

## Know your Connectors

*As the type of connector varies on different EV models, and some vehicles may have more than one type, it is important that you can identify which connectors work for your vehicle and therefore what to look out for at a suitable charge point.*

### AC or DC?

Cars and vans can be charged by AC or DC chargers (sometimes both types on the same vehicle)

**Levels 1 and 2** are generally only AC type chargers.

**Levels 3 and 4** can be both. They are generally DC but AC does exist (Renault ZOE).

### Connector / Protocol types

Just to add a little more confusion, there are a few different standards for the leads and connectors on vehicles.

### Connector Types

If you want to use public charge points it is important to understand what type of connector(s) your Electric Vehicle has available. You can also purchase (in some cases) adaptor leads to enable you to access additional charge points.

The main types available are as follows

#### ESVE Cable – 3 pin UK domestic

A bit under level 1 – 10 hour charge  
Supplied with Nissan LEAF, Mitsubishi, Citroen and other early EV models.

**CAUTION: It will burn out a domestic socket if used continually.**



#### Type 2 Menekes Lead



All Renault (except Twizy)

Levels 1 – 4 charging

This is the European standard lead so many UK charge Points will have this (especially for Level 2).

### J1772 Type



Nissan LEAF, Mitsubishi, Peugeot, Citroen  
Level 1 and 2 only

This is the Japanese standard connector.  
To use it with a Public Menekes lead you will  
need a convertor lead. This does not usually  
come with the car so will have to be  
purchased additionally.

### Combo , CSS connector

Levels 1 to 4 both AC and DC

BMW, Ford, VW etc

European Standard .

DOES it fit to type 2 public charger????



### CHADEMO

Level 3 and 4 only – DC only

Nissan , Mitsubishi , Citroen, Peugeot

A Japanese standard but still widely available  
at public charge points.



## Accessing Public Charge Points

In the UK many early charge points were funded with the aid of Government grants, and the schemes have credit card style RFID cards given to EV drivers so they can access the charge points by “swiping “ the charge point.



This has resulted in the EV user needing a few different cards if they use charge points in different areas (especially in London where you might need 3 or 4 cards). You can check the owner of the charge point to obtain a card (there are often provided free or for a minimal fee). Visit Zap Map for information about a sepcific charging point: [www.zap-map.com/live](http://www.zap-map.com/live)

More and more charge points are popping up in service stations and at public places in towns and cities, making it ever easier to get around in your EV.