# Electric Vehicle Supply Equipment (EVSE) Test Report: SPX

## EVSE Features

LED status lights

UART interface

## EVSE Tested

SPX Residential Wall-Mount Unit
AC Level 2
Model No. EV20M26318U

## EVSE Specifications

| | |
|---|---|
| Grid connection | Plug and cord NEMA 6-30 |
| Connector type | J1772 |
| Test lab certifications | ETL listed |
| Approximate size (H x W x D inches) | 5 x 14 x 4 |
| Charge level | AC Level 2 |
| Input voltage | 95VAC to 264 VAC |
| Maximum input current | 24 Amp |
| Circuit breaker rating | 40 Amp |


## Test Conditions[1]

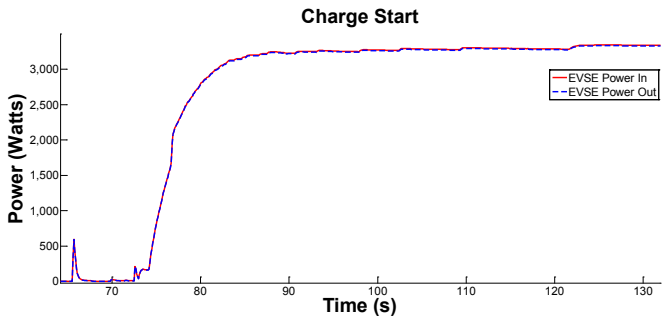
| | |
|---|---|
| Test date | 10/25/2011 |
| Nominal supply voltage (Vrms) | 239.93 |
| Supply frequency (Hz) | 60.00 |
| Initial ambient temperature (°F) | 52 |

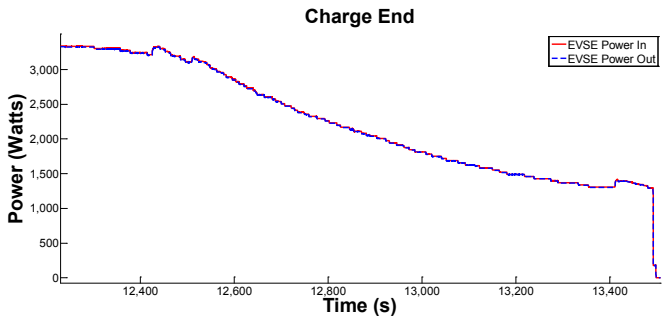
## Test Vehicle[1,3]

| | |
|---|---|
| Make and model | 2011 Chevrolet Volt |
| Battery type | Li-ion |
| Steady state charge power (AC kW) | 3.33 |
| Maximum charge power (AC kW) | 3.38 |

## EVSE Test Results[1,2,4]

| | |
|---|---|
| EVSE consumption prior to charge (AC W) | 1.8 |
| EVSE consumption during steady state charge (AC W) | 10.8 |
| EVSE consumption post charge (AC W) | 1.2 |
| Efficiency during steady state charge | 99.68% |




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

Features and Specifications Reference: https://www.homecharging.spx.com/volt/pdf/SS10-283_REVC.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