

# Accelev 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 micro USB port.

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 home EVSE stations of our time.

## 2. Safety recommendations



The EV Accelev charger is designed for indoor installation (except special version) and must be protected from direct sunlight.



Strictly protect against contact with water.



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.



Protect from dust and dirt. Clean with suitable wipes.



When used as a portable EV charger, the charging station should be placed horizontally and properly prepared before turning it on [see 3. Installation].



The charger must be mounted with a bottom bracket to prevent the unit from slipping out of the mounting rail.



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

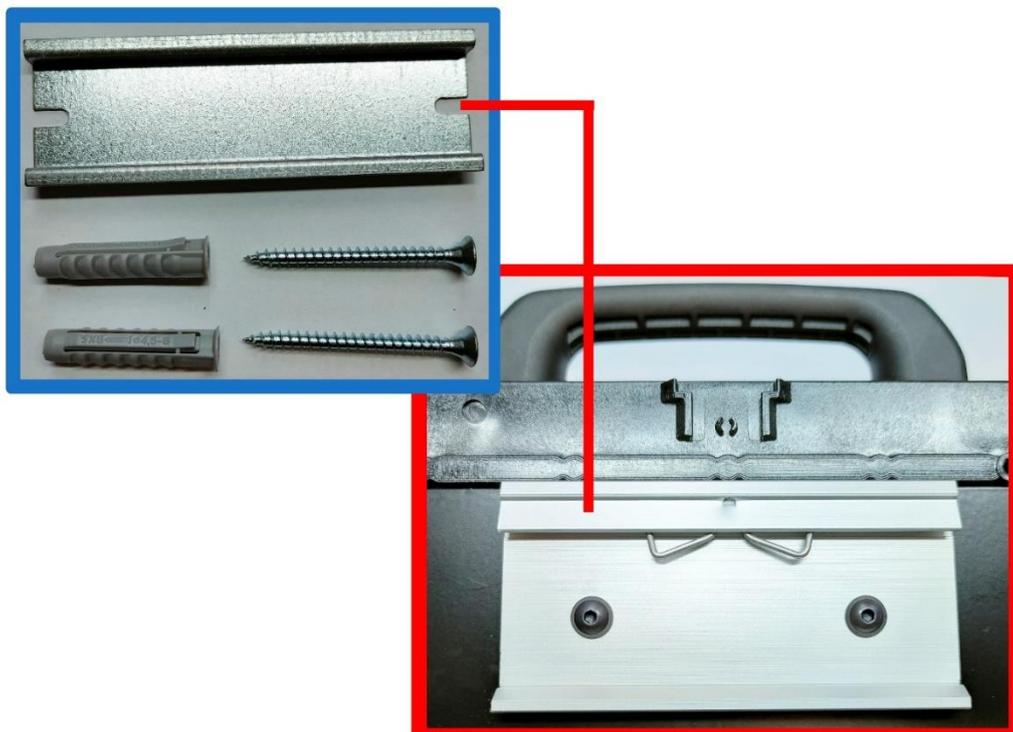


Absolutely do not open the Accelev charger case or modify it!

