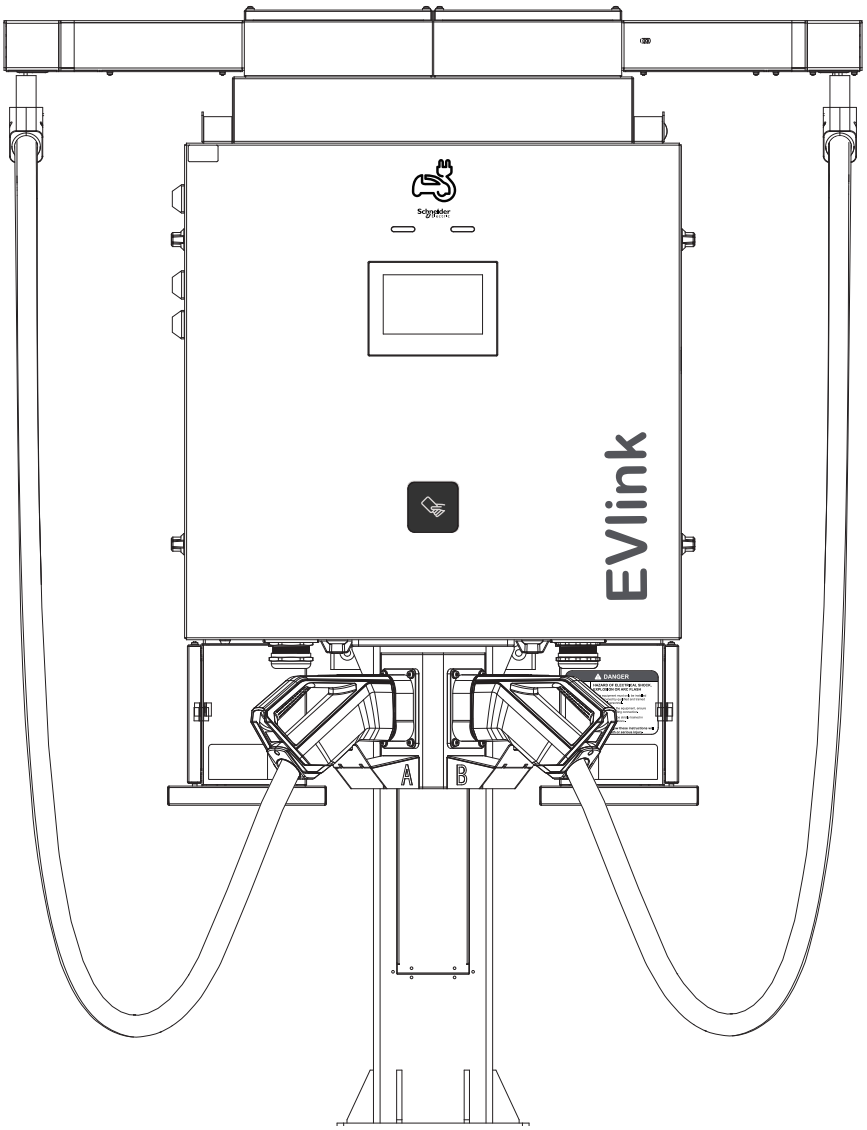
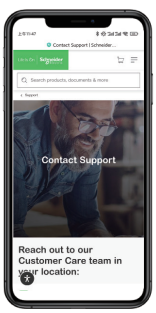
en Owners Guide

EVlink Pro DC 60 Charging Station



Customer Care Center



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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.

Safety Instructions

⚠ ⚠ DANGER

HAZARD OF ELECTRICAL SHOCK, EXPLOSION OR ARC FLASH

b 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.

b 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.

b Always inspect the Charging Station for proper installation before use.

b 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.

b 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.

b This charging station is not suitable for use in or around hazardous locations, such as near flammable, explosive, or combustible materials.

b The use of extension DC cables or vehicle connector adapters is not permitted.

b Do not install the EVlink Pro Charging Station until all construction work has been completed and the installation area has been cleared & cleaned.

b 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.

b 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

b 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.

b 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

b 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.

b A qualified person is one who has skills and knowledge related to the construction, installation, and operation of electrical equipment 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 60 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.

Other Available Documentation

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

Document	Content	Audiences
EVlink Pro DC 60 Datasheet	Full Charging Station specifications	Site designer, installer and station operator
EVlink Pro DC 60 Installation Guide	Civil, mechanical, and electrical installation guidelines	Site engineer or Installer/Contractor

Owner Responsibilities

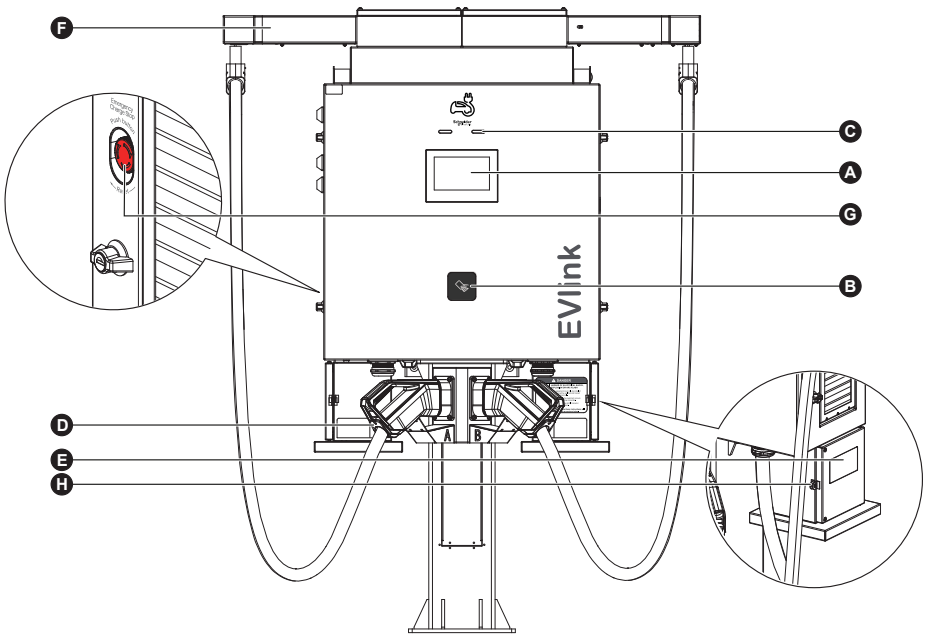
The owner and/or site operator are required:

