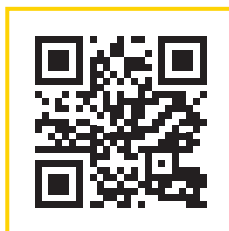


# Product Information

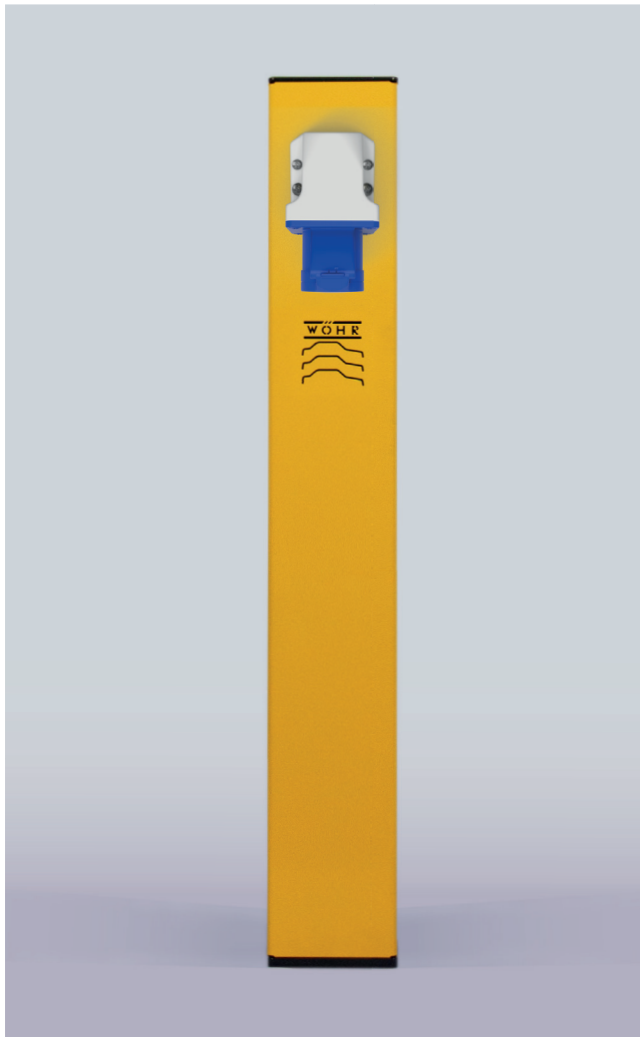
## Power supply

### Combiparker 560

- post with CEE 16 A 1-phase socket
- post with CEE 16 A 3-phase socket
- post with CEE 32 A 3-phase socket



## Product Overview



### Post with CEE 16 A 1-phase socket, max. output 3,7 kW

- Colour: RAL 1003 (signal yellow) and RAL 7016 (anthracite grey)
- 803 x 108 x 83 mm (H x B x T)
- 9,2 kg (with CEE 16 A 1-phase socket, max. 3,7 kW)
- Cable inlet through the post with CEE 16 A 1-phase socket
- Pleasing user friendly design

#### Standard scope of supply:

- Post with CEE 16 A 1-phase socket
- Cable on the platform from the universal post to the contacting of the platform
- Contacting for one parking place (includes platform-side and parking-place-side contact assembly 5-pole)
- 10 m flexible cable 5 x 2,5 mm<sup>2</sup>, from platform-side contacting to customer-provided branch connector

### Customer installed charging infrastructure requirements

- Electric meter (if required)
- Charge management (if required)\*
- Sub-distribution including:
  - Cable feed to sub-distribution\*\*
  - Cable channel (cable inlet on the wall)
  - Branch connector per platform
  - Fuse (power contactor/ground fault circuit breaker)
  - 1 x power contactor per CEE 16 A-1-phase socket
  - Cable 3 x 1,5 mm<sup>2</sup> as enable per contactor up to the switch cabinet
- Connection of all supply lines

\* Cable-based charging management is not possible

\*\* compliant to local power supply regulations:  
3 phases + N + PE (3-phase current),  
230/400 V, 50 Hz according to  
DIN VDE 0100 sections 410 and 430  
(no permanent load)

