designated cable required to feed the Elektrobay is XLPE/SWA/PVC 3 core 4mm<sup>2</sup> or 6mm<sup>2</sup> armoured cable. The cable is retained via an SWA type cable gland with the insulated cores terminated inside the Charles-Endirect HLX 25 Fused Cut-out (16 Amp for the UK and 20 Amp for Europe). The SWA cable is fed through flexible ducting with a maximum outside diameter of 35mm. It is a design requirement that the power cable is fed from a supply that can be isolated via MCB.

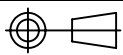
The incoming electrical supply to the Elektrobay must be a “TT” type with a separate earth (not connected to the Neutral), provided by an earth spike or mat. The preferred method of connecting the earth from the feeder pillar to the Elektrobay is via a separate conductor independent from the earthed metallic armour sheath.

A consumer unit is fitted into the feeder pillar to house the individual MCB's and single RCCB. The required specification MCB is a “Type B” (0.4sec response) with a rating of 16 amps for the UK and 20 amps for Europe. Each individual Elektrobay will require an individual MCB, it is not possible to supply more than one Elektrobay from a single MCB. In addition to the MCB a single 100ma RCCB with a 100amp operating capacity must be fitted, note only one RCCB is required per feeder pillar.

The power requirements to supply Elektrobay are as follows:

- UK Specification 240 VAC @ 16 Amps supply minimum
- Euro Specification 240 VAC @ 20 Amps supply minimum

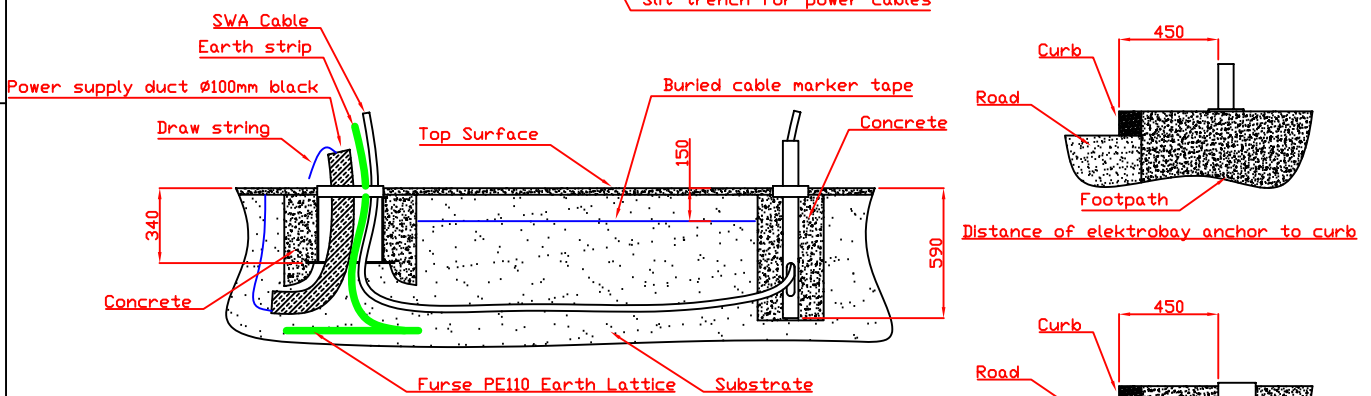
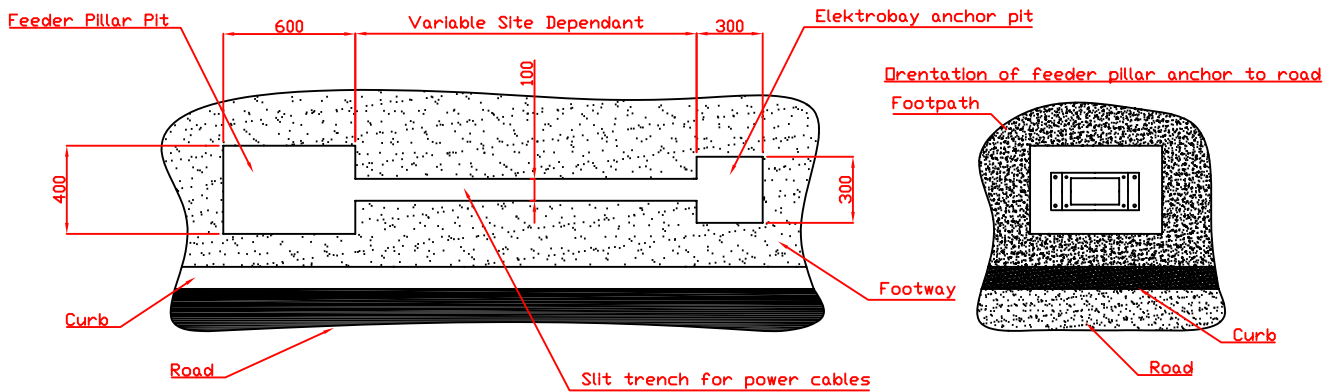