b To ensure the site where the Charging Station will be installed, is in accordance to the requirements described in the Installation guide.
b To ensure enough space around the Charging Station to carry out maintenance work.
b To ensure all protective devices are correctly installed after carrying out installation or maintenance.
b To operate the Charging Station with the protective devices installed.
b To write an emergency plan that instructs people what to do in case of emergency.
b 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 Field Services.
b 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

b 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.

1 System Overview



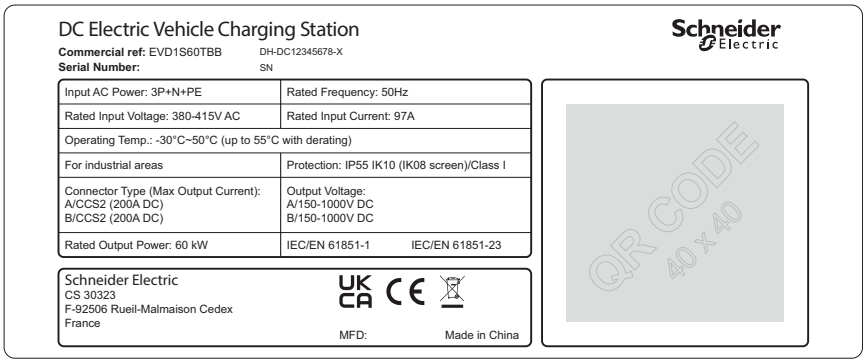
A	Touch screen
B	Card tapping area
C	Indicator lights
D	Vehicle connector slot
E	DC Electric meter
F	Cable Management System
G	Emergency Charge Stop
H	Lock ring*

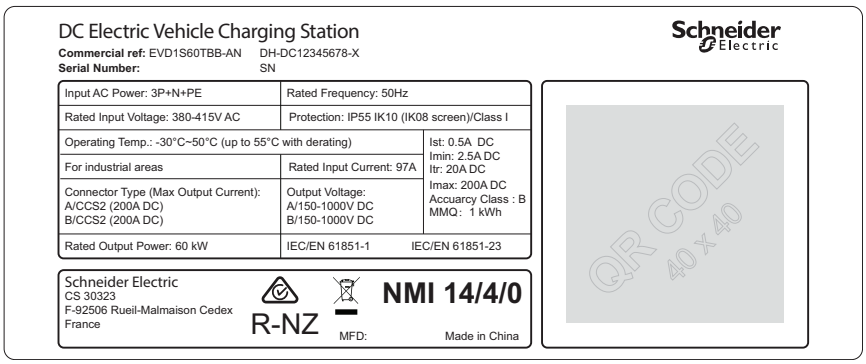
*for padlock if required

1.1 Charging Stations Configurations

Commercial Reference (CR)	Nominal Power	Vehicle connector	Cable management	Cable range (m)
EVD1S60TBB	60 kW DC	2 x CCS2	Yes	3.5
EVD1S60THB	60 kW DC	1 x CCS2 + 1 x CHAdeMO	Yes	3.5
EVD1S60TBBC5	60 kW DC	2 x CCS2	No	5
EVD1S60THBC5	60 kW DC	1 x CCS2 + 1 x CHAdeMO	No	5
EVD1S60TBBC7	60 kW DC	2 x CCS2	No	7
EVD1S60TBB-AN	60 kW DC	2 x CCS2	Yes	3.5
EVD1S60THB-AN	60 kW DC	1 x CCS2 + 1 x CHAdeMO	Yes	3.5
EVD1S60TBBC7-AN	60 kW DC	2 x CCS2	No	7
EVD1S60TBB-SA	60 kW DC	2 x CCS2	Yes	3.5

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





Above is an example of the Charging Station nameplate.

1 System Overview

1.2 Authentication Modes

According to the Commissioning parameters, the EVlink Pro DC 60 operation is possible with or without authentication.
Operation with authentication requires a Charging Station connected to an OCPP backend platform.
Authentication mode needs to be defined at commissioning. Default mode is authorize registered RFID/NFC card.

