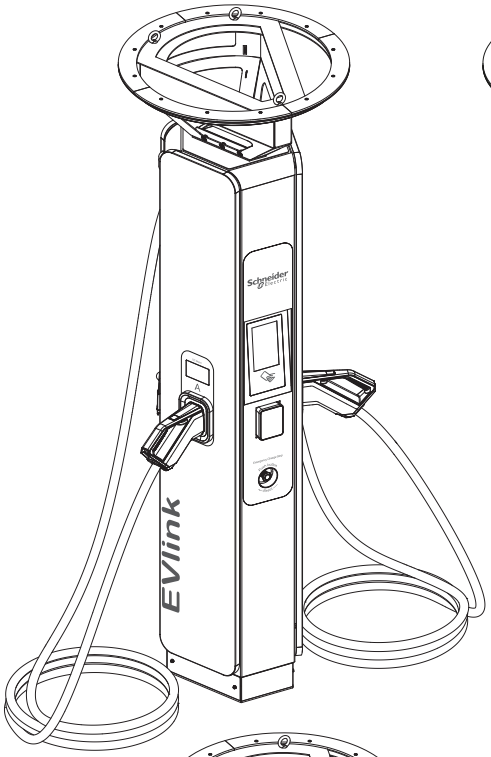
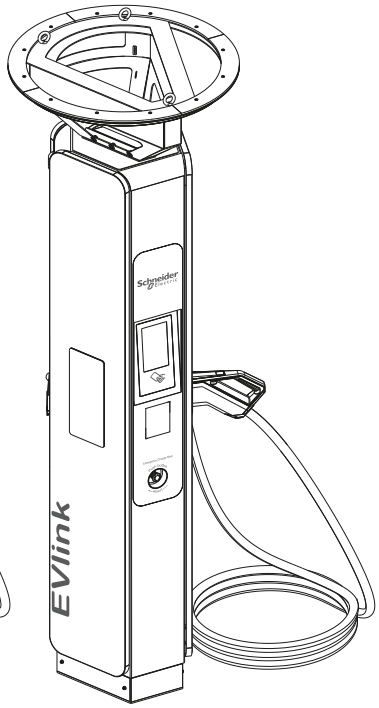
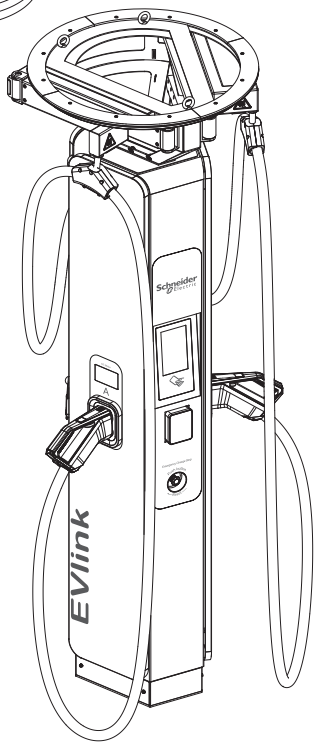
en Owners Guide

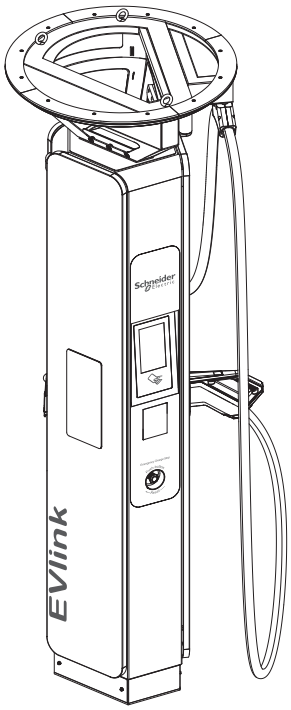
EVlink Pro DC 720 Power Cabinet
EVlink Pro DC 720 Floor-standing Dispenser
EVlink Pro DC 720 Overhead Dispenser

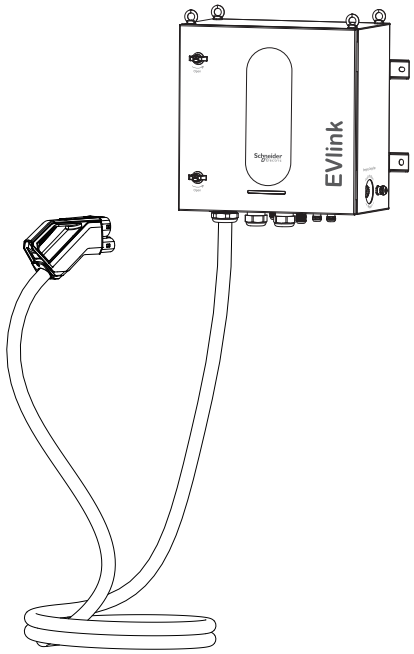




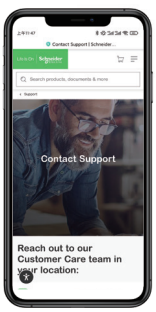








Customer Care Center



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Legal Information

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General

Warning Symbols Definitions

The following safety messages may appear throughout this manual or on the equipment to warn of potential hazards or to call attention to information that clarifies or simplifies a procedure.



The addition of this symbol to a “Danger” or "Warning" safety message indicates that an electrical hazard exists which will result in personal injury if the instructions are not followed.



This is the safety alert symbol.
It is used to alert you to potential personal injury hazards.
Obey all safety messages with this symbol to avoid possible injury or death.

⚠ DANGER

DANGER indicates a hazardous situation which, if not avoided, **will result in** death or serious injury.

⚠WARNING

WARNING indicates a hazardous situation which, if not avoided, **could result in** death or serious injury.

⚠CAUTION

CAUTION indicates a hazardous situation which, if not avoided, **could result in** minor or moderate injury.

NOTICE

NOTICE is used to address practices not related to physical injury. The safety alert symbol shall not be used with this type of safety message.

Safety Instructions

⚠ ⚠ DANGER

HAZARD OF ELECTRICAL SHOCK, EXPLOSION OR ARC FLASH

- Read and follow all warnings and instructions before installing and operating the EVlink Pro DC Charging Station. Install and operate only as instructed. Failure to do so may lead to death, injury, or property damage, and will void the Limited Warranty.
- The product must be installed according to the specifications and requirements as defined by Schneider Electric. No responsibility is assumed by Schneider Electric if these requirements are not respected.
- Always inspect the Charging Station for proper installation before use.
- Always ground the EVlink Pro DC Charging Station. Failure to ground the charging station can lead to risk of electrocution or fire. The charging station must be connected to a grounded,metal, permanent wiring system, or an equipment grounding conductor shall be run with circuit conductors and connected to the equipment grounding terminal.
- Install the EVlink Pro DC Charging Station on a concrete pad according to the Schneider Electric approved method. Failure to install on a surface that can support the full weight of the charging station can result in death, personal injury, or property damage.
- This charging station is not suitable for use in or around hazardous locations, such as near flammable, explosive, or combustible materials.
- Do not install the EVlink Pro DC Charging Station until all construction work has been completed and the installation area has been cleared & cleaned.
- Do not use this product if the enclosure, Electric vehicle cable, or the Electric vehicle connector is broken, cracked, open, or shows any other indication of damage.
- Do not put fingers into the electric vehicle connector.

Failure to follow these instructions will result in death or serious injury.

⚠ CAUTION

HAZARD OF DEGRADATION OF EQUIPMENT PERFORMANCE

- Under no circumstances will compliance with the information in this manual relieve the user of his/her responsibility to comply with all applicable codes or safety standards.
- Schneider Electric is not responsible for any damages that may result from custom installations that are not described in this document or for any failure to adhere to installation recommendations.

Failure to follow these instructions can result in injury or equipment damage.

NOTICE

RISK OF DAMAGING

- Before installing the EVlink Pro DC Charging Station, consult with a licensed contractor, such as a licensed electrician, and use a trained installation expert to ensure compliance with local building and electrical codes and standards, climate conditions, safety standards, and all applicable codes and ordinances.
- A qualified person is one who has the skills and knowledge related to the construction, installation and operation of electrical eduipment and has received safety training to recognize and avoid the hazards involved.

Failure to follow these instructions can result in equipment damage.

Preface

This guide describes the operation and maintenance of the EVlink Pro DC 720 Charging Stations.
The EVlink Pro DC Charging Stations are easy to install DC fast Charging Stations for electric vehicles. Fast Charging Stations are electrical installations with high electric currents.
Therefore, any maintenance must be planned carefully, and must be done by certified personnel only (according to local standards).

Document Application

This document serves:
Site operators responsible for the charger's operation on site, performing regular inspection and maintenance activities and who are able to perform simple maintenance activities.
The Electric Vehicle drivers who will mainly use the icons and texts on the HMI display of the charger.
However, the user interface design facilitates the user experience & it is easy to use the Charging station by following the instructions on the HMI screen.

Available Documentation

EVlink Pro DC 720 available documents for each phase of the project:

Document	Reference	Content	Audiences
EVlink Pro DC 720 Datasheet	998-24263851	Full Power Cabinet specifications	Site designer, installer, and station operator
EVlink Pro DC 720 Power Cabinet Installation Manual	JPS6871302	Civil, mechanical, and electrical installation guidelines	Site engineer or installer/contractor
EVlink Pro DC 720 Floor-standing Dispenser Installation Manual	JPS7899602	Civil, mechanical, and electrical installation guidelines	Site engineer or installer/contractor
EVlink Pro DC 720 Overhead Dispenser Installation Manual	JPU1010201	Civil, mechanical, and electrical installation guidelines	Site engineer or installer/contractor
EVlink Pro DC 720 Owners Guide	D3998050	Operation and maintenance guidelines	Site operator and end user
EVlink Pro DC 720 Commissioning Guide	D3998055	Electrical and Communication guidelines	Site engineer or installer/contractor/station operator
EVlink Pro DC 720 OCPP Protocol Connectivity Guide	D3999128	Integration rule of charger for Charge Point Operator	Charge Point Operator/Contractor
EVlink Pro DC 720 Modbus Protocol Connectivity Guide	D4082298	Modbus connectivity guidelines for energy management system intergration	Charge Point Operator/Contractor
EVlink Pro DC 720 Cybersecurity Guide	D3999125	Cybersecurity rules and guidelines	Charge Point Operator/Contractor

Owner Responsibilities

The owner and/or site operator are required:

- To ensure the site where the Charging Station will be installed, is in accordance with the requirements described in the Installation guide.
- To ensure enough space around the Charging Station to carry out maintenance work.
- To ensure all protection devices are correctly installed after carrying out installation or maintenance.
- To operate the Charging Station with the protection devices installed.
- To write an emergency plan that instructs users what to do in case of emergency.
- To appoint a person responsible for the safe operation of the charge station and for the coordination of all work. This person should be properly trained by Schneider Electric.
- To contact Schneider Electric Services for the periodic maintenance of the Charging Station at least once a year if not subscribed to a service plan.

Charge Point Operator Responsibilities

- A temporary buffer storage is available in the charging station, e.g. to temporarily store data package during a connection break. In general, the backend is responsible for the permanent storage of the data package in accordance with the Charge Point Operator, and the end customers will be able to access the charging data stored from the backend. The different operators with their owned backend will be informed of these requirements for complying.

- To start using EVlink Pro DC payment terminal, Charge Point Operator must proceed with the registration and activation of the payment terminal on the Payter cloud platform. The commissioning of the EVlink Pro DC payment terminal in Charge Point Operator's environment including the registration and activation of the payment terminal is required to enable Charge Point Operator to process payment transactions of EV drivers at the charging stations operated by the Charge Point Operator.

  Payter cloud platform interfaces the payment terminals with each of the CSMS software operated by the Charge Point Operator, and the payment service providers' respective payment processing platforms.
  Schneider Electric does not intervene and does not bear any responsibility in the registration and activation of the payment termina ls, nor in the interfacing of the payment terminals with any third-party solution.

  Charge Point Operator shall have to enter into its own and separate agreements under its own responsibility with Payter to define the terms and conditions under which:
  - The payment terminal will be enrolled and activated on the Payter cloud platform accessed by the Charge Point Operator.
  - In case of failure in the payment terminals, Payter shall provide directly to the Charge Point Operator the support and maintenance of the payment terminals, including the direct supply by Payter to the Charge Point Operator of the payment terminals and their spare parts that the Charge Point Operator will assemble (or have their subcontractors assemble) into the EVlink Pro DC to replace the defective parts of the Payter payment terminals.

