


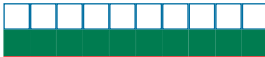














eRange states and indication

















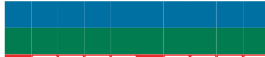
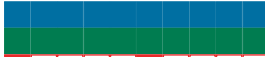

NORMAL OPERATION



STATE	DESCRIPTION	REMARKS	ERANGE UNO	ERANGE DUO
A1	Waiting for EV	No vehicle connected		
B1	EV connected	Waiting for authentication		
B2	EV connected	The battery is fully charged, or waiting for signal from EV.		
C2	EV charging	Charging vehicle		
E0	Charge point deactivated, or is temporary unavailable.	EV cannot be detected		

FAILURE INDICATION

STATE	DESCRIPTION	REMARKS	ERANGE UNO	ERANGE DUO
F1	Unintended closed contactor	Contactor could be closed when no EV is connected.		
F2	Function test failure	Bus communication failure. Communication wire (A or B) could be shorted to M (GND).		
F3	DC failure	DC residual current detected		

STATE	DESCRIPTION	REMARKS	ERANGE UNO	ERANGE DUO
F4	Communication error	No communication with CLU/ RFID-reader.		
F5	Socket lock failure	The socket could not connect to the plug.		
F6	Cable dimension can not be determined	Applies only to charging stations with socket.		
F7	EV requesting external ventilation	Not supported by the charging station.		
F8	Control Pilot signal short circuited	Possible faulty charging cable		
F9	Overcurrent detected	EV charging higher current than permitted.		
F10	Critical internal temperature $T > 80^{\circ}\text{C}$	Charging station overheated, temperature must not exceed 60°C .		
F11	Faulted contactor	Contactor open while charging, should be closed.		
F14	Communication error	Maximum charging current reduced to 6A.		
F15	Load imbalance detected	Asymmetry of more than 20A between phases. Maximum charging current reduced to 20A.		
F16	Overcurrent detected	Maximum charging current reduced to 10A.		
F17	Critical internal temperature $60^{\circ}\text{C} < T < 80^{\circ}\text{C}$	Maximum charging current reduced to 10A.		