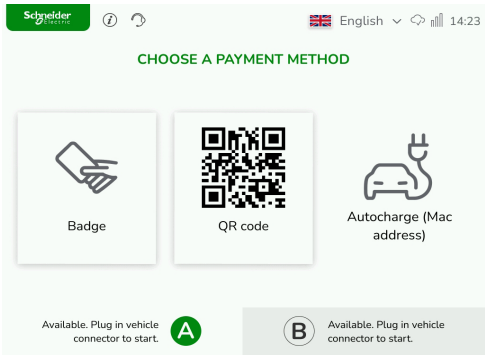
Authentication modes available:

b Authentication Required, with option:
- b RFID/NFC
- b QR code with Mobile APP
- b EV MAC address

b Free charging mode without authentication

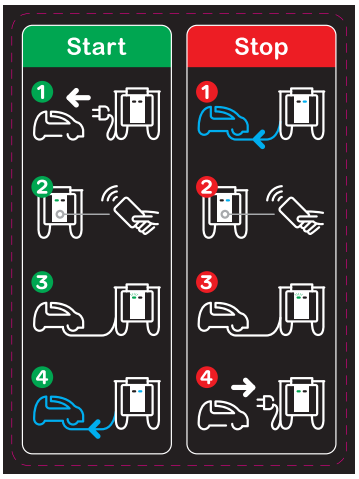
1.3 Payment Methods

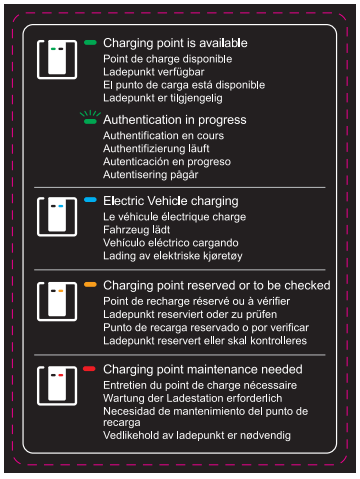
Depending on Charging Station reference and on the commissioning parameters required, Charging Stations may have several payment options:
- b Mobile App
- b RFID Card
- b Auto Charge (Mac address)



1.4 LED Status Indicator

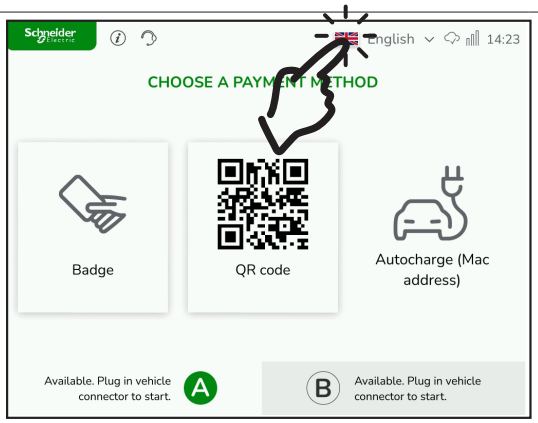
The status of the EVlink Pro DC charging station is indicated via colored LED indicator lights.
Below you will find the definition of each Indicator Light and its corresponding charger status and the basic user guidance: (Sticker provided with the unit)





1.5 Languages

NOTE: The displayed languages on the screen can be customized during commissioning according to local requirements)
The EVlink Pro DC User interface is integrated in several languages to facilitate the use according to regional requirements and enable different users.
In the top right corner of the HMI screen you can press on the Flag icon which will take you to a menu to select your preferred language

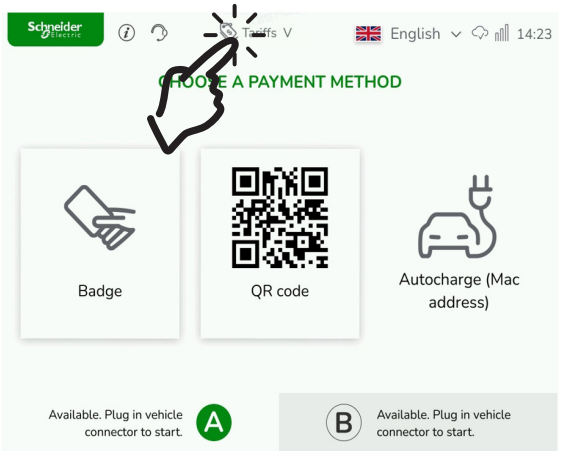


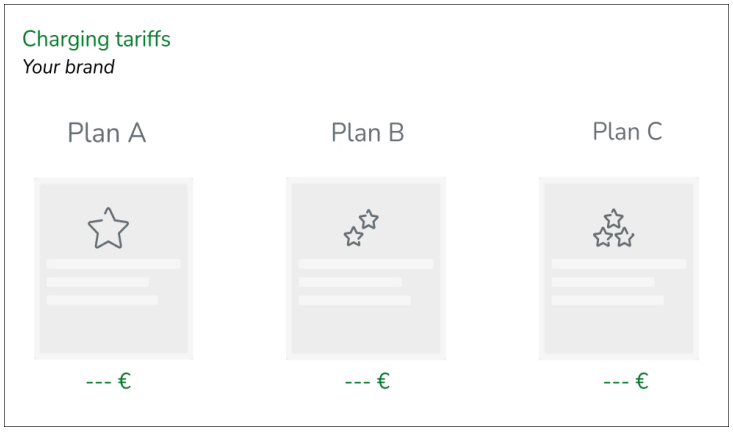


1 System Overview

1.6 Tariff

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.





