

Electric Vehicle Supply Equipment (EVSE) Test Report: Siemens Smart Grid Capable

EVSE Features

| | |
|--|----------------------|
| LED Power Indicator | LED Charge Indicator |
| LED "Ready to Charge - Plugged In" Indicator | LED Fault Indicator |
| Wireless Connectivity - "On/Off" | Pause Button |
| Siemens User App | |

EVSE Tested

Siemens Smart Grid EVSE
AC Level 2
Model No. unknown

EVSE Specifications

| | |
|-------------------------------------|---------------------------|
| Grid connection | Single NEMA 6-50P Cordset |
| Connector type | J1772 |
| Approximate size (H x W x D inches) | 16 x 15 x 5 |
| Charge level | AC Level 2 |
| Input voltage | 208 / 240 VAC |
| Maximum input current | 32 Amp |
| Circuit breaker rating | 40 Amp |



Test Conditions¹

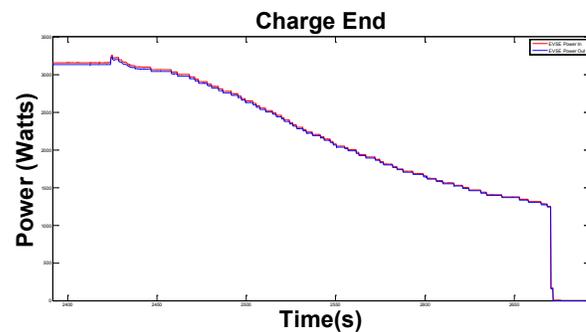
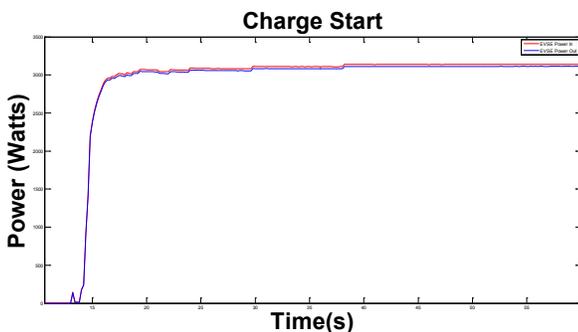
| | |
|----------------------------------|-----------|
| Test date | 3/30/2015 |
| Nominal supply voltage (Vrms) | 208.0 |
| Supply frequency (Hz) | 60.00 |
| Initial ambient temperature (°F) | 70 |

Test Vehicle^{1,3}

| | |
|-----------------------------------|---------------------|
| Make and model | 2012 Chevrolet Volt |
| Battery type | Li-ion |
| Steady state charge power (AC kW) | 3.13 |
| Maximum charge power (AC kW) | 3.26 |

EVSE Test Results^{1, 2, 4}

| | |
|--|-------|
| EVSE consumption prior to charge (AC W) | 3.6 |
| EVSE consumption during steady state charge (AC W) | 25.5 |
| EVSE consumption post charge (AC W) | 3.9 |
| Efficiency during steady state charge | 99.2% |



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