



Operating instructions

Cito BM 500

Translation of the original instructions
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Compleo Charging Solutions GmbH

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1 About this manual

This manual contains descriptions and important information for the safe and trouble-free use of the charging system. The manual is part of the charging system and must be accessible at all times to all persons working on and with the charging system. The manual must be kept in a clearly legible condition.

The personnel must have carefully read and understood this manual before starting any work. The basic prerequisite for safe working is the observance of all specified safety and warning instructions as well as handling instructions in this manual.

In addition to the instructions in this manual, the local accident prevention regulations and the national industrial safety regulations apply.

Illustrations are for basic understanding and may differ from the actual design of the charging system.

1.1 Warranty and liability

A warranty with regard to function and safety is only given if this manual is observed. Compleo Charging Solutions GmbH is not liable for personal injury or damage to property caused by failure to observe the manual.

The manufacturer of the charging system is not liable for consequential damage. The operator must ensure that the charging system is properly installed and used as intended. During installation and commissioning, the national legal requirements and regulations for accident prevention must be observed. These include, among others, the requirements according to DIN VDE 0100 and the accident prevention regulations according to DGUV V3. Before the system is released, an appropriate test must be carried out to safeguard all safety features and proper functionality of the charging system. In addition, the operator must ensure the operational safety of the charging system by means of cyclic maintenance.

Compleo Charging Solutions GmbH assumes no liability for errors within these installation instructions. This document reflects the state-of-the-art of the product at the time of publication. The contents of this document are for information purposes only and are not the subject of a contract.

ATTENTION

A list of the normative references and regulations according to which the charging system was designed and constructed can be found in the declaration of conformity. When installing and commissioning a charging system from Compleo Charging Solutions, nationally applicable standards and regulations must also be observed.

NOTE

All standards, regulations, test intervals and the like mentioned in this document are valid in Germany. If a charging system is set up in another country, equivalent documents with a national reference must be used.

1.2 Manufacturer and contact address

Compleo Charging Solutions GmbH
Oberste-Wilms-Straße 15a
44309 Dortmund, Germany

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e-mail address: info@compleo-cs.de

1.3 Conventions of presentation

For easy and quick understanding, different information in this manual is presented or highlighted as follows:

- List without fixed order
- List (next item)
 - Subitem
 - Subitem
- 1. Handling instruction (step) 1
- 2. Handling instruction (step) 2
 - Additional notes for the previous step
- 1 Position number in figures and legends
- 2 Consecutive position number
- 3 ...
- ☒ List/check point
- ☒ List/next check point

Reference (example): See "Section 6.5, page 27"

NOTE

A note contains application tips and useful information, but no warnings of hazards.

1.4 Abbreviations

Abbreviation	Explanation
AC	Alternating Current
AP	Delivery point
CCS	Combined Charging System
CHA	Abbreviation for plug designation: CHAdeMO
CPO	Charge Point Operator
CRC	Cyclic Redundancy Check
DC	Direct Current
EMC	Electromagnetic compatibility
EVSEID	Electric Vehicle Supply Equipment ID
HMI	Human-Machine Interface
HW	Hardware
HRA	Hardware redundant shutdown
ID	Identification number
IR	Infrared
kWh	Kilowatt hour
LCD	Liquid Crystal Display
LES	Charging device controller
LIEF	Energy supplier
LS	Charging system/charging station
LV	Charging process

Abbreviation	Explanation
MCB	Miniature Circuit Breaker
MessEG	Measuring and calibration law
MessEV	Measuring and calibration regulations
MSB/MDL	Metering point operators/ metering service providers
MSP/ EMSP	(Electric) Mobility Service Provider
OCPP	Open Charge Point Protocol
PSU	Power Supply Unit
RCD	Residual Current Device
RTC	Real-Time Clock
S/N	Serial Number
SAM	Memory and display module
SML	Smart Message Language
SW	Software
VNB	Distribution system operator

2 Safety

In order to ensure operational safety of the charging equipment and to avoid serious injuries caused by flashovers or short circuits, the following information and safety instructions for operating the unit must be observed. Repair work on the unit must only be carried out by authorised specialist personnel. The housing of the unit may only be opened by persons who have been properly instructed. The following points therefore apply:

- Read and observe safety and warning instructions
- Read and follow instructions

2.1 Warnings

In this manual, warnings and notes are presented as follows.

DANGER

Indicates an imminent danger that will result in death or serious injury if not avoided. There is great danger to life.

WARNING

Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.

CAUTION

Indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury.

ATTENTION

Indicates a potentially hazardous situation which, if not avoided, may result in property damage.

2.1.1 Sectional warnings

Sectional warnings refer to entire chapters, a section or several paragraphs within this manual.

Sectional warnings are presented as follows (example warning):

⚠ WARNING

Type and source of the danger.

Possible consequences if the danger is not observed.

- Measures to avoid the danger.
-

2.1.2 Embedded warnings

Embedded warnings are situation dependent and refer to a specific action or part within a section.

Embedded warnings are presented as follows (example warning):

⚠ WARNING – Type of danger. Measures to avoid the danger.

2.2 Intended use

The charging system is intended exclusively for charging electric vehicles.

The charging system is suitable for public and semi-public areas and can be used indoors and outdoors.

The charging station is exclusively intended for fixed installation.

Any use beyond this is considered improper use. The manufacturer is not liable for damages resulting from this.

2.3 Foreseeable misuse

The use of the charging system as a power source for other power consumers is not in accordance with its intended use and is considered misuse.

2.4 Safety instructions for the user

This charging system may only be used in the manner described in this manual. If the charging system is used for other purposes, the operator may be endangered and the charging equipment may be damaged. This manual must always be accessible. Note the following points:

- If no charging process is active, anchor any existing charging cables on the charging system in the brackets provided or wrap them around the housing of the charging system.
- The distance between a charging system and a vehicle must not exceed 3 metres.
- The charging system may only be operated when completely closed. Do not remove covers inside the charging system.

2.5 Personnel qualification

Qualified and trained electricians meet the following requirements:

- Knowledge of general and special safety and accident prevention regulations.
- Knowledge of the relevant electrical engineering regulations.
- Product-specific knowledge through appropriate training.
- Ability to identify hazards associated with electricity.

Any work may only be carried out by persons who have the necessary training, knowledge and experience.

2.6 Dangers and residual risks

The instructions listed here are to be understood as basic safety instructions for certain types of danger.

2.6.1 Electrical voltage

Dangerous electrical voltages may be present inside the housing of the charging system after the housing has been opened. There is a danger to life if contact is made with live components. Serious injury or death is the result.

- Work on electrical equipment may only be carried out by a qualified electrician and in accordance with electrical engineering rules.
- Disconnect the charging system from the power supply.
- - The system has life-threatening DC voltages, which only disappear after five minutes after switching off due to capacitor charges. It is therefore necessary to wait an appropriate period of five minutes until work can be carried out on exposed parts.

2.6.2 Incorrect handling

- Pulling on the charging cable can lead to cable breakage and damage. Only pull the charging cable out of the socket directly at the plug.
- The use of extension cables is not permitted. To avoid the risk of electric shock or cable fire, only one charging cable may be used at a time to connect the electric vehicle and charging system.
- A charging system whose charging cables are in contact with the ground involves a risk of tripping or mechanical damage if run over. The operator of the charging system must implement appropriate measures for cable routing and affix appropriate warnings.

3 Product description

The charging system described below is designed for charging electric vehicles indoors and outdoors with installation on solid ground.

The operation of the charging system is designed to give clear and easily understandable instructions, statuses and messages, which can be indicated to the user by means of status LEDs and displays.

3.1 Design

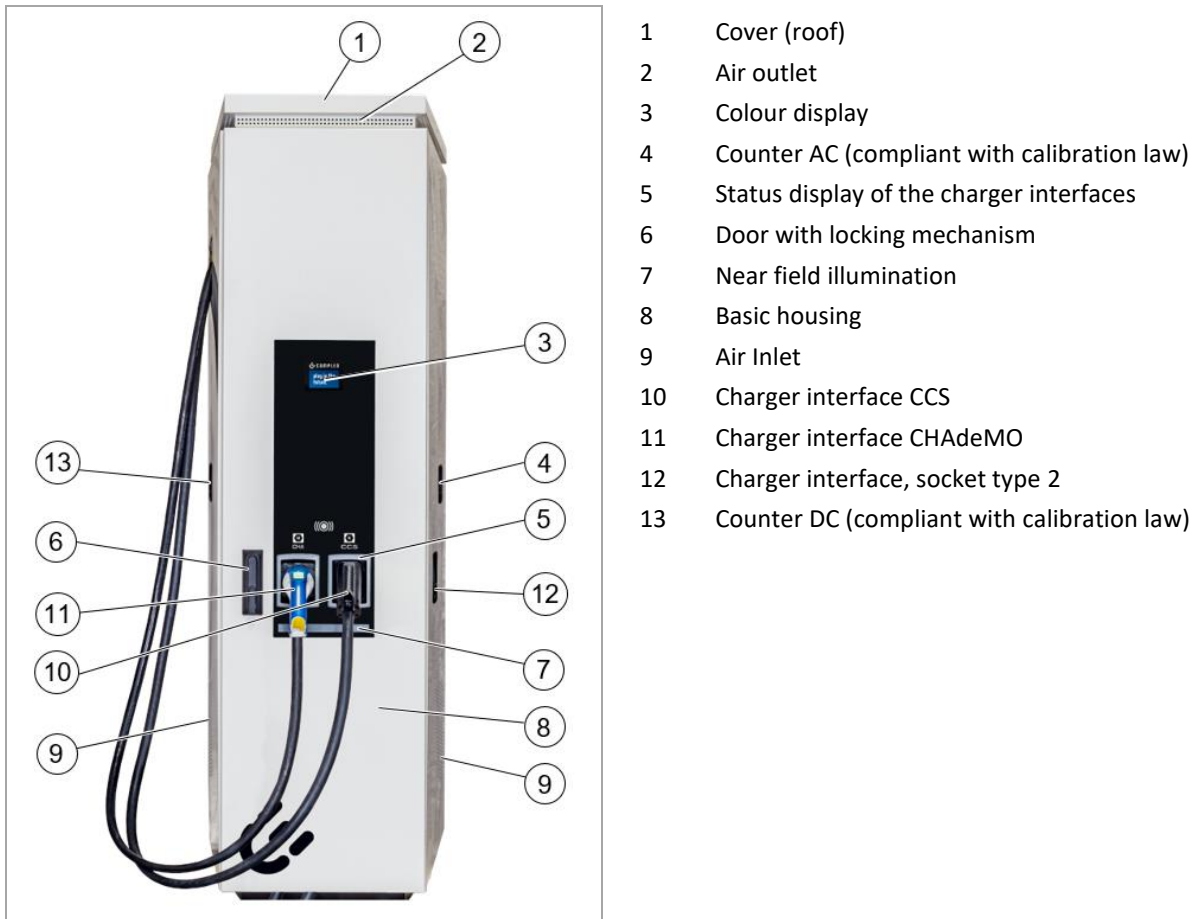


Fig. 1: Charging system (illustration similar)

3.2 Series label

The charging systems from Compleo Charging Solutions GmbH can be identified by an individual serial number. A series label is attached inside the charging system. The following illustration shows an example of a series label:

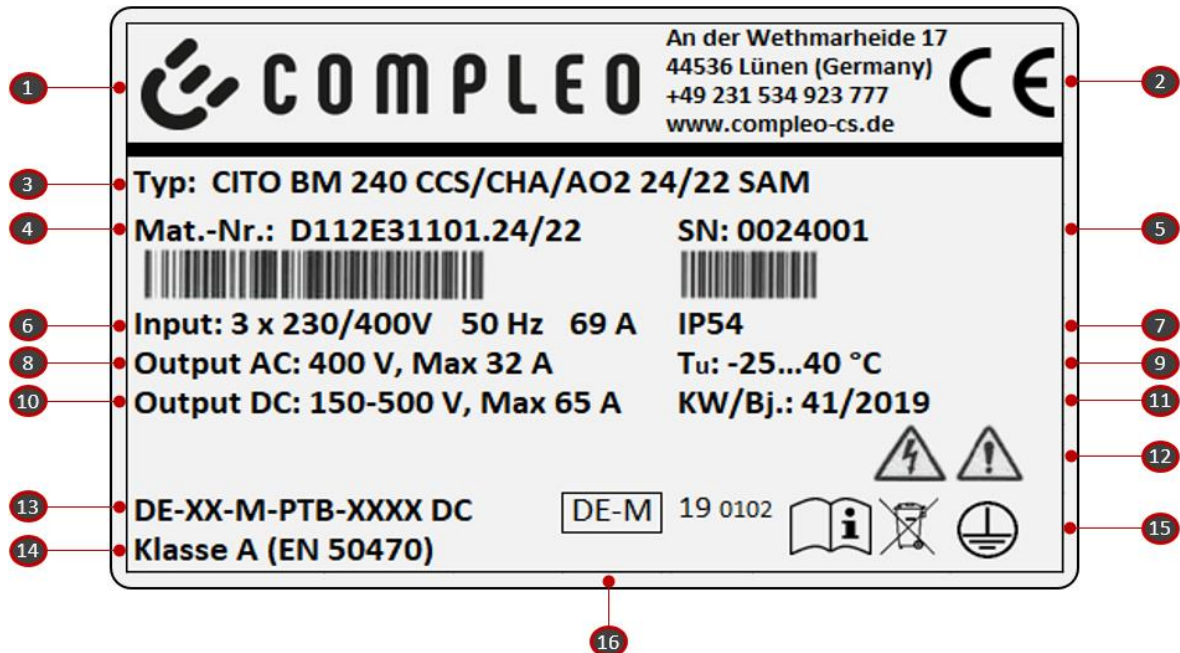


Fig. 2: Series label

The following information can be identified by means of the serial label:

- 1 Name of the manufacturer
- 2 Address/service number/website of the manufacturer
- 3 Type/installation type/ charger interfaces/charging capacities of the charging system
- 4 Material number or article number of the charging system
- 5 Serial number of the charging system
- 6 Input: Number of phases x voltage frequency input current
- 7 Protection type and protection class of the charging system
- 8 Output AC: Voltage, max. current
- 9 Ambient temperature
- 10 Output DC: Voltage range, max. current
- 11 Calendar week and year of manufacture
- 12 Pictogram (safety instructions)
- 13 Number of the type examination certificate
- 14 Accuracy class of the measuring instrument according to EN 50470
- 15 Pictogram (protection class, disposal, operating and maintenance instructions)
- 16 Metrology marking

3.3 Scope of delivery



Fig. 3: Charging system (illustration similar)

In addition to the charging station, the scope of delivery of the charging system includes the components listed on the following page.

