Florida Department of Transportation

Request for Information
Statewide Electric Vehicle Infrastructure Deployment Plan

Submitted by:
Blink Network, LLC

Submitted to:
Florida Department of Transportation

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Information Requested:

General

1. **Please describe your organization's involvement and experience with DCFC infrastructure. What are your long-term EV plans? How many chargers and/or charging stations are you able to build, install, and/or maintain on an annual basis?**

Blink Charging has a 10 year+ track record of owning, installing and operating DCFC throughout the U.S. DC fast charging is a core pillar of Blinks charging infrastructure development model. Blink utilizes the latest technology form DCFC manufacturers including: ABB, Tritium, BTC Power and Tellus Power with output capable of 360 kW.

Blink plans on being a major component in the creation of a reliable nation-wide DCFC station network along all major corridors/highways across the continental United States which would allow travel via EV to anywhere in the US without range anxiety.

Blink is capable to install, own, operate and maintain in excess of 250 newly commissioned DCFC per year.

The following Blink owned projects represent a history of knowledge, experience, operations, and commitment to the efficient and effective development of DC fast charging infrastructure in the U.S.

- Southport Plaza, Philadelphia PA - Currently, Southport shopping/fueling center has one 50kW ABB Dual DCFC. This location is under expansion with the assistance of a PADEP grant in the amount of $375,000 for the installation of three 50kW Tritium Dual Chargers and one Tritium 175kW Hi Speed charger with Battery Storage.
- Maryland Department of Environment - 4 Sites
- New Jersey Pays to Plug In - 1 Site
- Consumers Energy and EGLE - 2 Sites in Michigan
- Traverse City Power and Light - 2 Sites with DCFC
- Gas Technology Institute (GTI) - 3 Sites
- Pennsylvania DEP - 1 site
- Pennsylvania AFIG -1 Site
- Berkshire Hathaway - 119 sites
- Missouri Department of Natural Resources -1 Site
- Susquehanna Airport Authority, Harrisburg, PA
- Holiday Inn Saddle Brook, NJ - 50kW ABB Dual Charger, Location has fitted out for 150kw expansion.
- Holiday Inn, Budd Lake, NJ - 50kW ABB Dual Charger Dunkin Donuts, West Orange, NJ - 50 kW ABB Dual Charger
- Newark International Airport, Ramada, Newark NJ - 50 kW BTC Dual Charger
- Holiday Inn, East Brunswick, NJ - 50 kW ABB Dual Charger
- Wyndham Hotel, Mt Laurel, NJ - 50 kW ABB Dual Charger
- Crowne Plaza Philadelphia, Cherry Hill, NJ - 50 kW ABB Dual Charger
- Borough of Stone Harbor, NJ - Municipal Lot- 50 kW BTC Dual Charger

- Holiday Inn, Somerset, NJ - 50 kW ABB Dual Charger
- Best Western Conference Center, Baltimore MD - 50 kW ABB Dual Charger
- American Automobile Association (AAA) Canton, MI - 50kW BTC Dual Charger
- American Automobile Association (AAA) Brighton, MI - 50kW BTC Dual Charger
- DeVargas Mall, Santa FE, MN - 50kW BTC Dual Charger – 6 years
- Rutters Convenience/Fuel, Harrisburg PA - 50kW BTC Dual Charger
- Rutters Convenience/Fuel, Lancaster PA - 50kW BTC Dual Charger
- Arby's Restaurant, York, PA - 50kW BTC Dual Charger
- City of York, PA Downtown Curbside - 50kW BTC Dual Charger
- Holiday Inn, Anderson, SC - 50kW BTC Dual Charger
- Richland County Library, Columbia SC 2 locations - 50kW BTC Dual Charger at each location
- Brookgreen Mall, Mt Pleasant, SC - 50kW BTC Dual Charger
- Shell Convenience/Fuel, Dandridge, TN - 50kW BTC DualCharger
- Monona Tire, Madison, WI - 50 kW BTC Dual Charger
- American Automobile Association (AAA) Palm Harbor, FL - 50kW BTC Dual Charger
- American Automobile Association (AAA) Port Charlotte, FL - 50kW BTC Dual Charger
- Susquehanna Airport Authority, Harrisburg, PA - Blink Gen One DCFC 50kW
- Roberts Ferry Unions Elementary School District, Waterford, CA - Tritium 50kW Dual Charger
- Governors Square Shopping Center, Grand Cayman, CI - Development of a 4.2kW solar canopy integrating two L2 chargers.
- Vermont (Statewide) - 11 DC Fast Charging locations, 22 DCFC comprised of Tritium 175kW and Tritium 75kW chargers plus 11 Dual head Level 2 chargers. Gary Holloway
- Burger King, Traverse City, MI - Three 50kW Tritium DCFC installed, awaiting commissioning.
- Witbeck's Family Foods, Clare, MI - Three 50kW Tritium DCFC installed, awaiting commissioning.
- Fuel One Convenience/Fueling, White Haven PA, Route 80 Corridor - 175kW High Speed DCFC Tritium Dual Charger and one 50kW Tritium Dual Charger.

The above DCFC infrastructure development projects provide a proven track record of Blink's ability to efficiently develop DCFC and looks to bring over ten years of on-point industry expertise to this exciting and necessary DCFC Florida corridor project.

2. **Where does your organization see the biggest opportunities for the utilization of NEVI funds? This could be in terms of innovative technology solutions, partnerships, and/or targeting geographic locations.**

Blink sees the biggest opportunities for the utilization of NEVI funds in the following areas:

- Deployment of publicly available DCFC that meets or exceeds the output standards pursuant to the NEVI plan
- Innovative technology including battery storage for power peak shaving to reduce demand fees and provide a sustainable operational business model, grid resiliency, demand response for the corresponding utility.

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- Additional innovative technology addressing power-limitations which may exist in rural/single phase power areas. Blink utilizes innovative technology to provide 3-phase power at high output levels in order to ensure NEVI power standards are provided universally across the state ensuring continuity for the charging public.

3. **What are the biggest challenges or barriers that should be addressed to expedite reaching the goals of the NEVI program?**
The biggest challenges and barriers are: Higher electricity costs from municipal-owed utilities, High demand fees, and potential lower utilization of charging infrastructure in addition to the already high-cost of DCFC equipment and installation. Additionally, there are supply chain issues related to transformers supplied from the utility companies, switchgear provided electrical component manufacturers, and to a lesser extent potential backlog related to the manufacturing and delivery of DCFC.

Site Location

4. **Please describe what you believe makes an ideal DCFC location including amenities as well as any risk factors that should be considered. How would you rank the relative importance of these factors?**

    1. Existing electrical infrastructure
    2. High traffic counts
    3. Lighting, security, 24/7 access
    4. Equitable access
    5. Amenities nearby – restrooms, restaurants, coffee shops, convenience stores
    6. EV registration density
    7. Room for future expansion and futureproofing
    8. Residential population density

5. **Please describe your process, including market research, land use requirements, and business development opportunities for determining a DCFC site location.**
Blink has an established and professional infrastructure development team with over 12 years of experience in establishing public DCFC throughout the country. Blink develops public charging locations from the perspective of the EV driver and focuses on: Safety, ease of use, convenient geographic locations. We also aim to select locations with on-site and nearby amenities including restrooms, Wi-fi, meals ready to eat, and other conveniences. Blink recognizes the need to expand charging capabilities both in power level and number of ports in tandem with EV adoption and demand for public charging. Accordingly, Blink will focus on establishing locations along Alternative Fuel Corridors where high-power levels and excess parking is available to meet expansion needs. Where appropriate, Blink will install oversize transformers, conduit, and additional underground conduit for future charger expansion.

6. **What do you think the DCFC site of the future looks like? Will location to amenities be as important or will micromobility be used to get to the amenities? What innovations/disrupters are coming?**

   DCFC sites of the future are likely to have 15-20 ports of high-power 200 kW plus per port, as well as Microgrid technology including on-site power generation from battery storage to reduce impact on the grid, and also provide revenue generation from demand response and additional grid-resiliency measures.

Partnerships and Business Models

7. **Please explain any previous partnerships regarding EV infrastructure your organization has had including which parties initiated the outreach and what, if any, contracting mechanisms were used. These should include public and private entities as well as utility owners.**

   Blink has partnered with various types of entities including airports, car dealers, healthcare/medical, hotels, mixed-use, municipal locations, multifamily residential and condo, parks and recreation areas, parking lots, religious institutions, restaurants, retailers, schools and universities, stadiums, supermarkets, transportation hubs, and workplace locations for the purpose of providing charging solutions and working to integrating of "plug-and-charge" ISO 15118. Our strategic relationships and often long-term agreements with hundreds of Partners include well-recognized companies, states, large municipalities, and local businesses.

8. **Describe what makes a successful business model and partnership. Also, please describe threats that can lead to a business and partnership's failure. These can be examples from current and/or previous partnerships.**

   Blink recognizes the challenges of developing public DCFC. In order to ensure success, Blink identifies total cost of operation. At this time, with adoption of EVs at its early stages, funding from government entities or private initiatives are necessary to offset the high cost of DCFC development compared to the relative light utilization at this stage. Utility costs play a major factor in identifying the financial success and sustainability of public infrastructure. The most favorable conditions for DCFC development include the following:

   - Funding available (up to 80%) for infrastructure development,
   - Utility make-ready incentives to reduce the cost of utility integration
   - Utility rate schedule to reflect reduced demand fees and lower overall utility costs for public infrastructure
   - Long term leasing agreements with commercial property owners with room for expansion
   - Resilient and comprehensive operating network to ensure 99% uptime and the ability for efficient remote diagnostics and corrective measures

9. **Please provide your organization's viewpoints on contracting methods for DCFC infrastructure, including leasing and/or revenue sharing agreements. Have you implemented any cost/revenue sharing models for the operation of DCFC EVSE? If yes, please share what you can about the terms of those partnerships.**

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Blink is a leading owner and operator of EVSE. Due to the high cost of DCFC development, business models in which experienced EVSE companies, such as Blink Charging, own and operate the charging stations are the most feasible and cost effective, ensuring reliable, long-term operation of the public infrastructure. Blink offers The Blink-Owned Turnkey Model.

- Blink-Owned Turnkey Model: For qualified locations, at no cost to the host, Blink provides the equipment, installation, operations, and administration on a turn-key basis while sharing the revenue with the host.

10. **Does Florida have the workforce required to operate and maintain DCFC EVSE charging sites? If not, please describe what you think is required to develop it.**

Yes, Florida has the workforce required to operate and maintain DCFC charging sites. Blink is Florida-based in Miami Beach, and also has relationships with numerous electrical contractors which Blink would subcontract with to install and maintain the DCFC. Blink itself would operate and maintain the DCFC remotely via the Blink Network and would therefore only need the subcontractor to repair or replace DCFC if there is an issue which cannot be resolved remotely.