  Please find below link for Payter payment terminal:
  Registration of Payter Payment terminal: https://www.payter.com/registration
  Technical documentation related the Payter Payment terminal: https://www.payter.com/downloads

Disclaimer on third-party PAX payment terminals

- The DC charger is sold by Schneider Electric to customers without the PAX terminal that has been tested compatible for use with the above-mentioned Schneider Electric DC chargers.

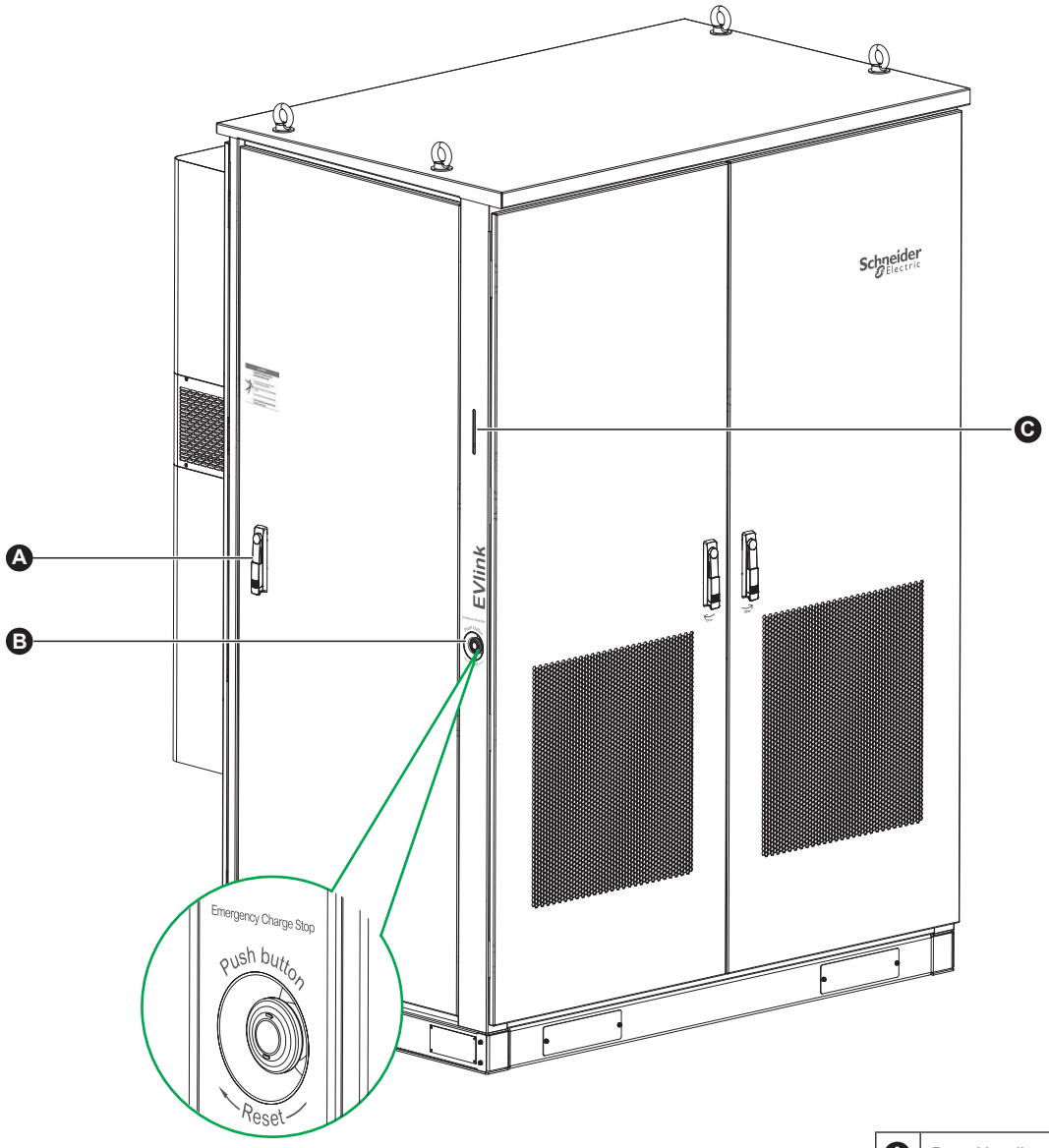
- Schneider Electric is not involved in the sale or supply of the PAX terminal nor in its maintenance/replacement. The Customer purchases the payment terminal from third-party company PAX. Schneider Electric shall not be responsible in case of defects with the PAX terminal. If defects are found on a PAX terminal, the Customer will revert to the third-party company from which it purchased the terminal.

- If the Customer intends to connect a PAX payment terminal to any Schneider Electric charging station, the Customer should check before connection that the PAX payment terminal meets its own requirements in terms of cybersecurity, data protection and compatibility with its own environment.

- PAX payment terminals are not provided, certified or maintained by Schneider Electric. The Customer is responsible for the configuration, operation and ongoing maintenance of PAX payment terminals, and should ensure that such terminal does not affect the normal operation or security of the Schneider Electric charging station, any network or cloud interface necessary to operate or maintain said charging station. Cybersecurity risks, data security risks, system abnormalities, service interruptions, compatibility issues, or other adverse impacts caused by the PAX payment terminal itself, or by its connection, configuration, use, operation or maintenance, are outside the responsibility of Schneider Electric and should be handled by the Customer or the supplier of PAX payment terminal.

- If any PAX payment terminal may affect the security or stable operation of the Schneider Electric charging station, any network or cloud interface necessary to operate or maintain said charging station, the Customer must take remediation, isolation, access restriction, or suspension measures until the relevant risks are resolved.

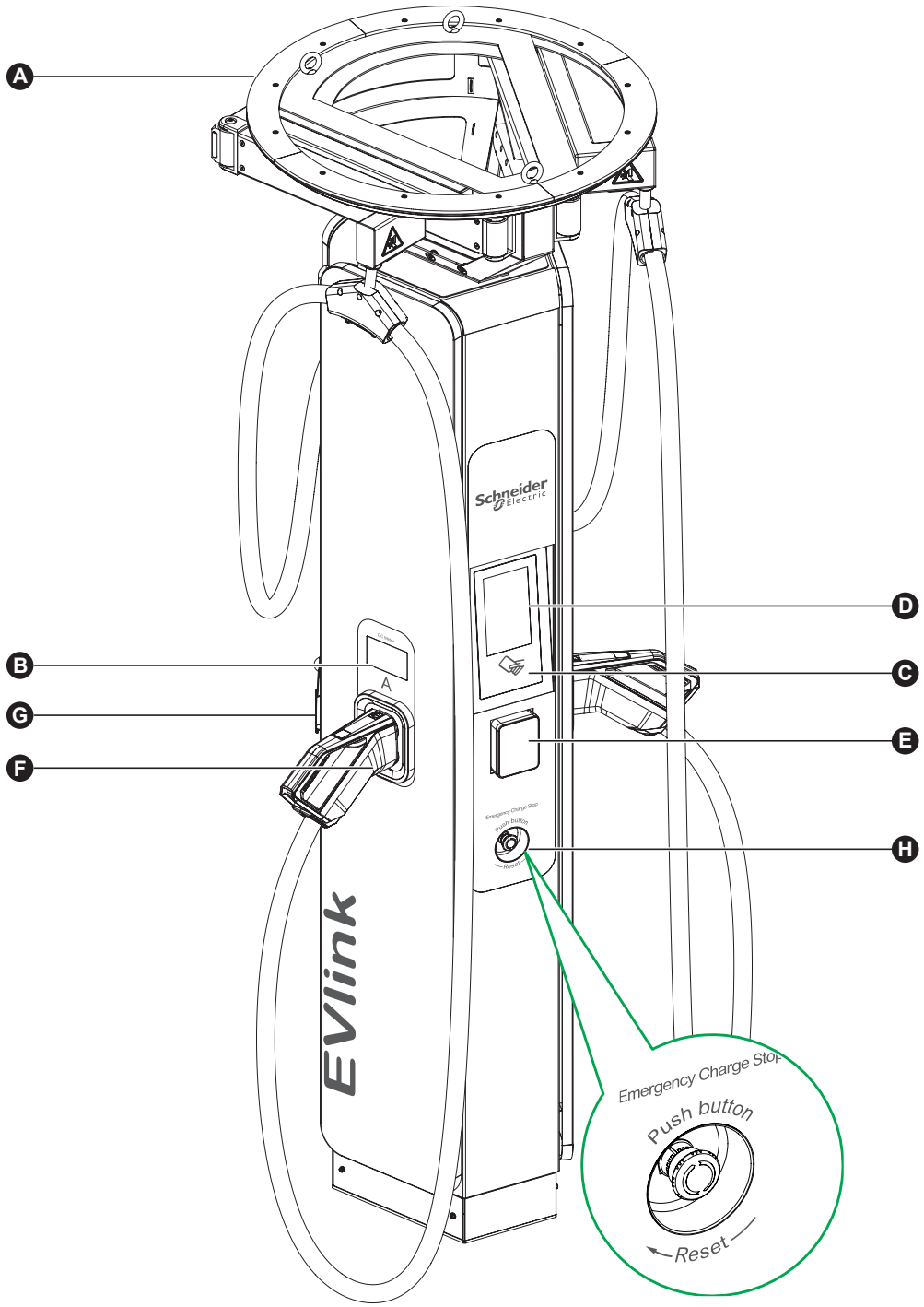
Power Cabinet:



A	Door Handle with Lock
B	Emergency Charge Stop
C	Indicator Lights

1 System Overview

Floor-standing Dispenser:

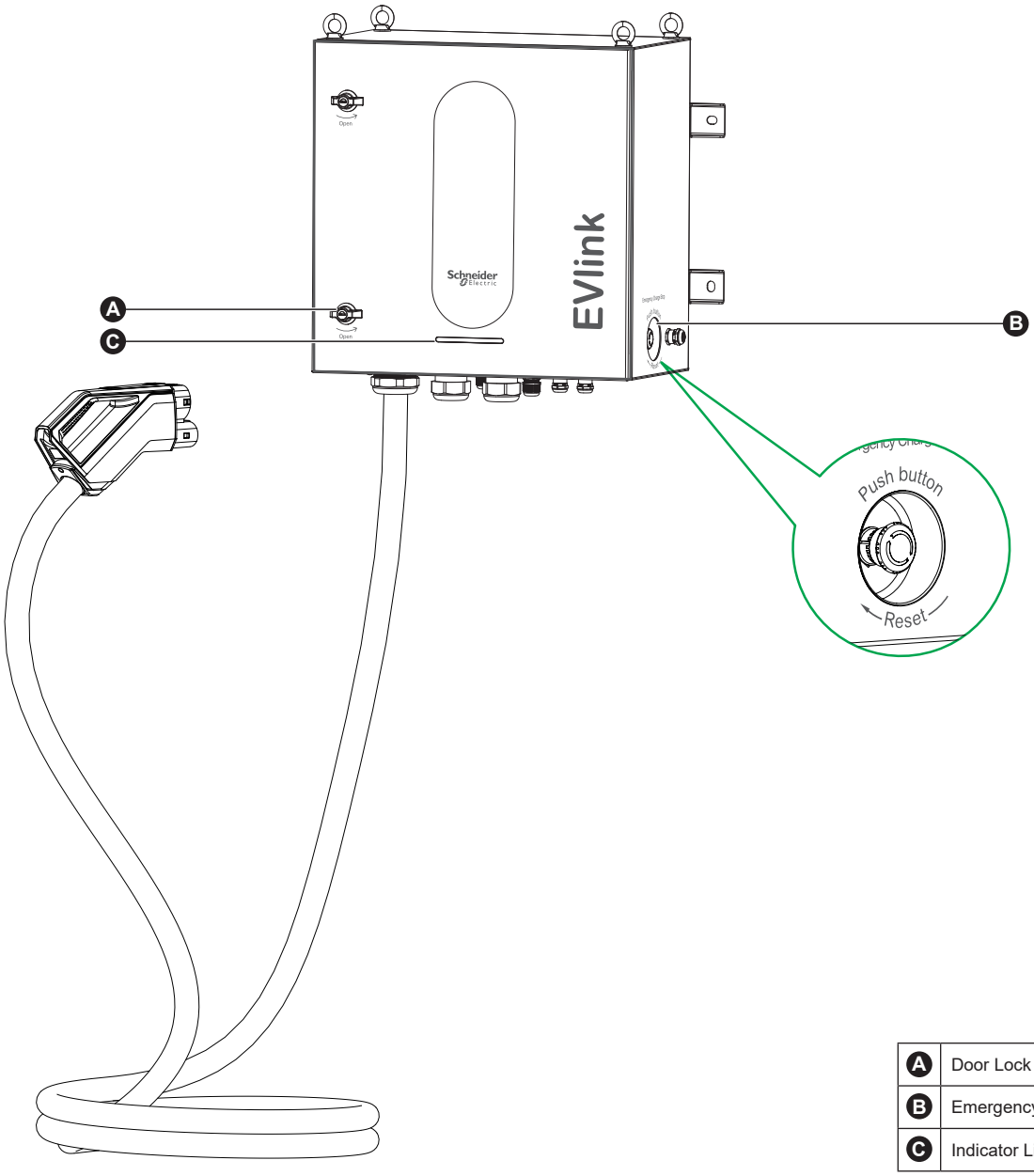


A	Indicator Lights
B	Dc Energy Meter
C	Card Tapping Area
D	Touch Screen
E	Credit Card Reader
F	Vehicle Connector Slot
G	Door Handle with Lock
H	Emergency Charge Stop

Image showing version equipped with 2 vehicle connectors, cable management system and credit card reader.

