

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

## EVSE Features

Charge Delay Option  
Eight-segment Progress Indicator

Power Light Indicator  
Auto-restart

## EVSE Specifications

Grid connection  
Connector type  
Test lab certifications  
Approximate size (H x W x D inches)  
Charge level  
Input voltage  
Maximum input current  
Circuit breaker rating

Plug and cord NEMA 6-50  
J1772  
UL Listed  
10 x 13 x 4  
AC Level 2  
240 VAC  
30 Amp  
40 Amp

## Test Conditions<sup>1</sup>

Test date  
Nominal supply voltage (Vrms)  
Supply frequency (Hz)  
Initial ambient temperature (°F)

10/30/2012  
209.04  
59.99  
64

## Test Vehicle<sup>1,3</sup>

Make and model  
Battery type  
Steady state charge power (AC kW)  
Maximum charge power (AC kW)

2012 Chevrolet Volt  
Li-ion  
3.09  
3.20

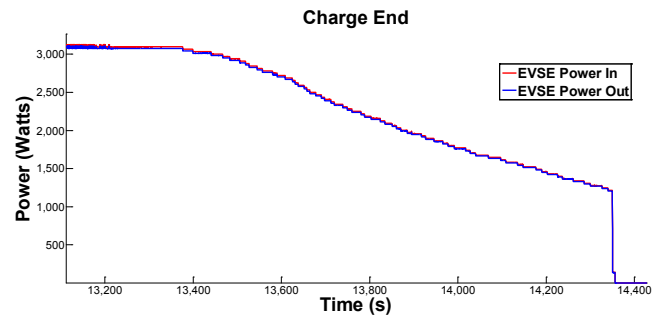
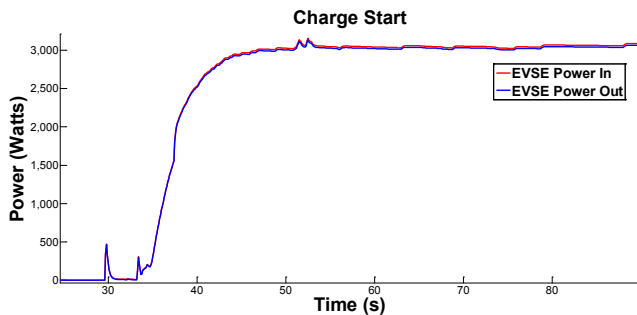
## EVSE Test Results<sup>1,2,4</sup>

EVSE consumption prior to charge (AC W)  
EVSE consumption during steady state charge (AC W)  
EVSE consumption post charge (AC W)  
Efficiency during steady state charge

1.3  
22.2  
2.2  
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/A11/FF09AAF9819ADDF7852578B9005BE6EE/\\$File/280Oct1001.pdf](http://www.global-download.schneider-electric.com/85257689000007EE/A11/FF09AAF9819ADDF7852578B9005BE6EE/$File/280Oct1001.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