Equipment

11. **On average, how long does it take to install a DCFC from start to finish? This includes site determination, design, permitting, site preparation, utilities, and installation.**

On average, it takes Blink approximately 10 to 14 days to perform the actual installation on site. The EV development process requires a longer lead time sometimes exceeding 4-6 months due to the necessity of engineering, planning, permitting, utility integration, inspections, signage, striping and commissioning. Blink has extensive experience coordinating utility upgrades, integration, and establishment of new and separate utility service for Blink's chargers.
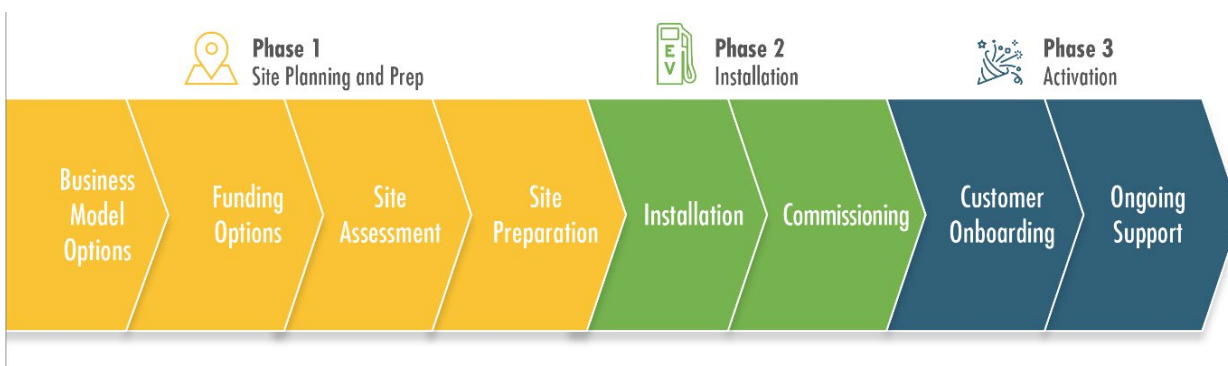
12. **Are you currently able to meet the requirements of Buy America for DCFC infrastructure projects? If not, please explain your plans to meet the requirements and any potential issues.**

No, currently Blink is not able to meet the requirement for DCFC infrastructure projects. However, Blink has plans to source DCFC from buy-America complaint manufacturers and is committed to meeting this requirement as the US DCFC manufacturing develops.

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13. **Are there any components required for DCFC infrastructure that are in short supply that could delay the goals of the NEVI program? Please describe what steps you have taken or what processes you have implemented to ensure the continuity of your supply chain.**

The DCFC industry is currently experiencing supply chain shortages for the delivery of DCFC. The supply chain ranges from 12-40 weeks currently. Almost all DCFC are currently manufactured overseas, and there is a worldwide demand for this specific equipment. DCFC development with the state of Florida is currently experiencing the aforementioned supply chain concerns. Additionally, utility companies have been reporting delays and shortages in obtaining ground-mounted transformers of the size necessary to develop DCFC consistent with NEVI requirements.

In order to ensure the continuity of our supply chain, Blink sources from multiple manufactures to limit the impact of supply chain issues.

14. **Please describe how your organization mitigates cybersecurity vulnerabilities. Is this consistent with industry standards? If not, where are the differences? Do you follow national cybersecurity standards including National Institute of Standards and Technology (NIST) Cybersecurity Framework? Do you comply with Florida's 60GG-2 for ensuring the security of your infrastructure? What other technologies do you offer for an end-to-end secured operation?**

Blink has a compliance policy where legal, intellectual property and data protection are addressed. The following are some of the steps Blink ensures for data security.

The security standards are mandatory for employees with access to personal data and the information systems. The Standards must consider and include the following aspects:

- The scope of the procedures with a detailed specification of the protected resources.
- Measures, standards, procedures, and rules, to ensure the level of security required by the law.
- The duties and obligations of staff with access to databases.
- The structure of personal databases and description of the information systems covered.
- Incident reporting, management, and response procedure.
- Procedure to make backups and recover data.
- Controls that must be designed and implemented to ensure the operational effectiveness of the various security procedures.
- Safeguards to be adopted when underlying documentation and the supporting information will be transported, rejected, or reused.

Blink has a long track record of operations without any significant data breach or loss of data. Blink utilizes its customer data and equipment usage reports only in accordance with the Blink's Privacy Policy entered in and between Blink and its customers. Blink and its Privacy Policy are in compliance with and uphold all state and federal regulations regarding data collection and privacy. The following key points should be noted: We do not store any Personally Identifiable Information on the charging stations. We do not store any credit card

information in our Blink Network database. We encrypt all data in-transit and at-rest. We utilize security measures to ensure that customer data is protected. We periodically audit user permissions to ensure data is only accessible by qualified employees. Please visit https://www.blinkcharging.com/privacy-policies to view our Privacy Policies.

The Technology Department will review the procedures regularly and revise them whenever relevant changes occur in the information system or its organization.

Operation, Maintenance and Data Sharing

15. **What are your current or planned fee structures (time-based, energy-based, power-based, etc.) and what payment mechanism do you accept? Please explain any issues you have encountered or identified.**

For Hardware, Blink charges a fixed cost (MSRP) for the Charging Station itself if a customer chooses to purchase a charging station outright. (Pricing is attached in the document Blink Products & Pricing) Discounted pricing is available for bulk orders.

For software, the site host would be charged a Blink Network fee of $18 per month, or $216 per year, per charging station.

As for charging customers/drivers for using charging stations, it is done in the following methods:
Each Blink Charging station is capable of processing payment for charging fees using a RFID chip credit card, Apple Pay, Google Pay or the Blink Network app.

Customers are charged:
  I.   by kilowatt-hour ("kWh") of energy dispensed to the vehicle. Rate is based on the power consumed on a kilowatt basis. Blink controls all pricing under the Hybrid agreement; however, Blink is willing to consult with AES to establish rates acceptable by both AES and Blink. The rates will be identified on the screen of the charging station.

   Blink Members: $0.49 per kwh
   Blink Guests: $0.59 per kwh

  II.   by the time the vehicle is plugged into the Blink Charging Station rounded up to thirty-second intervals or 1-hour intervals, depending on the specific Blink Charging Station; or
  III. by a flat fee for the total session ("session-based rate"), depending on the location of the Blink Charging Station. Blink maintains an updated schedule of pricing rates by region on the Blink Network website (https://blinkcharging.com/drivers/pricing/). Additionally, certain Blink Charging Stations charge a non-refundable occupancy fee for cars plugged into the Blink Charging Station after the charging session has ended. It has been Blink's practice to establish pricing consistent with existing charging infrastructure.

Customers may also be charged Occupancy Fees or Processing Fees

Occupancy Fees
Through the Blink Network, AES may institute an occupancy fee for idle time use of the dedicated EV parking space, for overstay once charging sessions have ended. In the event

there is excessive overstay Blink can establish an overstay fee/occupancy fee of for example, $2 per 15-minute overstay after a grace period. Users of the Blink mobile app will receive a notification once vehicle charging has completed.

Processing Fees
The processing fee is 8% of gross revenue, along with a Network fee of $18 per month.

16. **Describe the typical maintenance for your organization's EVSE infrastructure as well as the maintenance schedule including any required hardware and software updates. Please include the typical lifecycle for your DCFC and what performance measurements are monitored.**

As owners and operators of EVSE, Blink will operate and maintain each charging station from the date of commissioning the chargers for a minimum of 5 years. Blink as owner and operator of the Blink Network directly provides data as required to the Site host and granting agency. Operations include regular interaction with host partners, drivers and staffing of a 24/7 help desk.

The charging stations will be maintained by BLINK's™ maintenance warranty offering, for five (5) years minimum. BLINK enables remote and automated monitoring of charging stations and enables BLINK Support to interact and troubleshoot with any charging stations that may be experiencing issues. BLINK™ guarantees a response will be provided no later than one business day from the date we become aware of an issue and onsite repairs begin within one business day from the delivery of any parts required to fix the charging station. In addition to providing replacements for defective parts and labor for on-site repairs, also provides coverage for labor related to the repair of components due to normal wear, accidental damage, and vandalism.

Annual preventive maintenance services include the following:
1. Clean and inspect screen
2. Clean and inspect cord and plug
3. Clean and inspect enclosure/pedestal
4. Pick-up and dispose of any trash/debris in parking stall
5. Perform communications test
6. Perform operational functional testing
7. Clean EV parking signage
8. Complete site inspection report

As part of the annual service, any damaged charging stations will be documented and recorded using digital photography. Blink will have trained technicians working on the charging stations at all times.
Blink has long-term (longer than 5 years) maintenance and operation plans available to the customer for continued support and operation.

17. **How would your EVSE share data to a FDOT sponsored central data repository? What type(s) of data can you provide?**

Blink's EVSEs are connected to the cloud-based Blink Network which collects and stores all charging station data. Blink would provide FDOT access to charging data via remote access to the Blink Network. This access is provided to site hosts as well as funding and regulatory agencies and utilities if necessary.

The Blink Network is a purposely designed cloud-based software system / technology platform that connects Blink's EV chargers with Blink's technology infrastructure and database. The Blink Network houses all charger data, including usage stats, real-time status, location, and charging rates. Integrating the two systems ensures that all site host EV charger data can be associated with the specific site host and its delegates. The Blink network allows the site host and INDOT to acquire all requisite operational data to manage the program as well as to allow drivers to find the stations, manage charge sessions, and receive important notifications.

With the Blink Network reporting tools site hosts and granting agencies, can create standard, periodic and customized reports. Reports can detail single charging station data or can be generated for select or a host's entire list of Blink chargers. Data available for reports include:

- Charger usage by energy
- Charger revenue
- Peak charger utilization times
- Usage by location
- Average time spent at the charger
- Average revenue
- Unique visitors
- Sustainability metrics

These reports can be used for sustainability reporting, marketing, accounting, etc. Data in the Blink Network is real time. Hosts can create users for their equipment with varying levels of permissions and can provide reporting only permission for dedicated users to create, download and manipulate reports.

The Blink Network allows hosts to create custom reports on charging station activity. Reports can be customized by timeframe, so you can see how the use of your stations changes from weekdays to weekends and over time as more EV drivers become aware of its availability. If you notice your chargers are always busy during specific times, it may be an opportunity to add more charging stations at your location. Custom reports will provide you with the ability to create reports based on your business needs. You can filter by specific parameters, add and remove fields, and save the custom reports.

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18. **What should FDOT do to ensure the end-users of EVSE infrastructure have the most convenient and reliable charging experience? Please include how emergency evacuations and power outages should be addressed.**

FDOT should award projects to experienced EV charging companies that have a proven track record of successfully installing and managing, operating, and maintaining hundreds of charging stations, with numerous public and private entities including other statewide projects. FDOT should also choose companies that show that they have convenient geographically located sites with amenities.

Emergency evacuations and power outages should be addressed via the following methods:

- Grid Resiliency - Funding should be allocated to fund battery storage to offset demand fees and ensure power availability during power outages.

Strategies for Low Utilization

19. **FDOT is looking to provide DCFC in rural and disadvantaged communities that may have a lower return on investment and is interested in how to make these projects more desirable to potential applications. What strategies can FDOT utilize to encourage deployment of DCFC EVSE into rural, underserved, or disadvantaged communities? When answering please include information on driving factors.**

    a. **Guaranteed number of projects for economies of scale**
    b. **Short term operation and maintenance agreements (5 years or less)**
    c. **Long term operation and maintenance agreements (longer than 5 years)**
    d. **Any others?**

The largest barriers to electric vehicle deployment in rural, remote and underserved states and communities are: Higher electricity costs from municipal-owed utilities, High demand fees, and potential lower utilization of charging infrastructure in addition to the already high-cost of DCFC equipment and installation.

