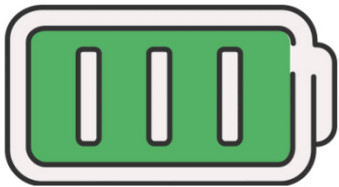


The BPE-EVC range is designed to be used in domestic & commercial applications, easily configured as single or three phase. The BPE-EVC charges the vehicle in mode 3 with a Type II connector, and is also equipped with latest Type B RCCB.

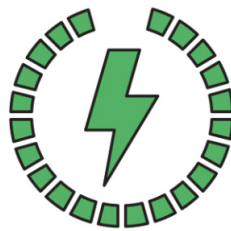
### Electrical Performance

Input AC Voltage	Single phase 220V-240V, 3-phase 415V
Output Current	16A/32A - customised by manual dip switch
Charging Power	3.7kW, 7.6kW, 11kW, 22kW



### Charging Interface

Tethered Cable	5m tethered cable with Type 2 plug
Socket Only	Type 2 socket, conforms to IEC 62196-2 with auto connector lock



### Status Indicator

	Tethered Cable	Socket Only
Standby	Blue Flicker	Blue Stable
Connected – Not Charging	-	Blue Flicker
Charging	Green Stable	Green Stable
Charging Complete	Blue Flicker	Green Flicker
Failure	Red Flicker	Red Flicker
EV Overheat	Red Stable	Red Stable



### Protection Technology

DC fault & AC Leakage Protection	Integrated 30mA Type B RCCB
Overload Protection	Circuit breaker required upstream of installation (not included in scope of delivery)



### Environment Conditions

Ingress Protection Level	IP55
Anti-UV	ASA+PC enclosure
Temperature Range	-40°C to +40°C
Humidity	< 85%
Altitude	< 2000m



### Installation

Product Size	400x260x150mm
Installation Size	229x228mm
Wall or Pole Mounted	

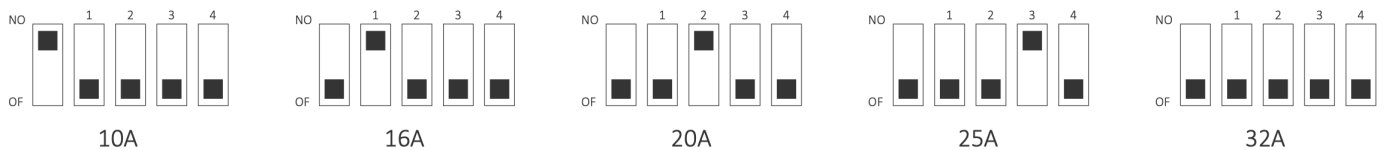
# Intelligent Protocol Controller Integrated As Standard

The integrated EVSE Protocol Controller is the intelligent part of the EV charging station, it is the communication unit that enables Mode 3 charging in accordance with IEC 61851.



Model	Version	Rating Current Option	LED Display
ALL	Tethered (Compatible with tethered installations only)	Default current of the controller is set to 32Amp but can be adjusted to 10A, 16A, 20A, 25A, or 32A via the built-in DIP switch.	Triple Colour Status
	Free/Socket (Compatible with Type 2 free/socket installations only)		

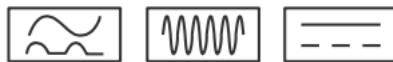
Illustration below demonstrates the different DIP switch positions



LED Display and Troubleshooting	The controller has a 3-colour LED for displaying operating states and fault conditions. The LED can be lit in blue green or red. The meaning of individual lights can be found below:	
Colour	Status	Description of Operating States
Not Lit	Not Lit	Device is not active, switched off
Blue	Flashing	Device is waiting to connect to an electrical vehicle
Blue	Steady	Electrical vehicle connected but not ready for charging
Green	Steady	Charging process active
Red	Steady	Electrical vehicle requires ventilation, charging deactivated
Red	Flashing	Communication fault detected, charging deactivated

# Integrated Residual Current Circuit Breaker

RECD 2B/4B  
Type B RCCD/RCD



## Why use a Type B RCCB for Electrical Vehicle charging?

A Type A RCCB is not recommended for EV chargers because the battery chargers inside EV vehicles can produce high levels of harmonic distortion, due to the technology employed and the non-linear loading of the supply during charging. Type AC & A RCD's are only designed for use on supplies with standard 50Hz waveforms. High frequency AC flowing through these RCD's can cause overheating of the trip circuit components, leading to failure of the RCD.

Technical Data Sheet	
Standards	ICE/EN 62423 & IEC/EN 61008-1
Rated Current In	25A, 40A, 63A
Poles	1P+N, 3P+N
Rated Voltage Use	1P+N:230Vac, 3P+N:400Vac
Rated Sensitivity I $\Delta$ n	0.03A, 0.1A, 0.3A
Insulation Voltage U <sub>i</sub>	500V
Short Circuit Current Inc=I $\Delta$ c	500 (In=25A/40A)
Rated Residual Making	630 (In=63A)
Breaking Capacity I $\Delta$ m	10,000A
Break Time Under I $\Delta$ n	10000
Rated Frequency	≤0.1S
SCPD Fuse	50Hz
Rated Impulse Withstand Voltage (1.2/50) U <sub>imp</sub>	4,000V
Dielectric Test Voltage at Ind. Freq. for 1 min	2.5kV
Pollution Degree	2
Electrical Life	2,000
Mechanical Life	10,000
Fault Current Indicator	Yes
Protection Degree	IP20
Ambient Temperature (with Daily Averages ≤35°C)	-25°C - +40°C
Mounting	On DIN rail EN 60715-35mm
Connection	From Top and Bottom