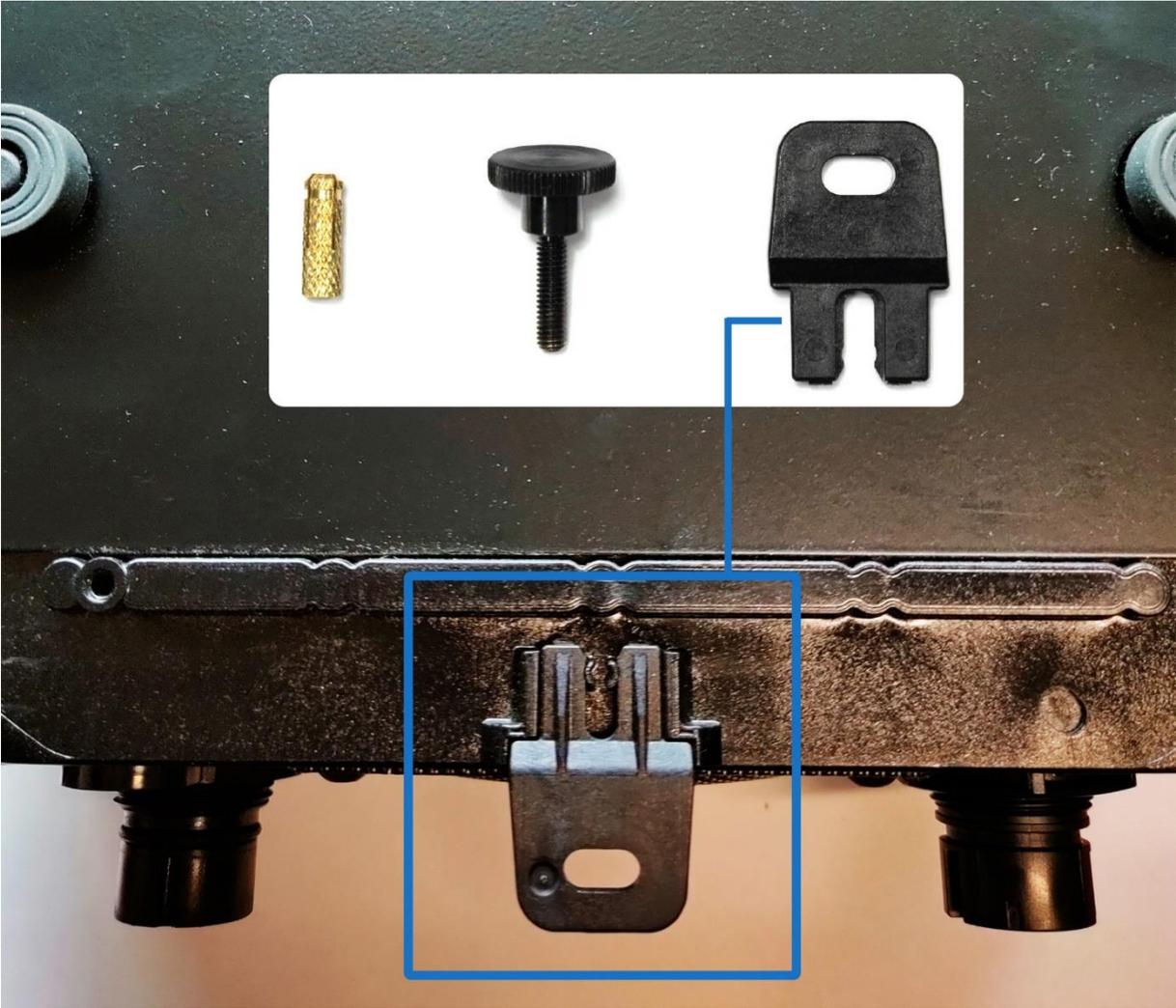
### 3. Installation

The EV Accelev charger can be used horizontally, but wall mounting is preferred due to better cooling of the unit. Remember not to cover the cooling inlet and outlet. Each EV Accelev charger comes with a charging cable and power cable, as well as the appropriate mounts for its installation. The charging station should be mounted on the wall of your choice, at least one meter above the ground, in a location where it is not exposed to direct sunlight, water or excessive heat / cold - the unit has a protection rating of IP42 [2-phase charger] and IP54 [1- and 3-phase charger]. When planning the installation of the charger, consider access to the power supply as well as to the vehicle to be charged.

1] To mount the unit, install the mounting rail on the wall using 2 mm x 6 mm x 50 mm screws or screws of similar length. Note that the weight of the Accelev EV charging station can be up to about 15 kg - so make sure the rail is installed correctly before embedding the charger.



2] There is a safety bracket at the bottom of the case, that prevents the unit from slipping off the mounting rail during daily use of the charger. The bracket is necessary to mount to avoid serious injury from a possible fall of the charger. The gold anchor should be installed in the pre-drilled hole [fi = 6] using the appropriate adhesive depending on the surface. Then the safety bracket should be inserted into the bottom of the charger case. Once the device is mounted on the wall, the charger can be stabilized with a screw.



3] The socket with the green marking is the input for the charging cable that you plug into your car. The socket with the red marking is the input for the power cable. The charging cable and the power cable are also color-coded - it is not possible to connect the plugs to the sockets incorrectly because they are different.



4] To unlock the cables, first turn off the power. Use a flathead screwdriver to unlock the latch [see figure]. Pull on the plug, leaving the latch unlocked. To reconnect the cable, a screwdriver is not necessary. Do not rotate the plugs while connecting the cable.

**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

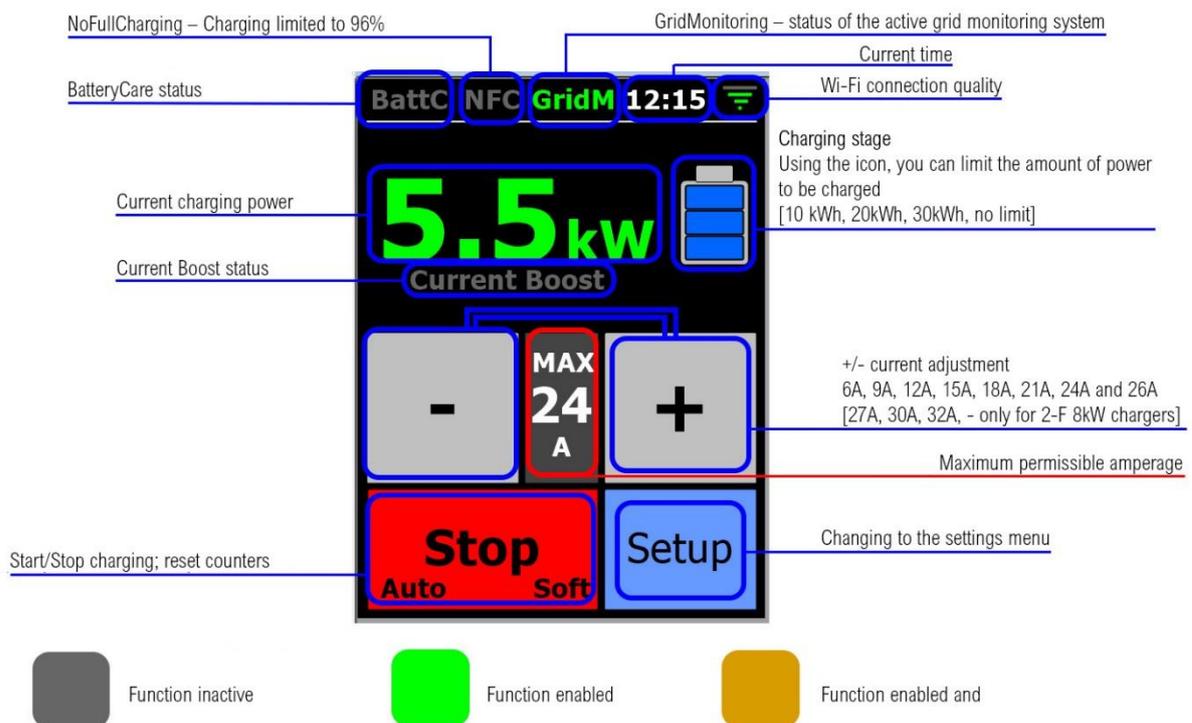
Operation of the charger is intuitive and is done by interacting with the interface, which is a 2.8" TFT color touch screen - the interface is active when the charger is connected to the power supply. Below is a diagram of the various menus with available functions.