- States should address these barriers by establishing a method of calculating the need for monetary assistance (anticipated in the NEVI program) to ensure sustainable operations of charging infrastructure in identified rural and historically disadvantaged communities. In other words – by providing funding to offset the barriers. States can also offer incentives to utility companies to lower electric rates/demand fees for EV charging or can pass legislation requiring Public Utility Boards to establish EV charging-friendly rates and requirements.
- Although Blink does not have much experience in deploying charging infrastructure in rural, remote, and underserved states and communities, Blink plans to address these challenges in part by the inclusion of battery storage

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to offset demand fees and add grid resiliency. Current development of DCFC in rural areas should match current demand and require future proofing of electrical infrastructure for ease of development of DCFC in tandem with EV adoption and charging needs for these identified areas. Other considerations include the need for community charging in areas where high-density multi-family housing exists.

20. **To increase utilization rates to rural, underserved, or disadvantages communities what considerations or innovation solutions should be considered?**
In order to increase EV utilization, EV adoption first needs to increase. In order to do that, we need promote home charging in rural, underserved, and disadvantages communities to increase charger adoption. It is also necessary for the state to provide incentives such as funding and passing legislation to require Public Utility Boards to establish EV charging-friendly rates and requirements, such as low or no demand charges.

Overall, there needs to be more charging stations in these areas and they need to have friendly rates, and the overall cost of EVs needs to decrease in order for disadvantaged communities to be able to afford them. The Federal Government and the State Government should consider providing more tax credits for those who purchase EVs and for the EV manufacturers to lower costs.

Specific Information Requested
Interested vendors may respond to some or all the following topics, based on their proposed role in the creation of a DCFC EVSE network:

1.   Summary of Experience
FDOT is interested in a summary that describes your organization's experience with DCFC EVSE.
- See attached

2.   System Block Diagram
FDOT is interested in a high-level system block diagram that illustrates all components and connections required to create the proposed system.

3.   Hardware Information
FDOT is interested in datasheets and technical specifications for components included and required to create a typical DCFC system.
- See attached

4.   Software Information
FDOT is interested in information on software components included and needed to create a typical DCFC system.

- See attached

5. Maintenance Plan

FDOT is interested to know about the maintenance services and typical maintenance schedule for DCFC infrastructure.

- See attached

6. *Project Approach*

FDOT is interested in the approach that your organization would take to deliver the DCFC EVSE.

The Department may exercise the choice to invite each vendor that responds to the questions above to meet and discuss the information provided in more detail.

Please Email Responses to: Co.Purch@dot.state.fl.us Subject Line: DOT-RFI-22-9114-PB

Please note there is a 25MB limit on emails received by the Department. &

Please provide _one copy_ of the response to this RFI on a non-returnable flash drive.

Contact for Questions or clarification:

Please email Paul Baker at co.purch@dot.state.fl.us with any questions or comments

The requested information must be received by 5:00 pm (EST) on June 28, 2022.

Send to: The Department of Transportation Attention: Paul Baker

Subject: DCFC EVSE

Mailing Address:605 Suwannee Street, MS20, Tallahassee, FL 32399

PLEASE NOTE:
1) Responses to this Request for Information (RFI) will be reviewed by the agency for informational purposes and will not be considered as offers to be accepted by the agency to form a binding contract.
2) The Department may contact respondents that respond to the questions to discuss product information in further detail.
3) Information obtained in response to this RFI is public record as defined by Chapter 119, Florida Statutes (F.S.).
4) In accordance with Section 287.057, F.S., information obtained in response to this RFI may be used to develop scope and solicitation documents for future procurements at the discretion of the Department. Respondents eligible to respond to this RFI will remain eligible for any subsequent related contract with the agency.
5) Advertisement of any subsequent competitive solicitation that may result from this RFI will be posted on the Florida Vendor Bid System.

If the responses to this RFI are subject to non-disclosure, then the Proposer must include

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any materials it asserts to be exempted from the public disclosure under Chapter 119, Florida Statutes, in a separate bound document labeled "Confidential Materials". The proposer must identify the specific Statute that authorizes exemption from the Public Records Lay. Any claim to confidentiality on materials the Proposer asserts to be exempt from public disclosure and placed elsewhere in the proposal will be considered waived by the Proposer upon submission, effective after opening.

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Blink Company History

BLINK™ (NASDAQ: BLNK, BLNKW) is the largest owner-operator of EV charging stations in the United States. Founded in 2009, Blink was among the first companies on the electric vehicle scene. With a long history pioneering the EV industry, including a team of leaders that created the industry, Blink continues to be the preferred, trusted partner in EV charging station technology. The Blink Network connects more than 15,000 charging stations across the United States giving EV drivers the ability to charge their electric cars wherever they live, work, and play.

With industry-leading equipment and a robust network of public charging stations, we continue to develop the charging infrastructure required to meet the growing needs of EV drivers. Blink's diverse product line-up boasts the most advanced equipment in the industry. Blink has deployed thousands of commercial EV charging stations across the United States, and has been expanding globally in Europe, Middle East, Latin America, and the Caribbean. Blink formally entered the European market in September 2019 with Blink Charging Hellas, a joint venture between Blink Charging Co. and Eunice Energy Group. The partnership began with the first deployment of Blink electric vehicle charging stations in Greece, a partnership of Blink Charging Hellas and Nissan Nik. I. Theocharakis S.A and the purchase of 45 dual-port Blink charging stations by Public Power Company (PPC S.A.) for deployment across Greece. This tender by PPC S.A. was the first following the utility's public announcement to enter into the Greek EV charging market with 10,000 charging stations. Also, in September 2019, Blink announced its first deployments of EV charging stations in Israel through its wholly-owned subsidiary Blink Charging Ltd. Most recently Blink announced the acquisition of European EV charging operator, Blue Corner N.V., and its portfolio of 7,071 charging ports.

Blink works with businesses, property owners and public agencies leading the green energy revolution by installing EV charging stations that attract EV drivers and support sustainability. Across the country, families, businesses, and government are turning to Blink to install EV charging stations, helping to provide greener and more sustainable communities for its residents, workers, and visitors.

Blink has numerous strategic partnerships and product development initiatives across industries and continents. For example:
- Blink works with automobile companies to integrate Blink charging locations into their in-car systems.
- Blink worked with Google to integrate Blink Chargers in Google Maps, enabling EV drivers in the United States to locate charging stations more conveniently and efficiently.
- Blink is partnered with Hubject, a project expanding charging coverage among various operators' charging stations.
- Blink is currently executing a grant focused on integrating kinetic energy storage and DC fast charging.
- Blink is developing wireless charging technology to eliminate charging cords and plugs. This will reduce repair costs and make EV charging more convenient for EV drivers.
- Blink is building a grid-integrated, battery storage system in Pennsylvania that helps with energy demand response and DC fast charging redundancy. This will support a developing Pennsylvania EV market and Interstate 95 corridor travel.

Blink has established key strategic partnerships for rolling out thousands of EV chargers across the United States. Blink chargers are found at numerous locations including parking facilities, multifamily residences and condominiums, workplace locations, health care/medical facilities, schools and universities, airports, auto dealers, hotels, mixed-use municipal locations, parks and recreation areas, religious institutions, restaurants, retailers, stadiums, supermarkets, and transportation hubs.

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Blink has deployed over 30,000 charging stations since 2009. Highlights include:
- 5,600+ commercial EV charging stations in 49 states
- 8,900+ residential charging stations deployed
- Direct access to a growing registered member base of 200,000+
- 25,000 IQ200 chargers sold & deployed since introduction in 2019
- 140 DC fast chargers installed and underway

U.S. Distribution of Blink Chargers

Blink History Timeline

2009 - Car Charging Group, Inc. Founded

2013 - Acquired Four EV charging providers including Blink related assets

2014 - Began participation in Nissan's "No Charge to Charge" program Introduced new features to the network and mobile app including kilowatt-hour pricing and remote start

2015 - 50,000 Registered Members, introduced new network features Expanded relationships with marquee customers and strategic EV charging station hosts

2016 - 75,000 Registered Members, Launched redesigned Blink mobile applications

2017 - 100,000 Registered Members, changed company name to Blink Charging Co. Launched new company website

2018 - 140,000 Registered Members, closed public offering and began listing and trading on Nasdaq Capital Market raised $33.5 million. Google, and Hubject partnerships are formed expanding Blink's footprint

2019 - 150,000+ Registered Members, Deployment of the 2nd generation 2 IQ 200 Level 2 product family begins Blink signs agreement with Eunice Energy to provide EV Charging Stations in Greece Carasso Motors agreement takes affect bringing Level 2 residential charging to Israel InterEnergy signs purchase agreement to bring charging to the Caribbean

2020 - 180,000+ Registered Members, Blink and Chakratec receive R&D grant from BIRD Energy Program for development of DC fast charging solution Blink Charging deploys EV charging station utilizing local load management expandable to 20 chargers Blink Network approved by OpenADR alliance Blink Mobile Charger introduced to market. Acquired BlueLA car sharing service. Acquired Ugo Charging along with its portfolio of EV infrastructure of DCFCs.

Charge On!

2021 – Acquired Blue Corner expanding European EV charging footprint. Launched 32-amp HQ 150 home charger.

2022 – 200,000+ Registered Members. Development of new products to be launched later this year

The following Blink-owned projects represent a history of knowledge, experience, operations, and commitment to the efficient and effective development of DC fast charging infrastructure in the U.S.

- **Southport Plaza, Philadelphia PA** - One 50kW ABB Dual DCFC. This location is under expansion with the assistance of a PADEP grant in the amount of $375,000 for the installation of three 50kW Tritium Dual Chargers and one Tritium 175kW Hi Speed charger with Battery Storage.
- **Holiday Inn Saddle Brook, NJ** - 50kW ABB Dual Charger, Location has fitted out for 150kw expansion.
- **Holiday Inn, Budd Lake, NJ** - 50kW ABB Dual Charger Dunkin Donuts, West Orange, NJ - 50 kW ABB Dual Charger
- **Newark International Airport, Ramada, Newark NJ** - 50 kW BTC Dual Charger
- **Holiday Inn, East Brunswick, NJ** - 50 kW ABB Dual Charger
- **Wyndham Hotel, Mt Laurel, NJ** - 50 kW ABB Dual Charger
- **Crowne Plaza Philadelphia, Cherry Hill, NJ** - 50 kW ABB Dual Charger
- **Borough of Stone Harbor, NJ** - Municipal Lot- 50 kW BTC Dual Charger
- **Holiday Inn, Somerset, NJ** - 50 kW ABB Dual Charger
- **Best Western Conference Center, Baltimore MD** - 50 kW ABB Dual Charger
- **American Automobile Association (AAA) Canton, MI -** 50kW BTC Dual Charger
- **American Automobile Association (AAA) Brighton, MI** - 50kW BTC Dual Charger
- **DeVargas Mall, Santa FE, MN** - 50kW BTC Dual Charger
- **Rutters Convenience/Fuel, Harrisburg PA** - 50kW BTC Dual Charger
- **Rutters Convenience/Fuel, Lancaster PA** - 50kW BTC Dual Charger
- **Arby's Restaurant, York, PA** - 50kW BTC Dual Charger
- **City of York, PA** - Downtown Curbside - 50kW BTC Dual Charger
- **Holiday Inn, Anderson, SC** - 50kW BTC Dual Charger
- **Richland County Library, Columbia SC** 2 locations - 50kW BTC Dual Charger at each location
- **Brookgreen Mall, Mt Pleasant, SC** - 50kW BTC Dual Charger
- **Shell Convenience/Fuel, Dandridge, TN** - 50kW BTC Dual Charger
- **Monona Tire, Madison, WI** - 50 kW BTC Dual Charger
- **American Automobile Association (AAA) Palm Harbor, FL** - 50kW BTC Dual Charger
- **American Automobile Association (AAA) Port Charlotte, FL** - 50kW BTC Dual Charger
- **Susquehanna Airport Authority, Harrisburg, PA** - Blink Gen One DCFC 50kW
- **Roberts Ferry Unions Elementary School District, Waterford, CA** - Tritium 50kW Dual Charger
- **Governors Square Shopping Center, Grand Cayman, CI** - Development of a 4.2kW solar canopy integrating two L2 chargers.
- **Burger King, Traverse City, MI** - Three 50kW Tritium DCFC installed
- **Witbeck's Family Foods, Clare, MI** - Three 50kW Tritium DCFC installed, awaiting commissioning.
- **Vermont (Statewide) -** 11 DC Fast Charging locations, 22 DCFC comprised of Tritium 175kW and Tritium 75kW chargers plus 11 Dual head Level 2 chargers.