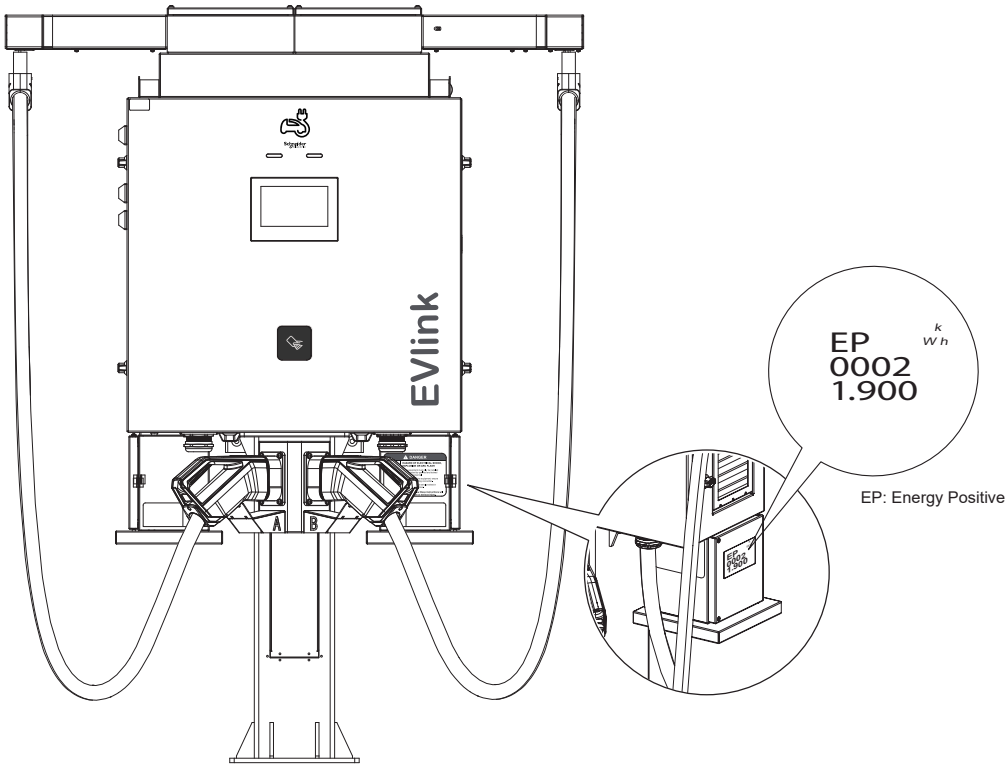
1.7 Charge Session DC Meter Reading

The EVlink Pro DC Charging Station 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.

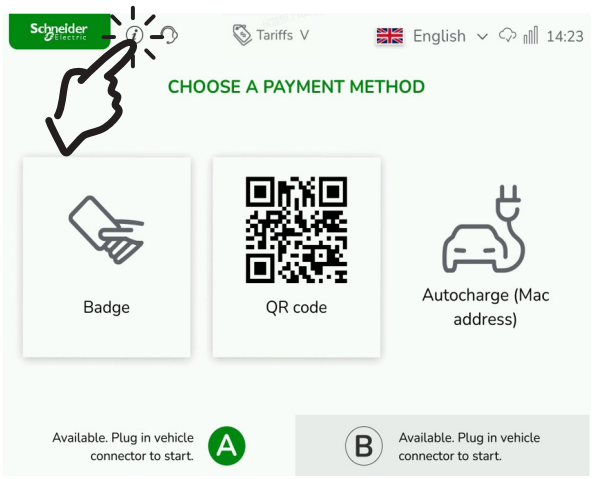
Displayed Information:

- b Total import mains energy
- b Total import device energy



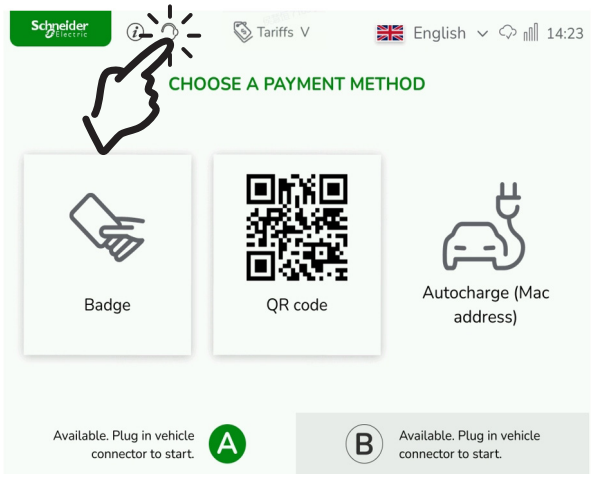
1 System Overview

1.8 Information



CPID (Charge Point Identifier) and FW version will be showed by touch information icon.

1.9 Services

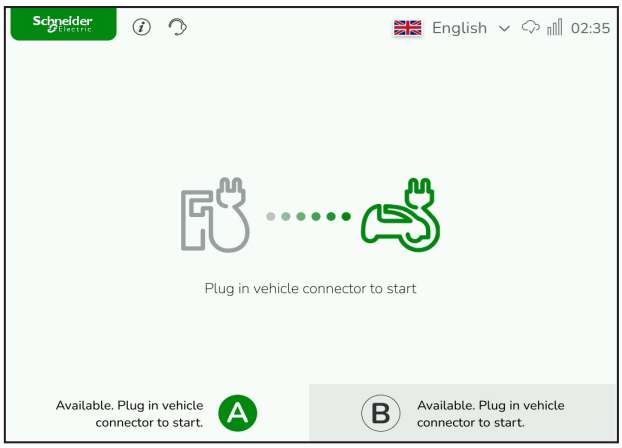


The telephone number and on call time of service center could be configured through WebUI and be showed by touch the headphone icon on HMI..

2 User Instructions

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 and switch it off.
- **B** • Confirm the Charging Station status is normal and the status indicator is steady green.
- **C** • Select your preferred Language
- **D** • Remove the vehicle connector from the connector slot and insert firmly it into the corresponding charging port of the vehicle.
- **E** • Follow the instructions on the screen.

2 User Instructions

⚠ CAUTION

HAZARD OF DAMAGING A LOCKED VEHICLE CONNECTOR.

b In CCS charging the Electric Vehicle locks the vehicle connector.

b 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.

b 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.

b Always handle cables and connectors with care & always place them back in their respective holders.

b Only insert a vehicle connector into a suitable car inlet.