### 4.1. Control Panel

A] Startup screens 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

SOP: ---

5.5kW

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

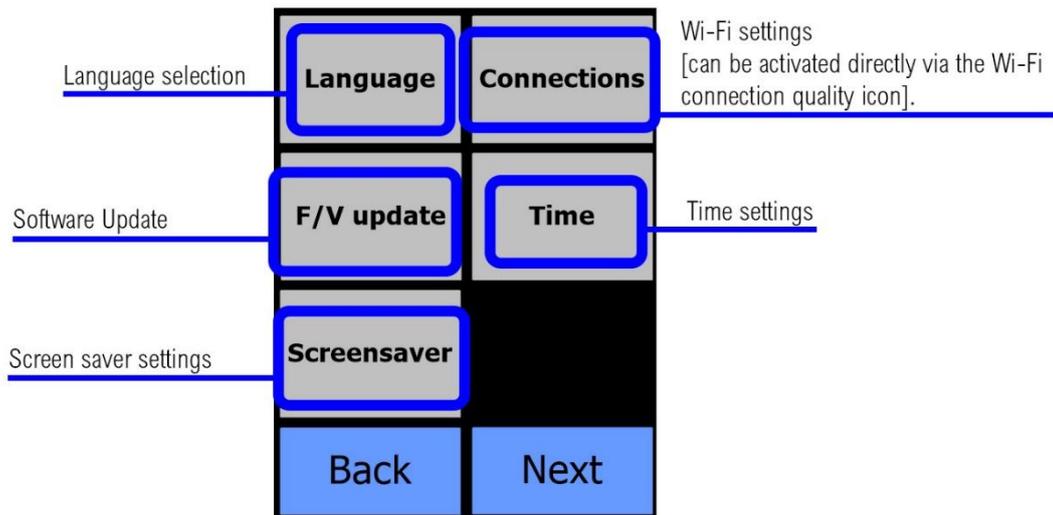
Manual Sensitive

- +

Auto Start Soft Start

Back Next

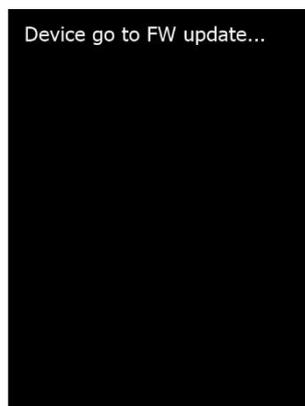
F] Function menu 3



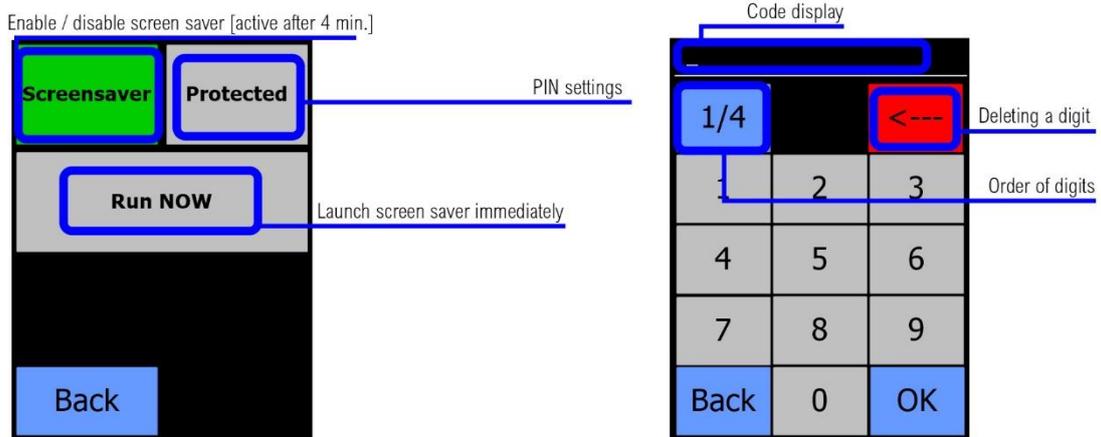
G] Language version selection menu - confirm choice with "OK" button



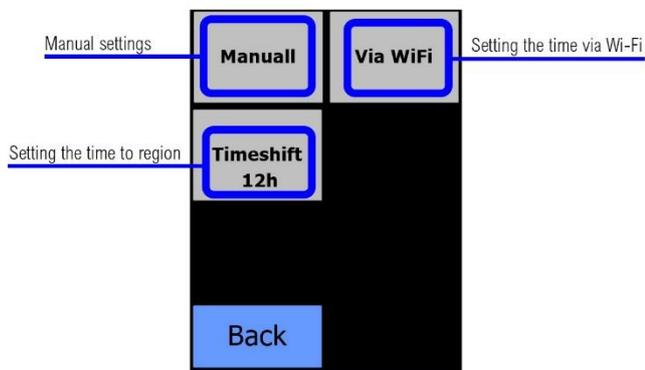
H] Software update screen - appears when you select update option [F/V update].



