

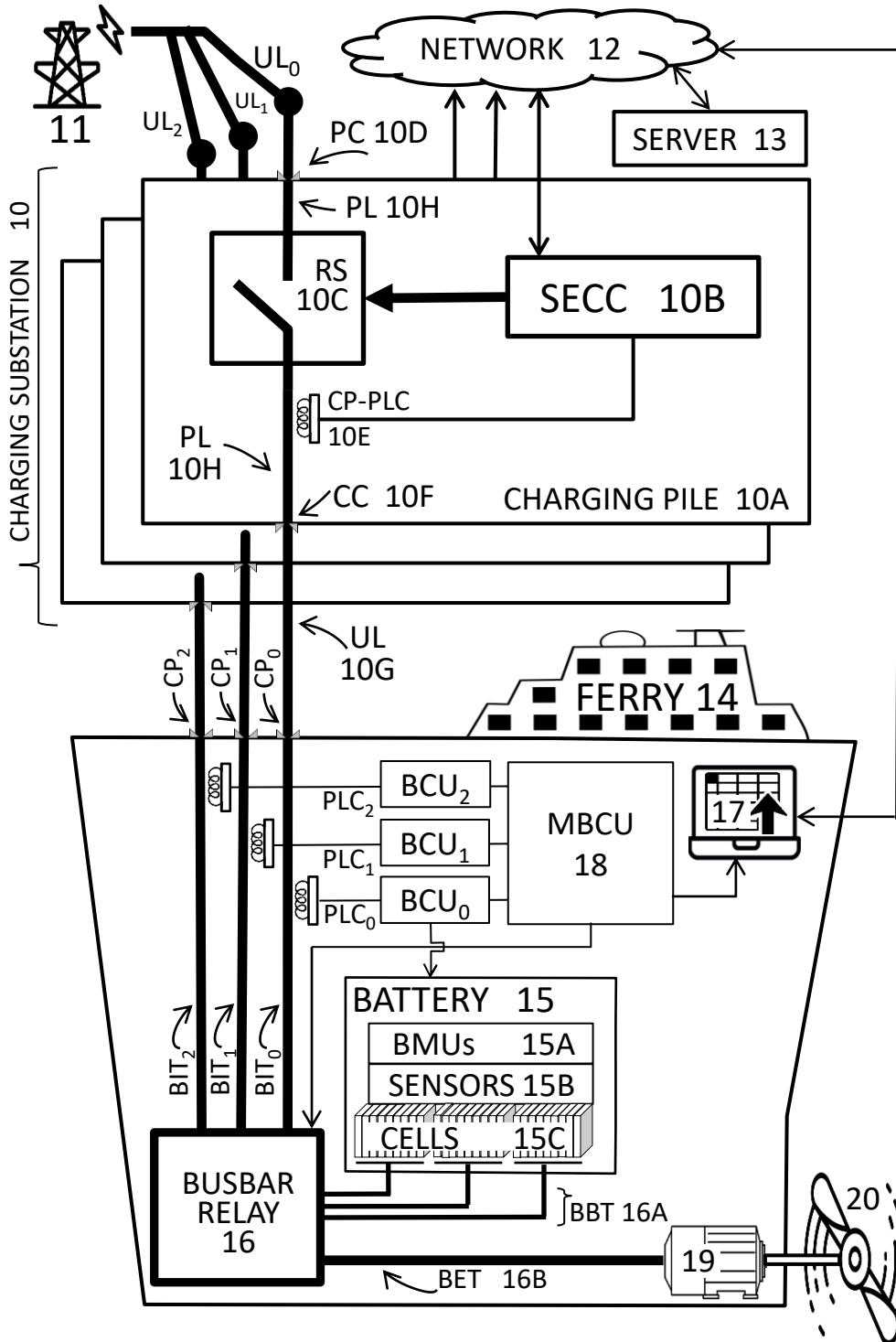


FIG. 1

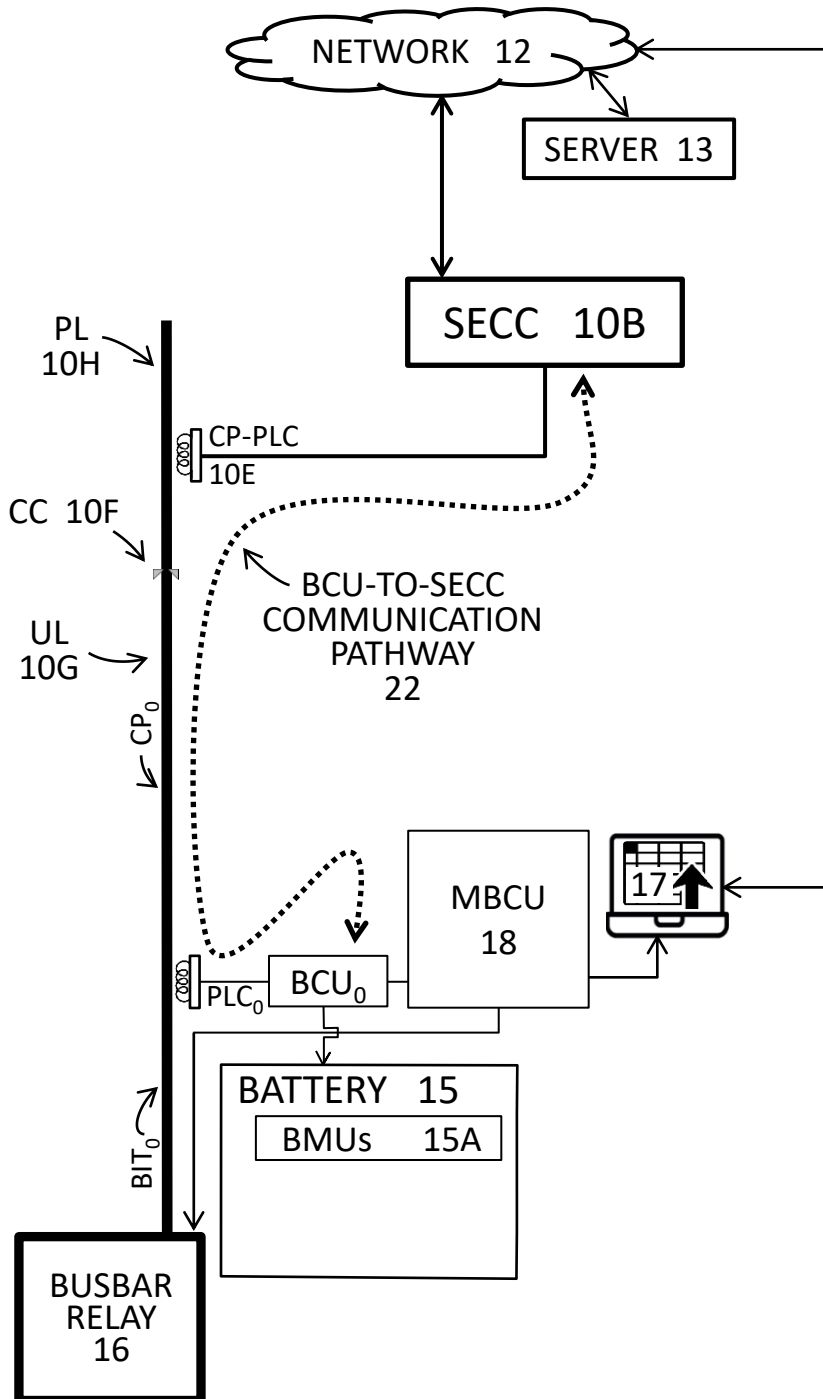


FIG. 2

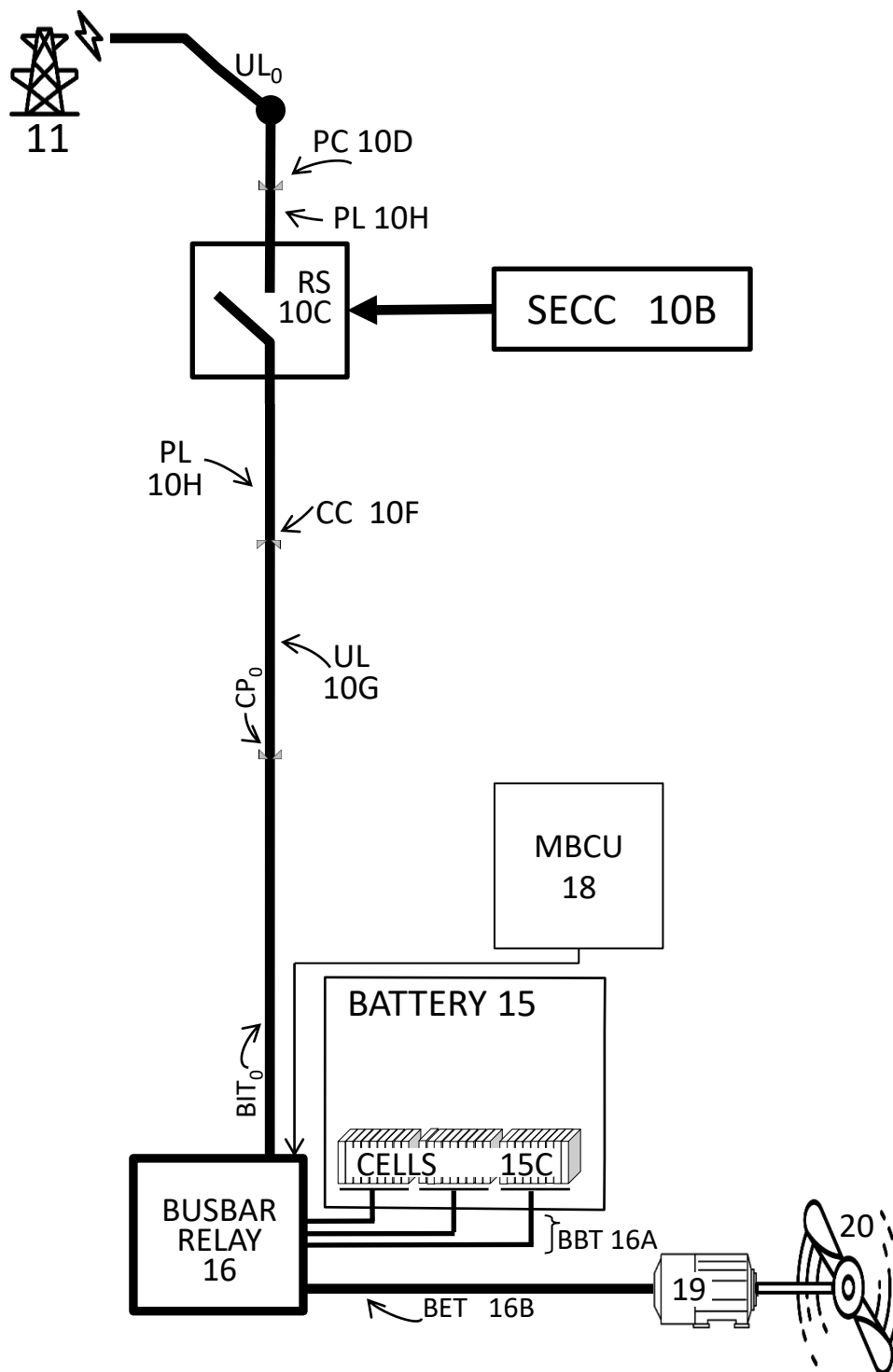


FIG. 3

4/4

4-00



CONDUCT A SAFETY CHECK OF THE BATTERY FROM SENSOR INFORMATION RECEIVED BY THE MBCU FROM THE BMUs AND AN INSULATION DETECTION SENSOR OF THE BUSBAR RELAY	4-01
ESTABLISH A CONNECTIVE PAIRING OF EACH OF THE CHARGING CONNECTORS AND THE CHARGING PORTS OF THE ELECTRIC VEHICLE THROUGH SEPARATE UMBILICAL LINES TO CREATE A BCU-TO-SECC COMMUNICATION PATHWAY FOR EACH CONNECTIVE PAIRING	4-02