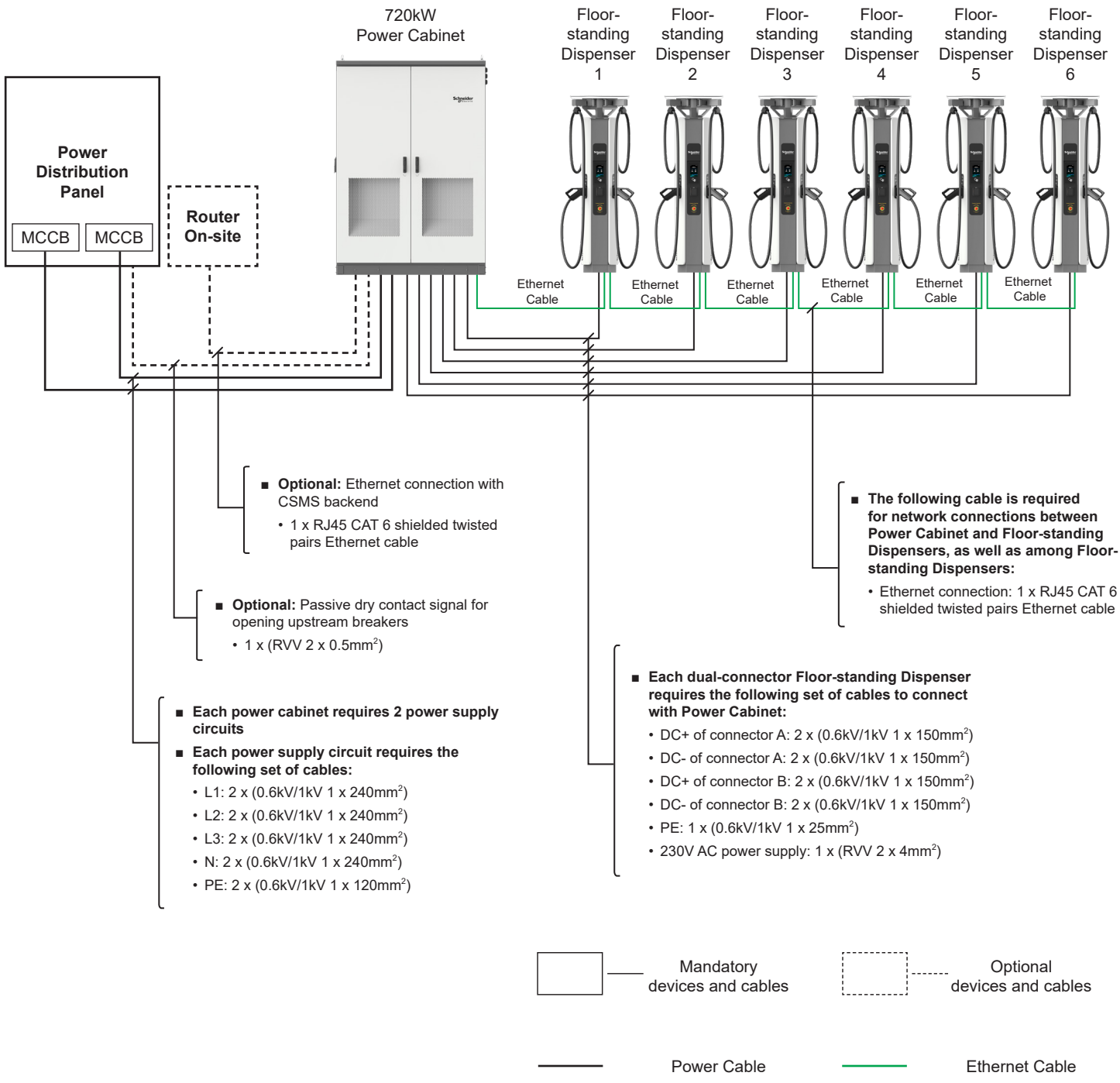
1 System Overview

Overhead Dispenser:



A	Door Lock
B	Emergency Charge Stop
C	Indicator Light

Wiring diagram:



The diagram shows an example system configuration featuring a 720 kW Power Cabinet, copper-conductor cables, 6 dual-connector Floor-standing Dispensers, and a daisy-chain network topology. For other supported Dispenser models and network topologies, please refer to the relevant product installation manual.

1 System Overview

Type of equipment applicable to this manual: EVlink Pro DC 720 Power Cabinet, EVlink Pro DC 720 Floor-standing Dispenser, and EVlink Pro DC 720 Overhead Dispenser.
List of references supported are:

Power Cabinet:

Commercial Reference	Nominal Power	Power Module
EVD1S720-IEC	720kW DC	40kW * 18pcs
EVD1S480-IEC	480kW DC	40kW * 12pcs
EVD1S483-IEC	480kW DC	30kW * 16pcs
EVD1S360-IEC	360kW DC	30kW * 12pcs
EVD1S720-AN	720kW DC	40kW * 18pcs
EVD1S480-AN	480kW DC	40kW * 12pcs
EVD1S483-AN	480kW DC	30kW * 16pcs
EVD1S360-AN	360kW DC	30kW * 12pcs
EVD1S720-T	720kW DC	40kW * 18pcs
EVD1S480-T	480kW DC	40kW * 12pcs
EVD1S483-T	480kW DC	30kW * 16pcs
EVD1S360-T	360kW DC	30kW * 12pcs

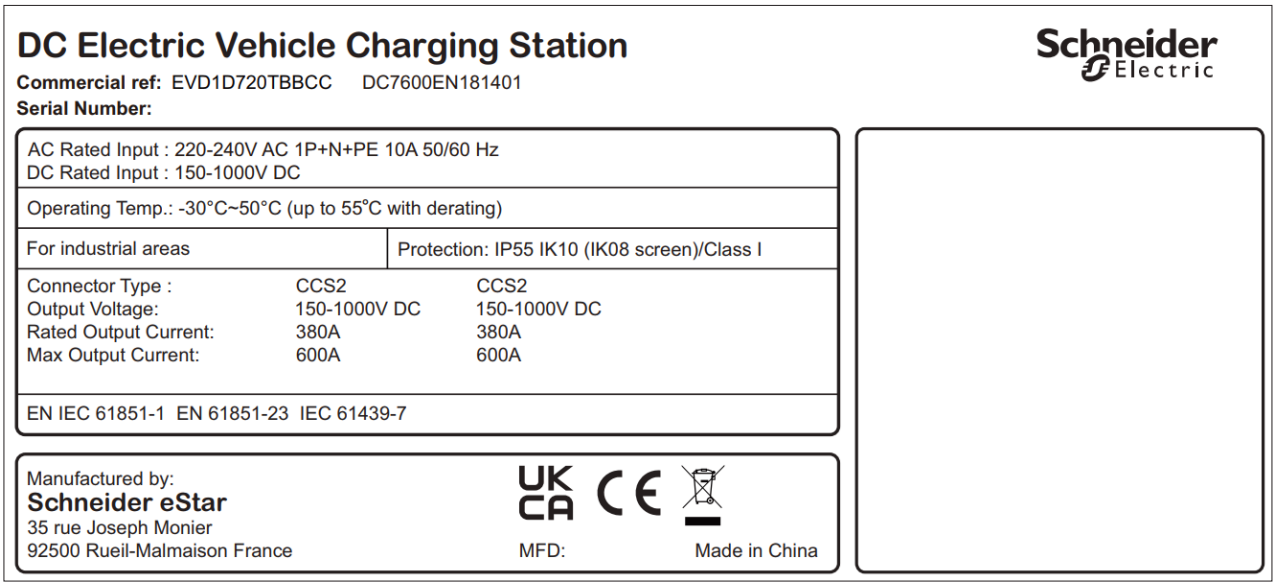
Floor-standing Dispenser:

Commercial Reference	Vehicle Connector	Cable Management	Cable Range (m)	Payment Terminal
EVD1D720TBB-IEC	2 x CCS2	Yes	4.1	No
EVD1D720TBBC7-IEC	2 x CCS2	No	6.9	No
EVD1D720TBB-AN	2 x CCS2	Yes	4.1	No
EVD1D720TBBC7-AN	2 x CCS2	No	6.9	No
EVD1D720TBBCC-AN	2 x CCS2	Yes	4.1	Yes (Payter Apollo)
EVD1D720TBB-T	2 x CCS2	Yes	4.1	No
EVD1D720TBBC7-T	2 x CCS2	No	6.9	No
EVD1D720TBBC10-IEC	2 x CCS2	Yes	9.4	No
EVD1D720TBBC10-AN	2 x CCS2	Yes	9.4	No
EVD1D720TBBC10-T	2 x CCS2	Yes	9.4	No
EVD1D720T0B-IEC	1 x CCS2	Yes	4.1	No
EVD1D720T0B-AN	1 x CCS2	Yes	4.1	No
EVD1D720T0B-T	1 x CCS2	Yes	4.1	No
EVD1D720T0BC7-IEC	1 x CCS2	No	6.9	No
EVD1D720T0BC7-AN	1 x CCS2	No	6.9	No
EVD1D720T0BC7-T	1 x CCS2	No	6.9	No
EVD1D720T0BC10-IEC	1 x CCS2	Yes	9.4	No
EVD1D720T0BC10-AN	1 x CCS2	Yes	9.4	No
EVD1D720T0BC10-T	1 x CCS2	Yes	9.4	No

Overhead Dispenser:

Commercial Reference	Nominal Power	Vehicle Connector	Cable Management	Cable Range (m)
EVD1T720P0B-IEC	N/A	1 x CCS2	Yes	10
EVD1T720P0B-AN	N/A	1 x CCS2	Yes	10
EVD1T720P0B-T	N/A	1 x CCS2	Yes	10

* For more customized commercial reference, please contact Schneider Electric.



Here is an example of a Charging Station nameplate.

2 Floor-standing Dispenser

2.1 Overview

2.1.1 Authentication Modes

According to the Commissioning parameters, the EVlink Pro DC 720 Floor-standing Dispenser operation is possible with or without authentication.
Operation with authentication requires a Charging Station connected to an OCPP backend platform.

