



Power Block and Power Link 2000

Express Plus DC Fast Charging Station

Site Design Guide



IMPORTANT SAFETY INSTRUCTIONS

SAVE THESE INSTRUCTIONS

WARNING:



1. **Read and follow all warnings and instructions before servicing, installing or operating the ChargePoint® charging station.** Install and operate it only as instructed. Failure to do so may lead to death, injury or property damage and will void the Limited Warranty.
2. **Only use licensed professionals to install your ChargePoint charging station and adhere to all national and local building codes and standards.** Before installing the ChargePoint charging station, consult with a licensed contractor, such as a licensed electrician, and use a trained installation expert to ensure compliance with local building and electrical codes and standards, climate conditions, safety standards, and all applicable codes and ordinances. Inspect the charging station for proper installation before use.
3. **Always ground the ChargePoint charging station.** Failure to ground the charging station can lead to risk of electrocution or fire. The charging station must be connected to an earthed, metal, permanent wiring system or an equipment earth conductor shall be run with circuit conductors and connected to the equipment earth terminal or lead on the Electric Vehicle Supply Equipment (EVSE). Connections to the EVSE must comply with all applicable codes and ordinances.
4. **Install the ChargePoint charging station on a concrete pad using a ChargePoint-approved method.** Failure to install it on a surface that can support the full weight of the charging station can result in death, personal injury or property damage. Inspect the charging station for proper installation before use.
5. **The product components are not suitable for use in Class 1 hazardous locations, such as near flammable, explosive, or combustible vapors or gases.**
6. **Supervise children near this device.**
7. **Do not put fingers into the electric vehicle connector.**
8. **Do not use this product if any cable is frayed, has broken insulation or shows any other signs of damage.**
9. **Do not use this product if the enclosure or the electric vehicle connector is broken, cracked, open or shows any other signs of damage.**
10. **Use only copper conductor wire, as specified, rated for 90 °C (194 °F).**



IMPORTANT: Under no circumstances will compliance with the information in a ChargePoint guide such as this one relieve the user of the responsibility to comply with all applicable codes and safety standards. This document describes approved procedures. If it is not possible to perform the procedures as indicated, contact ChargePoint. **ChargePoint is not responsible for any damages that may result from custom installations or procedures not described in this document or that fail to adhere to ChargePoint recommendations.**

Document Accuracy

The specifications and other information in this document were verified to be accurate and complete at the time of its publication. However, due to ongoing product improvement, this information is subject to

change at any time without prior notice. For the latest information, see our documentation online at chargepoint.com/guides.

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Symbols

This guide and product use the following symbols:



DANGER: Risk of electric shock



WARNING: Risk of personal harm or death



CAUTION: Risk of equipment or property damage



IMPORTANT: Crucial step for installation success



Read the manual for instructions



Ground/protective earth

Illustrations used in this document

The illustrations used in this document are for demonstration purposes only and may not be an exact representation of the product. However, unless otherwise specified, the underlying instructions are accurate for the product.

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Site Design Guidelines 1

This document describes how to design a project site for the ChargePoint® Express Plus DC fast charging solution.

The Express Plus product family is a modular solution for scalable fast charging of electric vehicles. Power Link 2000 charging stations are powered by Power Block AC/DC converters, and the entire system communicates with ChargePoint using the mobile network. This connectivity is required for diagnostics and reporting, as well as communication with the online dashboard that allows the station owner to control its settings and commands. See [Electrical Design](#) for detailed information.

Full specifications and system certifications for Express Plus can be found in the datasheet. Contact your ChargePoint representative for a copy.

Access ChargePoint documents at chargepoint.com/guides.

Document	Content	Primary Audiences
Datasheet	Full station specifications	Site designer, installer and station owner
Site Design Guide	Civil, mechanical and electrical guidelines to scope and construct the site	Site designer or engineer of record
Concrete Mounting Template Guide	Instructions to embed the charging station template in a concrete pad with anchor bolts and conduit placement	Site construction contractor
Surface Conduit Entry Kit Guide	Instructions in situations where site cannot run conduits underground	Installer
Installation Guide	Anchoring, wiring and powering on	Installer
Operation and Maintenance Guide	Operation and preventative maintenance	Station owner, facility manager and technician
Service Guide	Component replacement procedures	Service technician
Declaration of Conformity	Statement of conformity with directives	Purchasers and public



IMPORTANT: ChargePoint recommends consulting with an engineer to create site specific drawings. Ensure that the installation complies with all applicable codes and ordinances.

Product Components

Several components comprise a full Express Plus installation:

- **Power Module:** A scalable module that contains power conversion electronics.
- **Power Block:** An enclosure that holds up to five Power Modules and provides them with a liquid cooling system. The Power Block centralises power conversion that supplies DC power to Power Link 2000s.
- **Power Link 2000:** A charging station that can be mounted on a pedestal, on a wall or overhead. Each Power Link 2000 is provided with isolation monitoring and short circuit protection to ensure safe operation.
- **Power Hub:** A distribution cabinet used in fleet charging architectures to connect a few Power Blocks to many Power Link 2000s.

The Express Plus solution is highly modular. Each Power Block has two DC outputs. That power can be fed to a single station, or to two different stations, depending on configuration. Low voltage and Ethernet connectivity are also fed to either one or two stations. If a Power Hub is used, the number of connected stations can be increased to eight, two or four of which can actively charge at a time, depending on the configuration.

Note: For projects that include Power Hubs, see the *Express Plus Power Hub Site Design Guide*.

Initial Site Guidelines

An on-site evaluation is needed to determine conduit and wiring requirements from the panel to the proposed parking spaces, as well as to measure mobile signal levels and identify suitable locations for any necessary mobile signal booster equipment.

If you have pre-existing infrastructure or are using your own preferred electrical contractor to prepare your site, a *Power Link 2000 Construction Signoff Form* completed by a ChargePoint Operations and Maintenance (O&M) partner is required to certify compliance with electrical code, and to ensure everything was prepared to ChargePoint specifications.

IMPORTANT: You must be a licensed electrician and complete online training to become a ChargePoint certified installer. If you do not complete this training, you cannot access the ChargePoint network to complete the installation.



Find online training at: chargepoint.com/installers

If the charging station is not installed by a ChargePoint-certified installer, using a ChargePoint-approved method, it is not covered under warranty and ChargePoint is not responsible for any malfunctions.

Plan for Future Charging Capacity

Designing electrical infrastructure to support current and future needs for EV charging helps avoid costly upgrades later as demand for EV charging grows.

Consider these methods to prepare a site for future charging stations in a later phase of work:

-
- Add extra capacity if electrical panels are being upgraded now.
 - Use sub-panels as a way to shorten electrical paths.
 - Maximise the conduit and conductor sizes (to product specifications) between the main electrical panel and future stations, to prevent needing to re-pull wire later.
 - Below-ground wiring can be pre-staged if the correct site construction is performed in advance. Allowed terminations include a distribution unit, junction box or plugged conduit. This eases cable pulls for future stations.

Charging Station Placement

To minimise costs, choose station locations that are as close as possible to the available electrical infrastructure. Selecting nearby locations helps minimise long wire runs, as well as any conduit or trenching work if the site uses underground service wiring.



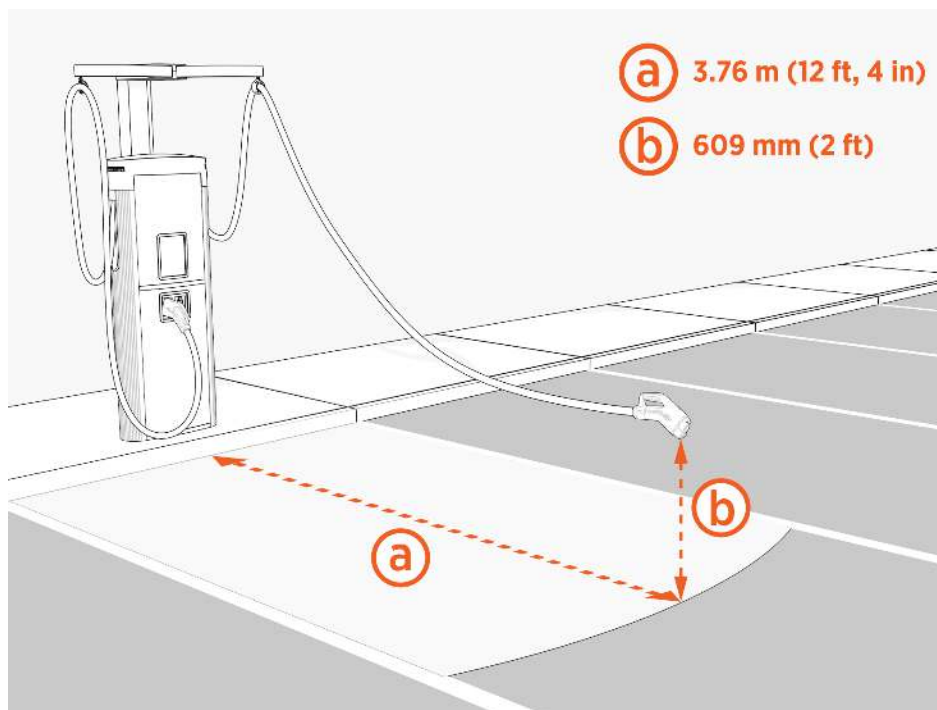
WARNING: Power Blocks and Power Links must be installed on a surface rated for the weight of the enclosure (a level concrete base for either Power Block or Power Link or a flat wall or gantry for Power Link). Tarmac cannot support the full weight of the station. Failure to install the enclosure on a suitable surface may cause it to tip over, resulting in death, personal injury or property damage.

Layout considerations:

- Determine appropriate ground anchoring locations where concrete exists or can be installed (no asphalt surfaces).
- Consider locations where it will be easy to add future stations.
- Determine the best conduit layout to minimise linear conduit costs to multiple parking spaces. If possible, avoid or minimise trenching requirements, especially more costly trenching to run conduit under asphalt surfaces.
- Determine if the existing utility service and electrical panel capacity is sufficient. Identify costs for any necessary upgrades and/or a new dedicated electrical panel. ChargePoint recommends using a certified electrician to evaluate available capacity and identify any upgrades that may be required.
- If a dedicated EV electrical panel is required, choose a panel located close to the existing electrical supply.
- Measure mobile signal levels to ensure adequate mobile coverage at the station locations. To ensure adequate signal strength in underground or enclosed parking structures, mobile repeaters may be required. For more information, see [Connectivity](#).
- ChargePoint recommends avoiding locations under trees where sap, pollen or leaves would fall on the charging station and increase the station owner's site maintenance workload.

Guidelines for Different Parking Arrangements

- Choose adjacent parking spaces in an area with adequate lighting.
- Consider how easily drivers can find the stations they need to access.
- Check local requirements for accessibility and pathway width, sometimes called “path of travel”, to ensure that station placement does not restrict sidewalk use.
- A pad built into the head of a parking space (instead of on the pavement) is allowed if local regulations allow it compared to the minimum parking space length, and the pad meets all pad requirements listed in this document.
- The maximum reach from the station to charge port on a typical vehicle is approximately 3.76 m (12 ft 4 in) (a) at a height of 0.6 m (2 ft) (b) above the ground.
- **Note:** Diagonal stall parking is not recommended.



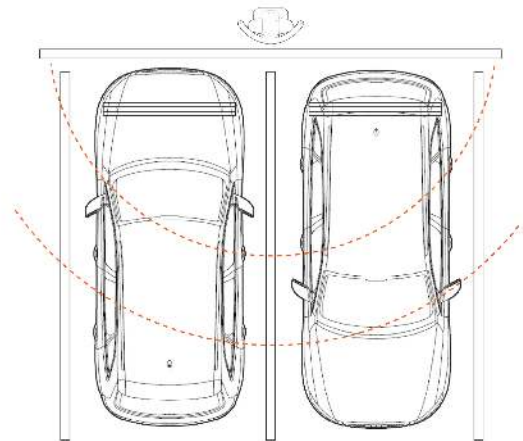
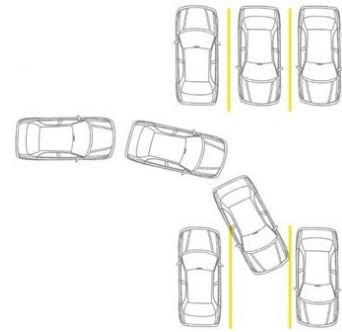
IMPORTANT: Place each charging station to maximise cable reach for the varied charge port locations on different EVs.