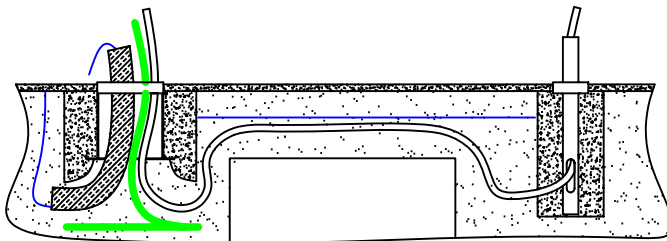
3rd Angle Projection

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Plan view of opening for the Elektrobay anchor and feeder pillar  
 Note: these dimensions are in millimetres and represent minimum opening sizes



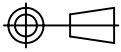
Elevation of works for the Elektrobay anchor and feeder pillar  
 Note: all cables are to be laid as deep as possible



Elevation of works for the Elektrobay anchor and feeder pillar  
 showing method to avoid obstacles

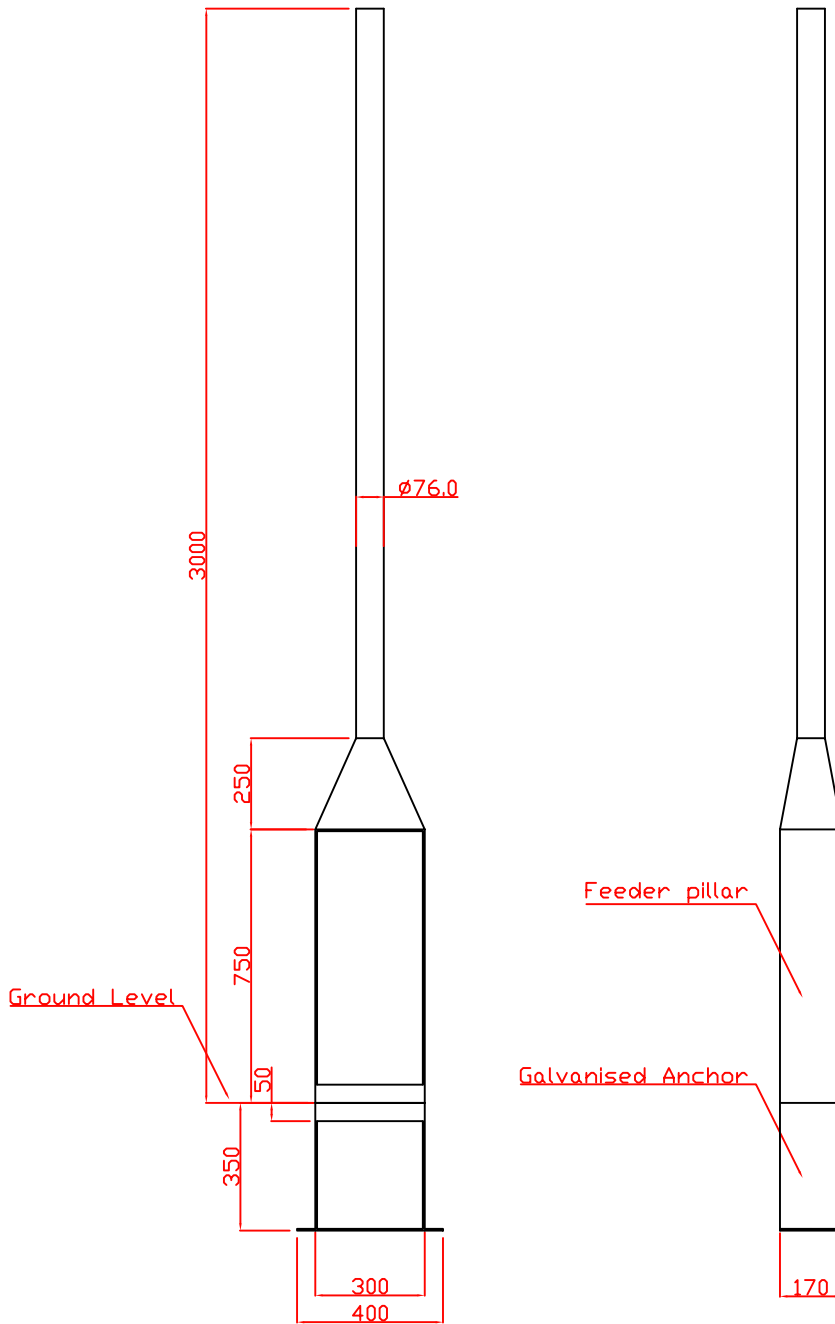
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ISSUE	DESCRIPTION	DRAWN	DATE	CHECKED	DATE

