

**NEW**

# EVCA MULTI MOBILE

For AC/DC-CCS Type 1 + Type 2, CHAdeMO and GB/T China



SUPPORTED AND TESTABLE STANDARDS



MEMBER OF



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[www.comemso.com](http://www.comemso.com)

# All charging standards in one compact and portable system – ready for use, without having to be repositioned.

The comemso EVCA Multi Mobile is an absolute world novelty in the field of EV charging system analysis. It combines the four most common charging standards AC/DC-CCS Type 1 + Type 2, CHAdeMO and GB/T China in one system. Directly ready for use without prior plugging and replacing of inlets or similar!

Hardware for  
TLS decryption:  
TLS-Gateway

DC fault injection:  
R-Iso-Check

AC to EV

AC to EVSE for  
GB/T (backside)

User-friendly  
change of charging  
standard

CHAdeMO

AC/DC-CCS Type 2

AC/DC-CCS Type 1

GB/T China



## All for one and one for all.

Due to the user-friendly design of the comemso EVCA Multi Mobile, there can be no operating errors. With the built-in slide flap, you can only activate the charge standard that is visible. Once the desired charging standard has been set, the comemso EVCA Multi Mobile measures and checks both the communication and the load circuit for standard conformity over the entire charging period and records any deviations. This enables the causes of

charge interruptions to be identified and the causes of events to be recognised and visualised.

All this is done in accordance with the latest standards. For DC-CCS Type 1 + Type 2: IEC 61851-1, DIN 70121, ISO 15118 and SAE J1772; ISO/IEC 61851-23 measurement and ISO/IEC 61851-24 without faults on DC load circuit. For CHAdeMO: 0.9.1, 1.0, 1.0.1, 1.1, 1.2 and 2.0. For GB/T DC (China): GB/T 27930-2011; GB/T 27930-2015 and GB/T 18487.1-2015.