## Product Overview



### Post with CEE 16 A 3-phase socket, max. output 11 kW

- Colour: RAL 1003 (signal yellow) and RAL 7016 (anthracite grey)
- 803 x 108 x 83 mm (H x B x T)
- 9,2 kg (with CEE 16 A 3-phase socket, max. 11 kW)
- Cable inlet through the post with CEE 16 A 3-phase socket
- Pleasing user friendly design

#### Standard scope of supply:

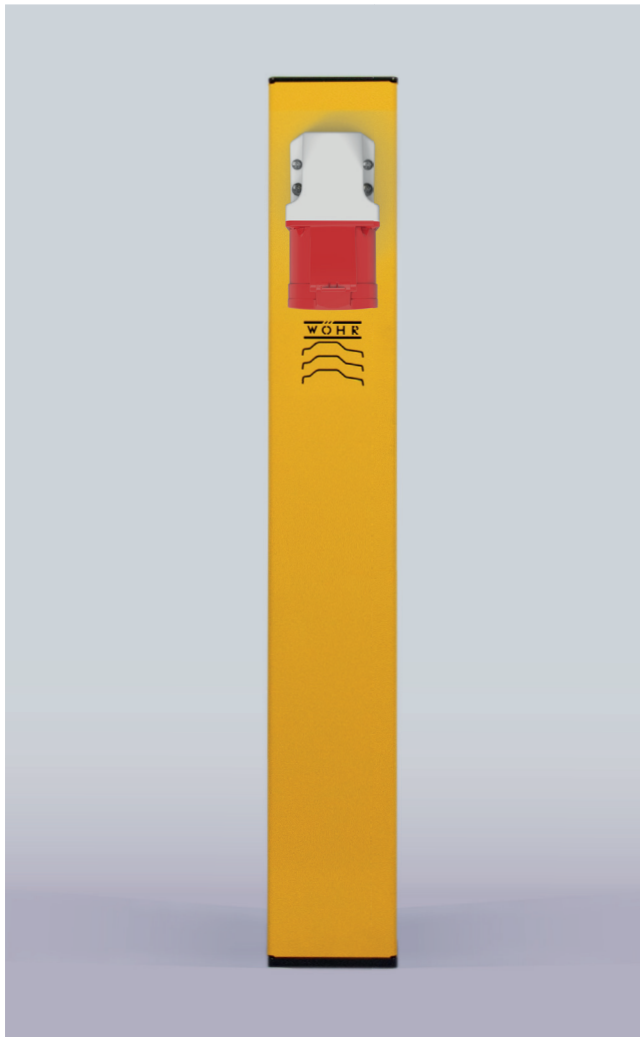
- Post with CEE 16 A 3-phase socket
- Cable on the platform from the universal post to the contacting of the platform
- Contacting for one parking place (includes platform-side and parking-place-side contact assembly 5-pole)
- 10 m flexible cable 5 x 2,5 mm<sup>2</sup>, from platform-side contacting to customer-provided branch connector

### Customer installed charging infrastructure requirements

- Electric meter (if required)
- Charge management (if required)\*
- Sub-distribution including:
  - Cable feed to sub-distribution
  - Cable channel (cable inlet on the wall)
  - Branch connector per platform
  - Fuse (power contactor/ground fault circuit breaker)
  - 1 x power contactor per CEE 16 A-3-phase socket
  - Cable 3 x 1,5 mm<sup>2</sup> as enable per contactor up to the switch cabinet
- Connection of all supply lines

\* Cable-based charging management is not possible

## Product Overview



### Post with CEE 32 A 3-phase socket, max. output 22 kW

- Colour: RAL 1003 (signal yellow) and RAL 7016 (anthracite grey)
- 803 x 108 x 83 mm (H x B x T)
- 9,2 kg (with CEE 32 A 3-phase socket, max. 22 kW)
- Cable inlet through the post with CEE 32 A 3-phase socket
- Pleasing user friendly design