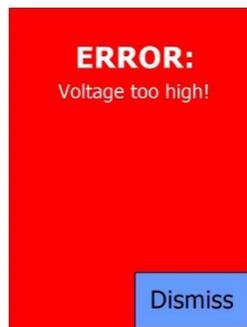
### I] Screen saver and PIN settings menu



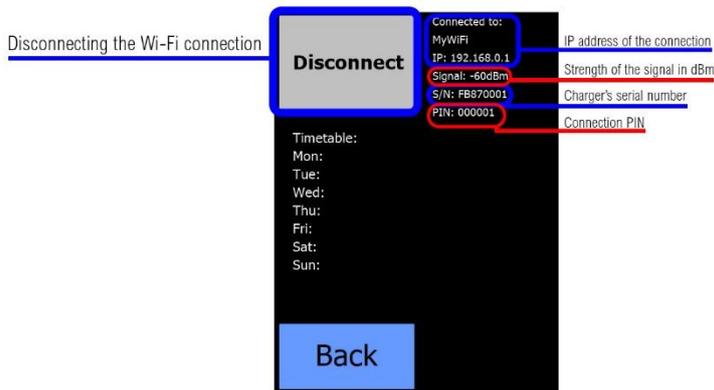
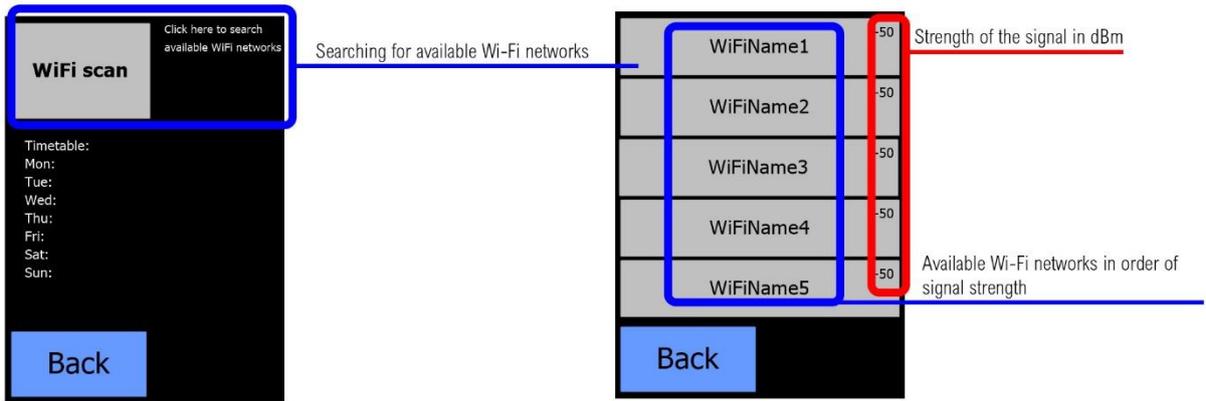
### J] Time Setup Menu



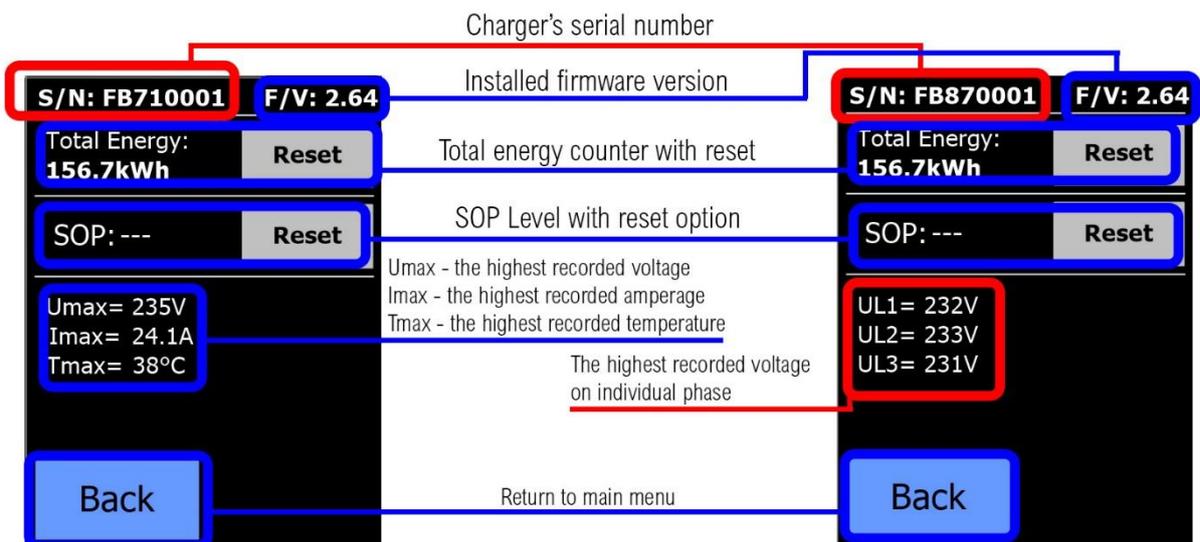
### K] Error screen - see 5.1. Error codes



