

# Vehicle Connector test adapter - EV-T2MBIE24-1ACDC-INFRA - 1410506

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Special Inlet for charging station tests, CCS type 2, Combined Charging System, IEC 62196-3, 125 A / 850 V (DC), 20 A / 250 V (AC), 24 V Locking actuator, Single wires, length: 2 m, Front and rear mounting

## Product Description

Special Vehicle Inlet for charging station tests, solely for laboratory tests, tests with charging stations (EVSE), and further analyses on the infrastructure side - not for installation in any type of vehicle, cannot be used outside of the laboratory area

## Key Commercial Data

Packing unit	1 pc
GTIN	
GTIN	4046356898942

## Technical data

### Product definition

Product type	Special Inlet for charging station tests
Standards/regulations	IEC 62196-3
Charging standard	CCS type 2
	Combined Charging System
Charging mode	Mode 2, 3, 4
Note on the connection method	Crimp connection, cannot be disconnected

### Dimensions

Height	116 mm
Width	76 mm
Depth	94 mm
Bore dimensions	116 mm x 46 mm / 116 mm x 70 mm
Conductor length	2 m (AC cables)
	2 m (DC cables)

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### Dimensions

	0.5 m (Locking actuator cables)
Cable structure	2 x 35 mm <sup>2</sup> + 1 x 25 mm <sup>2</sup> + 2 x 2.5 mm <sup>2</sup> + 3 x 2 x 0.5 mm <sup>2</sup>
Type of conductor	Single wires

### Ambient conditions

Ambient temperature (operation)	-30 °C ... 50 °C
Ambient temperature (storage/transport)	-40 °C ... 80 °C
Max. altitude	5000 m (above sea level)
Degree of protection	IP44 (plugged in)
	IP55 (with protective cap)

### Electrical properties

Maximum charging power	106 kVA
Type of charging current	DC, AC 1-phase
Number of phases	1
Number of power contacts	5 (L1, N, PE, DC+, DC-)
Rated current of power contacts	125 A DC
	20 A AC
Rated voltage for power contacts	250 V AC
	850 V DC
Number of signal contacts	2 (CP, PP)
Rated current for signal contacts	2 A
Rated voltage for signal contacts	30 V AC
Type of signal transmission	Pulse width modulation with modulated Powerline communication according to ISO/IEC 15118 / DIN SPEC 70121
Note on the connection method	Crimp connection, cannot be disconnected
Insulation resistance of neighboring contacts	> 5 kΩ
Temperature monitoring	2x Pt 1000

### Mechanical properties

Insertion/withdrawal cycles	> 10000
Insertion force	< 100 N
Withdrawal force	< 100 N

### Mounting

Possible mounting positions	Front and rear mounting
Restrictions to mounting position	Only 0 to 90 degree frontal inclination possible, see figure
Mounting position of the locking actuator	Left-side
Mounting hole diameter	6.80 mm (ø)

### Design

Design line	Generation 1
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### Design

Housing color	black
Customer variations	On request

### Material

Material	Plastic
Material surface of contacts	Ag

### Locking

Locking type	Locking in the inserted state with a locking mechanism
Locking voltage	24 V
Locking detection	available
Mechanical emergency release	available

### Locking actuator

Typical power supply at the motor	24 V
Possible power supply range at the motor	22 V ... 26 V
Typical motor current for locking	0.05 A
Max. reverse current of the motor	0.5 A
Max. dwell time with reverse current	1000 ms
Recommended adaptation time	600 ms
Pause time after entry or exit path	3 s
Maximum voltage for locking detection	30 V
Service life	> 10000 load cycles
Ambient temperature (operation)	-30 °C ... 50 °C
Length of cable	0.5 m

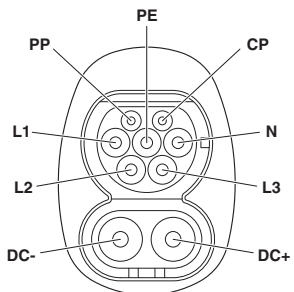
### Temperature sensors

Type of sensor	Pt 1000
Standards/regulations	DIN EN 60751
Recommended measured current	1 mA (1 V at 0°C)
Tolerance at the sensor with the recommended measured current	±1K
Temperature range	-50 °C ... 130 °C
Temperature coefficient (TCR)	3850 ppm/K
Long-term stability (max. R0-Drift)	0.06 % (After 1000 hours at 130°C)
Shutdown temperature	90 °C equivalent to a Pt 1000 value of 1346.5 Ω

