EVTRONIX

Portable Smart EV Charger

Pro Series · User Manual





READ BEFORE FIRST USE

EVTRONIX. COM. AU

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SYMBOLS USED IN THIS MANUAL

⚠ WARNING

Electric shock, fire or serious injury if ignored.

⚠ CAUTION

Damage to the charger, your car or your wiring.

ⓘ NOTE

Detail that makes the charger easier to live with.

Six things that must never be got wrong

A portable charger draws close to its rated current for hours at a time. That is far harder on an outlet than a kettle or a heater, and it is why every point on this page matters.

Use a sound outlet, on an RCD-protected circuit

This charger is a plug-in appliance — no electrical work is needed to use it. But the outlet must be in good condition and the circuit must have residual current device (RCD) protection and a sound earth. If you cannot confirm that, ask an electrician before you charge: a charger on a worn or unearthed circuit is a fire risk.

Use only the Evtronix adapter supplied

The Evtronix 32 A → 10 A adapter on page 11 is the only adaptor approved with this charger. Never use a double adaptor, a travel adaptor, a plug-in timer, a power board, an extension lead or a cable reel, and never stack one on another.

Plug in fully, into an outlet in good condition

Do not use an outlet that is cracked, rusted, discoloured, scorched, warm to the touch, or that holds the plug loosely. Push the plug fully home. A loose contact generates heat where you cannot see it.

Stop usiung a damaged charger immewdiarly

Unplug and stop using the charger if the cable is cut, split, crushed, kinked or heat-marked, if the plug or vehicle connector is cracked or its pins are bent or corroded, or if the control box is damaged, deformed or smells hot.

Never open, modify or repair the charger

There are no user-serviceable parts inside. Opening the control box exposes live parts, destroys its IP66 sealing and voids the warranty. Repairs and replacement are handled through Evtronix support.

Keep people, pets and vehicles clear

Do not let children handle the charger or the connector, and never put fingers or objects into the connector pins. Route the cable so it cannot be driven over, pinched by a door or tripped on, and never leave it lying across a footpath or driveway.

Water, heat and the limits it works in

⚠ Rain is fine, Water lying around is not

The charger is sealed against rain and hose spray, not against immersion. Never submerge any part of it, never charge with the plug, control box or connector sitting in a puddle or in snow, and never handle it with wet hands.

⚠ Let it breathe

Uncoil the cable before charging and leave the control box in free air. Never charge with the cable coiled in its bag, or with the box under a mat or in a closed cupboard. Keep it out of direct sun and away from flammable material.

⚠ Handle the connector, not the cable

Pull the plug and the vehicle connector by their bodies, never by the cable. Do not drop the connector onto concrete, do not drag the assembly along the ground, and refit the protective cap when you put it away.

⚠ Clean it dry, and only when unplugged

Unplug from the outlet first. Wipe with a dry or barely damp cloth. Never use solvents, degreasers, abrasives, a pressure washer or a hose.

ⓘ It protects itself

If the plug or connector gets too hot, or the supply voltage drifts outside its limits, the charger reduces the current or pauses the session and resumes on its own once conditions are back in range. Repeated pauses usually point at the outlet, not the charger — see page 22.

Operating limits

Operating temperature	−30 °C to +50 °C
Storage temperature	−40 °C to +80 °C
In-cable control box	IP67 — completely dust-tight and protected against temporary immersion in water up to 1 meter deep
Vehicle connector	IP67 with the protective cap fitted

NOTE

Charging at the extremes of the range is slower by design. In heat the charger limits current to protect the plug; in cold your vehicle may spend the first part of the session warming its battery rather than charging it.

GETTING STARTED

Plug it in. Here is what you need.

This is a plug-in appliance, not an installation. Every protection function lives in the control box, so it goes straight into an outlet you already have — no electrical work, no paperwork, nothing to arrange first.

WHAT YOU NEED	WHAT YOU DO NOT NEED
An outlet that matches the plug on your unit — or the 10 A adapter, page 11	An electrician, to use the charger as supplied
That outlet sound and firm in the wall — not cracked, scorched, loose or warm	An inspection or a certificate before first use
A circuit with RCD protection and a sound earth	A dedicated circuit, a wall box or any fixed wiring
A current setting the outlet can carry — page 19	Adaptors, power boards or extension leads of any other kind

When you do want an electrician

You want a new 32 A outlet fitted, so the charger can run at full current instead of the 10 A the adapter allows. The outlet you mean to use is old, loose, discoloured or scorched, or you cannot confirm the circuit has RCD protection.

The charger faults or overheats on one outlet but behaves on another — page 22.

CAUTION
An outlet wired years ago for occasional use was never meant for hours of near-continuous load. On any outlet you are not sure of, select no more than about 80 per cent of its rating and feel it afterwards: warm means drop a step.

Who does what

TASK	WHOSE JOB
The charger, its certification, its warranty and technical support	Evtronix — page 23
Choosing a sound outlet, setting a current it can carry, and everyday use	You — page 19
New or altered fixed wiring, such as fitting a 32 A outlet	A licensed electrician

What’s in the box

Check everything below is present and undamaged before first use. If anything is missing or marked, email us before you plug it in.



FIG 1 — Box contents. Your model’s plug and vehicle connector may differ from those shown, and the adapter is supplied with the single-phase models only.

1. **Portable charger assembly**
   One sealed unit: mains plug, in-cable control box and vehicle connector on a single cable. Nothing detaches and nothing is meant to.

2. **Premium Carry bag**
   For transport and storage only. Never charge with the cable still in the bag.

