Type 2 connector wikipedia

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Type 2 Mennekes 2009 ?(VDA)VDE-AR-E 2623-2-2, 2011 (ACEA)?2013 1,IEC 62196 Type 2 (EN 62196 Type 2)[2]?,/[3]?,Type 2 43 kW[4]?IEC 62196 Type 1 (SAE J1772)?[5]?J1772 19.2 kW[6]?

Type 2SAE J3068, - (LIN), IEC 61851-1 3 D [7][8]?J3068 166 kW?

Type 2 Mennekes 2009,Mennekes?(VDA)VDE-AR-E 2623-2-2, 2011 (ACEA)? 2015,Type 2, Type 1 (SAE J1772) Type 3(EV Plug Alliance Types 3A 3C,Scame?CCS2(Combo 2)(Type 22),CHAdeMO, 2020 [11]?,IEC 62196-3FF(CCS2) [12]?

IEC 62196 Plugs, socket-outlets, vehicle connectors and vehicle inlets - Conductive charging of electric vehicles is a series of international standards that define requirements and tests for plugs, socket-outlets, vehicle connectors and vehicle inlets for conductive charging of electric vehicles and is maintained by the technical subcommittee SC 23H "Plugs, Socket-outlets and Couplers for industrial and similar applications, and for Electric Vehicles" of the International Electrotechnical Commission (IEC).

Plugs, socket-outlets, vehicle connectors and vehicle inlets according to this series of standards are used in EV supply equipment according to IEC 61851 series or IEC 62752 and in electric vehicles according to ISO 17409 or ISO 18246.

Most plugs, socket-outlets, vehicle connectors and vehicle inlets according to this series of standards provide additional contacts that support specific functions that are relevant for charging of electric vehicles, e.g. power is not supplied unless a vehicle is connected and the vehicle is immobilized while still connected.

Several parts of this series of standards have been published as European standards (EN 62196 series) which in turn have been published as British standards (BS EN 62196 series). Similar requirements are contained in SAE J1772 which is widely applied in the US.

IEC 62196-1 provides a general description of the interface between an electric vehicle and a charging station as well as general mechanical and electrical requirements and tests for plugs, socket-outlets, vehicle connectors and vehicle inlets that are intended to be used for EV charging. It does not describe specific designs, which can be found in the other parts of the standard.

The first edition, IEC 62196-1:2003,[1] was published in 2003. This edition was applicable to plugs, socket-outlets, connectors, inlets and cable assemblies for AC and DC charging of electric vehicles with rated voltages and rated currents as follows:

Typical connectors and inlets that were built according to this edition of the standard used spring-loaded butt contacts and were made by Avcon and Mar?chal Electric.

The second edition, IEC 62196-1:2011,[11] was published in 2011. One significant change was the increase of the maximum voltage of connectors, inlets and cable assemblies for DC charging to 1500 V. The development of this edition was coordinated with the first edition of IEC 62196-2, which describes several configurations of pin-and-sleeve contacts for AC charging.

The third edition, IEC 62196-1:2014,[12] was published in 2014. One significant addition was the general description of a "combined interface" as used by the Combined Charging System. The development of this edition was coordinated with the first edition of IEC 62196-3, which describes connectors and inlets for DC charging.