

Accelev Pro EV Charger User Manual



Thank you for choosing our Accelev EV charger.
We believe it is the best choice for your car.

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1. General Information

Accelev EV charging stations are an advanced system for charging electric cars from a three-phase AC outlet. Our EV chargers are aimed at all electric and hybrid car users. Each Accelev charging station is microprocessor controlled, giving you access to features that other chargers - especially "made in China" products - do not offer. Despite their technical advancement, Accelev chargers are very simple and intuitive to use - each charging station is controlled via a touch screen. You can disconnect your car from charging at any time.

What sets Accelev chargers apart from other EV chargers on the market?

Build quality, operating efficiency, and most importantly, a number of unique features designed to keep you and your car safe. In addition to a grid monitoring system (reducing power when load is detected) and a unique BatteryCare™ charging mode, among others, Accelev EV chargers can be updated via a USB-C port. RFID security allows you to control the use of the device.

Accelev charging stations are our project - developed and created in Poland. This allows each product to be customized according to customer requirements.

We believe that Accelev EV chargers are the most advanced EVSE stations of our time.

2. Safety recommendations



Do not enclose the charger - overly tight protection interferes with the air supply, which is used to cool the unit.



Do not carry the charger while charging or while it is plugged in.



Do not connect to the power supply before installing the charger.



Do not disconnect the EV AcceleV Pro charger from the power supply while charging.

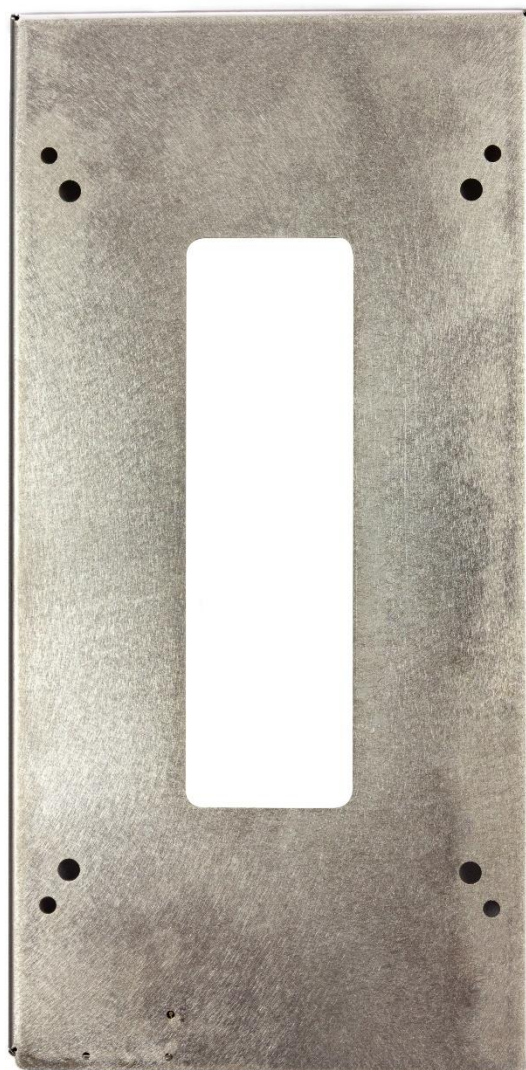


Absolutely do not open the AcceleV Pro charger case or modify it!

3. Installation

When mounted, the EV Acelev Pro charger ought to be used in a vertical position. Avoid covering the device tightly. Each EV Acelev Pro charger comes with a charging cable and a power cable, as well as suitable fixings for mounting it. The charging station should be mounted on a wall or at a suitable pole, at least one metre above the ground. Location should not be exposed to direct sunlight, water or excessive heat nor cold as the unit is IP54 rated. When planning the installation of the charger, take into account the ease of access to the power supply and the charging vehicle.

1] To mount the unit, install the mounting bracket to the wall with four screws - the available mounting holes are 6 mm and 8 mm in diameter. Ensure that the mounting bracket is installed correctly before seating the charger. The power cable ought to be fed through the rectangular hole in the mounting bracket.



2] Slide the charger onto the side holes of the correctly mounted mounting bracket [see below].



3] After ensuring that the unit has been correctly mounted, use the supplied key to turn the safety lock to prevent the charger from opening/sliding out. The purpose of the locking device is to avoid serious injury from a possible fall of the charger.





CAUTION: Remember that you can disconnect your car from charging at any time of your choosing. Maintenance and cleaning can only be performed when the power source is disconnected. Do not wash the device with a direct stream of water. Instead, use notebook / TV screen cleaning wipes.

4. Operating

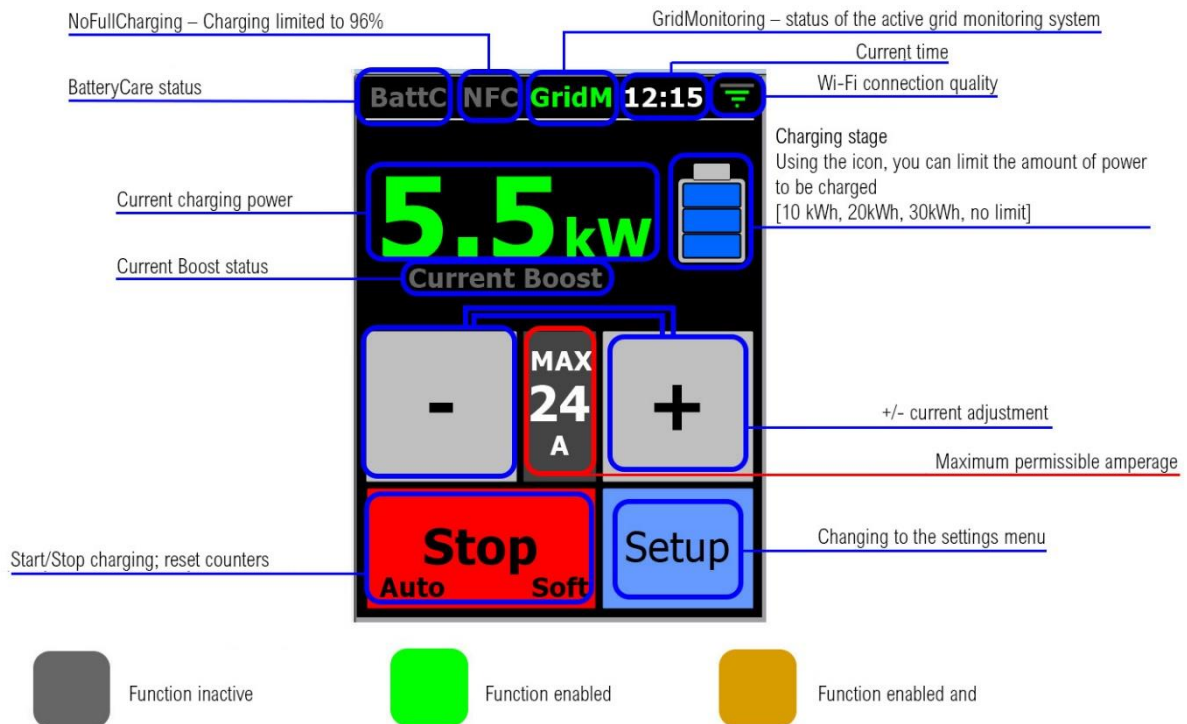
Operation of the charger is intuitive and is done by interacting with the interface, which is a 3.5" TFT color touch screen - the interface is active when the charger is connected to the power supply. Below is a diagram of the various menus with available functions.

