CLAIMS

1. An electric public transport vehicle recharging station (100) comprising:

- at least one first electrical connector intended to electrically connect said station (100) to said vehicle,
- at least one second electrical connector intended to electrically connect said station (100) to an external electrical energy source (402), and
- a structure defining at least one area (102) for accommodating people;

said station (100) having the form of a rigid monobloc unit that can be moved and installed on a desired site as a single unit; and
said station (100) configured for in-route recharging of a bus or a tyred tram electric public transport vehicle.

2. The station (100) according to the preceding claim, characterized in that the first electrical connector is arranged on an arm, called coupler, assembled as a single unit with said station (100).

3. The station (100) according to claim 2, characterized in that the position of the coupler is adjustable continuously or discontinuously.

4. The station (100) according to any one of claims 2 or 3, characterized in that the coupler is placed in a housing (202), arranged in a casing (110) that is mobile in translation in said housing (202), between:

- a retracted position, in which it is entirely inside said housing (202), and thus protected, and
- a deployed position, in which it leaves the housing and is coupled with a female connector provided at the level of an electric vehicle.

5. The station (100) according to any one of the preceding claims, characterized in that it also contains at least one electrical energy storage

module, called buffer, intended for the storage of electrical energy supplied by the external electrical energy source (402), then for supplying said stored electrical energy to the electric vehicle, when said vehicle is electrically connected to said recharging station (100).

6. The station (100) according to any one of the preceding claims, characterized in that it comprises a base (114), for example made from concrete, ensuring the stability of said station (100).

7. The station (100) according to any one of the preceding claims, characterized in that it comprises attachment means (602_1-602_3), arranged in order to cooperate with lifting means, in order to lift it and transport it as a single unit.

8. The station (100) according to claim 7, characterized in that the attachment means (602_1-602_3) are rigidly fixed to the base (114).

9. The station (100) according to claims 7 or 8, characterized in that the attachment means (602_1-602_3) are removable.

10. The station (100) according to any one of the preceding claims, characterized in that the accommodation area (102) contains one or more seats or benches (112) assembled as a single unit with said station (100).

11. The station (100) according to any one of the preceding claims, characterized in that it also contains a roof (104), in particular assembled as a single unit with said station (100).

12. The station (100) according to any one of the preceding claims, characterized in that it also contains at least one display screen integrated into, or fixed to, a wall (106, 108) of said station (100).

13. The station (100) according to any one of the preceding claims, characterized in that it has the shape of an “L”, the vertical branch of the “L”

being formed by a vertical wall (106) parallel to the direction of travel of the vehicle and the horizontal branch of the "L" being formed by a vertical wall (108) containing the first electrical connector.

14. The station (100) according to any one of the preceding claims, characterized in that it contains adjustment means (608) of its relative position with respect to the surface on which it is placed, or with respect to a traffic lane of the electric vehicle, in particular of the adjustment screw type.

15. An electric public transport installation (300) comprising at least one recharging station (100_1-100_7) according to any one of the preceding claims.

16. The installation (300) according to the preceding claim, characterized in that at least one recharging station (100_1-100_7) is connected to an overhead electrical energy network.

17. The installation (300) according to any one of claims 15 or 16, characterized in that at least one recharging station (100) is connected to an underground electrical energy network (402).

18. The installation (300) according to claim 15, characterized in that it comprises, for at least one recharging station (100) connected to an underground electrical energy network (402), at least one mast (502), offset with respect to said station (100), said mast (502) being electrically connected:

- on the one hand, to said underground network (402), and
- on the other hand, to said station (100) by an overhead electrical cable (504);

so that said mast (502) forms an electrical gateway between said underground electrical energy network (402) and said recharging station (100).