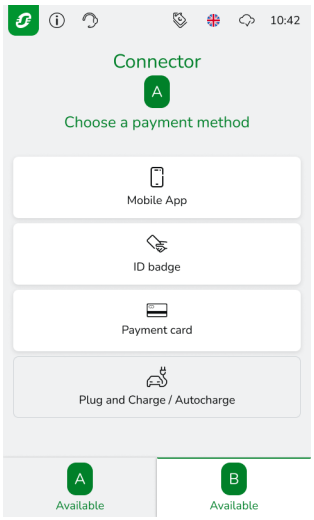
Authentication modes available for the Floor-standing Dispenser:

- Authentication Required, with option:
  - RFID/NFC
  - QR code with Mobile APP
  - Payment terminal
  - EV MAC address
  - ISO 15118 Plug n Charge
- Free charging mode without authentication

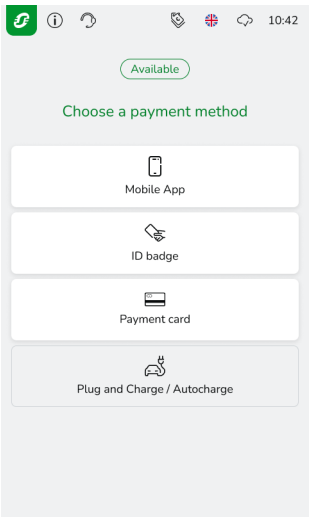
2.1.2 Payment Methods

Depending on Charging Station reference and on the commissioning parameters required, Charging Stations may have several payment options:

- Mobile App
- RFID Card
- Payment Card
- Auto Charge (Mac Address)
- ISO15118 Plug and Charge



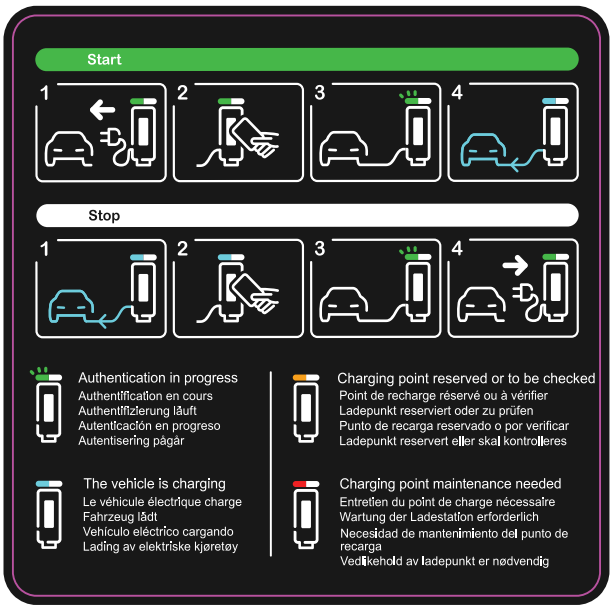
Dual-connector



Single-connector

2.1.3 LED Status Indicator

The status of the EVlink Pro DC 720 Floor-standing Dispenser is indicated via colored LED indicator lights.
Below you will find the definition of each Indicator Light and its corresponding charger status and the basic user guidance: (Sticker provided with the unit)

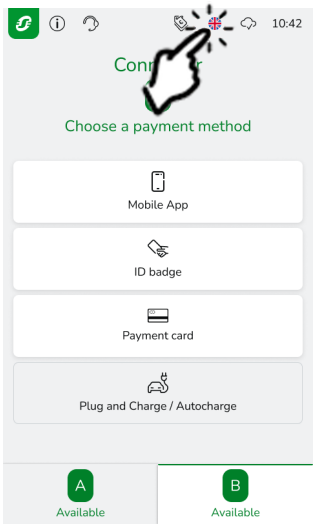


2.1 Overview

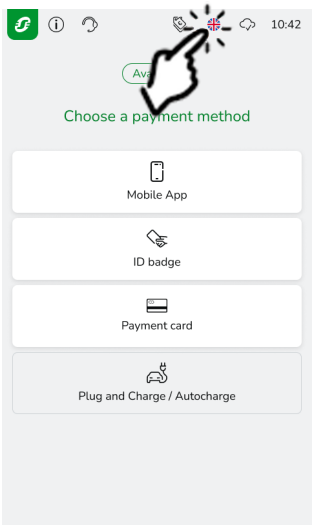
2.1.4 Languages

The EVlink Pro DC 720 Floor-standing Dispenser user interface is integrated in several languages to facilitate the use according to regional requirements and enable diferent users. In the top of the HMI screen you can press on the Flag icon which will take you to a menu to select your preferred language.

NOTE: The list of available languages are defined at the commissioning stage.

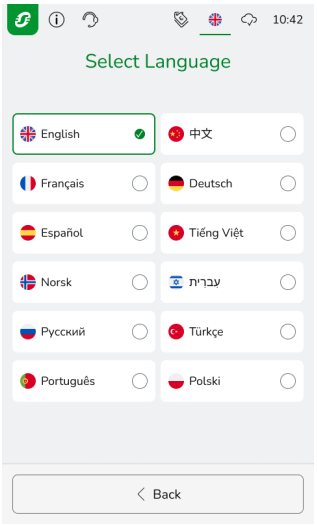


Dual-connector



Single-connector

Available Languages:



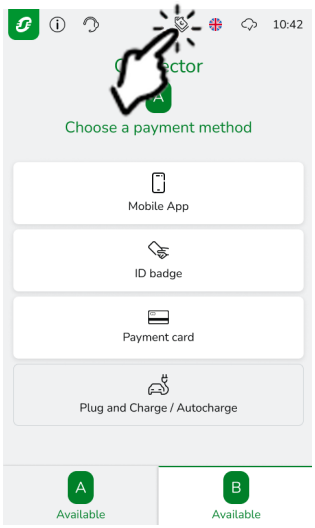
NOTE: The languages shown in the figure above are provided as examples.

2 Floor-standing Dispenser

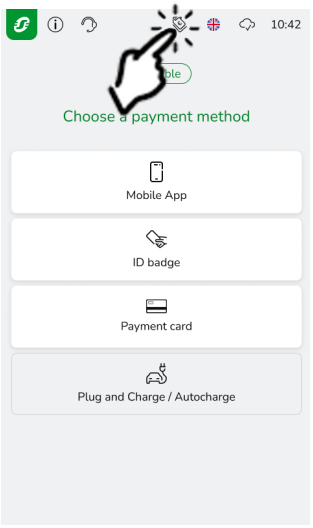
2.1 Overview

2.1.5 Tarriff

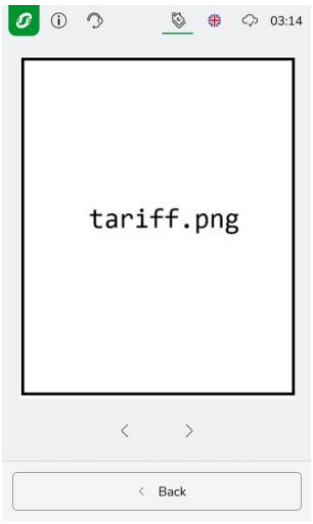
If the backend platform issues a tariff to the charging station as a payment reference, an icon will appear at the top of HMI screen. Click the “Tariff” icon and the further information of charging tariffs will pop up.



Dual-connector

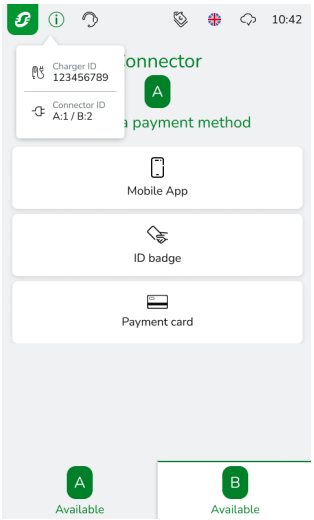


Single-connector

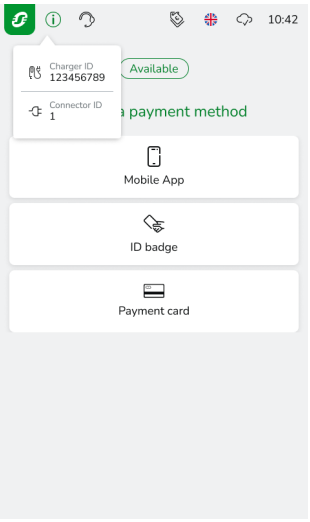


2.1.6 Charger Information

Click the "info" icon will show the information of the charger device, including the charger ID, software version and connector ID of connector A and B.



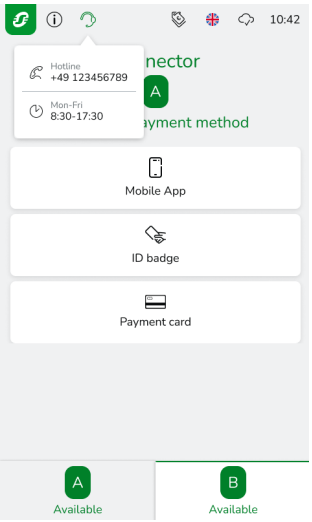
Dual-connector



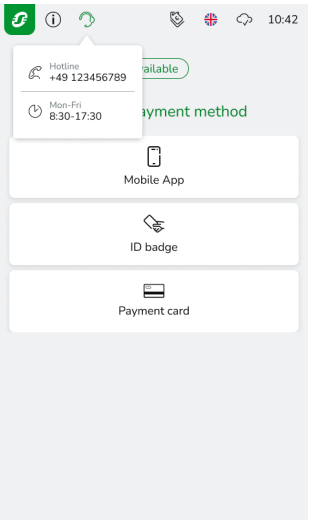
Single-connector

2.1.7 Service Information

Click the "headset" icon will show the service information, including the hotline number and the working time.



Dual-connector



Single-connector

2.1 Overview

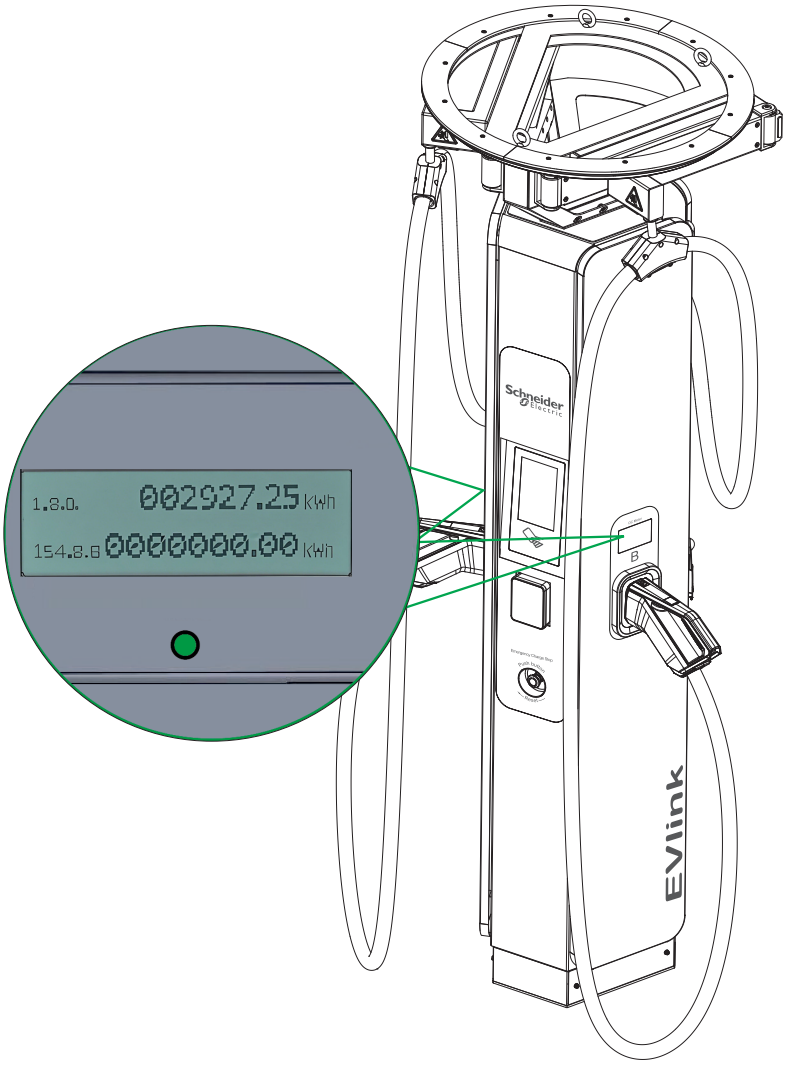
2.1.8 Charge Session DC Meter Reading

The EVlink Pro DC 720 Floor-standing Dispenser is equipped with a visible DC meter on each outlet. It provides the measurement data records with timestamp, loading process data and digital signature, thereby enabling charging processes to be billed in accordance with the legal requirements. Furthermore, all charging processes are persistently stored in the internal data storage of the meter.

The rotation interval on the display screen is 5 seconds.