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

PLEASE NOTE

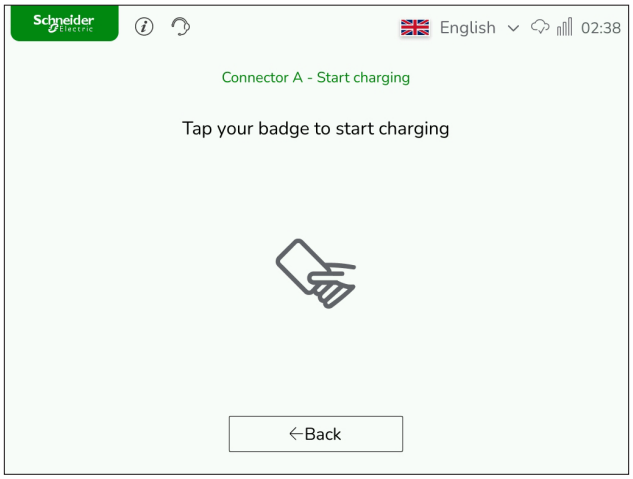
b Always ensure that the vehicle connector is properly plugged in the Electric Vehicle.

b Always Ensure that the vehicle connector openings are clean and clear of any foreign bodies, dust, sand, leaves, etc.

2.2 Charging Authentication Modes

Depending on the configured authentication modes below, the user instructions for the charger may vary depending on the customer requirements:

1. RFID/NFC Authentication Required

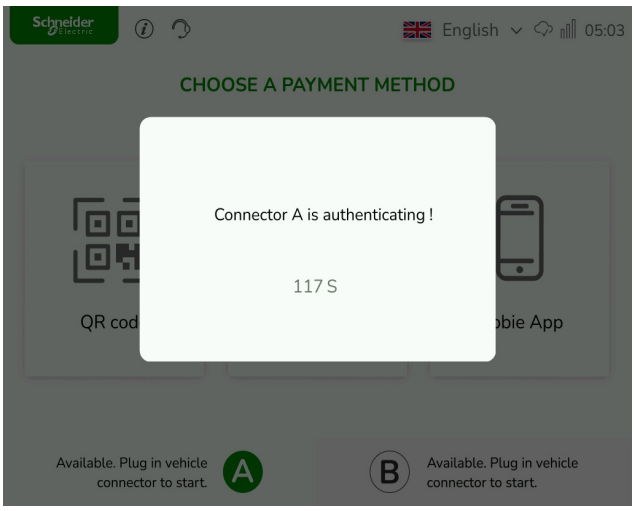


A • All the following scenarios are available.

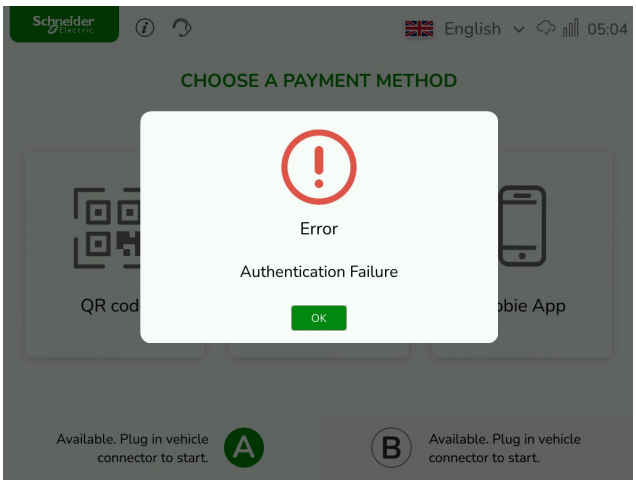
Scenario 1:
Step 1: Remove the vehicle connector A or B from the connector slot and insert firmly
it into the corresponding charging port of the vehicle.
Step 2: Select the plugged connector A or B on the screen.
Step 3: Select RFID authentication, and follow on screen guide.
Step 4: Wait for charging start.

Scenario 2:
Step 1: Select the connector A or B on the screen.
Step 2: Select RFID authentication and follow on screen guide.
Step 3: Remove the vehicle connector A or B, selected in step 1, from the connector
slot and insert firmly it into the corresponding charging port of the vehicle.
Step 4: Wait for charging start.

Scenario 3:
If one of the vehicle connectors is already charging or unavailable. Select the other unoccupied vehicle connector on the HMI screen. And then follow from Step2 in Scenario1 or Scenario2.

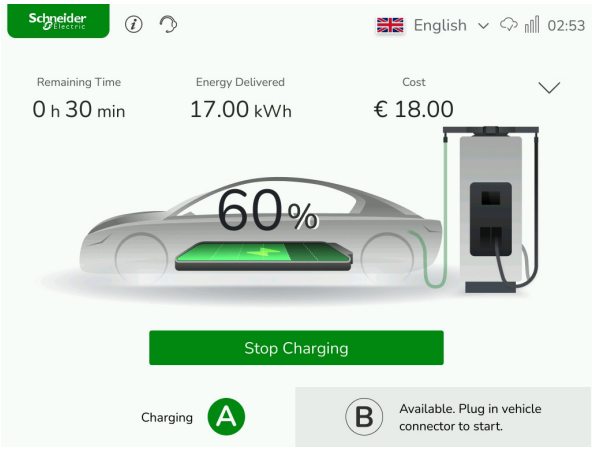


B • Once the RFID card is tapped the interface with show the authenticating message.Once authenticated the session will start.

