

EV2c Electric Vehicle Supply Equipment User Manual



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SAFETY AND COMPLIANCE

SIGNAL WORD DEFINITIONS

Safety messages are used throughout this manual to emphasize important and critical information to help ensure safety and prevent product damage. These safety messages are defined below.

A DANGER	DANGER indicates a hazardous situation which, if not avoided, will result in death or serious injury.
A WARNING	WARNING indicates a hazardous situation which, if not avoided, could result in death or serious injury.
	CAUTION indicates a hazardous situation which, if not avoided, could result in minor or moderate injury.
NOTICE	NOTICE is used to address important installation, operation, and maintenance practices which are not hazard-related (e.g., messages relating to property damage).

IMPORTANT SAFETY INFORMATION

The information contained herein is general and not intended for specific application purposes. It does not relieve the user of responsibility to use sound practices in application, installation, operation, and maintenance of the equipment purchased. Aclara reserves the right to make changes in the specifications shown herein or to make improvements at any time without notice or obligations. Should a conflict arise between the general information contained in this publication and the contents of drawing or supplementary material or both, the latter shall take precedence.

Always read, understand, and follow the warnings and instructions in this manual before using your EV2c device. Failure to read and follow the warnings and instructions in this manual may result in death, serious injury, and/or property damage. Always consult and adhere to all local and national safety codes, regulations, and standards.

A DANGER When using electric products, basic precautions should always be followed to prevent death, serious injury, or property damage.

FOR RESIDENTIAL USE ONLY. NOT FOR COMMERCIAL USE.

SAVE THESE INSTRUCTIONS FOR FUTURE REFERENCE.

- Only use the EV2c with electric vehicles (EVs).
- Installation, maintenance, and removal of the EV2c unit from service must be performed by a licensed electrician in accordance with electrical codes, utility safety practices, and other applicable standards.
- Turn off the circuit breaker on the main service panel before performing installation or any electrical work with the EV2c.
- Do not install the EV2c under sprinkler heads or in areas directly exposed to streaming water. The EV2c's rainproof enclosure provides water resistance; however, the enclosure is not fully water-tight, and moisture may enter under certain conditions. In outdoor installations, the enclosure provides protection from rain, sleet, snow, and the external formation of ice.
- Do not install the EV2c in the path of windblown dust. The EV2c's enclosure provides protection from falling dirt and debris.
- Do not install the EV2c near flammable, combustible, or explosive materials.
- Avoid installing the EV2c in locations with direct sunlight.
- Do not use an extension cord to supply power to the EV2c.
- Do not use the EV2c if the red Fault Indicator is illuminated or if any LED indicators are blinking rapidly.
- Inspect the device before each use. Do not initiate a charging session if there is any apparent damage to the EV2c.
- Do not charge if temperatures are outside of the operating range: -30°C to 50°C (-22°F to 122°F).
- If the device enclosure appears broken, cracked, or damaged in any way, do not use the EV2c and contact the providing utility.
- If the flexible power cord and/or J1772 cable is frayed or damaged in any way, do not use the EV2c.
- Do not use any extension cables to increase the length of charging cable.
- Certain EV models may require an adapter (not supplied) for connection. If an adapter is required to connect to your EV, ensure the adapter has been safety-certified and approved for use by the EV manufacturer before using with the EV2c.
- Do not close the garage door on the cable connecting the EV2c to your EV.
- Do not put your fingers or any metallic objects (e.g., wire, tools, needles, etc.) into the J1772 connector.

- Do not attempt to modify, repair, disassemble, or tamper with the EV2c. Contact your providing utility and/or a qualified electrician for any necessary repairs.
- Hazardous voltage inside: Do not attempt to open or remove the cover from the EV2c enclosure. There are no user-serviceable parts inside. Contact licensed electrician for service.
- The EV2c is NOT INTENDED for use by persons (including children) with reduced physical, sensory, or mental capabilities, or lack of experience and knowledge, unless they are supervised or given proper instruction concerning use of the EV2c by a person responsible for their safety.
- Always ensure children or pets in the vicinity of the EV2c are supervised, especially when charging your vehicle.

The successful operation of this equipment depends upon proper handling, installation, and operation. Neglecting fundamental installation requirements may lead to personal injury as well as damage to electrical equipment or other property.

