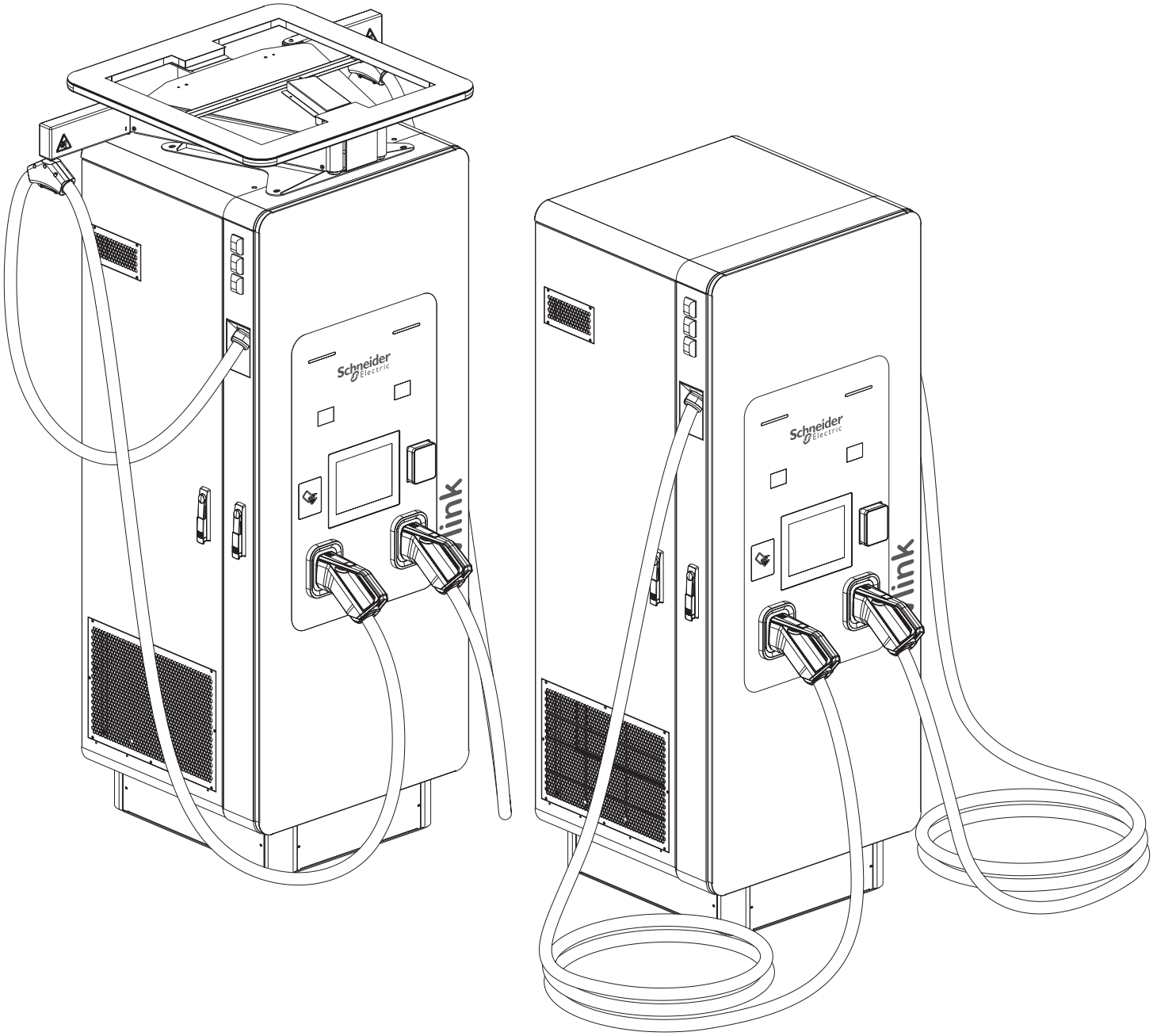
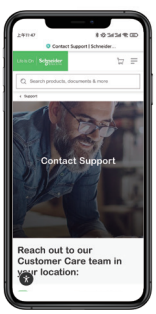
en Owners Guide

EVlink Pro DC 320 Charging Station
EVlink Pro DC 180 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. The safety alert symbol shall not be used with this signal word.

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 120 or 180 or 240 or 320 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).

The EVlink Pro DC 120 is physically the same Charging Station as a EVlink Pro DC 180.
The EVlink Pro DC 240 is physically the same Charging Station as a EVlink Pro DC 320.
The main difference is the output power it can deliver and therefore also the input power needed.
The differences of the DC120/180 and 240/320, and any difference on the operation and/or maintenance shall be highlighted.

As the physical features of all types are equal, they will be referred to hereafter as EVlink Pro DC 320/180 only and this will account for all types, unless specifically stated otherwise.
All types come in different versions. The different versions are described in Charging stations configurations section.

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 320/180 available documents for each phase of the project:

Document	Reference	Content	Audiences
EVlink Pro DC 320/180 Datasheet	**998-23989650**	Full Charging Station specifications	Site designer, installer, and station operator
EVlink Pro DC 320/180 Installation Guide	**NAT2513802**	Civil, mechanical, and electrical installation guidelines	Site engineer or installer/contractor
EVlink Pro DC 320/180 Commissioning guide	**NAT2514001**	Electrical and Communication guidelines	Site engineer or installer/contractor/station operator
EVlink Pro DC 320/180 Owners Guide	**NAT2513901**	Operation and maintenance guidelines	Site operator and end user
EVlink Pro DC 320/180 OCPP guide	**DOCA0311_IEC**	Integration rule of charger for Charge Point Operator	Charge Point Operator/Contractor
EVlink Pro DC 320/180 Modbus Connectivity Guide	**D3973815**	Modbus connectivity guidelines for energy management system intergration	Charge Point Operator / Contractor
EVlink Pro DC 320/180 Cybersecurity Guide	**DOCA0310EN_IEC**	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 payment 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.