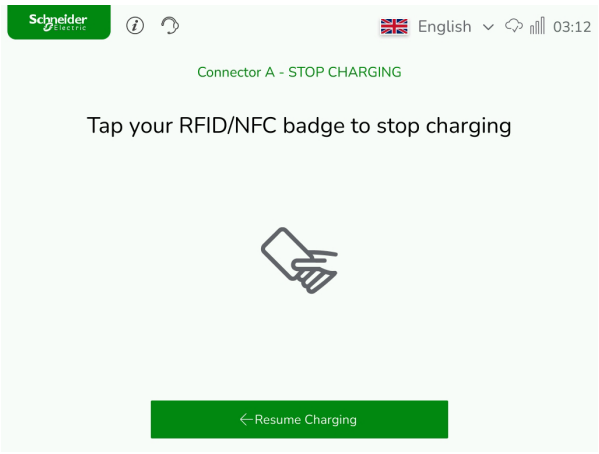


C • If authentication fails, a message will appear.

2.2 Charging Authentication Modes

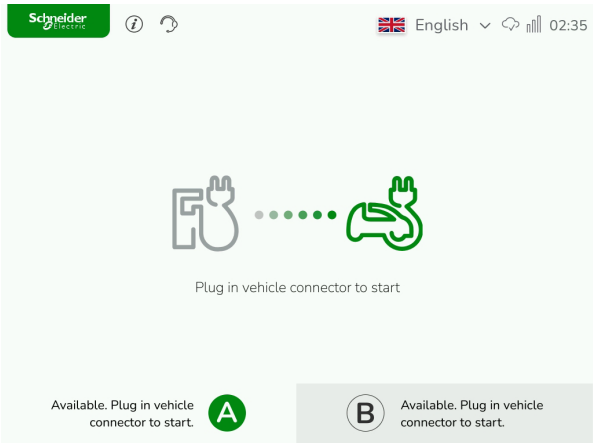


D • During charging, touch A and B buttons on the bottom of the screen to switch to the status interface of each vehicle connector.
E • Stop charging: Press "Stop Charging" to enter the stop charging interface and tap the card again to stop charging.

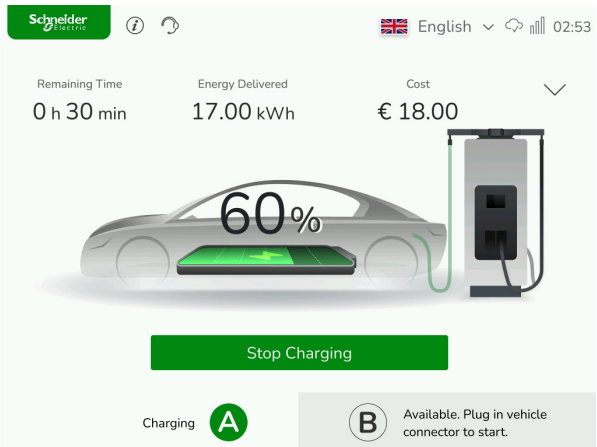


F • Unplug the vehicle connector from the vehicle, reposition it in the connector slot.

2. Free charging mode without authentication



A • On the user interface of the charging station, select the suitable vehicle connector A or B and follow the instructions on the screen.
B • Remove the vehicle connector from the connector slot and insert firmly it into the corresponding charging port of the vehicle, charging session will start automatically.



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

b Press "Stop Charging" button on the HMI screen (Only when the button is enabled in commissioning stage. Please refer to Commissioning Guide.).

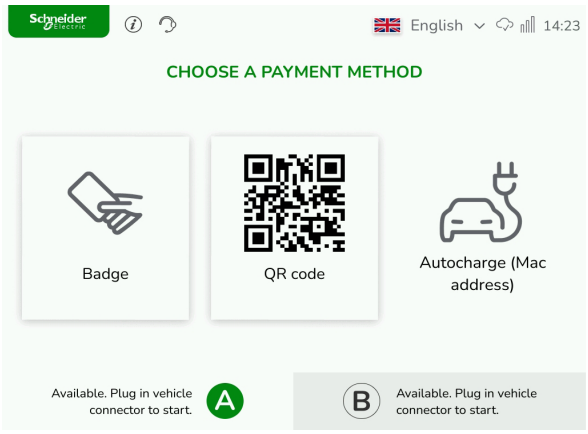
b Use the connector unlock feature on the electric vehicle.

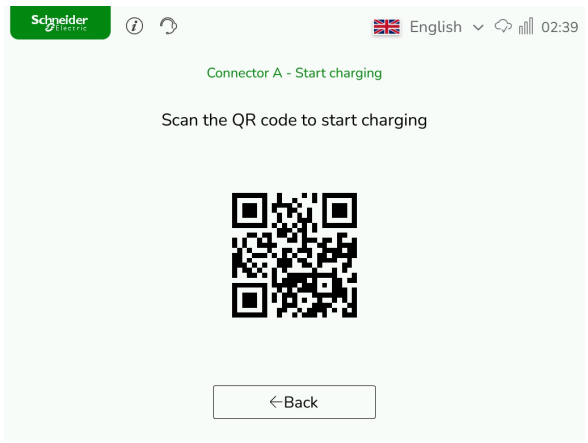
D • Replace the connector in the holder.

2 User Instructions

2.2 Charging Authentication Modes

3. QR code with Mobile APP





A • All the following scenarios are available.

Scenario 1:
Step 1: Remove the vehicle connector A or B from the connector slot and insert firmly it into the corresponding charging port of the vehicle.
Step 2: Select the plugged connector A or B on the screen.
Step 3: Scan the pop-up QR code to start the charging session and follow the instruction given by the Charge Point Operator to start and stop charging session.

Scenario 2:
Step 1: Select the connector A or B on the screen.
Step 2: Scan the pop-up QR code to start the charging session and follow the instruction given by the Charge Point Operator to start and stop charging session.
Step 3: Remove the vehicle connector A or B, selected in step 1, from the connector slot and insert firmly it into the corresponding charging port of the vehicle.