#### Standard scope of supply:

- Post with CEE 32 A 3-phase socket
- Cable on the platform from the universal post to the contacting of the platform
- Contacting for one parking place (includes platform-side and parking-place-side contact assembly 5-pole)
- 10 m flexible cable 5 x 6 mm<sup>2</sup>, from platform-side contacting to customer-provided branch connector

### Customer installed charging infrastructure requirements

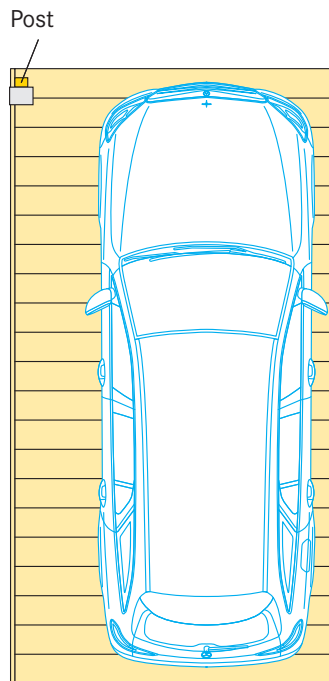
- Electric meter (if required)
- Charge management (if required)\*
- Sub-distribution including:
  - Cable feed to sub-distribution
  - Cable channel (cable inlet on the wall)
  - Branch connector per platform
  - Fuse (power contactor/ground fault circuit breaker)
  - 1 x power contactor per CEE 32 A-3-phase socket
  - Cable 3 x 1,5 mm<sup>2</sup> as enable per contactor up to the switch cabinet
- Connection of all supply lines

\* Cable-based charging management is not possible

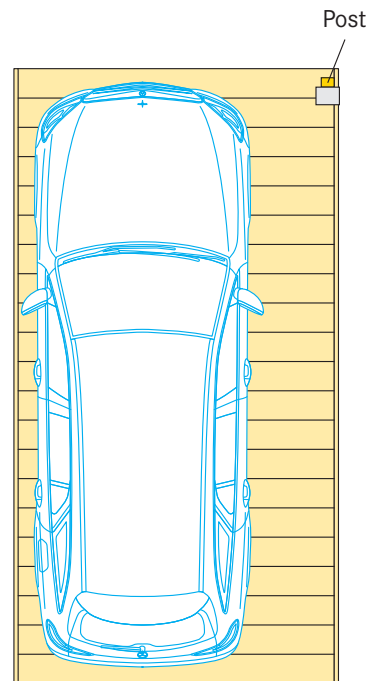
## Standard fixing points\*

If no other information is available, the post is attached to/on the left side panel for left-hand drive vehicles. For right-hand drive vehicles, the post can also be attached on the right-hand side.

