



EVCA210

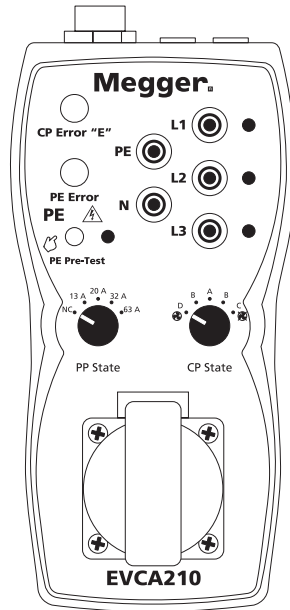
Electric vehicle charge-point adaptor

User guide

EN

EVCA210 Electric vehicle charge-point adaptor

1. Introduction



Thank you for purchasing the Megger EVCA210 (Electric Vehicle Charge-point Adaptor).

For your own safety and to get the maximum benefit from your instrument, please ensure that you read and understand the following safety warnings and instructions before using the instrument.

This user guide describes the operation and functions of the EVCA210 Electric Vehicle Charge-point Adaptor:

Megger Limited reserves the right to change the specification of these instruments at any time without notice.

2. Safety Warnings

EVCA210 Electric Vehicle Charge-point Adaptor

Safety Warnings and Precautions must be read and understood before the instrument is used. They must be observed during use.

THE INSTRUMENT MUST BE USED ONLY BY SUITABLY TRAINED AND COMPETENT PERSONS.

National Health and Safety Legislation requires users of this equipment and/or their employers to carry out valid risk assessments of all electrical work so as to identify potential sources of electrical danger and risk of electrical injury, such as inadvertent short circuits, so that safe working procedures can be followed.

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This instrument is internally protected against electrical damage when used for the purposes of testing electric vehicle charging points as defined herein. If used in a manner other than those defined in this user guide the protection capabilities could be impaired with potential risk to the operator and the instrument.

Circuit connections and exposed-conductive-parts and other metalwork of an installation or equipment under test must not be touched during testing.

The live phase indicators are an additional safety feature which may fail; therefore safe working practices must be observed

Check that all test leads and plugs are in good order, clean and with no broken or cracked insulation before use.

The instrument, leads and plugs should not be used if any part is damaged.

All test leads supplied with the instrument form part of the measuring circuit of the instrument. They must not be modified or changed in any way, or be used with any other electrical instrument or appliance

Replacement fuses must be of the correct type and rating. Failure to fit the correctly rated fuse may result in a safety hazard and may cause damage to the instrument in the event of an overload.

If no voltage is present between the L & N of the terminals or between the L & N of the front mains plug socket when the EVCA210 is connected to the charging point, using the appropriate charging plug and the charging point is in charging mode, this may be because the EVCA210 internal fuse has blown.

In the event of no neutral (N) connection, the phase indicator LED's will not light but phases may still be live.

The PE Pre-Test must be carried out prior to any other testing. If this test fails, further testing must cease, and faults must be investigated and rectified before continuing as there may be a potentially high voltage present within the charging point and on the output terminals and therefore a high risk of electric shock to the operator and other persons nearby.

CATIV Measurement category IV: Equipment connected between the origin of the low-voltage mains supply outside the building and the consumer unit.

CATIII Measurement category III: Equipment connected between the consumer unit and the electrical outlets.

CATII Measurement category II: Equipment connected between the electrical outlets and the user's equipment.

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Symbols used on the instrument



Caution: risk of electric shock



Caution: risk of danger – consult the user instructions



Equipment protected throughout by Double Insulation (Class II)



Equipment complies with relevant EU Directives



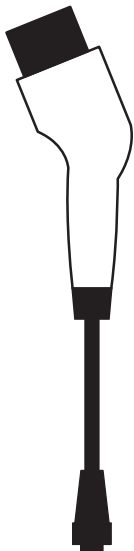
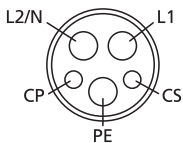
Do not dispose of in the normal waste stream



Earth (ground)

