# Depot CONTROL

# Product Sheet and Specific Terms

DepotFinity is a cloud-based software service that is used to monitor, report, schedule and manage the charging operations of chargers within a depot. Depot Control is an upgrade package of DepotFinity, and this document details the functions available with this package. Depot Control optimizes the charging within a depot in order to reduce energy costs or to reduce overall power usage of a depot by optimizing the charging schedules of EVs.

| Prerequisites | |
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| Depot Connect | Use of the Depot Control package requires an existing valid subscription for Depot Connect. |
| Onboarding of chargers | Depot Control requires installed, operational and configured AC or DC Charging Stations compatible with Open Charge Point Protocol ("OCPP") v1.6-JSON from Siemens or 3rd parties. For 3rd party Charging Stations, you are responsible to certify their compliance against the OCPP standard to ensure interoperability.<br><br>The charging stations must ...<br>• be able to connect to a Secure WebSocket (wss)<br>• be able to use the HTTP Basic authentication scheme<br>• have a proactive reconnection strategy<br>• Non-Siemens chargers will need to undergo integration tests prior to onboarding to ensure that the functions of the software work accordingly. Non-Siemens chargers will also need to undergo integration tests before a new firmware version is rolled out to the fleet of chargers<br>• You are responsible for ensuring that these chargers pass the integration test and for the associated costs related to the integration<br>• The chargers must be able to receive SOC and Vehicle ID from the vehicle at plug-in. |

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| | • The charger and vehicle must be compliant with ISO15118 for additional functions like Preconditioning, |
| EV | The vehicle being charged must be able to transmit SOC and Vehicle ID to the charging state on plug-in. The vehicle must support IEC 61851. The vehicle must also support ISO15118 VAS and implement VDV261for additional features like preconditioning |
| EV Schedule | An EV Schedule is required to be input into the application either through a csv file or through a direct integration via API call |
| Web Browser | An HTML5 capable internet browser is required (e.g., Mozilla Firefox, Google Chrome or Microsoft EDGE). The recommended screen resolution is 1024x768 or higher. Viewing on Mobile internet devices are not supported |

| Description | |
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| Access to your Services | You will be provided with a username and password which can be used to access your Services via the URL https://depot.emobility.io The exact URL used could be different based on your location. Please refer to the onboarding email you receive. |
| General | You are only authorized to use DepotFinity in accordance with the package to which you hold a valid subscription. The functions in the package Depot Control to which you can subscribe are<br>(1) Adaptive Charging<br>(2) Day Ahead Optimized Charging<br>(3) Daily Operations<br>(4) Preconditioning according to VDV261 |
| Adaptive Charging | Adaptive Charging enables the User to prioritize charging according to a vehicle schedule. The vehicles that need to leave the depot earliest are prioritized over other vehicles.<br><br>During the configuration of a charging group it is possible to select the charging strategy as Adaptive. It is necessary to upload a vehicle schedule via csv import to prioritize charging<br><br>If preconditioning is enabled, then the departure time of the vehicle is communicated to individual vehicles according to VDV261. The energy requirements of the vehicle are planned as part of the charging strategy |
| Day Ahead Optimized Charging | The Day Ahead Optimized Charging enables the User to optimize the charging schedule for EVs within a single depot<br>1) Optimal Charging Configuration<br>a. Charging Station configuration, vehicle configuration, depot specific parameters, optimization goal are entered through the UI.<br>b. Charging Stations can be placed into Optimal Charging Control Groups through the UI<br>c. Power constraints can be set for Optimal Charging groups through the UI<br>d. The Vehicle Schedule information can be imported by csv file<br>e. The energy price information can be imported by csv file |

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| | 2) Optimal Charging Optimization. The optimized charging schedules for each Charging Station under control are calculated in order to deliver one or more of the following objectives<br>a. Overall power minimization. The charging schedules for each Charging Station in the control group are optimized so that the maximum overall power for the group is minimized.<br>Overall electricity cost optimization. The charging schedules for each Charging Station in the control group are optimized so that for the given electricity price schedule the overall electricity cost for the group is minimized. |
| Daily Operations | The Daily Operations service monitors the status of each vehicle when they are plugged in and then compares the actual status compared with that expected from the Vehicle Schedule. If deviations are found, then the User is notified through the System Notification View within the UI. The following use cases are supported.<br>(1) Late EVs. The actual plug-in time of the vehicle is compared with the planned plug-in time as defined in the Vehicle Schedule. If the actual plug-in time is later than the planned time, then a notification is displayed within the System Notification View.<br>Excessive Energy Usage. At plug-in the actual SOC of the vehicle is compared to the planned SOC as defined in the Vehicle Schedule. If the actual SOC is less than the planned SOC then a notification is displayed in the System Notification View. |
| Preconditioning according to VDV261 | Preconditioning enables vehicles to be heated or cooled before departure according to the vehicle needs and ambient temperature by the backend.<br><br>Preconditioning can be enabled per vehicle in the EV Management View<br>The vehicle onboarding parameters like url and credentials are visible in the UI.<br>Once communication is established between the vehicle and the backend according to VDV261, The parameters sent by the ev during preconditioning can also be visualized in the EV Management view per vehicle. |