### For left-hand drive vehicles



### For right-hand drive vehicles

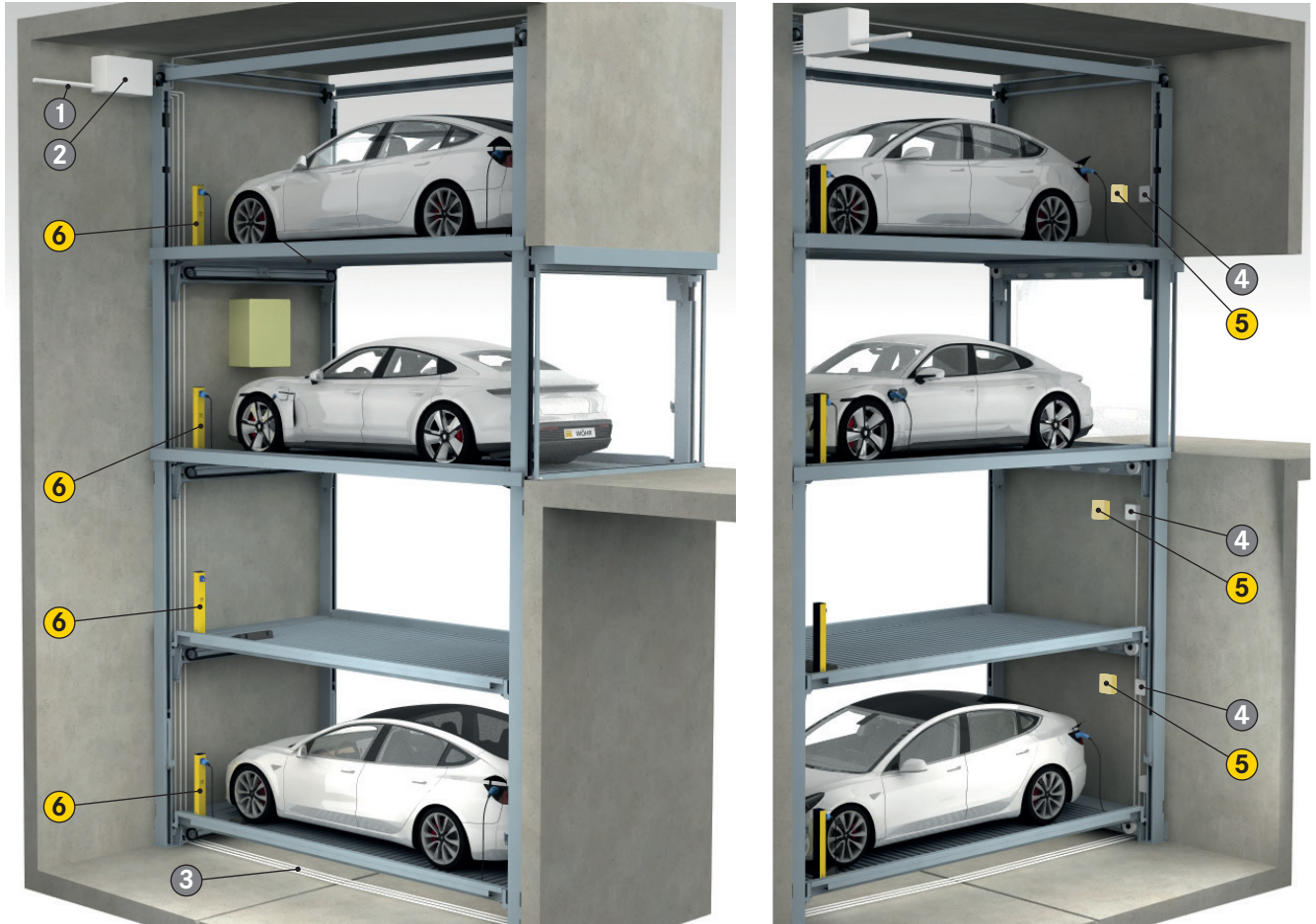


\* Each parking place can be equipped for EV-charging. Preferably, parking places at the top or bottom of the system should be contacted for EV-charging, except for the parking places on the left in grid 1.

The system always returns to the home position for charging, to enable customer-provided charging management.



## Installation diagram for the Post with CEE 16 A / CEE 32 A socket on Combiparker 560



### Customer installed charging infrastructure requirements

Item	Description
1	Feed cable to the main switch cabinet of the building outside pit
2	Main switch cabinet of the building outside pit
3	Cable to the main contactor
4	Branch connector

### Scope of delivery by WÖHR (unless otherwise specified)

Item	Description
5	Box with main contactor
6	Post with: <ul style="list-style-type: none"> <li>- CEE 16 A 1-phase socket, energy chain and flexible cable 3 x 2,5 mm<sup>2</sup> or</li> <li>- CEE 16 A 3-phase socket, energy chain and flexible cable 5 x 2,5 mm<sup>2</sup> or</li> <li>- CEE 32 A 3-phase socket, energy chain and flexible cable 5 x 6 mm<sup>2</sup></li> </ul> Cable on the platform up to the contacting: <ul style="list-style-type: none"> <li>- Contacting on the entry side below the respective platform</li> <li>- 5-pole contacting from the System parking space to the platform</li> <li>- Cable from the contact to the customer-provided branch connector (max. 10 m)</li> </ul>

We reserve the right to change design details, procedures and standards due to technical progress and environmental requirements.