DRAWN G. SIMMONS DATE 09/11/07 SCALE N.T.S.	ALL DIMENSIONS IN MILLIMETRES UNLESS STATED OTHERWISE MATERIAL N/A	DO NOT SCALE IF IN DOUBT ASK SURFACE ROUGHNESS SURFACE FINISH HEAT TREATMENT PART No.
DIMENSIONAL TOLERANCES – Unless Stated Whole NO.'s (e.g. 50 mm) ±0.50 1 Dec Place (e.g. 50.0 mm) ±0.25 2 Dec Place (e.g. 50.00 mm) ±0.10 3 Dec Place (e.g. 50.000 mm) ±0.05	TITLE Elektrobay Groundworks Standard Detail	ELEKTROMOTIVE LTD Unit E, Riverside Ind Est. Littlehampton West Sussex, BN17 5DF



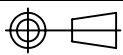
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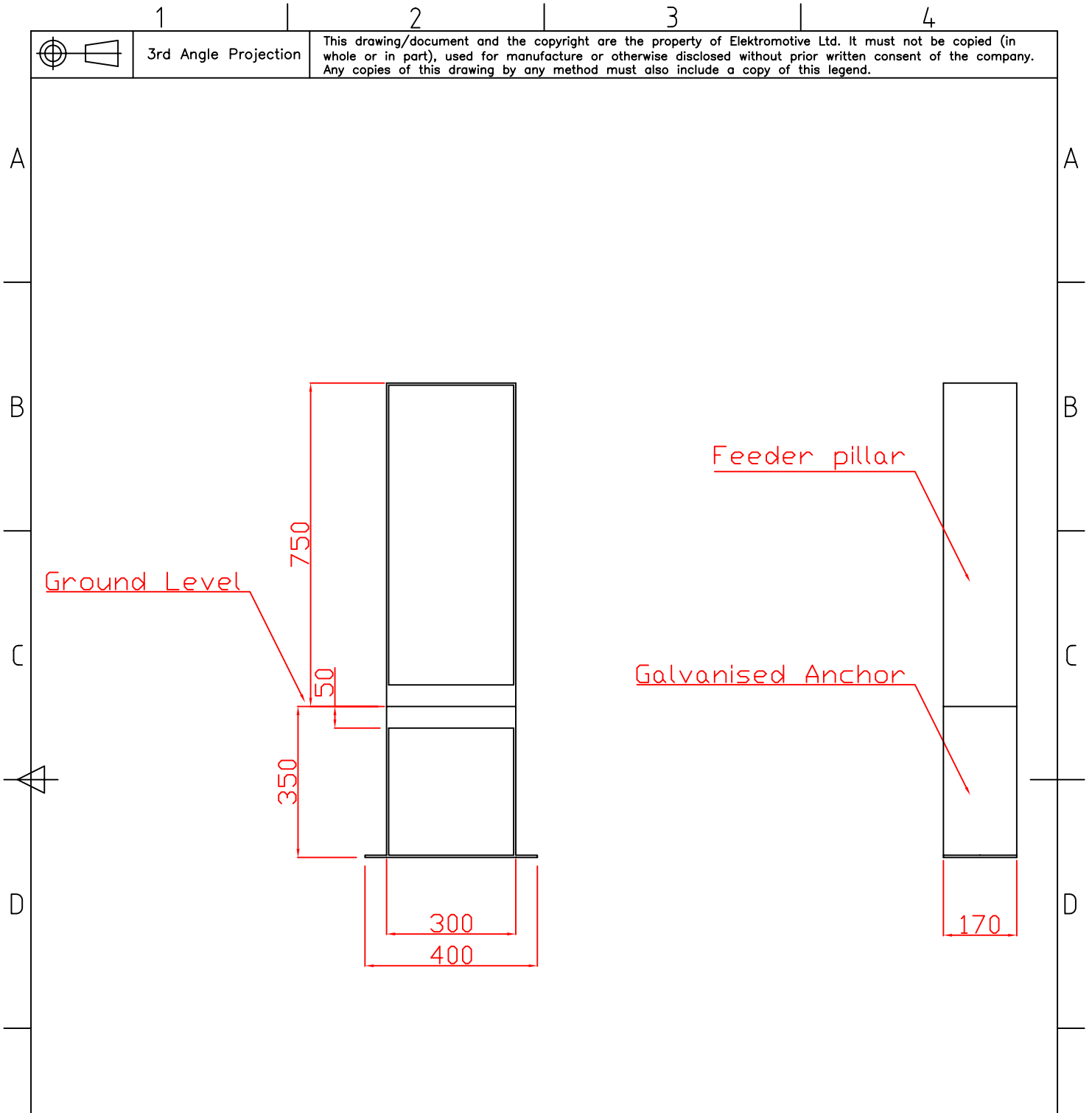
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DIMENSIONAL TOLERANCES – Unless Stated			MATERIAL  GALVANISED MILD STEEL	SURFACE ROUGHNESS PLASCOAT BLACK
Whole NO.'s (e.g. 50 mm) ±0.50 1 Dec Place (e.g. 50.0 mm) ±0.25 2 Dec Place (e.g. 50.00 mm) ±0.10 3 Dec Place (e.g. 50.000 mm) ±0.05				SURFACE FINISH
TITLE Combined F/Pillar Column External dimensions			ELEKTROMOTIVE LTD Unit E, Riverside Ind Est. Littlehampton West Sussex, BN17 5DF	HEAT TREATMENT
				PART No.



