Electric Vehicle Supply Equipment (EVSE) Test Report: Schneider Electric

EVSE Features

Charge Delay Option	Power Light Indicator
Eight-segment Progress Indicator	Auto-restart

EVSE Specifications

Grid connection	Plug and cord NEMA 6-50
Connector type	J1772
Test lab certifications	UL Listed
Approximate size (H x W x D inches)	10 x 13 x 4
Charge level	AC Level 2
Input voltage	240 VAC
Maximum input current	30 Amp
Circuit breaker rating	40 Amp

Test Conditions[1]

Test date	10/30/2012
Nominal supply voltage (Vrms)	209.04
Supply frequency (Hz)	59.99
Initial ambient temperature (°F)	64

Test Vehicle[1,3]

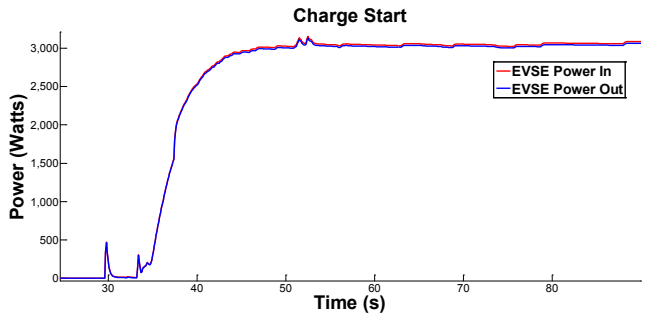
Make and model	2012 Chevrolet Volt
Battery type	Li-ion
Steady state charge power (AC kW)	3.09
Maximum charge power (AC kW)	3.20

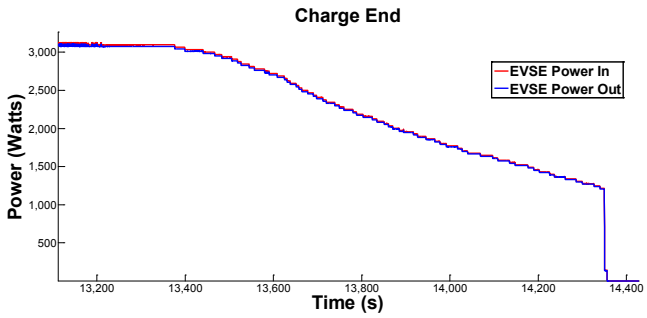
EVSE Test Results[1,2,4]

EVSE consumption prior to charge (AC W)	1.3
EVSE consumption during steady state charge (AC W)	22.2
EVSE consumption post charge (AC W)	2.2
Efficiency during steady state charge	99.29%

EVSE Tested

Schneider Residential Indoor - Wall-Mount Unit
AC Level 2
Model No. EV2430WS





NOTE: Charge start and charge end power demand curves are dependent upon the vehicle

Features and Specifications Reference: http://www.global-download.schneider-electric.com/85257689000007EE/All/FF09AAF9819ADDF7852578B9005BE6EE/$File/2800ct1001.pdf

1. Hioki 3390 Power Meter used for all current and voltage measurements
2. Measurements were taken at EVSE grid connection and J1772 connection
3. Steady state charge power is the most common power level dictated by the vehicle during the charge
4. Steady state charge refers to the portion of the charge when power was greater than or equal to steady state charge power