Displayed Information:

- Total import mains energy
- Total transaction import device energy



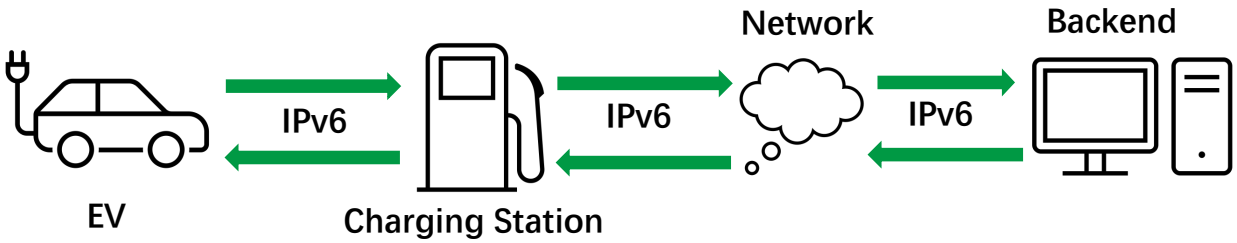
2.1 Overview

2.1.9 Charging Cable Cut Alarm

If the charging cable is cut, the Floor-standing Dispenser will trigger a local audible alarm and simultaneously transmit the corresponding alarm event to the cloud back-end system. The local audible alarm function can be enabled or disabled, and the sound duration can be configured through the webpage during the commissioning process.

2.1.10 VDV 261

- VDV 261 is a technical document published by the Association of German Transport Companies that describes how to ensure the data exchange necessary for the preconditioning of vehicles. This means, for example, that the temperature on the bus can be adjusted for passengers even before the bus departs from the charging station. And not just for one bus, but automatically for all buses.
- VDV 261 describes how the value-added services (VAS) of ISO 15118 must be used to automatically precondition vehicles during a charging process. Intelligent charging management enables so-called preconditioning, basically a “preparation” of the buses, via the existing charging infrastructure. There are various options for this, e.g. heating, cooling, ventilating. As soon as the electric bus is connected to a charging station, the data sent can be used to determine precisely whether preconditioning is required and, if so, in what form, so that the vehicle is ideally prepared at departure time. The challenge here lies in smooth communication from the vehicle via the charging station to the charging management, as this communication chain must be encrypted and coordinated with all parties involved.
- The preparation for using VAS is encrypted communication between the vehicle and the charging stations using Transport Layer Security (TLS). This communication must be enabled via an IPv6 network.



The precondition requirements of VDV 261 are as below.

Requirements	Vehicle	Charging Station	Backend
ISO 15118	√	√	
IPv6	√	√	√
Certificate handling	√	√	√
TLS on PLC	√	√	
VAS 443	√		√
Https	√	√	√

- Our DC charging station provides this IPv6 bridge for EV communication with backend by ISO15118 VAS service.
- The VDV261 could be enabled through web commissioning tool according to commissioning guide.

NOTE: Please check the readiness of Vehicle, Charging station and backend for VDV261.

2.1.11 Wake-up

- Sleep mode and standby mode are operating modes of the charging station or vehicle designed for reducing energy consumption when a communication session is not occurring.
- The charging station enters a “standby mode” if the vehicle proactive pause the charge session. Before pulling out the connector from vehicle, the vehicle may restart digital communication with Charging Station and restore the charge session by using a B1-C1-B1 toggle according to IEC 61851-1 and ISO 15118-3.
- The support of standard BCB wake-up toggle, as per IEC 61851-1 and ISO15118-3, is default enabled. Meanwhile, there is a parameter in web page for enable/disable a non-standard (Not triggered by EV pause.) BCB wakeup for specific vehicles (Renault / Volvo / Scannia truck are part of these specific vehicles).

NOTE: Please check the readiness of Vehicle and Charging station for wake-up.

2.1.12 Boost Charging

- Boost is a feature that enables the charging station to deliver a higher current to the vehicle than the rated current normally permitted by its output cable
- The boost function can only be guaranteed for a limited period of time at maximum charging current, depending on the ambient temperature. There is only one opportunity entering boost charging for each charging session, at the beginning of the charging session.
  - Here are the values indicating the capability the charging station can sustain during the boost period:
    - Option 1: 600 A boost current for 5 minutes
    - Option 2: 500 A boost current for 10 minutes
    - Maximum ambient temperature: 50°C
- Boost charging function is enabled by default, could be disabled through web commissioning tool.

2.1.13 ISO15118 Plug and Charge

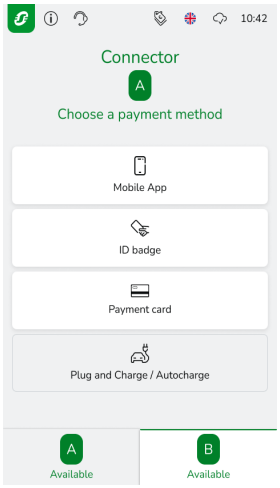
- ISO15118 is an international standard and that facilitates communication between charging stations and electrical vehicles. It aims to improve interoperability, enhance user experience, and enable smart charging solutions. The standard includes various functionalities, including the Plug and Charge (PnC feature), which simplifies the charging process for users.
- PnC allows EVs to connect to charging stations and automatically handle the authentication, authorization and billing processes without requiring the user to swipe a card or use a mobile app. This is achieved through secure communication protocols that exchange identity and certificates between the vehicle and the platform via charging station.
- The PnC authentication support of this charging station is implemented following "Using ISO 15118 Plug & Charge with OCPP 1.6" and ISO15118-2. The requirements to have the ISO15118 to work effectively with the charging station it requires:
  - Configure the ISO15118 Plug & charge authorize mode within the charging station.
  - PnC been supported EV.
  - PnC has been supported by CSMS.
  - certificates ready at both CSMS and EV sides
- The PnC charge attempt will be performed when the connector is plugged into EV.

NOTE:
The product is qualified by Hubject.
Please check the readiness of Vehicle, Charging station and backend for ISO15118 PnC.

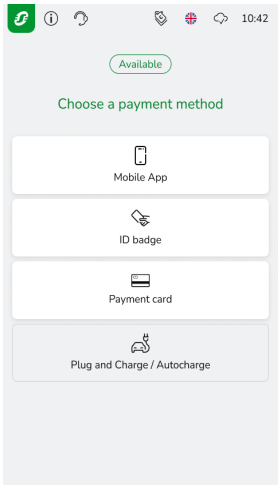
2.2 User Instructions

2.2.1 Basic Charging Steps

To charge an Electric Vehicle(EV):



Dual-connector



Single-connector

- **A** • Park the Electric Vehicle with the charge inlet within reach of the vehicle connector suitable for your Electric Vehicle.
- **B** • Confirm the Floor-standing Dispenser status is normal and the status indicator is steady green.
- **C** • Select your preferred Language.
- **D** • Follow the instructions on the screen.

⚠ CAUTION

HAZARD OF DAMAGING A LOCKED VEHICLE CONNECTOR.

- In CCS charging the Electric Vehicle locks the vehicle connector.
- If the user wants to unplug the vehicle connector from the car, it may be necessary to unlock all doors of the Electric Vehicle or use the "unlock charge connector button" on the car key, if present.
- Do not apply force to a locked vehicle connector during charging. This might damage the inlet and locking mechanism in the car or damage the Charging Station.
- Always handle cables and connectors with care & always place them back in their respective holders.
- Only insert a vehicle connector into a suitable car inlet.

Failure to follow these instructions can result in injury or equipment damage.

PLEASE NOTE

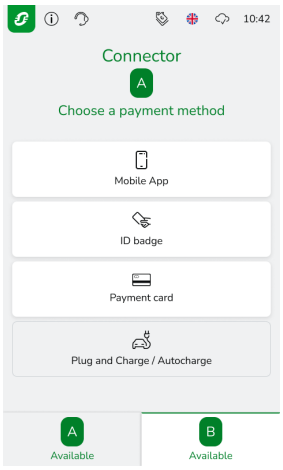
- Always Ensure that the vehicle connector is properly plugged in the Electric Vehicle.
- Always Ensure that the vehicle connector openings are clean and clear of any foreign bodies, dust, sand, leaves, etc.

2.2 User Instructions

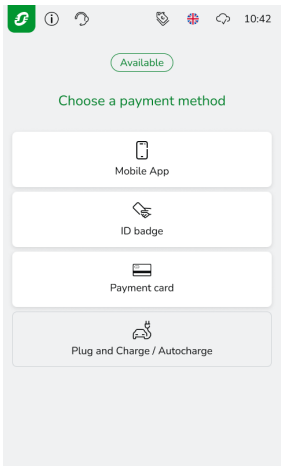
2.2.2 Charging Authentication Modes

Depending on the authentication methods configured below, the instructions for the EV driver's use of the charger may vary.
NOTE: The "Charging Authentication Mode" needs to be configured in web page during commissioning (please refer to Commissioning Guide).

1. RFID/NFC Authentication Required



Dual-connector



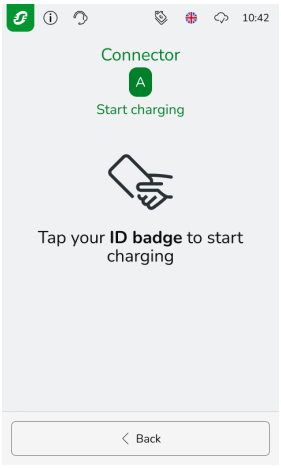
Single-connector

A • Charging can be started using either of the following methods:

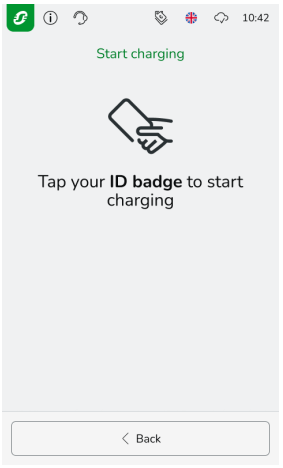
Method 1: Connect first, then authenticate
Step 1: Remove the connector from its holder and connect it to the vehicle.
Step 2: Select the connected connector (A or B) on the screen.
Step 3: Select RFID Card Authentication and follow the on-screen instructions, or tap RFID Card directly.

Method 2: Authenticate first, then connect
Step 1: Select the connector (A or B) on the screen.
Step 2: Select RFID Card Authentication and follow the on-screen instructions, or tap RFID Card directly.
Step 3: Connect the selected connector to the vehicle.

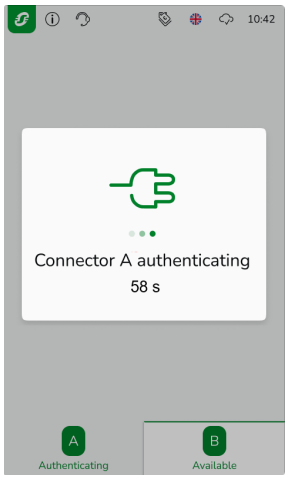
Connector Availability
If one connector is already charging or unavailable, select the other available connector and follow either Method 1 or Method 2 above.



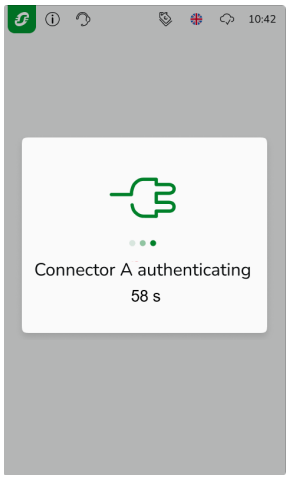
Dual-connector



Single-connector



Dual-connector

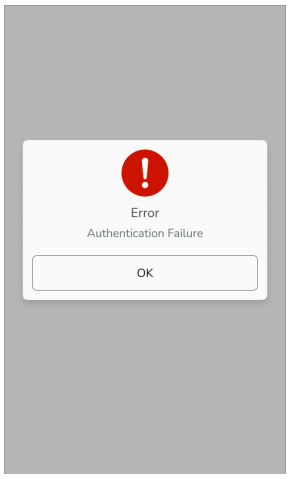


Single-connector

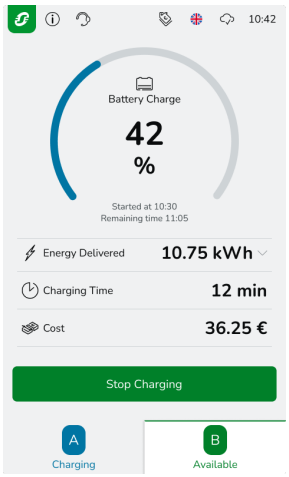
B • Once the RFID card is tapped to the reader, the interface will display an authentication message. After successful authentication, the charging session will start.

