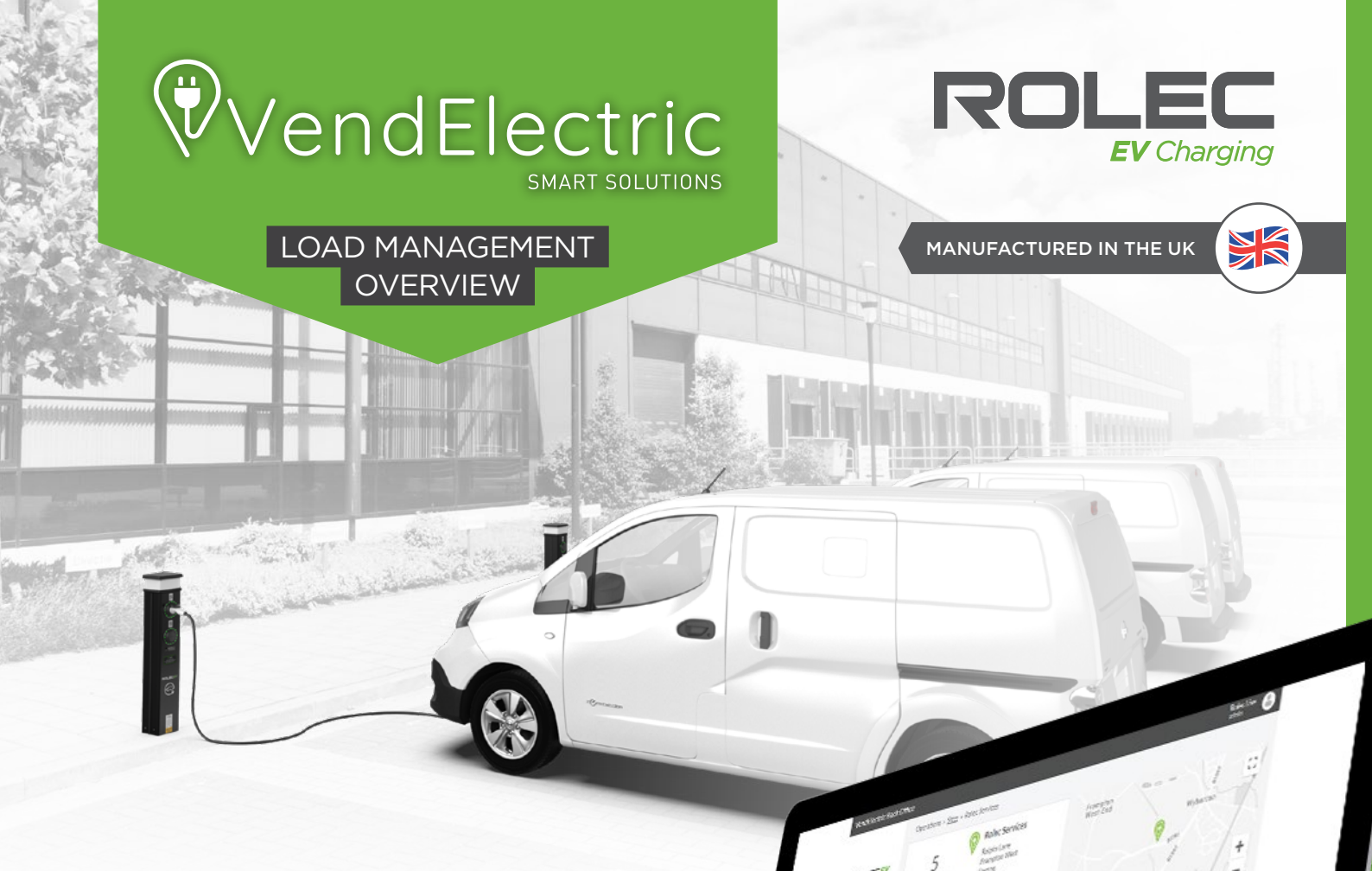
VendElectric
SMART SOLUTIONS

LOAD MANAGEMENT OVERVIEW

ROLEC
EV Charging

MANUFACTURED IN THE UK



OPTIONAL ADD-ON

ENABLING YOU TO ***MAXIMISE YOUR CHARGEPOINT POTENTIAL*** ON RESTRICTED SUPPLIES

VendElectric Load Manager is a chargepoint load-sharing solution which automatically optimises distribution of the available electricity feed(s) across your fleet of charge points.