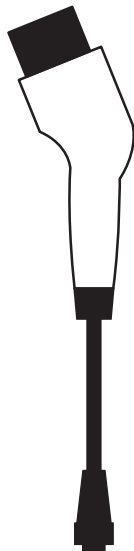
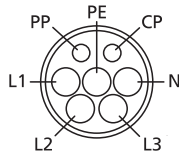
General Description

Type 1 Plug



EV Type 1 -Charging Plug
(EVCA210-UK only)

Type 2 Plug



EV Type 2
Charging Plug

Case contents

- 1 x EVCA210 Electric Vehicle Charge-point Adaptor
- 1 x 32A Type 2 EV charging plug
- 1 x 32A Type 1 EV charging plug (EVCA210-UK Only)
- Zip-up carry case
- Quick start guide

The Electric Vehicle Charge-point Adaptor, EVCA210, is a compact and portable unit, designed to allow the electrical contractor to test the function and safety of AC Mode 3 Electric Vehicle charge points and has been specifically designed to allow testing of charging points in accordance with the IEC/EN 62851-1 and IEC/HD 60364-7-722 standards, in combination with suitable test instruments.

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Required electrical tests are as follows:

1. Visual Inspection
2. Continuity of protective conductors and bonding
3. Insulation resistances
4. Earth loop impedance
5. RCD operation
6. Phase sequence (on 3-phase systems)

Required function tests to include:

1. Error handling (Earth fault)
2. Communication
3. Vehicle state
4. Mechanical locking of plug
5. Other tests as appropriate

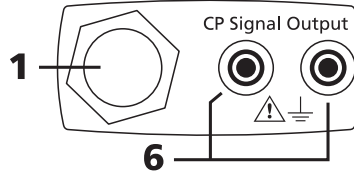
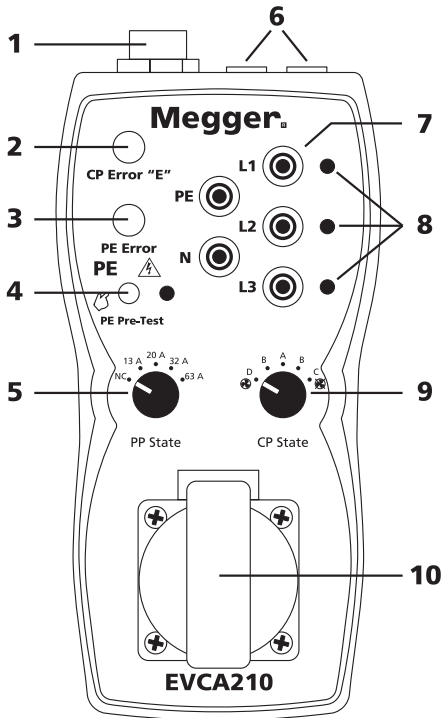
All leads supplied with the EVCA210 form part of the measuring circuit of the adaptor and must not be modified or changed in any way.

The EVCA210 has the following operational features:

- PE Pre-Test to test for the presence of dangerous voltages at the PE terminal, prior to undertaking any testing, via a touch button electrode with LED lamp indication.
- Live phase-neutral indication of all three phases via LED lamps.
- Rotary switch providing PP State (Proximity Pilot) for EV vehicle presence and current state simulation - NC, 13 A, 20 A, 32 A & 63 A.
- Rotary switch providing CP State (Control Pilot) for simulation of EV status - A, B, C & D (C & D both vented & un-vented).
- Push button for CP (Control Pilot) Error "E" simulation (CP signal short-circuited to PE)
- Push button for PE Error (Earth Fault) simulation.
- Five 4 mm ports for connection of suitable test instrument leads (PE, N, L1, L2 & L3)
- 13A socket for simple test instrument lead connection.
- CP (Control Pilot) signal test sockets. Two 4 mm ports for connection to an oscilloscope.
- Both Type 1 and Type 2 charging plugs

