

Electric Vehicle Supply Equipment (EVSE) Test Report: SPX

EVSE Features

LED status lights

UART interface

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 Conditions¹

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

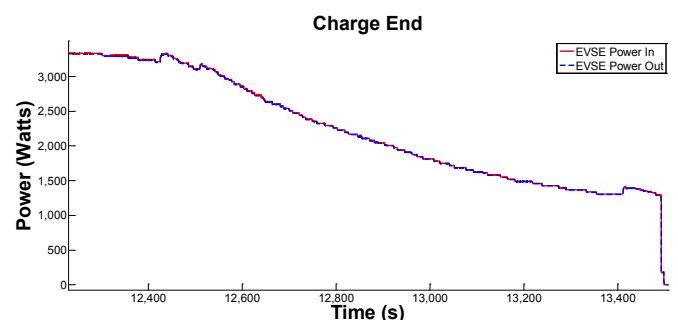
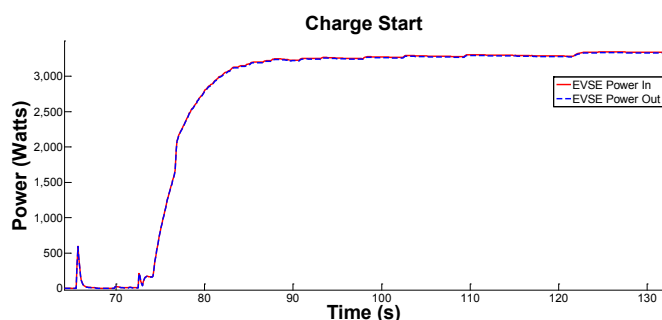
Test Vehicle^{1,3}

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%

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



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

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