The illustration shows a compleo® Cito BM 500 charging system. Due to special requirements and/or customer wishes, a purchased charging system of the same type may differ from this illustration.

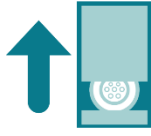
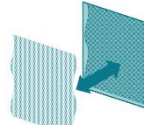
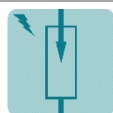
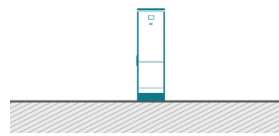
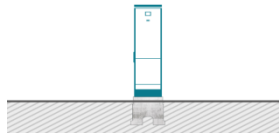
The following table lists the technical characteristics of a charging system according to the specification deviating from the standard.

Due to changes which are made to the standard product, the changed technical properties are included in a separate table in the appendix.

Any of the options listed may be included, but may not be present. For example, either the CSS or CHAdeMO charging interface can be ordered. If there are several charging interfaces, only simultaneous charging on one DC and one AC interface is possible.

Product description

The scope of delivery of the compleo® Cito BM 500 includes the following features and components:

			Charger interfaces (optional depending on version) - C2 (smooth cable CCS) - CH (smooth cable CHAdeMO) - AO2 (socket outlet with sliding cover type 2)
C2 (optional)	CH (optional)	AO2 (optional)	
	 RGB		
	2-colour		
		Authentication RFID tag & RFID card (optional)	
	(optional)		
		Ventilation and filter - Active cooling - Changeable filter mats	
< 60dB	Replaceable		
	Housing closure Pivoted lever		
	Surge protection (optional) Surge arrester		
(optional)			
		Documentation - Circuit diagram - Manual incl. design drawings	
		Foundation - Asphalt & Cement (BM) alternative - Concrete base (BM); optional	
(alternative, optional)			
		Installation accessories (optional) - Base filler - Installation material	
(optional)	(optional)		
Without illustration			Cable management system (optional)
(optional)			

3.4 General Functions and Scope of Application

The compleo® Cito BM 500 charging system has the functionality for mode 3 and mode 4 charging. It is produced in different versions. The one-piece housing can be mounted on solid ground using two mounting methods. The charging system has up to three charging points at which two parallel charging processes can be carried out. The number of charger interfaces can be configured according to customer requirements and are available as attached charging cables with a CCS, CHAdeMO or type 2 charging point with sliding cover.

For "BM" type installation, the charging system is fixed directly on the ground or, by means of a concrete base, in the ground surrounding the charging system. The charging system is produced in different performance classes and is therefore able to carry out reliable and fast charging processes on vehicles in almost any existing network situation. Depending on the product class and scope, the charging systems are suitable for use in public and semi-public areas. The charging systems can be used indoors and outdoors.

The charging system has different displays which are embedded in the housing. Display options include an LCD multicolour display and status LEDs. Different states and messages, such as an ongoing charging process, can be easily output and read using the display in combination with the status LEDs.

The compleo® Cito BM 500 charging system incorporates state-of-the-art protection technology that ensures maximum safety for the charging system and persons operating it.

3.5 Cable management system (optional)

With the optionally available cable management system (CMS) it is possible to bridge longer distances between charging stations and electric vehicles. Cables on the ground between the vehicle and the charging station should be avoided.

The technology helps to make charging processes simple, safe and fast.

3.6 Technical specifications

The following table is an excerpt from the standard portfolio of Compleo Charging Solutions charging systems. A purchased charging system may deviate from this list according to customer-specific wishes and requirements. If changes have been made to a standard product, the modified charging system is identified with a separate table of technical specifications in the Annex.

Cito BM 500	CCS: C2-50kW, alt. CH-50kW;	CCS/CHA: C2-50kW, und CH-50kW;	2 in 1: C2-50kW AO2-22kW, alt. CH-50kW AO2-22kW; 3 in 1: C2/CH-50kW AO2-22kW;
Mains connection	Main switch + PE terminal + PA rail		
Nominal voltage	400 V/ 3~		
Input current ¹⁾	80 A		112 A
Nominal frequency		50 Hz	
Max. AC charging capacity	not available		22 kW
Max. DC charging capacity	50 kW		
AC charging voltage	not available		400 V/ 3~
DC charging voltage	200 – 480 V/ 1-		
AC charging current	not available		32 A
DC charging current	max. 125 A		
AC charger interface	not available		1 x type 2 (sliding cover)
DC charger interface	1 x CCS-cabel, alt. 1 x CHAdeMO-cabel;	1 x CCS cable, + 1 x CHAdeMO cable;	
Charging standard	acc.to IEC 61851/ mode 3 + mode 4		
RCD	not available		40 A/0.03 A, type A
RCD-DD	not available		6 mA sensor
MCB	1 x C100A, 1 x B16A;		1 x C100A, 1 x C40A, 1 x B16A;
Ambient or operating temperature	-25 °C to +40 °C, Ø in 24 h ≤ 35 °C		
Storage temperature	-25 °C to +50 °C		
Rel. humidity	≤ 95 % (non-condensing)		
Overvoltage category	III (input-side)		
Degree of contamination	3		
Protection type	IP54		
Protection class	1		
Housing	DIN EN 61439 – (1/7) (corresponds to IK 10)		
Dimensions	BM: 1995 x 640 x 511 (H x W x D)		
Max. installation height	≤ 2,000 m (height above sea level)		
Weight	BM: 250 kg (approx.)		
Housing	Stainless steel (powder-coated)		
Housing closure	Pivoted lever mechanism for locking cylinder (single lock)		
Data communication	TCP/IP		
Data connection	LTE		
Backend communication	OCPP 1.5, OCPP 1.6;		
RFID standard	Mifare Desfire, Mifare Classic;		

¹⁾ Due to another configuration of the software a different power consumption is possible

CCS/CHA = 2 DC charging points (1 charging process),

2 in 1 = 1 DC charging point | 1 AC charging point (2 par. charging processes),

3 in 1 = 2 DC charging points | 1 AC charging point (2 par. charging processes);

BM = Base Mounted;

C2 = CCS-cable (smooth), **CH** = CHAdeMO cable (smooth), **AO2** = type 2-socket (sliding alt. hinged);

4 Transport, packaging and storage

4.1 Transport Inspection

Depending on the type and product scope of the charging system, it is delivered either upright or horizontally in appropriate transport and protective packaging. Depending on the type of charging system, air-cushioned protective films and/or cardboard boxes are used. The materials can also be used as underlay during subsequent assembly.

1. After unpacking, thoroughly inspect the charging system for transport damage.
2. Compare the serial number of the charging system with that of the delivery documents to exclude faulty deliveries.
3. Check delivery according to purchase and scope of delivery for completeness.
4. Proceed as follows in case of deviations or recognisable damages:
 - Do not accept delivery or only accept it conditionally.
 - Complaints must be reported immediately to the manufacturer in writing.

NOTE

We recommend to keep and reuse the original packaging for further transportation. Otherwise, the packaging material must be disposed of in accordance with the applicable local regulations.

4.2 Storage conditions

The system should be stored in the same position that it was transported in. If this is not possible for undetermined reasons, it should be stored in the installation position of the charging system.

- Ambient temperature for storage: -25 °C to +50 °C
- Permissible relative humidity: maximum 95 % (non-condensing)
- For intermediate storage, store the charging system in its original packaging.

4.3 Transport with lifting gear

WARNING

Suspended loads

Falling loads can cause serious injury or death.

- Never step under suspended loads.
- Attach slings only to the designated attachment points.
- Only use approved lifting gear and slings in perfect condition with sufficient load capacity.
- Transport the load close to the ground and set it down immediately after transport to its destination.

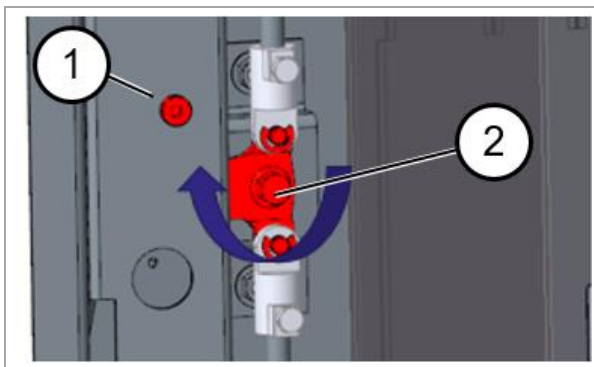


Fig. 4: Opening the side doors

1. Open the door of the charging station.
2. Unscrew the screw approx. 10 mm (1).
3. Turn the locking lever of the left door 90 ° upwards (2) and open the left side door.
 - Make sure that no cables are damaged.
 - The cover need not be removed.

Steps 2 and 3 are to be applied analogously for the right door.

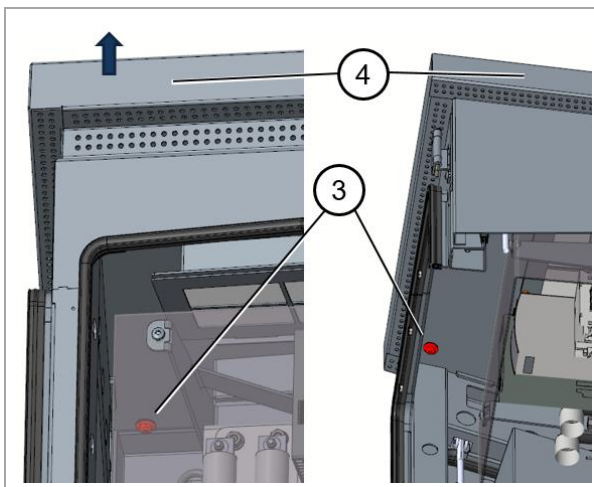


Fig. 5: Removing the roof

4. Unscrew four screws (3) under the roof.
5. Remove the roof (4) upwards.
6. Place the roof on a soft surface to avoid scratches.

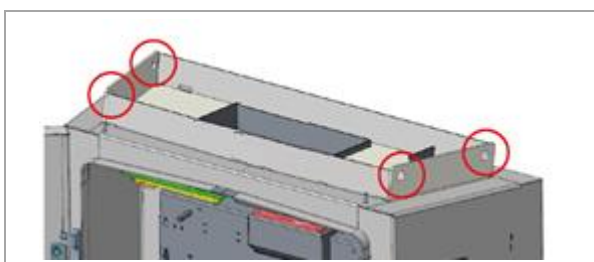


Fig. 6: Slings and lifting the charging station

7. Bring suitable lifting gear into position.
 - The lifting gear must be designed for a transport weight of 250 kg.
8. Attach suitable ropes with shackles to the four attachment points.
9. Lift the charging station slowly and ensure that it hangs vertically.
10. Transport the charging station to its destination and set it down safely.

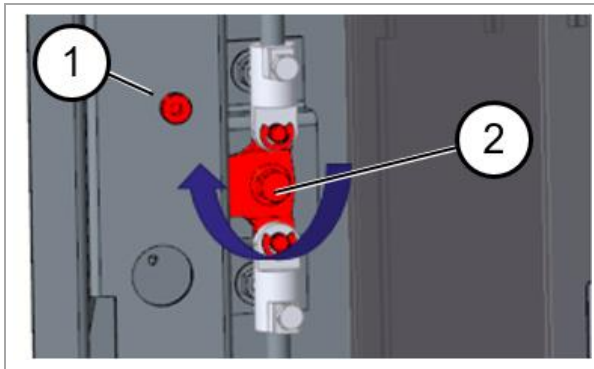


Fig. 7: Closing the side doors

11. Put the roof back on and screw it on.
12. Insert the cover.
13. Screw the cover back on.
14. Close and lock the left side door of the charging station (2) and screw the screw back in (1).
Step 14 is to be applied analogously for the right door
15. Close and lock the door of the charging station.

5 Installation

Incorrect installation can lead to personal injury and damage to property. It must be ensured that the assembly and electrical installation are carried out professionally and that the local protective measures and the specifications of the energy supplier are observed.

The charging systems may therefore only be installed by a qualified electrician and persons who are demonstrably qualified.

5.1 Location

For professional installation, safe operation and barrier-free access to the charging system, the following points must be observed when selecting the location.