3rd Angle Projection

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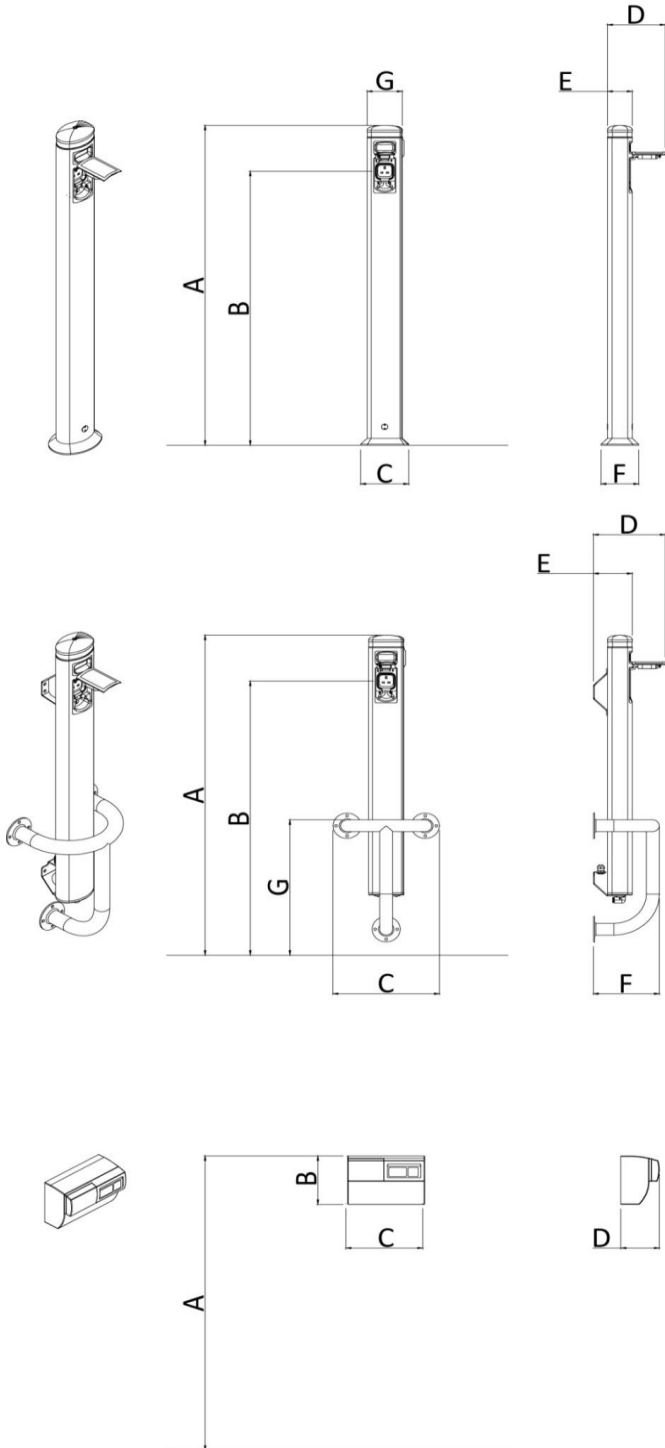


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ISSUE	DESCRIPTION	DRAWN	DATE	CHECKED	DATE

DRAWN G. SIMMONS DATE 09/11/07 SCALE N.T.S.	ALL DIMENSIONS IN MILLIMETRES UNLESS STATED OTHERWISE MATERIAL GALVANISED MILD STEEL	DO NOT SCALE IF IN DOUBT ASK SURFACE ROUGHNESS PLASCOAT BLACK SURFACE FINISH HEAT TREATMENT PART No.
DIMENSIONAL TOLERANCES – Unless Stated Whole NO.'s (e.g. 50 mm) ±0.50 1 Dec Place (e.g. 50.0 mm) ±0.25 2 Dec Place (e.g. 50.00 mm) ±0.10 3 Dec Place (e.g. 50.000 mm) ±0.05	TITLE Standard Feeder Pillar External dimensions ELEKTROMOTIVE LTD Unit E, Riverside Ind Est. Littlehampton West Sussex, BN17 5DF	

Technical specifications of Elektrobay plug-in vehicle recharging points manufactured by Elektromotive. All units bear the CE mark and are supplied with a Declaration of Conformity in compliance with the CE marking conventions

**Physical characteristics:**



Elektrobay 00-001	3 kW
Ground mounted	7 kW
	21 kW
Outer casing	Aluminium
Colour	Black & Silver standard, option for any RAL colour
A: Overall Height	1400mm
B: Height to Socket	1200mm
C: Width of Base	187mm
D: Overall Depth	225mm
E: Depth of Post	96mm
F: Depth of Base	146mm
G: Width of Post	137mm
Overall weight	20 kg with foundation post