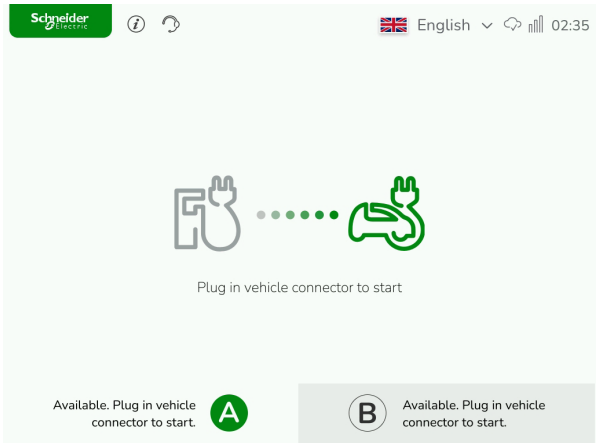
Scenario 3:
If one of the vehicle connectors is already charging or unavailable. Select the other unoccupied vehicle connector. And then follow from Step2 in Scenario 2.

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

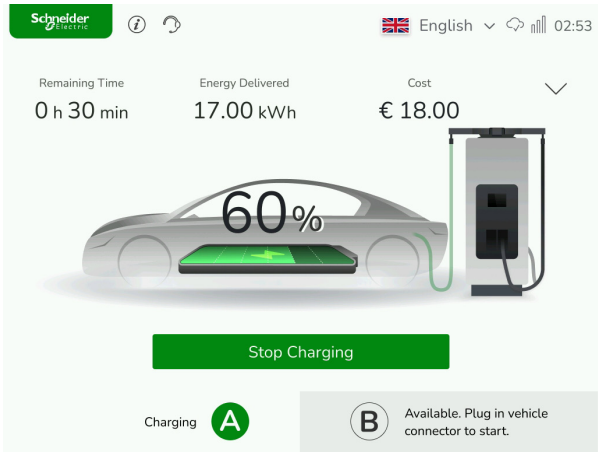
- b Use the connector unlock feature on the electric vehicle.
- b Press "Stop Charging" button on the HMI screen. (Only when the button is enabled in commissioning stage. Please refer to Commissioning Guide.)
- b Follow the instructions given by the charge Point Operator.

C • After the charging session stops, replace the connector in the holder.

4. Authentication with EV MAC address



A • Remove the vehicle connector from the connector slot and insert firmly it into the corresponding charging port of the authorized vehicle to authenticate.



B • Stop charging: Press "Stop Charging" to enter the stop charging interface or stop the charge from the vehicle.
C • Replace the connector in the holder.

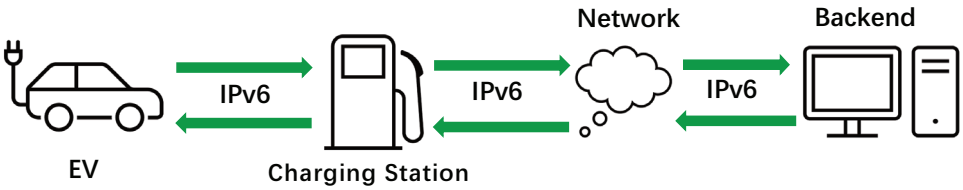
NOTE: The "Stop Charging" button needs special commissioning in web page (please refer to Commissioning Guide).

2.3 VDV 261

b 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.

b 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.

b 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.



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

b Our DC charging station provides this IPv6 bridge for EV communication with backend by ISO15118 VAS service.

b 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.

2.4 Wake-up

b 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.

b 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.

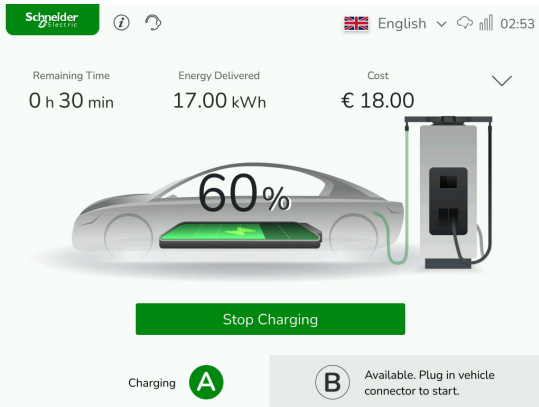
b The support of standard BCB wake-up toggle, as per IEC 61851-1 and ISO15118-3, is default enabled. Meanwhile, there is a parameter in web page for enable/disable a nonstandard (Not triggered by EV pause.) BCB wakeup for specific vehicles (Renault / Volvo / Scannia truck are part of these specific vehicles).

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

3 Consumption Statistics

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.

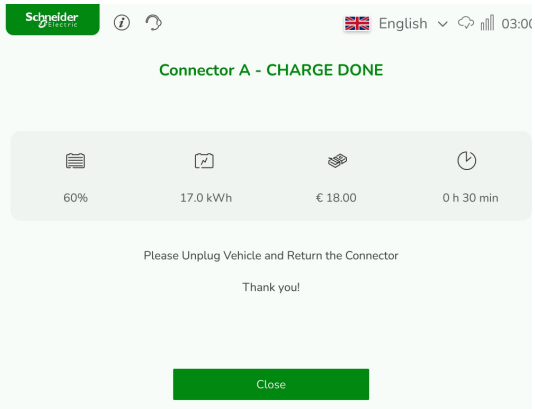


On the main screen of the Charging Station will appear the general status of the charging session such as:

- b Session start time
- b Elapsed time
- b Estimated End Time
- b Energy delivered in kWh
- b Cost/billing information (if information is provided by CSMS backend)
- b Charging Power, Output Current and Output Voltage (need to expand the arrow on the left side of the screen)

3.2 Charge Session Report

At the end of a charge session, the Charging Station will display on the user interface a report of the statistics of the charge session.
Session end
- b Charging will stop without user interaction when the Electric Vehicle indicates to the charger that charging is completed.
- b Charge session can also be ended from the Electric Vehicle side, refer to the Electric Vehicle owners manual.