4.1. Control Panel

A] Startup screen with information about the charger variant



B] Main menu



C] Main menu in „Geek Mode”

Maximum intensity / current intensity

3-phase charging active

Voltage activating grid monitoring / current voltage

Charger internal temperature

Time from start of the charging

Current charge energy counter

State of Power
determines the quality and potential of a power source (e.g., home grid)

Voltage value on CP line (Control Pilot)

Auto Start - this function makes the charger ready for charging as soon as it is connected to the car. There is no need to initiate charging each time by pressing the "Start" button.

Soft Start - allows charging to begin at a lower amperage with a gradual increase while monitoring the grid. The goal is to determine the optimum amperage level from an unknown power source. It may take up to 8 minutes to analyze the capabilities of the source.

BattC NFC GridM 12:15

210/232V 24/23.8A 3P 25°C

00:20:23 5.521kWh

5.5kW

SOP: ---

CP: 6.2V

MAX 24 A

Stop Auto Soft Setup

D] Function menu 1

Activation / deactivation of individual functions

Move to the next menu

Move to the main menu

BatteryCare(TM)

No Full Charging ReVive Balancing

Current Boost Geek Mode

Back Next

E] Function menu 2

Grid monitoring level
[01 = the smallest gap, the fastest response].

Detailed grid monitoring

Change the grid monitoring level

Grid Monitor
210/232V
04

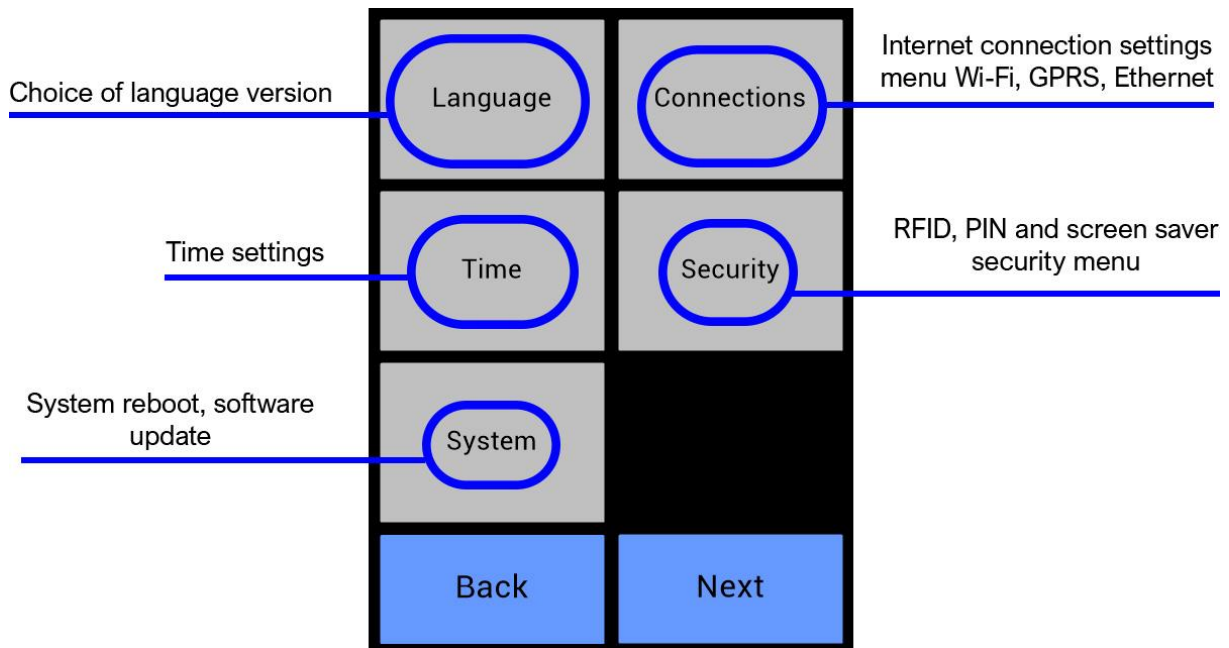
Manual Sensitive

- +

Auto Start Soft Start

Back Next

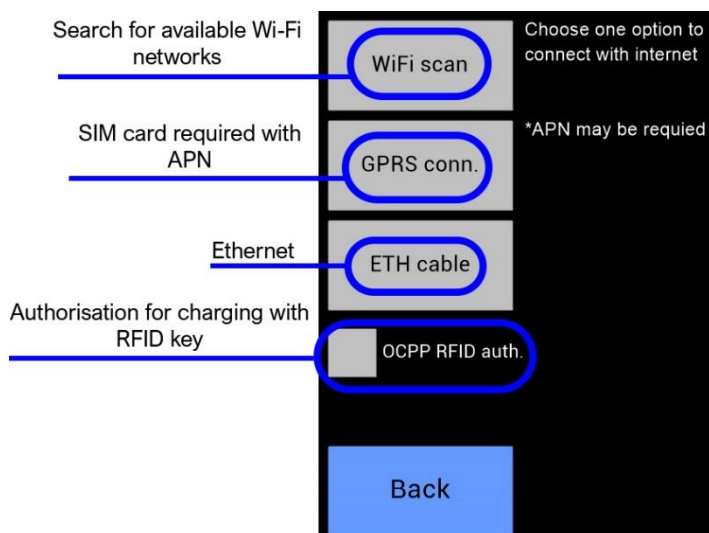
F] Function menu 3



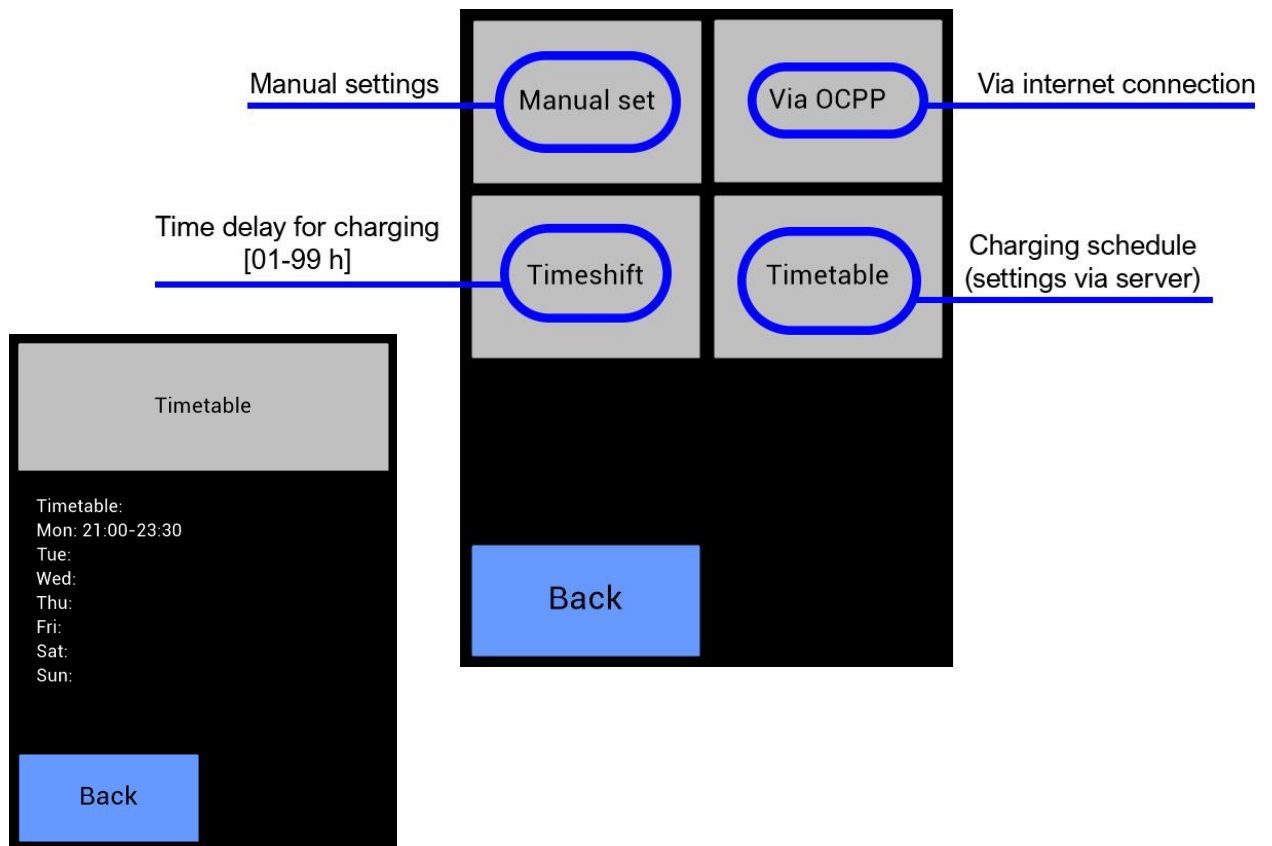
G] Language version selection menu - confirm choice with "OK" button



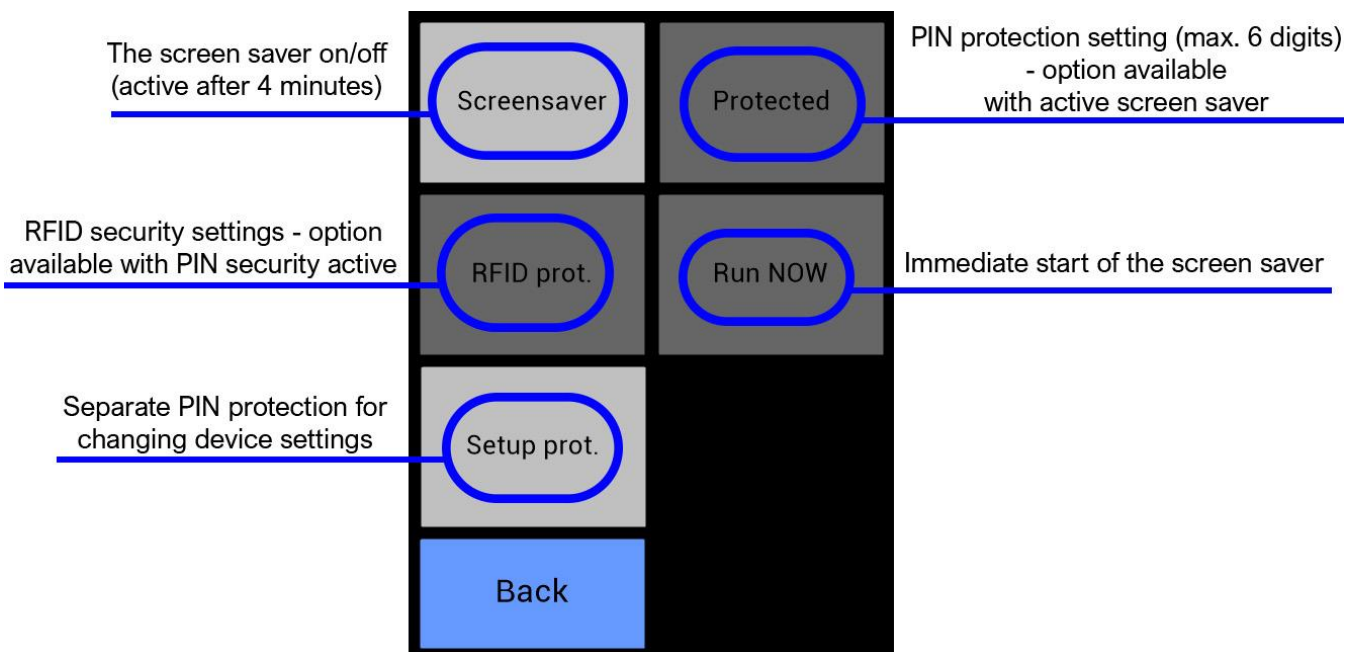
H] Internet connection settings menu Wi-Fi, GPRS, Ethernet