## Drawings

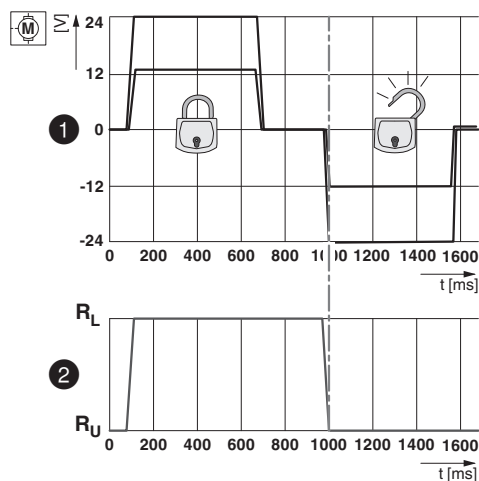
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Connection diagram



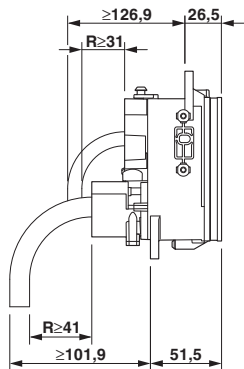
Pin assignment of Vehicle Inlet

Diagram



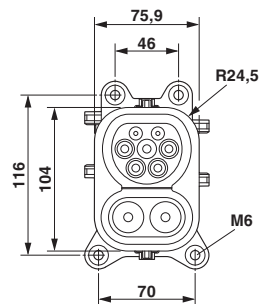
Locking states of the locking actuator

Dimensional drawing



Dimensional drawing, side view

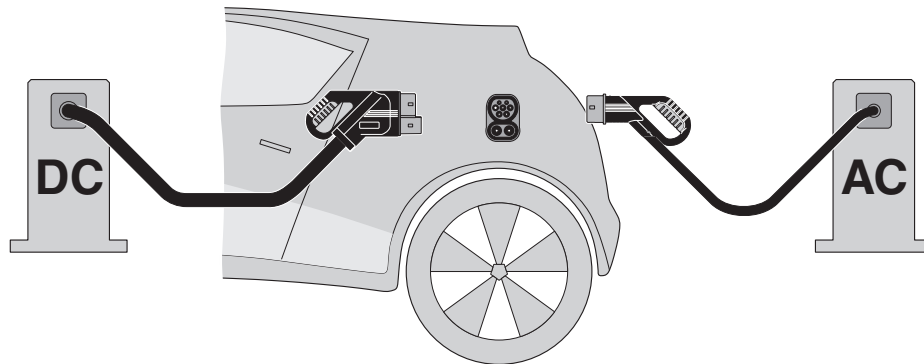
Dimensional drawing



Dimensional drawing top view

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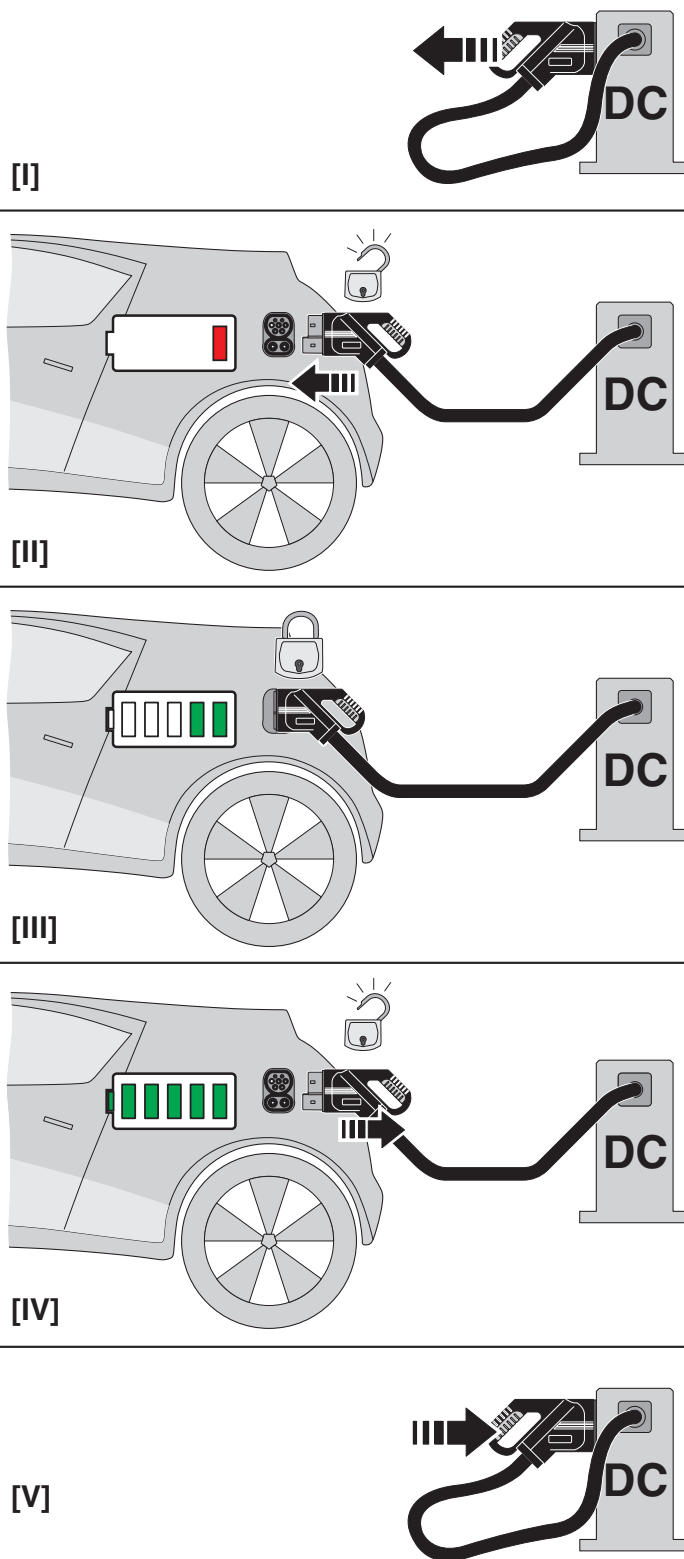
Schematic diagram