CHAdeMO



AC/DC-CCS Type 2



AC/DC-CCS Type 1



GB/T DC China



Back view



AC GB/T inlet  
connection

HV-Sim max. 200A  
connect ext. power supply/load



## Laboratory in a trunk.

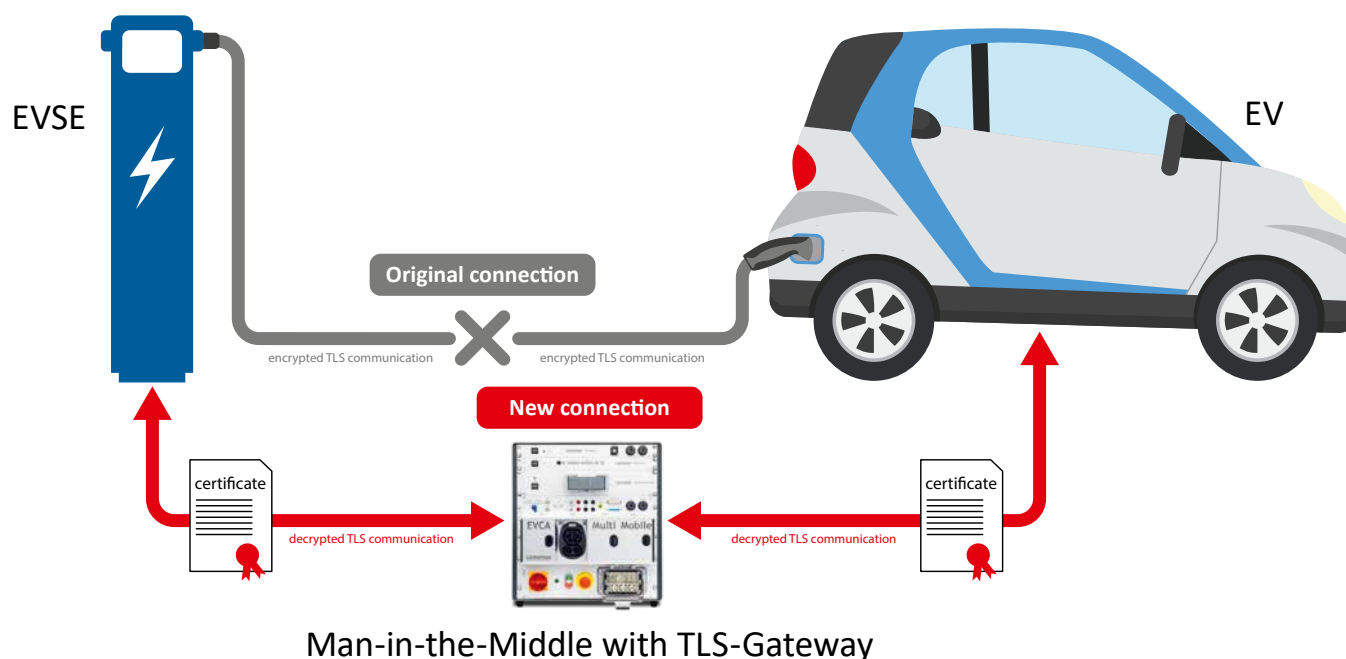


comemso EVCA Multi Mobile + Laptop, inverter (12V to 230V) and battery. (Additional components are not offered by comemso.)

## TLS decryption, extended Man-in-the-Middle.

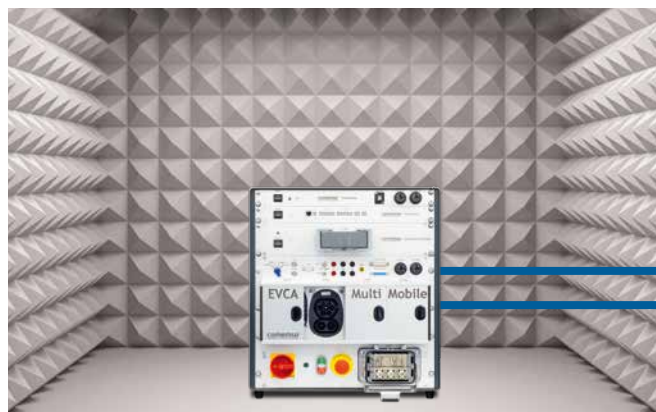
If you want to use the comemso EVCA Multi Mobile as a Man-in-the-Middle, the system can not only measure without influence (no decryption), it also performs Man-in-the-Middle for DIN 70121 and ISO 15118 EXI decoding. Now also new: Man-in-the-

Middle for ISO 15118 PnC/TLS communication. This provides you for analysis the entire communication, including deeply encrypted messages, time-synchronous to the signals and power measurement (voltage/current).

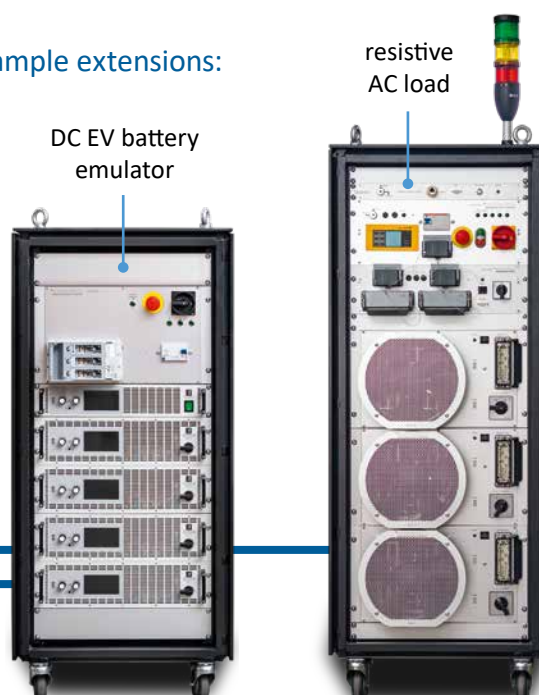


## Use in an EMC chamber.

The comemso EVCA Multi Mobile can be optionally installed in an electro-magnetic compatibility housing, it thus meets the IEC 61851-21-2 (EVSE-Test), IEC 61851-21-1 / R010r5 (EV-Test) standard for test systems – a true all-rounder.