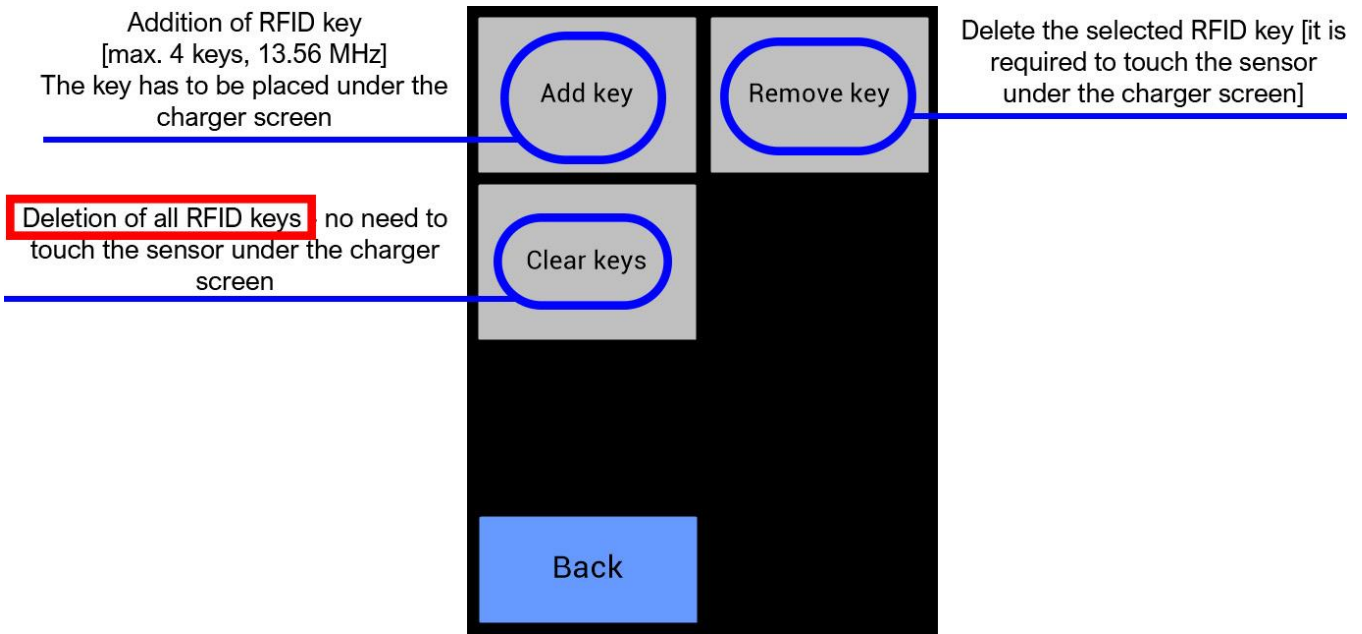


I] Time settings menu

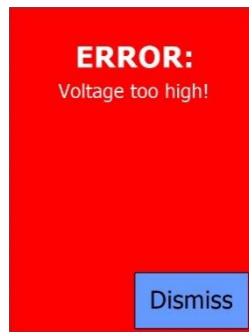


J] RFID, PIN and screen saver security menu

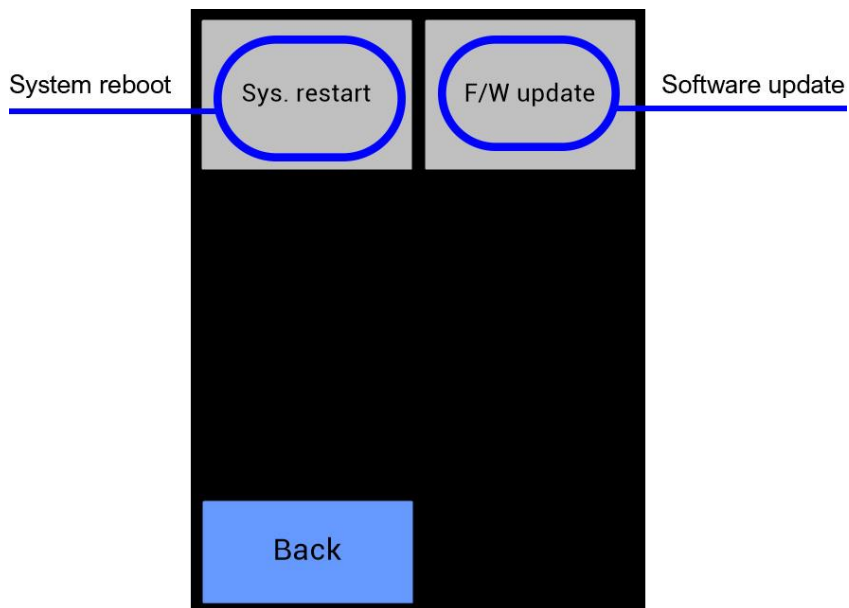




K) Error screen - see 6.1. Error description



L) System menu – restart, update via USB



M] Final menu

The screenshot displays a menu with the following items and descriptions:

- Serial number of the charger**: S/N: FB970001
- Firmware version installed**: F/V: 1.00
- Total energy counter with reset [warning screen appears for 5 seconds]**: Total Energy: 5968.7kWh, with a **Reset** button.
- Resettable SOP level**: SOP: 5.3, with a **Reset** button.
- The highest recorded voltage on each phase**: UL1: 230V, UL2: 232V, UL3: 229V.
- The temperature on the main circuit board**: Tboard: 20.0
- The temperature on the switching element (contactor)**: Trelay: 36.0
- The temperature on the output connector**: Tsocket: 24.0
- Power setting [04-22 kW]**: Max power: 22kW

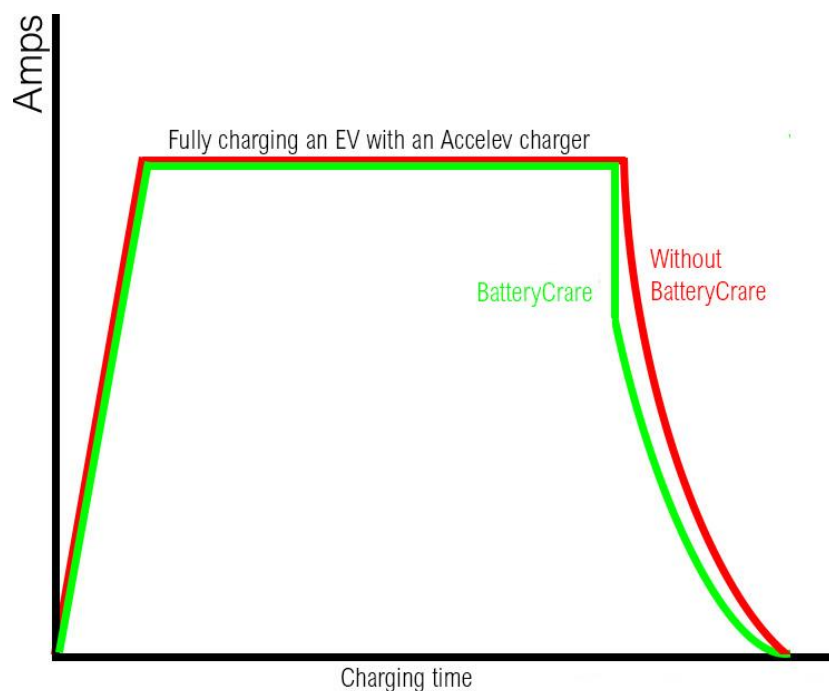
A **Back** button is located at the bottom of the menu.

4.2. Functions

One of the most important differences between Accelev Pro EV chargers and other charging stations is the number of features offered designed to care for the life of car batteries. Over time, batteries are affected by use and lose their initial capacity – Accelev Pro is designed to not only control the charging process or protect battery health, but also to "recover" the loss by balancing the battery. Below is a description of the various functions.

4.2.1. BatteryCare

BatteryCare is a special method for full charging with reduced voltage. When activated, this function concentrates on the initial and final stages of charging. In order to minimize the risk of exceeding the maximum allowable voltage of a single battery cell, Accelev Pro reduces the charging speed before the battery voltage reaches its maximum. The function activates when the voltage reaches the maximum allowed value (usually 4.12 V per cell).



4.2.2. ReVive Balancing

The function is used to balance the battery and partially restore the missing capacity depending on the type and condition of the battery. The process is based on a pulse charging algorithm and slow balancing - the balancing time can last up to 10 hours. When it is finished, the battery may not be fully charged. The procedure can be stopped at any time, but keep in mind that the battery will not be completely balanced.

The battery should be drained to less than 10% capacity before starting the procedure. We advise that you activate the network monitoring feature during balancing - BatteryCare is not available at that time. We also recommend balancing the battery every six months.

4.2.3. No Full Charging

This feature is designed to terminate charging when the battery is loaded to approximately 95% of its available capacity. Preventing the battery from being fully charged protects it from the harmful effects of accelerated use. When Accelev Pro detects the final stage of charging the car battery, the "NFC" sign is highlighted in orange and the entire process stops.

No Full Charging is only active when BatteryCare is enabled.