All electronic components within the device are susceptible to damage from electrostatic discharge. To prevent damage when handling this product, use approved static control procedures.

Hazardous voltages can cause shock, burns, or death. To prevent exposure to hazardous voltages, disconnect and lock out all power sources before servicing and removing components.

If the device is used in a manner not specified in this manual, the protection provided by the equipment may be impaired.

GROUNDING

The EV2c must be grounded. If the EV2c malfunctions, grounding provides a path of least resistance for the electric current and reduces the risk of electric shock.

Electric Shock Hazard. The EV2c must be properly grounded to reduce risk of electrocution and fire. Contact a licensed electrician to inspect that the wiring meets the minimum branch circuit overprotection requirements in ANSI/NFPA 70 if you are concerned the EVSE is improperly grounded.

For areas with frequent thunderstorms, you should have surge protection installed at the service panel by a licensed electrician.

A WARNING

Do not modify the plug provided with the product; if it will not fit the outlet, have a proper outlet installed by a licensed electrician. Outdoor installation requires an outdoor rated, weather resistant electrical outlet.

For a cord-connected, plug-in product: This product is equipped with a cord having an equipment grounding conductor and a ground plug. The plug must be plugged into an appropriate outlet which is properly installed and grounded in accordance with all local codes and ordinances. Plugs must be snug and must not be damaged, loose, or worn.

NOTE If local codes require a ground fault circuit interrupter (GFCI) breaker for plug-in installation, it is recommended to hardwire the EV2c.

For a permanently connected (hardwired) product: This product must be connected to a grounded, copper wire, permanent wiring system, or an equipment grounding conductor must be run with the circuit conductors and connected to the equipment grounding terminal or lead on the EV2c.



LICENSED ELECTRICIAN

For the purpose of this manual, a licensed electrician is one who is familiar with the installation, configuration, maintenance, operation, and/or removal of the equipment and the hazards involved. In addition, the person is trained and authorized to work with electrical equipment, including experience with the proper installation procedures for EVSE in accordance with established safety practices.

Any work on or near energized equipment presents the danger of electrical shock. All work on these products must be performed by licensed electricians only. All work must be done in accordance with local utility safety practices and procedures.

FCC Part 15 Compliance

This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

- Reorient or relocate the receiving antenna.
- Increase the separation between the EV2c and receiver.
- Consult the dealer or an experienced radio/TV technician for help.

CHAPTER

INTRODUCTION

The purpose of this document is to provide users of the EV2c device with product description, operating instructions, and product maintenance procedures. Prior to installation, consult with a licensed electrician to ensure the installation of your EV2c device will comply with electrical codes and standards, in addition to relevant local building codes.

- **Any work on or near energized electrical equipment presents the danger of electrical shock.** All work on these products must be performed by licensed electricians.
 - **NOTE** Any documentation produced by Aclara is not intended as a replacement for a licensed electrician for the purpose of installing or removing the EV2c device.

Licensed electrician(s) hired for the installation or removal of this device should not consider any documentation produced by Aclara as a replacement for the training required for performing Electric Vehicle Supply Equipment (EVSE) installation, maintenance, or removal from service.

Contact your providing utility for assistance if the EV2c needs to change location or configuration for any reason.

For more information on safe use of this EVSE, please refer to *IMPORTANT SAFETY INFORMATION* on page v.

CHAPTER

2

PRODUCT DESCRIPTION

The EV2c is an Electric Vehicle Supply Equipment (EVSE) for residential charging of electric vehicles and accurate measurement of the power transferred. This user manual describes both the hardwired and the plug-in variants of the product. The hardwired version can supply up to 48A (11.5kW at 240V, 10kW at 208V) to an electric vehicle. The plug-in version can supply up to 40A (9.6kW at 240V, 8.3kW at 208V) due to the limitations of the plug interface.

The EV2c is equipped with communications equipment for maintaining connection with the providing utility. If the connectivity is limited, the installer will connect an external antenna to improve the connection.



Labels

The following sections provide information about the location of all external labels on the EV2c and how to interpret each label.

Location of Labels

There are three labels on the side of the unit, next to the Optical Port, as shown below.





Product Label

The following image identifies the components of the Product Label.



Regulatory and Cautionary Label

The following image identifies the components of the Regulatory and Cautionary Label.