EVCA210 Electric vehicle charge-point adaptor

General operating instructions



1. EV test cable connector
2. CP Error "E" button
3. PE Error (Earth fault) button
4. PE Pre-Test touch pad and PE Pre-Test warning LED
5. PP State rotary selector switch
6. CP Signal output terminals (4 mm)
7. Measuring terminals PE, N, L1, L2, L3 (4 mm)
8. Phase indicator LEDs for L1, L2, L3 terminals
9. CP State rotary selector switch
10. Mains plug socket* (Test purposes only / Maximum 10 A)

*EVCA210-UK Front mains socket = UK 13A socket

*EVCA210 Front mains socket = Schuko socket (CEE 7/3)

The EVCA210 is designed to test the function and safety of charging points mode 3 for AC charging. This adaptor allows you to conduct tests using appropriate test instruments such as appropriate Megger MFT Multifunction testers. With this adaptor, charging points can be tested in accordance with IEC/EN 62851-1 and IEC/HD 60364-7-722.

Before carrying out testing with this adaptor, the operator should be familiar with all relevant standards associated with the tests being undertaken.

The Megger EVCA210 test adaptor is designed to simulate the connection of an electrical vehicle to the charging point under test.

Connection of the EVCA210 adaptor to a charging point triggers the charging process in the charging point with the Control Pilot (CP) switch on the adaptor selecting the appropriate charging mode.

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The following charging capabilities can be simulated: N/C (No Connection), 13 A, 20 A, 32 A and 63 A, as well as all the possible electrical vehicle modes A, B, C (un-vented) & D (vented), via the selection switches.

Also provided are 4 mm connection ports L1, L2, L3, N, PE and CP signal terminals to which appropriate measuring equipment can be connected for further testing. Charging points should be tested as part of the initial installation and checked periodically.

The Megger EVCA210 has available two connection cables with the following plug options:

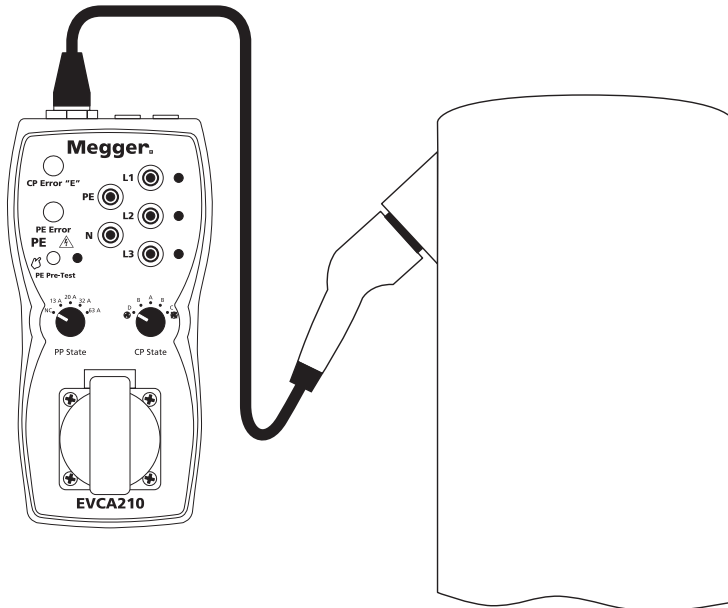
Type 2 connector plug - for charging points with panel mounted socket outlet or fixed cable with Type 2 vehicle socket connector

Type 1 connector plug* - for charging points with fixed cable and Type 1 vehicle socket connector (Example Mitsubishi PHEV).