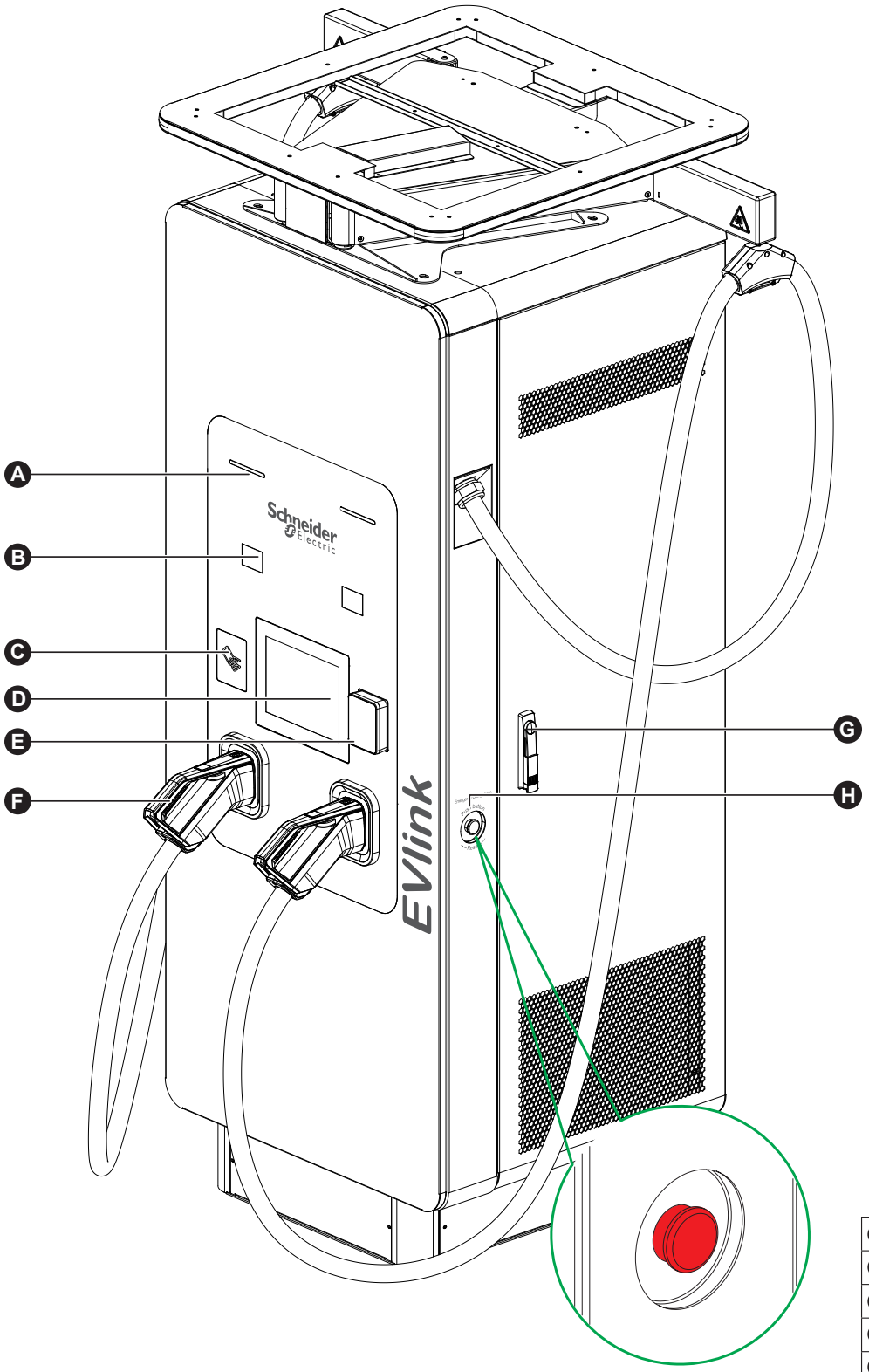
  Payter cloud platform interfaces the payment terminals with each of the CSMS software operated by the Charge Point Operator, and the payment service providers' respective payment processing platforms.
  Schneider Electric does not intervene and does not bear any responsibility in the registration and activation of the payment terminals, 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 failure 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 320 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.



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

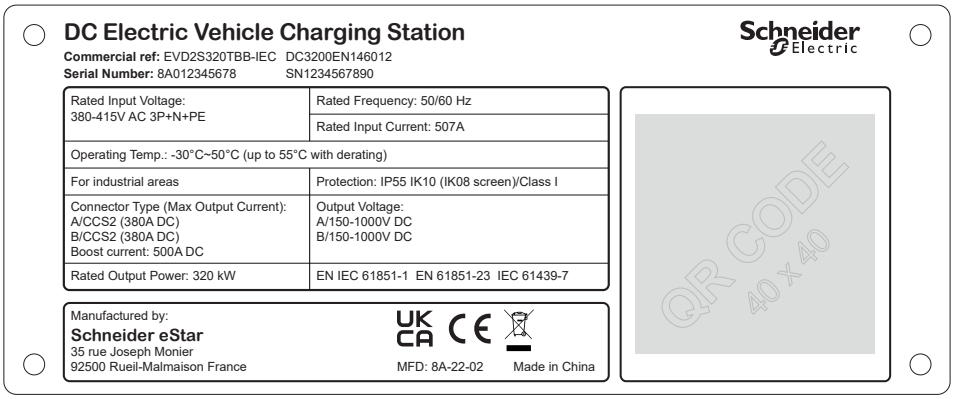
1 System Overview

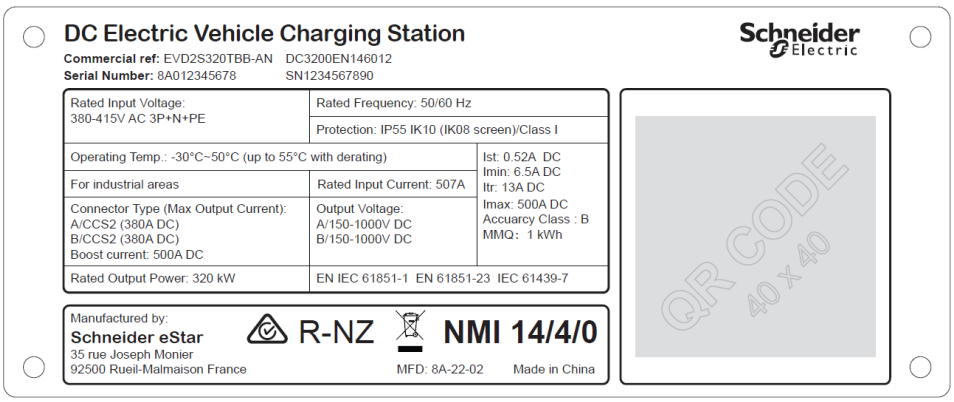
1.1 Charging Stations Configurations

Type of equipment applicable to this manual: EVlink Pro DC 120 - 180; EVlink Pro DC 240 - 320

