

EVB CHARGING ARM



TECHNICAL INFORMATION

	POWER SUPPLY
Rated supply voltage 3f 230/400 [V].	3f 230/400 [V]
Rated insulation voltage 500/690 [V]	500/690 [V]
Rated frequency 50 [Hz].	50 [Hz]
Surge voltage withstand 4 [kV].	4 [kV]
Mains layout TN-S / TN-C-S / TT	TN-S / TN-C-S / TT
Efficiency up to 95 [%].	do 95 [%]
Power factor cosΦ 0,95 [-]	0,95 [-]

CHARGING POINTS	
Number of DC charging points	3
DC plug type	CCS-2
Connecting arm	Expandable
DC output voltage	150~1000 [V]
Maximum DC charging point current CCS-2	up to 400 [A] (depending on the DC charging cable used)
Charging point standard	IEC 62196-3 charging mode 4
Length of charging cable	up to 7 [m].

COMMUNICATION	
Communication with the operator	OCPP 1.6J (OCPP 2.0)
Optional display screen for alarms and charging station status	Graphic display 10"
Communication interfaces	Ethernet, 3G/LTE
Payment card terminal	yes

ENVIRONMENTAL CONDITIONS	
Degree of mechanical resistance IK	10
Operating temperature	-25°C to +45°C
Moisture	<95 [%]

	HOUSING
Protection class	I
IP degree of protection	54

EV420				
Total output power	480 [kW]			
Power of a single charging point	380 [kW]			
EV150				
EV1	50			
EV19	50 480 [kW]			

charging arm)







CHARGING ARM EV150







EV150 RANGE



EVB Power HUB with EV150

FEATURES OF THE SELECTED OPTION:

- The total power obtained for the whole set is 480kW
- The maximum power for a single charging point is 380kW (for a point equipped with a charging arm the maximum power is 150 kW)
- There are three independent groups of inverters (4 inverters each) with a total capacity of 160kW
- Dynamic power sharing between hubs
- Wide working range of the loading arm
- Future possibility of using the MCS standard (Megawatt Charging System)
- Great flexibility of the system e.g. charging arms alone can be used as hubs

PRINCIPLE OF OPERATION:

The master controller, located in the central housing, dynamically manages the three hubs (Slaves). During the charging process, it is possible to dynamically disconnect/ connect groups of inverters depending on their availability. Communication between the controllers is implemented using the Ethernet standard.

outriggers can be used. During the charging process, it is possible to dynamically disconnect and connect groups of inverters depending on the requirements of the vehicles connected to the up to 150kW ³ point. Dynamic power sharing in real mode The Ethernet standard is used for communication between the master and individual slave controllers. up to 380kW * Master DC Controller up to 380kW * 480kW Slave DC Controller Total output is 480 kW (12 inverters) ▶ The set consists of 3 groups ► A single group contains 4 inverters with a total capacity of 160kW

station with three points.

The master is connected via the OCPP to the selected charging server. The entire system is one charging

 Instead of two separate hubs, a single two-point charging station equipped with charging cable

A 380 kW power output is possible for vehicles charged at a higher voltage, such as 960V. The maximum current for the cable is 400 A in boost mode.



CHARGING ARM EV420



EV420 RANGE



EVB Power HUB z EV420

FEATURES OF THE SELECTED OPTION:

- ▶ The total power obtained for the whole set is 480kW
- ▶ The maximum power for a single charge point is 380kW
- There are three independent groups of inverters (4 inverters each) with a total capacity of 160kW
- Dynamic power sharing between hubs
- Wide working range of the loading arm
- MCS (Megawatt Charging System) possible in future
- Great flexibility of the system e.g. charging arms alone can be used as hubs

PRINCIPLE OF OPERATION

The master controller, located in the central housing, dynamically manages the three hubs (Slaves). During the charging process, it is possible to dynamically disconnect/ connect groups of inverters depending on their availability. Communication between the controllers is implemented using the Ethernet standard.

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 Instead of two separate hubs, a single two-point charging station equipped with charging cable

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