Additional projects of comparable size and scope awarded and under construction.

- **Fuel One Convenience/Fueling, White Haven PA**, Route 80 Corridor - 175kW High Speed DCFC Tritium Dual Charger and one 50kW Tritium Dual Charger.
- **Florida Dept. of Environmental Protection** - 25 Sites
- **Maryland Department of Environment** - 4 Sites
- **New Jersey Pays to Plug In** - 1 Site
- **Consumers Energy and EGLE** - 2 Sites in Michigan

- **Traverse City Power and Light** - 2 Sites with DCFC
- **Gas Technology Institute (GTI)** - 3 Sites
- **Pennsylvania DEP** - 1 site
- **Pennsylvania AFIG** -1 Site
- **Missouri Department of Natural Resources** -1 Site

The above DCFC infrastructure development projects provide a proven record of accomplishment of Blink's ability to efficiently develop DCFC and looks to bring over ten years of on-point industry expertise to this exciting and necessary DCFC Florida corridor project.

120kW High Power DCFC

*The product image shown is for illustration purposes only and may not be an exact representation of the product.

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PRODUCT NUMBER	TP4-120-480	TP5-120-480
INPUT	480VAC (3P+N+PE)	
FREQUENCY	60Hz	
OUTPUT VOLTAGE	150-750VDC	150-1000VDC
OUTPUT CURRENT	0 to 200A	
FLA || BREAKER RATING	160A || 200A	
CONNECTORS	CCS1 CCS1 and CCS1 CCS1 & CHAdeMO	
CYCLIC CHARGE MODE	CCS1 - 200 A || CHAdeMO – 125 A	
PARALLEL CHARGE MODE (OPTIONAL)	60 kW per Port	
EFFICIENCY	≥94% at nominal output power	
POWER FACTOR	> 0.98	
OPERATING TEMPERATURE	-22°F to 131°F (-30°C to 55°C)	
ALTITUDE	< 6600' (2000m)	
WORKING || STORAGE HUMIDITY	≤ 95% RH || ≤ 99% RH (Non-condensing)	
WEIGHT	840 lbs (380kg)	
DISPLAY	7" LCD with touch screen	
ACCESS CONTROL	RFID: ISO/IEC 14443A/B || Credit Card Reader - Optional	
DIMENSIONS (L X D X H)	29" x 26.5" x 72"	
PROTECTIVE CLASS	NEMA 3S, IK10	
POWER ELECTRONICS COOLING	Air Cooling	
CHARING PROTOCOL STANDARDS	Mode 4 - IEC-61851, ISO-15118, DIN 70121 Mode 4 - CHAdeMO 0.9, 1.0	
LENGTH OF CHARGING CABLE	16ft (5m)	
INTERFACE PROTOCOL	OCPP 1.6J	
COMMUNICATION	Ethernet , 4G/Wi-Fi	
INSULATION (INPUT-OUTPUT)	>2.5 kV	
ELECTRICAL SAFETY: GFCI	RCD 20 mA Type A	
ELECTRICAL SAFETY: SURGE PROTECTION	20 kA	
ELECTRICAL SAFETY GENERAL	Over Voltage, Under Voltage, Over Current, Missing Ground	
ELECTRICAL SAFETY: OUTPUT SHORT	Output power disabled when output is short circuited	
ELECTRICAL SAFETY TEMPERATURE	Temperature Sensors @ Charge Coupler and Power Electronics	
EMERGENCY STOP	Emergency Stop Button Disables Output Power	
REGULATORY COMPLIANCE	UL-2202 || EMC: EN 61000-6-1:2007, EN 61000-6-3:2007/A1:2011/AC:2012	

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Electric Vehicle Infrastructure
Terra 94/124/184 UL DC Fast Charging Station

ABB's Terra all-in-one DC fast chargers offer power up to 180 kW, with convenient charging times for every EV – including those with HV batteries.

The compact, modular design makes it perfect for retail, highway or fleet use, with power sharing to further optimize utilization. All Terra chargers feature connectivity for remote services and OCPP enablement.

—
The Terra 94/124/184 is available with CCS-only, CCS-dual and CCS+CHAdeMO dual outlets. Cable management options enhance reliability and usability.

Flexible configuration
ABB's Terra DC Fast chargers from 50 kW to 180 kW are designed for the most compact, reliable and future-proof demands. In addition to a range of power selections, Terra chargers can be configured with CCS and CHAdeMO connector cables, in single or dual outlet format. Cable management, payment enablement and connectivity choices also offer owners, operators and site hosts options tailored to the needs of every charging site, from public to fleet needs.

The most reliable, scalable choice
ABB's Terra chargers offer redundant power architecture for the highest uptime in the EV infrastructure industry. Additionally, Terra chargers

can meet the needs of high voltage BEVs up to 920V, making these systems fully compatible with all current and future EVs. With a host of configuration options, and upgradability, Terra DC fast chargers will follow EV market growth over time.

Power sharing for high utilization
Enabling every business model is critical for EV charging infrastructure. With this goal in mind, ABB has designed the Terra 124 and Terra 184 models with power sharing technology which capable of charging two vehicles at the same time. Simultaneous charging can deliver higher utilization for every charging asset, a major key to public and fleet electrification success.

—
ABB Terra "all in one" chargers are offered from 50 kW to 180 kW. The Terra 94 and Terra 124 can be upgraded to 180 kW over time.

Note: upgrading charging systems may require a grid connection upgrade as well as field certification.

		upgradable			upgradable		
Terra 54 one EV up to **50 kW**	**Terra 94** one EV up to **90 kW**		**Terra 124** one EV up to **120 kW**	**Terra 124** two EVs each up to **60 kW**		**Terra 184** one EV up to **180 kW**	**Terra 184** two EVs each up to **90 kW**
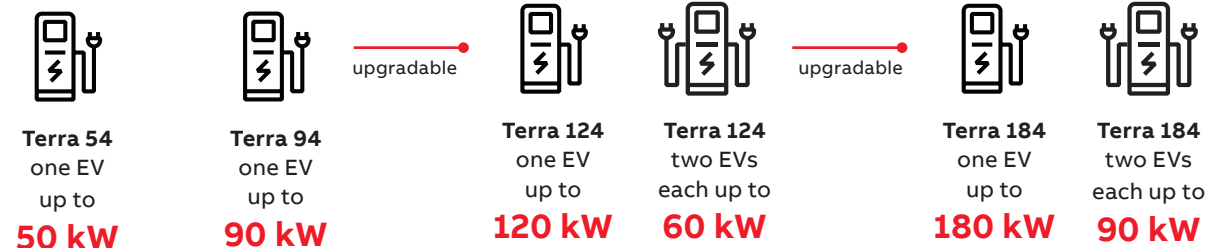
Key features

- A compact, all-in-one charger from 90 kw to 180 kW
- Terra 124 and Terra 184 can fast-charge two vehicles at the same time
- Paralleled power module topology with automatic failover offers high uptime through redundancy
- Delivers full output power continuously and reliably over its lifetime
- Flexible configurations include CCS-single, CCS-dual and CCS+CHAdeMO-dual outlets
- Up to 920 VDC for every passenger or fleet EV
- Bright, daylight readable touchscreen display with graphic visualization of charging session
- High short circuit current rating
- EMC Class B certified for safe use at fuel stations, retail centers, offices, and residential-adjacent sites
- Design enables ADA compliant installations
- RFID authorization modes
- Always connected, enabling remote services, updates and upgrades
- Robust all-weather powder-coated stainless steel enclosure
- Quick and easy installation as well as serviceability

Optional features

- Reliable cable management system available as ordered or field upgrade
- Customizable user interface
- Integrated payment terminal
- Web tools for statistics and PIN access management
- Integration with OCPP networks, payment platforms and energy management
- Autocharge and ISO 15118 enabled

Why charging operators and fleets prefer ABB

- ABB offers the most advanced, safe and reliable EV infrastructure and grid connected technologies
- ABB Connected Services enable every business and remote services model
- ABB's decade of EV charging experience and close cooperation with EV OEMs, networks and fleets

Specifications	Terra 94	Terra 124	Terra 184
Electrical			
Output power*	90 kW continuous	120 kW or 60 kW x 2 continuous	180 kW or 90 kW x 2 continuous
AC Input voltage	480Y / 277 VAC +/- 10% (60 Hz)		
AC input connection	3-phase: : L1, L2, L3, GND (no neutral)		
Nominal input current and input power rating	115 A, 96 kVA	153 A, 128 kVA	230 A, 192 kVA
Recommended upstream circuit breaker(s)	150 A	200 A	300 A
Power Factor*	> 0.96		
Current THD*	< 5%		
Short circuit current rating	65 kA		
DC output voltage	CCS-1: 150 - 920 VDC; CHAdeMO: 150 - 500 VDC		
DC output current	CCS-1: 200 A; CHAdeMO: 200 A (125 A optional)		
Efficiency*	95%		
Interface and Control			
Charging protocols	CCS1, CCS2 and CHAdeMO 1.2		
User interface	7" high brightness full color touchscreen display		
RFID system	ISO/IEC 14443A/B, ISO/IEC 15393, FeliCa™ 1, NFC reader mode, Mifare, Calypso, (option: Legic)		
Network connection	GSM/3G/4G modem; 10/100 Base-T Ethernet		
Communication	OCPP 1.6 Core and Smart Charging Profiles; Autocharge		
Supported languages	English (others available on request)		
Environment			
Operating temperature	-35 °C to +55 °C / -31 °F to +131 °F (de-rating characteristics apply at extreme temperatures)		
Recommended storage	-10 °C to +70 °C / 14 °F to +158 °C (dry environment)		
Protection	IP54, NEMA 3R; indoor and outdoor rated		
Humidity	5% to 95%, non-condensing		
Altitude	2000 m (6560 ft)		
General			
Charge cable	6 m (20 ft) standard; 8 m (26 ft) optional		
Dimensions (H x W x D)	1900 x 565 x 880 mm; 74.8 x 22.2 x 34.6 in		
Weight	350 kg / 775 lbs	365 kg / 800 lbs	395 kg / 870 lbs
Compliance and safety	UL 2202, CSA No. 107.1-16; UL 2231-1, UL 2231-2, CSA STD C22.2 No. 107.1; NEC Article 625, EN 61851, EN 62196; CHAdeMO 1.2; DIN 70121, ISO 15118; IEC 61000-6-3; EMC Class B, FCC Part 15		

*Data shown at nominal output power

Software - The Blink Network

The Blink Network is a remarkably simple and robust way for EV drivers to locate chargers, pay and initiate charging sessions via their InCard, credit card, or Blink's customer service remote start, and monitor billing and energy usage data. The Blink App is available for use on all smartphones. These easily accessible features help ensure EV drivers have unimpeded access to chargers to eliminate range anxiety. Without range anxiety, customers can purchase electric vehicles with confidence in their ability to always keep their charge.