Commercial Reference	Nominal Power	Vehicle connector	Cable management	Cable range (m)	Payment Terminal
EVD2S320TBB-IEC	320 kW DC	2 x CCS2	Yes	3.8	No
EVD2S240TBB-IEC	240 kW DC	2 x CCS2	Yes	3.8	No
EVD2S180TBB-IEC	180 kW DC	2 x CCS2	Yes	3.8	No
EVD2S120TBB-IEC	120 kW DC	2 x CCS2	Yes	3.8	No
EVD2S320TBBC7-IEC	320 kW DC	2 x CCS2	No	7.5	No
EVD2S180TBBC7-IEC	180 kW DC	2 x CCS2	No	7.5	No
EVD2S320TBBC10-IEC	320 kW DC	2 x CCS2	No	10	No
EVD2S240TBBC10-IEC	240 kW DC	2 x CCS2	No	10	No
EVD2S320TBB-AN	320 kW DC	2 x CCS2	Yes	3.8	No
EVD2S240TBB-AN	240 kW DC	2 x CCS2	Yes	3.8	No
EVD2S180TBB-AN	180 kW DC	2 x CCS2	Yes	3.8	No
EVD2S120TBB-AN	120 kW DC	2 x CCS2	Yes	3.8	No
EVD2S320TBBCC-AN	320 kW DC	2 x CCS2	Yes	3.8	Payter Apollo
EVD2S180TBBCC-AN	180 kW DC	2 x CCS2	Yes	3.8	Payter Apollo
EVD2S320TBBC7-AN	320 kW DC	2 x CCS2	No	7.5	No
EVD2S180TBBC7-AN	180 kW DC	2 x CCS2	No	7.5	No
EVD2S180TBBC10-IEC	180 kW DC	2 x CCS2	No	10	No
EVD2S150TBBC10-IEC	150 kW DC	2 x CCS2	No	10	No
EVD2S120TBBC10-IEC	120 kW DC	2 x CCS2	No	10	No
EVD2S320TBB-T	320 kW DC	2 x CCS2	Yes	3.8	No
EVD2S240TBB-T	240 kW DC	2 x CCS2	Yes	3.8	No
EVD2S180TBB-T	180 kW DC	2 x CCS2	Yes	3.8	No
EVD2S150TBB-T	150 kW DC	2 x CCS2	Yes	3.8	No
EVD2S120TBB-T	120 kW DC	2 x CCS2	Yes	3.8	No
EVD2S320TBBC7-T	320 kW DC	2 x CCS2	No	7.5	No
EVD2S240TBBC7-T	240 kW DC	2 x CCS2	No	7.5	No
EVD2S180TBBC7-T	180 kW DC	2 x CCS2	No	7.5	No
EVD2S150TBBC7-T	150 kW DC	2 x CCS2	No	7.5	No
EVD2S120TBBC7-T	120 kW DC	2 x CCS2	No	7.5	No
EVD2S320TBBC10-T	320 kW DC	2 x CCS2	No	10	No
EVD2S240TBBC10-T	240 kW DC	2 x CCS2	No	10	No
EVD2S180TBBC10-T	180 kW DC	2 x CCS2	No	10	No
EVD2S150TBBC10-T	150 kW DC	2 x CCS2	No	10	No
EVD2S120TBBC10-T	120 kW DC	2 x CCS2	No	10	No

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





Here is an example of a Charging Station nameplate.

1 System Overview

1.2 Authentication Modes

According to the Commissioning parameters, the EVlink Pro DC 320/180 operation is possible with or without authentication.
Operation with authentication requires a Charging Station connected to an OCPP backend platform.

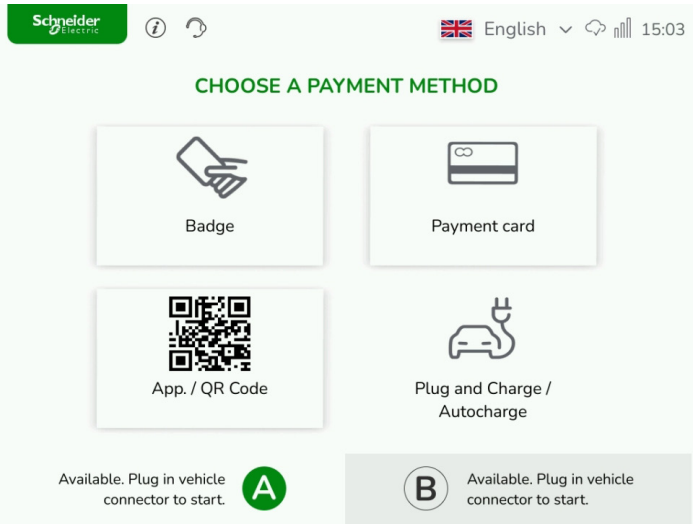
Authentication modes available:

- 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

1.3 Payment Methods

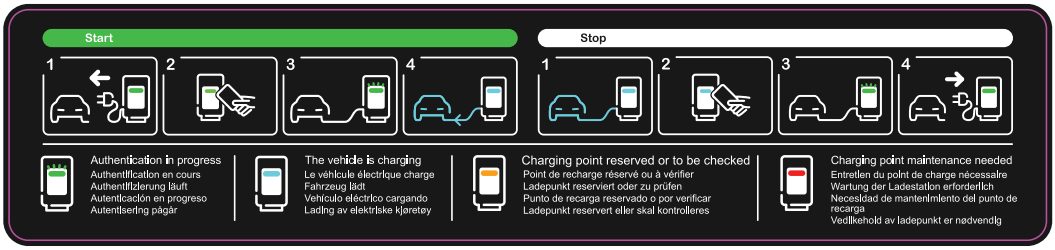
Depending on Charging Station reference and on the commissioning parameters required, Charging Stations may have several payment options:

- Mobile App
- RFID Card
- Payment Card
- Auto Charge (Mac address)

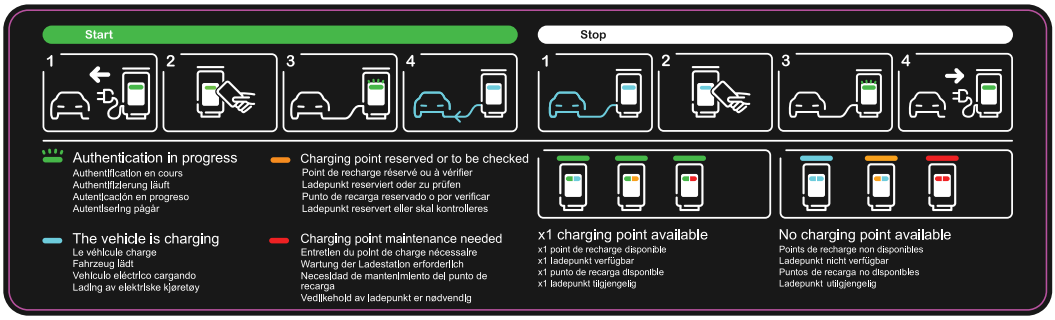


1.4 LED Status Indicator

The status of the EVlink Pro DC 320/180 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)