Commercial Parking Arrangement

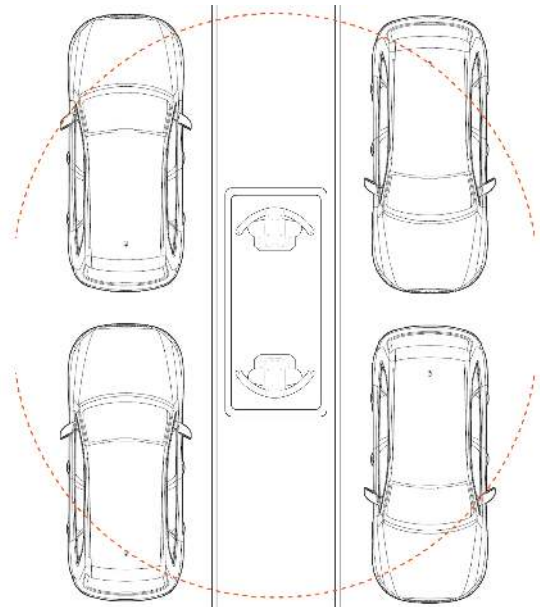
- **Stall parking:** For stall parking, ChargePoint recommends using perpendicular parking stalls that allow a vehicle to enter either front-first or rear-first, to better accommodate the varied locations of EV charge ports.

Note: While ChargePoint tests charging stations with a majority of upcoming vehicles, ChargePoint cannot guarantee the port locations of future vehicles and cannot warrant the configurations proposed will work for all vehicles.

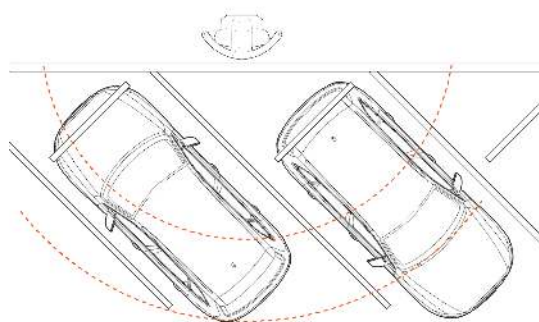
- Place single cable stations centred between two parking spaces so that the cable runs down the side of the stalls.



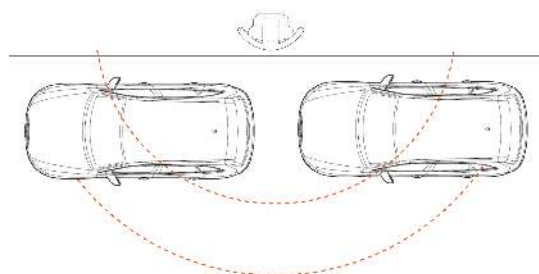
- **Island parking:** For pull-through parking (petrol station model), ChargePoint recommends placing at least one charging station on each side of the island. This avoids situations where the charging station is on the opposite side of the vehicle from the charge port.



- **Diagonal parking:** Centre the station on one parking space to maximise cable reach.

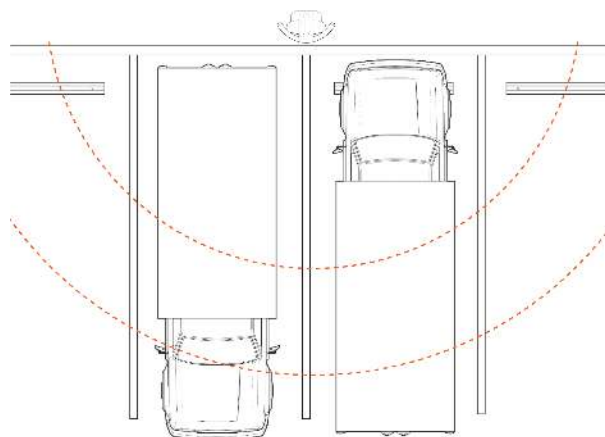


- **Curbside parking:** Centre the station between parking spaces to maximise cable reach.

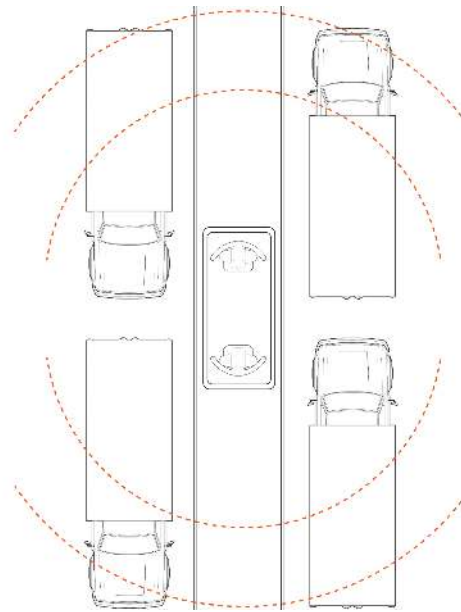


Fleet Parking Arrangement

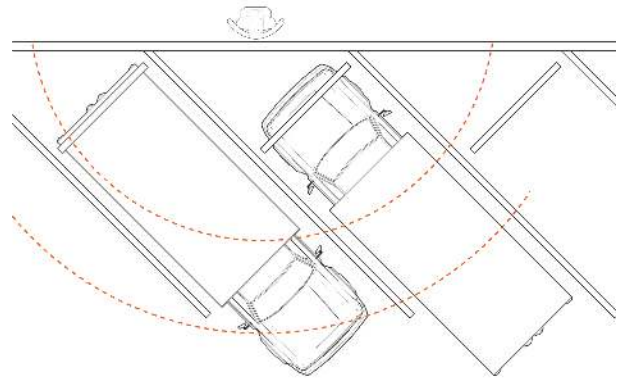
- **Stall parking:** If the station will have the same cable type, centre the station between parking spots to allow each cable to be plugged in whenever it is available.



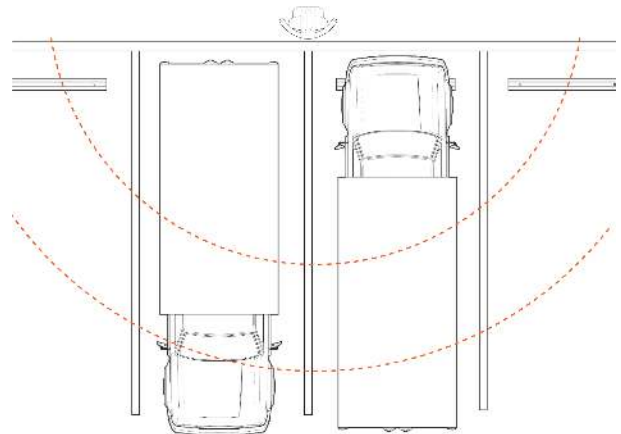
- **Island parking:** ChargePoint recommends placing a station in the centre of the island facing away (station front is perpendicular to vehicles) in the same orientation. This allows the station to be accessible from both sides of the island.



- **Diagonal parking:** Centre the station between parking spots.



Note: Place single cable stations centred between two parking spaces so that the cable runs down the side of the stall. This allows the station to be used by vehicle in either parking spot.



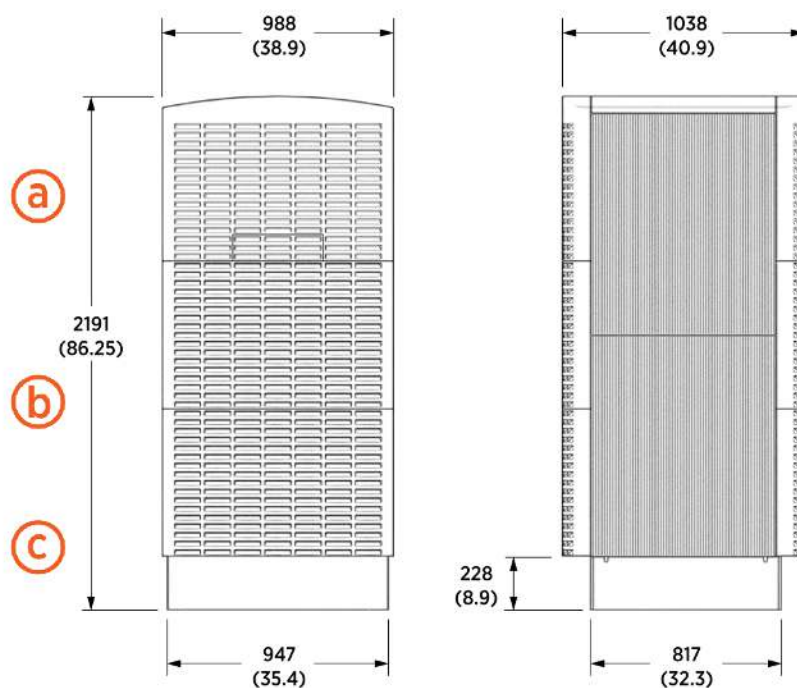
Civil and Mechanical Design 2

Component Dimensions

Power Block

Note: Images are not to scale. Measurements appear in metric units (mm), followed by imperial equivalents (inches).

Each Power Block is made up of these components:



- a. Top enclosure (wet box): Auxiliary power supply and temperature management components
- b. Centre enclosure (dry box): A bay for up to five Power Modules and bus bars to land all input and output cables
- c. Pedestal: Secures the Power Block and provides access for either stub-up or surface mount installations

A fully loaded Power Block weighs approximately 680 kg (1500 lbs). Each Power Module weighs approximately 45 kg (98.5 lbs).

Power Link 2000

The Power Link 2000 is a vertical enclosure that can be mounted on a pedestal, wall or overhead. Stations can be configured with one or two charge cables, available in multiple lengths. The Power Link 2000 can have different charging cable types (such as one CCS and one CHAdeMO) to offer flexibility, or it can have the same cable type (in cases such as commercial fleets). The cables can both charge at the same time if configured for simultaneous charging.

Charging cables can be either 4.5 (15 ft) or 7.6 m (25 ft) long.

The Power Link 2000 is available both with and without liquid cooled cables (LCC).

The Power Link 2000 can be configured with a Cable Management Kit (CMK), a rear mast with arms that swing forward to extend cable reach.

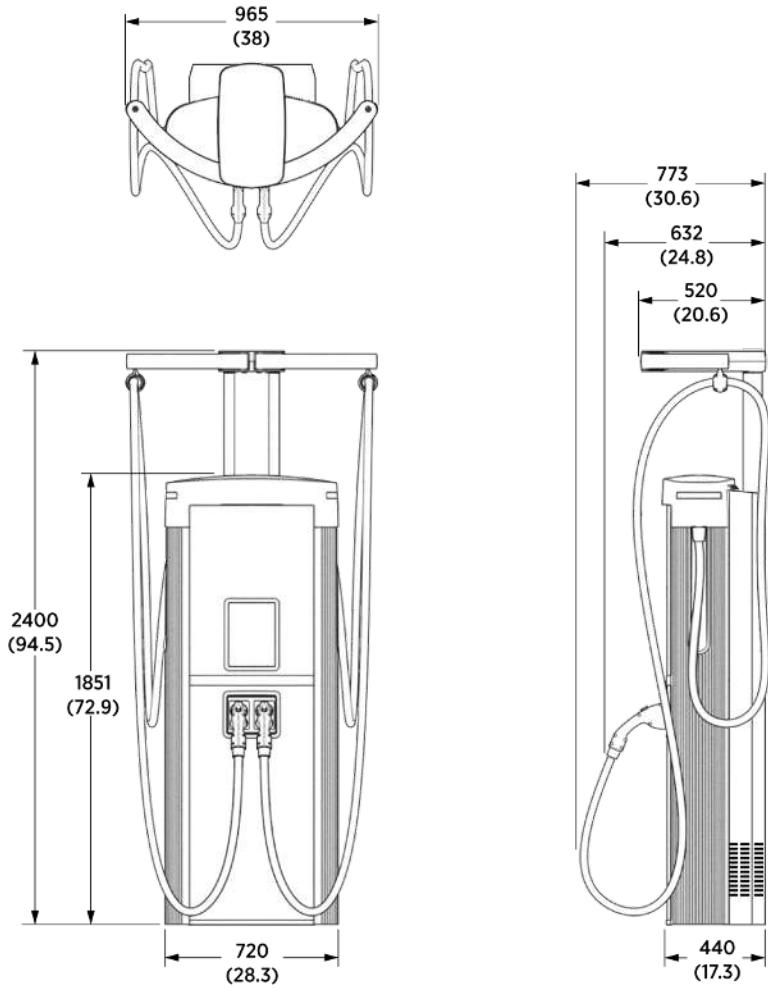
Weights

See the table below for approximate Power Link 2000 weights.