ESTABLISH AN INDEPENDENT PROTOCOL MESSAGE EXCHANGE BETWEEN THE PAIRED BCU AND SECC ALONG EACH BCU-TO-SECC COMMUNICATION PATHWAY	4-03
DELIVERY A VEHICLE IDENTIFIER FOR THE ELECTRIC VEHICLE TO THE SERVER THROUGH EACH BCU-TO-SECC COMMUNICATION PATHWAY WITH AN AUTHORIZATION REQUEST FOR THE INDEPENDENT CHARGING SESSION TO OBTAIN AN AUTHORIZATION APPROVAL OF THE INDEPENDENT CHARGING SESSION	4-04
RECEIVE THROUGH EACH BCU-TO-SECC COMMUNICATION PATHWAY A SET OF PARAMETERS FOR THE CHARGING PILE ASSOCIATED WITH THE BCU-TO-SECC COMMUNICATION PATHWAY, INCLUDING AN OUTPUT VOLTAGE RANGE AND A MAXIMUM TRANSFER CURRENT FOR THE CHARGING PILE	4-05
CREATE A MULTI-PILE CHARGING PLAN FROM THE SETS OF PARAMETERS RECEIVED FROM EACH OF THE CHARGING PILES, THE STARTING POWER STORAGE AND TARGET STORAGE OF THE BATTERY, AND A SET OF SAFETY LIMITS FOR THE VEHICLE ELECTRICAL SYSTEM	4-06
AFTER REVIEW, AUTHORIZED THE MULTI-PILE CHARGING PLAN AND COMMENCE THE CHARGING STAGE FOR EACH CHARGING PILE, EACH CHARGING PILE CONDUCTING AN INDEPENDENT CHARGING SESSION	4-07
COMMENCE A SHUTDOWN STAGE FOR EACH INDEPENDENT CHARGING SESSION AND DISCONNECT UMBILICAL LINES	4-08

FIG. 4