**SEVADIS - Electric Vehicle Charging Points Specification Template**

This document can be used as the basis for a technical specification when MaxiChargers are required.

The yellow highlighted sections can be amended as required to provide the project requirements.

Individual datasheets and schematics are available on all products on request or at www.sevadis.com

The contractor shall design and install the electric vehicle charging system, as indicated on the drawings and in the specification.

The Vehicle Charging Points and installation shall be in accordance with the following standards:

* IEE Wiring Regulations BS7671
* IEC 62196 “Plug, sockets-outlets, vehicle connectors & vehicle inlets
* IET Code of Practice for Electric Vehicle Charging Equipment Installation
* IEC 61439-1 Short-time withstand current
* IEC 60664-1 Overvoltage Category Ill
* OCPP 1.6 or higher

The contractor shall include for the supply and installation of \_\_No. single/dual charging outlets for electric vehicle charging in the car park

The charging system shall be supplied by Sevadis

[www.Sevadis.com](http://www.Sevadis.com)

[david.a@sevadis.com](mailto:david.a@sevadis.com)

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Granville House, The Heights Business Park, Ibstone Road, Stokenchurch, Buckinghamshire, HP14 3BG

Electric Vehicle Charging Units shall be Sevadis MaxiCharger single/dual outlet - EVMCWM, wall mounted / with wall enclosure - EVMWMEDP / floor standing project pillar - EVCMDPPDB with O-PEN protection integral, OZEV approved hardware

Ground mounted foundations kits for active units - EVRFPP and/or foundation kits for passive units - EVPRFPP

Charging outlets to be rated at 7.4/11/22kW and provide Mode 3 charging via a Type 2 socket

Each Electric Vehicle Charging Unit shall be IP 54 and IK08 rated with integral electronic Type A & B RCD with auto reset on removal of fault condition

MaxiCharger Project Pillar / Wall enclosures to be mild steel construction, zinc plated and polyester powder coated finish. Colour to be black / bespoke colour to be agreed

Standard configuration is a single supply cable per outlet / Splitter box to be included to allow a single cable to feed a dual pillar.

Chargers for specification buildings can be configured as initially as ‘Plug & Charge’ controlled by an RFID card.

The Smart capability can be enabled at a later date as required when an occupier moves into the building.

Charging sessions to be controlled by an App and / or RFID card

The charging network will communicate to the Cloud back-end management system that can monitor charger usage, individual usage, either offering charging as a free service or as a PAYG tariffed service

Software to be Open Charge Point Protocol to allow an alternative back office system to be used in the future if required.

Data connection to be via a hardwired data link / local site Wi-Fi / GSM Wi-Fi repeater module connecting to the Cloud and to the Charge points.

The group of chargers to be configured and programmed as part of a load balanced group to ensure the maximum supply available is not exceeded at any one time. Software to be integral to charge points

Active Load Balancing module to be installed to monitor the incoming supply via a set of CT clamps and meter. The meter to be positioned in the switch room in a small enclosure and be connected to the Master EV unit in the group via a Cat 6 cable.

In the event of data connection failure the output will reduce to failsafe level at 1.8kW

Warranty to be 3 years and include onsite response and repair.

The charging network will be tested and commissioned by the specialist equipment supplier