Version without cable management system

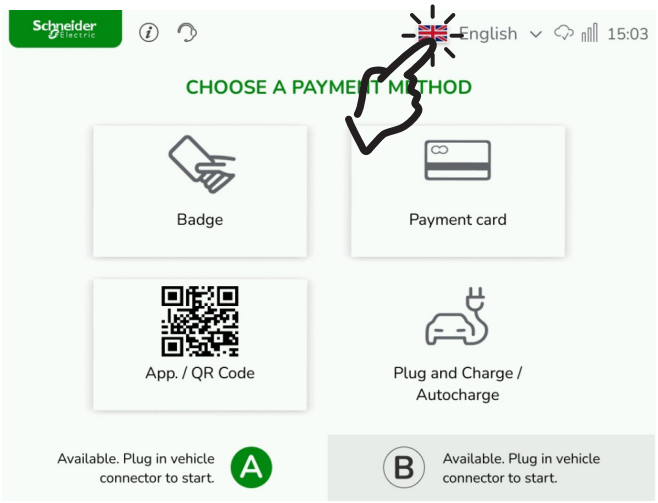


Version equipped with cable management system

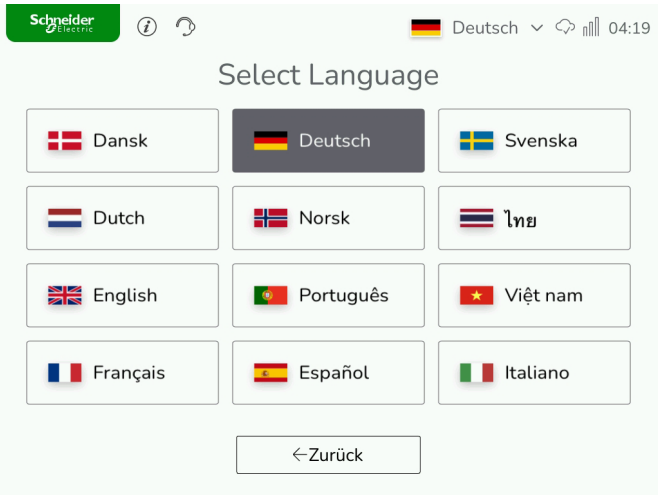
1.5 Languages

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 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.

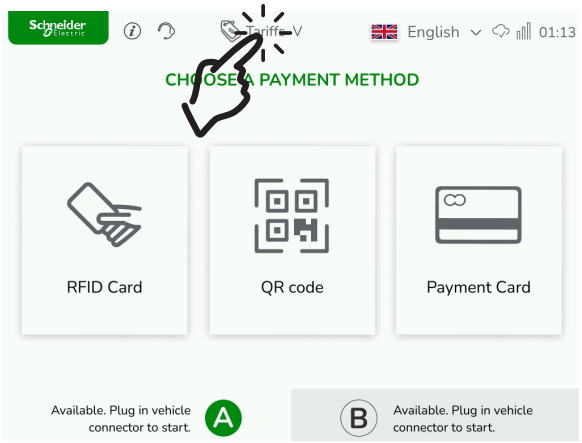


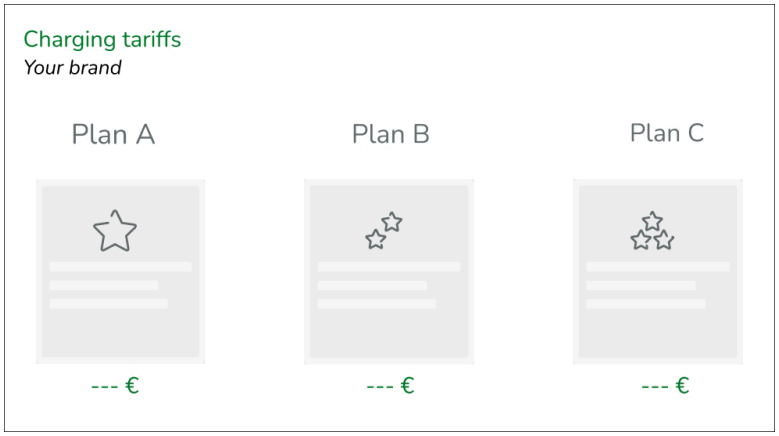
Available Languages:



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.



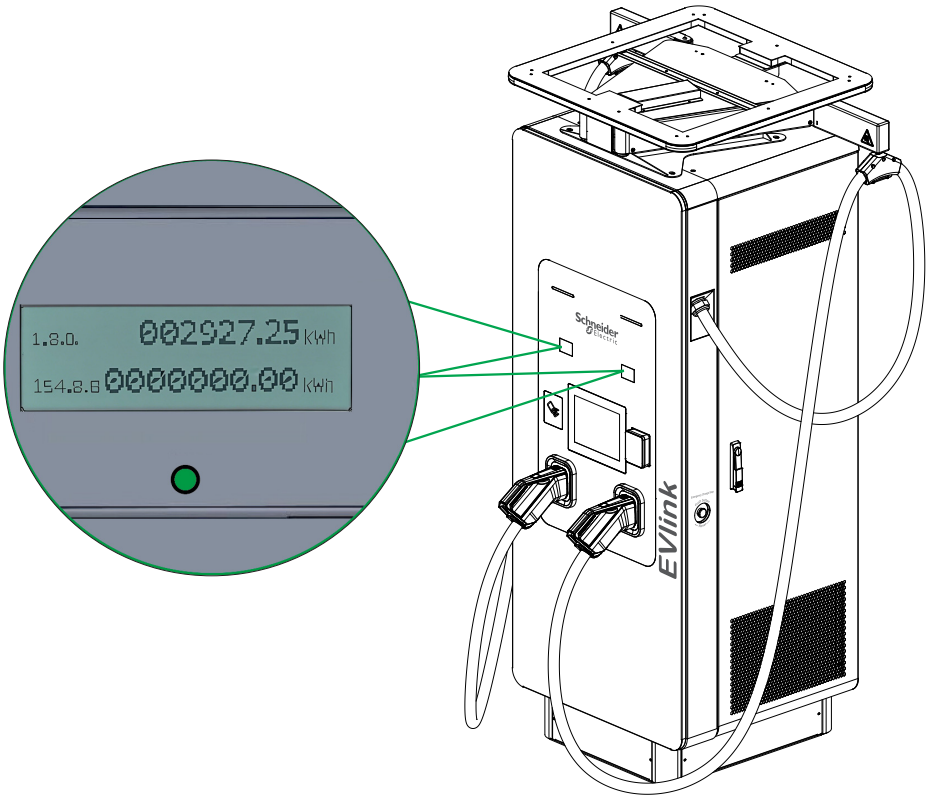


1.7 Charge Session DC Meter Reading

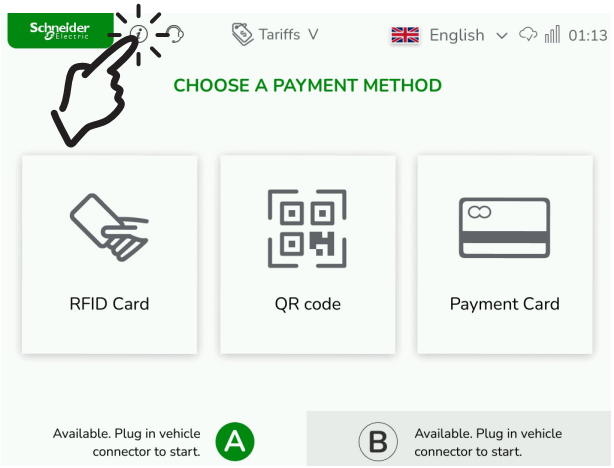
The EVlink Pro DC Charging Station is equipped with a visible DC meter on each outlet. It provides the measurement data records with timestamp, loading process data and digital signature, thereby enabling charging processes to be billed in accordance with the legal requirements. Furthermore, all charging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