4.2.4. Grid Monitoring

Grid Monitoring is based on fast and continuous measurement of the actual voltage in the electrical network. Grid Monitoring immediately reduces the load when an overload is detected, thus preventing so-called "fuse blowing". It is recommended to activate this feature conservatively so that the response point is no more than a few volts away from the voltage under the load [both parameters are displayed on the Grid Monitoring button]. The function works automatically, but you can also make your own settings manually. On a scale of 01 to 20, level 08 is set as standard and optimal for most cases [01 - smallest load tolerance; increasing the tolerance extends the gap by 1-2 volts depending on the actual voltage]. Level 08 = approximately 15 V gap between idle voltage (no load) and load response, and approximately 8 V gap at 210 V.

4.2.5. Current Boost

The maximum charging power is communicated to the vehicle's onboard charger. Most cars, however, realise a power output of about 10% below the maximum, even if this is within the range of permissible values. The Current Boost function attempts to increase the charging power up to the value actually set on the charger panel.

Example. If you clip on any 11kW charger (16A x 3 x 230V), the charging power will be approximately $14.3A \times 3 \times 230V = 10kW$. When Current Boost is switched on, the charging power will reach the 11kW setpoint after some time.

4.2.6. RFID protection

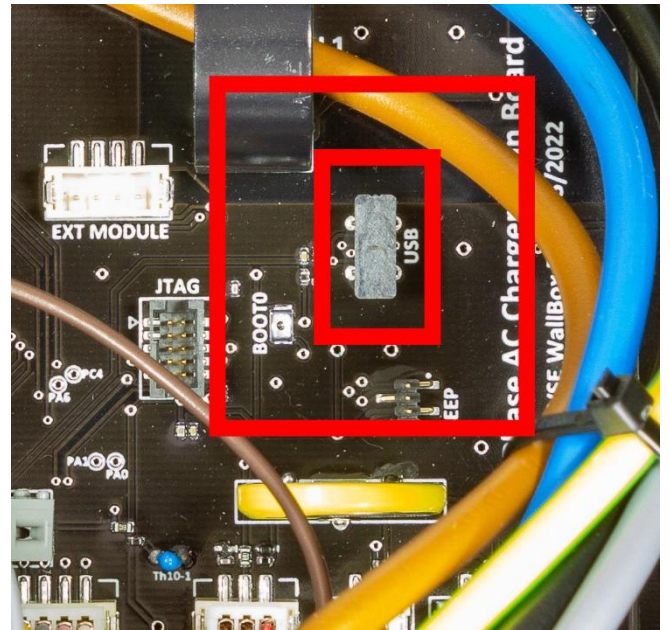
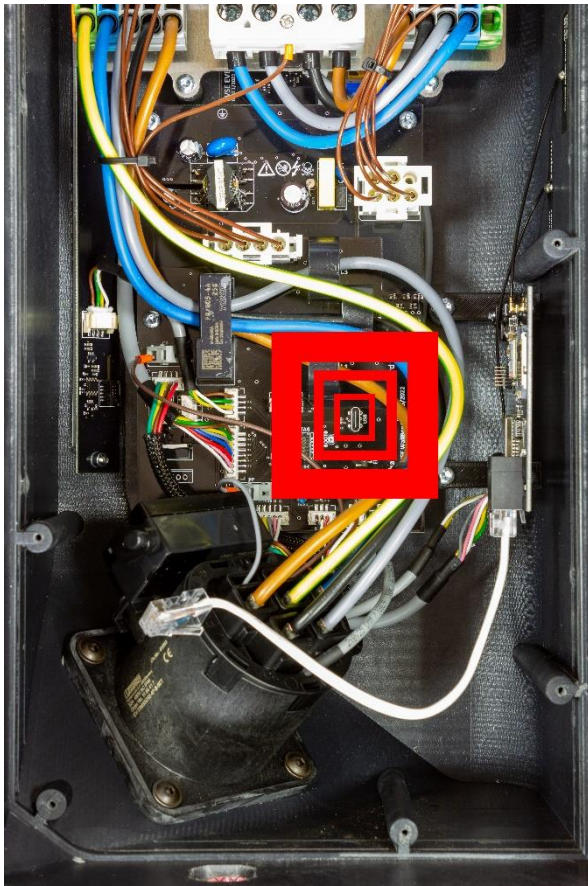
Protection and activation with a RFID token allows access to the device by users with the appropriate key (max. for four users, 13.56 MHz).

4.2.7. Other features: update, PIN protection, Wi-Fi

1] Update

To update the EV charger software, disconnect the Accelev Pro from the power source. Then connect the USB-C cable between the Accelev Pro and your Windows computer. The USB-C port (covered by a plastic cover) is located on the right side of the Accelev Pro. Navigate to the "Setup" menu and then to the "F/V Update" button.

Install Accelev Updater on your computer and run it with administrator rights. Select the appropriate update file and wait for the "Update" button to activate [data verification will occur beforehand]. Once the update is complete, disconnect the USB-C and reconnect Accelev Pro to power. The update program and new software versions are available on our website accelev.vtech.pl.



2] PIN protection

A 6-digit PIN code option can be used to protect the EV charger from unauthorized access. Once activated, Accelev Pro will request the code to unlock the interface. You can set a separate PIN to change only the settings.

3] Wi-Fi

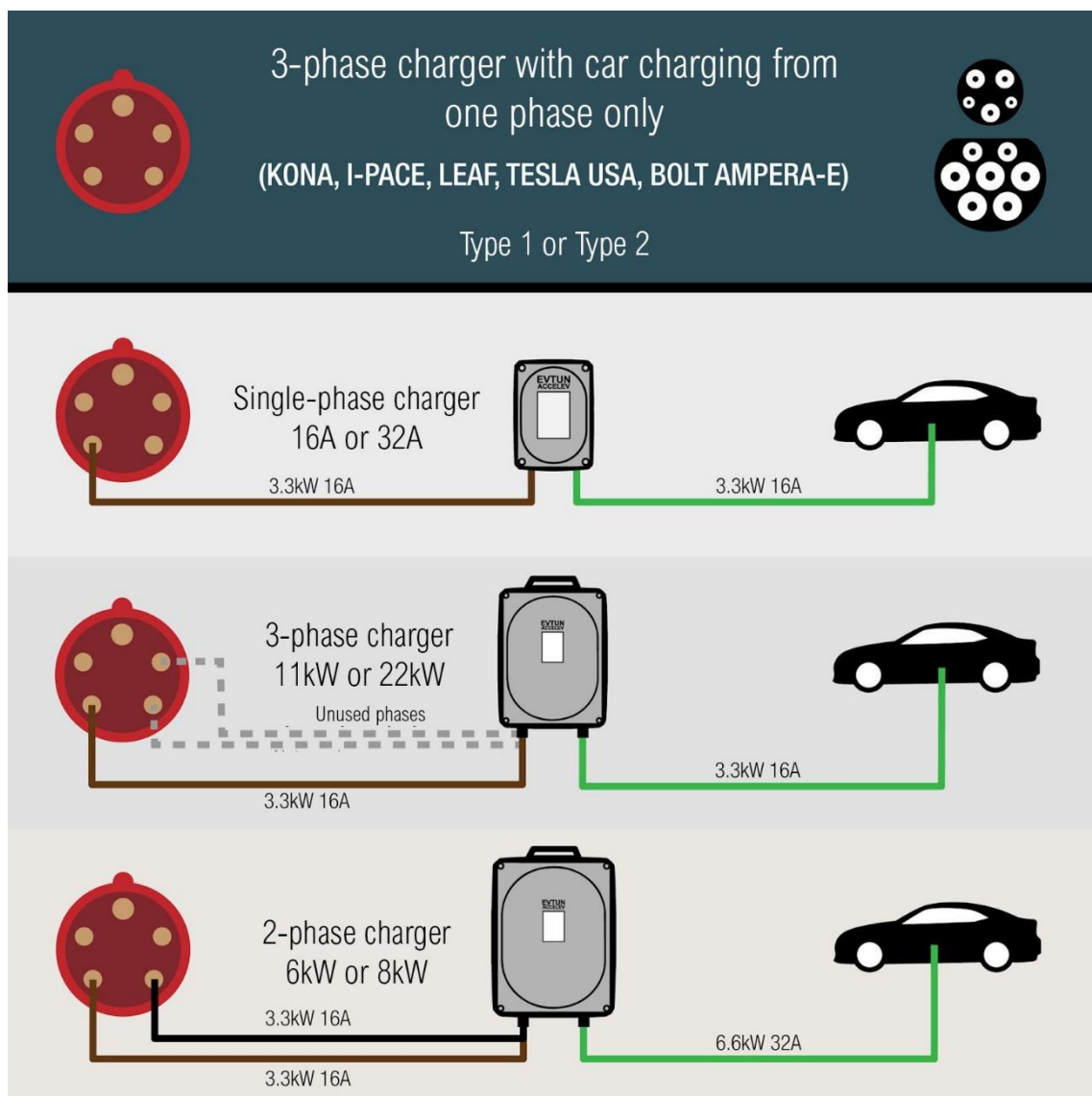
You can register your Accelev EV charger at server.evtun.com:8092. With a Wi-Fi connection through your account, you have access to the ability to remotely control your charger, view its current status, and access data such as the number and time of individual charges. Option to update the device software.

