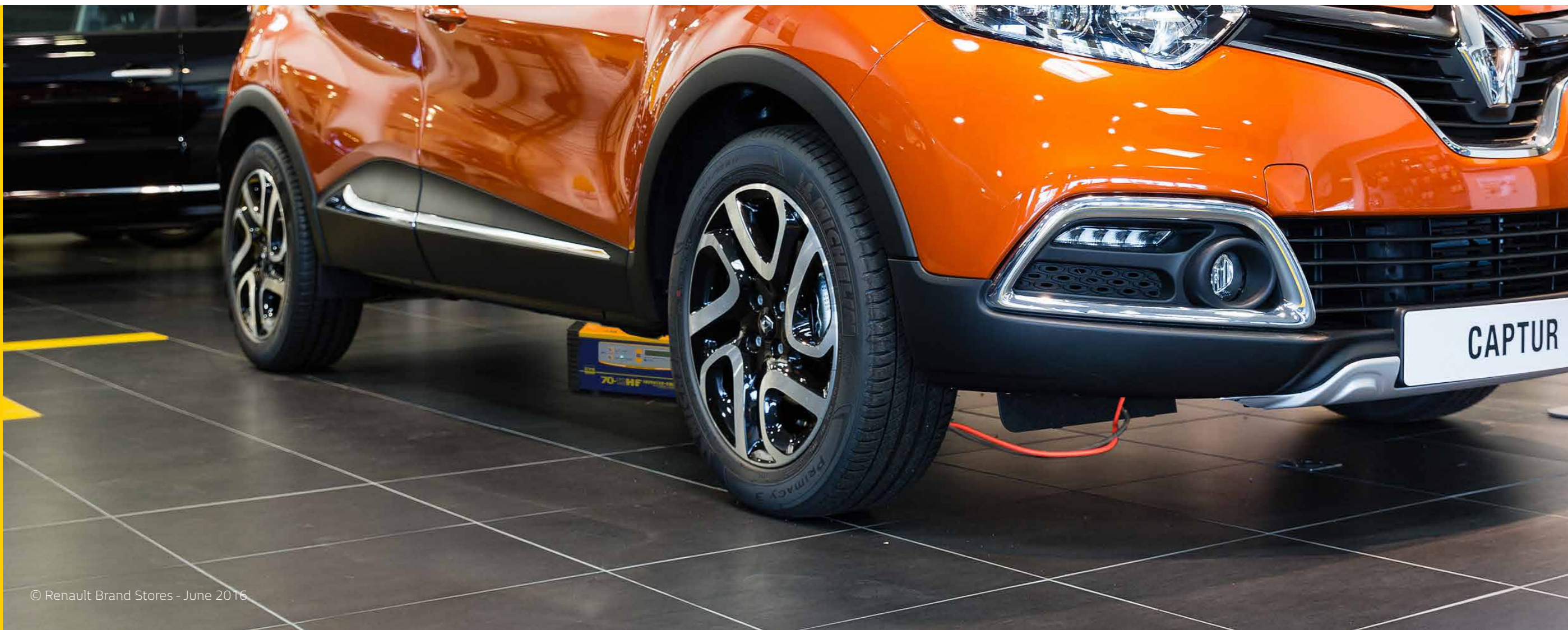




RENAULT
Passion for life

Renault Store - Technical specifications

Showroom power supply



Contents

General

Network meshing	4
Power sockets embedded in the floor	5
Power sockets not embedded in the floor	7
External use	8