The Combined Charging System (CCS) principle - standard-compliant charging system for electric vehicles, which supports both conventional AC charging and fast DC charging. Both Vehicle Connectors fit into the CCS Vehicle Inlet.

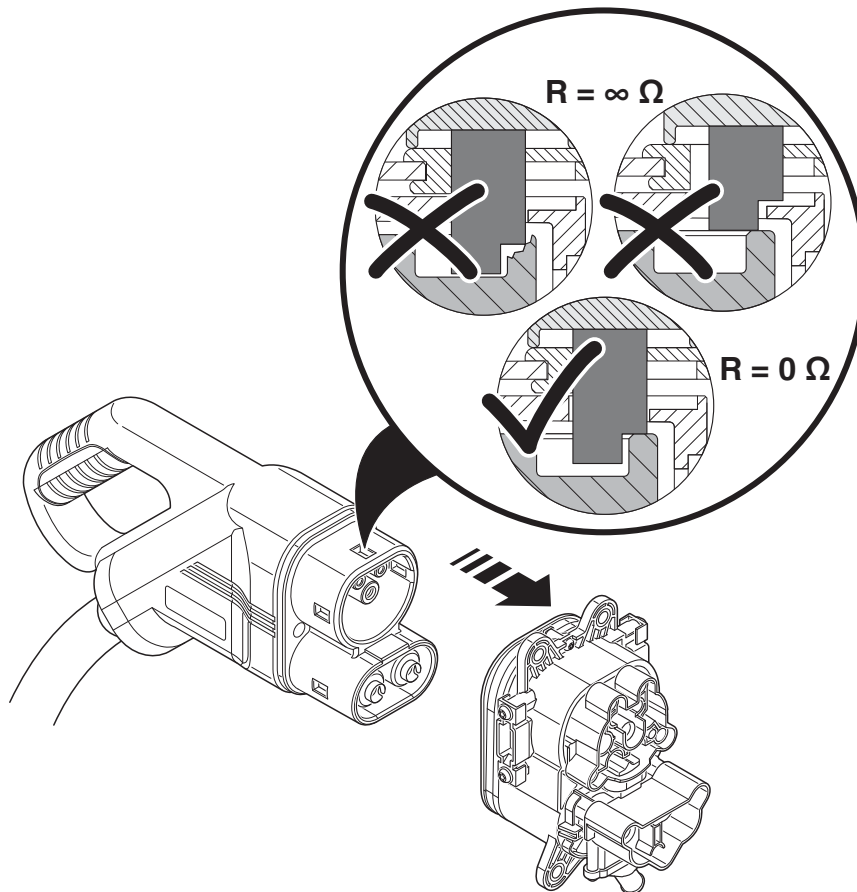
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Schematic diagram



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Schematic diagram



Detection for Vehicle Connector

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