### Example extensions:

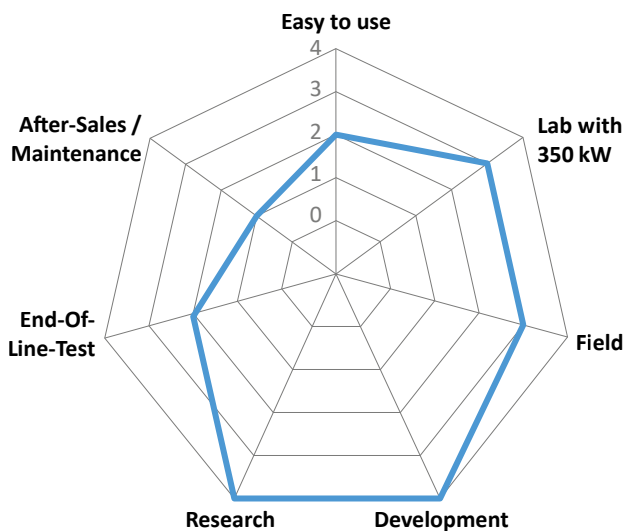


## Product categorization matrix.

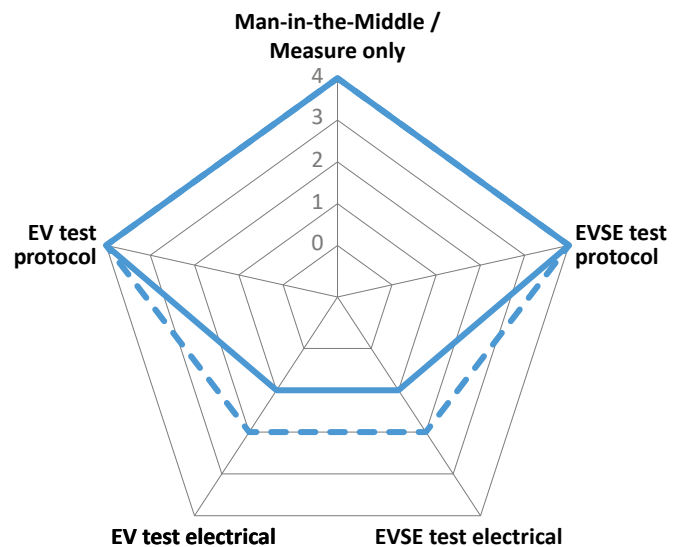
The product categorization matrix from comemso gives you an overview of the features and possibilities of the system presented in this brochure. This

helps you to find the right comemso system for your application.