Operating Conditions

AMI Label

The following image identifies the components of the AMI Label.



User Interface

Indicator lights on the face of the product show status information. A key feature is the Opt-Out button on the face of the device to temporarily opt out of Utility Control events. The Opt-Out button illuminates with a blue LED when pressed.



If the Fault light is illuminated red or any LED indicators are blinking rapidly, do NOT use the device. A hazardous condition may exist. See *Fault Conditions* on page 12 for further recommended actions.

The image below labels the user interface on the EV2c and demonstrates all six indicators in an illuminated state.



LEDs

The following table outlines the LED indicator lights and status information provided by each LED:

LED Indicator	Status Information	
Fault Indicator	This indicator will light red when it detects an error condition. See <i>Fault Conditions</i> on page 12. WARNING When this indicator is on, there is a potential safety hazard. DO NOT charge.	
Power Status Indicator	This indicator glows white when the EVSE is connected to AC power.	

LED Indicator	Status Information	
Charging Indicator	The EV2c turns this light on when its relay closes and allows the EV to draw charging current. This indicator does not reflect charging current level or EV charge level. The Charging Indicator will glow green throughout the duration of a charge cycle. This light will turn off when the charging session ends.	
Plugged In Indicator	This light glows white when the EV2c detects the connector is successfully plugged into an EV.	
Utility Control Indicator	The EV2c turns this light on when it receives a request from the utility to restrict EV charging. This indicator will not illuminate or turn off if Opt-Out is active or initiated. Refer to <i>Utility Control</i> on page 10. <i>This is only applicable if you are participating in a</i> <i>program which allows the utility to control your ability to</i> <i>charge.</i>	
Opt-Out Button	When this button is pressed to override Utility Control, a blue light illuminates and remains lit for as long as the Opt-Out is in effect. This light will turn off after the J1772 connector is unplugged from the EV. Even if this button is pressed when the connector is not plugged in, the light will turn on to indicate the Opt-Out is initiated and remain lit until the connector is removed from the EV. Learn more about the functionality and use cases of the button in <i>Opt-Out</i> on page 11.	

Optical Port (Utility Only)

The utility-specific Optical Port on the left side of the device near the top allows the utility to communicate directly with the device to verify configuration. If you have any questions about how the utility interfaces with this product or if they may need to access it, please contact the providing utility.

Coupler Locking Function

NOTE Some EVs may implement a connector lock while charging.

Prevent unauthorized use of your EV2c by using a padlock (not supplied) to secure the J1772 connector. A padlock of suitable size can be inserted into the hole in the coupler to lock the J1772 connector in its current position, whether in a vehicle or in the EV2c holster. The hole size is 3.8mm in diameter (0.15") and 6mm deep (0.23").

NOTE There is no system override to release a connector if the key to the connector padlock is lost.

CHAPTER

OPERATING INFORMATION

This chapter provides basic operational information.

Powering Up

When the EV2c is powered on, all status indicators will briefly illuminate as the device begins running power up self-tests. During the self-test process, all other indicators will be turned OFF and charging will be prevented. The red Fault indicator should turn off within 1 second of power up.

After five seconds, all power up self-tests should complete and, if no errors are detected, the EV2c will begin normal operation. If any of the indicators are blinking or if the red fault indicator is on five seconds after power up, an error has been detected. See the *Troubleshooting* section or contact your local utility to diagnose and resolve the issue.

Connecting to the EV

A DANGER Inspect connector and cable for damage before each use to prevent death, serious injury, or property damage. If the cable is damaged in any way, do not use the EV2c. Do not initiate a charging session if there is any apparent damage to the EV2c, connector, or cable. Do not use the EV2c if the red Fault Indicator is illuminated or if any indicator lights are blinking rapidly.

A WARNING Do not use any extension cables to increase the length of charging cable.

A CAUTION If an adapter is required to connect to your EV, ensure the adapter has been safety-certified and approved for use by the EV manufacturer before using with the EV2c.

Your EV2c comes with a SAE J1772 standard connector to plug into your EV. An adapter (not supplied) is required for other EV connections (e.g., SAE J3400).

The EV2c will light the Plugged In LED when it detects that it is connected to an EV. The EV2c will turn off this LED once it detects that your EV has been unplugged.