## L] Wi-Fi settings menu



## M] Final menu

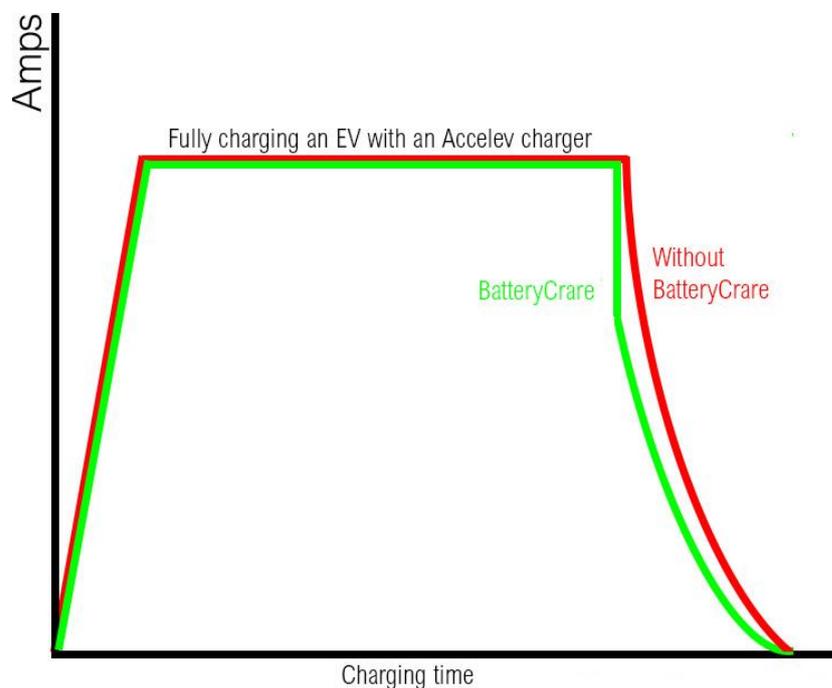


## 4.2. Functions

One of the most important differences between Accelev 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 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 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 Acelev 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]. 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.

If the Accelev responds to the load and reduces the charging rate, but the current reduction is not sufficient for a given fuse system, the "More Sens" function must be activated. When it is activated, the instantaneous current reduction is doubled.

#### **4.2.5. Current Boost**

The function is based on voltage boost: if the charging speed of the battery is limited by the low current on the on-board charger, Current Boost will gradually increase the charging current until the maximum level set via the interface is reached.

#### **4.2.6. Other features: update, PIN protection, Wi-Fi**

##### **1] Update**

To update the EV charger software, disconnect the Accelev from the power source. Then connect the micro USB cable between the Accelev and your Windows computer. The Micro USB port (covered by a plastic cover) is located on the right side of the Accelev. 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 and reconnect Accelev to power. The update program and new software versions are available on our website [EVTUN.COM](http://EVTUN.COM).

##### **2] PIN protection**

A 4-digit PIN code option can be used to protect the EV charger from unauthorized access. Once activated, Accelev will request the code to unlock the interface.

### 3] Wi-Fi

You can register your Accelev EV charger at [evtun.com](http://evtun.com), which results in the creation of an individual account. 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.

## 5. Charger types

We currently offer three basic models of chargers with individual variants differing especially in performance. When deciding which model to choose, you should first of all take into account the type of car / cars you want to charge and what kind of electrical installation you have. For the latter, you can consult with us or a qualified electrician. In Chapter 7, List of Compatible Cars, we provide an inventory of electric and hybrid cars with a comparison of the efficiency of each Accelev charging station model.

All Accelev EV charger models and versions have access to all features offered.

### 1] EV 1-phase charger 16 A or 32 A

The EV Accelev 1-phase charger loads one selected phase from a three-phase outlet or can be plugged into a regular electrical outlet with a schuko plug.

1a] 16 A Basic version - charger with power and charging cable permanently mounted.

1b] 16 A Uni version - charger with changeable power and charging cables.

1c] 32 A hybrid version - a charger with a permanently mounted power cable and the ability to change the charging cable.