*Note: Only the EVCA210-UK is supplied with the Type 1 charging plug as standard

Connecting the EVCA210 test adaptor to the charging Point:

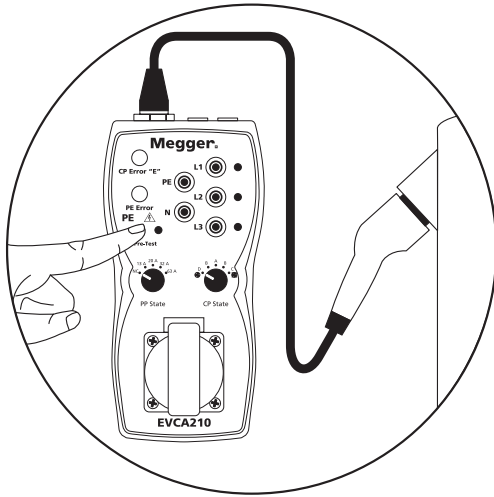
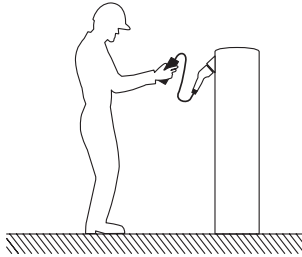
1. Connect corresponding test cable Type 1 or Type 2 to the test adaptor EVCA210
2. Connect EVCA210 to the charging point to be tested using chosen charging plug cable.



EVCA210 adaptor connection to the charging point.

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Testing a Charging Point



The PE Pre-Test is an integral safety feature of the EVCA210 adaptor. It allows the operator to test the PE conductor for possible presence of a dangerous voltage, prior to testing the charge point.

Under normal conditions, the PE conductor is connected to earth and therefore no hazardous voltage should be present. Should a fault condition occur e.g. if the PE conductor is connected to a phase or any insulation within the EVCA210 or associated plugs and cables has been damaged, then a hazardous situation may arise.

With the EVCA210 adaptor connected to the charging point, touch the PE Pre-test button with a bare finger. If the LED indicator illuminates, then there is a dangerous voltage present on the PE conductor. Stop testing immediately and investigate the circuit and rectify before continuing. Do not touch any metal parts while performing this test.

Possible faults are:

Voltage present on PE (e.g. connected to phase)

PE Missing or disconnected

If the operator is isolated from ground through rubber matting or wearing gloves etc. the touch-test result will be unreliable and an alternative method should be employed to confirm the PE connection.

Electrical Testing

The EVCA210 gives the operator the ability to connect their electrical test equipment to the charging point under test, in a controlled and safe manner, and to undertake the electrical safety testing of the charge point and its associated circuits. With the correct cable connected and the EVCA210 CP and PP settings correctly set (see below for details), the operator can connect either single or multifunction test equipment to the adaptor to undertake the following live tests:

- Earth loop impedance
- RCD operation
- Phase sequence
- Proximity Pilot - PP State

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With the EVCA210 adaptor connected to the charging point, use the PP State rotary switch to simulate any of the listed current capabilities of a charging cable. Different resistances between the PP and PE conductors define the current value, as listed in the following table:

Selection of cable current capability	Resistance between PP and PE
NC (No Cable)	Open - Infinity
13 A	1.5 k Ω
20 A	680 Ω
32 A	220 Ω
63 A	100 Ω

Note: The EVCA210 does load the circuit and will not draw significant current for this measurement.

Control Pilot - CP State

With the EVCA210 adaptor connected to the charging point, use the CP State rotary switch to select different simulated vehicle states. Different resistances between the CP and PE conductors define the

Selection of Vehicle State	Vehicle State	Resistance between CP and PE	Voltage at CP terminal
A	Electric vehicle not connected	Open - Infinity	± 12 V 1 kHz
B	Electric vehicle connected, not ready to charge	2.74 k Ω	+9 V / -12 V 1 kHz
C	Electric vehicle connected – ready to charge (ventilation not required)	882 Ω	+6 V / -12 V 1 kHz
D	Electric vehicle connected – ready to charge, (ventilation required)	246 Ω	+3 V / -12 V 1 kHz

different vehicle states, as per the table below:

4mm CP Signal output ports are located on the top of the EVCA210.

These terminals are connected to the CP and PE conductors of the charging point. The green 4mm terminal is connected to PE.

The Control Pilot function uses Pulse Width Modulation (PWM) to simulate communication between a vehicle and charging point. The duty cycle of the PWM signal defines the possible available charging current.

For details of the communication protocol please refer to IEC 61851-1 and any documentation provided by the manufacturer of the charging point under test.