Charging

WARNING Do not charge if you, your vehicle, or your EV2c is exposed to severe rain, snow, lightning storm, or other inclement weather. If raining while charging, do not allow rain water to run along charging cables and allow charging port or electrical outlet to become wet.

A WARNING For plug-in variants, never disconnect EV2c plug from electrical outlet when charging.

NOTICE Be careful when extending the charging cable through thresholds and keep it out of the way of other vehicles or high-traffic areas. Do not close the garage door on cable connecting the EV2c to your vehicle.

Open the charging port cover on your EV and plug in the J1772 connector to initiate a charging session.

After plugging in the EV2c, your EV will begin charging (the Charging Indicator LED will light) if the following conditions are satisfied:

- Valid EV connection detected
- No Faults Present
- Utility Control is OFF or Opt-Out is ON
- EV Requests Charge

Utility Control

In an effort to balance demand on the power grid, many utilities offer Demand Response programs to incentivize participants to shift their electricity consumption. Utilities have historically accomplished load shifting with hot water heaters, pool pumps, and air conditioners. As EV charging consumes more electricity than other appliances in the home, utilities have an even greater need to shift loads and balance the grid.

With the adoption of EVs and Level 2 chargers installed in the home, there is flexibility in when you choose to charge your vehicle. Utility customers can sign up for Demand Response programs which allow the utility to either delay or slow down EV charging during peak events. In return for participating, you would be compensated in some form (e.g., a utility bill credit). Check with your utility for more information.

Utility Control Initiation

At times of high electricity usage, your utility may send a remote request to your EV2c to initiate Utility Control which will inhibit or slow down EV charging. When Utility Control is active, the Utility Control LED on your device will light to indicate this condition. If your vehicle is charging when Utility Control takes effect, the EV2c will suspend or slow down the charging session. If you plug in your vehicle during Utility Control, the EV2c will either not initiate the charging session or allow slow charging.

Utility Control Termination

There are four events that will terminate Utility Control:

- Your utility sends a request remotely to terminate Utility Control.
- After Utility Control has been in effect for three hours, it will automatically terminate.
- Power to the EV2c is turned off. Once power is restored, Utility Control will no longer be in effect.
- You press the Opt-Out button on the EV2c (see the use cases for the Opt-Out function in the section below).

Once Utility Control has ended, the Utility Control LED on your EV2c will turn off, and you will be able to charge your EV at maximum output current allowed by your device. If your EV is plugged in when Utility Control ends, charging will automatically restart provided your vehicle supports it.

NOTE Your providing utility can extend Utility Control by sending subsequent requests before the three-hour timeout.

Opt-Out

The Opt-Out button allows you to override an active Utility Control or prevent Utility Control from taking effect. This button will light blue when pressed and remain lit for as long as the Opt-Out is in effect.

When you press the Opt-Out button on the EV2c, the opt out starts and remains in effect until you unplug the cable from your vehicle. The EV2c retains the Opt-Out state through loss of power. The Opt-Out function does not time out.

If Utility Control is active when you press the Opt-Out button, Utility Control will terminate. If your utility sends a remote request to initiate Utility Control while Opt-Out is active, the EV2c will not execute it.

Scenario	Using Opt-Out
EV is charging when EV2c receives a command to enter Utility Control which stops/slows down charging.	Pressing the Opt-Out button will cause the EV2c to terminate Utility Control and restart the charging process if supported by the EV. As long as the EV remains plugged in, the Opt-Out function will block any subsequent Utility Control commands from executing on the device.
EV is charging and the EV2c is not in Utility Control.	Pressing the Opt-Out button in this case will prevent any subsequent Utility Control commands until the EV is unplugged.
EV is not plugged in.	Opt-Out function takes effect when the button is pressed, even if the EV is not plugged in.
	If Utility Control is active, pressing the Opt-Out button will terminate Utility Control.
	Regardless of whether Utility Control is active, pressing the Opt-Out button will prevent any subsequent Utility Control commands until the EV is unplugged (after being plugged in).
EV2c is plugged in with Opt-Out in effect and it loses power.	If the EV is still plugged in when power is restored, Opt-Out function will remain in effect. If the EV was unplugged during the outage, Opt-Out will no longer be in effect.
EV2c is not plugged in with Opt-Out in effect and it loses power.	Opt-Out function remains in effect through a loss of power to the EV2c.

