



# Get ahead of time!

EVlink™ Wallbox

## Charging stations from 3.7 kW to 22 kW IP54 IK10

With a T2 socket outlet or a fixed cable with a T1 or T2 connector designed for Mode 3 EV charging

Average charging time for a typical electric passenger car to obtain a range of 40 km



Wallbox at 22 kW	20 min
Wallbox at 7.4 kW	1 h
Domestic socket outlet	+3 h



- Access control by key
- Protection flap
- Instructions for use
- Stop/restart button and charging status indicator light

### EVlink Wallbox makes your job easier

#### Fast and easy to install

- Can be installed in under 30 minutes by a single technician; no special tools required
- Can be wired from the top, bottom, or back
- Can be commissioned right away

#### Great for add-on sales

- Compatible with energy management solutions you can recommend to your customer

### A great user experience

#### Fast and robust

- Charge up to 10 times faster\* than a domestic socket outlet
- Weather and shock resistance, suitable for outdoor use

#### User friendly

- Plug-and-charge simplicity
- One-touch stop/restart
- Fresh, crisp look appeals to a wide range of tastes

\*Based on 22 kW version. With a 7.4 kW rating, you can charge up to 3 times faster.

[schneider-electric.com](http://schneider-electric.com)

Life Is On



## Why use a charging station in Mode 3 instead of a regular domestic socket outlet in Mode 2?

- Get a full charge in much less time.
- Reduce the exposure to electrical risks: unlike a domestic socket outlet, the wallbox is designed to deliver a high current for several hours every day.
- Open to the energy management: charging start-up can be postponed to off-peak hours. Charging power can be temporarily reduced to limit overall building consumption.



Mode 2: 2.3 kW



Mode 3: 3.7 kW to 22 kW

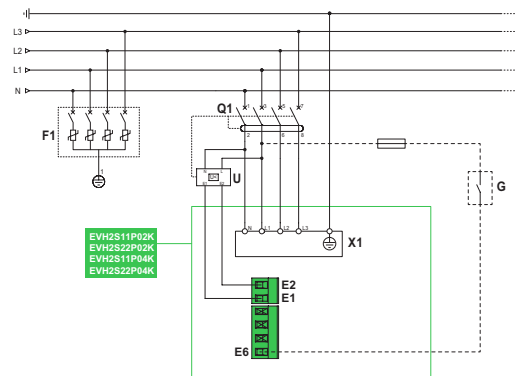
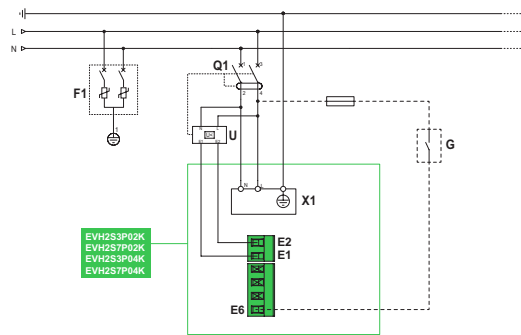
## Average time to fully charge a 24 kWh car battery



## Connection diagrams

Q1: residual current and over-current protections  
 F1: surge arrester (optional)  
 U: undervoltage release MNx (optional, except for compliance with EV Ready and ZE Ready labels)

E1, E2: terminal block for undervoltage release  
 E6: power limitation or deferred start input  
 G: contact for power limitation or deferred start  
 X1: power terminal block

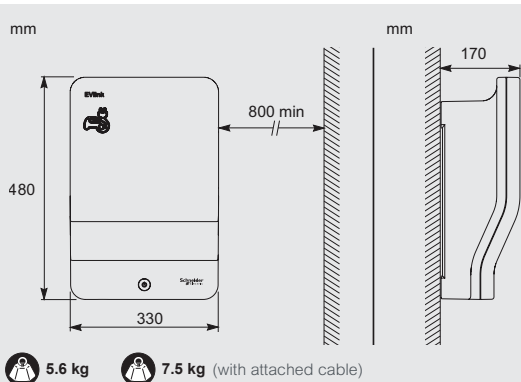


## Related products



Charging cable (length: 5m)

T2/T1	32 A – 1 Ph	EVP1CNS32121
T2/T2	32 A – 1 Ph	EVP1CNS32122
	32 A – 3 Ph	EVP1CNS32322



## Technical characteristics

- Standards: EC/EN 61851-1 ed 2.0; IEC/EN 61851-22 ed 1.0; IEC/EN 62196-1 ed 2.0; IEC/EN 62196-2 ed 1.0
- Voltage: 220 – 240 V single-phase — 50/60 Hz  
380 – 415 V three-phase — 50/60 Hz
- Ingress protection code: IP54
- Impact protection code: IK10
- Operating temperature: -30 °C to +50 °C
- Storage temperature: -40 °C to +80 °C
- Attached cable length: 4 m
- Energy management: deferred charging start or charging current limitation (16 A to 10 A, 32 A to 16 A)
- Access control: key lock



## EV simulator

To check proper operation of the charging solution

NCA93100

Charging	Wallbox	Single phase		Three phase		
		3.7 kW – 16A	7.4 kW – 32 A	11 kW – 16 A	22 kW – 32 A	
	T2 with shutters	EVH2S3P04K	EVH2S7P04K	EVH2S11P04K	EVH2S22P04K	
Protection and control	Overcurrent	20A Curve B or C <sup>(1)</sup>	40A Curve C	20A Curve C or D <sup>(1)(2)</sup>	20A Curve C	
		References tbd by Front offices				
		Residual current	30mA type Asi <sup>(3)</sup>	30mA type Asi <sup>(3)</sup>	30mA type B	30mA type B
		References tbd by Front offices				
	Undervoltage release MNx	References tbd by Front offices				
Overvoltage protection	Surge arrester	References tbd by Front offices				
Contactor for deferred start	Acti 9 iCT	A9C23715	A9C23715	A9C23715	A9C23715	
Load-shedding	DSE'clac	15910	15910	15910	15910	

- (1) Depends on the coordination with the upstream protections.
- (2) Depends on the risk of untimely tripping due to the vehicle inrush current when starting the charge.
- (3) A type B may be required in some countries. Refer to local regulations.