Configuration or part	Weight
Power Link 2000 - pedestal with liquid cooled cable (LCC) backpack (excludes charging cables)	200 kg (441 lbs)
Power Link 2000 - pedestal with non-liquid cooled cables (excludes charging cables)	180 kg (400 lbs)
Power Link 2000 - overhead or wall mount	120 kg (265 lbs)
CMK - 2.4 m (8 ft)	20 kg (44 lbs)
Charging cable - 6.5 m (21 ft 4 in) - 250 A	16.39 kg (36.24 lbs)
Charging cable - 6.5 m (21 ft 4 in) - 350 A	24.32 kg (53.62 lbs)
Charging cable - 6.0 m (19 ft 8 in) - 500 A LCC	18.8 kg (41 1/2 lbs)
Charging cable - 7.9 m (25 ft 11 in) - 250 A	18.61 kg 41.03 lbs)
Charging cable - 7.9 m ((25 ft 11 in) - 350 A	28.18 kg (62.14 lbs)
Charging cable - 11 m (36 ft 1 in) - 250 A	23.54 kg (52.9 lbs)
Charging cable - 11 m (36 ft 1 in) - 350 A	36.74 (81 lbs)
Packaging excluded from weights listed above	45 - 90 kg (100-200 lbs)

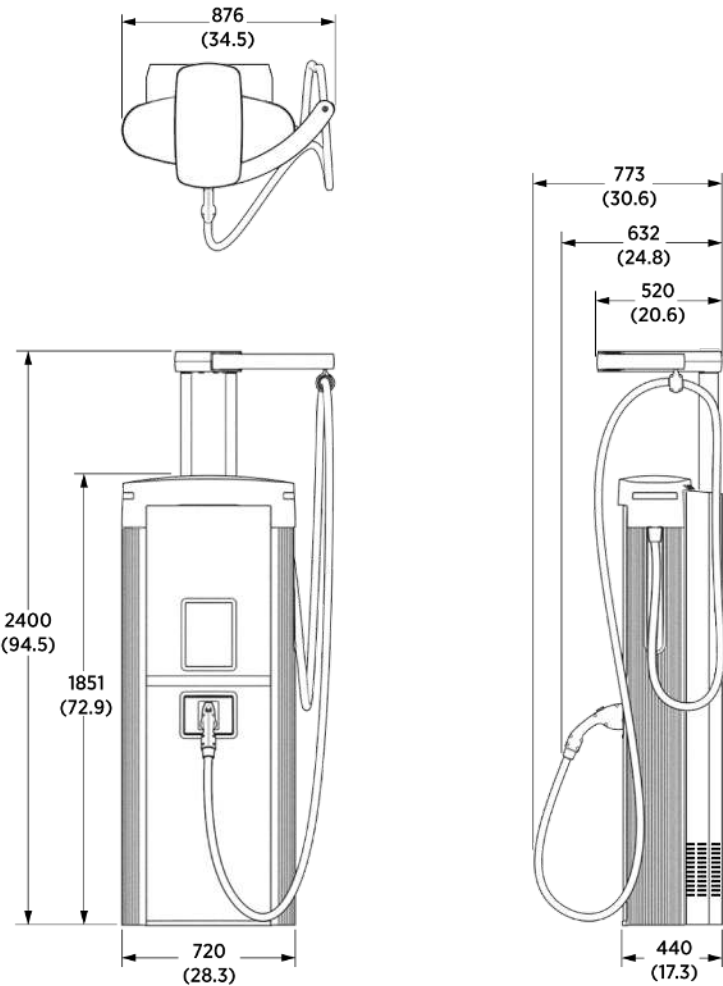
Power Link 2000 With Liquid Cooled Cables - Dual

Note: Images are not to scale. Measurements appear in metric units (mm), followed by imperial equivalents (inches).



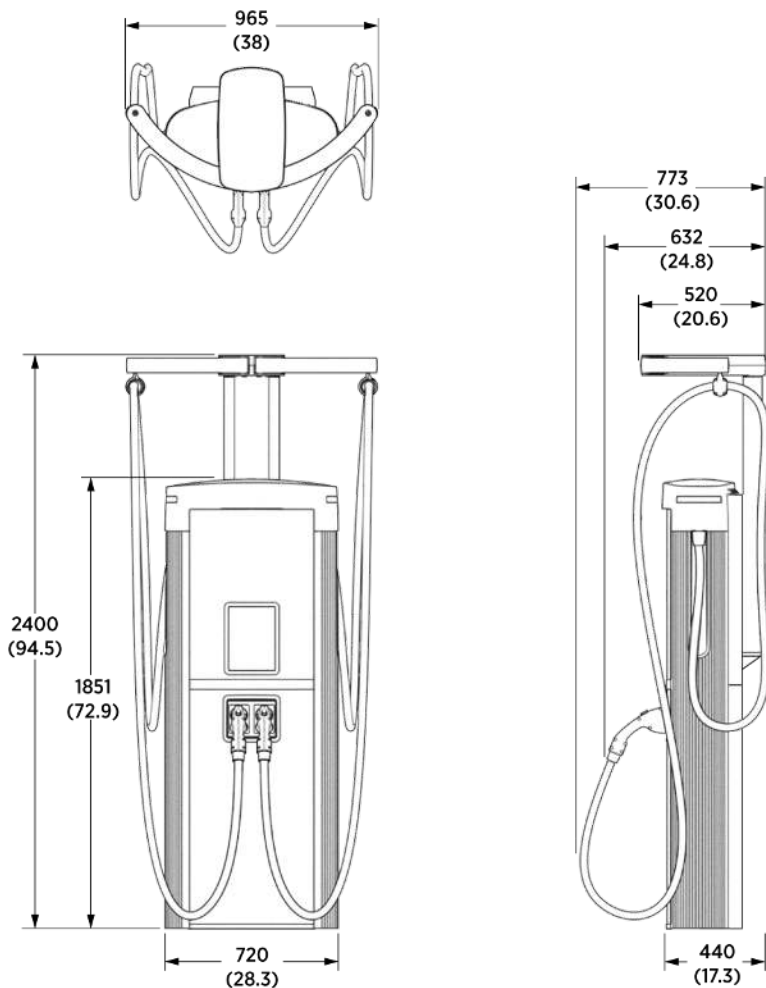
Power Link 2000 With Liquid Cooled Cables - Single

Note: Images are not to scale. Measurements appear in metric units (mm), followed by imperial equivalents (inches).



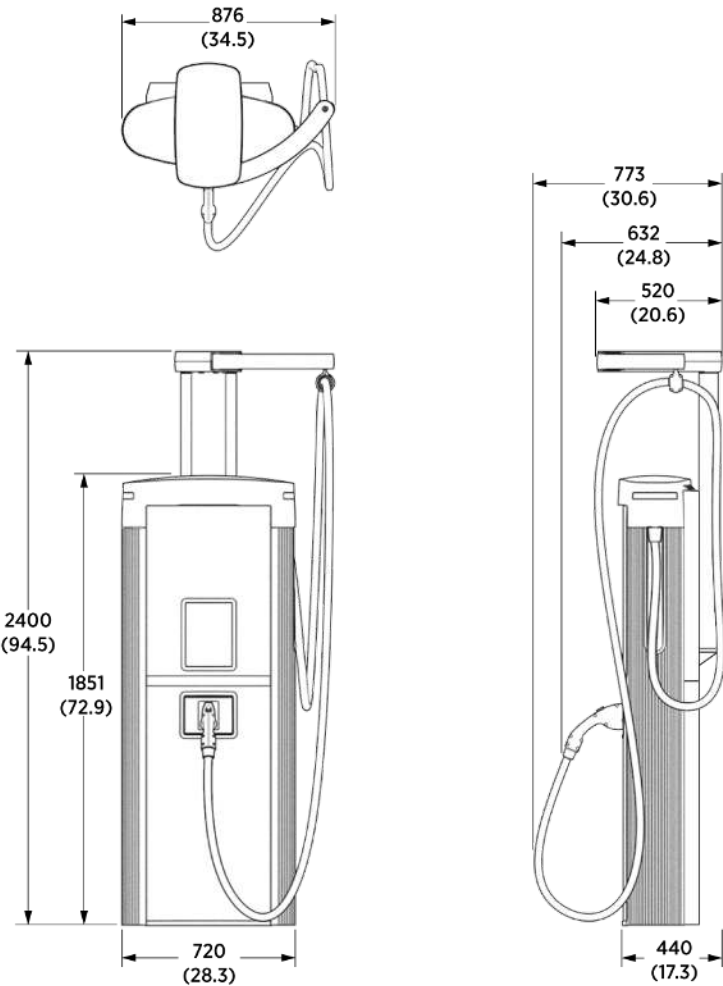
Power Link 2000 Without Liquid Cooled Cables - Dual

Note: Images are not to scale. Measurements appear in metric units (mm), followed by imperial equivalents (inches).



Power Link 2000 Without Liquid Cooled Cables - Single

Note: Images are not to scale. Measurements appear in metric units (mm), followed by imperial equivalents (inches).



Mounting Specifications - Concrete Pads

The Power Block and Power Link 2000 (in pedestal configuration) can each be installed on either a newly poured pad or an existing concrete surface. The mounting surface must be smooth and cannot exceed a slope of 20 mm per metre (0.25 inches per foot).



IMPORTANT: If an existing pad does not meet the slope requirement given above, then a localised pad must be poured and levelled to meet the slope requirement.



WARNING: If not installed correctly, the ChargePoint charging station may pose a crushing hazard, leading to death, personal injury or property damage. Always use the provided Concrete Mounting Template shown pre-installed here, or a ChargePoint-approved surface mounting solution, to install the ChargePoint charging station. Always install in accordance with applicable codes and standards using licensed professionals. Non approved installation methods are performed at the risk of the contractor and void the Limited One-Year Parts Exchange Warranty.

Note: Although new pad installation is the most common mounting method, Surface Conduit Entry (SCE) is also allowed and described later in this chapter. Contact ChargePoint for the approved mounting hardware if a site requires an SCE installation, a surface mount template for drilled and epoxied anchor bolts, or low clearance accommodation (such as a low ceiling parking garage).

Power Block

Conservative stability specifications for the Power Block are listed below for the following design scenarios:

1. 170 mph wind, high seismic, Class 3 Soil
2. 170 mph wind, high seismic, Class 4 Soil
3. 170 mph wind, high seismic, Class 5 Soil
4. 140 mph wind, lower seismic, Class 3 Soil
5. 140 mph wind, lower seismic, Class 4 Soil
6. 140 mph wind, lower seismic, Class 5 Soil

All scenarios assume:

- Minimum concrete rating of 2500 PSI
- An A1 anchor bolt embedment of 9 inches using M16 HAS-V-36 all-threaded rod (ASTM F1554 Gr. 36) anchor rod with HIT-HY 200 adhesive

Design Scenarios	B1, Width	B2, Width	T, Thickness	#N1 @ S1" O.C. Top Rebar	#N2 @ S2" O.C. Bottom Rebar
1	1753 mm (69 in)	1753 mm (69 in)	457 mm (18 in)	#4 @ 305 mm (12 in) O.C.	#4 @ 305 mm (12 in) O.C.
2	1753 mm (69 in)	1753 mm (69 in)	686 mm (27 in)	#4 @ 152 mm (6 in) O.C.	#4 @ 152 mm (6 in) O.C.
3	1524 mm (60 in)	1524 mm (60 in)	457 mm (18 in)	#4 @ 305 mm (12 in) O.C.	#4 @ 305 mm (12 in) O.C.
4	1524 mm (60 in)	1524 mm (60 in)	457 mm (18 in)	#4 @ 305 mm (12 in) O.C.	#4 @ 305 mm (12 in) O.C.
5	1524 mm (60 in)	1524 mm (60 in)	457 mm (18 in)	#4 @ 305 mm (12 in) O.C.	#4 @ 305 mm (12 in) O.C.
6	1524 mm (60 in)	1524 mm (60 in)	457 mm (18 in)	#4 @ 305 mm (12 in) O.C.	#4 @ 305 mm (12 in) O.C.

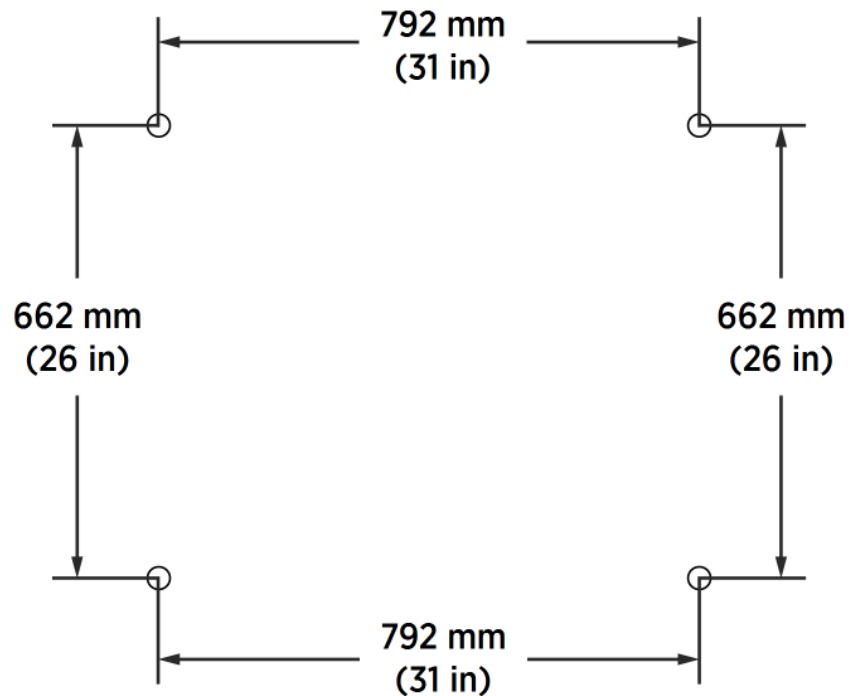
Note: The Power Block must be centred within the designed stability area.

The concrete pad for the Power Block must either be designed to be site-specific or must meet the specifications above. In some extreme conditions, a larger pad would be required. For sites with less stringent seismic, soil or wind conditions, a smaller pad might be possible.