Blink provides a rich user experience from a charging station user interface and from a Blink Network Central System standpoint. The Blink Network is accessible by multiple devices and browsers and provides standard and customized reporting functionality in addition to dashboards which reflect utilization, sustainability metrics, and charging station health statuses. Integration with 3rd party platforms can be supported using the Blink Map API and using the Open Charge Point Interface (OCPI) in addition to the Electriphi smart charging management solution. There is no explicit charge for use of the Blink Network or Blink App however, there is a network connectivity fee charge.

Blink Network Driver Advantages

- Real-time view of locations, hours, pricing and availability
- Real-time integration to 3rd party platforms (i.e., Apple maps, Google maps, PlugShare)
- Environmental impact and savings reporting
- Robust account management
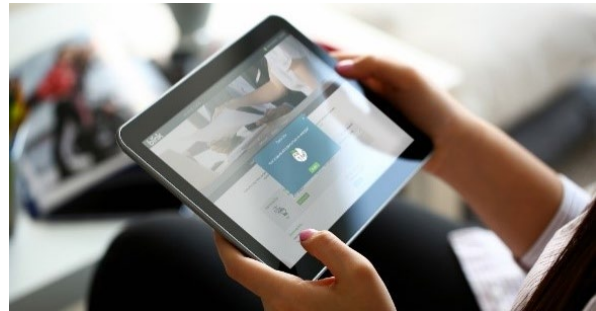
Blink Network Host Advantages

- Cloud-based platform
- Reporting capabilities include revenue, sustainability reports and more
- Remote EV station monitoring
- Streamlined payment processing
- Integration with Google, Apple, Blink and other popular map applications
- Odometer reading tracking and fleet management controls
- Charging station health monitoring and Level 1 and 2 support
- Flexible pricing controls at the station or user level
- Technology & Platform
  - Open ADR 2.0
  - OCPP 1.6J interface to support non-Blink equipment
  - Secure enterprise grade infrastructure
  - Geographically separated secondary backup

Blink Network Technology

- Wi-Fi and cellular connectivity to Blink network
- Over-the-air firmware management enabling remote updates
- Blink Customer Support Center with tracking system (24-hr)
- Blink Network Operations Center actively monitors/manages network (24-hr)
- Smart grid implementation and support
- Role-based features to manage permissions and access levels for drivers
- Ability to manage multiple chargers with detailed data sets
- Secure, high-availability, enterprise-grade infrastructure

- Geographically separated network redundancy for disaster recovery and management

Blink's Customer First Policy

Site Host Support

Blink technical support, the Network Operations Center (NOC), is available to assist station Blink site hosts with issues ranging from account setup, account maintenance, fleet set-up, reporting, charging session initiation, charging station technical issues, replacement of fleet cards, and repair or maintenance requests. The NOC is able to remotely troubleshoot most common charger issues and get equipment back online with minimal site interruption. Tech support is available 5am to 7pm Monday through Friday and 8am-5pm Saturday.

EV Driver Support

Blink Customer Support is available for station hosts and EV drivers at (888) 998-2546 or by emailing support@blinkcharging.com. It serves as a single point of contact for membership, station issues, and queries. Customer Support is available 24 hours a day, 7 seven days a week, 365 days a year.

Data & Reporting

With the Blink Network reporting tools site hosts can create standard, periodic and customized reports. Reports can detail single charging station data or can be generated for select or a host's entire list of Blink chargers. Data available for reports include:
- Charger usage by energy
- Charger revenue
- Peak charger utilization times
- Usage by location
- Average time spent at the charger
- Average revenue
- Unique visitors
- Sustainability metrics

Blink hosts can use these reports for sustainability reporting, marketing, accounting, etc. Data in the Blink Network is real time. Hosts can create users for their equipment with varying levels of permissions and can provide reporting only permission for dedicated users to create, download and manipulate reports.

The Blink Network allows hosts to create custom reports on charging station activity. Reports can be customized by timeframe, so you can see how the use of your stations changes from weekdays to weekends and over time as more EV drivers become aware of its availability. If you notice your chargers are always busy during specific times, it may be an opportunity to add more charging stations at your location.

Custom reports will provide you with the ability to create reports based on your business needs. You can filter by specific parameters, add and remove fields, and save the custom reports.

The Blink Network host dashboard customizes your experience by giving you access to your charging station data in one convenient dashboard.

Commercial Charger Usage Report - Detail

Post Date	Location Na	Address1	Address2	City	State	Postal Code	Serial Numt	Member Gu	Connection	Disconnect	Cumulative	Fee	Fee Reason	Charge Det
2020-06-05 0	Location	123 Street		Miami	FL		L1-0207-163(		2020-06-05 0	2020-06-05 00		2.50	EVSE_USAG	COMPLETE(
2020-06-05 0	Location	123 Street		Miami	FL		L1-0207-163(		2020-06-05 0	2020-06-05 00		2.50	EVSE_USAG	COMPLETE(
2020-06-05 0	Location	123 Street		Miami	FL		L1-0207-163(		2020-06-05 0	2020-06-05 00		2.50	EVSE_USAG	COMPLETE(
2020-06-03 1	Location	123 Street		Miami	FL		L1-0207-183(		2020-06-02 1	2020-06-02 10		0.18	EVSE_USAG	COMPLETE(
2020-06-03 1	Location	123 Street		Miami	FL		L1-0207-183(		2020-06-02 1	2020-06-02 10		0.25	EVSE_USAG	COMPLETE(
2020-06-03 1	Location	123 Street		Miami	FL		L1-0207-183(		2020-06-02 1	2020-06-02 10		0.18	EVSE_USAG	COMPLETE(
2020-06-03 1	Location	123 Street		Miami	FL		L1-0207-183(		2020-06-02 1	2020-06-02 10		0.10	EVSE_USAG	COMPLETE(
2020-06-02 1	Location	123 Street		Miami	FL		L1-0207-183(		2020-06-02 1	2020-06-02 10		0.17	EVSE_USAG	COMPLETE(
2020-06-02 1	Location	123 Street		Miami	FL		L1-0207-183(		2020-06-02 1	2020-06-02 10		0.10	EVSE_USAG	COMPLETE(
2020-06-01 1	Location	123 Street		Miami	FL		L1-0207-183(		2020-06-01 1	2020-06-01 10		0.00	EVSE_USAG	COMPLETE(
2020-06-01 1	Location	123 Street		Miami	FL		L1-0207-183(		2020-06-01 1	2020-06-01 10		0.18	EVSE_USAG	COMPLETE(
2020-06-01 1	Location	123 Street		Miami	FL		L1-0207-183(		2020-05-31 1	2020-05-31 10		0.18	EVSE_USAG	COMPLETE(
2020-06-01 1	Location	123 Street		Miami	FL		L1-0207-183(		2020-05-31 1	2020-05-31 10		0.12	EVSE_USAG	COMPLETE(
2020-06-01 1	Location	123 Street		Miami	FL		L1-0207-183(		2020-05-31 1	2020-05-31 10		1.21	EVSE_USAG	COMPLETE(
2020-06-01 1	Location	123 Street		Miami	FL		L1-0207-183(		2020-05-31 1	2020-05-31 10		1.21	EVSE_USAG	COMPLETE(
2020-06-01 1	Location	123 Street		Miami	FL		L1-0207-183(		2020-05-31 1	2020-05-31 10		0.42	EVSE_USAG	COMPLETE(
2020-05-31 1	Location	123 Street		Miami	FL		L1-0207-183(		2020-05-31 1	2020-05-31 10		0.15	EVSE_USAG	COMPLETE(

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Free Membership.

Blink Network
EV Driver Features

blink®

The Blink network provides EV drivers secure access to membership data, charging usage history, and billing summaries.

CUSTOMIZABLE MEMBER DASHBOARD

EV Drivers

- Blink map locates charging stations by address or zip code and shows real-time availability
- Get turn-by-turn directions to public Blink EV charging stations
- Pay and initiate EV charging sessions
- Manage Blink account and InCard billing information
- Receive SMS and/or emails updates notifications when a charging sessions is started, fully charged or completed
- View charging history and billing details
- View energy savings, reduction of CO_2 output, and charging session details

Blink Mobile App

- Locate public Blink charging stations and get turn-by-turn directions
- View detailed charging station information (hours, fees, and status)
- Update payment details
- Receive charging status updates
- View/edit account and SMS or email notification settings

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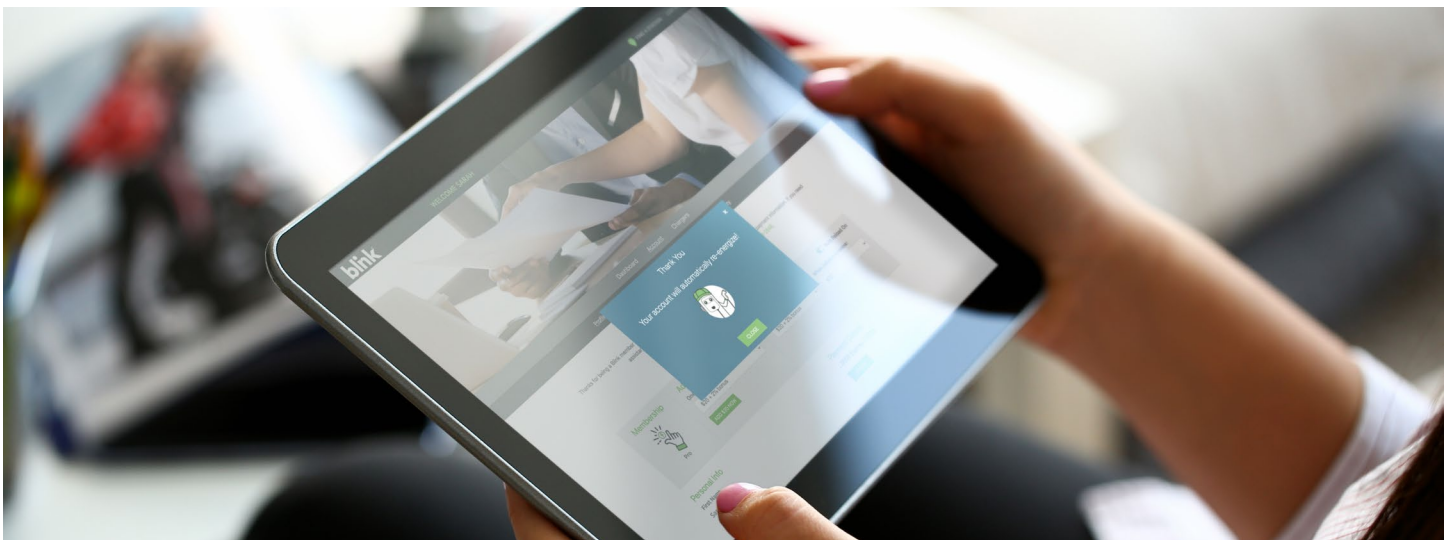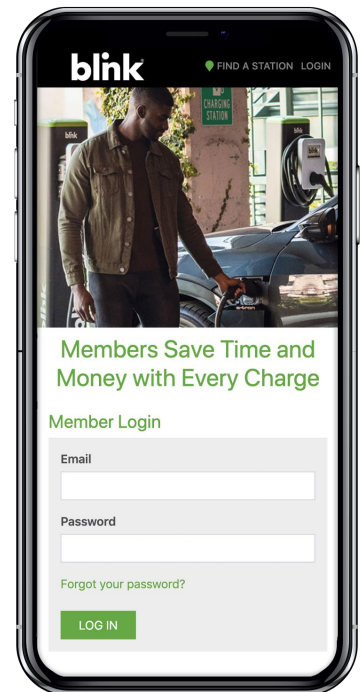
Blink Network
Host Dashboard Features

The Blink Network host dashboard customizes your experience by giving you access to your charging station data in one convenient dashboard.