5. Technical specifications

This model is primarily designed for cars with 3 phase charging capability [e.g. Audi e-tron 50 (2020)], so it achieves the highest charging efficiency. If the 3-phase charging station is connected to a vehicle with charging restrictions, it will then work like an AcceleV 1-phase charger:

Charging time for 11 kW 3-phase EV charger = same as for the 16 A 1-phase version

Charging time for 3-phase EV charger version 22 kW = same as for the 32 A 1-phase version



Specifications	Accelev Pro 3-phase 16A	Accelev 3-phase 32A
Dimensions (mm)	415 x 215 x 165	
Weight (netto, kg)	5	
Interface	3.5" TFT color touch screen	
Upgrade/expansion port	Wi-Fi/LAN	
Case	PC + GFS, steel	
Installation method	Mounting on a flat, vertical surface	
Power plug	No/IEC 60309 3P+N+PE 16A	No/IEC 60309, 3P+N+E 32A
Input voltage range	207 ~ 253 V (AC) per phase	
Output voltage range	207 ~ 253 V (AC) per phase	
Power rating	11 kW	22 kW
Maximum current rating	16 A	32 A
Charging plug	Socket Type2 (IEC 62196) or plug Type2 (IEC 62196)	
Charging cable length (m)	5 (other lengths available)	
Power cable length (m)	2 (other lengths available)	
Protection against	Electric shock, overvoltage, undervoltage, overload, overheating.	
Efficiency	≥95%	
Power factor	≥0.99	
Operating temperature range	-30°C ~ +50°C	
Environmental humidity	5% ~ 95% (No condensation)	
Protection rating	IP54	
Cooling	Passive	
Operating noise level	Noiseless	
Measurement accuracy (power)	1%	
Standards	IEC 61851	
Branding	Available. Please contact us.	

Two color variants are available: black and white.



6. Frequently Asked Questions

1. *What is a typical charger configuration?*

We recommend using BatteryCare without a full charge for daily use and commuting, and BatteryCare without a full charge for occasional long trips. A full charge along with high temperatures reduces the usable capacity of the battery and deteriorates its condition.

2. *Can I restart ReVive balancing after it's finished to balance the battery even more accurately?*

Yes, however, you will not get as much effect as the first balancing.

3. *Can I use Accelev outdoors?*

The standard EV charger is designed for use indoors and in sheltered areas. It can be used as a portable charger, but restrictions apply - see paragraph "2. Safety Recommendations". We offer special EV 1-phase and 3-phase chargers for outdoor use with a mounting post.

4. *Can I charge American Type1 / Type2 / Tesla cars with one charger?*

Yes, you only need suitable cables provided by us. Available connectors US Tesla, Mennekes (Type 2) and J1772 (Type 1).

5. *Can I have longer/shorter power/charging cables?*

If you have any questions, please contact us: info@evtun.com

6.1. Error description

Errors are indicated by a separate red screen with an explanation. A "Dismiss = Reject" button is visible, and can be activated after 5 seconds. If the error is temporary, dismissing it will clear it. If it is a permanent error, it will occur every time. The following errors may occur:

01 - "Voltage too high!"

The grid voltage is above 240 V on the input. The standard voltage is 220-230 V per single phase. **Contact us.**

02 - "Voltage too low!"

The grid voltage is less than 200 V per phase. The standard voltage is approximately 230 V. **Contact your local electrician or power provider to resolve the issue.**

03 - "Current exceeded!"

This means that your car is consuming more power than the charger allows. It must be a short circuit or a power leak somewhere in the battery. **Contact your car dealer to resolve the problem.**

04 - "Temp. too high!"

The core temperature of the charger is too high. Turn off the charger to allow the unit to cool - protect it from direct sunlight. **Contact us if everything seems fine, but the error has occurred.**

05 - "Temp. too low!"

The surrounding temperature is below -30 °C. Electronics do not like to work in excessive cold. **The charger works properly at temperatures above -30 °C.**

06 - "PE line fault!"

A ground fault was detected on the PE line or the PE on the power outlet is incorrect. **Contact a qualified electrician.**

07 - "RCD selftest fault!"

The RCD module did not pass the self-test properly - the module is probably defective. **Contact us.**

08 - "RCD tripped!" - Danger of an electric shock!

It is likely that cable connections or wire insulation were damaged, resulting in an unacceptable current leakage. **Disconnect the charger from the power supply as soon as possible, then check the condition of the cable connections and cable insulation. If necessary, contact us.**

7. List of compatible vehicles

The list includes data on expected charging times from 5% to 95% for selected electric and hybrid cars. The estimated charging speed is shown in hours. It should be noted that the car battery charging time is dependent on factors such as battery temperature, voltage, and power supply load. The list does not include all car models compatible with our EV chargers - we encourage you to contact us directly for verification.

In the case of empty boxes for the 11kW and 22kW 3-phase chargers, this means that the 1-phase car does not use the 3-phase charger and the charging times are the same as for 16A 1-phase for the 11kW 3-phase and 32A 1-phase for the 22kW 3-phase respectively.