If the existing pad does not meet the specifications above, it must be inspected and approved by a structural engineer for each component's dimensions and weight. If needed, give these structural design specifications to the structural engineer for verification:

Product Weight	680 kg (1500 lbs)
Product Height from Ground	2191 mm (86 1/4 in)
Product Width	1000 mm (40 in)
Product Frontal Area	Height * Width
CG Height	1000 mm (40 in)
Number of Anchor Bolts	4
Bolt Pattern	See image below.
Anchor Bolt Size	M16
Anchor Bolt Embedment	229 mm (9 in)

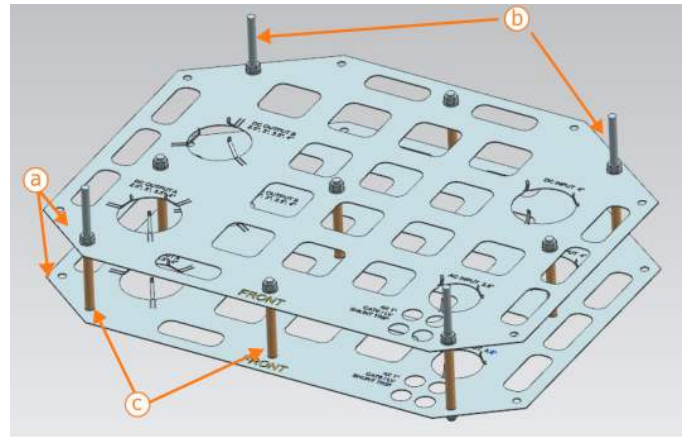
The Power Block anchor bolt pattern appears below.



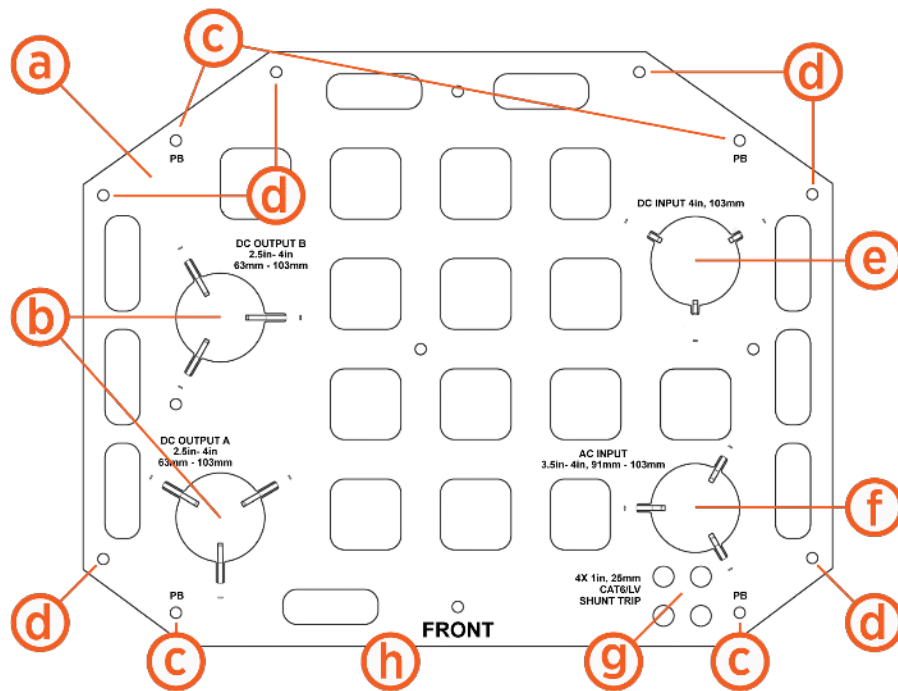
Power Block input and output cables can either be run under the grade surface in trenches or they can be run along the grade surface and protected by wireways, as described in this section and [Mounting Specifications for Surface Mount](#).

The Power Block has its own Concrete Mounting Template (CMT), which ships separately. It is assembled onsite just before pouring concrete.

- a. Plates (x2)
- b. Anchor bolts (x4) with fasteners (x8)
- c. Rigid spacers (x9)



An overview of Power Block conduit and cable entry locations is shown below.



- a. Power Block Concrete Mounting Template (CMT)
- b. DC output options: 250, 350 or 500 A (stub-up conduit entry):
 - With two inputs, the Power Link 2000 supports two conduits up to 89 mm (3.5 in trade size)
 - With four inputs, the Power Link 2000 supports two conduits up to 89 mm (3.5 in trade size) and two conduits up to 64 mm (2.5 in trade size).
- c. M16 anchor bolts (x4) with 76 mm (3 in) above concrete
- d. Surface Conduit Entry anchor positions (optional: x2 left, x2 rear, or x2 right)
- e. DC auxiliary input (requires optional package): 103 mm (4 inch trade size) conduit
- f. AC input: up to 103 mm (4 inch trade size) conduit

- g. 48 VDC, outdoor rated Cat6 Shielded Twisted Pair (STP) Ethernet, and shunt trip options: 21 mm (3/4 in trade size) conduit (x4)*
 - a. One conduit for shunt trip (if used)
 - b. Remaining three conduits hold maximum one Ethernet and one LV wire pair
- h. Front of enclosure (top view)

Note: For maximum wire and ground sizes and their minimum conduit sizes, see [Conduit and Wiring Requirements](#).

Note: If two pairs of conductors are running to the same Power Link 2000 from a Power Block, conductors must be routed with bus A + and - in one conduit, and Bus B + and - in the other.

Power Link 2000

Conservative stability specifications for the station are listed below for the following design scenarios:

1. 170 mph wind, high seismic, Class 3 Soil
2. 170 mph wind, high seismic, Class 4 Soil
3. 170 mph wind, high seismic, Class 5 Soil
4. 140 mph wind, lower seismic, Class 3 Soil
5. 140 mph wind, lower seismic, Class 4 Soil
6. 140 mph wind, lower seismic, Class 5 Soil

All scenarios assume:

- Minimum concrete rating of 2500 PSI
- An A1 anchor bolt embedment with 5/8 inch all-threaded hot dip galvanised rods (ASTM F1554 Gr. 55) embedded 9 inches. The anchor bolts must be anchored with HIT-HY 200 adhesive.

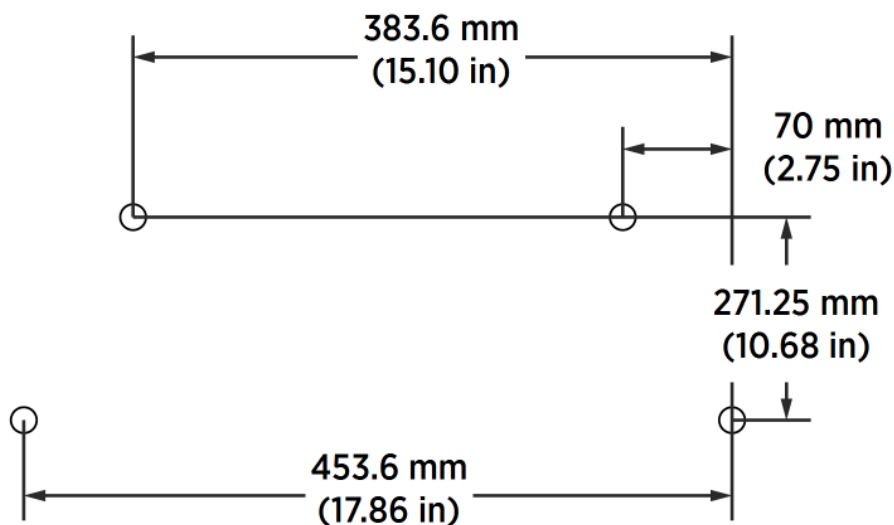
Design Scenarios	B1, Width	B2, Width	T, Thickness	#N1 @ S1" O.C. Top Rebar	#N2 @ S2" O.C. Bottom Rebar
1	1499 mm (59 in)	1499 mm (59 in)	432 mm (17 in)	#4 @ 305 mm (12 in) O.C.	#4 @ 305 mm (12 in) O.C.
2	1499 mm (59 in)	1499 mm (59 in)	610 mm (24 in)	#5 @ 305 mm (12 in) O.C.	#5 @ 305 mm (12 in) O.C.
3	1499 mm (59 in)	1499 mm (59 in)	610 mm (24 in)	#5 @ 305 mm (12 in) O.C.	#5 @ 305 mm (12 in) O.C.
4	1219 mm (48 in)	1219 mm (48 in)	330 mm (13 in)	#4 @ 305 mm (12 in) O.C.	#4 @ 305 mm (12 in) O.C.
5	1219 mm (48 in)	1219 mm (48 in)	483 mm (19 in)	#5 @ 305 mm (12 in) O.C.	#5 @ 305 mm (12 in) O.C.
6	1219 mm (48 in)	1219 mm (48 in)	483 mm (19 in)	#5 @ 305 mm (12 in) O.C.	#5 @ 305 mm (12 in) O.C.

The concrete pad for the station must either be designed to be site-specific, or must meet the specifications above. In some extreme conditions, a larger pad would be required. For sites with less stringent seismic, soil or wind conditions, a smaller pad might be possible.

If the existing pad does not meet the specifications above, it must be inspected and approved by a structural engineer for each component's dimensions and weight. If needed, give these structural design specifications to the structural engineer for verification:

Product Weight	See Weights
Product Height from Ground	2191 mm (73 in)
Product Width	720 mm (28.3 in)
Product Frontal Area	Height * Width
CG Height	1524 mm (60 in)
Number of Anchor Bolts	4
Bolt Pattern	See image below.
Anchor Bolt Size	M16
Anchor Bolt Embedment	229 mm (9 in)

The Power Link 2000 pedestal anchor bolt pattern appears below.



The station mounting points depend on the method of installation:

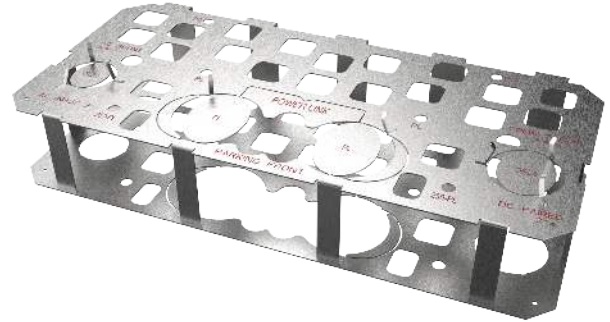
- Wall or other vertical mount
- Pedestal mount, with underground anchors and conduit
- Pedestal mount, with surface conduit entry and surface-drilled anchor bolts

Power Link 2000 service wiring enters from the bottom of the enclosure or from the back. In all cases, the maximum required wiring and conduit entries use the maximum conduit sizes listed below.

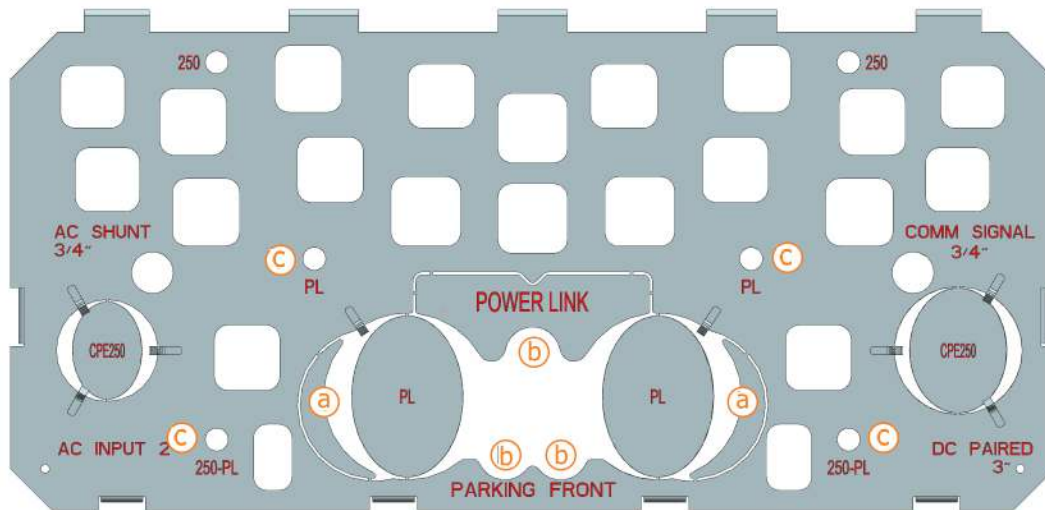
Note: This conduit layout reflects the largest conduit options. See [Conduit and Wiring Requirements](#) for more information.

For pedestal mounting, Power Link 2000 stations use the DC Universal CMT, which also fits other DC fast charging stations such as the Express 280 and can be used as an upgrade path. This CMT is embedded in a newly poured concrete pad to position both the anchor bolts and the conduit stub-ups detailed below. For more information, see [DC Universal Concrete Mounting Template Guide](#).