YOUR CHARGING STATION DATA AT YOUR FINGERTIPS

Host Locations

- Designed for easy management of multiple charging stations, with the ability to obtain detailed data sets and in-depth station information
- Usage, billing, and station information and reporting capabilities
- Role-based controls managing permissions for multiple access levels
- Access to dynamic information any time, from anywhere, on your mobile device or computer
- Unique usernames, passwords, security questions, and encrypted communications for an added level of security
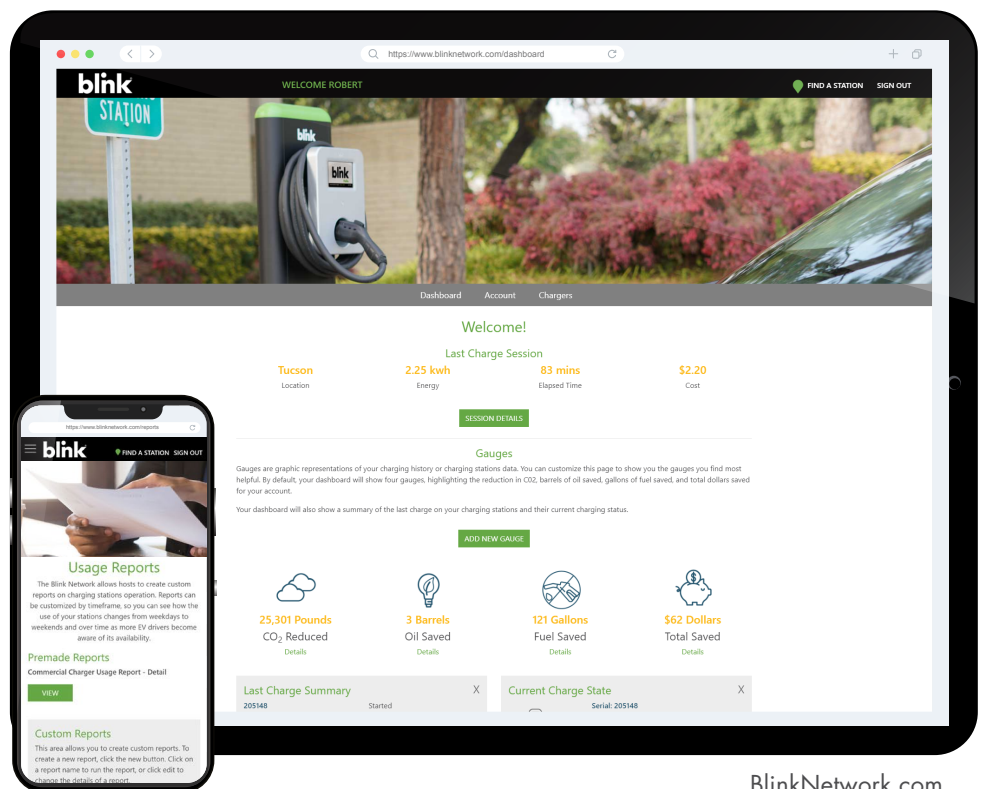
BlinkNetwork.com

Support

- Supports Blink electric vehicle charging stations
- CRM system integration
- Over-the-air firmware management capabilities, enabling remote updates
- 24/7 Customer Support Center with action-tracking system
- Blink Network Operations Center (NOC) proactively monitors and manages Blink Network
- Smart grid implementation and support for commercial users and utilities
- Secure, high availability, enterprise grade infrastructure and software technologies with geographically separated secondary systems for disaster recovery and management

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Blink Network **Guide for Hosts**

Getting Started with the Blink Network
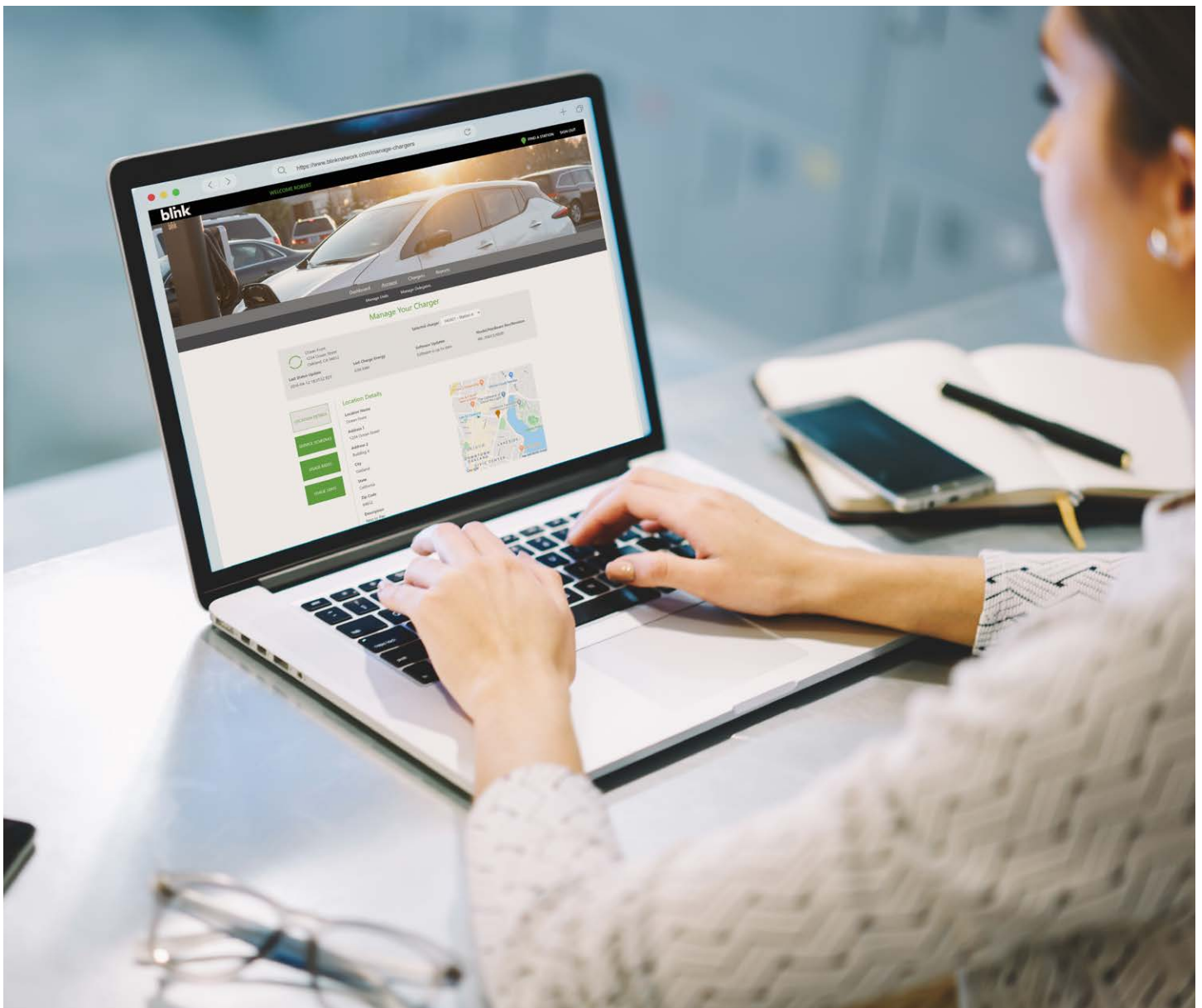
Thank you for choosing Blink and becoming an EV charging station destination!

This guide is intended to help you familiarize yourself with the Blink Network. In this guide, you will find step-by-step instructions to navigate the Network.

Section 1
Getting Started

Section 2
Dashboard

Section 3
Account

Section 4
Chargers

Section 5
Reports

Section 6
Fleet

You can also find explanatory videos about your Blink EV charging stations and the Blink Network on YouTube (www.YouTube.com/BlinkCharging). We encourage you to check back frequently as we continually update and expand our video library.

If you need further assistance, please don't hesitate to contact Blink Host Support at (888) 998.2546 x2.

Charge On!

Logging into the Blink Network

When you become a new Blink host you will receive a temporary password. This information will be sent to the point-of-contact email that you provided Blink during the contracting and installation phases.

The email will include a link and login credentials to log into the Blink Network.

Didn't receive the email?
If you need the credentials resent to you or if you want to update your email address, please contact your sales executive or hostsupport@blinkcharging.com.

1   From the top right corner of www.BlinkCharging.com, select "**Login**."
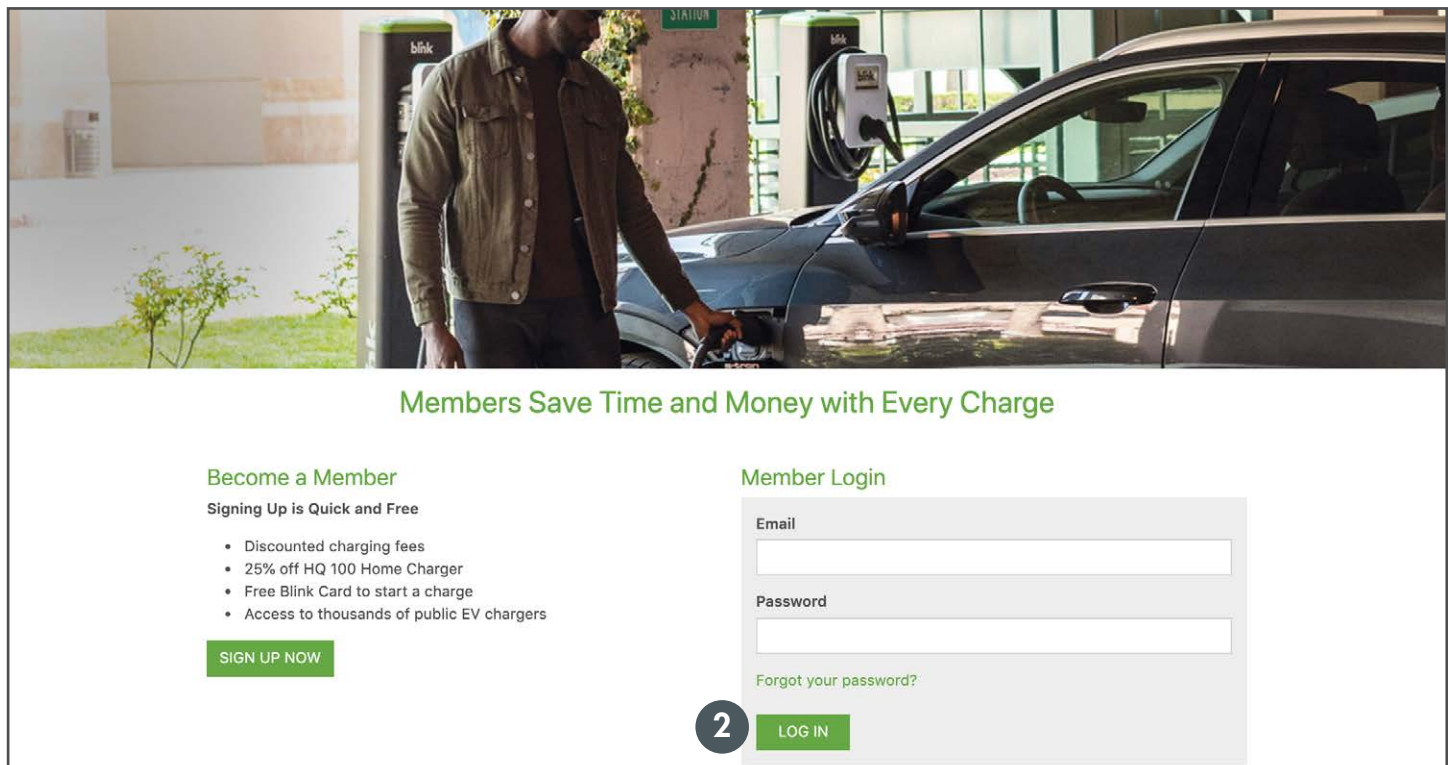
2   Enter your Email and Password, and select "**Log In**."