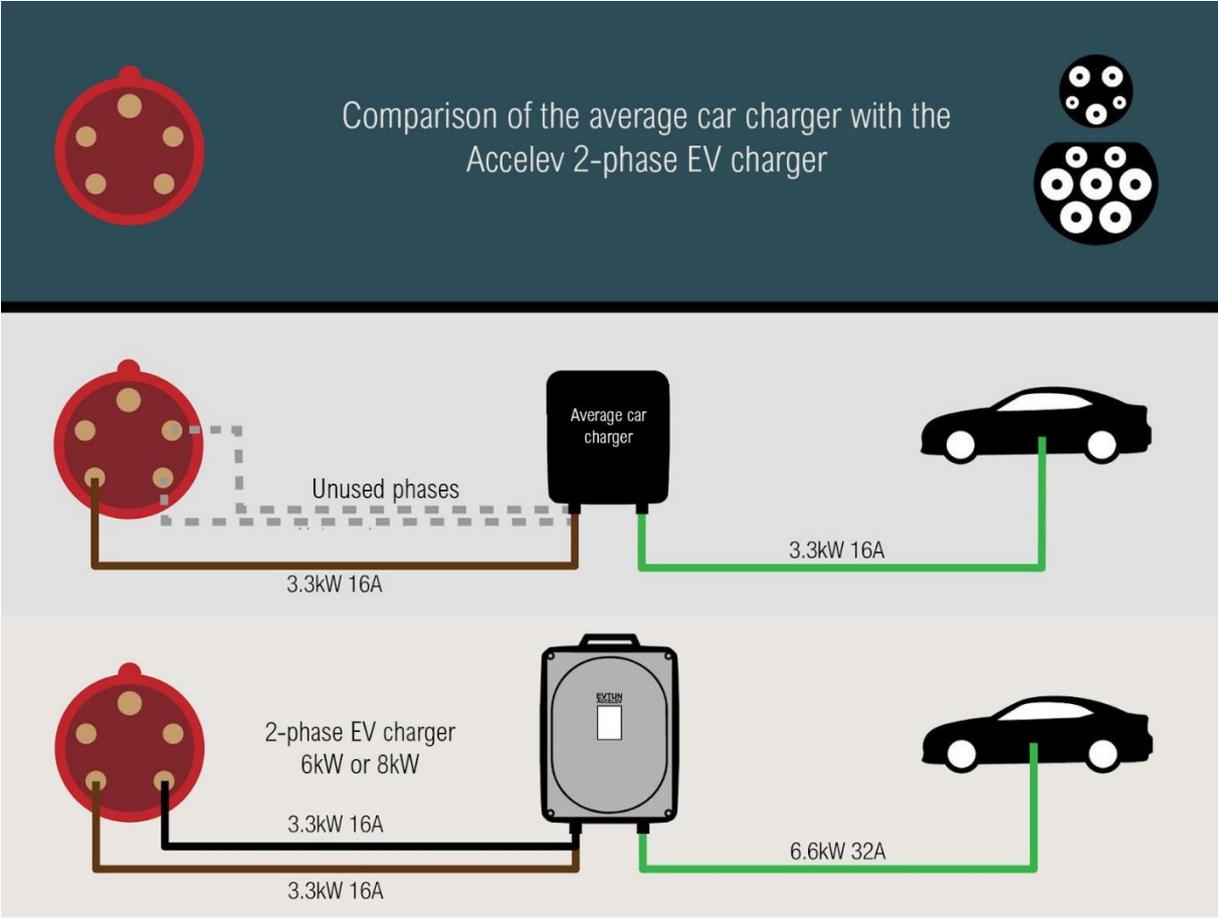
An outdoor EV charger with mounting post is also available.

### 2] EV 2-phase charger 6 kW or 8kW

The EV Accelev 2-phase charger loads two phases evenly and produces one "super-phase" from them - resulting in charging time 2x faster than the capabilities of the average car charger. This is because a typical 16 A charger connected to a 16 A x 3 phase domestic network [standard maximum power of 10 kW in Europe] completely drains only one phase. The charging speed is about 3.3 - 3.5 kW. With the Accelev EV charger, at a charging speed of 3.3 kW, each phase will be charged at half its capacity (i.e. about 7 A). This provides the fastest home charging for cars with a single-phase on-board charger [e.g. Nissan Leaf, Jaguar I-Pace, Opel Ampera or Hyundai Kona EV].

With Grid Monitoring, when the Accelev charger detects additional grid load, it automatically reduces the charging speed or stops charging until conditions are right for a full charge.

The Accelev charging station should be connected to a 16 A or 32 A 3-phase EU connector [red marking] variants are available: 16 A, 32 A, 4-pin, 5-pin. The spacing of the individual phases can be changed directly in the plug because the power cables have unique rotating pins. It is not necessary to have a 32 amp power supply in your home, but 32 amp plugs can be used. Consult an electrician for proper installation.