This feature is specifically designed for installations where the electricity feed capacity is insufficient to fully power all charge points at once, intelligently allocating the available power across your chargepoint network to best satisfy real-time demand.

A SELECTION OF VENDELECTRIC LOAD MANAGER FEATURES

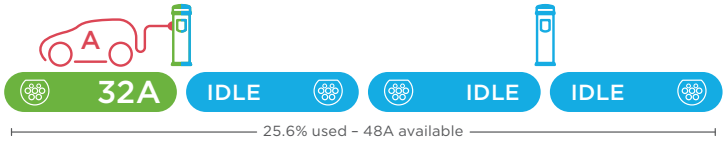
- EV Electrical Load Management
- Operator Management
- Ideal For Limited Incoming Power Supply
- Cloud-Based Back Office
- Ideal For EV Fleet Management
- Ideal For Private Residential Developments

HOW IT WORKS

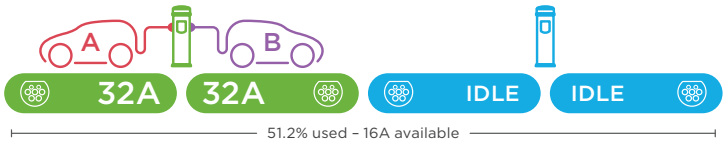
Typical example below:

- Standard A/C chargepoints (Up to 22 kWh) will use up to 32A.
- The site has 80A of power available and 4 chargepoints (2x 2way pedestals).
- The threshold for load management has been set at 40% of available power.
- The chargepoints are programmed to allow 128Ah at full capacity. In this example the first EV will receive full charging power for 4 hours (32A x 4hrs = 128Ah) at which point it will enter Load Management, whilst sharing the available power with the other occupied chargepoints.

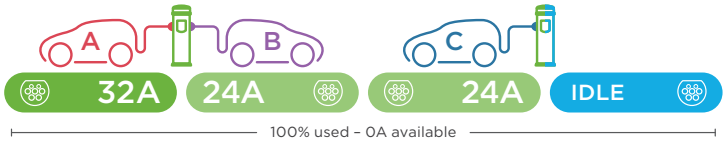
1. When vehicle A arrives to charge, it is provided with a full charge because the threshold hasn't yet been exceeded.



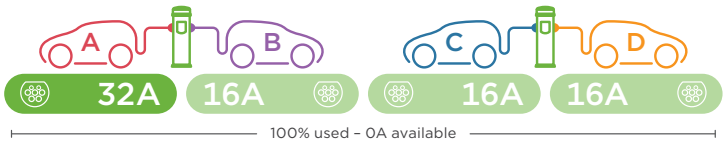
2. When vehicle B arrives to charge, it will take the load over the threshold, therefore its charge is placed into load management. Vehicle B receives full charge because the remaining capacity has no other vehicles charging.



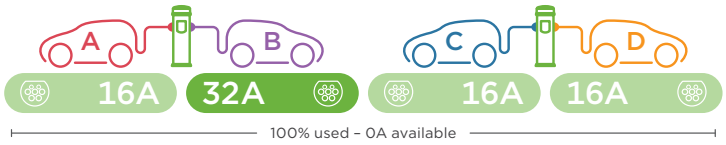
3. When vehicle C arrives to charge, vehicles B and C will share the available capacity, whilst vehicle A charges on full charge until it receives 128Ah.



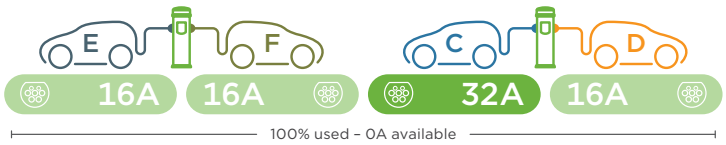
4. When vehicle D arrives to charge, vehicles B, C and D will all share the available capacity, whilst vehicle A continues to charge on full charge until it receives 128Ah.



5. When vehicle A has received 128Ah, it is placed into load management to share capacity with vehicles C and D. Vehicle B is moved up to full charge until it either leaves or receives 128Ah.



6. The vehicles will remain charging in a first in first out basis whilst the load management threshold is exceeded.



PLEASE NOTE:

- Charge sessions receiving a full charge will have a maximum load equal to the cable's charging limit or the charge point's maximum (whichever is lowest).
- The remaining available feed is divided equally between chargers with a guaranteed minimum of 6A.
- If the total allocation exceeds the feed capacity, the chargers receiving a full charge will be down rated to accommodate.

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