Accessing Your Dashboard

When you sign into the Blink Network you will find your "**Dashboard**." This page features commonly used quick links and your gauges which summarize the activity at your charging stations.

By default, your dashboard will show four gauges, highlighting the reduction in CO_2, barrels of oil saved, gallons of fuel saved, and total dollars saved by EV drivers by driving electric instead of a traditional internal combustion engine vehicle. These numbers are cumulative and include all charging stations affiliated with your account.

Your dashboard will also show a summary of the last charge on your charging stations and their current charging status.

1. To create a new gauge, select "**Add New Gauge**."

2. To learn how the data is calculated you can select "**Details**" under each gauge.

The Gauges Available Include:

Add New Gauge ✕

1. Select a Gauge in the Table Below

Gauge Name	↑↓
Current Charge State	
Last Charge Summary	
Location Charge History	
Monthly Plugin History	
Weekly Charge Hours	
Weekly Usage Profile	

Description: This gauge reports the active energy usage from your charger. If not in use, the last total kWh usage will be displayed.

Gauge Preview:

Current Charge State ✕

Serial: QW2-82U-M1-R0-N-21

Status:
IDLE

Last Charge Energy:
0.0kWh

*This chart is updated following the completion of a charge. It may take up to one hour to refresh following a completed charge.

2. Select One More Chargers to Use for the Gauge Data

EVSE Units (Select up to 4 units)

	Serial	Name	
☐	101223	101223	
☐	102613	102613	
☐	200819	Main, North Wall (Second Eastmost)	
☐	102987	Main, South Wall (Second Westmost)	

ADD GAUGE   CANCEL

a) **Current Charge State** = This gauge reports the active energy usage from your charger. If not in use, the last total kWh usage will be displayed.

b) **Last Charge Summary** = This gauge shows the kWh usage for your last charge. A graph shows the total kWh usage for interval during the charge, the charging duration and the total energy use during that time.

c) **Location Charge History** = This gauge shows the kWh usage for your last charge. A graph shows the total kWh usage for interval during the charge, the charging duration and the total energy use during that time.

d) **Monthly Plugin History** = This gauge shows EVSE unit history for the current month. Each time a vehicle is plugged in, the information for that day is recorded.

e) **Weekly Charge Hours** = This gauge shows the last 7 days of charging time, in hours. Note that the current day will not show until the following day.

f) **Weekly Usage Profile** = This gauge shows the last 7 days of energy in kWh. Note that the current day will not show until the following day.

Confirming Your Personal Information

The first time you log into your account, please take a moment to ensure your contact information is accurate. To view your information, click on "**Account**." It will automatically take you to your Profile page with your personal information.

If your email address is incorrect in this section, please contact hostsupport@blinkcharging.com to have it updated. For your security, you will not be able to update it in the system directly.

① Update your account information by clicking on "**Edit**" and entering the new information. Once, finished click "**Save Profile Settings**."

Managing Your Chargers

On the "**Chargers**" page is the subnavigation "**Manage Units**" where you can view and manage the EV charging stations assigned to your account. Within this page, you can manage individual units and view their details including current status, usage, and occupancy rates. You will also be able to add delegates to the charging stations, allowing others access to their data.

1. To view the current status of charging stations, select "**Chargers**" page.

2. Chargers can be renamed for convenience by selecting "**Rename**" under the current name.

3. To view information for a specific charging station, select "**Manage**" next to the charging station you wish to view.

The Charging Status Icons

Under "**Chargers**" you will find a Legend of the Charging Status Icons. This will help you understand the current state of each charging station.

Status Legend

◯ Available / Charge Ready	✓ Charge Complete	⚡ Charging	🚗 Parking
⇄ In Use	🔒 Unavailable	? Unknown	‖ Waiting
⚠ Needs Service			

Available/Charge Ready
Charging station is active and available for use.

Charge Complete
Charging session is complete and vehicle is ready to be disconnected from charging station.

Charging
Charging station is plugged into an electric vehicle and actively charging.

Parking
Occupied. Charging station is plugged into an electric vehicle but no energy is flowing. This status can either occur at the beginning of a charge session or after a vehicle has been fully charged.

In Use
Charging station is plugged into an electric vehicle.

Unavailable
Charging station is rebooting, unavailable, or outside the scheduled hours of operation.

Unknown
This icon appears when a unit's status is unknown by the Blink Network.

Waiting
This icon appears only briefly when charging station is in the process of verifying user data or updating software.

Needs Service
Charging station is offline or has reported an error.

This icon may be cleared on its own If the status is not cleared within 24 hours please contact the Blink Network Operations Center at (888) 998.2546 x2.

To confirm unit functionality, please run a usage report and see that charges were initiated when the "Needs Service" flag was showing.

④ After selecting to manage a specific charger, you will see the "**Location Details**" tab.

⑤ From this view you can select your other chargers by selecting them in the "**Selected Charger**" drop down menu.

6 Hours of operation of your EV chargers can be viewed by selecting the "**Service Schedule**" tab.

7 To set the hours your chargers are operable select "**Edit Schedule**" and save your changes.

8 To view usage rates for the selected charging station, select the "**Usage Rates**" page. Occupancy Rates can also be viewed here.

*It is recommended not to charge occupancy fees except in high traffic, or high turn-over locations. For more information and best practices on occupancy fees please visit BlinkCharging.com/Host-Resources.

To run a report usage for a charging station during a specific date range:

9 Select the "**Usage Stats**" page.

10 Enter the "**Start Date**" for the beginning of the reporting period.

11 Enter the "**End Date**" for the end of the reporting period.

12 Select "**View Tabular Data**."

Creating a New Delegate

A delegate is a user who is authorized to manage your Blink charging stations. A delegate can have permissions to manage the charging station occupancy rates, view commercial usage statistics, and run reports.

13 To add a delegate click the "**Chargers**" page.

14 Select the "**Manage Delegates**" page.

15 Select "**Create New Delegate**."

Once you create a new delegate they will receive an email from the Blink Network inviting them to accept the invitation and log in to activate their account and begin managing the chargers you've assigned to them.
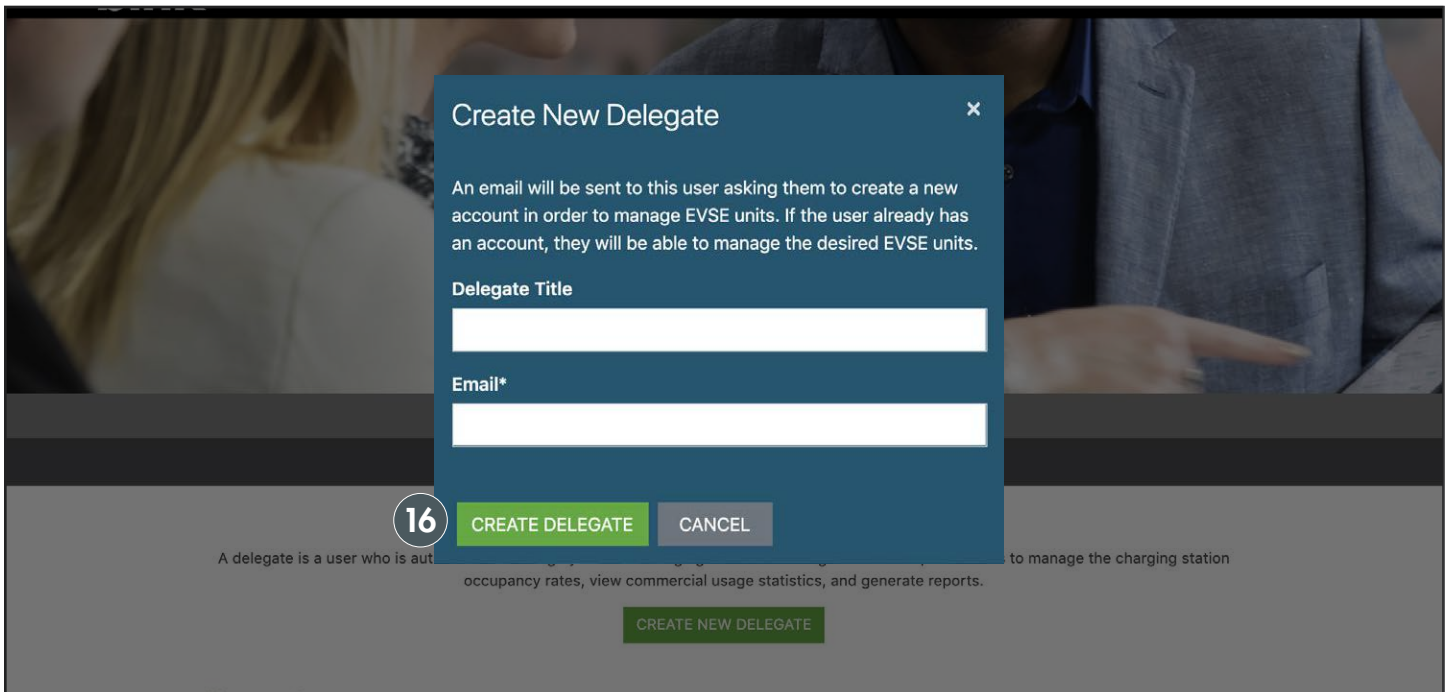
16 In the pop up window enter the name and email of the person you want to add as the new delegate. Then click "**Create Delegate**."
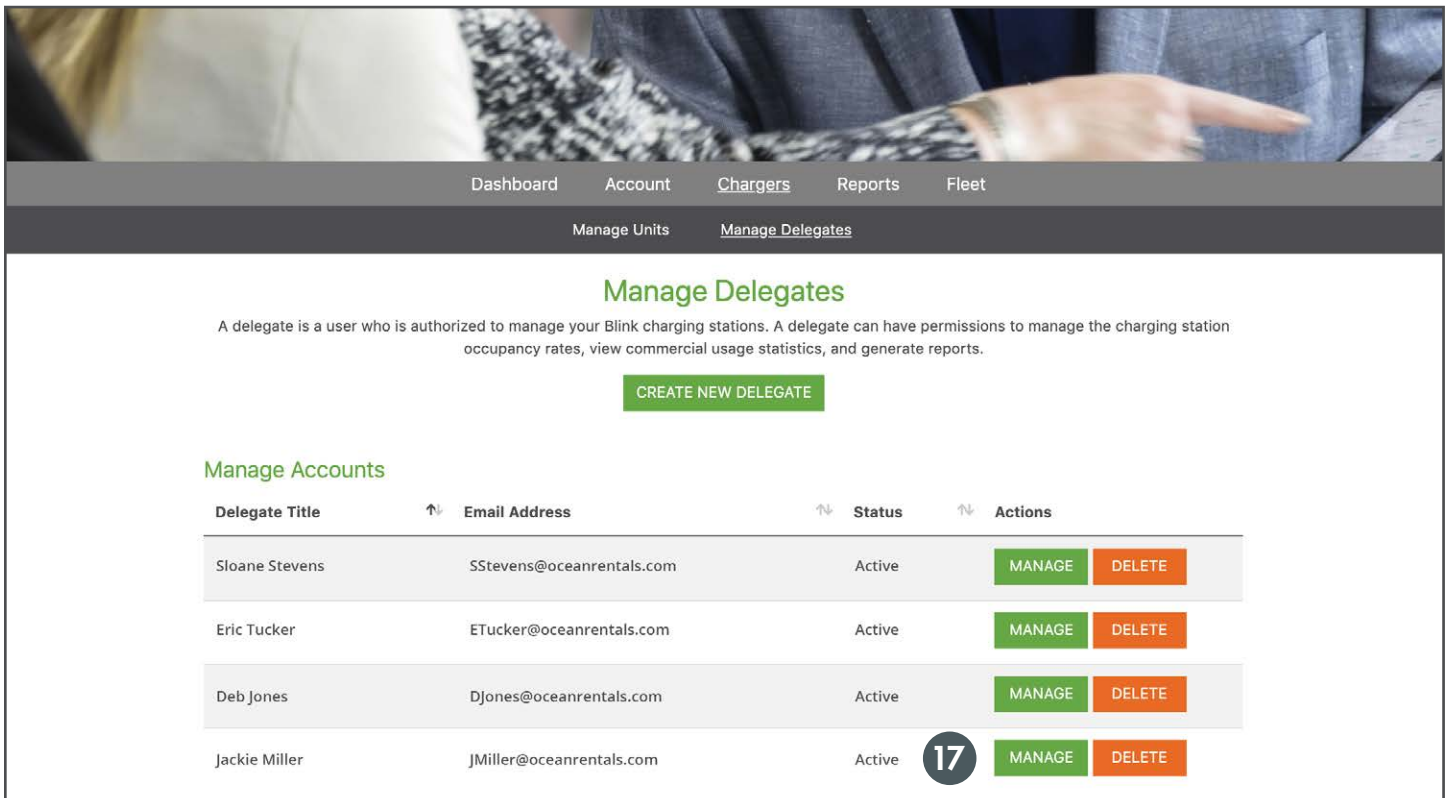
17 Delegate will be added under "**Manage Accounts**". Click on "**Manage**" to assign permissions.

