

# conductive charging system - compatibility of different modes und cases

CPL	mode	situation / power*	vehicle inlet / connector	cable and wall / infrastructure	CPL	architecture	for mode
no control pilot signal	1	<b>domestic</b> up to 16A  <b>1-phase</b> 3.7kW  <b>3-phase</b> 11kW	none / IEC 309-2 compatible	 resistive coding via Power Indicator national plug and socket systems	no control pilot provided by wall equipment	<b>power contacts</b> 1 DC- /power AC 1 4/5 2 DC+ /power AC 2 4/5 3 power AC 3 5 4 mains 1 1-3 5 mains 2 1-3 6 mains 3 1-3 7 mains 4 1-3 8 GND / EARTH 1-5  <b>signal pins</b> 9 Control Pilot 2-5 10 DATA+ 4-5 11 DATA- 4-5 12 DATA GND 4-5 13 Power Indic. 1 1 14 Power Indic. 2 1	
		<b>IEC 309-2</b> up to 16A  <b>1-phase</b> 3.7kW  <b>3-phase</b> 11kW	none / IEC 309-2 plug and socket system	 IEC 309-2 plug and socket system			
control pilot according SAE 1772	2	<b>unspecific</b> up to 32A  <b>1-phase</b> 7.4kW  <b>3-phase</b> 22kW	none / provides control pilot	<b>in-cable protection device</b>  unspecific outlets (IEC 309-2 32A devices included)	no control pilot provided	<b>only mains AC</b>  1-3	
		<b>dedicated</b> up to 32A  <b>1-phase</b> 7.4kW  <b>3-phase</b> 22kW	none / provides control pilot	<b>case B up to 32A</b>  AC, DC or / and high power AC charging station			
90% duty cycle	4	<b>DC</b> up to 400A  		 mains AC DC quick charging high power AC	control pilot provided	<b>mains AC and high power DC</b>  1-4  <b>mains AC and high power AC</b>  1-3, 5	
		<b>U.C.</b> high power AC up to 250A  					

\*) maximum power at IEC recommended standard voltage 230V/400V