

## Maintenance log Unity50-360/CPC50-150 DC Charger

<b>Protocol no.</b>	
<b>Date</b>	
<b>Serial number</b>	
<b>Technician</b>	
<b>Address</b>	

<b>Work to be performed</b>	<b>Work</b>	<b>OK</b>	<b>NOK</b>
Check emergency stop circuit (emergency stop button)			
Heater, fan and LED test			
Plug holder, plug and cable insulation			
Press the test button on the RCD(s) and RCD/LCD			
Calibrate HMI			
Rough cleaning of the station			
Attach sticker with date of inspection and next inspection			
Check PT100/0 for function in the service menu			
Tighten the clamping points			
Visual inspection for damage/vandalism (housing, charging cable, lock, ...)			
Clean or replace filter mats			
Replace the display protection film if necessary (CPC50/Unity50-120)			
Test report according to standard (ÖVE/ÖNORM E 8001, DIN VDE 0100, ...) *			

\*Country specific

Service Data		
Running times	DCP 1	
	DCP 2	
	Switch cabinet	
	Heating	
Switching cycles	CP 1	
	CP 2	
	CP 3	
Measurements		
Loop impedance / Zs		$\Omega$
Short-circuit current / Ak		nA
I $\Delta$ N -1F4 (CPC50)		mA
$\Delta$ t -1F4 (CPC50)		ms
I $\Delta$ N -8F1 (CPC50P/Sxx)		mA
$\Delta$ t -8F1 (CPC50P/Sxx)		ms
I $\Delta$ N -5F1 (CPC150)		mA
$\Delta$ t -5F1 (CPC150)		ms
I $\Delta$ N -6F1 (CPC150P/Sxx)		mA
$\Delta$ t -6F1 (CPC150P/Sxx)		ms
I $\Delta$ N -1F2 (Unity 50/120)		mA
$\Delta$ t -1F2 (Unity 50/120)		ms
I $\Delta$ N -4F1 (Unity 50/120)		mA

$\Delta t$ -4F1 (Unity 50/120)	ms
I $\Delta$ N -4F2 (Unity 120)	mA
$\Delta t$ -4F2 (Unity 120)	ms
I $\Delta$ N -5F1 (Unity 50/120)	mA
$\Delta t$ -5F1 (Unity 50/120)	ms
I $\Delta$ N -5F2 (Unity 120)	mA
$\Delta t$ -5F2 (Unity 120)	ms
I $\Delta$ N -18F1 (Unity 50/120P/Sxx)	mA
$\Delta t$ -18F1 (Unity 50/120P/Sxx)	ms
I $\Delta$ N -27F2 (Unity 150-360)	mA
$\Delta t$ -27F2 (Unity 150-360)	ms
I $\Delta$ N -2F1 * (Unity 150-360)	mA
$\Delta t$ -2F1 * (Unity 150-360)	ms
I $\Delta$ N -2F2 * (Unity 150-360)	mA
$\Delta t$ -2F2 * (Unity 150-360)	ms
I $\Delta$ N -2F3 * (Unity 150-360)	mA
$\Delta t$ -2F3 * (Unity 150-360)	ms
I $\Delta$ N -2F4 * (Unity 210-360)	mA
$\Delta t$ -2F4 * (Unity 210-360)	ms
I $\Delta$ N -2F5 * (Unity 270-360)	mA
$\Delta t$ -2F5 * (Unity 270-360)	ms
I $\Delta$ N -2F6 * (Unity 300-360)	mA
$\Delta t$ -2F6 * (Unity 300-360)	ms
I $\Delta$ N -4F1 * (Unity 150-360)	mA

$\Delta t$ -4F1 * (Unity 150-360)	ms
I $\Delta$ N -4F2 * (Unity 150-360)	mA
$\Delta t$ -4F2 * (Unity 150-360)	ms
I $\Delta$ N -4F3 * (Unity 180-360)	mA
$\Delta t$ -4F3 * (Unity 180-360)	ms
I $\Delta$ N -4F4 * (Unity 240-360)	mA
$\Delta t$ -4F4 * (Unity 240-360)	ms
I $\Delta$ N -4F5 * (Unity 300-360)	mA
$\Delta t$ -4F5 * (Unity 300-360)	ms
I $\Delta$ N -4F6 * (Unity 360)	mA
$\Delta t$ -4F6 * (Unity 360)	ms
I $\Delta$ N -7F2 (Unity 150-360Pxx/Sxx)	mA
$\Delta t$ -7F2 (Unity 150-360Pxx/Sxx)	ms

\*The right side panel must be opened for the test

Voltage at the mains connection			
L1 - L2	V	L1-N	V
L1 - L3	V	L2-N	V
L2 - L3	V	L3-N	V

Test charge *		
Charge (vehicle model)	CP 1	
	CP 2	
	CP 3	

\*Customer specific

**Comment**

---

Place, date, signature