- National or local regulations.
- Do **not** install the charging system in the hazard areas of:
 - Flammable, combustible and explosive materials
 - Running or jet water
- Do **not** install the charging system in the following areas:
 - Areas that are potentially explosive (e.g. gas filling stations)
 - Areas where backwater or storm water is to be expected
 - Areas where flooding is to be expected
 - Areas where heat domes or heat accumulation can occur
- The substrate must have sufficient strength and load-bearing capacity to withstand the mechanical loads.
- Provide sufficient space to maintain the minimum distances:
 - Approx. 120 cm between two charging systems
 - 3 cm from the back of the charging system to other objects; on a concrete base in the case of a mechanical installation
- Ensure a sufficient fresh air supply for cooling the charging system and heat dissipation.
- Observe ambient conditions, see Technical Data.

NOTE

To protect the charging system, we recommend to install an approach limiter (e.g. bollard).

5.2 Parking space arrangement

For the simplest and most convenient execution of individual or parallel charging processes, a well thought-out arrangement of the parking spaces around the charging system is recommended. The principle of the parking space arrangement is shown in the following illustrations.

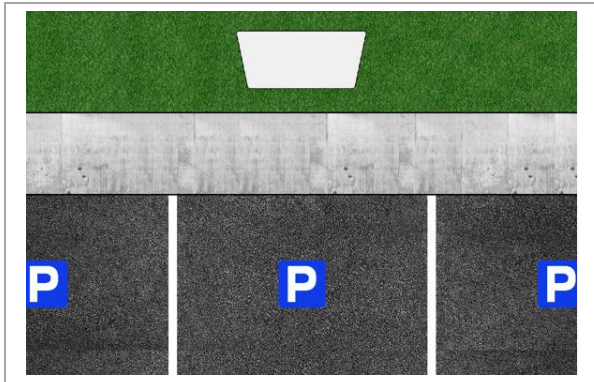


Fig. 8: Three charging points

3 charging points

Connection to AC interface:

- Park the vehicle on the right in front of the charging system

Connection to DC interface:

- Park the vehicle on the left in front of the charging system
- and/or park centrally in front of the charging system

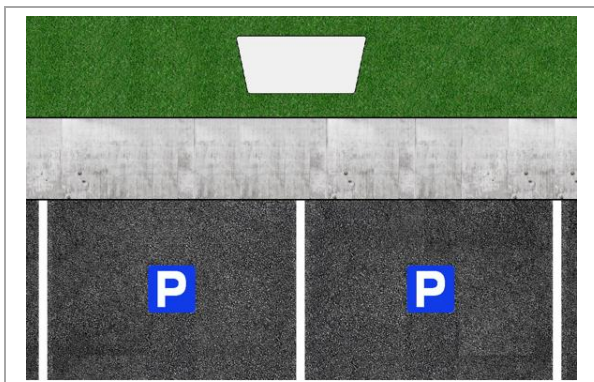


Fig. 9: Two charging points

2 charging points

Connection to AC interface:

- Park the vehicle on the right in front of the charging system

Connection to DC interface:

- Park the vehicle on the left in front of the charging system

5.3 Installation work

The assembly and installation work requires specific technical qualifications and expertise. There is a danger to life for persons who carry out work for which they have neither been qualified nor instructed. The work may only be carried out by persons who are familiar with it, have been informed about dangers and have the necessary qualifications.

The following safety requirements must be observed when installing and commissioning a charging system:

- DIN VDE 0100-100
- DIN VDE 0100-600
- DIN VDE 0105-100
- DGUV Regulation 1
- DGUV Regulation 3+4
- TRBS 1201

5.4 Mechanical installation

WARNING

Incorrect installation and commissioning

Improper performance of work can lead to serious injuries and damage to property.

- Work may only be carried out by trained specialist personnel.
 - Meet all safety requirements before installation.
 - Only carry out mechanical installation in a de-energized state.
-
- Provide sufficient free space for the installation. The installation site must be sufficiently accessible so that the charging system can be installed and serviced without interference.
 - Use a suitable lifting tool with sufficient load capacity during installation.

NOTE

The use of specific installation materials for the charging system may be necessary depending on the condition of the ground or special local conditions. The necessity must be considered individually at each location.

The following description of installation with specific installation material is exemplary. Local conditions are not dealt with in detail. Deviating procedures may only be initiated by competent persons.

5.4.1 Installation version BM

Installation sequence

1. Select a suitable location.
2. Check parts and installation material for completeness.
3. Check the substrate.
4. Route the power supply cable.
5. Drill mounting holes.
6. Insert screw anchors.
7. Place and align the charging system.
8. Insert the power supply cable into the base.
9. Fasten the charging system with installation material.
10. Prepare electrical installation.

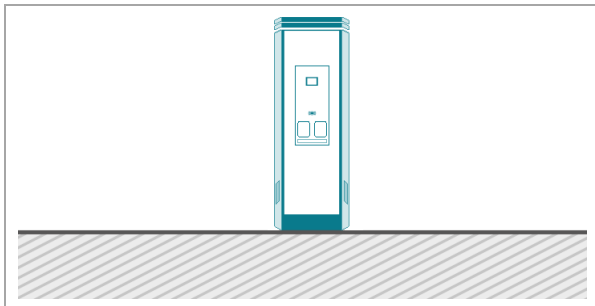


Fig. 10: Schematic diagram of installation

Installation takes place on prepared asphalt or concrete surfaces.

The charging system is then mounted and finally installed.

Refer to the design drawings in the Annex for the dimensions of the charging system.

The installation material for fixing is included in the scope of delivery.

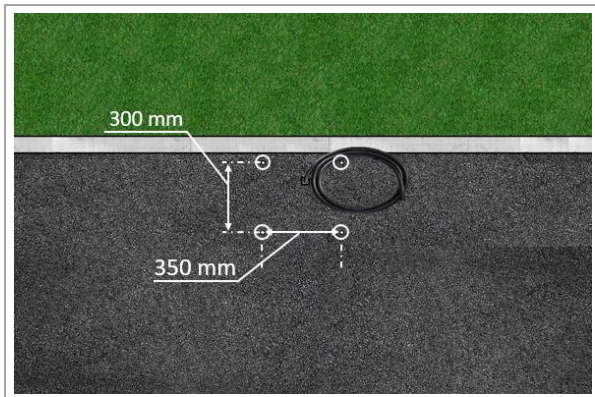


Fig. 11: Mounting holes

Installation requirements

- Substrate with sufficient layer thickness, consistency and bearing capacity
- Asphalt or concrete thickness of the substrate at least 120 mm
- Flat support surface
- Guidelines for boreholes:
 - Ø of the boreholes: 16 mm
 - Distances: 300 mm and 350 mm
 - Depth: 110 mm

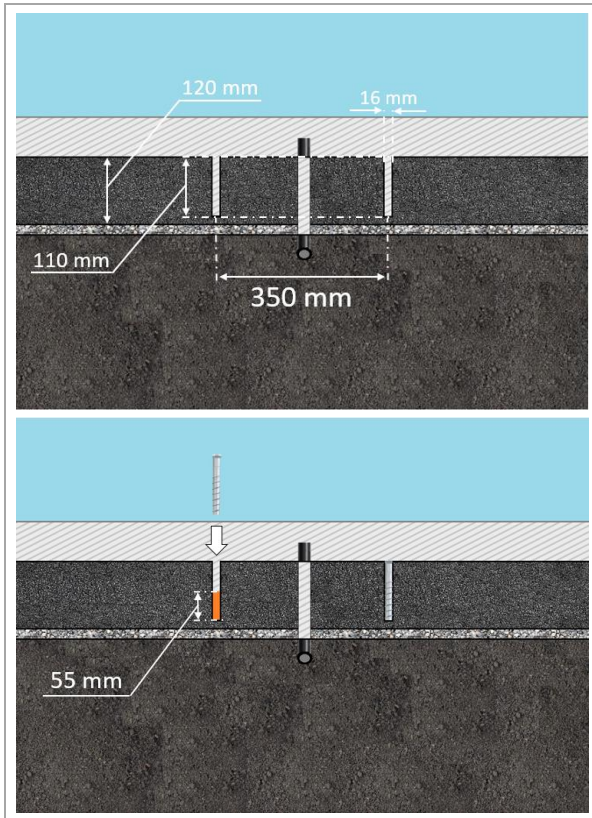


Fig. 12: Boreholes

Carrying out installation

1. Mark boreholes.
2. Drill boreholes according to instructions.
3. Fill boreholes up to a height of 55 mm with injection mortar.
4. Insert screw anchor with internal thread (M 10) and an external diameter of 16 mm.
5. Allow the injection mortar to harden.

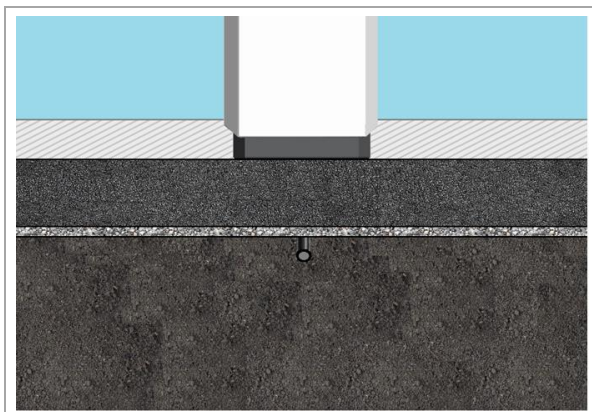


Fig. 13: Fastening the charging system

6. **⚠ WARNING** – Crushing of body parts due to unintentional lowering. Body parts must not be under lifted load.
Position and align the charging system over the boreholes so that the mounting holes of the charging system match the boreholes.
7. Insert the power supply cable into the base.
8. Fasten the charging system with four screws (M 10 x 50).

NOTE

To protect the charging system, we recommend to install an approach limiter (e.g. bollard).

5.4.2 Installation BM with concrete base

Installation sequence

1. Select a suitable location.
2. Check parts and installation material for completeness.
3. Dig the excavation pit.
4. Check the substrate.
5. Route the power supply cable.
6. Compact and level the substrate.
7. Place and align the concrete base.
8. Insert the power supply cable into the base.
9. Fill the excavation pit with excavated material and compact the excavated material.
10. Insert base filling material (optional).
11. Place and align the charging system.
12. Fasten the charging system with installation material.
13. Prepare electrical installation.

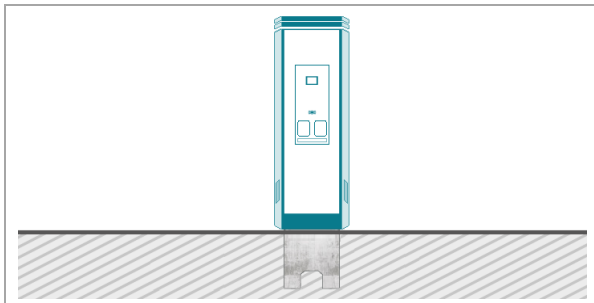


Fig. 14: Schematic diagram of installation

The concrete base is embedded in the ground.
The charging system is then mounted on the concrete base and finally installed.

Refer to the design drawings in the Annex for the dimensions of the charging system.

The installation material for fixing is included in the scope of delivery.

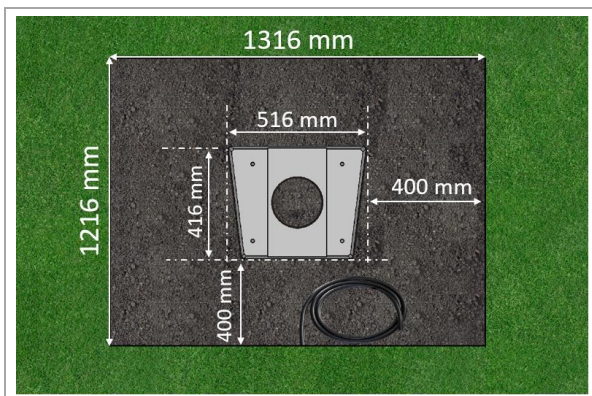


Fig. 15: Excavation pit (dimensions)

Installation requirements

- Excavation pit
 - Width: 1316 mm
 - Length: 1216 mm
 - Distance to all sides of the concrete base: 400 mm
 - Depth: 600 mm
- Flat support surface of the substrate