Below are uses cases to help explain the Opt-Out function:

NOTE Once the Opt-Out function is enabled, pressing the button again will have no effect. To end the Opt-Out function, you must unplug the EV2c connector from your EV. When the utility terminates Utility Control, this does not end the Opt-Out function. The three-hour timeout of Utility Control does not end the Opt-Out function.

Fault Conditions

In addition to the self-tests performed after powering up, the EV2c continuously monitors for unsafe conditions while running. If an unsafe condition is detected, the EV2c will immediately move into a safe state by disabling charging and signaling the error with the indicator lights. The way the EV2c responds to faults depends on the type of fault detected. In some cases, the EV2c will attempt to resume charging after the fault condition has cleared. In other cases, user intervention is required to clear the fault to resume charging, even if the condition that caused the fault is no longer present

Automatic Faults

Some of the fault conditions the EV2c monitors for may be intermittent and clear on their own. These faults are known as Automatic Faults as they clear without user intervention. If the fault condition clears and stays cleared for a certain amount of time, the EV2c will automatically attempt to resume charging if the EV is still plugged in and requests charge.

The amount of time between when the fault condition clears and when the EV2c automatically attempts to resume charging (Clear-to-Charge Time) depends on the type of fault detected, as shown in the table below:

Fault	Description	Clear-To-Charge Time	Indication
GFCI	Ground fault detected	1 minute	Fault Indicator illuminates red
GFCI Self-Test Failure	Ground fault self-test failure detected	1 minute	Fault Indicator illuminates red
Missing Ground	Path to ground not detected	1 minute	Fault Indicator illuminates red
Relay Stuck Open/Closed	Charging relay stuck in wrong position detected	15 seconds	Fault Indicator illuminates red
Bad EV Connection	Signaling error in EVSE-to-EV cable detected	15 seconds	Fault Indicator illuminates red
Bad Temp Sensor	Invalid temperature sensor reading detected	2 minutes	Fault Indicator illuminates red
Over Temperature	Temperature outside operating limits detected	15 minutes	Fault Indicator illuminates red

Manual Faults

Faults requiring user intervention before charging initiates or resumes are known as Manual Faults.

These faults can usually be cleared by unplugging the J1772 connector from your EV and plugging the connector back into your EV. In a few cases, the Manual Fault can only be cleared by cycling AC power to the EV2c device.

Fault	Description	Indication
GFCI on Close	Ground fault detected within 10	Fault Indicator
	seconds of beginning to charge	illuminates red
Non-EV Device	EV2c plugged into invalid and/or	Fault Indicator
	non-EV device	illuminates red
Ventilated Charging	EV requires ventilated charging	Fault Indicator
	(unsupported by the EV2c)	illuminates red

Fault	Description	Indication
Too Many Retries ¹	Too many failed attempts to automatically resume charging after an automatic fault	Fault Indicator illuminates red
Overcurrent ¹	EV pulled too much current for more than 15 consecutive seconds ²	Blinking Plugged In and Charging Indicators

These faults can only be cleared by cycling power to the EV2c. An overcurrent fault is thrown if the EV draws more than 112.5% of the max charging current allowed by the EV2c. The max charging current setting is configured by the installer, based on the characteristics of the feeder circuit. Please refer to *Rated Current Settings* on page 17 for more information.

Resolving Faults

The following options may clear the fault condition:

- If the fault condition is transient or temporary, the EV2c will clear the fault automatically once it determines the condition no longer exists. See the table in the Automatic Faults section above for more information on the Clear-to-Charge Times.
- Unplug the EV2c from the EV and plug it back in.
- Cycle power on the EV2c by turning off the breaker for 30 seconds and then turning it back on again.
- NOTE If fault conditions persist, disconnect power at the circuit breaker or unplug the EV2c and contact your providing utility.

Troubleshooting

The following table describes troubleshooting issues based on the LED Indicators and possible actions to resolve these issues.

NOTE There are no user-serviceable components inside the EV2c. If the actions below do not resolve the issue, please contact your providing utility for assistance.