	Max rate (kW)	Battery capacity (kWh)	Car charger (h)	16A 1-phase (h)	32A 1-phase (h)	11kW 3-phase (h)	22kW 3-phase (h)
Audi A3 E-Tron	3,3	8,8	5	3	3		
Audi A3 e-tron (2016)	3,6		5	3	3		
Audi A8 TFSI e (2020)	7,2		7	4	2		
Audi e-tron 50 (2020)	11		34	19	10	7	7
Audi e-tron 55 (2019)	11		47	26	14	9	9
Audi Q5 55 TFSI e (2019)	7,2		7	4	2		
Audi Q7 e-tron (2016)	3,6		9	5	5		
BMW 225XE (2018)	3,6		4	2	2		
BMW 330e	3,6	7,6	4	2	2		
BMW 330e (2015)	3,6	7,6	4	2	2		
BMW 330e iPerformance (2019)	3,6	9,2	5	3	3		
BMW 530e (2019)	3,6	9,2	5	3	3		
BMW 530e iPerformance (2017)	3,6	9,2	5	3	3		
BMW 740e	3,6	9,2	5	3	3		
BMW 740e (2016)	3,6	9,2	5	3	3		

	Max rate (kW)	Battery capacity (kWh)	Car charger (h)	16A 1-phase (h)	32A 1-phase (h)	11kW 3-phase (h)	22KW 3-phase (h)
BMW ActiveE	7	32	16	9	5		
BMW i3 (2018)	11	40	22	12	6	4	4
BMW i3 2014-2016	7,4	23	12	7	3		
BMW i3 2017 (60 Ah battery)	7,4	23	12	7	3		
BMW i3 2017 (90 Ah battery)	7,4	32	16	9	5		
BMW i3s (2018)	11	40	22	12	6	4	4
BMW i8	3,6	7,1	4	2	2		
BMW X5 xDrive-40e	3,6	9	5	3	3		
Cadillac CT6	3,6	18,4	9	5	5		
Cadillac ELR	3,3	16,5	8	5	5		
Chevy Bolt	7,2	60	30	17	9		
Chevy Spark	3,3	23	12	8	7		
Chevy Volt	3,3	16,5	8	4	4		
Chevy Volt 2016-2018	3,6	18,4	9	5	5		
Chevy Volt 2019 LT	3,6	18,4	9	5	5		
Chevy Volt 2019 LT Upgrade	7,2	18,4	9	5	3		
Chevy Volt 2019 Premier	7,2	18,4	9	5	3		
Chrysler Pacifica	6,6	16	8	4	3		
Citroën C-Zero (2016)	3,6		9	5	5		
Coda	6,6	31	15	9	5		
DS 3 CROSSBACK E-TENSE (2020)	11		25	14	7	5	5
DS 7 CROSSBACK E-TENSE (2020)	3,6		7	4	4		
Fiat 500E	6,6	24	12	7	4		
Fisker Karma	3,3	20	10	5	5		
Ford C Max Energi	3,3	7,6	4	2	2		
Ford Focus Electric (2017)	6,6		16	9	5		

	Max rate (kW)	Battery capacity (kWh)	Car charger (h)	16A 1-phase (h)	32A 1-phase (h)	11kW 3-phase (h)	22KW 3-phase (h)
Ford Focus EV	6,6	23	12	7	4		
Ford Focus EV 2017-2018	6,6	33,5	17	10	5		
Ford Fusion Energi	3,3	7,6	4	2	2		
Ford Mustang Mach-E (2020)	11		38	21	11	7	7
Harley-Davidson Livewire (2020)	1,9		14	8	8		
Honda Accord	6,6	6,7	4	2	1		
Honda Clarity EV	6,6	25,5	13	7	4		
Honda Clarity Plug-In	6,6	17	8	5	3		
Honda e (2020)	6,6		18	10	6		
Hyundai Ioniq	6,6	28	14	8	4		
Hyundai IONIQ Electric (2016)	6,6		14	8	5		
Hyundai IONIQ Electric (2020)	7,2		15	11	6		
Hyundai IONIQ PHEV (2017)	3,3		5	3	3		
Hyundai Ioniq Plug-in	3,3	8,9	5	3	3		
Hyundai Kona	7,2	64	32	19	9		
Hyundai KONA Electric 39 kWh (2018)	7,2		22	12	6		
Hyundai KONA Electric 64 kWh (2018)	7,2		32	18	10		
Hyundai Sonata	3,3	9,8	5	3	3		
Jaguar I-Pace	7	90	45	26	13		
Jaguar I-PACE (2018)	7,2		45	25	13		
Karma Revero	6,6	21,4	11	6	3		
Kia e-Niro 64kWh (2019)	7,2		32	18	10		
Kia e-Soul 64kWh (2019)	7,2		32	18	10		
Kia Niro	3,3	8,9	5	3	3		
Kia Niro PHEV(2017)	3,3		5	3	3		

	Max rate (kW)	Battery capacity (kWh)	Car charger (h)	16A 1-phase (h)	32A 1-phase (h)	11kW 3-phase (h)	22KW 3-phase (h)
Kia Optima	3,3	9,8	5	3	3		
Kia Optima PHEV (2017)	3,3		7	4	4		
Kia Soul	6,6	27	14	8	4		
Kia Soul EV (2017)	6,6		16	9	5		
LEVC TX (2019)	7,2		16	9	5		
Mercedes B Class B250e	9,6	28	14	8	4		
Mercedes B250e Electric (2015)	7,2		16	9	5		
Mercedes C350 Hybrid	3,3	6,2	3	2	2		
Mercedes C350e Estate PHEV (2015)	3,6		4	2	2		
Mercedes C350e Saloon PHEV (2015)	3,6		4	2	2		
Mercedes E 350e PHEV (2016)	3,6		4	2	2		
Mercedes EQC (2019)	7,2		41	23	12		
Mercedes GLC 350e	3,7	8,7	4	3	3		
Mercedes GLE 500e PHEV (2015)	3,6		5	3	3		
Mercedes GLE 550e	3,3	8,8	5	3	3		
Mercedes S500 Saloon PHEV (2014)	3,6		5	3	3		
Mercedes S550 Hybrid	3,3	8,7	4	3	3		
MG ZS EV (2019)	7,2		22	12	7		
MINI Cooper SE Countryman ALL4	3,3	7,6	4	3	3		
Mini Countryman PHEV (2017)	3,6		4	2	2		
Mini Electric (2020)	11		16	9	5	3	3
Mitsubishi i-MiEV	3,3	16	8	5	5		
Mitsubishi Outlander	3,3	12	6	4	4		
Mitsubishi Outlander PHEV (2018)	3,6	13,8	7	4	4		

	Max rate (kW)	Battery capacity (kWh)	Car charger (h)	16A 1-phase (h)	32A 1-phase (h)	11kW 3-phase (h)	22KW 3-phase (h)
Nissan e-NV200 (2012-2017) (3.3 onboard charger)	3,3	24	12	8	8		
Nissan e-NV200 (2012-2017) (6.6kW onboard charger)	6,6	24	12	7	4		
Nissan e-NV200 (2018-)	6,6	40	20	11	6		
Nissan e-NV200 (2018)	6,6	40	20	11	6		
Nissan LEAF (2018)	6,6	40	20	11	6		
Nissan Leaf 2011-12	3,3	24	12	8	8		
Nissan Leaf 2013-16 (3.3 onboard charger)	3,3	24	12	8	8		
Nissan Leaf 2017 (3.3kW onboard charger)	3,3	30	15	10	9		
Nissan Leaf 2017 (6.6kW onboard charger)	6,6	30	15	9	5		
Nissan Leaf 2018	6,6	40	20	11	6		
Nissan LEAF 24kWh (2011)	3.3 (6.6 option)	24	14	8	4		
Nissan LEAF 3.ZERO e+ (2019)	6,6	62	31	17	10		
Nissan LEAF 30kWh (2015)	6,6	30	16	9	5		
Nissan Leaf S 2013-15	6,6	24	12	7	4		
Nissan Leaf S 2016	6,6	30	15	9	5		
Nissan Leaf S 2016 (6.6kW onboard charger)	6,6	24	12	7	4		
Peugeot 3008 SUV (2020)	3,6		7	4	4		
Peugeot 508 (2020)	3,6		5	3	3		
Peugeot e-2008 (2020)	11		25	14	7	5	5
Peugeot e-208 (2020)	11		25	14	7	5	5
Peugeot iOn (2016)	3,6		9	5	5		
Peugeot Partner Electric (2017)	3,6		11	6	6		
Polestar 2 (2020)	11		38	21	11	7	7

