Electric car charger type 2

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In North America, the same Type 2 physical connector is used for three-phase AC charging under the SAE J3068 standard, which uses Local Interconnect Network (LIN) for control signaling based on IEC 61851-1 Edition 3 Annex D.[9][10] J3068 increases the maximum output to 166 kW using three-phase AC.[8]

The same physical connector is also used in China under the Guobiao standard GB/T 20234.2-2015 for AC-charging, with gender differences for the vehicle and electric vehicle supply equipment. GB/T 20234-2 specifies cables with Type 2-style male connectors on both ends, and a female inlet on vehicles[11]--the opposite gender to the rest of the world, and with different control signaling.

The Combined Charging System Combo 2 "fast charging" connector uses the signaling and protective earth pins of the Type 2 connector and adds two pins for rapid charging, with direct current power supplied at rates up to approximately 350 kW.[7]

The IEC 62196 Type 2 connector is used in a slightly modified form for all European Tesla Model S and Model X vehicles, and the European Tesla Supercharger network.[14] As of 2017 Tesla is the only automaker which offers charging with alternating current and direct current based on the IEC 62196-2 specification. For charging with direct current the specification IEC 62196-3 Combined Charging System (CCS) is favored in Europe.[15]

The connectors contain seven contact places: two small and five larger. The top row consists of two small contacts for signaling, the middle row contains three pins, the center pin is used for Earthing, while the outer two pins used for the power supply, optionally in conjunction with the two pins on the bottom row which are also for power supply. Three pins are always used for the same purposes:

Some vehicle inlets may contain the extra connections to allow the CCS DC-only charger (high-current DC) to be inserted.[17]

Communication takes place over the CP/PP signaling pins between the charger, cable, and vehicle to ensure that the highest common denominator of voltage and current is selected.

At first the number of different connectors, sockets and chargers may seem daunting compared to filling up a petrol or diesel car with fuel. If you're able to charge your electric carat home then it'll be straightforward, but long journeys relying on public charging networks can be fraught with difficulty.

It all seems complicated at first, but is actually quite straightforward once you get into a rhythm. Theprocess is also becoming easier all the time, as the public charging network expands and EV plug types become more

standardised.

EV chargers are classed asultra-rapid, rapid, fast and slow, depending on their speed. This guide explains what the different electric car plug types, EV connector types and charging cables are, helping you identify which one you need.

One of the fastest ways to charge an electric car, direct current (DC) rapid chargers are rated at 50kW. Only a few years ago these were the fastest chargers available on the UK network, and they're most commonly found at motorway service stations or roadside break areas.

How fast they'll charge depends on how big your EV's battery is. Pretty much every new EV on sale can accept charge speeds of 50kW or more, but even at those speeds some larger battery EVs could take a couple of hours to fully charge.

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