Elektrobay 00-011	3 kW
Wall mounted	7 kW
	21 kW
Outer casing	Aluminium
Colour	Black & Silver standard, option for any RAL colour
A: Overall Height from ground	1400mm
B: Height to Socket	1200mm
C: Width of Crash Barrier	415mm
D: Overall Depth	280mm
E: Depth of Post	151mm
F: Depth of Crash Barrier	257mm
G: Height of Crash Barrier	585mm
Overall weight	15 kg


Elektrobay Compact 00-111	3 kW
Wall mounted	7 kW
	21 kW
Outer casing	Stainless Steel
Colour	Grey
A: Overall Height from Ground	1250 max
B: Height	210mm
C: Width	300mm
D: Depth	150mm
Overall weight	10 kg

**Electrical characteristics and standards compliance:**

	Elektrobay 3kW	Elektrobay 7kW	Elektrobay 21kW
Rated voltage input	240 VAC		400 VAC
Rated frequency	50-60Hz		
Number of phases	1		3
Rated output current	13 amps	32 amps	32 amps
Mandatory over current protection to be fitted to the unit supply	16 amp Type B MCB	32 amp Type B MCB	
Mandatory earth leakage protection to be fitted to the unit supply	100ma Type S RCD or RCCB		
Integral earth leakage protection (RCD)	Type A, AC & DC detecting 30 mA rated fault current Moeller Part No. PFIM-40-2-003-A		Type A, AC & DC detecting 30 mA rated fault current Moeller Part No. PFIM-40-4-003-A
RCD reset device	Moeller remote switching unit Part No. FAZ-FIP-XFSM		
European harmonized electrical compliance	Low Voltage Directive (LVD) 2006/95/EC		
Radio and telecommunications terminal equipment compliance	R&TTE Directive 1999/5/EC		
Electromagnetic compatibility compliance	ETSI EN 301 489-1 V1.8.1 (2008)		
Health & Safety compliance	EN 60950-1:2006		
Degree of ingress protection when not in use	IP 56 Rated in accordance with EN 60529:1992		
Degree of ingress protection when in use	IP 56 to EN 60529:1992	IP 44 Rated in accordance with EN 60529:1992	
The electrical equipment (safety) regulation compliance	SI 1994 No.3260:1994		
Socket electrical compliance	BS 1363: Part 2: 1995	IEC 60309 or EN 62196**	
Requirements for electrical installations	BS 7671:2008		
Recurrent testing method in accordance with	BS 7671:2008		
Compliance with the European harmonised electric vehicle conductive charging system standards	BS EN 61851-1, 21, 22		
RFID access key compliance, low frequency	ISO 11784/11785		
RFID access key compliance, high frequency*	ISO 15693, ISO 14443 Type A & B		
RFID reader compliance, low frequency	ISO 11785		
RFID reader compliance, high frequency*	ISO 15693, ISO 14443 Type A & B		
RFID reader approvals	UL, FCC, CE		
RFID operating frequencies, low frequency	134.2 kHz / 123.2 kHz (LF)		
RFID operating frequencies, high frequency*	13.56 MHz (HF)		
Power measurement compliance	MID UK/0120/SGS0028	IEC/EN 61036	
Wide area network communications	GSM/ GPRS/ ethernet		
Wide area network communications protocol	TCP/IP		
Local area network (optional)	Zigbee mesh network		
Network security	All communication reside within a VPN (no public exposure or access)		
Number of units per network	Infinite		
Supplemental safety measures	Auto shut-off upon disconnect of the connector from the recharging station Auto shut-off if the door is forced open Auto shut-off on disconnection of the connector from the vehicle Auto shut-off on over current (the demand is too great) Auto shut-off when vehicle is fully charged Electrical demand management by remote load control from server for load shedding Physical site safety features such as anti-collision bars and curbs High visibility lighting for reversing collision avoidance The door safety interlock will prevent the cable from being connected or disconnected to the recharging		
Additional features	Locking door preventing unauthorised access Access heights and display visibility designed in accordance with the Disability Discrimination Act Integral parking meter function Vehicle number plate displayed on screen Elektrobay and user, restricted access zoning policy function Lighting control options, always on, timed or off Raid (Mirrored) internal database for data backup Internal memory size capable of storing in excess of 10 years of data Local authentication access via RFID Remote authentication access over the network via, SMS or Smartphone User alerts via SMS and email External upgradable firmware to allow for new features and future proofing the functionality Unit design life >10 years Current Elektrobay installed operating hours in excess of 1,000,000 >95% of the Elektrobay is recyclable Available in any RAL colour CE marked and independently tested for conformity		

