



## TOTALLY INTEGRATED POWER

# Checklist for pre-planning a charging infrastructure

## Summary of influencing factors and project particularities

### Project profile

New construction

Integration in an existing installation

Project location:

Date of implementation:

User of the charging infrastructure: e.g. employees, hotel guests, park-and-ride users, shopping customers, long-term parkers, charge-and-drive users, etc.:

Assets such as open parking garages, underground garages, electric service stations, parking areas, etc.:

Number of floors with charging points:

Number of charging points per floor:  
(multiple entries possible)

Dimensions of the parking level with charging points L x W:  
(multiple entries possible)

m

Average floor height:

m

Expandability (e.g. number of future charging points):

Billing methods of charging energy provision:  
cost lump sum, exact billing of kWh, or free of charge: (multiple entries possible)

Use of load management system

Yes

No

Other specifications:

## Product selection

Selection and planned number of necessary charging points, the prospective available charging time and the information on the battery capacities

(for an overview of typical charging times for different applications, see table 1) :

	AC-charging Wallbox	DC-charging fast charging station	DC-charging for fleets
Quantity of charging points			
Charging time			
Battery capacity in kWh			

Locations for charging infrastructure	Company parking lots on their own property for employees	Car stops, highway rest area, business park	Parking garages, customer parking of shopping centers	Bus depot
Prospective available charging time	6 - 8 h	20 min - 3 h	2 - 4 h	6 - 8 h

Table 1: Typical charging times for different applications

## Demand characteristic

Selection for the requested charging energy related to the driving distance:

example: allocation of load stations: 60 parking lots für distances  $\leq 40$  km and 40 parking lots for distances  $\leq 80$  km

number of parking lots resp. load stations

$\leq 40$  km:

$\leq 80$  km:

$\leq 120$  km:

$\leq 160$  km:

Electric vehicles should be charged to a maximum as far as possible

Other specifications:

## Network connection

Medium-voltage connection

Low-voltage connection

Power demand announced:

kW

Expansion of grid connection required

kW

Available power for the charging infrastructure:

kW

Other specifications:

## Requirements on power supply

Infeed availability:

No redundancy

Partial redundancy

Full redundancy

Use of self-generation planned, e.g. PV

Use of battery storage planned, e.g. for avoidance of peak loads

Other specifications:



**By filling in the list, you have gained an overview of the project. Do you require more detailed information, e.g. about concept development or budget estimation?**

Contact your responsible TIP partner using the data of your checklist:  
**[siemens.com/tip/contact](https://www.siemens.com/tip/contact)**

Totally Integrated Power assist electrical planners in the different planning phases: with software tools, Revit files for Building Information Modeling (BIM), tender specification texts, planning and application manuals, as well with professional advice and trainings performed by technical experts in many countries: **[siemens.com/tip](https://www.siemens.com/tip)**