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CP Error "E"

With the CP state set to either C or D (EV connected and ready to charge) and the PP state set to any setting except NC, by pressing the CP Error "E" button, a CP error is safely simulated. The pending charging process should stop immediately and new charging processes prevented.

PE Error - Earth Fault simulation:

With the CP state set to either C or D (EV connected and ready to charge) and the PP state set to any setting except NC, by pressing the PE Error button, a disconnection of the PE conductor is simulated. The pending charging process should stop immediately and new charging processes are prevented.

Phase indicators:

There are three LED lamps (L1, L2 & L3), one for each phase. When the EVCA210 adaptor is connected to the charging point using one of the two available charging plugs, the LED indicators will illuminate when phase voltages are detected with respect to neutral.

Notes:

In the case of no neutral (N) conductor the LED indicators will not indicate voltage on the L1, L2 or L3 conductors.

LED indicators cannot be used for phase sequence testing or indication.

If the charging point has a single-phase output, only one LED (L1) will illuminate.

Plug socket:

The mains plug socket on the EVCA210 is intended for measuring purposes only. It is connected to the L1, N and PE terminals of the charge point, so appropriate test instruments may be connected to the mains plug socket for testing. In addition, this socket gives the ability to check any electric power meter monitoring the charge point is working and/or counting correctly (load test). Therefore, an external load may be connected, but for measuring purposes only. The maximum current is limited to 10 A. The EVCA210 is protected against overload with a 10 A fuse.

With the EVCA connected to the charging point using one of the two available charging plugs:

- Line – Provides connection to L1 phase of charging point output plug/socket only
- Neutral – Provides connection to Neutral pin charging point output plug/socket
- Earth – Provides connection to Earth pin of charging point output plug/socket

The type of mains socket depends on the version of the EVCA210 Adaptor purchased:

- EVCA210-UK Front mains socket = UK 13A socket
- EVCA210 Front mains socket = Schuko socket (CEE 7/3)

4 mm Measuring Terminals L1, L2, L3, N and PE

These are directly connected to the L1, L2, L3, N and PE conductors of the tested charging point via the connection cable. These ports are to be used ONLY for measuring purposes using an appropriate test instrument. No load should be connected across any of the terminals.

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With the EVCA connected to the charging point using one of the two available charging plugs:

- L1 – Provides connection to L1 phase of the charging point output plug/socket
- L2 – Provides connection to L2 phase of the charging point output plug/socket
- L3 – Provides connection to L3 phase of the charging point output plug/socket
- N – Provides connection to Neutral of the charging point output plug/socket
- E – Provides connection to Protective Earth of the charging point output plug/socket

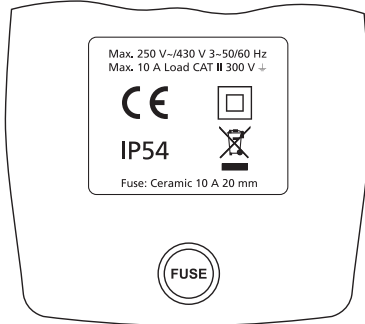
Load Test

The front mounted mains plug socket can be used to provide a load to check any energy measuring equipment monitoring the electric vehicle charging point under test is working/counting correctly. With the CP state set to either C or D (EV connected and ready to charge) and the PP state set to any setting except NC, an external load may be connected to the mains plug socket, with a maximum current of 10A, for short durations. The EVCA210 is protected against overload by a 10 A fuse.

Maintenance:

Should the EVCA210 adaptor be used as detailed in this user manual, no special maintenance is required. However, if functional errors occur during normal operation, contact your local Megger Repair Centre for assistance.

Fuse Replacement:



If no voltage is present between the L & N of the 4mm terminals or between the L & N of the front mains plug socket when the EVCA210 is connected to the charging point using the appropriate charging plug and the charging point is in charging mode, this may be because the EVCA210 internal fuse has blown.

Prior to replacement of the defective fuse, the EVCA210 adaptor must be disconnected from all measuring circuits and the connection cable must be disconnected from the charging point.