The rotation interval on the display screen is 5 seconds.
Displayed Information:

- Total import mains energy
- Total transaction import device energy

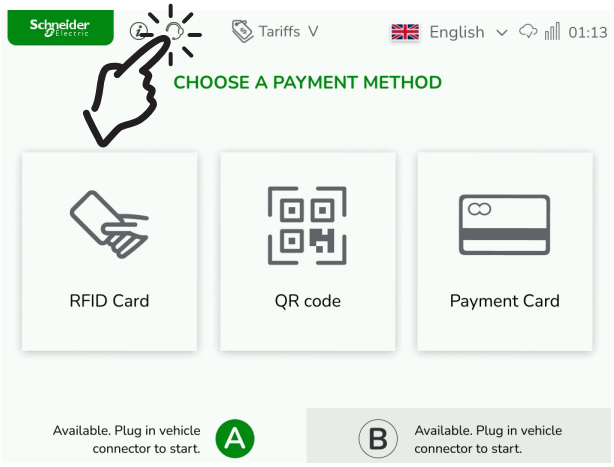


1.8 Information



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

1.9 Services

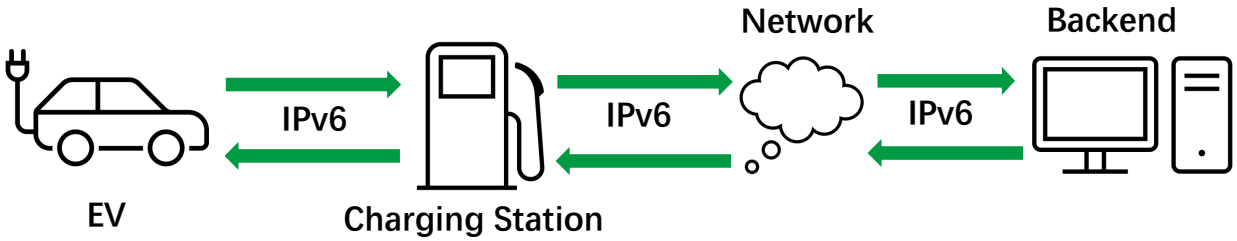


The telephone number and on call time of service center could be configured through WebUI and be showed by touch the headphone icon on HMI.

2 User Instructions

2.1 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.

2.2 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.

2.3 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: 10min
    - Maximum ambient temperature: 50°C
- Boost charging function is enabled by default, could be disabled through web commissioning tool.

2 User Instructions

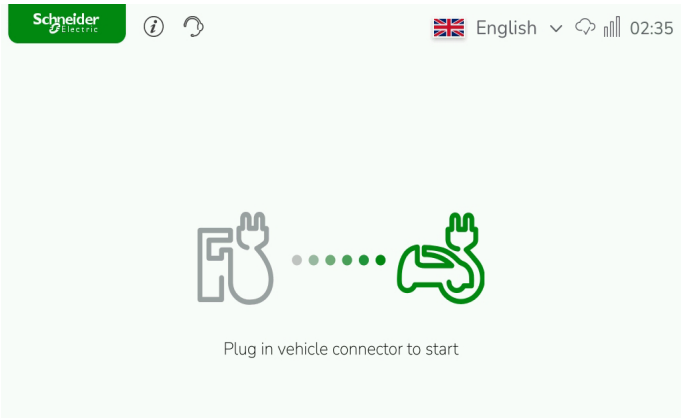
2.4 ISO15118 Plug and Charge

- 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.

2.5 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.
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.

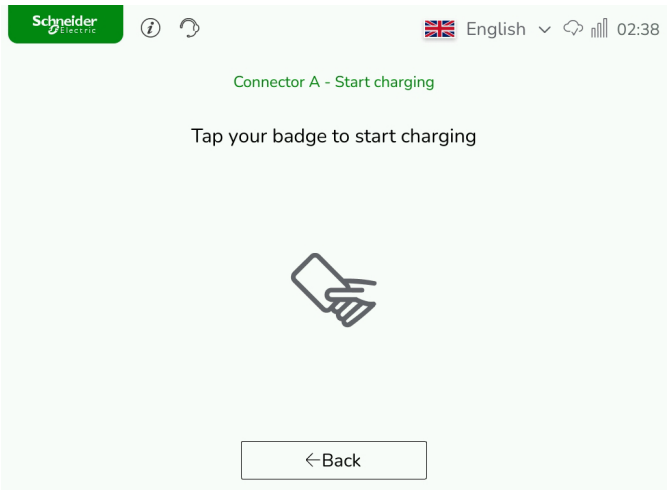
Failure to follow these instructions can result in injury or equipment damage.

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.

2.6 Charging Authentication Modes

Depending on the configured authentication modes below, the user instructions for the charger may vary depending on the customer requirements.
For each authentication mode, EV drivers need to select the authentication mode when it's not free or using ISO15118 Plug and Charge or Mac address Authentication.

1. RFID/NFC Authentication Required

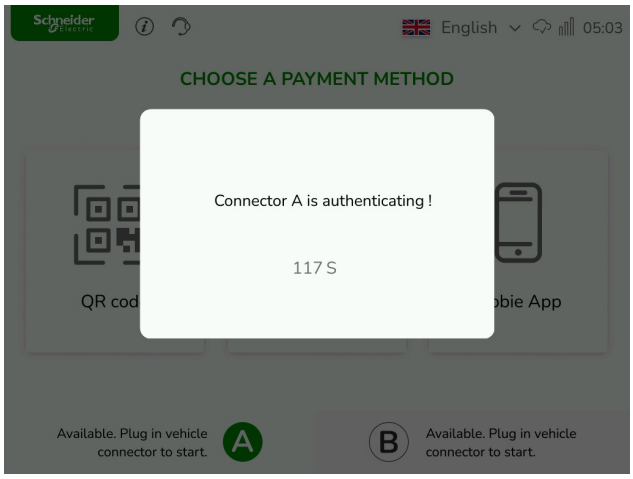


A • All the following scenarios are available.
Scenario 1:
Step 1: Remove the vehicle connector A or B from the connector slot and insert firmly it into the corresponding charging port of the vehicle.
Step 2: Select the plugged connector A or B on the screen.
Step 3: Select RFID authentication, and follow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

