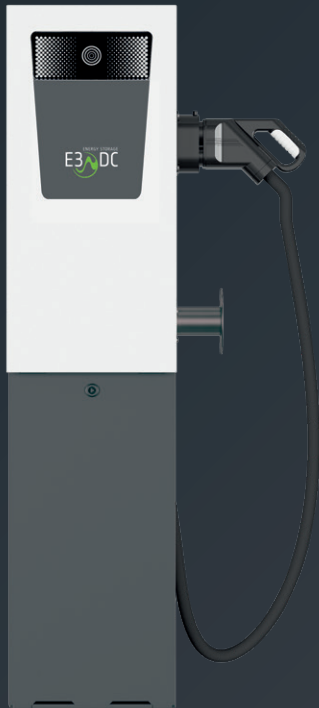


Technical data

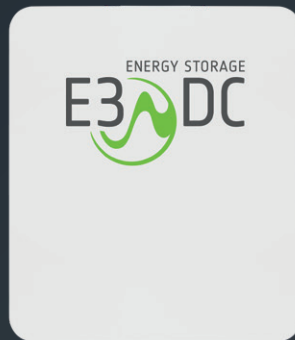
EDISON V2H

connect and power

EDISON connect (charging point)



EDISON power (in addition to S10)



S10 E COMPACT
home power station



Technical data

EDISON V2H

Option for V2H-compatible S10 E home power stations (from June 2020)

Conformity for DC charging	CCS (in accordance with IEC 62196) 5 m cable (attached)
Type	DC charging system extension for home power station (only vehicles with connector type CCS2, no AC charging and no standalone operation possible)
DC power category (kW)	11
DC voltage range (V)	340-450 ¹⁾ rated power 200 min. / 510 max.
Efficiency (CCS to grid) (%)	~94 excluding vehicle
Standby/switch-on consumption (W)	>20 / depending on vehicle
Vehicles	Selected models in accordance with IEC 15118
Status messages / displays	Wallbox: multi-coloured LED status lamp Additionally E3/DC portal and app
Energy meter	Via the S10 home power station
Authorisation	RFID
Max. distance charging point-home power station (m)	50
Dimensions WxHxD (mm)	
EDISON connect (without mounting for charging cable)	355 x 765 (incl. pedestal 1,524) x 203
EDISON power	565 x 705 x 278
Weight (kg)	
EDISON connect	29 / plus pedestal approx. 18
EDISON power	34 / plus wall bracket approx. 4.5
Temperature range (°C) and protection type	
EDISON connect	-25 to +40 / IP54
EDISON power	+5 to +35 / IP20
Colour	
EDISON connect	grey-white
EDISON power	white
Connection	DC power cable between garage and installation place of home power station plus further communication and supply cables in accordance with the installation instructions
Backup power supply (kW) via EDISON power (planned approx. Q1/2024)	Integrated up to 11
Approvals	In accordance with IEC 61851-23:2014 / CE
Protection	Not necessary, as already integrated into the home power station
Data interface	E3/DC portal via Ethernet
Warranty	24 months
Field of application	Germany

Important information

The EDISON power is additionally required as power electronics and is mounted immediately next to the home power station. Installation is carried out by E3/DC in collaboration with the specialist partner. The V2H solution can only be used as a system combination together with the home power station. All functions depend on the future grid guidelines, future regulations and vehicle technology that cannot be influenced by HagerEnergy GmbH and are manufacturer specific.

¹⁾ Depending on the MPP voltage of the MPP generator and the voltage level of the electric vehicle / the battery

Technical data

EDISON V2H

Legal entitlement

The customer has no legal claim to the EDISON V2H option. The way the system works is uncharted territory in terms of technology and law. It depends on the approved vehicle as well as interfaces, grid guidelines and regulations. E3/DC is starting out as a pioneer with an update-compatible option complying with the ISO 15118 standard, which has not yet been approved as a final bidirectional standard. The voltage level of the EDISON V2H option is limited for so-called pure electric vehicles (400 V). The explicit approval of the manufacturer including a warranty adapted to this usage, which will only be further developed in the coming years. is also required here.

According to current plans, we will begin with a limited number and on the basis of selected vehicle models from one or two manufacturers. Many details have not yet been finalised at the present time. There is no legal entitlement to inclusion of further vehicles that do not comply with the target standard ISO 15118-20 bidi. Chademo and GB standards are also excluded. E3/DC needs to be gradually tested and approved with these options for each type of the home power station that is approved for V2H (from June 2020). The use of the EDISON V2H option calls for patience and pioneering spirit along with interest in technical progress. The vehicle will probably need to be registered with the grid operator.

Charging

The EDISON V2H option enables continuous solar DC charging of the vehicle in accordance with the Mode 4 standard. Solar charging is therefore also possible for smaller outputs, the charging capacity power is constantly adapted to the available level of solar power. Stored energy quantities from the home storage system can be used for charging as before. If desired, charging with grid electricity is also possible.

Discharging

DC discharging of the vehicle is possible by using the vehicle battery as a high-voltage system in addition to the battery storage system belonging to the home power station. This allows power to be drawn from the vehicle and supplied to the home network or stored in the home storage system. Furthermore, there is the immediate discharge function with which the vehicle is discharged to a specific value because a cheap option will subsequently be available for recharging outside the home. In winter, externally charged electricity from the vehicle can be made available for consumption in the house to increase the level of independence or to create reserves for operation of the heat pump.

Emergency power supply (in development stage)

The product systematically follows the ideas of Thomas Alva Edison on which the principle of the direct current system is based like electrical light in the form of a bulb, With the EDISON V2H option, the vehicle is connected directly to the DC intermediate circuit of the home power station. The vehicle then becomes an additional DC source for the standalone network that can also be used as backup power once this function has been enabled on the home power station.

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