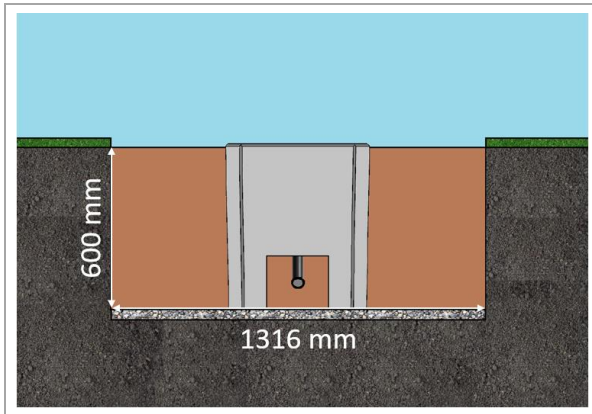


Fig. 16: Excavation pit

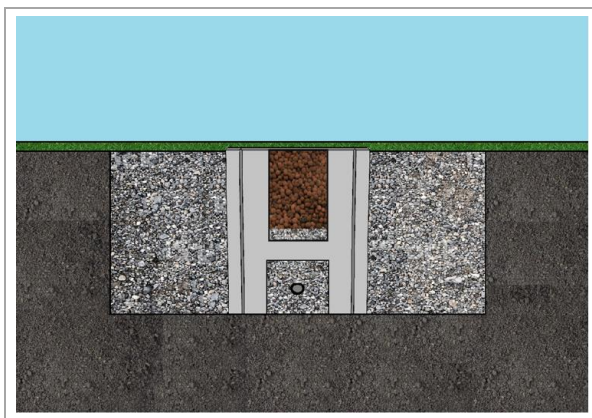


Fig. 17: Excavation pit filled with excavated material

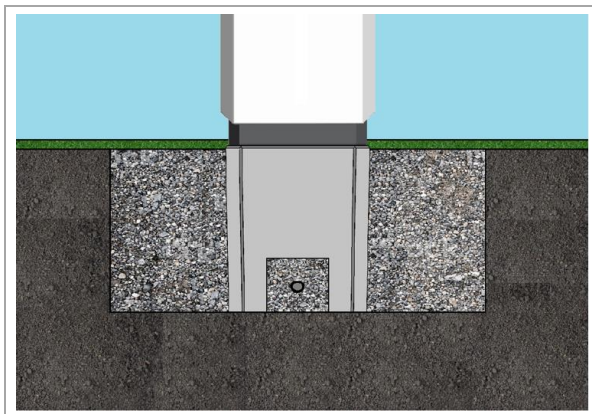


Fig. 18: Fastening the charging system

Carrying out installation

1. Dig an excavation pit and prepare it for the stable installation of the charging system.
2. Embed the concrete base into the excavation pit with suitable lifting gear.
 - The upper edge of the ground level and the operating side of the charging system are marked on the base for orientation and alignment
 - Base protrudes 20 mm from the ground
3. Insert the power supply cable into or through the base.
4. Fill the excavation pit with excavated material.
 - Make sure that the filling of the pit reaches the surrounding ground level.
5. Fill the last 300 mm inside the base with base filling material.
 - ½ sack of filling material (Compleo)
 - The filling material prevents moisture from penetrating the charging system from the ground.
6. Compress the excavation material around the charging system.
7. **⚠ WARNING** – Crushing of body parts due to unintentional lowering. Body parts must not be under lifted load.
Position and align the charging system over the boreholes so that the mounting holes of the charging system match the mounting holes in the base.
8. Insert the power supply cable into the base.
9. Fasten the charging system with four screws (M 10 x 50).
 - The installation material is included in the scope of delivery.

NOTE

To protect the charging system, we recommend to install an approach limiter (e.g. bollard).

5.4.3 Closing the housing

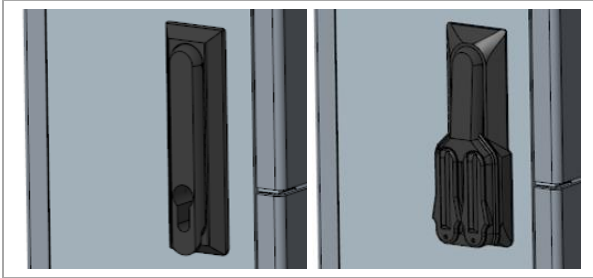


Fig. 19: Housing with single or double lock

A swivel lever mechanism is installed in the side wall of the housing. Depending on the version, this is a single or double lock.

A lock can be installed inside the swivel lever to prevent access by unauthorised persons.

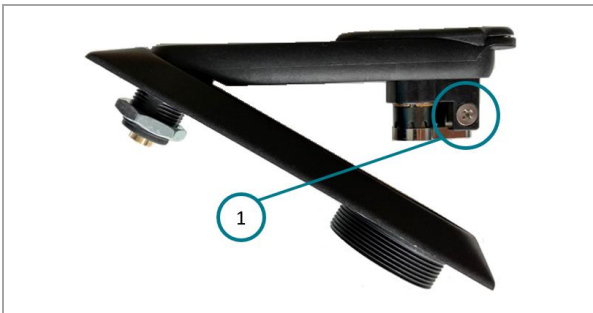


Fig. 20: Pivoted lever with lock

The profile half-cylinder lock is optionally included in the scope of delivery.

Opening the housing

1. Unlock the lock with the associated key.
2. Swing out pivoted lever and turn to the left.
3. Open door to the right.

If necessary, the profile half-cylinder lock can be replaced. For this purpose the fixing screw must be unscrewed.

After replacing the lock, it must be secured again with the fixing screw.

NOTE

If no locking cylinder is installed inside the pivoted lever, the lever can only be opened using a suitable tool. A construction key is required to reopen a closed lock.

5.5 Electrical Installation

DANGER

Danger due to electric current

Touching live parts will result in electric shock with serious injury or death.

- Work on electrical components may only be carried out by a qualified electrician and in accordance with electrical engineering rules.
 - Ensure they are de-energised and take suitable protective measures.
-
- For safe isolation during installation work, disconnect the charging system from the power supply.
 - Switch off the circuit breaker or main switch.

Observe the national legal requirements and regulations during electrical installation. These include the following safety requirements:

- DIN VDE 0100-100
- DGUV Regulation 1
- DGUV Regulation 3+4
- TRBS 1201

DANGER

Danger due to electric current

Touching live parts will result in electric shock with serious injury or death.

- Only carry out work on electrical components after a period of more than 5 minutes.
-

5.5.1 Power supply cable

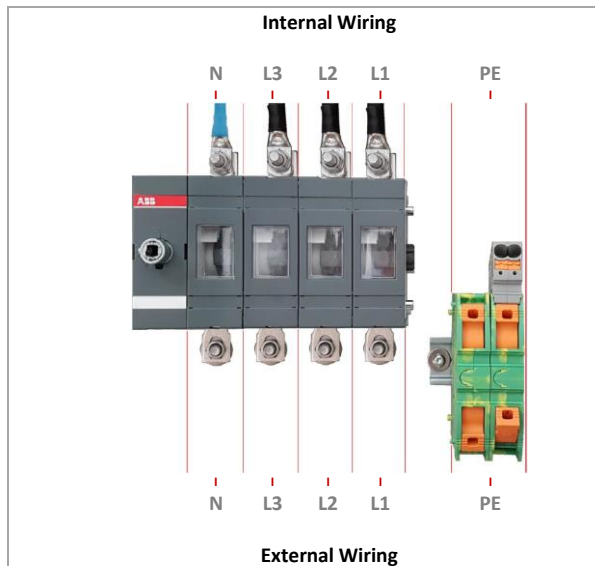


Fig. 21: Terminal strip

1. Cut the power supply cable to length so that the cables above the base plate have a length of approx. 300 mm.
2. Strip 30 mm of insulation from the individual wires or according to the cable lugs to be used.
3. Connect all conductors of the power supply cable to the external wiring side as shown in the adjacent figure.
The cross-section of the conductor must be between 10 and 70 mm² (rigid & flexible).
The conductor cross-section must be selected taking into account the maximum charging capacity and the length and installation method of the power supply cable.
4. Make sure that the individual wires are connected correctly and the terminal screws are tightened or the push-in terminal is properly closed (click).
5. Install surge and lightning protection according to the installation conditions and the resulting planning.
6. Replace all covers that may have been removed previously.

5.5.2 Equipotential bonding rail

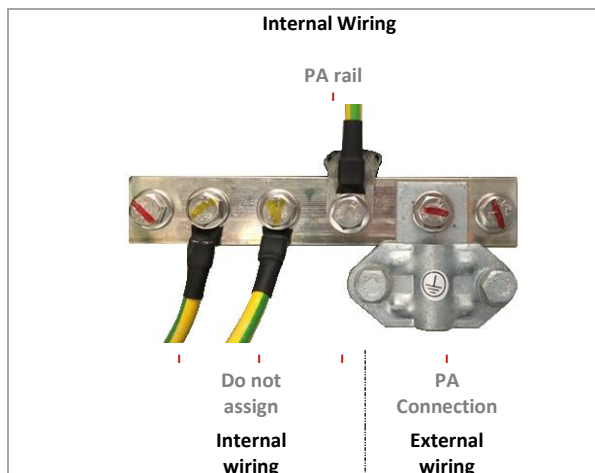


Fig. 22: PA rail

1. Cut the connecting cable of the PA connection to length so that the cable above the base plate has a length of approx. 300 mm.
2. Lead the round wire directly into the PA terminal.
Strip 30 mm of insulation from any single wire.
3. Connect the connecting cable of any earthing to the PA rail as shown in the adjacent figure.
Connect any single wire instead of the PA terminal using a cable lug.
4. Make sure that the cables are connected correctly and the terminal screws are tightened firmly.
5. Replace all covers that may have been removed previously.

5.5.3 Base plate

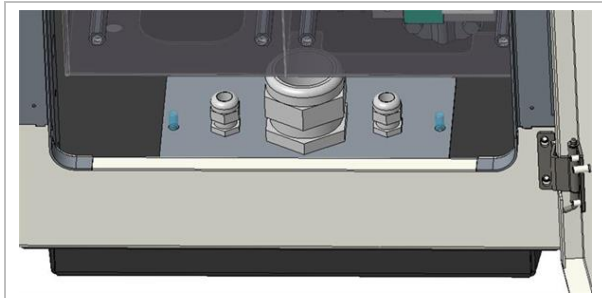


Fig. 23: Base plate

A base plate is installed inside the charging system. The base plate serves among other things as strain relief.

NOTE

The base plate must be mounted. Otherwise the operation of the charging system may be limited.

NOTE

For electrical installation, the applicable standards for surge protection must be observed. We recommend the use of a type 1+2 surge arrester for charging stations with public mains connection in the pre-counter area. Charging stations which are supplied from distribution boards that are already protected must be equipped with at least one type 2 surge arrester. In addition, for DC charging systems with cable runs of more than 10 metres between the operating and power units, additional surge protection should be provided for both the AC and DC lines.

ATTENTION

If the charging system is installed in a TT network, an appropriate residual current protection device must be provided in the pre-installation.

NOTE

The necessary torques of the main switch or the protective conductor and neutral conductor terminals must be observed. The torques can be taken from the corresponding data sheets.

NOTE

If type 1 surge protection is installed, an additional connection to the equipotential bonding or the local earthing system is required. A separate equipotential bonding rail is provided in the charging station for this purpose.

5.5.4 Data connection cable

If a connection to a network via cable is necessary, this is to be realised by means of a pre-installed cable connector. The cable connector is prepared on the system side and must be connected on the mains side during electrical installation. Open the cable connector on the mains side and prepare the cable according to the following figures.

ATTENTION

The minimum cross-section of the individual strands of the network cable must be below AWG 26. When using a smaller cross-section than AWG 26, it cannot be guaranteed that a connection can be established.

NOTE

As a network cable to be used on the network side, we recommend using a cable with the following designation and article number:

- Designation: HELUKAT 600E S/FTP PVC
- Article number: 802167, S/FTP 4x2xAWG23/1 PVC (S-STP)

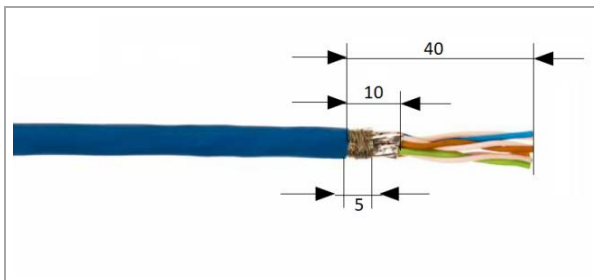


Fig. 24: Stripping the cable

1. Strip 40 mm of insulation from the cable as shown in the adjacent figure.
2. Wrap the braided shield evenly around the foil shield at the end of the jacket over a width of 5 mm.
3. Remove the foil shield so that it only protrudes 10 mm from the jacket.

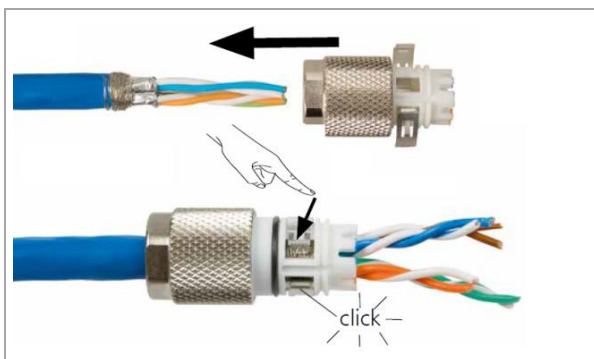


Fig. 25: Sliding on the connecting piece

4. Push the connecting piece onto the prepared cable.
5. Secure the connecting piece by locking the two shield clamps.
 - Make sure that the cables are correctly assigned to the corresponding gap (colour on colour).
 - If crossing of wire pairs is necessary, this procedure must be carried out before the connecting piece is inserted.

White plastic cap

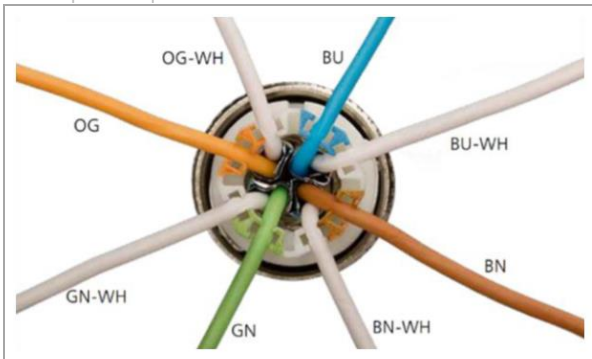


Fig. 26: Screwing on the connecting piece

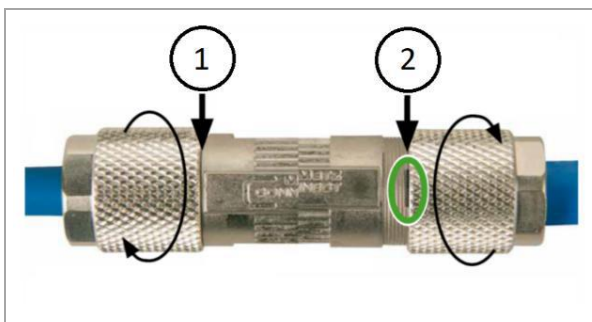


Fig. 27: Closing the screw connection

6. Connect the individual wires of the cable as shown in the adjacent figure.
7. Cut the wires with an electric cutter flush with the housing.
8. Screw the connecting piece to the cable connector.
 - How far the connecting piece has to be screwed onto the cable connector depends on the diameter of the network cable used on the network side.
 - For diameters up to 9 mm, the cable connector must be completely closed (1).
 - For diameters between 9.1 mm and 9.7 mm, close the screw connection up to the vertical mark on the cable connector (2).