If using a Concrete Mount Template (CMT), the CMT, conduits, and anchor bolts are positioned correctly:



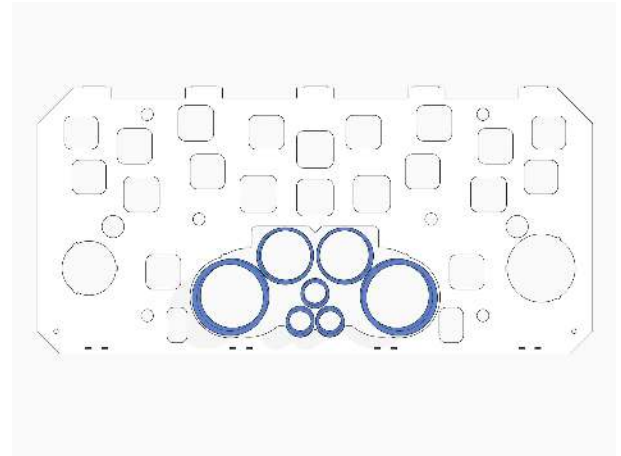
- a. DC input conductor (stub-up conduit entry only):
 - With two inputs, the Power Link 2000 supports two conduits up to 89 mm (3.5 in trade size)
 - With four inputs, the Power Link 2000 supports two conduits up to 89 mm (3.5 inch trade size) and two conduits up to 64 mm (2.5 inch trade size)
- b. 48 VDC and outdoor rated Cat6 Shielded Twisted Pair (STP) Ethernet: 21 mm (3/4 in trade size) conduit (stub-up conduit entry only)
- c. Power Link 2000 anchor bolts (x4) with 76 mm (3 in) exposed length above the concrete surface



Note: Remove the breakaway tabs to access the DC conduit openings.

Note: Low voltage lines can be routed in the same conduit as Ethernet if the wires are routed to the same location.

Note: Only round openings in the template are functional. Square openings allow concrete flow.



Mounting Specifications - Walls

For wall mounted stations:

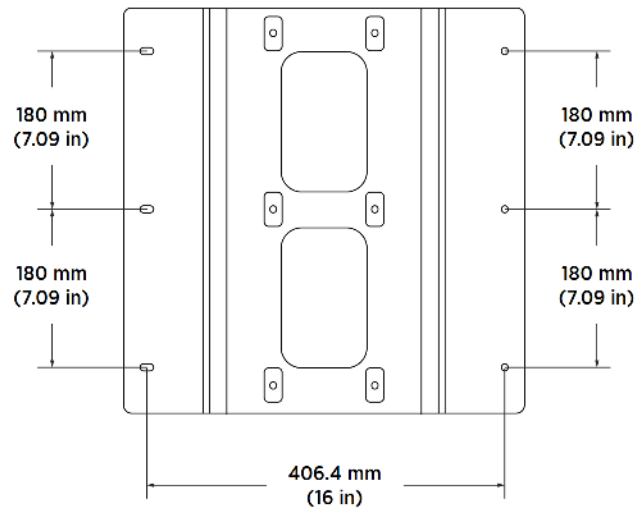
- The wall must be smooth and plumb.
- The wall must be designed or verified by a structural engineer for the weight of the Power Link 2000 and charging cables, per local regulations. See [Weights](#) for details.

- Use wall mount bracket to mark hole locations. Size holes for M8 bolts.

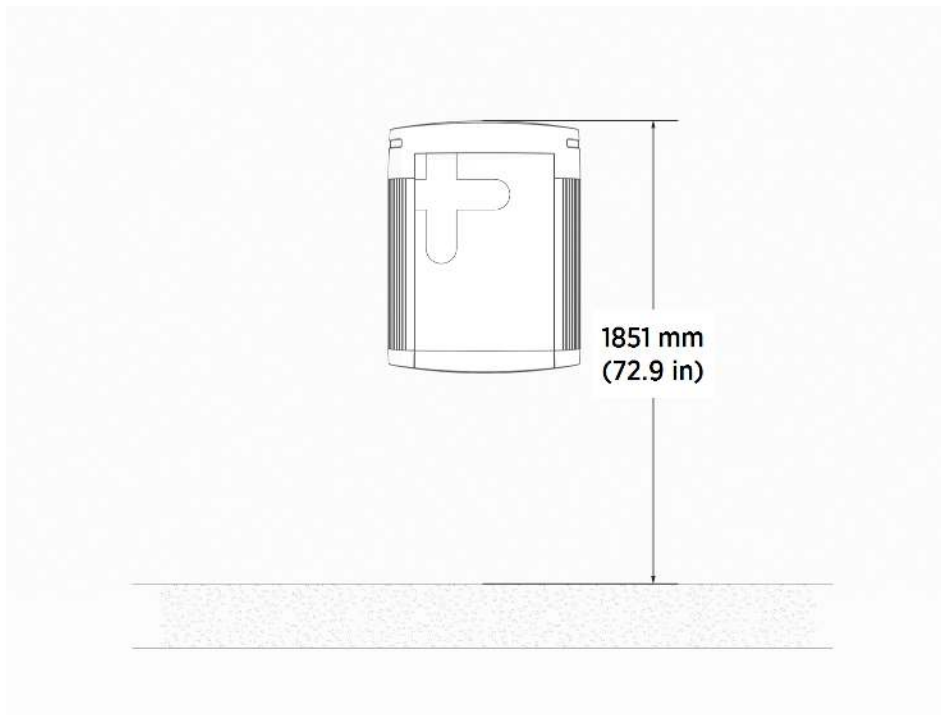


WARNING: If not installed correctly, the ChargePoint charging station may pose a crushing hazard, leading to death, personal injury or property damage. Always use the provided Concrete Mounting Template shown pre-installed here, or a ChargePoint-approved surface mounting solution, to install the ChargePoint charging station. Always install in accordance with applicable codes and standards using licensed professionals. Non approved installation methods are performed at the risk of the contractor and void the Limited One-Year Parts Exchange Warranty.

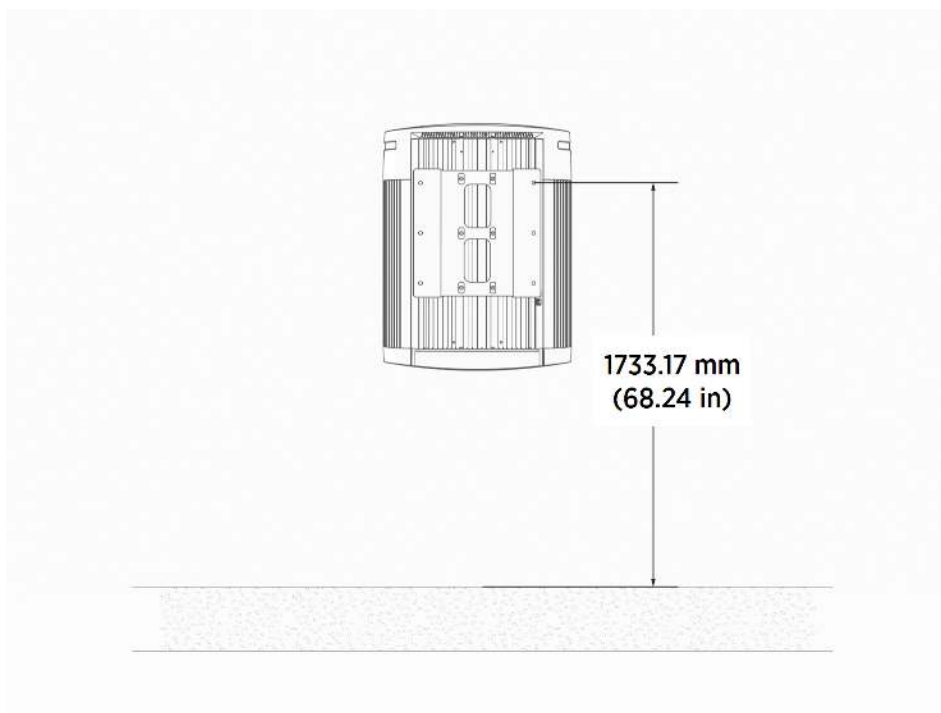
The Power Link 2000 wall mount anchor bolt pattern appears below.



- The minimum height of the wall must be 1851 mm (72.9 in) above a finished floor.



- The maximum height of the mounting bracket is 1733.17 mm (68.24 in) above a finished floor.



Mounting Specifications - Surface Mount Conduit Entry

Power Blocks and Power Link 2000s support wiring that is run above ground in protected wireways, for locations where no underground wiring access exists (parking garages, etc.) or where underground junction boxes are not permitted.



IMPORTANT: Power Link 2000 station surface conduit can only support two 76 mm (3 in) DC-IN conduits.

If cables are run above grade, they must be housed in wireways that conform to local regulations. Use a ChargePoint approved surface mount solution for the following benefits:

- Support of the weight of conduits and components without compromising cover panel integrity
- Ensure all terminations meet ingress requirements where they meet the component
- No obstructions to ventilation, which is required during operation

To prepare the site for above grade wiring:

- Ensure the plans for the concrete pad and access area allow full service access to all components. Surface conduit entry might require larger clearance areas than embedded installations, as described in later sections.
- Prepare the concrete surface where the components will be anchored so that the concrete is solid and smooth, with no old hardware or stub-ups extending above grade. The Power Block and Power Link 2000s anchor to the concrete using epoxied bolts and require a level mounting surface.

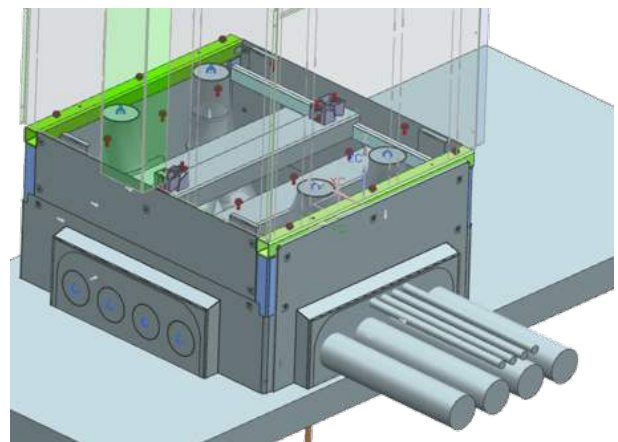
Note: Surface conduit entry can use the Concrete Mounting Template (CMT) for mounting.

- Highly flexible wire is recommended.
- Surface mounted stations require greater rear clearance to allow for conduit pull: 610 mm (24 in).

Power Block

Use the Power Block dimensions listed above to allow space and to calculate the locations of the four anchor bolts to be drilled and epoxied before installation. Include the two anchor bolts for whichever side will house the surface conduits.

The Power Block can be installed with a pedestal cover panel (only one: left side, rear or right side) that is sturdy enough to fasten to surface conduit. A surface mount cover panel has guide holes to drill out the correct size openings for that site's conduits per the site drawings.



Note: The image shows examples of positioning only. All conduit for a Power Block must enter through a single face. Arranging input and output on opposite sides for rows of Power Blocks is not supported.

Power Link 2000

A pedestal-mount Power Link 2000 also accepts Surface Conduit Entry. The surface conduit can enter from the pedestal back (a), or approach from one side and use a 90 degree elbow to join the pedestal back. Use a ChargePoint approved surface mount template to correctly align anchor bolt locations for drilling and epoxy. The maximum conduit sizing must still align with the values described in [Conduit and Wiring Requirements](#).



Drainage

Ensure any site slopes, walls or fencing do not trap water around the installation site.



WARNING: Exposing the ChargePoint® charging components to over 457 mm (18 in) of standing water could create an electrocution, shock or fire hazard.

If the component has been exposed to standing water, cut power to the component and contact ChargePoint before the component is powered on.

Clearances

Power Block

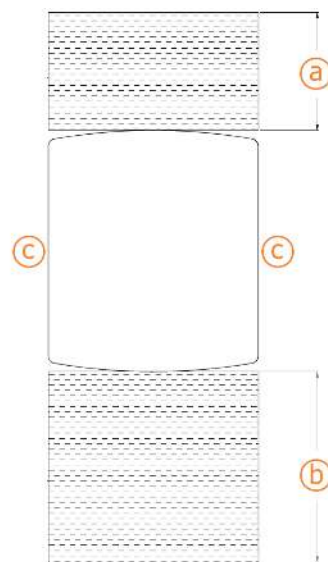
The Power Block requires minimum site and service clearances as listed below.