### General



### Applications

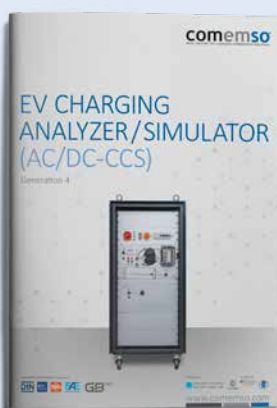


— with e.g. 5 kW EV battery emulation

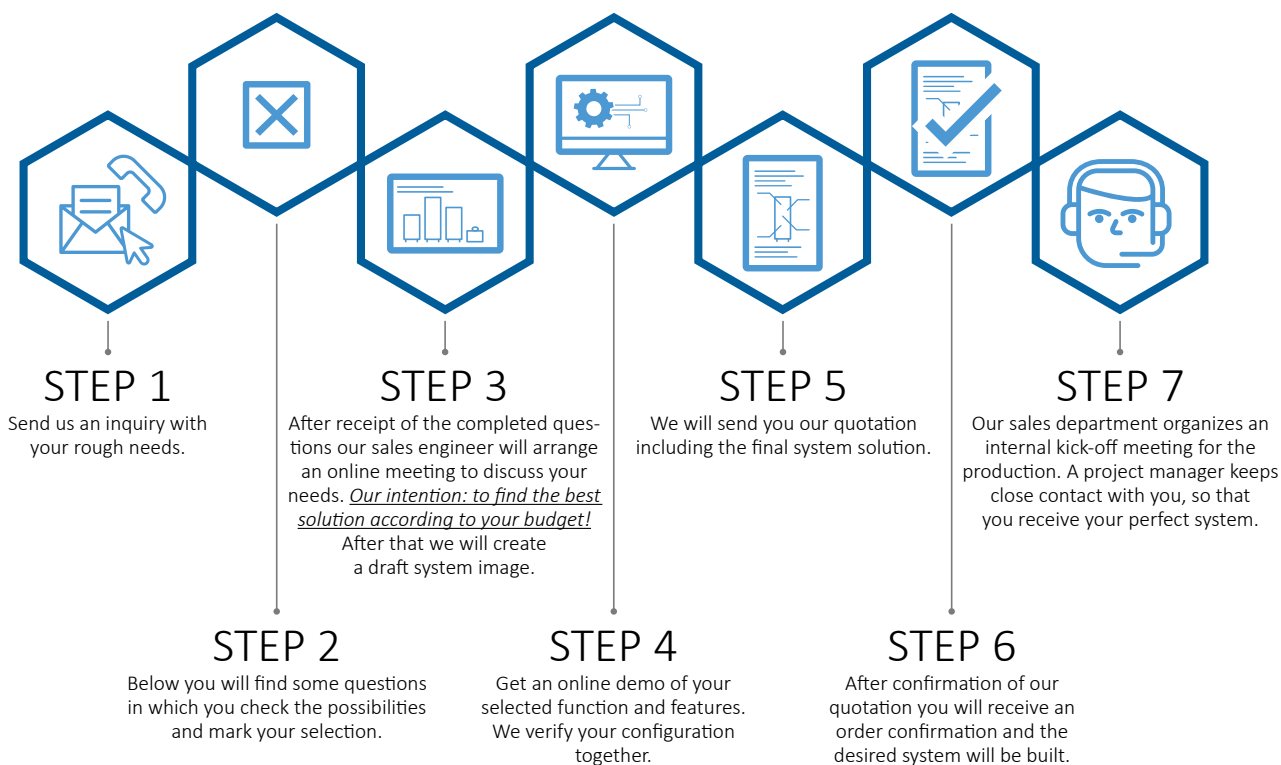
- - - with max. 200 A external EV battery emulation

(No extended electrical fault injection and 350 kW power extension possible.)

Further information on the individual charging standards and optional extensions can be found in our specialized brochures. You find them on our website at [comemso.com](http://comemso.com) or by e-mail at [sales@comemso.com](mailto:sales@comemso.com)



## How to order a system with your requirements.



For which charging standards is the system supposed to be used for?

☐ AC ☐ DC-CCS ☐ CHAdeMO ☐ DC China (GB/T)

Do you intend to do an EV or EVSE simulation or do you want to measure as "Man-in-the-Middle" between EV and EVSE?

☐ EV simulation ☐ EVSE simulation ☐ Man-in-the-Middle

For what purpose is the system intended?

☐ Development ☐ After-sales Diagnostics (root cause analysis) ☐ After-sales Testing (e.g. after manufacturing or maintenance)  
☐ End-of-Line Test ☐ Testing lab ☐ EMC lab

What power do you need for the source and load if an EV or EVSE simulation is planned?

\_\_\_\_\_ kW (max. 200A possible)

Do you already have a source / load or do you want to get these components from us?

☐ I am already equipped ☐ Make me an offer

If a source / load already exists, can you tell us the model and manufacturer name?

We are glad to check the compatibility and integration possibilities in our system.

Brand: \_\_\_\_\_ Type: \_\_\_\_\_ Control Interface: \_\_\_\_\_

Can you provide us with any further information about your application and requirements?

For example: plans for later extension possibilities and/or required standards.

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Our objective:  
To make complex charging  
processes easy to analyse  
and test!

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