



## **General Terms of Use for the Charging Infrastructure of the Fraunhofer-Gesellschaft zur Förderung der angewandten Forschung (FRAUNHOFER)**

FRAUNHOFER (hereinafter "Operator") is the owner of this charging station and, as a charging point operator (CPO), offers access to and use of charging infrastructure for electric vehicles on private property.

Note: These Terms of Use govern exclusively the use of the charging station. Other terms and conditions, in particular the respective prices and payment terms, are subject to separate regulations; they are expressly not part of these Terms of Use.

### **§ 1 Conclusion of the Contract and Use of the Charging Station**

(1) The contracting parties to the usage agreement are the operator of the charging station and the user. The agreement begins when the charging cable is connected to the vehicle and ends when the user leaves the charging bay. The transfer of risk occurs at the charging socket of the respective charging station. The vehicle owner is obligated to start the charging process after connecting to the charging station. The operator is not liable for any misuse by the user.

(2) The charging station must be used in accordance with the posted operating instructions "Charging Infrastructure for Electric Vehicles," for its intended purpose, and with due care; its use is permitted exclusively for charging the batteries of electric vehicles. The user must familiarize themselves with the proper operation of the charging station before using it. Only tested and approved cables and connectors that comply with recognized technical standards may be used. The operator reserves the right to remove charging cables and equipment from the charging point if they do not comply with regulations and pose a safety hazard or a significant risk to third parties.

(3) Only tested vehicles approved for the specified charging voltage may be connected.

(4) Before using the charging station, check it for external damage. If there is visible damage to the housing, protective caps, or connection sockets, or if the charging station malfunctions in any way or shows signs of vandalism, do not begin or continue using the charging station.

The operator asks the user to report any defects found via the service phone number or email address displayed at the charging station. (See below for contact information.)

(5) During the initiation of the charging process and for the duration of the entire charging process, the charging cable must be securely locked to the charging station and the vehicle. The user must actively unlock the cable at the vehicle.

Under no circumstances may adapters (with or without cables) be used. This applies in particular to adapters that initiate or interrupt the charging process via switches or similar devices. The user must ensure that third parties cannot trip over the charging cable.

### **§ 2 Charging Bay**

The user must use the designated charging bay for the charging process and leave it immediately after the charging process is complete.

Use of the charging bay for other purposes, in particular for parking, is not permitted. The operator is entitled to remove vehicles parked without authorization at the owner's expense.



### § 3 Provision of Electrical Power, Liability

- (1) The charging station is generally available 24/7.
- (2) The operator reserves the right to restrict the use of the charging stations or to take them out of service for operational reasons—if necessary, without prior notice. The operator assumes no liability in such cases.
- (3) The operator is not obligated to provide electrical energy at the charging station to the user. This applies in particular if taking the charging station out of service is necessary for technical reasons or in the event of interruptions or irregularities in the power supply to the charging station.
- (4) The electricity supplier is the Electromobility Partner (EMP) LichtBlick eMobility GmbH, Rottendorf, through which billing is also handled.
- (5) In the event of interruptions or irregularities in the power supply to the charging station caused by the responsible grid operator, the operator shall not be liable.
- (6) If the operator or its service provider is required to perform troubleshooting due to a faulty, defective, or non-compliant charging cable, the costs shall be borne by the party responsible.
- (7) The operator is not liable for the user's charging cable used for charging purposes. This applies to the manner in which the charging cable is laid and its condition.
- (8) The operator and the user are liable to each other in accordance with statutory provisions. The operator assumes no liability for damage to the user's electric vehicle resulting from improper use of the charging station.
- (9) If damage to third parties results from the user's negligent conduct, the user shall indemnify the operator against any claims by third parties.

### Contact information for technical issues and questions – as noted on the charging

**stations: Service hotline in case of malfunction: +49 (0) 89 120 588 99**

**Email: support@lama.zone**