Available Information:

- b Electric Vehicle battery Level in %
- b Energy delivered in kWh
- b Cost/billing information (if information is provided by CSMS backend)
- b Duration of charge session

3.3 Screen saver and logo change

The logo picture showing on the upper left corner of the HMI screen can be changed (in commissioning stage) according to the requirement from Charge Point Operator/Contractor. Once the HMI screen is not operated within 2 minutes, the screen saver will start (Only when the screen saver feature is enabled in commissioning stage). The screen saver pictures will be changed at regular intervals (10s) if there are more than one screen saver picture. The maximum screen save pic number is 2.

NOTE:
- b If the logo is not defined by user, the Schneider Electric logo will be displayed.
- b If the screen saver image is not provided by user, the screen saver function will be disabled.

4 Preventive Maintenance

⚠⚠ DANGER

HAZARD OF ELECTRIC SHOCK.
b Any inspection or maintenance activity that requires the Charging Station doors to be opened must only be performed by trained and authorized personnel.
b Contact Schneider Electric services to provide the recommended service plan for your product.
Failure to follow these instructions will result in death, serious injury, or equipment damage.

NOTICE

RISK OF DAMAGING
b Do not apply high-pressure water jets when cleaning the charging station as water may leak inside.
b Only use cleaning agents with a pH value between 6 and 8.
b Do not use cleaning agents with abrasive components.
b 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 EcoXpert Schneider Electric's eMobility EcoXpert.

Regular Maintenance

Regular maintenance checklist as follow:

Regular Maintenance

Check	Tool	Frequency	Shutdown Require	Status/Action
Visually check whether there are missing parts such as connector holder, charge interrupt button, 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 any 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 and the pedestal 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

Hereby, Schneider Electric Industries, declares that this electric vehicle charging station EVlink Pro DC 60 is in compliance with the essential requirements and other relevant provisions of Radio Equipment Directives RED 2014/53/EU.
The EU declaration of conformity for EVlink Pro DC offer (EV24070301) can be downloaded on: se.com/ww/en/download

Hereby, Schneider Electric Industries, declares that this electric vehicle charging station EVlink Pro DC 60 in in compliance with the essential requirements and other relevant provisions of Radio Equipment Regulation SI 2017 No. 1206.
The UK declaration of conformity for EVlink Pro DC offer (EV24070301-UK) can be downloaded on: se.com/uk/en/download

Communication Frequencies

	Operation Frequency	Output Power
WiFi 2.4G	2412-2483.5 MHz	16.99 dBm
RFID:	13.56 MHz	Far less than 20 Mw
GSM900:	TX: 880 MHz to 915 MHz RX: 925 MHz to 960 MHz	26.63 dBm
GSM1800:	TX: 1710 MHz to 1785 MHz RX: 1805 MHz to 1880 MHz	24.77 dBm
WCDMA		
Band1:	TX: 1920 MHz to 1980 MHz RX: 2110 MHz to 2170 MHz	26.53 dBm
Band5:	TX: 824 MHz to 849 MHz RX: 869 MHz to 894 MHz	25.19 dBm
Band8:	TX: 880 MHz to 915 MHz RX: 925 MHz to 960 MHz	25.8 dBm
LTE		
Band1:	TX: 1920 MHz to 1980 MHz RX: 2110 MHz to 2170 MHz	26.53 dBm
Band3:	TX: 1710 MHz to 1785 MHz RX: 1805 MHz to 1880 MHz	26.99 dBm
Band5:	TX: 824 MHz to 849 MHz RX: 869 MHz to 894 MHz	25.19 dBm
Band7:	TX: 2500 MHz to 2570 MHz RX: 2620 MHz to 2690 MHz	27.99 dBm
Band8:	TX: 880 MHz to 915 MHz RX: 925 MHz to 960 MHz	25.8 dBm
Band20:	TX: 832MHz to 862 MHz RX: 791 MHz to 821MHz	25.44 dBm
Band28:	TX: 703 MHz to 748 MHz RX: 758 MHz to 803 MHz	26.81 dBm
Band38:	2570 MHz - 2620 MHz(TDD)	27.08 dBm
Band40:	2570 MHz - 2620 MHz(TDD)	26.9 dBm

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	
ISO 15118-1:2019, EN ISO 15118-2:2016, EN ISO 15118-3:2016, EN ISO 15118-4:2019, EN ISO 15118-5:2019	
EN IEC 63000:2018	
EN 18031-1:2024, EN 18031-2:2024, EN 18031-3:2024	

* The EN IEC 61000-6-2:2019 is not an harmonized standard but the EVlink Pro DC 320/180 is already compliant with EN IEC 61000-6-2:2019.
** The EN IEC 61000-6-4:2019 is not an harmonized standard but the EVlink Pro DC 320/180 is already compliant with EN IEC 61000-6-4:2019.
*** The EN IEC 61851-21-2:2021 is not an harmonized standard but the EVlink Pro DC 320/180 is already compliant with EN IEC 61851-21-2:2021.
**** The EN 301 489-1 V2.2.3(2019-11) is not an harmonized standard but the EVlink Pro DC 320/180 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 an harmonized standard but the EVlink Pro DC 320/180 is already compliant with EN 301 908-13 V13.3.1(2024-10).

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