- a. Rear: 457 mm (18 in) required, 610 mm (24 in) recommended
- b. Front: 1000 mm (39.3 in)
- c. Sides: 51 mm (2 in) (measured from the exterior of each side cover panel)

Additionally, follow the clearance guidelines below:

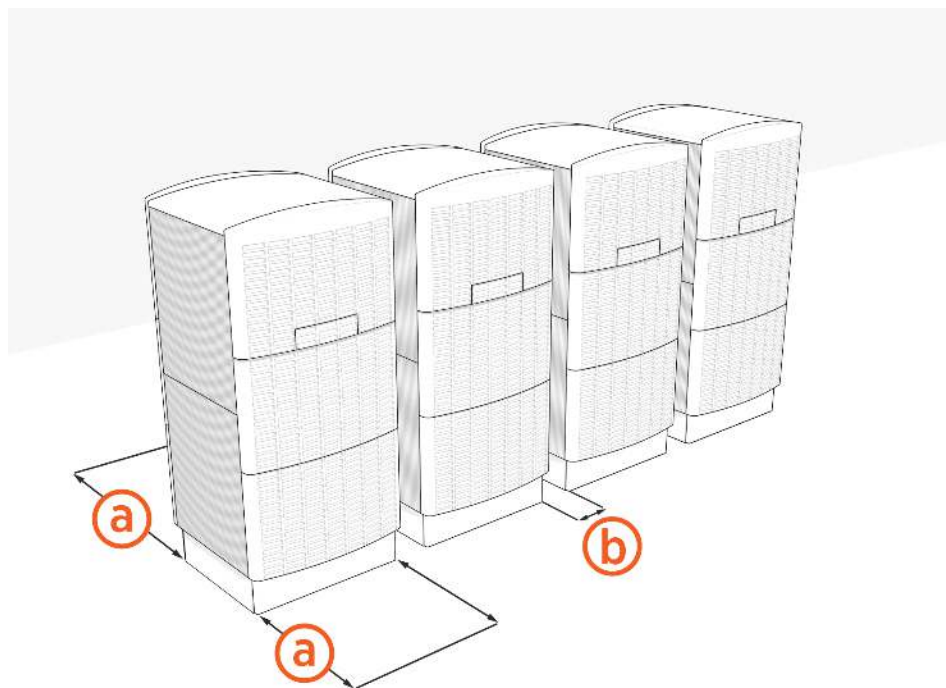
- Front and rear clearances must be at grade level +/- 13 mm (0.5 in).
- The interior of the Power Block is accessed from both the front and rear cover panels, which lift off. No separate door swing clearance is required.
- Fencing, bollards or wheel stops must not encroach upon the clearances listed above, if present. These barriers are not explicitly required by ChargePoint.
- Power Blocks can be laid out side-by-side with minimal spacing for service and ventilation. If Power Blocks are laid out side by side, wiring can enter from the rear or outside face, using either surface entry or (recommended) bottom entry. When units are side by side, wiring for the row cannot pass through one unit into another.

Note: A Power Block cannot be positioned more than 100 m (328 ft) from any of its associated stations because of Ethernet communication restrictions.



- Side clearances can be shared between Power Blocks as long as:
 - Front and rear clearances are maintained (a)
 - At least 50 mm (2 in) of clearance between each Power Block (b)
 - At least 457 mm (18 in) of clearance exists at each end of a row of Power Blocks
 - Access to the back of each Power Block exists for maintenance

Note: For any questions about allowable layouts, contact ChargePoint.



IMPORTANT: Check local and regional regulations for any additional clearance requirements regarding safety, high voltage equipment and accessibility requirements.

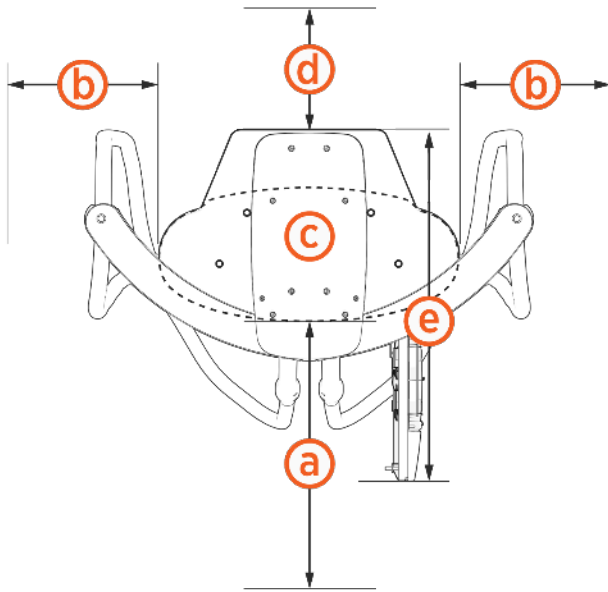


CAUTION: Each Power Module weighs 45 kg (98.5 lbs). Service for each Power Block requires a team of at least two people.

Power Link 2000

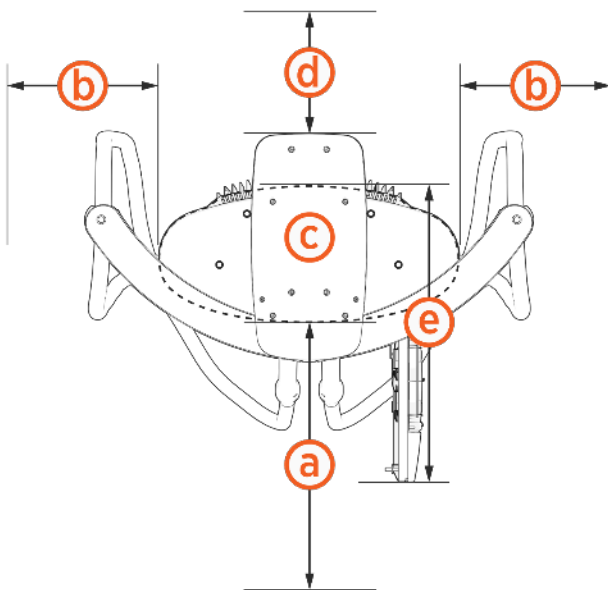
The Power Link 2000 requires minimum site and service clearances listed below.

Power Link 2000 With Liquid Cooled Cables



Note: Image not to scale.

Power Link 2000 Without Liquid Cooled Cables



Note: Image not to scale.

Power Link		Clearance
a. Front	Minimum open space	610 mm (24 in)
	Door swing + width of unit	730 mm (28 3/4 in)
b. Side		305 mm (12 in) from top corner to top corner Two Power Link units can share side clearance provided adequate clearance is allowed for Cable Management Kit (CMK) arms. Note: CMK arms cannot share side clearance.
c. Top	Pedestal mounted:	26 mm (1 in) from top of Cable Management Kit (CMK)
	Overhead mounted:	305 mm (12 in) from top of Power Link
d. Rear		203 mm (8 in) or 457 mm (18 in) with liquid cooled cable. This provides clearance for CMK and liquid cool cable service. Note: If two Power Link are positioned back-to-back, there must be at least 610 mm (24 in) of shared clearance.
e. Door swing plus station width		730 mm (28 3/4 in)



CAUTION: You will need greater clearance for special methods and accessories.

Special Method	Clearance
Surface conduit entry	Rear: 610 mm (24 in)

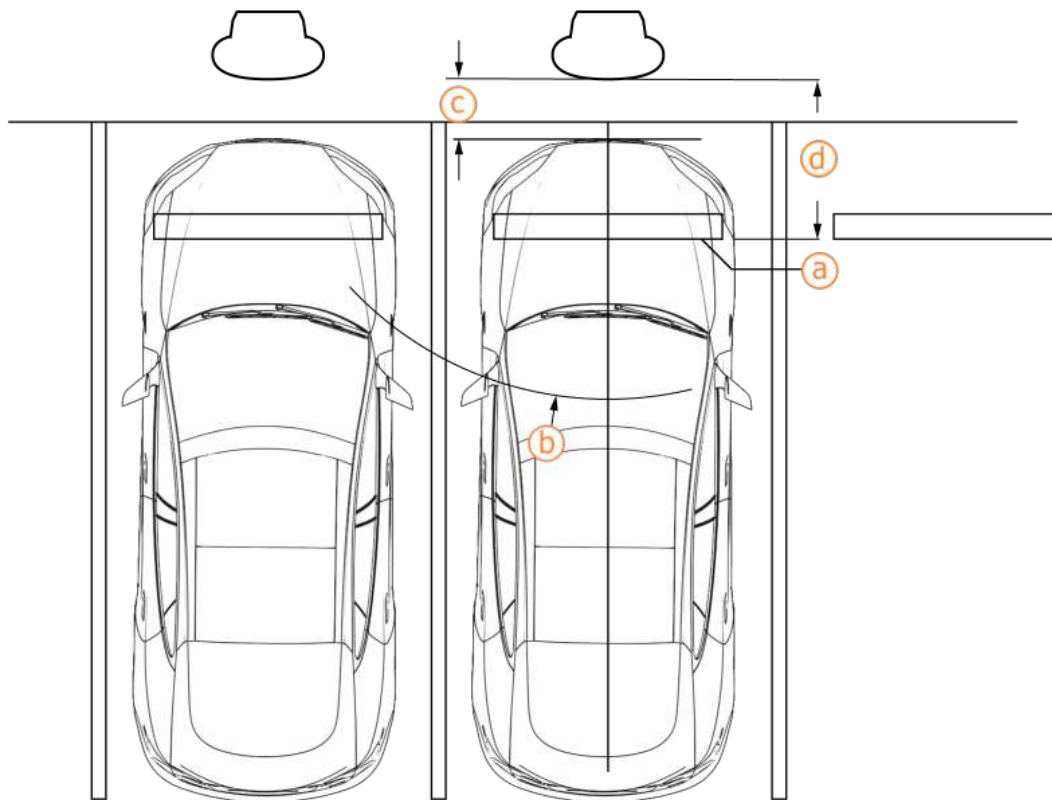
Wheel Stops and Bollards

Bollards and wheel stops are not explicitly required by ChargePoint. However, ChargePoint recommends these best practices and considerations when designing the site:

- Permanent bollards or wheel stops must not encroach upon the clearances listed in the clearance diagrams in this section. Removable bollards are allowed if service personnel have the ability to move them as needed.
- Where permitted by code, wheel stops are preferred over bollards for head-in or back-in spaces.

Wheel Stops

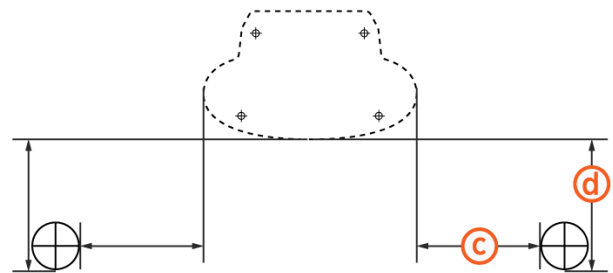
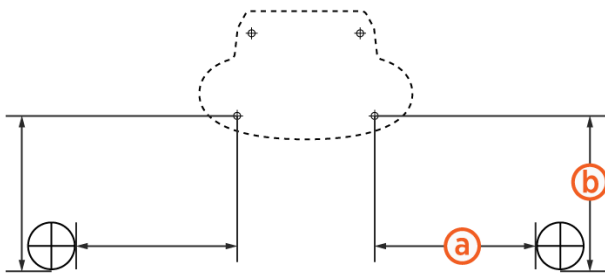
- When using wheel stops, consider the average vehicle overhang distance for the largest type of vehicle (passenger, bus, etc.), as well as leaving space for the driver to walk up and access the station.
- Position wheel stops to actively block at least one wheel, without presenting a trip hazard to pedestrians walking between vehicles.



- a. Wheel stop, positioned to actively block at least one wheel
- b. Cable reach radius: 3.76 m (148 in)
- c. Recommended distance for walk-up access: 609 mm (24 in)
- d. Recommended distance between wheel stop and station: 1371 mm (54 in) for passenger vehicles

Bollards

- When bollards are required by regulation, needed for snowy areas, or needed for curbside spaces – ensure bollard placement does not interfere with removing and replacing charge cables in the station's holsters.
- Try to minimise bollard interference with the movement of charge cables between the station and the vehicle. Bollard height is recommended to be no higher than 914 mm (36 in) where needed.
- Follow the measurements listed for bollards placement:
 - a. Anchor bolt to bollard inside edge: 254 mm (10 in)
 - b. Anchor bolt to bollard front edge: 424 mm (16.7 in)
 - c. Power Link 2000 side to bollard inside edge: 122 mm (4.8 in)
 - d. Power Link 2000 front to bollard front edge: 305 mm (12 in)

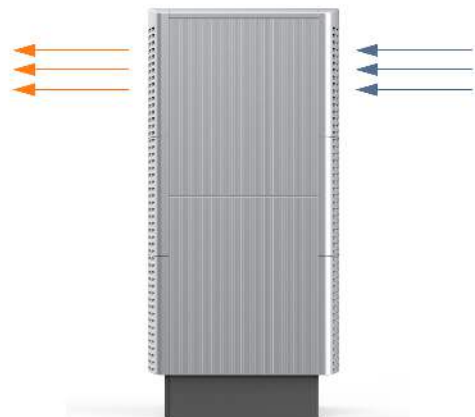


Ventilation

Power Block

Intake vents are positioned at the front of the Power Block (blue arrows), and exhaust vents are at the rear (orange arrows). When positioning multiple Power Blocks, orient intake and exhaust to avoid recirculation.