\* Elektromotive has the capability to implement both low and high frequency readers

\*\* To date there has been no agreement from SC23H regarding the final design of the harmonised EV connector to IEC 62196, all Elektrobay models can be retro-fitted with the harmonised connector when this is decided

	Title Elektrobay user safety, standards compliance and testing		
	Prepared By G.C.S	Date 13/08/2009	Rev 1.0
	Approved By N/A	Ref No. N/A	Page No. 1

The Elektrobay has many safety features that can be divided into two groups, mandatory and supplemental.

## MANDATORY SAFETY FEATURES

The unit is designed in accordance with British Standard 7671, where the primary method to protect against direct contact to live conductors is to fully enclose the live conductors in an enclosure as documented in sections 412-01-01 and 412-03. Supplementary protection against direct electrical contact will be provided by a Residual Current Device, as per section 412-06 of the standard.

To protect against indirect contact to the live conductors, the primary method employed is in accordance with section 413-02 of the standard, in that the external metal casing of the unit is equipotentially bonded (permanently connected and tested for integrity) to the earth conductor.

The unit will be powered by a TT type electrical supply requiring an Earth electrode to be installed at the site. Once again this is in accordance with BS 7671.

## MANDATORY UNIT STANDARDS COMPLIANCE

The Elektrobay complies with the following standards:

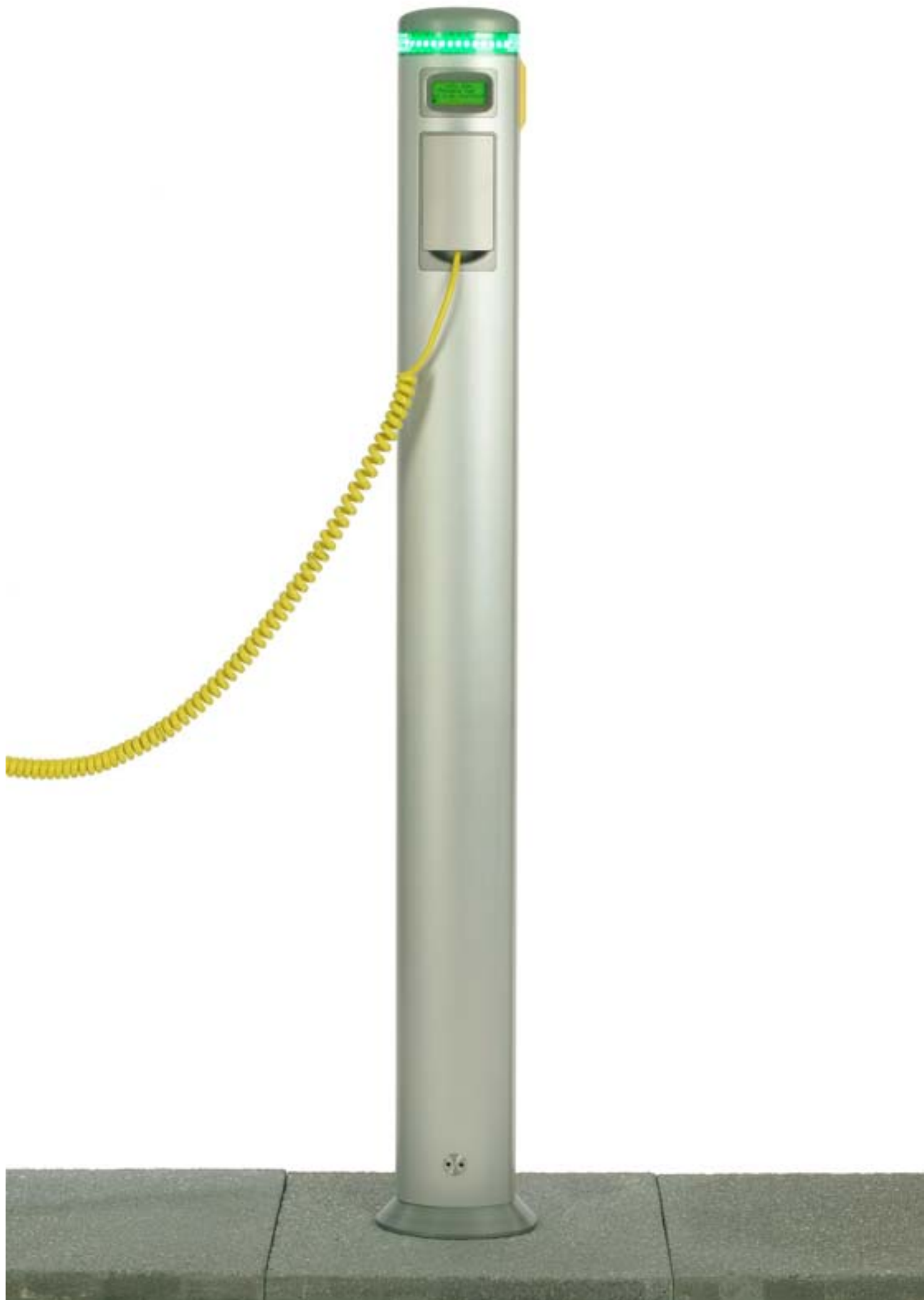
- Fulfils the essential requirements of the Low Voltage Directive (LVD) 2006/95/EC and the R&TTE Directive 1999/5/EC
- EMC
- ETSI EN 301 489-1 V1.8.1 (2008)
- Health & Safety EN 60950-1:2006
- Specification of Degrees of Protection Provided by Enclosures EN 60529:1992
- The Electrical Equipment (Safety) Regulations 1994 (SI 1994/3260);
- IEC 60309 (where fitted)
- BS 1363 (where fitted)
- IEC 62196 (where fitted)
- Established recurrent testing regime in accordance with BS 7671

