

Electric Vehicle Supply Equipment (EVSE) Test Report: **Voltec 120V**

EVSE Features

Low and High Current Settings

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

Integrated Flashlight

Plug and cord NEMA 5-15

J1772

ETL Listed

16 x 9 x 4

AC Level 1

120 VAC

12 Amp

20 Amp

EVSE Tested

Voltec 120V

AC Level 1

Model No. 2024191



Test Conditions¹

Test date

9/4/2012

Nominal supply voltage (Vrms)

117.05

Supply frequency (Hz)

59.99

Initial ambient temperature (°F)

58

Test Vehicle^{1,3}

Make and model

2012 Chevrolet Volt

Battery type

Li-ion

Steady state charge power (AC kW)

1.36

Maximum charge power (AC kW)

1.45

EVSE Test Results^{1,2,4}

EVSE consumption prior to charge (AC W)

3.6

EVSE consumption during

steady state charge (AC W)

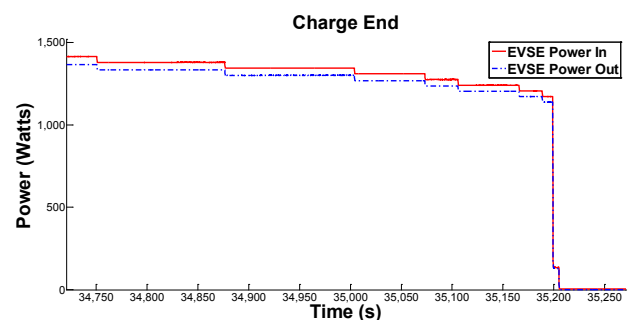
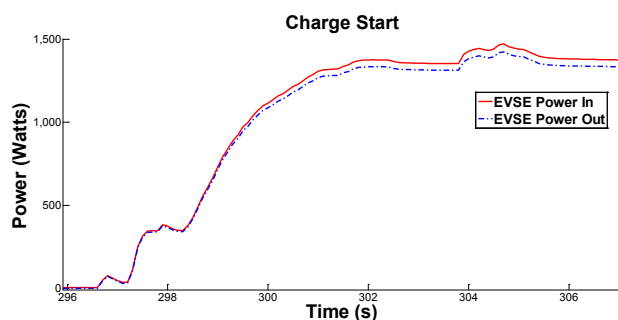
47.98

EVSE consumption post charge (AC W)

3.6

Efficiency during steady state charge

96.62%



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

Features and Specifications Reference: <http://nctcog.org/trans/air/programs/evnt/ContractorInspectorOutreachTexasMay2011.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