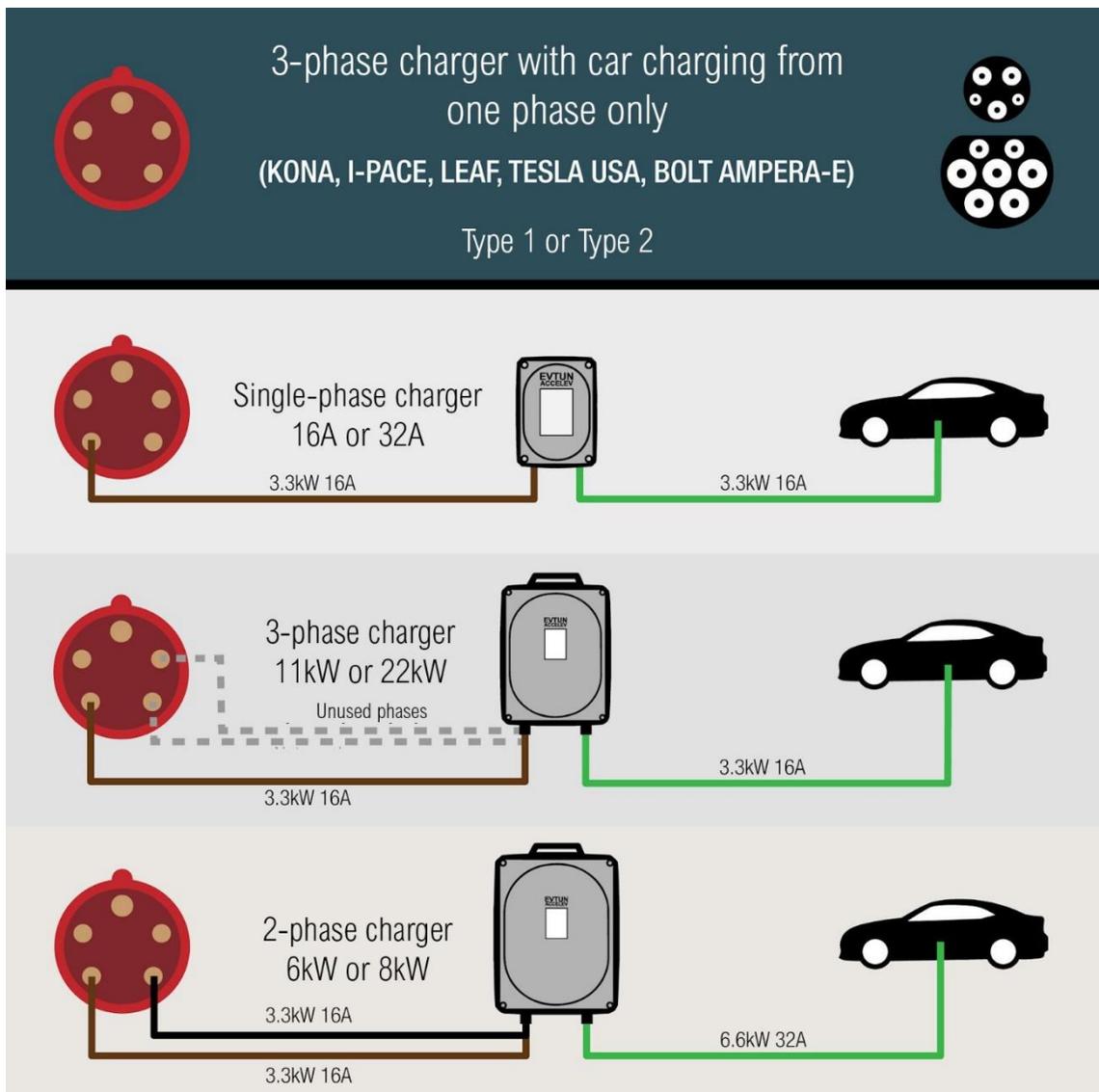
### 3] EV 3-phase charger 11 kW or 22 kW

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 Acclev 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

An outdoor EV charger with mounting post is also available.



## 5.1. Technical specifications of AcceleV EV Chargers

### EV 1-phase charger (16 A and 32 A)

Specifications	AcceleV single-phase 16A	AcceleV single-phase 32A
Dimensions (mm)	150 x 100 x 62	
Weight (netto, kg)	2	
Interface	2.8" TFT color touch screen	
Upgrade/expansion port	USB micro B (USB 2.0)	
Case	PC + GFS, steel	
Installation method	Mounting on a flat, vertical surface	
Place of installation	In an indoor area, out of direct sunlight, at least 1m above the ground	
Mobility	Yes, with applicable rules	
Power plug	Schuko 230 V	IEC 60309, 3P+N+E (Red plug, 5 pins). Interchangeable. Other options available.
Input voltage range	200 ~ 240 V (AC) per phase	
Output voltage range	210 ~ 250 V (AC) per phase	
Power rating	3,6 kW	7,2 kW
Maximum power rating	3,6 kW	7,2 kW
Maximum current rating	16 A	32 A
Charging plug	Type2 (IEC 62196) or Type1 (J1772). Interchangeable.	
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.	

## EV 2-phase charger (6 kW and 8 kW)

Specifications	Accelev 6kW	Accelev 8kW
Dimensions (mm)	330 x 240 x 130	380 x 270 x 130
Weight (netto, kg)	15	18
Interface	2.8" TFT color touch screen	
Upgrade/expansion port	USB micro B (USB 2.0)	
Case	PC + GFS, steel	
Installation method	<b>Mounting on a flat, vertical surface</b>	
Place of installation	In an indoor area, out of direct sunlight, at least 1m above the ground	
Mobility	Yes, with applicable rules	
Power plug	IEC 60309, 3P+N+E (Red plug, 5 pins). Interchangeable. Other options available.	
Input voltage range	200 ~ 240 V (AC) per phase	
Output voltage range	210 ~ 250 V (AC) per phase	
Power rating	6,0 kW	8,0 kW
Maximum power rating	6,25 kW	8,40 kW
Maximum current rating	24 A	32 A
Charging plug	Type2 (IEC 62196) lub Type1 (J1772). Interchangeable.	
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	IP42	
Cooling	Active: Processor-controlled fan	
Operating noise level	49 dB from 1 m at full charging speed	
Measurement accuracy (power)	1%	
Standards	IEC 61851	
Branding	Available. Please contact us.	