The Elektrobay also complies with the following supplemental safety measures:

- Compliance with the European Standard IEC 61851 “Electric vehicle conductive recharging system”;
- Auto shut-off upon disconnect of the connector from the recharging station;
- Auto shut-off on disconnection of the connector from the vehicle;
- Auto shut-off on over current (the demand is too great);
- Remote control shut-off from server;
- Physical site safety features such as anti-collision bars and curbs;
- High visibility lighting for reversing collision avoidance;
- The unit will prevent the cable from being connected or disconnected to the recharging infrastructure with the power on;
- IP44 electrical connection port on the multi phase unit
- IP56 electrical connection port on the single phase unit

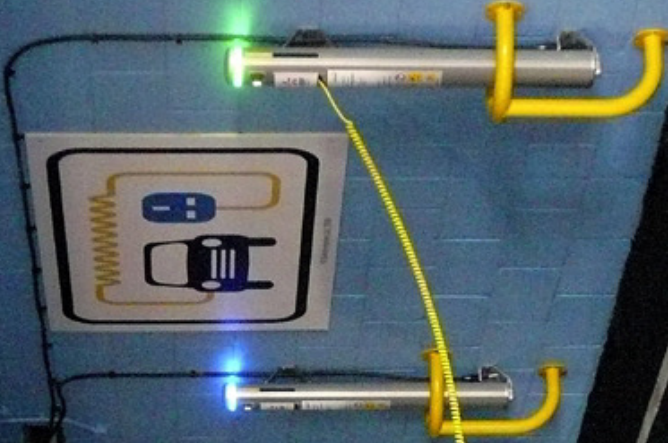
It should be noted that Elektromotive is the only UK company to actively participate in TC 69, the European Standard Technical Committee for IEC 61851 “Electric vehicle conductive recharging system”.







Electric vehicle charging →



## CONTACT DETAILS

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