The electrical connection is completed and the charging system can be put into operation.

5.6 Installation of the cable management system (CMS)

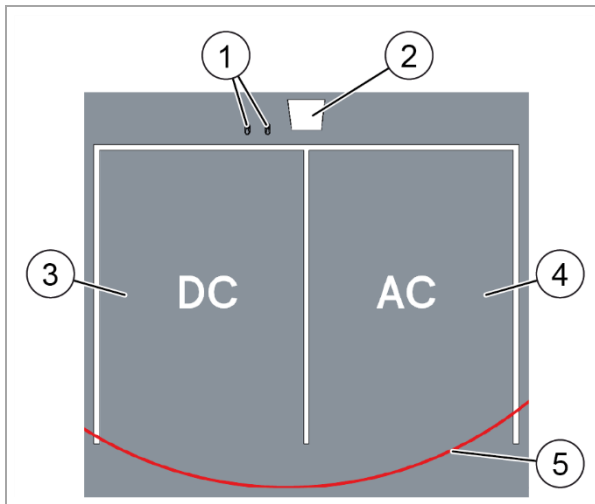


Fig. 28: CMS arrangement

Arrangement

- 1 CMS
- 2 charging station
- 3 DC parking space
- 4 AC parking space
- 5 Charging plug range (6 m radius)

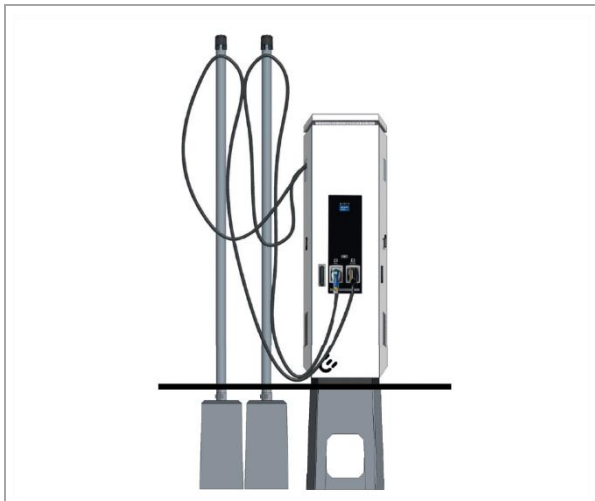


Fig. 29: Cable management system for two charging points

The concrete base(s) are embedded in the ground.

The CMS is then mounted and finally installed.

The spacing dimensions can be found in the following installation description.

The installation material for fixing is included in the scope of delivery.

5.6.1 Installation with concrete base

Installation sequence

1. Check parts and installation material for completeness.
2. Dig the pit.
3. Insert chippings (filling height: 10 cm)
4. Create a flat support surface.
5. Place and align the concrete base.
6. Fill pipe in concrete base with fine sand.
7. Prepare CMS.
8. Insert CMS.
9. Mount the positioning aid.
10. Fill the pit with excavated material (up to 10 cm).
11. Fill fine sand between pipes of concrete base and CMS.
12. Tighten the fastening screws.
13. Align the pipes of the CMS vertically.
14. Compress the filling material.
15. Fill the pit with excavated material (up to 30 cm).
16. Align the pipes of the CMS vertically again.
17. Compress the filling material.
18. Fill the pit with excavated material (up to 60 cm).
19. Compress the filling material.
20. Check the alignment.
21. Remove positioning aid.
22. Insert paving stones (cover layer) and adapt to pipes.

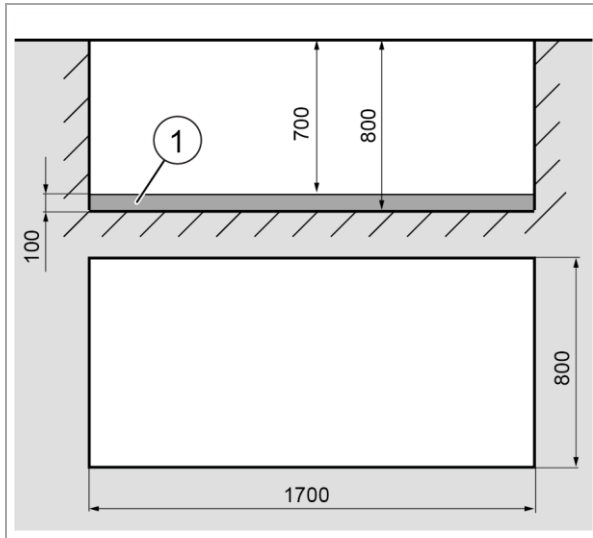


Fig. 30: Excavation pit

Carrying out installation

1. Dig the excavation pit.
 - Width: 800 mm
 - Length: 1700 mm
 - Depth: 800 mm
2. Prepare the substrate for a stable installation of the CMS.
 - Fill the excavation pit by 100 mm with chippings (1).
 - Create a flat support surface.

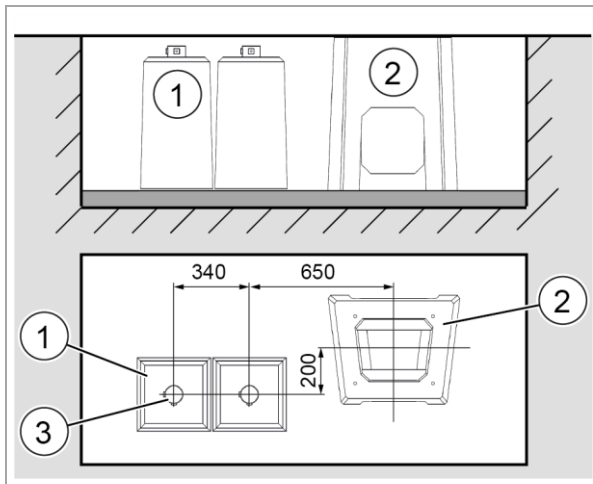


Fig. 31: Aligning the concrete base

3. Embed the concrete base (1) into the excavation pit with suitable lifting gear.
4. Align the concrete base with the charging station (2).
 - Distance dimensions in [mm], see figure.
5. Fill pipe (3) in base by 200 mm with fine sand.

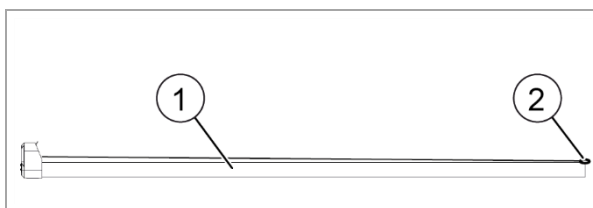


Fig. 32: Preparing the CMS

6. Carefully place CMS (1) on a suitable surface.
7. Release carabiner (2).

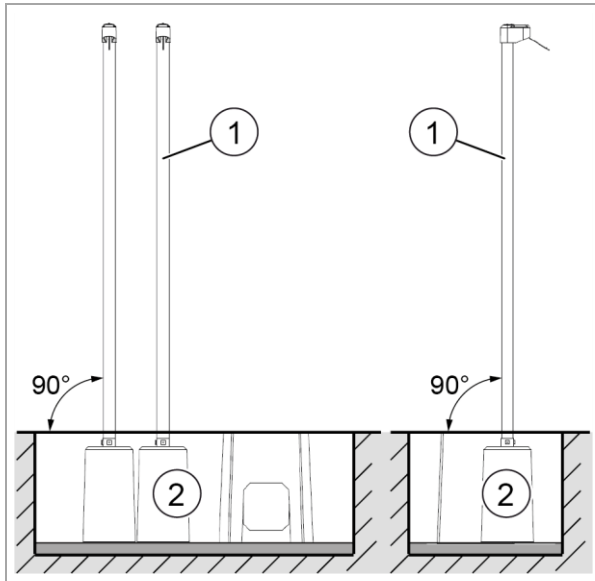


Fig. 33: Inserting the CMS

8. Set up CMS (1) vertically.
9. Insert pipe from CMS into concrete base (2).

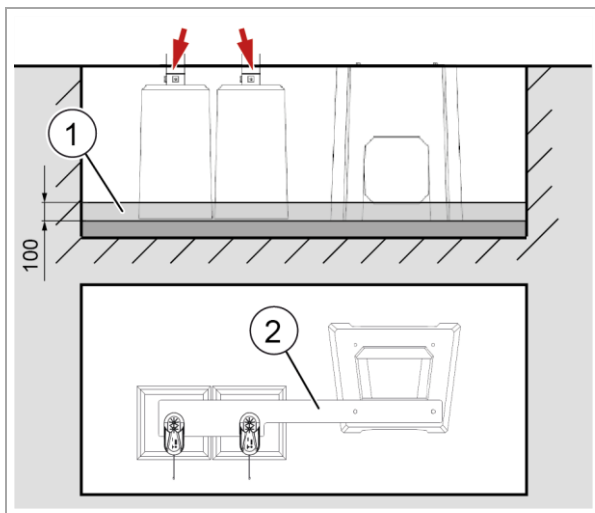


Fig. 34: Mounting the positioning aid

10. Mount the positioning aid (2).
11. Fill the excavation pit by 100 mm with excavated material (1).
12. Fill fine sand between pipes of concrete base and CMS, see arrows.

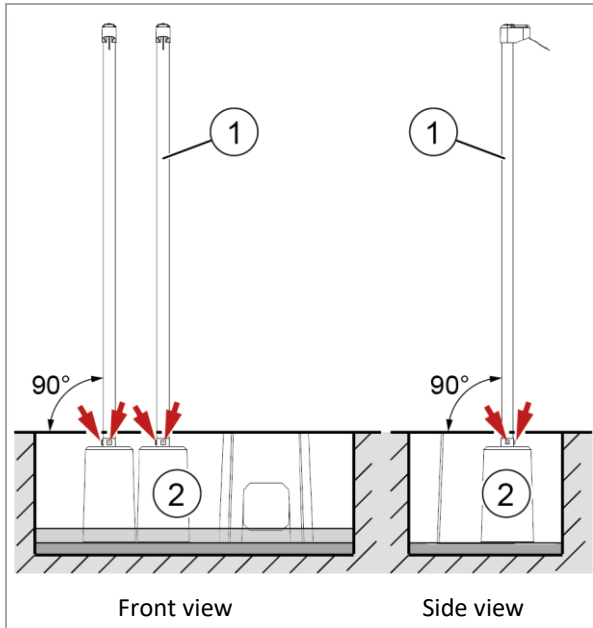


Fig. 35: Fastening the CMS

13. Tighten fastening screws, see arrows.
14. Align the pipes of the CMS vertically using a spirit level.
15. Compress the filling material.

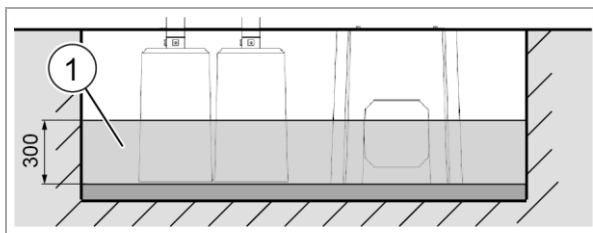


Fig. 36: Filling height 300 mm

16. Fill the excavation pit with 300 mm of excavated material.
17. Align the pipes of the CMS vertically again using a spirit level.
18. Compress the filling material.

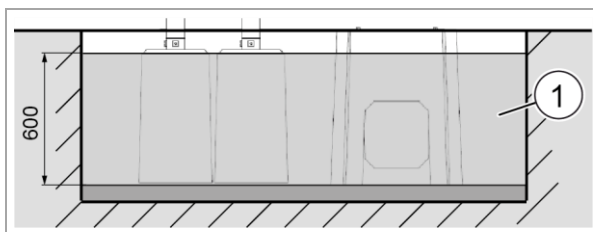


Fig. 37: Filling height 600 mm

19. Fill the excavation pit with 600 mm of excavated material.
20. Compress the filling material.
21. Check the alignment of the CMS using a spirit level.
22. Remove positioning aid.

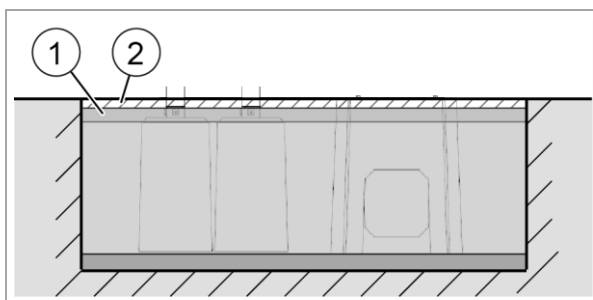


Fig. 38: Applying the top layer

23. Apply the top layer.
 - Prepare substrate (1) for top layer (e.g. paving stones).
 - Adjust the paving stones (2) on the pipe.