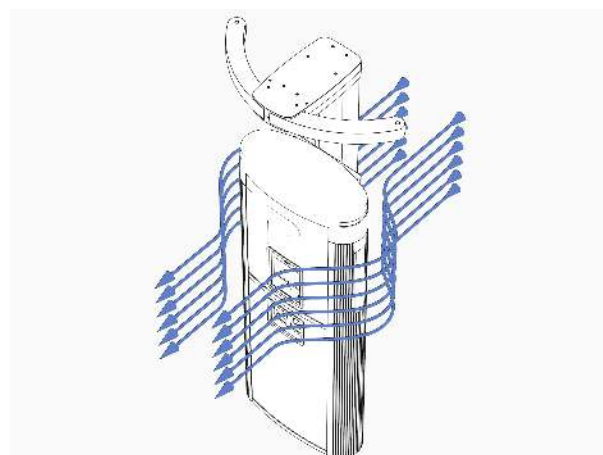
Note: Power Block requires 10 kW (34,000 BTU/hr) of heat rejection.



Power Link

Ensure that any installation, especially an indoor installation, has adequate airflow to dissipate heat at maximum operation. The charging location must allow fresh ambient airflow. Do not install a charging component where it is exposed to air that is heated above ambient temperatures. Restriction of airflow, or temperatures outside the operating range, might result in reduced maximum performance.

Note: Power Link 2000s without liquid cooled cables require 500 W (1,700 BTU/hr) of heat rejection. Power Link 2000s with liquid cooled cables require 5.3 kW (18,000 X BTU/hr).



Accessibility

Comply with regional accessibility laws, regulations and ordinances. The Power Link 2000 charging station must not block ramps or pathways, and the height of the interactive display cannot exceed the maximum height as dictated by local laws.

Signage

Refer to local and regional code to design the following elements for the site:

- Any required re-striping of parking spaces
- EV or Accessible EV signs
- EV or Accessible EV paint markings on and around the parking spaces

Electrical Design 3

The default Express Plus installation requires service wiring installed underground. Conduit and wire size are determined based on current. Service wiring in conduit, or armoured cable, must be run as required to comply with local electrical regulations. Consult national and local codes or a project engineer to determine the grade, quality and size of the conduit or cable.

The Power Block is available in 250, 330, 350 and 500 A versions, each with its own rating labels.

Note: All wiring and conduit is supplied by the contractor unless otherwise indicated.



IMPORTANT: If a site requires surface conduit entry installation, contact ChargePoint before beginning work to obtain an approved installation method. If the station is being fed power by more than two Power Blocks, surface conduit entry installation is not permitted.

Upstream Components

Charging stations are considered continuous load devices (EVs draw maximum load for long durations). Therefore, electrical branch circuits to EV chargers must be sized at 125% of the load on each leg of a 3-phase panel for North American installations, in accordance with National Electric Code requirements. For other regions, refer to local code.

When planning multiple EV charging stations, it is best practice to segment non-continuous and continuous loads, with all branch circuits for EV charging on a dedicated electrical panel assembly with adequate circuit breakers. When sizing new electrical panels dedicated for EV charging, all branch circuits must support continuous load.

Each Power Block requires its own service panel breaker as follows:

Nominal Voltage	Input Current Rating	Breaker Size
Europe: 400 V	315 A	400 A
North America: 480 V	260 A	350 A and 400 A

Note: The Power Block has a short circuit current rating of 65 kA.

The Power Link 2000 charging station is tested to IEC 61000-4-5, Level 5 (6 kV @ 3000 A) standards.

AC Disconnect Switch

A local AC disconnect switch, separate from the shunt trip wiring, is recommended to be installed between each Power Block and the electrical panel. This is especially important if the main electrical panel or utility

room is distant, out of line of sight or has restricted access. For North America installations, refer to disconnect switch requirements per NEC Article 625, “Electric Vehicle Charging and Supply Equipment Systems”.

Transformer Configuration

Refer to the following tables to configure electrical service.

	North America	Europe
Input Rating	480 VAC, 3-phase, 260 A, 60 Hz	400 VAC, 3-phase, 310 A, 50 Hz
Electrical Service Configuration	277/480 3-phase plus ground, grounded WYE (Y) configuration*	230/400, 3-phase plus ground, grounded WYE (Y) configuration*
Product Connection	3-phase 480 plus ground (neutral not used)	3-phase 400 plus protective earth (neutral not used)
Harmonic Current Rating	K factor 4	K factor 4

*Delta (floating or grounded) is not supported.

Grounding Requirements

- The Power Block must be connected to a grounded, metal, permanent wiring system.
 - North America: A service ground conductor must be run with circuit conductors and connected to an equipment-grounding terminal on the Power Block.
 - Europe: Use TN-S or TN-C-S configurations. TT is not recommended because it requires Residual Current Devices (RCD).
- Ensure a grounding conductor that complies with local codes is properly grounded to earth at the service equipment or, when supplied by a separate system, at the supply transformer.
- The Power Block must be connected to a grounded, metal, permanent wiring system. An equipment-grounding conductor must be run with circuit conductors and connected to an equipment-grounding terminal or lead on the Power Link 2000.
- All charging components must be bonded to one another in sequence: either Power Block to Power Link 2000, or Power Block to Power Hub (if used) to Power Link 2000.
- Some regions also require a grounding rod to be installed adjacent to each component. Check local regulations to ensure compliance.

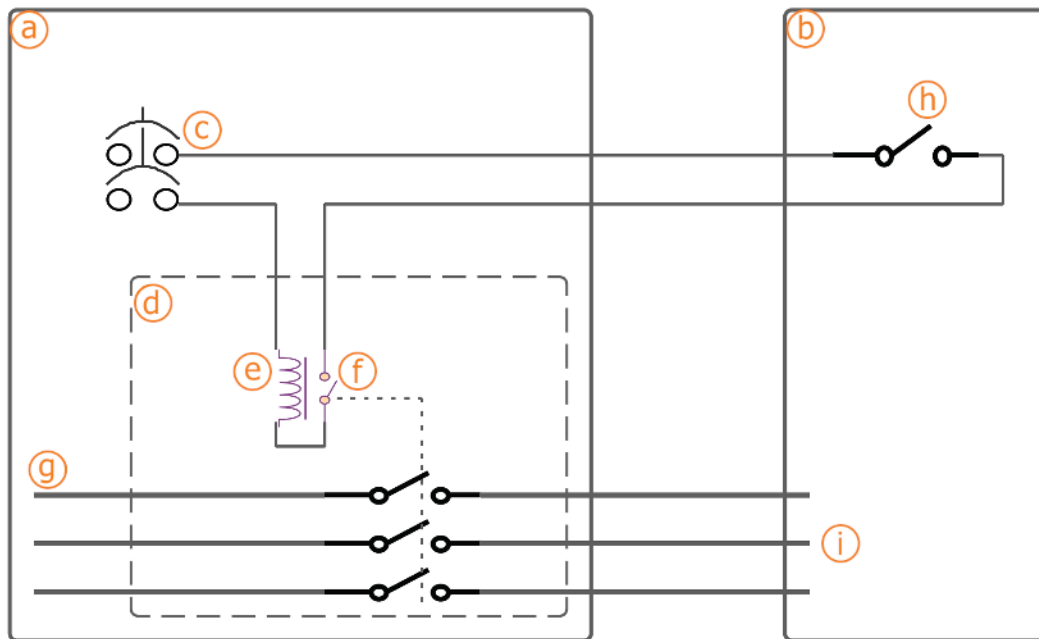
Shunt Trip Wiring

The Power Block provides a set of unpowered (dry) contacts to connect to an optional shunt trip device. These contacts are rated to 240 VAC and 6 amps.

Wiring sections to and from the Power Block are deactivated when unsafe conditions are detected, such as unintended cover panel removal. A breaker reset is required any time the shunt trip is activated.

If installed, each Power Block must be wired to the shunt trip unit of its own upstream circuit breaker. Upstream AC power must be shut off at the panel to remove shock risk inside the Power Block. All shunt trip behaviour is already hard-coded into the Power Block and has no programmable variables.

Emergency stop devices are governed by local and regional regulations and may be required in some sites. If one is required by regulations or by the site, confirm specifications with your ChargePoint representative.



- a. Electrical panel
- b. Power Block
- c. Control voltage supply, maximum 240 VAC
- d. Shunt trip circuit breaker
- e. Shunt trip coil
- f. Auxiliary contacts (closed when main contacts are closed)
- g. Three-phase AC main
- h. Power Block shunt trip contacts, Normally Open (inside the auxiliary power supply, accessible on field wiring terminal block)
- i. Three-phase Power Block AC input

Maintenance Switch

A maintenance switch is highly recommended when more than one Power Link 2000 stations are connected to one or multiple Power Blocks to improve system uptime during maintenance.

For Power Link 2000s that do not have a maintenance switch, servicing the station requires the Power Block upstream to be powered off. This can affect system uptime and fleet scheduling. If an external DC disconnect switch is used, then the switch must be configured with Normally Closed (NC) contact feedback wired into each Power Link 2000. Maintenance switches are an orderable option for pedestal stations.

Conduit and Wiring Requirements

For full product specifications, refer to the *Express Plus Datasheet*. Using that data, ensure the installation location is equipped with service wiring that supports the Express Plus site's power requirements:



IMPORTANT: All AC and HV DC conductors landing on Express Plus equipment shall be copper and rated to 90°C (194°F) minimum. All 48 VDC conductors must be rated to 75°C (167°F) minimum and 90°C (194°F) is recommended.

In regions that use conduit, the outer diameter of conduit must not exceed the trade sizes listed.

In regions that do not use conduit, armoured cable may be laid in the same configuration to conform to the wire placement on mounting templates.

Note: For North American installations, per UL 2202, overhead configurations of the Power Link 2000 must use no more than 3 conductors per pole, and those three conductors cannot be larger than 85 mm² (3/0 AWG). Reference UL code for wire bend limitations for 203 mm (8 in) of available space.

Notes for all wiring regions:

- Use one AC input feed per Power Block.
- The maximum wiring run length is 100 m (328 ft) between a Power Block and each of its Power Link 2000s for DC conductors, 48 VDC wiring and Ethernet.
- 48 V DC wiring must be rated for 1000 V.
- Power Link 2000 conduits must be sealed to maintain a Pollution Degree 2 environment.
- Ethernet communication between Power Blocks and Power Link 2000s must be outdoor rated Cat6 Shielded Twisted Pair (STP) cable, with the shield wire terminated at the Power Block end. Lesser grades of cable do not have the required noise immunity.
- All sizes are generic and provided for reference only. The installation contractor must perform site-specific wiring, taking into account the installation method, current carrying capacities, site conditions and applicable regulations.

Conduit and Wire Size Requirements

Note: The tables provide the largest possible wire sizes in each case. All sizing assumes a maximum ambient temperature of 50°C (122°F). Actual wire sizing and types should be designed to be site-specific.

48 V DC Power

Type	Wire Insulation Rating	Size	Conduit Trade Size
48 VDC	1000 VDC	Must be 16 mm ² (6 AWG)	21 mm (3/4 in)

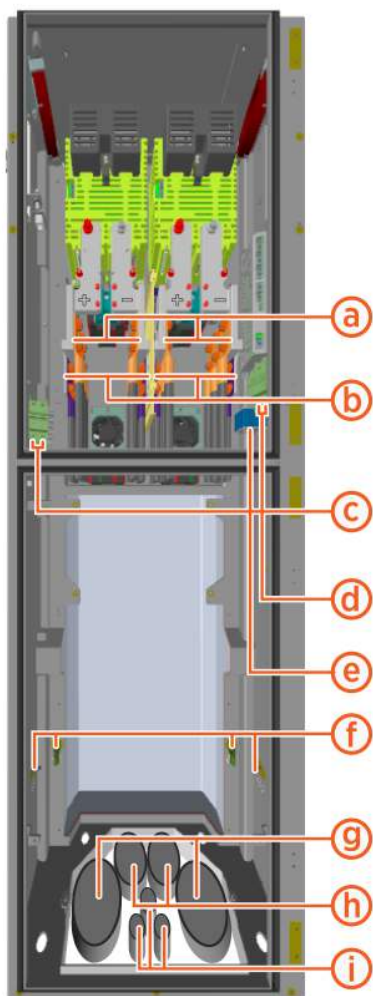
AC Input

Type	Input Current Rating	Conductors Per Pole	Size	Ground	Minimum Conduit Size
AC input (THHN)	260 A, 480 VAC	1	400 mm ² (750 kcmil)	27 mm ² (3 AWG)	91 mm (3.5 in trade)
		2	185 mm ² (350 kcmil)	27 mm ² (3 AWG)	91 mm (3.5 in trade)
		3	120 mm ² (4/0 AWG)	27 mm ² (3 AWG)	76 mm (3 in trade)

DC Output

The Power Link 2000 can be installed with maximum of 12 HV wires per DC input (six for 500 A and six for 350 A, maximum three per pole).

Note: The DC output of Power Block is the DC input for Power Link 2000.



