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

40 km

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

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.

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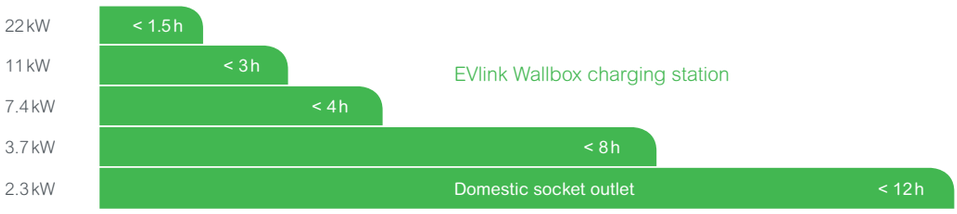
Why use a charging station in Mode 3 instead of a regular domestic socket outlet in Mode 2?

- 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.

Average time to fully charge a 24 kWh car battery



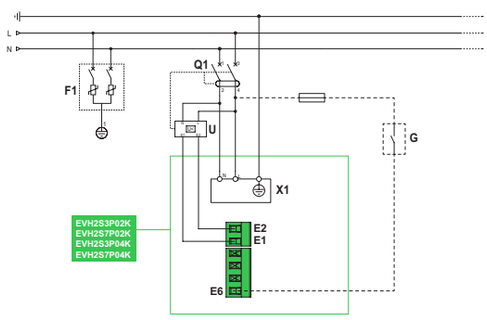
Mode 2: 2.3 kW

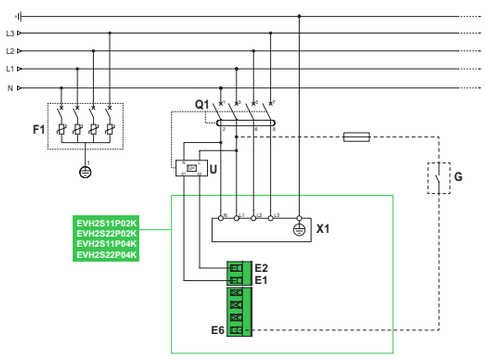
Mode 3: 3.7 kW to 22 kW

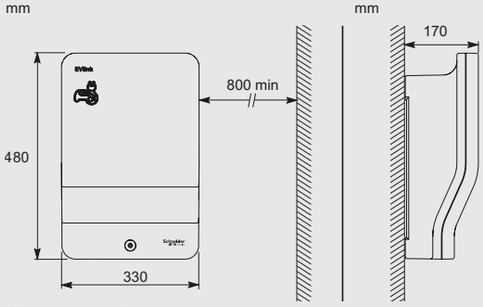
Connection diagrams

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







5.6 kg 7.5 kg (with attached cable)

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

Related products

Charging cable
(length: 5 m)

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

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**	20 A Curve B or C (1)	40 A Curve C	20 A Curve C or D (1)(2)	20 A Curve C
		References tbd by Front offices			
	Residual current	30 mA type Asi (3)	30 mA type Asi (3)	30 mA type B	30 mA 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 deffered start	**Acti 9 iCT**	A9C23715	A9C23715	A9C23715	A9C23715
Load-shedding	**DSE'clic**	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.

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