for instructing to end charging of the power storage functional unit 101 to the communication unit 203 on the charging device side of the charging device 2A.

[0024] At this point, the communication unit 105 on the EV bus side of the EV bus 1A performs wireless communication with the communication unit 203 on the charging device side of the charging device 2 (for example, the charging device 2A) identified with the received identifier among the communication units 203 on the charging device side that have entered the second communication range, and transmits the instruction information to the communication unit 203 on the charging device side of the charging device 2A. Thus, the communication unit 105 on the EV bus side does not transmit the instruction information to the communication unit 203 on the charging device side of the charging device 2B other than the charging device 2A among the communication units 203 on the charging device side that have entered the second communication range.

[0025] When the communication unit 203 on the charging device side of the charging device 2A receives the instruction information for instructing to end charging of the power storage functional unit 101 from the EV bus 1A, the supplying unit 201 of the charging device 2A stops supply of the electric power to the power reception port 103 of the EV bus 1A. Additionally, the supplying unit 201 of the charging device 2A performs release operation for releasing physical connection with the power reception port 103 of the EV bus 1A. In a case of supplying the EV bus 1A with electric power in a non-contact manner, the supplying unit 201 of the charging device 2A does not necessarily perform the release operation for releasing physical connection with the power reception port 103. Accordingly, the EV

occurs in the charging device 2, and the crew member of the EV bus 1 moves the EV bus 1 from the predetermined region R without performing work of recovering the charging device 2 from the abnormal state, the charging device 2 is maintained in the abnormal state. Thus, in a case in which wireless communication with the communication unit 105 on the EV bus side of the EV bus 1 is interrupted, the communication unit 203 on the charging device side of the charging device 2 performs processing of initializing the charging device 2. Due to this, in a case in which an anomaly occurs in the charging device 2, the charging device 2 can be recovered from the abnormal state without receiving the reset signal from the EV bus 1 or performing work for recovering the charging device 2 from the abnormal state by the crew member of the EV bus 1.

[0049] Assuming that the charging device 2 is installed at a stopping place of the EV bus 1, general people other than the crew member of the EV bus 1 and a worker who manages operation of the EV bus 1 may be able to operate the charging device 2. Thus, in the present embodiment, the charging device 2 includes an operation prohibition mechanism (for example, a lock) for causing the operation unit of the charging device 2 not to be operated. Due to this, the charging device 2 can prevent the operation unit of the charging device 2 from being operated by general people other than the crew member of the EV bus 1 and a worker who manages operation of the EV bus 1.

[0050] In this way, with the charging system according to the third embodiment, in a case in which an anomaly occurs in the charging device 2, the crew member of the EV bus 1 can recover the charging device 2 from the abnormal state without getting off the EV bus 1 to perform work of recovering the charging device 2 from the abnormal state.