	Wire Landing For	Max. Wire Quantity x Size	Max. Conduit Quantity x Size	Lug Size
a	Max. 500 A, 1000 V DC input	12 x 150 mm ² (300 kcmil) (six per input, three per pole)	g. 2 x 91 mm (3.5 in) (six HV and one ground wire per conduit)	Long barrel and tongue with two holes 44.5 mm (1.75 in) apart, must fit M12 stud, max. tongue width 31 mm (1.22 in) for a and 23.4 mm (0.92 in) for b.
b	Max. 350 A, 1000 V DC input	12 x 95 mm ² (3/0 AWG) (six per input, three per pole)	h. 2 x 63 mm (2.5 in) (six HV and one ground wire per conduit)	
c	48 V DC input	Must be 2 x 16 mm ² (6 AWG) (two per input, one per pole)	i. 3 x 21 mm (3/4 in) (two LV and one Ethernet wire per conduit)	N/A
d	48 V DC input (redundant)			
e	Ethernet connection	1 x Cat6 STP cable terminated with RJ45 connector (outdoor rated)		
f	Ground connection	4 x 50 mm ² (1/0 AWG); refer to local codes for size	See rows a and b	Short barrel and tongue with single hole, must fit M6 stud.

North American Wire, Voltage and Current Ratings

	Inputs to Power Block		Power Block to Each Power Link 2000		
	AC and Gnd	Shunt Trip / EPO	HVDC Output	48 VDC Output	Ethernet
Circuit Voltage	480 VAC	< 240 V	100 - 1000 V	48 V	--
Max Current	260 A	6 A	200, 250, 350, or 500 A	32 A	--
Notes	L1, L2, L3, Gnd			Rated for 1000 V	Outdoor rated Cat6 STP

UK and European Wire, Voltage and Current Ratings

	Inputs to Power Block		Power Block to Each Power Link 2000		
	AC and Gnd	Shunt Trip / EPO	HVDC Output	48 VDC Output	Ethernet
Circuit Voltage	400 VAC	< 240 V	200-1000 V	48 V	--
Max Current	315 A	6 A	200, 250, 350, or 500 A	32 A	--
Notes	3p+E			Rated for 1000 V	Outdoor rated Cat6 STP

Connectivity 4

A consistently strong mobile signal is needed before installers can activate the vehicle charging station. Weak or sporadic signal can affect crucial aspects of the charging station, including:

- Accuracy in reporting
- Ability for drivers to use the mobile app
- Ability for customer support to troubleshoot problems
- Support for advanced features such as Power Management or Waitlist

A strong signal is also required for the ChargePoint Assure maintenance and management programmes.

ChargePoint stations use mobile data connections to reach ChargePoint cloud services. This allows secure, PCI-compliant data connections without requiring any other form of Internet connectivity at an install site or imposing additional network management responsibilities on a site host.

Each station has its own mobile connection.

Signal Strength and Quality

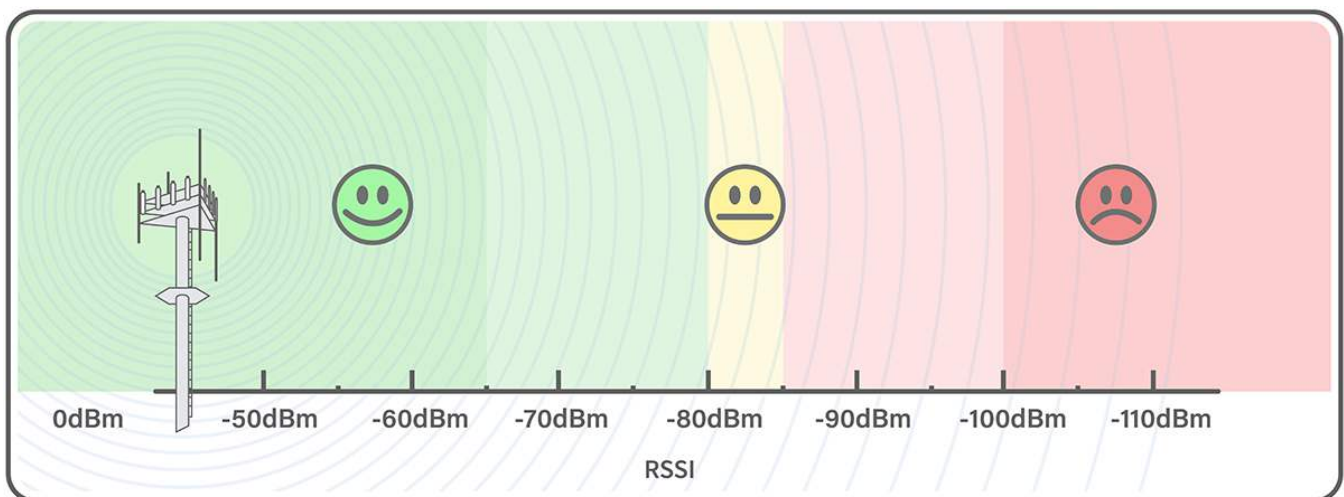
Use a mobile signal detection device (such as a Siretta Snyder LTE or equivalent) to take signal strength readings at the exact proposed charging station or gateway locations.

For stations using LTE, test the location of every gateway and ensure that it meets minimum RSRQ at -12.5 dB or better, for RSRP measured at -90 dBm or better. Refer to the graph for acceptable combinations.

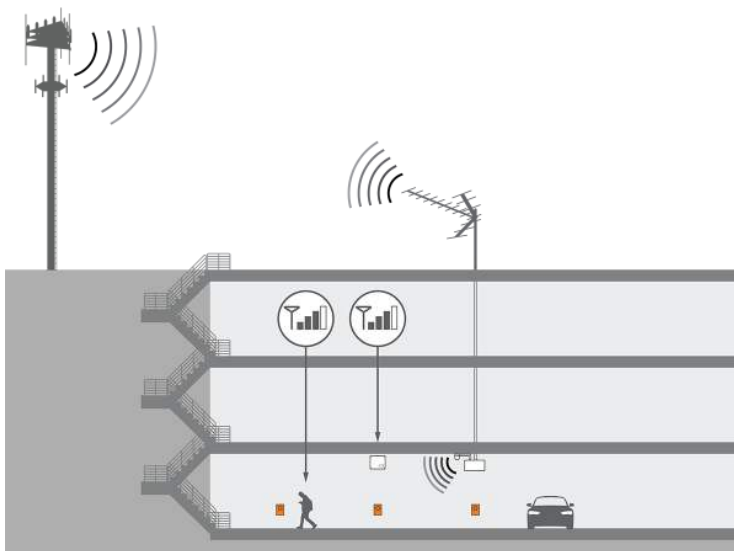
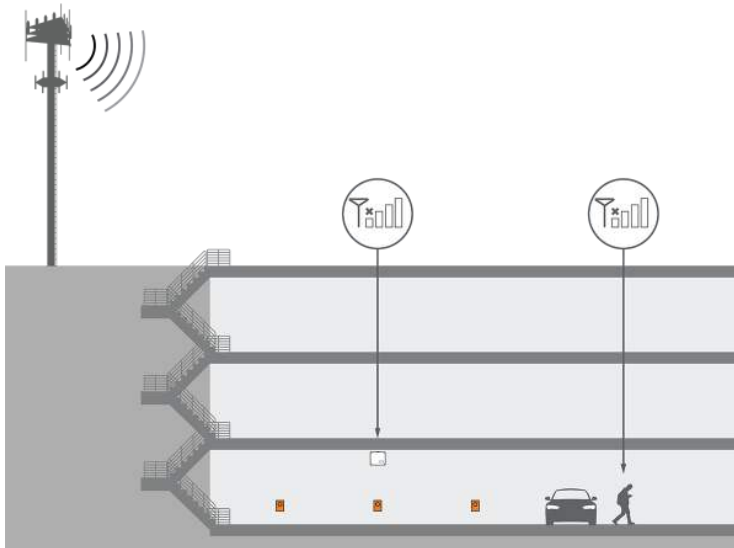
Note: These numbers are all negative, so -70 dBm is stronger than -85 dBm and -90 dBm is weaker.



For stations using 3G, test the location of every station and ensure that it meets minimum -85 dBm RSSI.



If the signal strength is weaker than this, take cellular readings at the location where any cellular signal booster aerials will be installed. Ensure that enough signal exists for that repeater model. Install repeaters to boost the strength of the mobile signals. Repeaters are often required when installing charging stations in an underground garage or enclosed parking structure.



In North America, ChargePoint products all support LTE bands 2, 4 and 5. The most commonly supported carriers to check during site evaluation are:

- US: AT&T, T-Mobile, Verizon
- Canada: Rogers, Telus and Bell

For other regions, or if the site does not have strong signal on these bands, contact your ChargePoint representative for additional solutions.

ChargePoint strongly recommends a consultation with a mobile connectivity specialist before all installations. A consultation can verify:

- Service with a supported carrier on a supported LTE band
- Available signal and local noise levels on applicable bands

-
- Site changes to correctly meet your needs, both for station bandwidth and other phone coverage for customer or tenant satisfaction

Repeaters

Some sites require repeaters to ensure strong signal to all stations. If a repeater is required, look for a model with these features:

- Specifically LTE compatible on the listed bands
- Multi-carrier
- Multi-band
- Not already dedicated to FirstNet or other first responder-specific networks
- Auto-gain recommended

Note: Do not rely on readings taken with a mobile phone when conducting site surveys. Many signal boosters and network extenders may not be compatible with ChargePoint hardware, including certain types of distributed antenna systems (DAS), micro/nano/pico/femto-cells, and carrier- or band-specific signal boosters.

Limited Warranty Information and Disclaimer

The Limited Warranty you received with your charging station is subject to certain exceptions and exclusions. For example, your use of, installation of or modification to the ChargePoint® charging station in a manner in which the ChargePoint® charging station is not intended to be used or modified will void the limited warranty. You should review your limited warranty and become familiar with the terms thereof. Other than any such limited warranty, the ChargePoint products are provided “AS IS”, and ChargePoint, Inc. and its distributors expressly disclaim all implied warranties, including any warranty of design, merchantability, fitness for a particular purposes and non-infringement to the maximum extent permitted by law.

Limitation of Liability

CHARGEPOINT IS NOT LIABLE FOR ANY DIRECT, INDIRECT, INCIDENTAL, SPECIAL, PUNITIVE OR CONSEQUENTIAL DAMAGES, INCLUDING WITHOUT LIMITATION LOST PROFITS, LOST BUSINESS, LOST DATA, LOSS OF USE, OR COST OF COVER INCURRED BY YOU ARISING OUT OF OR RELATED TO YOUR PURCHASE OR USE OF, OR INABILITY TO USE, THE CHARGING STATION, UNDER ANY THEORY OF LIABILITY, WHETHER IN AN ACTION IN CONTRACT, STRICT LIABILITY, TORT (INCLUDING NEGLIGENCE) OR OTHER LEGAL OR EQUITABLE THEORY, EVEN IF CHARGEPOINT KNEW OR SHOULD HAVE KNOWN OF THE POSSIBILITY OF SUCH DAMAGES. IN ANY EVENT, THE CUMULATIVE LIABILITY OF CHARGEPOINT FOR ALL CLAIMS WHATSOEVER RELATED TO THE CHARGING STATION WILL NOT EXCEED THE PRICE YOU PAID FOR THE CHARGING STATION. THE LIMITATIONS SET FORTH HEREIN ARE INTENDED TO LIMIT THE LIABILITY OF CHARGEPOINT AND SHALL APPLY NOTWITHSTANDING ANY FAILURE OF ESSENTIAL PURPOSE OF ANY LIMITED REMEDY.

US FCC Compliance Statement

This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference when the equipment is operated in a residential installation. This equipment generates, uses, and can radiate radio frequency energy and, if not installed and used in accordance with the instruction manual, may cause harmful interference to radio communications.

Important: Changes or modifications to this product not authorised by ChargePoint, inc., could affect the EMC compliance and revoke your authority to operate this product.

Exposure to Radio Frequency Energy: The radiated power output of the 802.11 b/g/n radio and cellular modem (optional) in this device is below the FCC radio frequency exposure limits for uncontrolled equipment. The aerial of this product, used under normal conditions, is at least 20 cm away from the body of the user. This device must not be co-located or operated with any other aerial or transmitter by the manufacturer, subject to the conditions of the FCC Grant.

ISED (formerly Industry Canada)

This device complies with the licence-exempt RSS standard(s) of Innovation, Science and Economic Development Canada (ISED). Operation is subject to the following two conditions: (1) this device may not cause interference, and (2) this device must accept any interference, including interference that may cause undesired operation of the device.

Cet appareil est conforme aux flux RSS exemptés de licence d'Innovation, Sciences et Développement économique Canada (ISDE). L'exploitation est autorisée aux deux conditions suivantes : (1) l'appareil ne doit pas produire de brouillage, et (2) l'utilisateur de l'appareil doit accepter.

Radiation Exposure Statement: This equipment complies with the IC RSS-102 radiation exposure limits set forth for an uncontrolled environment. This equipment should be installed and operated with a minimum distance of 20 cm between the radiator and your body.

Énoncé d'exposition aux rayonnements: Cet équipement est conforme aux limites d'exposition aux rayonnements ioniques RSS-102 Pour un environnement incontrôlé. Cet équipement doit être installé et utilisé avec un Distance minimale de 20 cm entre le radiateur et votre corps.

FCC/IC Compliance Labels

Visit chargepoint.com/labels.



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