• Introduction
• Current strategy
• Technical proposal
• Deliverables
• A lot of projects and insights about smart charge or V2G
• Smart charge from charging grid operator perspective
  – DSO’s: avoid grid overload
  – Parking:
    – Cope with limited power to satisfy maximum number of customers (short term rental)
    + Optimize installed power especially at night

• Smart charge for an OEM:
  + Provide green energy
  + Provide energy cost savings to EV Drivers
  – Make sure customer is charged when he’s leaving
Current strategies and concerns

- Already a technical standard to manage the charge
  - IEC 15118

- However:
  - *No clear business model for customer*
    - “I have a fixed energy price (flat or D/N). Why should I let someone manage my charge and limit my mobility?”
    - “Why should I pay more than 300€ (EV + Wbox) to allow smart charge?”

- **For Renault:** key stake is to allow DSOs to analyse the benefits and define a way to decrease customer running costs.
• Leasing battery $\Rightarrow$ real time battery follow up

• Gives the opportunity to provide real time State of Charge
  – Allows utility to manage load via current poles
• **Expectation:**
  – Global economics
  – Energy contract

• **Important use cases for OEMs:**
  – Fleet in their own premisses
  – Fleet on other premisses
  – At Home
  – In Public
  – In Private parking on publicly accessible places