Technical principles

Chargers for new vehicles	10
---------------------------	----

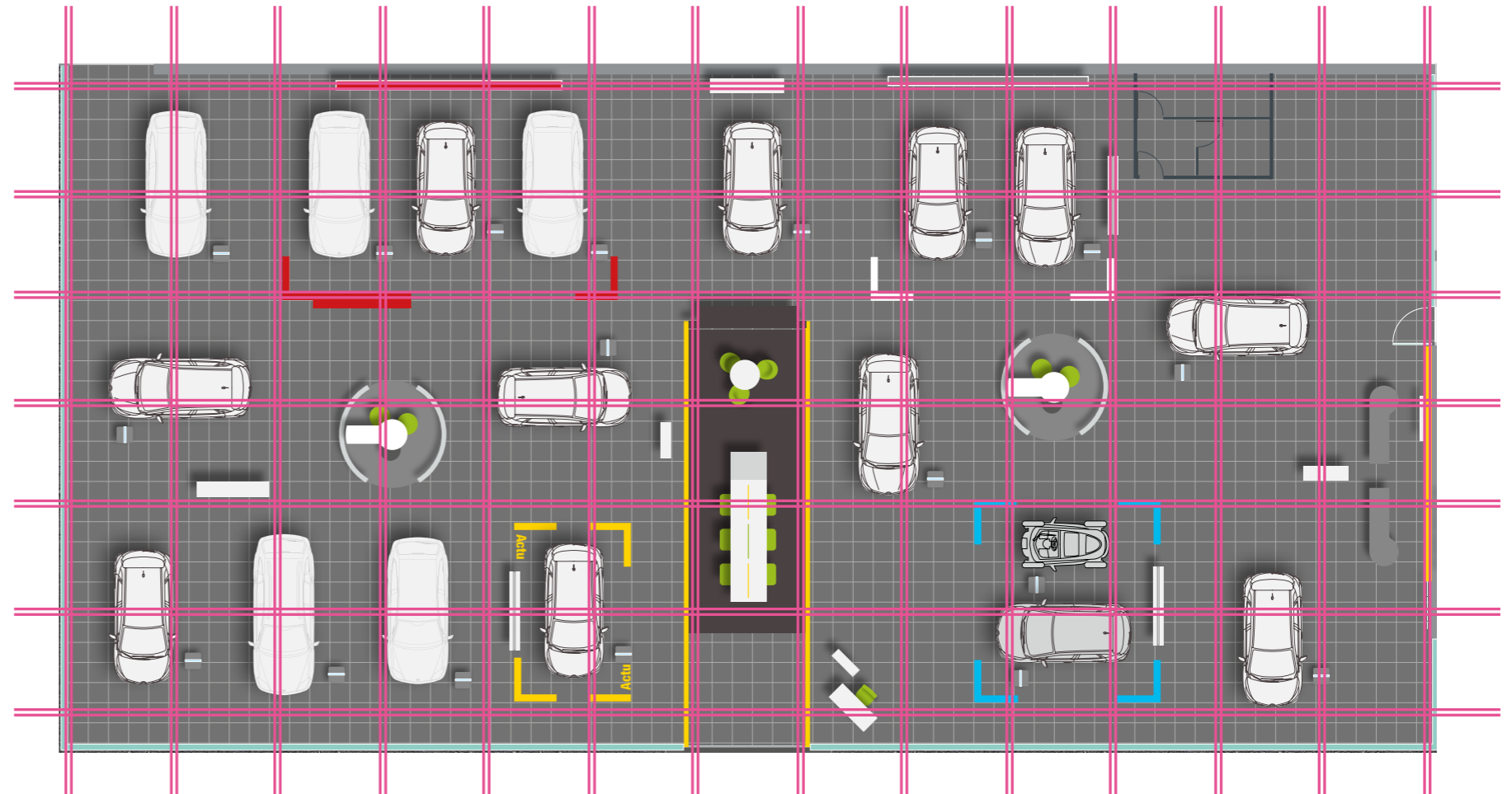
General



Network meshing

The vehicles displayed in the showroom, as well as a number of units, require a power supply (screens, IT equipment, vehicles, etc.).

An organised meshing system makes it possible to be prepared for any change in showroom configuration and have more options when positioning vehicles and units.