Condition	Possible Cause	Action
Device will not power on	Circuit breaker tripped	Confirm the device is not damaged and reset circuit breaker.
	Device not plugged in (plug-in variant)	Plug in the device.
	Device damaged (damage to wiring, cable, or device)	Contact the providing utility.

Condition	Possible Cause	Action
Breaker keeps tripping	EV2c improperly configured	Contact the providing utility and a qualified electrician.
Plugged In Indicator does not illuminate	J1772 connector is not fully engaged	Check the connection between the coupler and EV charging port. Remove and reinsert the connector into the EV.
	Fault condition present	See <i>Fault Conditions</i> on page 12 for more information.
	Utility Control in effect	See <i>Utility Control</i> on page 10 for more information.
EV will not charge	Fully charged EV	Check your EV charge level and its maximum charge setting.
	EV not scheduled to charge	Check your EV charge schedule.
	Installation Error	Contact the installer or utility.
Cannot override Utility	Fault condition present	See <i>Fault Conditions</i> on page 12 for more information. If this issue persists, contact the providing utility.
	Damaged or malfunctioning Opt-Out button	Contact the providing utility.
Opt-Out function is no longer in effect	Opt-Out function is terminated. Refer to <i>Opt-Out</i> on page 11 for details on how this function is terminated.	Press Opt-Out button again.
Fault Indicator LED illuminated	See Fault Conditions on page 12 for more information.	
Plugged In and Charging Indicator LEDs blinking	Overcurrent condition detected (current draw through EV2c outside of the specification limits)	Unplug EV2c from EV, shut off power to the EV2c, and contact EV manufacturer.
Plugged In Indicator blinking rapidly (2 blinks per second)	Invalid max current selection rotary switch setting	Contact the providing utility.
	EV may reduce charging speed due to charge level or extreme temperatures	Reference your EV Owner's
EV charging slower than expected	EV not configured to accept maximum available charging current from EV2c	Manual.
	Utility Control in effect	See <i>Utility Control</i> on page 10 for more information.
	EV2c configured for lower current	Contact the providing utility and a qualified electrician.

Care and Storage

The EV2c's enclosure is designed to be rainproof (rain, sleet, snow) with protection from falling dirt and debris. To ensure proper maintenance and care, follow these guidelines:



Do not use harsh solvents or submerge in water. Avoid directing streams of water at the device while cleaning.

- Clean with a soft, damp cloth, using mild detergent when necessary.
- Store the charging cable, loosely coiled, on the provided hook after use to reduce the risk of damage.
- Keep the J1772 connector clean and dry by returning it to the holster receptacle on the lower right side of the unit after each charging session.

CHAPTER

4

Specifications

Parameter	Specification
Туре	Level 2 EVSE
Environmental Design	Indoor and outdoor (NEMA 3R)
Installation Types	NEMA 6-50 plug, NEMA 14-50 plug, or hardwired
Dimensions Excluding the Cable	24.4 in H x 10.2 in W x 5.5 in D
Weight Including the Cable	< 25 lbs
Charging Connector	SAE J1772 (designed to withstand 10,000+ charging cycles)
Cable Length	25 ft (7.62 m)
Charging Power	3.3 kW to 11.5 kW
Power Measurement Accuracy	0.50%
Interval Lengths	1 minute to 60 minutes aligned to the hour
Voltage	208V AC or 240 V AC supply
Rated Current Settings	16A, 24A, 32A, 40A, 48A
Maximum Current	40A for NEMA plug variant 48A for hardwired variant Internal configurable switch sets maximum advertised current to vehicle to be appropriate for the installed circuit breaker. Must be appropriately set during installation.
Operating Temperature	–30°C to 50°C (–22°F to 122°F)
Operating Humidity	5% to 95% Relative Humidity
Storage Temperature	–40°C to 85°C (–40°F to 185°F)
Moisture Protection	Rainproof (NEMA 3R) — Suitable for installation indoors or outdoors
Safety Feature	20 mA Charge Current Interrupting Device (CCID20) integrated for ground fault protection with auto retry/restart
Cable Management	Provided with included cable hook

Parameter	Specification
Standards	UL 991 UL 1998 UL 2231-1 & UL 2231-2 UL 2251 UL 2594
Conformity	ANSI C12.1-2014 (limited) & C12.20-2015 (limited) ANSI C12.18 & C12.19 SAE J1772