## Pricing Model

| Module | Price |
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| Depot CONTROL | Per charger port per year as defined in the specific contract (found as annex to Order Form) |
| Payment Terms | The price for the services above is charged yearly |
| Subscription Term | The Subscription Term for the Service is one year (basic term) and is automatically renewed for a twelve-month period. |
| Adaptation of Fees | We may change or add new fees (collectively referred to as “Fee Change”) due to and to the extent required to reflect: (i) changes in the quality or functionalities of the Services; (ii) material changes in market conditions; (iii) general increases in wages or other employment costs; and/or (iv) changes in procurement costs due to price changes made by our suppliers, in each case to the extent that the changes affect our provision of the agreed Services. Any change of our fees will only apply from the beginning of a renewed subscription |

| Specific Terms | |
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| Service Level Agreement | We will provide the Services in substantial conformance with this Product Sheet & Specific Terms, in a professional and workmanlike manner. |
| Application use rights | DepotFinity can be used as part of services as described in the Order Form. |
| Data Use Rights | "Collected Data" means the following data collected by DepotFinity: any time series data from the charger, the connector (energy transferred, plus temperature, etc.), any Depot Operations Data (EV schedules, power limits, etc.), EV data (EV UID, charging status, etc.), Energy System Data. You acknowledge that Collected Data may include copies made by DepotFinity from certain parts of Your Content for use in accordance with this Product Sheet & Specific Terms.<br><br>During and after the term of the Agreement, Siemens and its business partners may use Collected Data to improve DepotFinity. Use of Collected Data in accordance with this Section will be at our risk. Should Siemens divest substantially all its assets of a business or should an Affiliate cease to be an Affiliate of Siemens AG, the purchaser of the divested business or the former Affiliate, respectively, may use the Collected Data received by such business or Affiliate before divestment, only as permitted in this Product Sheet & Specific Terms. |
| Sub processors of personal data | Making DepotFinity available to you may require us to commission additional Sub processors that are not already included in the List of Sub processors published on https://siemens.com/dpt/si as part of the Data Privacy Terms. With respect to any such Sub processors, Sections 6 and 7 of the Data Privacy Terms shall apply mutatis mutandis. The additional Sub processors in relation to DepotFinity are detailed in the corresponding Data Privacy Terms |
| Third Party Terms | DepotFinity contains Third Party services, including open-source software, commercial software, or software-related managed services, which are subject to additional or different terms, license rights, or require certain notices by their licensors, which we are obliged to pass on to you as your licensor and to which you agree to abide ("Third Party Terms"). The Third-Party Terms are made available on request. |
| Changes to the Product Sheet and Specific Terms | We may update this document from time to time during a Subscription Term in order to reflect any changes agreed with or imposed by our subcontractors (including changes in open-source software license terms) or when we introduce new features, supplements, enhancements or capabilities (e.g., that were not previously included with the subscription, but added for no additional fee). Changes shall become binding upon release of a new version of this document and providing you with a new version of this document |
| Contact/Support | Support for DepotFinity is available for your trained personnel. This support can be accessed through your local support center. Please contact your local Siemens organization for information on this<br><br>You shall reasonably cooperate with our support to resolve support incidents and shall have adequate technical expertise and knowledge of DepotFinity to provide relevant information to enable our support to reproduce, troubleshoot and resolve the experienced error such as, by way of an example, username, form name and screenshot. Such support services may require that we get |

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| | access to Your Content in which case you are required to permit that access. The following types of technical issues or incidents are excluded from the scope of the support services: (i) the root cause behind the incident is not a malfunction, but rather a missing functionality or (ii) the incident is ascribed to a consulting request. |

| Export Control Regulations | |
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| ECCN | N |
| AL | N |

| Security Information | |
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| General | In order to protect plants, systems, machines and networks against cyber threats, it is necessary that you implement and continuously maintain a holistic, state-of-the-art industrial security concept. |
| Access Credentials | Authentication and authorization on user level based on user name and password. |

## Definitions

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| AC | Alternating current |
| Charging Station | Charging Station is a physical electric device to charge electric vehicles. |
| DC | Direct current |
| Depot Operations Data | Depot Operations Data means uploaded data, processed data or data collected by the Service such as;<br>Information on depot characteristics (assets data) and depot processes, e.g. vehicle schedules, type of Charging Stations and related technical information, vehicle information.<br>Information for service and maintenance e.g. error codes, energy transferred.<br>Information for notification of depot personnel e.g. email for service department. |
| Energy System Data | Energy System Data means uploaded data, processed data, data collected by the Service such as<br>(1) Power constraints for each Charging Station grouping as a function of time<br>(2) Energy costs as a function of time for each Charging Station grouping |
| OCPP | Open Charge Point Protocol – an open standard which details the communication protocol between a Charging Station and a backend system |
| Port | A Port is referred to as an electric outlet on the Charging Station which will be connected via a specific cable to the vehicle. |
| SOC | State of charge is the level of charge of an electric battery relative to its capacity. The units of SoC are percentage points (0% = empty; 100% = full). |
| UI | User Interface |

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| Vehicle Schedule | The schedule of when vehicles are plug-in and plug-out of Charging Stations. It also holds information of their expected SOC at plug-in and plug-out time. |
| VDV 261 | VDV 261 is a data communication standard between a backend and vehicles that allows the preconditioning of electric vehicles via the charging stations. Refer VDV Schriften 261 „Empfehlung zur Anbindung eines dispositiven Backends an einen Elektrobus, ergänzend zur ISO-Norm15118“ |