6 Commissioning

Commissioning must be carried out by a qualified electrician or by a person trained and instructed in electrical matters. The effectiveness of the protective measures and the correct mechanical and electrical installation must be checked by a qualified electrician.

Commissioning may only be carried out when all necessary internal covers are fitted and the housing is completely closed.

Observe the national legal requirements and regulations during commissioning. These include the following safety requirements:

- DIN VDE 0100-100
- DGUV Regulation 1
- DGUV Regulation 3+4
- TRBS 1201

The correct mechanical installation is checked according to the following criteria:

- ☒ The degree of protection of the housing is not reduced or removed
- ☒ The charging system has a good optical condition
- ☒ The specifications for the embedded depth of the housing and the specifications for the installation height were observed
- ☒ The housing has a safe installation condition according to its installation version

The correct electrical installation is checked according to the following criteria:

- ☒ All electrical components are functional and not damaged
- ☒ All display elements of the charging system are functional, visible and can be read
- ☒ The function of any installed residual current circuit breakers can be verified by pressing a button
- ☒ The function of any installed counters is available and readable
- ☒ The function of the charging system can be verified by means of a charging process
- ☒ The electrical installation was carried out in compliance with all safety and warning instructions and the listed safety requirements

NOTE

The Annex of this manual contains a test protocol with which the necessary steps can be recorded, written down and archived.

6.1 Testing the charging system



Fig. 39: Function simulator (compleo® EC 12-1 type II)

The functionality of the installed charging system can be tested either with a vehicle or with a function simulator.

With the function simulator it is possible to simulate the functions of an electric vehicle and check the functionality of a charging system or charging point.

The figure shows an example of a function simulator for testing an AC charging system or AC charging point.

6.2 System start-up

After the charging system has been correctly installed, the system can be started.

1. Switch on the main switch of the charging station.
2. Switch on the line and residual current circuit breaker.

The system starts up.

The duration of the system start-up may vary depending on the type of charging system, configuration and product characteristics. The successful completion of the system start-up is indicated by the status LEDs and the display according to the configuration and product scope of the charging system. The average start-up time is approx. 60 seconds.

A successful system start-up is indicated by the LED of the respective charging point temporarily lighting up green. In the case of a charging system with display, the message "Ready for operation" also appears for the respective charging point.

NOTE

Any desired backend connections are configured and tested within the factory. After applying the operating voltage, a backend connects directly to the associated charging system. This process can take several minutes.

7 Operation

Before using the charging system, read the respective documents that are provided with the charging system or that are necessary for operation.

This chapter explains the general use of the charging system. The charging processes at the charging systems can be started and stopped by different authorisation methods. Depending on the charging system and product scope, the following forms of operation and authorisation are possible:

- RFID
- Giro-E
- Remote authorisation

RFID

The charging process is started or stopped at a charging system by means of a card or a chip. The charging process is started as soon as authorisation has been successfully completed and a charging cable has been connected to the vehicle.

Giro-E

The charging process is started at a charging system using a Girocard (in Germany) and then confirmed or stopped. The charging process is started as soon as authorisation has been successfully completed and a charging cable has been connected to the vehicle.

Remote authorisation

The charging process is started or finished at a charging system by means of an app or a web interface. Depending on the authorisation type and provider, registration may be necessary. The charging process is started as soon as the charging system, charging point and tariff have been selected. The display complying with weights and measures regulations shows an ID number assigned to the charging process. Depending on the provider, billing may be via PayPal or invoice (different payment methods are possible). The charging process is started as soon as a charging cable has been connected to the vehicle.

Information on which app is necessary and how to operate the app should be obtained from the operator of the charging system.

7.1 Charging process

The compleo® Cito BM 500 charging system is produced in different versions. Depending on the configuration of the charging system, the type and number of charger interfaces and the procedure for starting a charging process differ.

The fully equipped "3 in 1" charging system includes three charger interfaces. Depending on the product scope, the number and type of charger interfaces differ from this number and configuration.

If no charging process has been started on the charging system, any one of the three charger interfaces can be selected for a charging process.

If a charging process has been started on the AC charger interface, any other charging process can be started at one of the two DC charger interfaces. The charging processes start automatically after the existing authorisation method has been successfully completed.

If a charging process is started on one DC charger interface while a charging process is already in progress on the other DC charger interface, the new charging process is not started until the first DC charging process has been completed. During a charging process, the plug is locked in the vehicle.

If a ventilation function is requested from the vehicle, the charging system interrupts the charging process.

The charging process stops automatically after the existing authorisation method has been successfully completed.

This is followed by brief instructions on how to start and end a charging process. The brief instructions are divided into variants and differ depending on the type of charger interface and operating method.

NOTE

If the power supply is interrupted, the station is set to a safe state. This means that the charging processes are stopped and a new authorisation is required to start the charging process.

7.2 Connection versions

Overview of connection versions

Charger interface	Version	Operating method
 <i>Type 2 socket</i>	AC-1	RFID
	AC-2	Giro-E
	AC-3	Remote authorisation
 <i>CSS plug</i>	DC-1	RFID
	DC-2	Giro-E
	DC-3	Remote authorisation
 <i>CHAdeMO plug</i>	DC-4	RFID
	DC-5	Giro-E
	DC-6	Remote authorisation

Illustrations similar

In the event of an error during the charging process, this is indicated via the display and via the status LED:

Error display:	
	1. The display indicates an error: "XXXX – Out of service".

7.2.1 Version AC-1



Illustration similar

RFID | type 2 socket

The following brief instructions are intended for use with a charging system with RFID authorisation, display, status LED and sliding socket and the AC charger interface.

Start charging process:		
		1. The display indicates readiness for charging: "Type 2 - Ready for operation - Please authorise to start".
		2. Hold the RFID card or chip in front of the RFID field.
		3. The display indicates the authorisation process: "Authorisation in progress – please wait", "Authorisation successful".
		4. The display indicates readiness for plugging in: "Plug in plug".
		5. Plug in the charging cable in the socket of the charging system.
		6. The display indicates readiness for plugging in: "Type 2 – Please connect vehicle".
		7. Plug in the charging cable in the socket of the vehicle.
		8. The display indicates charging process preparation: "Vehicle connected", "Preparing for charging".
		9. The display indicates the charging process: "Charging started".



Illustration similar

RFID | type 2 socket

End charging process:		
		1. The display indicates readiness for charging: "Type 2 – Charged: XXX – Charging period: XXX – Charge".
		2. Hold the RFID card or chip used previously in front of the RFID field.
		3. The display indicates the end of the charging process: "Type 2 – Charged: XXX – Charging period: XXX - Ended".
		4. The display indicates readiness for plug removal: "Type 2 – To end, unplug the plug from the charging station - Charging duration".
		5. Pull out the charging cable from the socket of the vehicle.
		6. The display indicates the removal of the plug: "Type 2 – To end, unplug the plug from the charging station - Charging duration".
		7. Plug in the charging cable in the holder of the charging system.
		8. The display indicates the completion of the charging process: "Type 2 – Charging process completed". "Type 2 – Charged: XXX – Charging period: XXX – Have a good trip."

7.2.2 Version AC-2



Illustration similar

Giro-E | type 2 socket

The following brief instructions are intended for use with a charging system with Giro-E authorisation, display, status LED and sliding socket and the AC charger interface.

Start charging process:		
		1. The display indicates readiness for charging: "Type 2 - Ready for operation - Please authorise to start".
		2. Hold the Giro card (in Germany) in front of the RFID field.
		3. The display indicates tariff conditions and collection: "Price: X.XX/Start + X.XX/kWh + X.XXX/min - Collection XXXXXXXXX - Use card to agree."
		4. Hold the Giro card again (in Germany) in front of the RFID field to agree to the conditions and the direct debit procedure.
		5. The display indicates the authorisation process: "Authorisation in progress – please wait", "Authorisation successful".
		6. The display indicates readiness for plugging in: "Plug in plug".
		7. Plug in the charging cable in the socket of the charging system.
		8. The display indicates readiness for plugging in: "Type 2 – Please connect vehicle".
		9. Plug in the charging cable in the socket of the vehicle.
		10. The display indicates charging process preparation: "Vehicle connected", "Preparing for charging".
		11. The display indicates the charging process: "Charging started".

NOTE

Within a period of 10 minutes after completion of a charging process, it is possible to display the SEPA ID by holding the Giro card (in Germany) in front of the RFID field again. By holding the Giro card (in Germany) in front of the RFID field again, the authorisation for a new charging process takes effect.



Illustration similar

Giro-E | type 2 socket

End charging process:		
		1. The display indicates the charging process: "Type 2 – Charged: XXX – Charging period: XXX – Charge".
		2. Hold the Giro card (in Germany) in front of the RFID field.
		3. The display indicates the end of the charging process: "Type 2 – Charged: XXX – Charging period: XXX - Ended".
		4. The display indicates readiness for plug removal: "To end, unplug the plug from the charging station - Charging duration".
		5. Pull out the charging cable from the socket of the vehicle.
		6. The display indicates the removal of the plug: "To end, unplug the plug from the charging station - Charging duration".
		7. Plug in the charging cable in the holder of the charging system.
		8. The display indicates the completion of the charging process: "Type 2 – Charging process completed". "Type 2 – Charged: XXX – Charging period: XXX – Have a good trip."

NOTE

All charging process data can be called up permanently via an individual link in the reason for payment note of the bank account statement. The essential information of the charging process is already visible in the account statement.

7.2.3 Version AC-3



Illustration similar

Remote authorisation | Type 2 socket

The following brief instructions are intended for use with a charging system with remote authorisation, display, status LED and sliding socket and the AC charger interface.

Start charging process:		
		1. Download and install app for smartphone or tablet or start web interface.
		2. Follow the instructions of the app or web interface for the authorisation process.
		3. The display indicates readiness for plugging in: "Plug in plug".
		4. Plug in the charging cable in the socket of the charging system.
		5. The display indicates readiness for plugging in: "Type 2 – Please connect vehicle".
		6. Plug in the charging cable in the socket of the vehicle.
		7. The display indicates charging process preparation: "Vehicle connected", "Preparing for charging".
		8. The display indicates the charging process: "Charging started".



Illustration similar

Remote authorisation | Type 2 socket

End charging process:		
		1. The display indicates the charging process: "Type 2 – Charged: XXX – Charging period: XXX – Charge".
		2. Follow the instructions of the app or web interface for finishing the charging process.
		3. The display indicates the end of the charging process: "Type 2 – Charged: XXX – Charging period: XXX - Ended".
		4. The display indicates readiness for plug removal: "Type 2 – To end, unplug the plug from the charging station - Charging duration".
		5. Pull out the charging cable from the socket of the vehicle.
		6. The display indicates the removal of the plug: "Type 2 – To end, unplug the plug from the charging station - Charging duration".
		7. Plug in the charging cable in the holder of the charging system.
		8. The display indicates the completion of the charging process: "Type 2 – Charging process completed". "Type 2 – Charged: XXX – Charging period: XXX – Have a good trip."

7.2.4 Version DC-1



Illustration similar

RFID | CCS plug

The following brief instructions are intended for use with a charging system with RFID authorisation, display, status LED and attached CCS cable for the DC charger interface.

Start charging process:		
		1. The display indicates readiness for charging: "CCS – Ready for operation - Please authorise to start".
		2. Hold the RFID card or chip in front of the RFID field.
		3. The display indicates the authorisation process: "Authorisation in progress – please wait", "Authorisation successful".
		4. The display indicates readiness for plug removal: "CCS – Remove a plug".
		5. Remove the charging cable from the holder of the charging system.
		6. The display indicates readiness for plugging in: "CCS – Please connect vehicle".
		7. Plug in the charging cable in the socket of the vehicle.
		8. The display indicates charging process preparation: "Vehicle connected", "CCS – Preparing for charging".
		9. The display indicates the charging process: "CCS – Charging started – Ending in approx: XXX".



Illustration similar

RFID | CCS plug

End charging process:		
		1. The display indicates readiness for charging: "CCS – Charged: XXX – Charging period: XXX – Charge".
		2. Hold the RFID card or chip used previously in front of the RFID field.
		3. The display indicates the end of the charging process: "CCS – Charged: XXX – Charging period: XXX - Ended".
		4. The display indicates readiness for plug removal: "CCS – To end, plug the plug in the charging station - Charging duration".
		5. Pull out the charging cable from the socket of the vehicle.
		6. The display indicates the removal of the plug: "CCS – To end, plug the plug in the charging station - Charging duration".
		7. Plug in the charging cable in the holder of the charging system.
		8. The display indicates the completion of the charging process: "CCS – Charging process completed". "CCS – Charged: XXX – Charging period: XXX – Have a good trip."

7.2.5 Version DC-2



Illustration similar

Giro-E | CCS plug

The following brief instructions are intended for use with a charging system with Giro-E authorisation, display, status LED and attached CCS cable for the DC charger interface.

Start charging process:		
		1. The display indicates readiness for charging: "CCS – Ready for operation - Please authorise to start".
		2. Hold the Giro card (in Germany) in front of the RFID field.
		3. The display indicates tariff conditions and collection: "Price: X.XX/Start + X.XX/kWh + X.XXX/min - Collection XXXXXXXXX - Use card to agree."
		4. Hold the Giro card again (in Germany) in front of the RFID field to agree to the conditions and the direct debit procedure.
		5. The display indicates the authorisation process: "Authorisation in progress – please wait", "Authorisation successful".
		6. The display indicates readiness for plug removal: "CCS – Remove a plug".
		7. Remove the charging cable from the holder of the charging system.
		8. The display indicates readiness for plugging in: "CCS – Please connect vehicle".
		9. Plug in the charging cable in the socket of the vehicle.
		10. The display indicates charging process preparation: "Vehicle connected", "CCS – Preparing for charging".
		11. The display indicates the charging process: "CCS – Charging started – Ending in approx: XXX".