	Max rate (kW)	Battery capacity (kWh)	Car charger (h)	16A 1-phase (h)	32A 1-phase (h)	11kW 3-phase (h)	22KW 3-phase (h)
Porsche 918 Spyder	3,6	6,8	4	2	2		
Porsche Cayenne E-Hybrid (2018)	3,6		7	4	4		
Porsche Cayenne S E-Hybrid	3,6	10,8	5	3	3		
Porsche Cayenne S E-Hybrid (upgraded charger)	7,2	10,8	5	3	2		
Porsche Panamera 4 E-Hybrid	3,6	14,1	7	4	4		
Porsche Panamera 4 E-Hybrid (2016)	3,6		7	4	4		
Porsche Panamera 4 E-Hybrid (upgraded charger)	7,2	14,1	7	4	2		
Porsche Panamera S E-Hybrid	3,6	9,4	5	3	3		
Porsche Panamera S E-Hybrid (upgraded charger)	7,2	9,4	5	3	1		
Porsche Taycan (2020)	11		40	22	12	7	7
Range Rover P400e	7	13,1	7	4	2		
Range Rover PHEV (2018)	7,2		7	4	2		
Range Rover Sport PHEV (2018)	7,2		7	4	2		
Renault Kangoo Z.E. 33 (2017)	7,2		16	9	5		
Renault Zoe Q90 ZE40 (2018)	22		20	11	6	4	2
Renault Zoe R110 ZE40 (2018)	22		20	11	6	4	2
Renault Zoe R110 ZE50 (2020)	22		25	14	8	4	3
SEAT Mii Electric (2020)	7,2		18	10	6		
ŠKODA CITIGOe iV (2020)	7,2		18	10	6		
ŠKODA Superb iV (2020)	3,6		7	4	4		
Smart Car	3,3	17,6	9	6	6		
smart EQ forfour (2018)	7		9	5	3		
smart EQ fortwo (2018)	7		9	5	3		
Smart Fortwo ED 2017	7,2	17,6	9	5	3		
Subaru Crosstrek PHEV	3,3	8,8	5	3	3		

	Max rate (kW)	Battery capacity (kWh)	Car charger (h)	16A 1-phase (h)	32A 1-phase (h)	11kW 3-phase (h)	22KW 3-phase (h)
Tesla Model 3 (2019)	11,5		40	21	11	7	7
Tesla Model 3 Long Range	11,5	70	35	20	9	7	7
Tesla Model 3 Standard	11,5	50	25	14	7	7	7
Tesla Model S (2019)	17,2		49	27	15	8	6
Tesla Model S 100 & P100D	17,2	100	50	29	13	8	6
Tesla Model S 60 Dual (USA)	19,2	60	30	17	8		
Tesla Model S 60 Single (USA)	9,6	60	30	17	8		
Tesla Model S 70 Dual (USA)	19,2	70	35	20	9		
Tesla Model S 70 Single (USA)	9,6	70	35	20	9		
Tesla Model S 75 & 75D	11,5	75	38	21	10	8	6
Tesla Model S 85 Dual (USA)	19,2	85	42	24	11		
Tesla Model S 85 Single (USA)	9,6	85	42	24	11		
Tesla Model S 90 Dual (USA)	19,2	90	45	26	12		
Tesla Model S 90 Single (USA)	9,6	90	45	26	12		
Tesla Model X (2019)	17,2		49	27	15	8	6
Tesla Model X 100 & P100D	17,2	100	50	29	13	8	6
Tesla Model X 60 Dual (USA)	17,2	60	30	17	8		
Tesla Model X 60 Single (USA)	11,5	60	30	17	8		
Tesla Model X 75 Dual (USA)	17,2	75	38	21	10		
Tesla Model X 75 Single (USA)	11,5	75	38	21	10		
Tesla Model X 90 Dual (USA)	17,2	90	45	26	12		
Tesla Model X 90 Single (USA)	11,5	90	45	26	12		
Tesla Roadster	17,2	56	28	16	8	6	4
Toyota Prius EV	3,3	4,4	2	2	2		
Toyota Prius Plug-In Hybrid (2017)	3,6		5	3	3		
Toyota Prius Prime EV	3,3	8,8	5	3	3		
Toyota Rav4	9,6	41,8	21	12	6		
Vauxhall Corsa-e (2020)	11		25	14	7		

	Max rate (kW)	Battery capacity (kWh)	Car charger (h)	16A 1-phase (h)	32A 1-phase (h)	11kW 3-phase (h)	22KW 3-phase (h)
Vauxhall Grandland X (2020)	7,2		7	4	4		
VIA Motors Truck	17,3	23	12	7	3	6,5	3
VIA Motors Van	17,3	23	12	7	3	6,5	3
Volkswagen e-Golf (2017)	7,2		18	10	5		
Volkswagen e-Up (2016)	3,6		9	5	5		
Volkswagen e-up! (2020)	3,6		16	9	9		
Volkswagen Golf GTE (2017)	3,6		5	3	3		
Volkswagen ID.3 (2020)	7,2		22	12	7		
Volkswagen Passat Estate GTE (2015)	3,6		5	3	3		
Volkswagen Passat GTE (2015)	3,6		5	3	3		
Volvo S60 PHEV (2019)	3,6		5	3	3		
Volvo S90 PHEV (2018)	3,6		5	3	3		
Volvo S90 T8	3,6	10,4	5	3	3		
Volvo V60	3,3	11,2	6	4	4		
Volvo V60 PHEV (2016)	3,6		5	3	3		
Volvo V60 PHEV (2019)	3,6		5	3	3		
Volvo V90 PHEV (2018)	3,6		5	3	3		
Volvo XC40 PHEV (2020)	3,6		5	3	3		
Volvo XC40 Recharge (2020)	11		38	21	11	7	7
Volvo XC60 PHEV (2018)	3,6		5	3	3		
Volvo XC60 T8	3,6	10,4	5	3	3		
Volvo XC90 PHEV (2014)	3,6		5	3	3		
Volvo XC90 T8	3,3	9,2	5	3	3		
VW e-Golf (3.6kW onboard charger)	3,6	24	12	7	7		
VW e-Golf (7.2kW onboard charger)	7,2	24	12	7	4		
VW e-Golf 2017 (7.2kW onboard charger)	7,2	35,8	18	10	5		

8. Contact

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