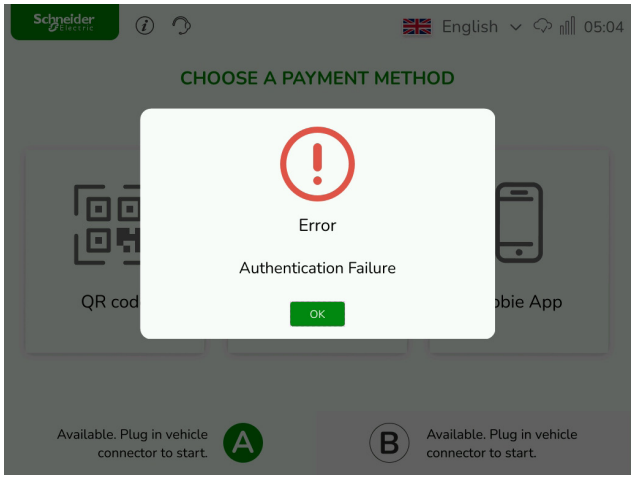
Scenario 2:
Step 1: Select the connector A or B on the screen.
Step 2: Select RFID authentication and follow on screen guide.
Step 3: Remove the vehicle connector A or B, selected in step 1, from the connector slot and insert firmly it into the corresponding charging port of the vehicle.
Step 4: Wait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

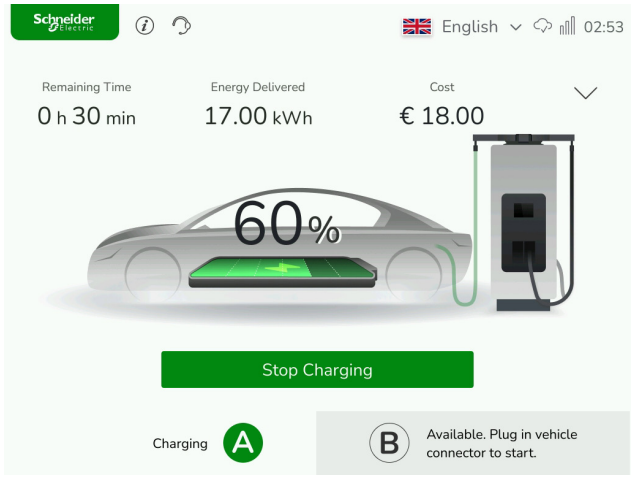
2.6 Charging Authentication Modes



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

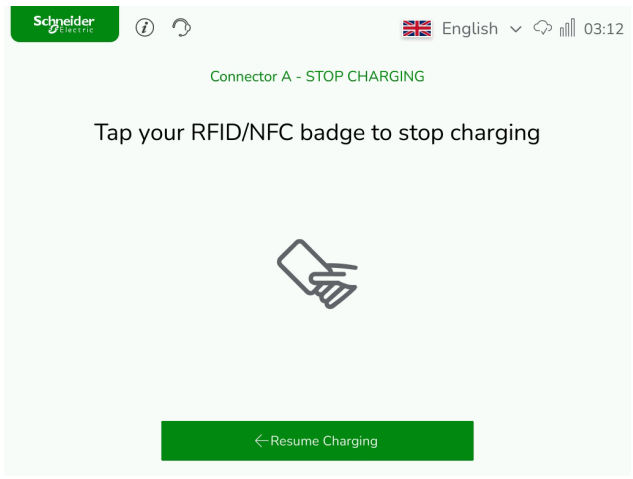


C • If authentication fails, a message will appear.



D • During charging, touch A and B buttons on the bottom of the screen to switch to the status interface of each vehicle connector.

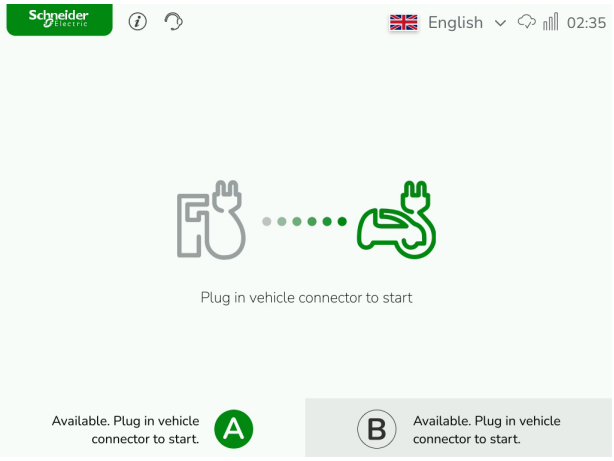
E • Stop charging: Press "Stop Charging" to enter the stop charging interface and tap the card again to stop charging.

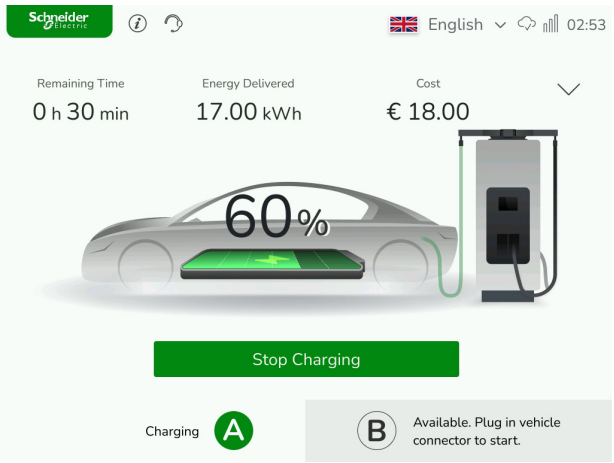


F • Unplug the vehicle connector from the vehicle, reposition it in the connector slot.

2.6 Charging Authentication Modes

2. Free charging mode without authentication





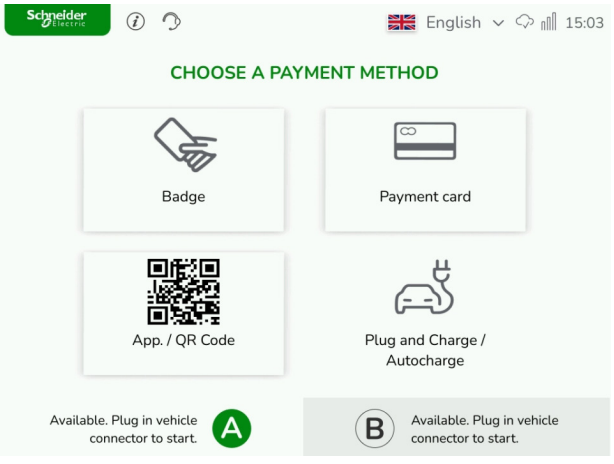
A • On the user interface of the Charging Station, select the suitable vehicle connector A or B and follow the instructions on the screen.