2.2 User Instructions

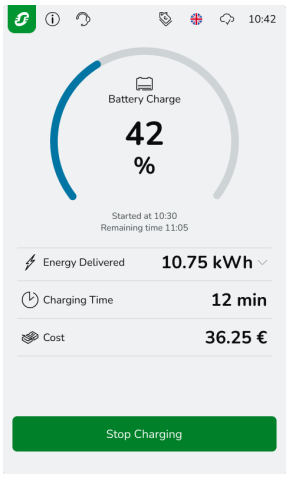
2.2.2 Charging Authentication Modes



C • If authentication fails, an error message will be displayed.

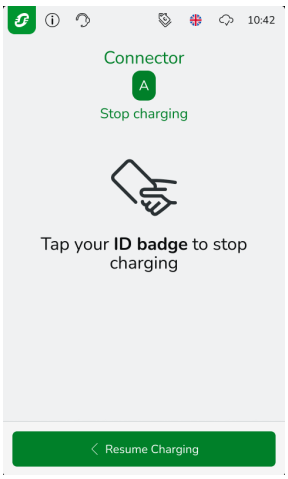


Dual-connector

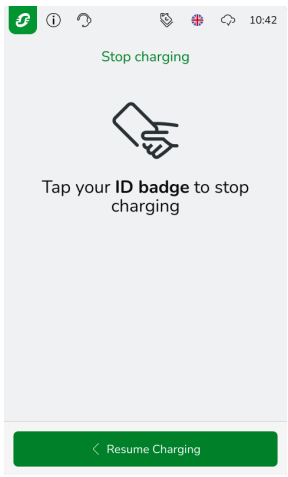


Single-connector

D • During charging, tap the A or B button at the bottom of the screen to switch between the status screens for Connectors A and B.



Dual-connector



Single-connector

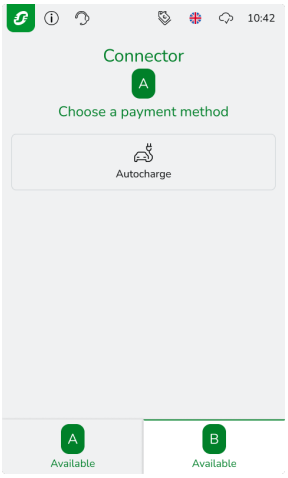
E • To stop charging, press "Stop Charging" and tap the RFID card again to confirm the action.

F • Unplug the connector from the vehicle and place it back in its holder.

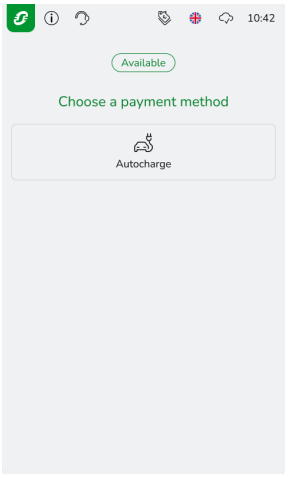
2.2 User Instructions

2.2.2 Charging Authentication Modes

2. Authentication with EV MAC address

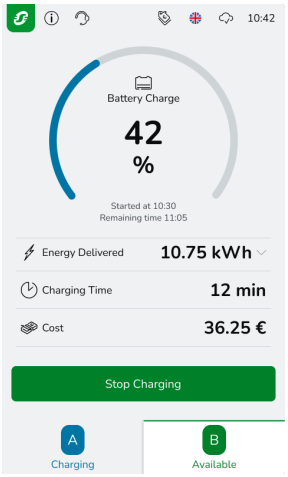


Dual-connector

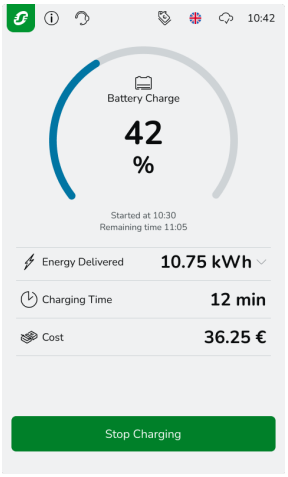


Single-connector

A • Remove the connector from its holder and connect it to the authorized vehicle. Authentication and charging will start automatically.



Dual-connector

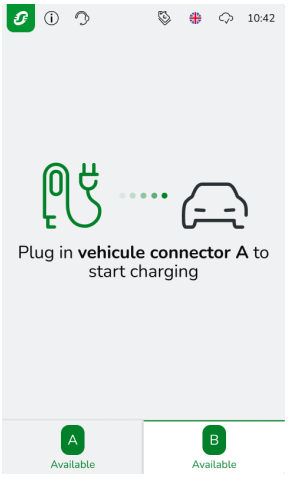


Single-connector

B • To stop charging, press "Stop Charging" on the screen, or stop the charging session from the vehicle.
C • Unplug the connector from the vehicle and place it back in its holder.

NOTE: The "Stop Charging" button is available only when enabled during charger commissioning. Refer to the Commissioning Guide for details.

3. Free charging mode without authentication



Dual-connector

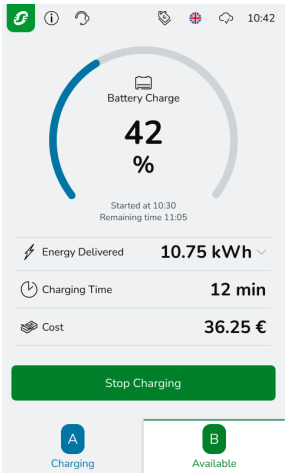


Single-connector

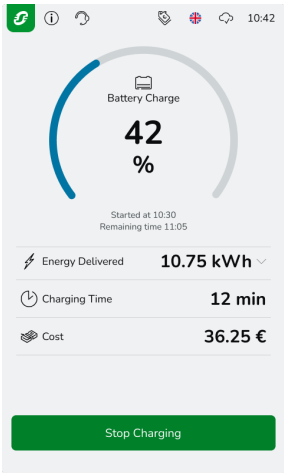
A • Remove the connector from its holder and connect it to the authorized vehicle. Charging will start automatically.

2.2 User Instructions

2.2.2 Charging Authentication Modes



Dual-connector

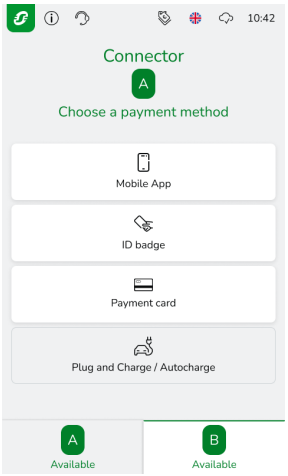


Single-connector

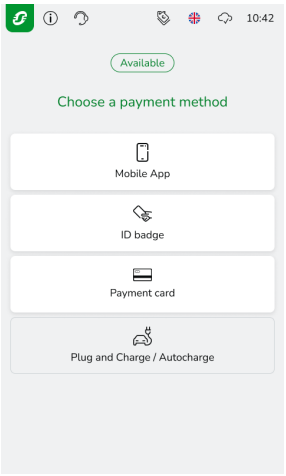
B • To stop the charging session, either of the following methods can be used:
- Stop the charging session from the vehicle.
- Press "Stop Charging" on the HMI screen (if enabled during commissioning).

C • Unplug the connector from the vehicle and place it back in its holder.

4. QR code with Mobile APP



Dual-connector



Single-connector

A • Charging can be started using either of the following methods:

Method 1: Connect first, then authenticate

Step 1: Remove the connector from its holder and connect it to the vehicle.

Step 2: Select the connected connector (A or B) on the screen.

Step 3: Select Mobile App as the authentication method.

Step 4: Scan the displayed QR code and follow the instructions provided by the Charge Point Operator (CPO) to start charging.

Method 2: Authenticate first, then connect

Step 1: Select the connector (A or B) on the screen.

Step 2: Select Mobile App as the authentication method.

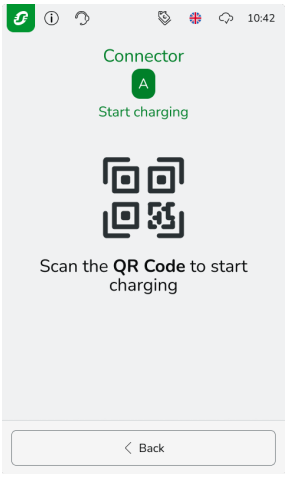
Step 3: Scan the displayed QR code and follow the instructions provided by the Charge Point Operator (CPO).

Step 4: Connect the selected connector to the vehicle.

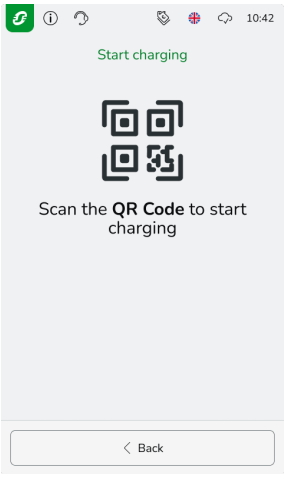
Step 5: Charging will start once authorization is completed.

Connector Availability

If one connector is already charging or unavailable, select the other available connector and follow either Method 1 or Method 2 above.



Dual-connector



Single-connector

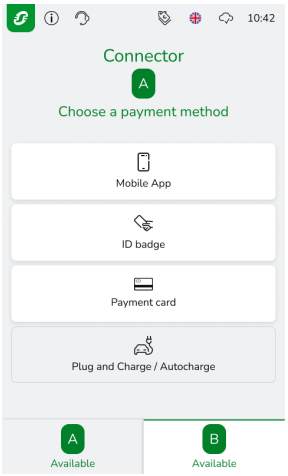
B • To stop charging, follow the instructions provided by the Charge Point Operator (CPO) in the mobile app.

C • Unplug the connector from the vehicle and place it back in its holder.

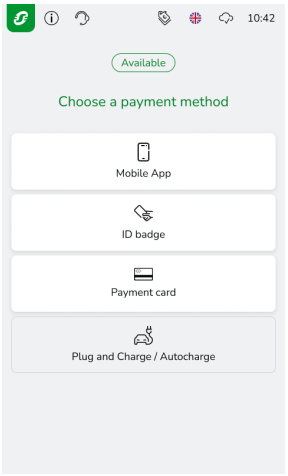
2.2 User Instructions

2.2.2 Charging Authentication Modes

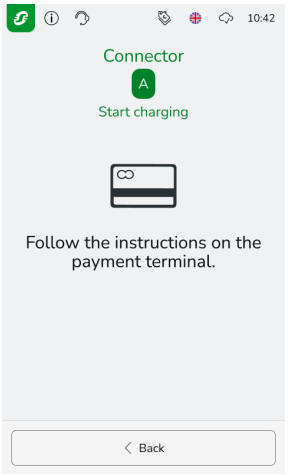
5. Payment terminal



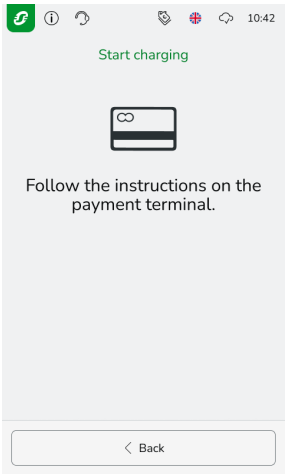
Dual-connector



Single-connector



Dual-connector



Single-connector

A • Charging can be started using either of the following methods:

Method 1: Connect first, then authenticate
Step 1: Remove the connector from its holder and connect it to the vehicle.
Step 2: Select the connected connector (A or B) on the screen.
Step 3: Select Payment Card as the payment method, or tap payment card directly.
Step 4: Follow the instructions on the payment terminal and complete the payment authorization using your payment card.
Step 5: Charging will start once authorization is completed.

Method 2: Authenticate first, then connect
Step 1: Select the connector (A or B) on the screen.
Step 2: Select Payment Card as the payment method, or tap payment card directly.
Step 3: Follow the instructions on the payment terminal and complete the payment authorization using your payment card.
Step 4: Connect the selected connector to the vehicle.
Step 5: Charging will start once authorization is completed.

Connector Availability
If one connector is already charging or unavailable, select the other available connector and follow either Method 1 or Method 2 above.