NOTE

Within a period of 10 minutes after completion of a charging process, it is possible to display the SEPA ID by holding the Giro card (in Germany) in front of the RFID field again. By holding the Giro card (in Germany) in front of the RFID field again, the authorisation for a new charging process takes effect.

**Giro-E | CCS plug**

Illustration similar

End charging process:		
		1. The display indicates the charging process: "CCS – Charged: XXX – Charging period: XXX – Charge".
		2. Hold the Giro card (in Germany) in front of the RFID field.
		3. The display indicates the end of the charging process: "CCS – Charged: XXX – Charging period: XXX - Ended".
		4. The display indicates readiness for plug removal: "CCS – To end, plug the plug in the charging station - Charging duration".
		5. Pull out the charging cable from the socket of the vehicle.
		6. The display indicates the removal of the plug: "CCS – To end, plug the plug in the charging station - Charging duration".
		7. Plug in the charging cable in the holder of the charging system.
		8. The display indicates the completion of the charging process: "CCS – Charging process completed". "CCS – Charged: XXX – Charging period: XXX – Have a good trip."

NOTE

All charging process data can be called up permanently via an individual link in the reason for payment note of the bank account statement. The essential information of the charging process is already visible in the account statement.

7.2.6 Version DC-3



Illustration similar

Remote authorisation | CCS plug

The following brief instructions are intended for use with a charging system with remote authorisation, display, status LED and attached CCS cable for the DC charger interface.

Start charging process:		
		1. Download and install app for smartphone or tablet or start web interface.
		2. Follow the instructions of the app or web interface for the authorisation process.
		3. The display indicates readiness for plugging in: "CCS – Remove a plug".
		4. Remove the charging cable from the holder of the charging system.
		5. The display indicates readiness for plugging in: "CCS – Please connect vehicle".
		6. Plug in the charging cable in the socket of the vehicle.
		7. The display indicates charging process preparation: "Vehicle connected", "CCS – Preparing for charging".
		8. The display indicates the charging process: "CCS – Charging started".



Illustration similar

Remote authorisation | CCS plug

End charging process:		
		1. The display indicates the charging process: "CCS – Charged: XXX – Charging period: XXX – Charge".
		2. Follow the instructions of the app or web interface for finishing the charging process.
		3. The display indicates the end of the charging process: "CCS – Charged: XXX – Charging period: XXX - Ended".
		4. The display indicates readiness for plug removal: "CCS – To end, plug the plug in the charging station - Charging duration".
		5. Pull out the charging cable from the socket of the vehicle.
		6. The display indicates the removal of the plug: "CCS – To end, plug the plug in the charging station - Charging duration".
		7. Plug in the charging cable in the holder of the charging system.
		8. The display indicates the completion of the charging process: "CCS – Charging process completed". "CCS – Charged: XXX – Charging period: XXX – Have a good trip."

7.2.7 Version DC-4



Illustration similar

RFID | CHAdeMO plug

The following brief instructions are intended for use with a charging system with RFID authorisation, display, status LED and attached CHAdeMO cable for the DC charger interface.

Start charging process:		
		1. The display indicates readiness for charging: "CHAdeMO – Ready for operation - Please authorise to start".
		2. Hold the RFID card or chip in front of the RFID field.
		3. The display indicates the authorisation process: "Authorisation in progress – please wait", "Authorisation successful".
		4. The display indicates readiness for plug removal: "CHAdeMO – Remove a plug".
		5. Unlock the charging cable using the push button and remove it from the holder of the charging system.
		6. The display indicates readiness for plugging in: "CHAdeMO – Please connect vehicle".
		7. Plug in the charging cable in the socket of the vehicle.
		8. The display indicates charging process preparation: "Vehicle connected", "CHAdeMO – Preparing for charging".
		9. The display indicates the charging process: "CHAdeMO – Charging started – Ending in approx: XXX".



Illustration similar

RFID | CHAdeMO plug

End charging process:		
		1. The display indicates readiness for charging: "CHAdeMO – Charged: XXX – Charging period: XXX – Finished in approx: XXX".
		2. Hold the RFID card or chip used previously in front of the RFID field.
		3. The display indicates the end of the charging process: "CHAdeMO – Charged: XXX – Charging period: XXX – Ended".
		4. The display indicates readiness for plug removal: "CHAdeMO – To end, plug the plug in the charging station - Charging duration".
		5. Pull out the charging cable from the socket of the vehicle.
		6. The display indicates the removal of the plug: "CHAdeMO – To end, plug the plug in the charging station - Charging duration".
		7. Plug in the charging cable in the holder of the charging system.
		8. The display indicates the completion of the charging process: "CHAdeMO – Charging process completed". "CHAdeMO – Charged: XXX – Charging period: XXX – Have a good trip."

7.2.8 Version DC-5



Illustration similar

Giro-E | CHAdeMO plug

The following brief instructions are intended for use with a charging system with Giro-E authorisation, display, status LED and attached CHAdeMO cable for the DC charger interface.

Start charging process:		
		1. The display indicates readiness for charging: "CHAdeMO – Ready for operation - Please authorise to start".
		2. Hold the Giro card (in Germany) in front of the RFID field.
		3. The display indicates tariff conditions and collection: "Price: X.XX/Start + X.XX/kWh + X.XXX/min - Collection XXXXXXXXXX - Use card to agree."
		4. Hold the Giro card again (in Germany) in front of the RFID field to agree to the conditions and the direct debit procedure.
		5. The display indicates the authorisation process: "Authorisation in progress – please wait", "Authorisation successful".
		6. The display indicates readiness for plug removal: "CHAdeMO – Remove a plug".
		7. Unlock the charging cable using the push button and remove it from the holder of the charging system.
		8. The display indicates readiness for plugging in: "CHAdeMO – Please connect vehicle".
		9. Plug in the charging cable in the socket of the vehicle.
		10. The display indicates charging process preparation: "Vehicle connected", "CHAdeMO – Preparing for charging".
		11. The display indicates the charging process: "CHAdeMO – Charging started – Ending in approx: XXX".

NOTE

Within a period of 10 minutes after completion of a charging process, it is possible to display the SEPA ID by holding the Giro card (in Germany) in front of the RFID field again. By holding the Giro card (in Germany) in front of the RFID field again, the authorisation for a new charging process takes effect.



Giro-E | CHAdeMO plug

Illustration similar

End charging process:		
		1. The display indicates the charging process: "CHAdeMO – Charged: XXX – Charging period: XXX – Charge".
		2. Hold the Giro card (in Germany) in front of the RFID field.
		3. The display indicates the end of the charging process: "CHAdeMO – Charged: XXX – Charging period: XXX - Ended".
		4. The display indicates readiness for plug removal: "CHAdeMO – To end, plug the plug in the charging station - Charging duration".
		5. Pull out the charging cable from the socket of the vehicle.
		6. The display indicates the removal of the plug: "CHAdeMO – To end, plug the plug in the charging station - Charging duration".
		7. Plug in the charging cable in the holder of the charging system.
		8. The display indicates the completion of the charging process: "CHAdeMO – Charging process completed". "CHAdeMO – Charged: XXX – Charging period: XXX – Have a good trip."

NOTE

All charging process data can be called up permanently via an individual link in the reason for payment note of the bank account statement. The essential information of the charging process is already visible in the account statement.

7.2.9 Version DC-6



Illustration similar

Remote authorisation | CHAdeMO plug

The following brief instructions are intended for use with a charging system with remote authorisation, display, status LED and attached CCS cable for the DC charger interface.

Start charging process:		
		1. Download and install app for smartphone or tablet or start web interface.
		2. Follow the instructions of the app or web interface for the authorisation process.
		3. The display indicates readiness for plugging in: "CHAdeMO – Remove a plug".
		4. Unlock the charging cable using the push button and remove it from the holder of the charging system.
		5. The display indicates readiness for plugging in: "CHAdeMO – Please connect vehicle".
		6. Plug in the charging cable in the socket of the vehicle.
		7. The display indicates charging process preparation: "Vehicle connected", "CHAdeMO – Preparing for charging".
		8. The display indicates the charging process: "CHAdeMO – Charging started".



Illustration similar

Remote authorisation | CHAdeMO plug

End charging process:		
		1. The display indicates the charging process: "CHAdeMO – Charged: XXX – Charging period: XXX – Charge".
		2. Follow the instructions of the app or web interface for finishing the charging process.
		3. The display indicates the end of the charging process: "CHAdeMO – Charged: XXX – Charging period: XXX - Ended".
		4. The display indicates readiness for plug removal: "CHAdeMO – To end, plug the plug in the charging station - Charging duration".
		5. Pull out the charging cable from the socket of the vehicle.
		6. The display indicates the removal of the plug: "CHAdeMO – To end, plug the plug in the charging station - Charging duration".
		7. Plug in the charging cable in the holder of the charging system.
		8. The display indicates the completion of the charging process: "CHAdeMO – Charging process completed". "CHAdeMO – Charged: XXX – Charging period: XXX – Have a good trip."

7.2.10 Charging state display

The following charging state display explains the colour states and the possible colour changes of a charging system with status LEDs:

Charging state display: LED colour state		
	LED: "grey"	1 The charging system indicates the standby state. • Authorisation can be carried out.
	LED: "green"	2 The charging system indicates readiness for operation. • A charging process can be started.
	LED: "blue"	3 The charging system indicates a charging process. • The charging process can be maintained or finished.

Charging state display: LED colour change		
	LED: "grey-green"	4 The charging system indicates an authorisation process.
	LED: "green-grey"	5 The charging system indicates unsuccessful authorisation.
	LED: "green-blue"	6 The charging system indicates the start of a charging process.
	LED: "blue-grey"	7 The charging system indicates a voltage drop after starting a charging process.
	LED: "blue-green"	8 The charging system indicates the end of a charging process.

7.2.11 Acoustic signals

In the following table the possible acoustic signals are listed and explained:

Acoustic signals	
1 x short	Sounds when the RFID card is presented and indicates "Card read".
2 x short	This signal requires user interaction: • - Present card for authorisation or • Plug the charging cable into the charging system and car
1 x long	Authorisation timeout: Sounds if user interaction has not occurred within a certain time.
2 x long	The charging system is in an error state. • - If there is a display, note the error message.

8 Maintenance

Careful and regular maintenance ensures that the functional condition of the charging system is maintained. Only a regularly checked and maintained charging system is able to guarantee maximum availability and reliable charging processes.

The maintenance intervals depend on the prevailing operating conditions, such as the frequency of use and environmental influences such as the degree of contamination.

We recommend a cyclically recurring inspection according to the maintenance plan. In special cases, the cycles can be shorter.

DANGER

Danger due to electric current

Touching live parts will result in electric shock with serious injury or death.

- Work on electrical components may only be carried out by a qualified electrician and in accordance with electrical engineering rules.
- Ensure they are de-energised and take suitable protective measures.

WARNING

Danger due to improper maintenance

Improper performance of work can lead to serious injuries and damage to property.

- Work may only be carried out by trained specialist personnel.
- Meet all safety requirements before maintenance.

8.1 Maintenance plan

Interval	Component/location	Maintenance work
Every 6 months	Residual current circuit breaker	Check with test button.
	Surge arrester	Visual inspection or check with test button.
Yearly	Location	Visual inspection, e.g. for distances to objects (bushes, electrical installations ,etc.), attachment.
	Electrical components	Visual inspection, e.g. cables, lines, screw connections, plugs, RCD, MCB, display, LED, display, surge protection.
		Metrological verification according to test report, see Annex.
		Check for function, e.g. RCD (test button), MCB.
	Mechanical components	Visual inspection, e.g. housing, paint, foils, covers.
		Check for function, e.g. door and closing mechanism; check parking position.
	Charging system	Check for function, e.g. start and stop of a charging process at all charger interfaces.
	Wear parts	Replace, e.g. filter mats (only for active cooling).
	SD memory card	Replace
As required	Charging system	Clean the inside and outside of the housing.

NOTE

A test report is included in the Annex of this manual and/or can be obtained from us on request.

8.2 Maintenance work

8.2.1 Replacing the filter mat at the air outlet

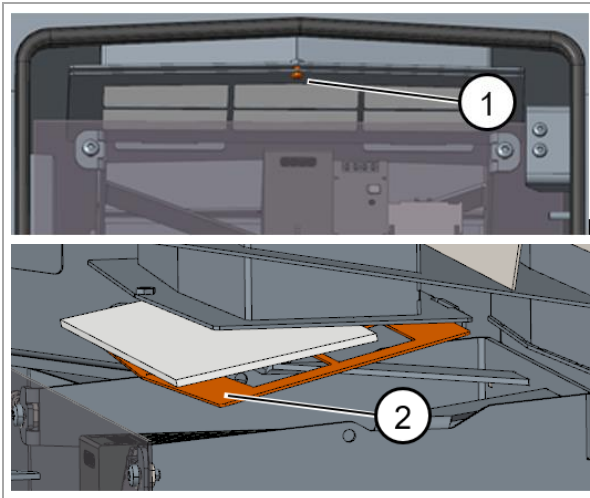


Fig. 40: Filter mat - Air outlet (top)

1. Open the door of the charging station.
2. Unscrew the screw on the filter holder (1).
3. Tilt down the filter clamping plate (2) and replace the filter mat.
4. Fold up the filter clamping plate again and screw it tight.
5. Note: The cover need not be removed.