## EV 3-phase charger (11 kW and 22 kW)

Parametry	Accelev 11kW	Accelev 22kW
Dimensions (mm)	290 x 200 x 110	290 x 200 x 110
Weight (netto, kg)	4,9	4,9
Interface	2.8" TFT color touch screen	
Upgrade/expansion port	USB micro B (USB 2.0)	
Case	PC + GFS, steel	
Installation method	<b>Mounting on a flat, vertical surface</b>	
Place of installation	In an indoor area, out of direct sunlight, at least 1m above the ground	
Mobility	Yes, with applicable rules	
Power plug	IEC 60309, 3P+N+E (Red plug, 5 pins). Interchangeable. Other options available.	
Input voltage range	200 ~ 240 V (AC) per phase	
Output voltage range	200 ~ 240 V (AC) per phase	
Power rating	11,0 kW	22,0 kW
Maximum power rating	11,0 kW	22,0 kW
Maximum current rating	16 A	32 A
Charging 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% (bez kondensacji)	
Protection rating	IP54	
Cooling	Passive	
Operating noise level	Noiseless	
Measurement accuracy (power)	1%	
Standards	IEC 61851	
Branding	Available. Please contact us.	

## 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 with a 3-phase 230 V grid (as in some parts of Norway)?*

No, you can't. Please contact us directly for the selection of a suitable charger.

4. *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.

5. *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).

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

Of course. Just tell us what you need and we'll manufacture it.

7. *Do I have to install a power meter at the power input to the house to use grid monitoring?*

No. Accelev's grid monitoring uses a voltage drop algorithm based on the principle that the voltage drop is proportional to the current load. You can use network monitoring and Soft Start (a feature for unknown power sources) anytime, anywhere.

If you have any questions, please contact us: [info@evtun.com](mailto:info@evtun.com)

## 6.1. Error codes

Errors are indicated by a separate red screen with an explanation. A "Dismiss = Reject" button is visible, and can be used by an authorized technician to bypass the error. 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)	Accelev 6kW (h)	Accelev 8kW (h)	11kW 3-phase (h)	22kW 3-phase (h)
Audi A3 E-Tron	3,3	8,8	5	3	3	3	3		
Audi A3 e-tron (2016)	3,6		5	3	3	3	3		
Audi A8 TFSI e (2020)	7,2		7	4	2	2	2		
Audi e-tron 50 (2020)	11		34	19	10	12	10	7	7
Audi e-tron 55 (2019)	11		47	26	14	16	13	9	9
Audi Q5 55 TFSI e (2019)	7,2		7	4	2	2	2		
Audi Q7 e-tron (2016)	3,6		9	5	5	5	5		
BMW 225XE (2018)	3,6		4	2	2	2	2		
BMW 330e	3,6	7,6	4	2	2	2	2		
BMW 330e (2015)	3,6	7,6	4	2	2	2	2		
BMW 330e iPerformance (2019)	3,6	9,2	5	3	3	3	3		
BMW 530e (2019)	3,6	9,2	5	3	3	3	3		
BMW 530e iPerformance (2017)	3,6	9,2	5	3	3	3	3		
BMW 740e	3,6	9,2	5	3	3	3	3		
BMW 740e (2016)	3,6	9,2	5	3	3	3	3		

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

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

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

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

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

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

	Max rate (kW)	Battery capacity (kWh)	Car charger (h)	16A 1-phase (h)	32A 1-phase (h)	Accelev 6kW (h)	Accelev 8kW (h)	11kW 3-phase (h)	22kW 3-phase (h)
Vauxhall Grandland X (2020)	7,2		7	4	4	4	4		
VIA Motors Truck	17,3	23	12	7	3	4	3	6,5	3
VIA Motors Van	17,3	23	12	7	3	4	3	6,5	3
Volkswagen e-Golf (2017)	7,2		18	10	5	6	5		
Volkswagen e-Up (2016)	3,6		9	5	5	5	5		
Volkswagen e-up! (2020)	3,6		16	9	9	9	9		
Volkswagen Golf GTE (2017)	3,6		5	3	3	3	3		
Volkswagen ID.3 (2020)	7,2		22	12	7	8	7		
Volkswagen Passat Estate GTE (2015)	3,6		5	3	3	3	3		
Volkswagen Passat GTE (2015)	3,6		5	3	3	3	3		
Volvo S60 PHEV (2019)	3,6		5	3	3	3	3		
Volvo S90 PHEV (2018)	3,6		5	3	3	3	3		
Volvo S90 T8	3,6	10,4	5	3	3	3	3		
Volvo V60	3,3	11,2	6	4	4	4	4		
Volvo V60 PHEV (2016)	3,6		5	3	3	3	3		
Volvo V60 PHEV (2019)	3,6		5	3	3	3	3		
Volvo V90 PHEV (2018)	3,6		5	3	3	3	3		
Volvo XC40 PHEV (2020)	3,6		5	3	3	3	3		
Volvo XC40 Recharge (2020)	11		38	21	11	13	10	7	7
Volvo XC60 PHEV (2018)	3,6		5	3	3	3	3		
Volvo XC60 T8	3,6	10,4	5	3	3	3	3		
Volvo XC90 PHEV (2014)	3,6		5	3	3	3	3		
Volvo XC90 T8	3,3	9,2	5	3	3	3	3		
VW e-Golf (3.6kW onboard charger)	3,6	24	12	7	7	7	7		
VW e-Golf (7.2kW onboard charger)	7,2	24	12	7	4	4	4		
VW e-Golf 2017 (7.2kW onboard charger)	7,2	35,8	18	10	5	6	5		

## 8. Contact

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