The delegate will have pending status until they accept the invitation received via email.

18 In the "**Manage**" expanded window select "**Assign Chargers**" to assign the delegate management of your chargers. Permissions can be set to view reports and gauges, manage charger address and schedule, and/or manage commands. The delegate can also be deleted from this expanded window.

19 The "**Assign Chargers**" pop up window will appear. Select the desired chargers that the delegate should have access to and then select "**Assign**" to submit selections.

Dashboard   Account   Chargers   Reports   Fleet

Manage Units   Manage Delegates

Manage Delegates

A delegate is a user who is authorized to manage your Blink charging stations. A delegate can have permissions to manage the charging station occupancy rates, view commercial usage statistics, and generate reports.

CREATE NEW DELEGATE

Manage Accounts

Delegate Title	Email Address	Status	Actions
Sloane Stevens	SStevens@oceanrentals.com	Active	MANAGE DELETE
Eric Tucker	ETucker@oceanrentals.com	Active	MANAGE DELETE
Deb Jones	DJones@oceanrentals.com	Active	MANAGE DELETE
Jackie Miller	JMiller@oceanrentals.com	Active	MANAGE DELETE

Title:

Jackie Miller

Name	Serial No.	Delegate Permissions	View Reports and Gauges	Manage Address	Manage Schedule	Manage Commands	
Main, North Wall (Second Westmost)	100647	☑ **(20)**	☑	☑	☑	☑	Delete

ASSIGN CHARGERS

(21) SAVE   CANCEL

20 Select permissions per charger.

21 Click "**Save**" to submit changes.

Creating and Viewing Reports

The Blink Network allows hosts to create custom reports on charging station activity. Reports can be customized by timeframe, so you can see how the use of your stations changes from weekdays to weekends and over time as more EV drivers become aware of its availability. If you notice your chargers are always busy during specific times, it may be an opportunity to add more charging stations at your location. For help understanding if your location needs more chargers based on your usage reports please contact Blink at (888) 998.2546 x3.

(1) To view usage for all your charging stations during a specific period, select the "**Reports**" page.

(2) Select "**View**" under "**Commercial Charger Usage Report – Detail**."

3 A report containing data for all your charging stations will be visible on the screen. To download this data:

a. Select "**CSV**" from "**Alternate Download Formats**" and the data file will download.

b. To view and edit the data in Excel, open the file and save it as an Excel spreadsheet.

Creating Custom Reports

Custom reports will provide you with the ability to create reports based on your business needs. You can filter by specific parameters, add and remove fields, and save the custom reports.

4. Click on desired custom report tab.

5. Click "**New**" to create a custom report.

6 Enter desired report name.

7 Select Datamart.

8 Build the custom report by dragging the desired field from the "**Available**" column to the "**Selected**" column.

9 Select "**Save**" and the new report will open.

If you would like to integrate Blink Network data into your systems via API access you can create a Report Token by selecting the "**Report Token**" page in the subnavigation. From here simply click create "**Generate New**".

Set-Up Fleet

Fleet group management allows you to view which EVSE units and Blink Cards are assigned to each group. Pricing can also be controlled by creating fleet groups and assigning them differing pricing schemes. In order to assign fleet parameters you must first set-up your fleet group.

① Select "**Add Fleet Group**" to create a new fleet group.

② Enter fleet group name and select "**Create**." The new group will appear in "**Your Current Fleet Groups**" section.

3 Select "**Assign Stations**" to assign specific fleet groups to charging stations.

4 Select the charger(s) you would like to assign to the fleet group.

5 Select "**Assign Selected**."

Please note, when you select "Manage" you will be taken back to the "Manage Your Charger" page.

6 In the pop up window, select The group you would like to associate the charger.

7 Select "**Associate**."

Set-Up Fleet

To set up your Fleet, please follow the below steps. If your fleet is already set up, manage your existing fleet here.

Step 1
Add New Fleet Group

Step 2
Assign Your Group to Charging Stations

Step 3
Assign Your Membership Cards to a Group

ADD FLEET GROUPS

ASSIGN STATIONS

8 ASSIGN CARDS

Assign Membership Cards to Fleet Groups

This section allows you to assign Blink Cards to selected fleet groups. In order to do this, you will first need to setup your fleet groups. Next, you will want to find the Member # on the cards which you want to assign. You can either type in the Member # below and assign to a fleet or, select the "Upload a File" option for a bulk association capability.

Manual Input   Or upload a file

Member number(s)   **9**

000000000 000000001 000000002 ...

Type in the member numbers you want to use, separated by spaces.

Select Fleet Group

-- Select --   **10**

SUBMIT   **11**

8 To assign Blink Cards to a fleet group, select "**Assign Cards**."

9 Type membership card numbers in the field, separated by spaces for multiple inputs. Membership numbers can be found on the back of the card.

10 Select the fleet group name in the drop down menu.

11 Select "**Submit**" to complete.

Hold card to reader and follow onscreen instructions.

Plug the connector to your EV charging port.

After charging, press the lock release button and unplug.

Member #   000000000

(888).998.2546
BlinkCharging.com

blink

Use of this card is subject to the cardholder agreement

Manage Fleet

Fleet group management allows you to view which EVSE units and Blink Cards are assigned to each group.

① Select desired Fleet Group to Manage in drop down menu.

② Under "**Manage Stations**," you can add chargers and update fleet status.

③ Select "**Update Private Fleet Status**" to update private or public availability.

4 In pop up window, select Yes or No in drop down and select "**Update**" to save changes.

Private means only membership cards assigned to the fleet group can use the charging stations.

5 To add chargers to your fleet group, select "**Add a Charger**."

Welcome Robert — Find a Station — Log Out (from screenshot header)

Add Chargers to Fleet Test Group   ✕

Show [10] entries   Search: [_____]

	Serial No. ⇅	Charger Name ⇅	Private Only ⇅	Fleet Groups Assigned
☐	100053	100053	No	
☐	100217	[No Name]	No	
☐	100647	Main, North Wall (Second Westmost)	No	
☐	102613	Set to test per G. Poston	No	
☐	102646	[No Name]	No	
☐	102670	Set to test per G. Poston	No	
☐	102987	Main, South Wall (Second Westmost)	No	
☐	102991	[No Name]	No	
☐	103185	Set to test per G. Poston	No	
☐	200718	[No Name]	No	

Showing 1 to 10 of 111 entries   First   Previous   **1** 2 3 4 5 ... 12   Next   Last

UPDATE   CANCEL

Showing 1 to 3 of 3 entries   <   Previous   **1**   Next   >

UPDATE PRIVATE FLEET STATUS   ADD A CHARGER

⑥ In the pop up window, select desired charges to assign to the fleet group.

⑦ Select "**Update**" to finalize.

8   Select "**Manage Cards**" to view and manage cards assigned to the fleet group selected.

9   Select "**Disassociate**" to remove card from fleet group.

10   Select "**Add a Card**" to add a card to fleet group.

11 In the pop up window, type the membership card numbers in the field, separated by spaces, for multiple inputs. Membership numbers can be found on the back of the card.

12 Select "**Add**" to submit.

For more information or for help, contact Host Support at (888) 998.2546.

Operation & Maintenance Plan

As owners of the DCFC equipment, Blink will operate and maintain each of the DCFC stations from the date of commissioning the chargers for a minimum of 5 years. Blink as owner of the Blink Network directly provides data as required to the PADEP. Operations include regular interaction with host partners, drivers and staffing of a 24/7 help desk.

The charging stations will be maintained by BLINK's™ maintenance warranty offering, for five (5) years minimum. BLINK enables remote and automated monitoring of charging stations and enables BLINK Support to interact and troubleshoot with any charging stations that may be experiencing issues. BLINK™ guarantees a response will be provided no later than one business day from the date we become aware of an issue and onsite repairs begin within one business day from the delivery of any parts required to fix the charging station. In addition to providing replacements for defective parts and labor for on-site repairs, also provides coverage for labor related to the repair of components due to normal wear, accidental damage, and vandalism.

Annual preventive maintenance services include the following:
1. Clean and inspect screen
2. Clean and inspect cord and plug
3. Clean and inspect enclosure/pedestal
4. Pick-up and dispose of any trash/debris in parking stall
5. Perform communications test
6. Perform operational functional testing
7. Clean EV parking signage
8. Complete site inspection report

As part of the annual service, any damaged charging stations will be documented and recorded using digital photography. Blink will have trained technicians working on the charging stations at all times.

605 Lincoln Road, 5th Floor
Miami Beach, FL 33139
Nasdaq:BLNK

(305) 521-0200
BlinkCharging.com

Charge On!

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blink®