## Electric Vehicle Supply Equipment (EVSE) Test Report: Siemens-VersiCharge

## EVSE Features

Power Limiter Switch
LED Charge Indicator
EVSE Specifications
Grid connection
Connector type
Test lab certifications
Approximate size ( $\mathrm{H} \times \mathrm{W} \times \mathrm{D}$ inches)
Charge level
Input voltage
Maximum input current
Circuit breaker rating
Test Conditions ${ }^{1}$
Test date
Nominal supply voltage (Vrms)
Supply frequency (Hz)
Initial ambient temperature ( ${ }^{\circ}$ F)
Test Vehicle ${ }^{1,3}$
Make and model
Battery type
Steady state charge power (AC kW)
Maximum charge power (AC kW)
EVSE Test Results ${ }^{1,2,4}$
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
2.5
24.4

LED Power Indicator

Plug and cord NEMA 6-50 J1772
UL Listed
$16.5 \times 16.5 \times 6.5$
AC Level 2
208-240 VAC
30 Amp
40 Amp

11/5/2012
208.81
60.01

55

2012 Chevrolet Volt
Li-ion
3.09
3.24
5.3
99.21\%

EVSE Tested
Siemens-VersiCharge
AC Level 2
Model \#VC30BLKB




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

[^0]
[^0]:    Features and Specifications Reference: http://w3.siemens.com/powerdistribution/low-voltage/EN/green-applications/electromobility/Documents/PDDS-VERSI-0811_V2.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