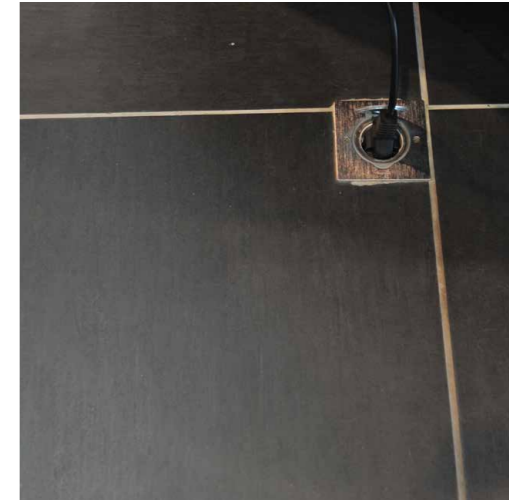
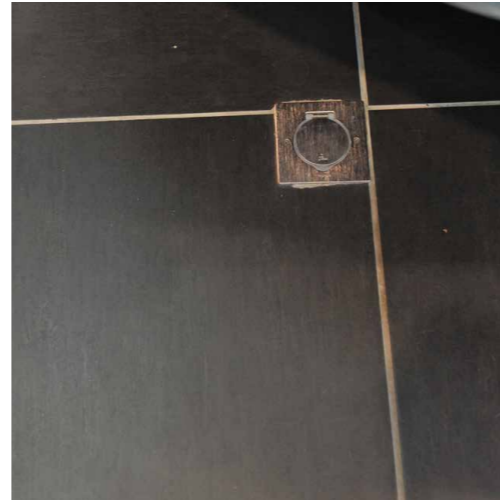
Standard meshing

Power sockets embedded in the floor

Technical prerequisites

Network of 240 V - 16 A single-phase earthed sockets embedded in the floor flush with the tiling, connected via electrical sheaths.

- Power supply protected upstream by a 16/20 A differential circuit breaker on a distribution board.
- Ingress protection level for sockets embedded in the floor: closed, the sealed case has IP 66 protection, meaning the mechanisms are fully sealed; open, it guarantees protection of IP 20.



Power sockets embedded in the floor

Installation and connection of the charger

- Device connected to the power socket available under the vehicle on display.
- 12 V charging cables connected to the + and - terminals on the battery.
- Charger positioned:
 - either on the tiling,
 - or on a suspension arm or wishbone.



Power sockets not embedded in the floor

Technical prerequisites

The charger is connected to the power supply via nearby power sockets on support points such as posts, walls or partitions.

Given the distance to be covered between the vehicle and the supply point, a mechanically protected cable must be used to make the connection between the charger and the nearest available power socket (on a post, wall or partition).

- 240 V - 16 A single-phase earthed socket protected upstream by a 16/20 A differential circuit breaker on a distribution board.
- Mechanical protection of the electrical conductor in flexible, natural rubber, resistant to crushing and wear: standardised cable pass-through (DIN standard N4102 - M3 flame-resistant) with a double-sided adhesive strip to keep it straight on the floor of the showroom.
- Maximum height of 15 mm (allowing people with reduced mobility to pass).
- Keep cable as short as possible and position it in the areas that are least used.

- Flexible power cable for the interface between the supply (socket) and the charger, regulatory type U 1000 RO2 V - 3 x 2.5 mm², fitted in the cable pass-through

External use

Installation and connection of an external charger

- Connecting the device to the power socket located within 3 meters of the vehicle exposed (taken on the billboard or a candelabrum). Do not cross cable to the rolling zone
- Charger Positioning: on an arm or suspension wishbone. The charger must not be placed directly on the ground.
- Connection of load 12 V cables on the + and - terminals of the battery.
- The charger used must be compatible with the outdoor use of standards



Technical principles



Chargers for new vehicles

Several chargers have been approved by the RENAULT Engineering Department.

- Different suppliers are already listed in the Renault workshop equipment panel and operating internationally.
- The chargers are designed and dimensioned to deliver a stabilised output current > 30 A (the value considered by Engineering for the average consumption of new vehicles on display in our showrooms (equipped with HMI/R-LINK, NAV, etc.).
- They help keep the vehicle battery at the optimum performance level and ensure permanent charging capacity while power is being drawn from the vehicle being demonstrated.

List of approved chargers for showroom:

www.infotech.renault.com

www.renault-equipment.com

NOTE:

The use of any other equipment not approved by RENAULT and of insufficient performance will expose the dealership to risks for which it shall be solely liable.

These risks notably include:

- premature battery deterioration over the short or medium term (multiple charge/discharge cycles), together with the resulting warranty management problems;
 - the deterioration of the onboard IT systems if the 12 V power supply is not stable;
 - if the performance of the unapproved charger used is insufficient: battery going «out of service», and the consequences this entails;
 - the deterioration of the onboard IT systems if the 12 V power supply is not stable.
- Use a charger approved for the connection of an external area news vehicle.