Use only fuses specified and rated as follows: Ceramic 10 A/250 V (5 mm x 20 mm).

Use of uncertified fuses is prohibited.

If a fuse has blown (due to overload, fault or misconnection) follow the steps below for replacement:

1. Unscrew the fuse holder cap using an appropriate screwdriver.
2. Remove the fuse and replace it with a new one.
3. Replace the fuse holder cap.

If new fuses continue to blow, this may indicate a fault within the EVCA210 adapter; contact your local Megger Repair Centre for service.

Specification

EVCA210 Electric vehicle charge-point adaptor

Input voltage	Up to 253 V (single phase system) / up to 440 V (three phase system),
Input Frequency	50/60 Hz,
Type 1 Charging Plug	Type 1 AC charging mode 3, suitable to IEC 62196-2 type 1 or SAE J1772 with vehicle connector (Type 1, 5P single-phase)
Type 2 Charging Plug	Type 2 AC charging mode 3, suitable to IEC 62196-2 type 2 socket outlet or fixed cable with vehicle connector (Type 2, 7P three-phase)
PE Pre-Test	Yes - Button
PP Simulation	NC, 13 A, 20 A, 32 A, 63 A
CP States	A, B, C, D
CP Error "E"	Yes
PE Error (Earth fault)	Yes
Measuring Ports L1, L2, L3, N and PE	Max. 253/440 V AC, CAT II 300 V, max. 10 A
Mains socket	Max. 253 V AC, CAT II 300 V, max. 10 A,
Note:	Do not load mains socket simultaneously with measuring ports!
CP Signal output Ports	Approx. +/-12 V, CAT 0 (under normal condition)
In case of wrong wiring or error of the charging station these terminals	
Measurement category	CAT II 300 V
Altitude above sea level.	2000 m max.
Dimensions (W × H × L)	109 mm x 227 mm x 63 mm (without connection cable and test cable)
Weight	Approx: 780 g
IP-rating	IP54
CE directive	Low Voltage Directive LVD 2014/35/EU
Safety	IEC/EN 61010-1:2010 IEC/EN 61010-2-030:2010
Working temperature range	0 °C to +40 °C
Storage temperature range	-10 °C to +50 °C
Working humidity range	10 % to 85% relative humidity w/o condensation
Fuse Rating	Ceramic 10 A/250 V (5 mm x 20 mm)

Product manufactured in China

Maintenance

Do not open the adapter case. It contains no user-serviceable parts. Repair or servicing should be performed only by qualified personnel.

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Cleaning

Should the EVCA210 or charging plugs require cleaning they can be wiped down using a damp cloth and mild detergent.

Never clean the adaptor or plugs when connected to any measurement circuit.

Never clean the adaptor or plugs when connected to any test equipment.

Never use a solvent based cleaner.

Never use the adaptor or plugs until they have dried completely.

WEEE Directive

The crossed out wheeled bin symbol on the instrument is a reminder not to dispose of the product with general waste at the end of life.

Megger is registered in the UK as a Producer of Electrical and Electronic equipment. The registration No is; WEE/DJ2235XR.

Users of Megger products in the UK may dispose of them at the end of their useful life by contacting B2B Compliance at www.b2bcompliance.org.uk or by telephone on 01691 676124.

Users of Megger products in other regions should contact their local Megger office or distributor.

Warranty (3 years)

This product is warranted to the original purchaser against defects in material and workmanship for three years from the date of purchase. During this warranty, the manufacturer will either replace or repair the defective unit, subject to verification of the defect or malfunction.

This warranty does not cover fuses, disposable batteries, or damage from abuse, neglect, accident, unauthorised repair, alteration, contamination, or abnormal conditions of operation or handling.

Any implied warranties arising out of the sale of this product, including but not limited to implied warranties of merchantability and fitness for a particular purpose, are limited to the above. The manufacturer shall not be liable for loss of use of the instrument or other incidental or consequential damages, expenses, or economic loss, or for any claim or claims for such damage, expense or economic loss. Some states or countries laws vary, so the above limitations or exclusions may not apply to you.

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