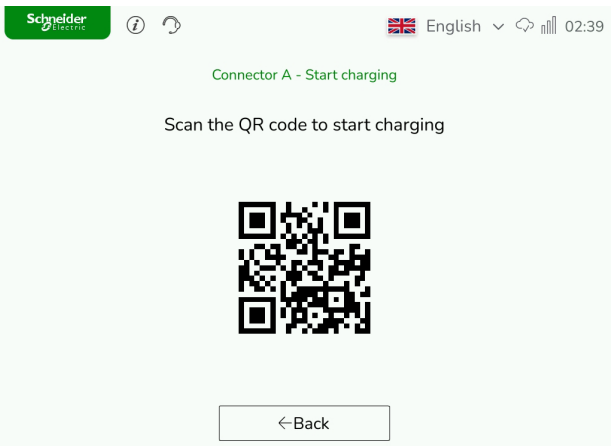
B • Remove the vehicle connector from the connector slot and insert firmly it into the corresponding charging port of the vehicle, charging session will start automatically.

C • To stop the charging session, either of the following methods can be used:
- Use the connector unlock feature on the electric vehicle.
- Press "Stop Charging" button on the HMI screen (Only when the button is enabled in commissioning stage. Please refer to Commissioning Guide.).

D • Replace the connector in the holder.

3. QR code with Mobile APP





A • All the following scenarios are available.

Scenario1:
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.

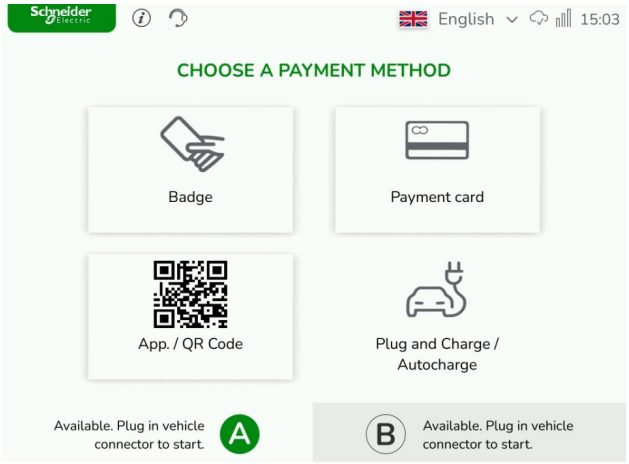
Scenario 3:
If one of the vehicle connectors is already charging or unavailable. Select the other unoccupied vehicle connector. And then follow from Step2 in Scenario 2.

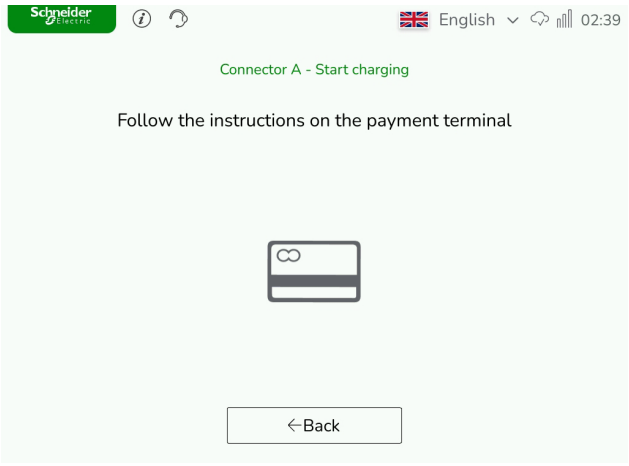
B • To stop the charging session, either of the following methods can be used:
- Use the connector unlock feature on the electric vehicle.
- Press "Stop Charging" button on the HMI screen (Only when the button is enabled in commissioning stage. Please refer to Commissioning Guide.).
- Follow the instructions given by the charge Point Operator.

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

2.2 Charging Authentication Modes

4. Payment terminal





A • All the following scenarios are available.
Scenario1:
Step1: Select the connector A or B on the screen.
Step2: Click the Payment terminal icon on screen HMI.
Step3: Follow the instruction on the screen of the payment terminal including selection of connector A or B.
Step4: Then tap the credit card. Remove the vehicle connector A or B from the connector slot and insert firmly it into the corresponding charging port of the vehicle.
Step5: Wait for charging start.

Scenario2:
Step1: Remove the vehicle connector A or B from the connector slot and insert firmly it into the corresponding charging port of the vehicle.
Step2: Select the plugged connector A or B on the screen.
Step3: Click the Payment terminal icon on screen HMI.
Step4: Follow the instruction on the screen of the payment terminal including selection of connector A or B, then tap the credit card.
Step5: Wait for charging start.

Scenario3:
If one of the vehicle connectors is already charging or unavailable.
Select the other unoccupied vehicle connector.
And then follow from Step2 in Scenario1.

NOTE: If CSMS already has integrated with Payment backend, the payment terminal will indicate connector selection option on the screen.

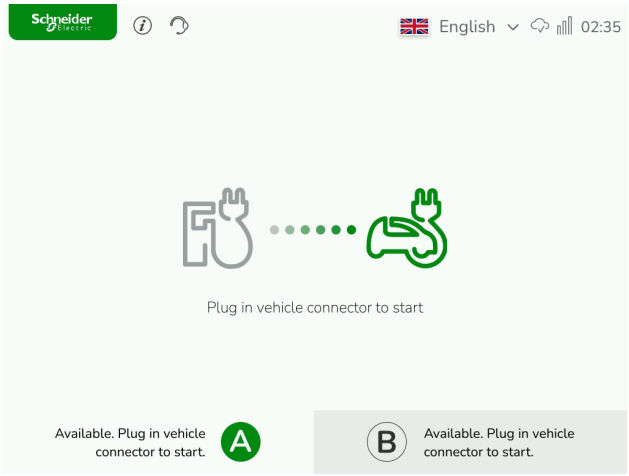
The user shall check the payment 4G connectivity strength before using.

B • Stop charging: Press "Stop Charging" to enter the stop charging interface and follow the instructions on the payment terminal again to stop charging.

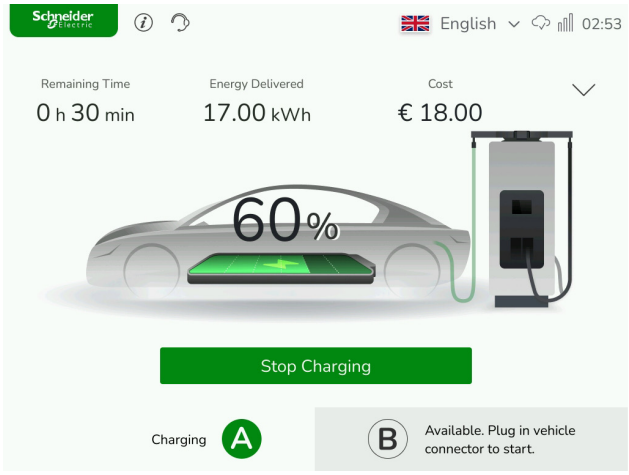
C • Replace the connector in the holder.