8.2.2 Replacing the filter mat at the air inlet

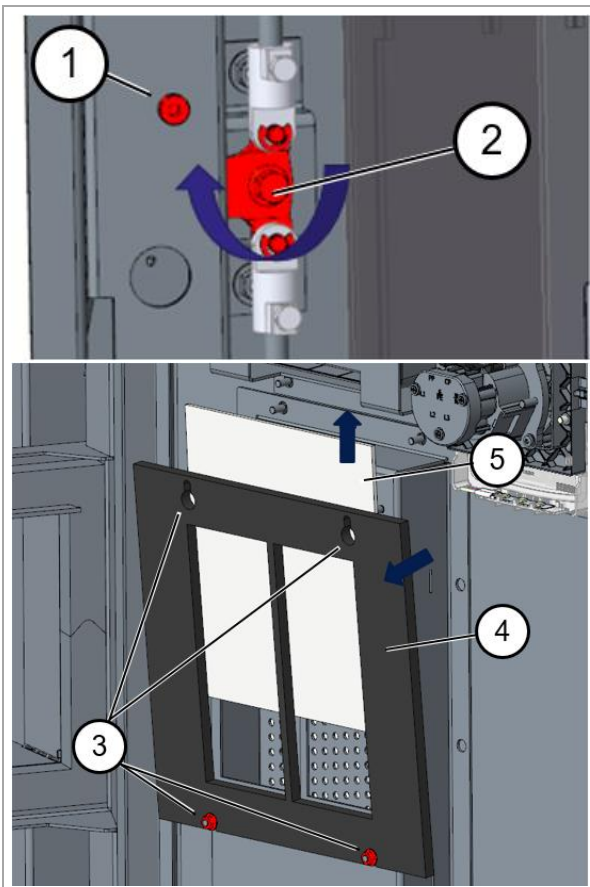


Fig. 41: Filter mat - Air inlet (bottom)

1. Open the door of the charging station.
2. Unscrew the screw approx. 10 mm (1).
3. Turn the locking lever of the door 90° upwards (2) and open the side door.
4. Loosen the nuts (3), push the filter holder upwards and fold it out (4).
5. Pull out filter mat (5).
6. Replace filter holder together with new filter mat and tighten nuts.
7. Turn the locking lever of the door 90° downwards (2) and close the side door.
8. Screw the screw back in (1) and close the door.

8.3 Cleaning

The components inside the charging system need to be cleaned according to the assessment of an expert but this is not always necessary. Any necessary cleaning of the interior must only be carried out after consultation with the operator of the charging system. Cleaning may only be carried out by a properly and professionally instructed person and must never be carried out by a user.

Only materials and dry cleaning agents which are antistatic and do not damage the electrical or mechanical components may be used as cleaning agents for the interior. Only materials and agents that do not corrode or damage the surface of the housing or any applied foils or paints should be used as cleaning agents for the external housing. If chemical agents are used during cleaning, the work must be carried out outdoors or, if this is not possible, only in well-ventilated rooms.

** DANGER****Danger due to electric current**

Touching live parts will result in electric shock with serious injury or death.

- Only clean the charging system when it is switched off.
 - Do not clean the outer housing with water jets, e.g. with a hose or a high-pressure cleaner.
 - Do not clean the interior of the charging system with liquid cleaning agents.
 - Do not clean any plugs in the charging system.
-

9 Decommissioning, dismantling and disposal

Decommissioning, dismantling and disposal must be carried out by the operator or by persons appointed by him, in accordance with the national legal requirements and regulations.

Dismantling may only be carried out after it has been established that no voltage is present.

DANGER

Danger due to electric current

Touching live parts will result in electric shock with serious injury or death.

- Work on electrical components may only be carried out by a qualified electrician and in accordance with electrical engineering rules.
- Ensure they are de-energised and take suitable protective measures.

1. Finish charging processes properly.
2. Disconnect the charging system from the power supply.
 - Activate using the internally installed safety elements such as MCB, RCD and any installed main switch.
 - Activation at the upstream circuit breaker of the charging system.

A charging system contains materials that can be recycled. In order to protect the environment and human health, disposal must be carried out in accordance with local laws and ecological considerations.

- Observe the requirements of the WEEE Directive 2012/19/EU.
- Dispose of the charging system in accordance with the applicable local environmental regulations.
- Send dismantled components for recycling.

NOTE

Incorrect or negligent disposal causes environmental pollution.

- If you have questions about environmentally friendly disposal, get information from local authorities, waste disposal companies or the manufacturer.

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Declaration of conformity:


COMPLEO

CE

EU-Konformitätserklärung

EU Declaration of Conformity

Hersteller, Anbieter: **Compleo Charging Solutions GmbH**
Producer, Supplier: **An der Wethmarheide 17**
DE-44536 Lünen

Produkt: **Konduktives Ladesystem für Elektrofahrzeuge (Wechsel- & Gleichspannung), Produktfamilie: Cito**
Product: **Electric vehicle conductive charging system (Alternating & Direct Voltage), product family: Cito**

Typbezeichnung / Produktnummer: Cito BM 500 SAM D111X3****.50/**
Cito BM 500 D011X3****.50/**
Type reference / Product number: X= E oder / or F; E = Mini RFID Reader + LTE; F = Multi RFID Reader + LTE
* = ohne Einfluss auf Konformitätserklärung / * = character with no impact on declaration of conformity

Die alleinige Verantwortung für die Ausstellung dieser Konformitätserklärung trägt der Hersteller.
Das Produkt, auf das sich diese Erklärung bezieht, entspricht den Bestimmungen der jeweiligen Richtlinien.
The manufacturer bears sole responsibility for issuing this declaration of conformity.
The product to which this declaration relates to is in accordance with the provisions of the relevant specific regulations.

Niederspannungsrichtlinie	2014/35/EU	(Low-voltage-directive 2014/35/EU)
EMV-Richtlinie	2014/30/EU	(EMC-directive 2014/30/EU)
RED-Richtlinie	2014/53/EU	(RED-directive 2014/53/EU)
RoHS-Richtlinie	2011/65/EU	(RoHS-directive 2011/65/EU)

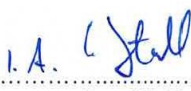
Das Produkt stimmt mit folgenden Normen oder normativen Dokumenten überein:
The product is in conformity with the following standards or normative documents:

DIN EN 61851-1:2019-12 (VDE 0122-1)
DIN EN 61851-23:2014-11 (VDE 0122-2-3)
DIN IEC/TS 61439-7:2014-10 (VDE V 0660-600-7)

Diese Konformitätserklärung wird für die Ladesysteme nach internen Prüfungen bzw. nach Prüfungen in externen Prüflaboratorien ausgestellt. Diese Erklärung gilt weltweit als Erklärung des Herstellers zur Übereinstimmung mit den oben genannten internationalen und nationalen Normen.
This declaration of conformity was issued for the charging systems after internal tests and tests in external test laboratories. The declaration is world-wide valid as the manufacturer's declaration of compliance with the requirements of the a.m. national and international standards.

Ort / Datum der Ausstellung: Dortmund, 15.06.2020
Place / date of issue:

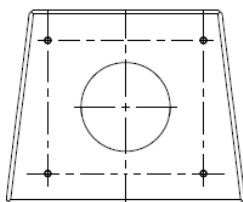
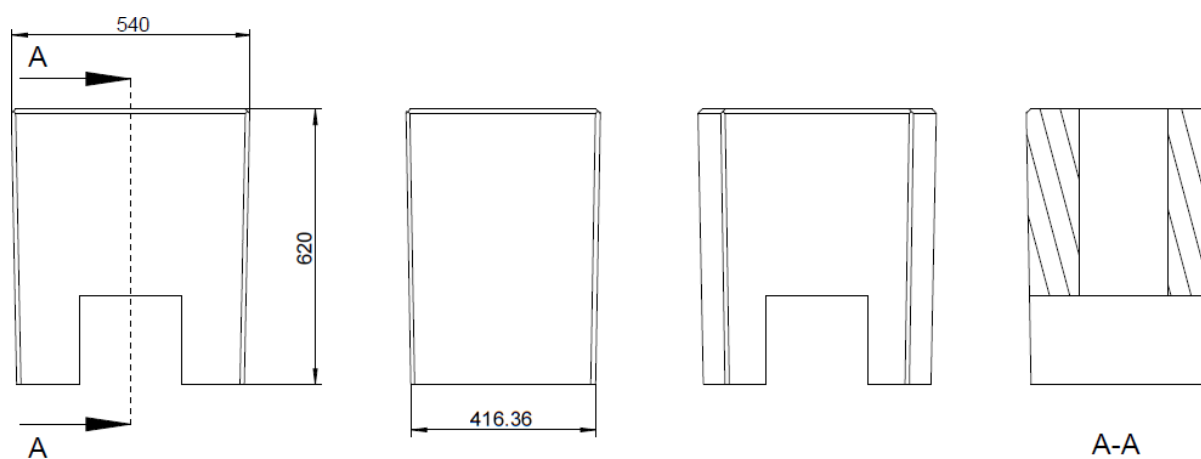
Name, Funktion und rechtverbildliche Unterschrift:
Name, function and signature of the authorised person:


.....
Ingo Stahl
Leiter Entwicklung Elektrotechnik
Head of R&D Electrical Engineering


.....
Checrallah Kachouh
Geschäftsführer
Managing Director

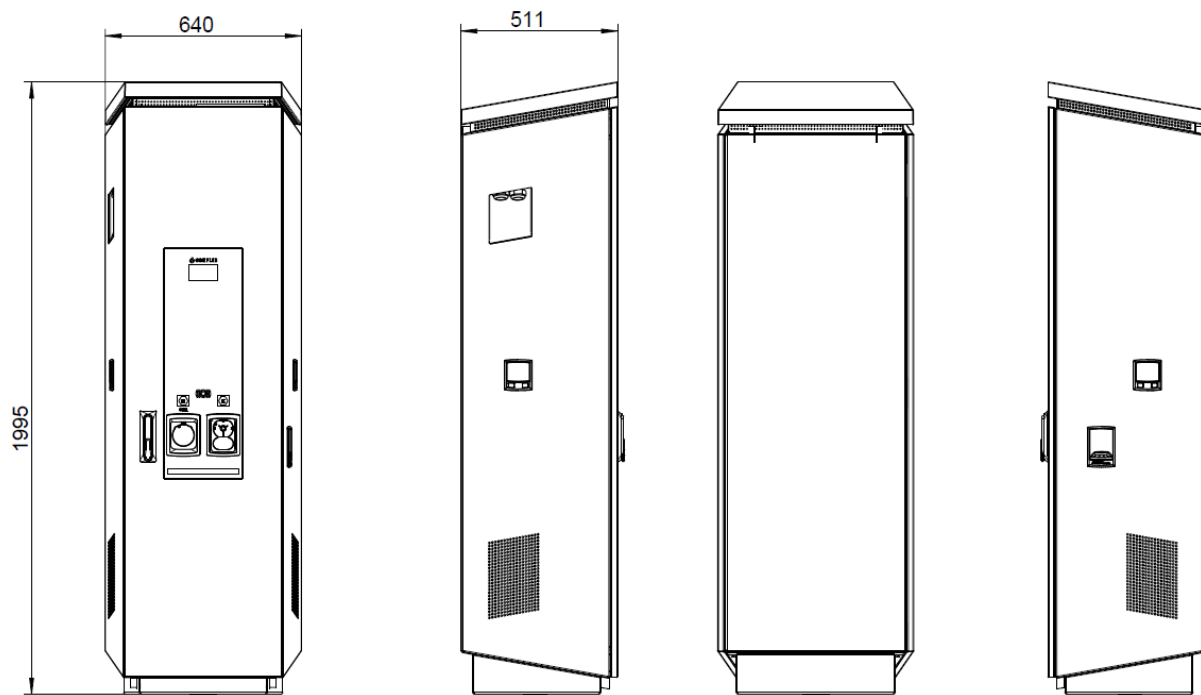
Declaration of conformity of the compleo® Cito BM 500 charging system

Base design:

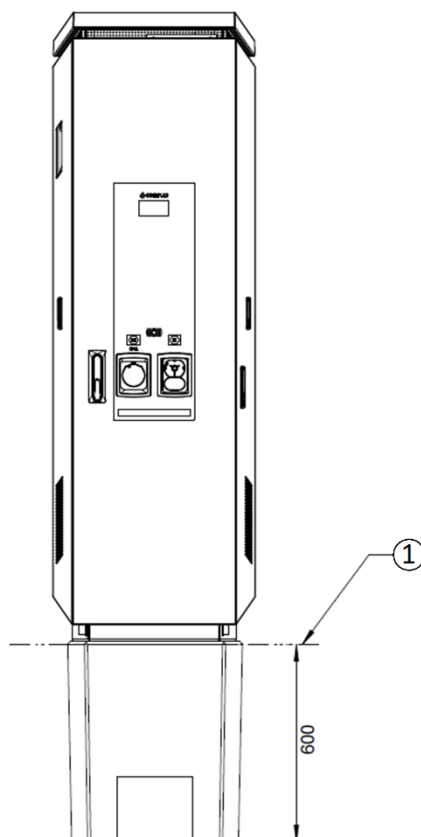


Design drawing of the concrete base of the Cito BM 500

Charging system design:



Design drawing of the compleo® Cito BM 500 charging system



1) Ground level

Design drawing of the concrete base and the assembled compleo® Cito BM 500 charging system