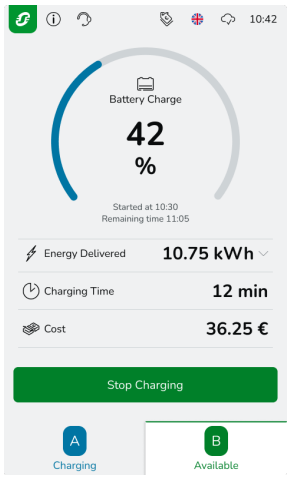
NOTE: If the charging management system (CSMS) is integrated with the payment terminal backend (for example, Payter or PAX), connector selection may be available directly on the payment terminal.

B • To stop charging, follow the instructions provided on the payment terminal. Replace the connector in the holder.
C • Unplug the connector from the vehicle and place it back in its holder.

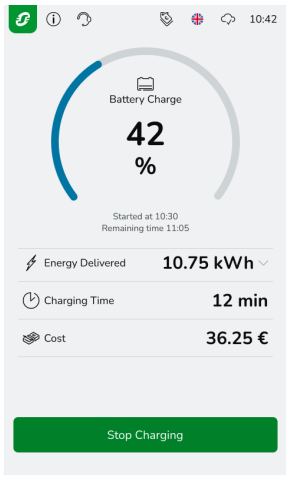
2.3 Consumption Statistics

2.3.1 Charging Session Statistics

During the charging sessions the EVlink Pro DC can provide different readings and statistics about the ongoing session(s)
To pick the charging session during charging, touch A and B buttons on the bottom of the screen to switch to the status interface of each vehicle connector.



Dual-connector



Single-connector

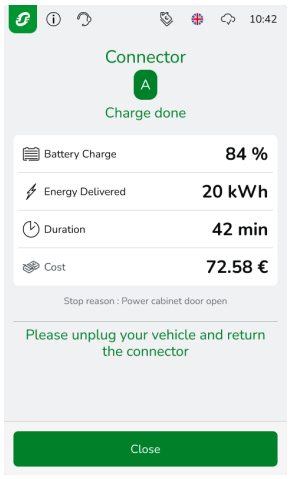
The charging session screen provides the following information:
- Session start time
- Charging duration
- Estimated completion time
- Energy delivered (kWh)
- Charging cost (if supported by the CSMS)
- Charging power, output current, output voltage (additional charging parameters can be viewed by expanding the information panel)

2.3.2 Charge Session Report

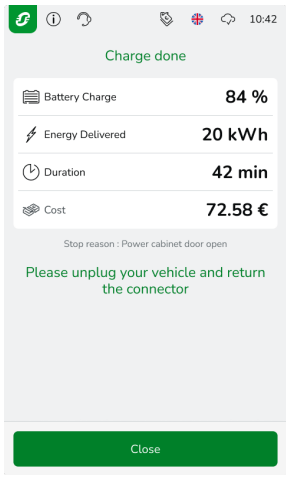
At the end of a charging session, the Floor-standing Dispenser displays a report summarizing the charging results.

Ending a charging session

- A charging session ends automatically when the Electric Vehicle indicates that charging is complete.
- A charging session can also be stopped from the Electric Vehicle. Refer to the Electric Vehicle owner's manual for more information.



Dual-connector



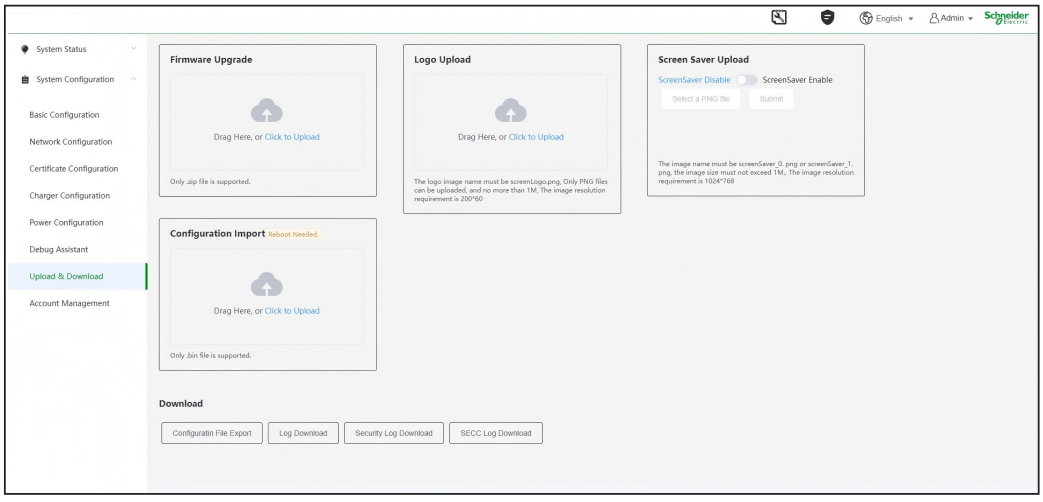
Single-connector

Report information:
- State of charge (SoC) of the Electric Vehicle battery (%)
- Energy delivered (kWh)
- Charging duration
- Charging cost or billing information (if provided by the CSMS)

2.3.3 Screen Saver and Logo Settings

The logo displayed in the upper-left corner of the HMI can be customized during commissioning according to the requirements of the Charge Point Operator (CPO) or contractor.

When the screen saver function is enabled on the webpage during commissioning process, the screen saver is automatically activated after 2 minutes of inactivity on the HMI screen. Up to two screen saver images can be uploaded either through the webpage or remotely from the CSMS via the OCPP protocol. If two screen saver images are uploaded, they will be displayed in rotation at 10-second intervals.



3 Overhead Dispenser

3.1 Overview

3.1.1 Authentication Modes

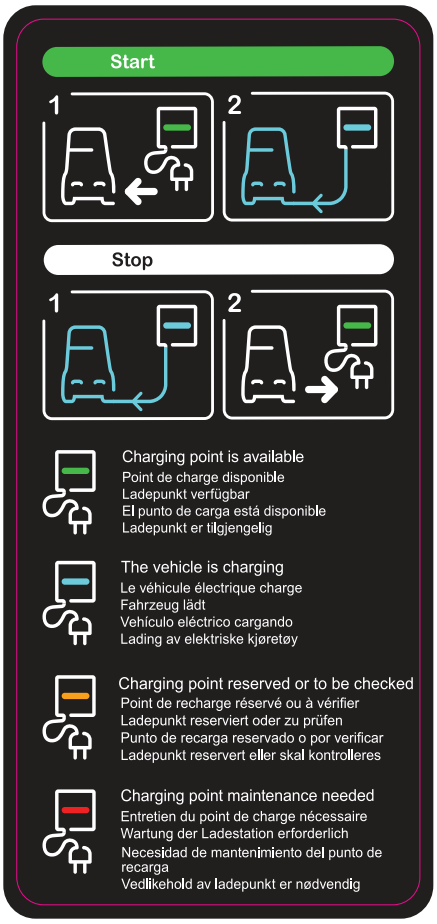
According to the Commissioning parameters, the EVlink Pro DC 720 Overhead Dispenser operation is possible with or without authentication.
Operation with authentication requires a Charging Station connected to an OCPP backend platform.

Authentication modes available for the Overhead Dispenser:

- Authentication Required, with option:
  - QR code with Mobile APP
  - EV MAC address
  - ISO 15118 Plug n Charge
- Free charging mode without authentication

3.1.2 LED Status Indicator

The status of the EVlink Pro DC 720 Overhead Dispenser is indicated via colored LED indicator lights.
Below you will find the definition of each Indicator Light and its corresponding charger status and the basic user guidance: (Sticker provided with the unit)

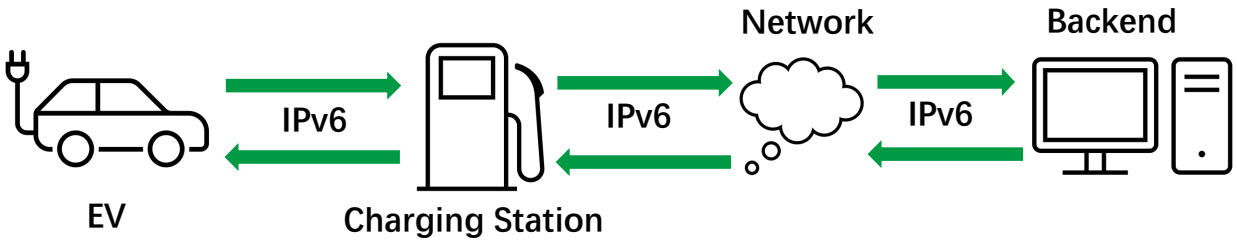


3 Overhead Dispenser

3.1 Overview

3.1.3 VDV 261

- VDV 261 is a technical document published by the Association of German Transport Companies that describes how to ensure the data exchange necessary for the preconditioning of vehicles. This means, for example, that the temperature on the bus can be adjusted for passengers even before the bus departs from the charging station. And not just for one bus, but automatically for all buses.
- VDV 261 describes how the value-added services (VAS) of ISO 15118 must be used to automatically precondition vehicles during a charging process. Intelligent charging management enables so-called preconditioning, basically a “preparation” of the buses, via the existing charging infrastructure. There are various options for this, e.g. heating, cooling, ventilating. As soon as the electric bus is connected to a charging station, the data sent can be used to determine precisely whether preconditioning is required and, if so, in what form, so that the vehicle is ideally prepared at departure time. The challenge here lies in smooth communication from the vehicle via the charging station to the charging management, as this communication chain must be encrypted and coordinated with all parties involved.
- The preparation for using VAS is encrypted communication between the vehicle and the charging stations using Transport Layer Security (TLS). This communication must be enabled via an IPv6 network.



The precondition requirements of VDV 261 are as below.

Requirements	Vehicle	Charging Station	Backend
ISO 15118	√	√	
IPv6	√	√	√
Certificate handling	√	√	√
TLS on PLC	√	√	
VAS 443	√		√
Https	√	√	√

- Our DC charging station provides this IPv6 bridge for EV communication with backend by ISO15118 VAS service.
- The VDV261 could be enabled through web commissioning tool according to commissioning guide.

NOTE: Please check the readiness of Vehicle, Charging station and backend for VDV261.

3.1.4 Wake-up

- Sleep mode and standby mode are operating modes of the charging station or vehicle designed for reducing energy consumption when a communication session is not occurring.
- The charging station enters a “standby mode” if the vehicle proactive pause the charge session. Before pulling out the connector from vehicle, the vehicle may restart digital communication with Charging Station and restore the charge session by using a B1-C1-B1 toggle according to IEC 61851-1 and ISO 15118-3.
- The support of standard BCB wake-up toggle, as per IEC 61851-1 and ISO15118-3, is default enabled. Meanwhile, there is a parameter in web page for enable/disable a non-standard (Not triggered by EV pause.) BCB wakeup for specific vehicles (Renault / Volvo / Scannia truck are part of these specific vehicles).

NOTE: Please check the readiness of Vehicle and Charging station for wake-up.

3.1.5 Boost Charging

- Boost is a feature that enables the charging station to deliver a higher current to the vehicle than the rated current normally permitted by its output cable
- The boost function can only be guaranteed for a limited period of time at maximum charging current, depending on the ambient temperature. There is only one opportunity entering boost charging for each charging session, at the beginning of the charging session.
  - Here are the values indicating the capability the charging station can sustain during the boost period:
    - Boost current: 500A
    - Boost time: 5min
    - Maximum ambient temperature: 50°C
- Boost charging function is enabled by default, could be disabled through web commissioning tool.

3.1.6 ISO15118 Plug and Charge

- ISO15118 is an international standard and that facilitates communication between charging stations and electrical vehicles. It aims to improve interoperability, enhance user experience, and enable smart charging solutions. The standard includes various functionalities, including the Plug and Charge (PnC feature), which simplifies the charging process for users.
- PnC allows EVs to connect to charging stations and automatically handle the authentication, authorization and billing processes without requiring the user to swipe a card or use a mobile app. This is achieved through secure communication protocols that exchange identity and certificates between the vehicle and the platform via charging station.
- The PnC authentication support of this charging station is implemented following "Using ISO 15118 Plug & Charge with OCPP 1.6" and ISO15118-2. The requirements to have the ISO15118 to work effectively with the charging station it requires:
  - Configure the ISO15118 Plug & charge authorize mode within the charging station.
  - PnC been supported EV.
  - PnC has been supported by CSMS.
  - certificates ready at both CSMS and EV sides
- The PnC charge attempt will be performed when the connector is plugged into EV.