2.2 Charging Authentication Modes

5. Authentication with EV MAC address



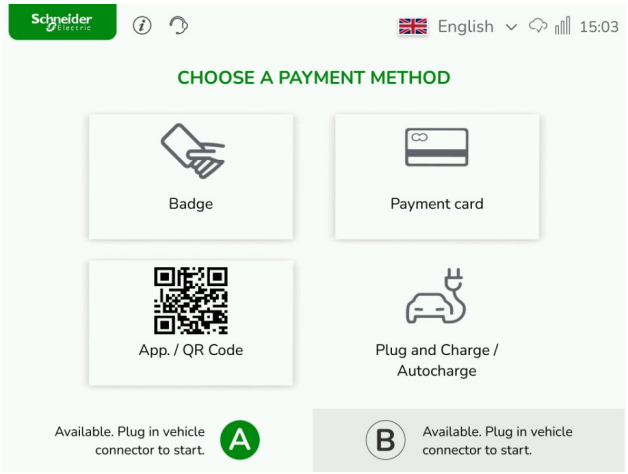
A • Remove the vehicle connector from the connector slot and insert firmly it into the corresponding charging port of the authorized vehicle to authenticate.



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).

6. Plug and Charge



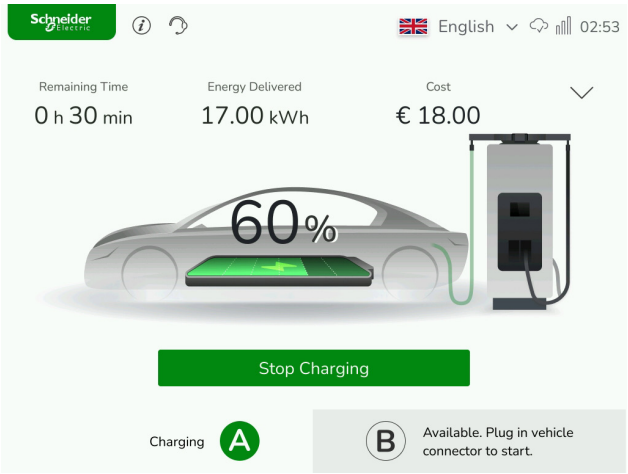
A • On the user interface of the Charging Station, select the suitable vehicle connector A or B and follow the instructions on the screen.
B • Remove the vehicle connector from the connector slot and insert firmly it into the corresponding charging port of the vehicle, charging session will start automatically.
C • To stop the charging session, either of the following methods can be used:
- Use the connector unlock feature on the electric vehicle.
- Press "Stop Charging" button on the HMI screen (Only when the button is enabled in commissioning stage. Please refer to Commissioning Guide.).

D • Replace the connector in the holder.

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.



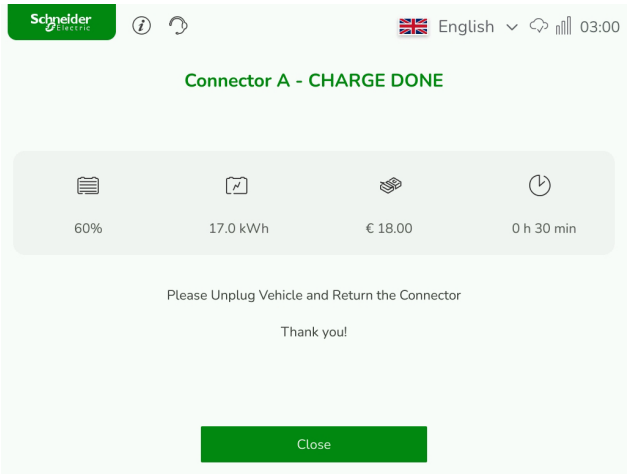
On the main screen of the Charging Station will appear the general status of the charging session such as:

- Session start time
- Elapsed time
- Estimated end time
- Energy delivered in kWh
- Cost/billing amount (if information is provided by CSMS back-end)
- 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 charging session.
Session end

- Charging will stop without user interaction when the Electric Vehicle indicates to the charger that charging is completed.
- Charge session can also be ended from the Electric Vehicle side, refer to the Electric Vehicle owners manual.



Available Information:

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

- If the logo is not defined by user, the Schneider Electric logo will be displayed.
- 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

- 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, cable hook, 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 pins 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 320/180 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 320/180 offer (EU1006137-4) can be downloaded on: **www.se.com/docs**.

UK Declaration of Conformity
EVlink Pro DC 320/180 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 320/180 offer (UK1007288-1) can be downloaded on: **www.se.com/uk/docs**.

Communication Frequencies

	Operation Frequency	Output Power
RFID:	13.56 MHz	5.42dBμA/m
GSM900:	TX: 880 MHz to 915 MHz RX: 925 MHz to 960 MHz	27.92dBm
GSM1800:	TX: 1710 MHz to 1785 MHz RX: 1805 MHz to 1880 MHz	24.92dBm
WCDMA		
Band1:	TX:1920-1980 MHz RX:2110-2170 MHZ	27.11dBm
Band8:	TX:880-915 MHz RX: 925-960 MHz	27.11dBm
LTE		
Band1:	TX:1920-1980 MHz RX: 2110-2170 MHZ	27.11 dBm
Band3:	TX:1710-1785 MHz RX:1805-1880 MHz	27.11 dBm
Band7:	TX: 2500-2570 MHz RX: 2620-2690 MHz	27.11 dBm
Band8:	TX: 880-915 MHz RX: 925-960 MHz	27.11 dBm
Band20:	TX:832-862 MHz RX: 791-821 MHz	27.11 dBm
Band28:	TX: 703-748 MHz RX: 758-803 MHz	27.11 dBm
Band38:	2570-2620 MHz(TDD)	27.11 dBm
Band40:	2300-2400 MHZ(TDD)	27.11 dBm
Band41:	2496-2690 MHZ(TDD)	27.11 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 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).

Appendix 1: Power Upgrade Process

⚠ WARNING

RISK OF FIRE AND/OR EQUIPMENT DAMAGE

- Ensure that upgrading the Charging Station with the unappropriate upstream protection breaker or undersized cable could cause a fire.

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

The power of EVlink Pro DC charger can be upgraded by adding one or two power modules depending on the required power after first sale.
NOTE: All EVlink Pro DC 120kW can be upgraded to 150kW or 180kW. All EVlink Pro DC 240 kW can be upgraded to 320kW.

STEPS:
Step1: Ensure the capacity of upstream protection breaker and the cross-section of cables will be enough for the upgraded power to avoid unwanted tripping.
Step2: Contact Schneider Electric Service organization to perform the necessary activities to perform the upgrade.

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