NOTE:
The product is qualified by Hubject.
Please check the readiness of Vehicle, Charging station and backend for ISO15118 PnC.

3.2 User Instructions

3.2.1 Basic Charging Steps

To charge an Electric Vehicle(EV):

A • Park the Electric Vehicle with the charge inlet within reach of the vehicle connector suitable for your Electric Vehicle.
B • Confirm the Charging Station status is normal and the status indicator is steady green.

⚠ CAUTION

HAZARD OF DAMAGING A LOCKED VEHICLE CONNECTOR.

- In CCS charging the Electric Vehicle locks the vehicle connector.
- If the user wants to unplug the vehicle connector from the car, it may be necessary to unlock all doors of the Electric Vehicle or use the "unlock charge connector button" on the car key, if present.
- Do not apply force to a locked vehicle connector during charging. This might damage the inlet and locking mechanism in the car or damage the Charging Station.
- Always handle cables and connectors with care & always place them back in their respective holders.
- Only insert a vehicle connector into a suitable car inlet.

Failure to follow these instructions can result in injury or equipment damage.

PLEASE NOTE

- Always Ensure that the vehicle connector is properly plugged in the Electric Vehicle.
- Always Ensure that the vehicle connector openings are clean and clear of any foreign bodies, dust, sand, leaves, etc.

3.2.2 Charging Authentication Modes

Depending on the authentication methods configured below, the instructions for the EV driver's use of the charger may vary.

NOTE: The "Charging Authentication Mode" needs to be configured in web page during commissioning (please refer to Commissioning Guide).

1. QR code with Mobile APP

A • Charging can be started using either of the following methods:

Method 1: Connect first, then authenticate

- Insert firmly the vehicle connector into the corresponding charging port of the vehicle.
- Scan the QR code to start the charging session and follow the instruction given by the Charge Point Operator to start and stop charging session.

Method 2: Authenticate first, then connect

- Scan the QR code to start the charging session and follow the instruction given by the Charge Point Operator to start and stop charging session.
- Insert firmly the vehicle connector into the corresponding charging port of the vehicle.

B • To stop the charging session, either of the following methods can be used:

- The connector unlock feature on the electric vehicle.
- Follow the instructions given by the Charge Point Operator.

NOTE: QR code ought to be provided by Charge Point Operator.

2. Authentication with EV MAC address

A • Insert firmly the vehicle connector into the corresponding charging port of the authorized vehicle to authenticate.
B • Stop charging: Stop charging from the electric vehicle or follow the instructions given by the Charge Point Operator.

3. Authentication with Plug and Charge

A • Insert firmly the vehicle connector into the corresponding charging port of the authorized vehicle to authenticate.
B • Stop charging: Stop charging from the electric vehicle or follow the instructions given by the Charge Point Operator.

4. Free charging mode without authentication

A • Insert firmly the vehicle connector into the corresponding charging port of the vehicle, charge session will start Automatically.
B • To stop the charging session, either of the following methods can be used:

- The connector unlock feature on the electric vehicle.
- Follow the instructions given by the Charge Point Operator.

4 Preventive Maintenance

⚠ ⚠ DANGER

HAZARD OF ELECTRIC SHOCK

- Any inspection or maintenance activity that requires the Charging Station doors to be opened must only be performed by trained and authorized personnel.
- Contact Schneider Electric services to provide the recommended service plan for your product.

Failure to follow these instructions will result in death, serious injury.

NOTICE

HAZARD OF EQUIPMENT DAMAGE

- Do not apply high-pressure water jets when cleaning the charging station as water may leak inside.
- Only use cleaning agents with a pH value between 6 and 8.
- Do not use cleaning agents with abrasive components.
- Do not use abrasive tools.

Failure to follow these instructions can result in equipment damage.

To achieve the best performance out of your EVlink Pro DC Charging Station preventive maintenance plan is required.
The preventive maintenance plan consists of regular maintenance and periodic maintenance.

Regular maintenance aims to offer a regular check for the status of the Charging Station under the condition when shut down is not possible.

Periodic maintenance is to be carried out at least once a year by Schneider Electric services personnel or trained and certified Schneider Electric's eMobility EcoXpert.

Regular Maintenance

Regular maintenance checklist as follow:

Regular Maintenance				
Check	**Tool**	**Frequency**	**Shutdown Required**	**Status/Action**
Visually check whether there are missing parts such as connector holder, Emergency charge stop, handles, etc.		Weekly	No	
Visually check whether there are deformed or damaged parts on enclosure.		Weekly	No	
Ensure cleanliness of enclosure for stains, stickers, graffiti, grease, signs of rust, signs of burn or water penetration.		Weekly	No	
Check the HMI screen for damages and ensure proper visibility and touch response.		Weekly	No	
Test the QR code to ensure it is clear and leads to the correct App/Interface.		Weekly	No	
Check the HMI screen for any error messages.		Weekly	No	
Check the LED indicator lights.		Weekly	No	
Visually inspect the condition of the connectors and cables for arny foreign objects, damages, or broken insulation.		Weekly	No	
Visually inspect the cable at the connector flange for any pull marks.		Weekly	No	
Manually test the proper operation of the cable management system and ensure that it can withdraw back a loose cable.		Weekly	No	
Inspect and verify the correct operation of the Emergency charge stop.		Weekly	No	
Check the car stopping bollards are present and not damaged.		Weekly	No	
Visually inspect the concrete foundation for water collected or damages and ensure all bolts are secured in place.		Weekly	No	
Visually inspect the canopy/shed for any damages. (if applicable).		Weekly	No	
Ensure the installation area is clear of weeds, sand, excessive dust, etc.		Weekly	No	
Visually inspect all safety warning signs visible and clear.		Weekly	No	
Manually inspect the doors and locks for proper operation and keys are secured.		Weekly	No	
Listen whether there is abnormal noise from inside of the charger.		Weekly	No	
Check for abnormal (burning, rodent) smell coming from the charger.		Weekly	No	
Inspect the DC meter through the window and ensure clear reading visibility.		Weekly	No	
Inspect and clean the intake ventilation louvers for damages or any foreign objects blocking.		Weekly	No	
Inspect and clean the outlet ventilation grid for damages or any foreign objects blocking.		Weekly	No	

5 Recycle



Product Disposal
To comply with Directive 2012/19/EU of the European Parliament and of the Council of 4 July 2012 on waste electrical and electronic equipment (WEEE), devices marked with this symbol may not be disposed of as part of unsorted domestic waste inside the European Union. Enquire with local authorities regarding proper disposal.
Product materials are recyclable as marked.

Please find below link and enter the product reference number for files: Product Environmental Profile and Product End of Life Instructions

checkaproduct.se.com

Radio Equipment Conformity

EU Declaration of Conformity
EVlink Pro DC 720 is in compliance with the essential requirements and other relevant provisions of Radio Equipment Directive: 2014/53/EU.
The EU declaration of conformity for EVlink Pro DC 720 Power Cabinet (EU1007399-1), EVlink Pro DC 720 Floor-standing Dispenser (EU1008799-0) and EVlink Pro DC 720 Overhead Dispenser (EU1008412-0) can be downloaded on: **www.se.com/docs**.

UK Declaration of Conformity
EVlink Pro DC 720 is in compliance with the essential requirements and other relevant provisions. of Radio Equipment Regulations 2017-UK SI 2017 No.1206.
The UK declaration of conformity for EVlink Pro DC 720 Power Cabinet (UK1007400-1), EVlink Pro DC 720 Floor-standing Dispenser (UK1008801-0) and EVlink Pro DC 720 Overhead Dispenser (UK1008421-0) can be downloaded on: **www.se.com/uk/docs**.

Communication Frequencies

	Operation Frequency	Output Power
RFID:	13.56 MHz	< 20 mW
GSM900:	TX: 880 MHz to 915 MHz RX: 925 MHz to 960 MHz	25.81 dBm
GSM1800:	TX: 1710 MHz to 1785 MHz RX: 1805 MHz to 1880 MHz	22.81 dBm
WCDMA		
Band1:	TX: 1920-1980 MHz RX: 2110-2170 MHZ	25.00 dBm
Band8:	TX: 880-915 MHz RX: 925-960 MHz	25.00 dBm
LTE		
Band1:	TX: 1920-1980 MHz RX: 2110-2170 MHZ	25.00 dBm
Band3:	TX: 1710-1785 MHz RX: 1805-1880 MHz	25.00 dBm
Band7:	TX: 2500-2570 MHz RX: 2620-2690 MHz	25.00 dBm
Band8:	TX: 880-915 MHz RX: 925-960 MHz	25.00 dBm
Band20:	TX: 832-862 MHz RX: 791-821 MHz	25.00 dBm
Band28:	TX: 703-748 MHz RX: 758-803 MHz	25.00 dBm
Band38:	2570-2620 MHz(TDD)	25.00 dBm
Band40:	2300-2400 MHZ(TDD)	25.00 dBm
Band41:	2496-2690 MHZ(TDD)	25.00 dBm

Wireless Frequencies

Operate Freq. Band	Frequency Range (MHz)	Modulation	Channel Bandwidth	Data Rate
IEEE 802.11b	2412~2472	DSSS	20MHz	Up to 11Mbps
IEEE 802.11g	2412~2472	OFDM	20MHz	Up to 54Mbps
IEEE 802.11n 2.4GHz 20MHz	2412~2472	OFDM	20MHz	Up to 72.2Mbps
Channel Number	IEEE 802.11b/g, IEEE 802.11n HT20: 13 Channels			
Channel Step	WiFi: Channels with 5MHz step			

Standards and Compliance

Directive RE: 2014/53/UE	**RE Directive: 2014/53/EU**
Directive RoHS: 2011/65/UE, 2015/863/UE	**RoHS Directive: 2011/65/EU: 2015/863/EU**
Based on following standards:	
EN IEC 61851-1:2019+AC:2023-12, EN 61851-23:2014+AC:2016-06, EN 61851-24:2014 + AC:2015, EN 61000-6-2:2005 + AC 2005,	
EN IEC 61000-6-2:2019*, EN 61000-6-4:2007 + A1:2011, EN IEC 61000-6-4:2019, EN IEC 61851-21-2:2021***	
EN 301 489-1 V1.9.2(2011-09), EN 301 489-1 V2.2.3(2019-11)**, EN 301 489-3 V2.3.2(2023-01), EN 301 489-17 V3.2.4(2020-09)**	
EN 301 489-17 V3.3.1(2024-09), EN 301 489-52 V1.2.1(2021-11), EN 301 489-52 V1.3.1(2024-11)	
EN 300 330 V2.1.1(2017-02), EN 301 511 V12.5.1(2017-03), EN 301 908-1 V15.2.1(2023-01), EN 301 908-2 V13.1.1(2020-06),	
EN 301 908-13 V13.2.1(2022-02), EN 301 908-13 V13.3.1(2024-10)***, EN 300 328 V2.2.2(2019-07)**	
EN 62311:2008, EN IEC 62311:2020, EN 62479:2010	
IEC 61439-7:2018	
EN IEC 63000:2018	
EN 18031-1:2024, EN 18031-2:2024, EN 18031-3:2024	
EN ISO 15118-1:2019, EN ISO 15118-2:2016, EN ISO 15118-3:2016, EN ISO 15118-4:2019, EN ISO 15118-5:2019	

* The EN IEC 61000-6-2:2019 is not a harmonized standard but the EVlink Pro DC 720 is already compliant with EN IEC 61000-6-2:2019.
** The EN IEC 61000-6-4:2019 is not a harmonized standard but the EVlink Pro DC 720 is already compliant with EN IEC 61000-6-4:2019.
*** The EN IEC 61851-21-2:2021 is not a harmonized standard but the EVlink Pro DC 720 is already compliant with EN IEC 61851-21-2:2021.
**** The EN 301 489-1 V2.2.3 (2019-11) is not a harmonized standard but the EVlink Pro DC 720 is already compliant with EN 301 489-1 V2.2.3(2019-11).
***** The EN 301 908-13 V13.3.1 (2024-10) is not a harmonized standard but the EVlink Pro DC 720 is already compliant with EN 301 908-13 V13.3.1(2024-10)

NOTE

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