3. **10 A adapter**
   With all single and three phase models, and sold separately unless bundled together. Runs the charger from an ordinary 10 A household outlet — pages 11 and 12.

4. **User manual**
   Keep it with the vehicle, along with your proof of purchase.

PLEASE NOTE
The Evtronix adapter is the only adaptor approved with this charger. No extension leads, power boards or spare plugs are supplied, and none may be used. If neither the plug nor the adapter fits your outlet, have the right one fitted.

Know your charger



FIG 2 — The charger is one sealed assembly — nothing on it is removable. The adapter (8) is the only removable part.

1 Charger plug
Factory-fitted for your market and rating. Goes into a matching outlet, or into the adapter.

2 Supply cable
Outlet to control box.

3 Cable glands
Sealed strain reliefs. Never bend the cable sharply here.

4 In-cable control box
Switching, protection, metering, Wi-Fi and the indicator light. IP66 sealed, no serviceable parts.

5 Display and buttons Colour display plus **A** , clock and **T** — pages 13 and 19.

6 Charging cable
Control box to vehicle. Cross-section varies by model — page 8.

7 Vehicle connector
Type 2, Type 1, GBT or NACS as ordered — page 9.

8 10 A adapter
Supplied with the single-phase models. Runs the charger from a 10 A outlet — page 11.

Your model and its ratings

The Pro Series is built in four ratings. Select the column that matches the label on your control box, then use that column throughout this manual.

	3.3 KW	7.2 KW	11 KW	22 KW
Supply	Single phase	Single phase	Three phase	Three phase
Rated voltage	220–250 V AC	220–250 V AC	220–250 V /	220–250 V /
			380–450 V AC	380–450 V AC
Selectable current	6 · 8 · 10 · 13 · 15 A	8 · 10 · 16 · 20 · 26 · 32 A	6 · 8 · 10 · 13 · 16 A	8 · 10 · 16 · 20 · 26 · 32 A
			per phase	per phase
Maximum output	3.3 kW	7.2 kW	11 kW	22 kW
Vehicle connector	Type 2, Type 1,	Type 2, Type 1,	Type 2 or GBT	Type 2 or GBT
	GBT or NACS	GBT or NACS		
Cable	3 × 2.5 mm^2 + 1 × 0.75 mm^2	3 × 6 mm^2 + 1 × 0.75 mm^2	5 × 2.5 mm^2 + 1 × 0.75 mm^2	5 × 6 mm^2 + 1 × 0.75 mm^2
10 A adapter avaliable	Yes	Yes	Yes	Yes
Maximum current on the adapter	10 A	10 A	10A	10A

Common to all four ratings

Charging mode	AC, Mode 2 — in-cable control and protection
Delay timer	1–15 hours, set in one-hour steps
Connectivity	Wi-Fi 2.4 GHz only, via the EvtronixOS app
Enclosure	Control box IP67 · vehicle connector IP67
Temperature	Operating −30 to +50 °C · storage −40 to +80 °C

CAUTION

The plug fitted to your unit and the outlet it suits are stated on the label on the control box. Never select a current higher than the outlet you are plugged into is rated for, whatever the charger offers — and never more than 10 A when the adapter is in use.

Vehicle connector types

The vehicle connector is fitted at the factory and cannot be changed or adapted. Check the socket on your own car against the four below.

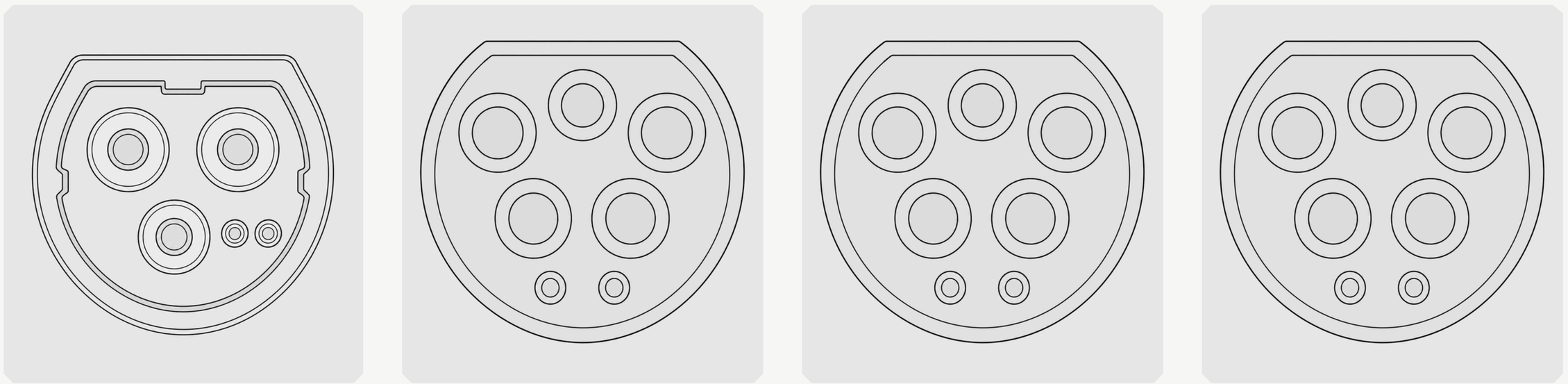


FIG 3 — The four vehicle connectors the Pro Series is built with, shown looking into the connector face.

CONNECTOR	ALSO KNOWN AS	WHERE YOU WILL FIND IT
Type 2	IEC 62196-2, Mennekes	The AC standard in Australia, New Zealand and Europe. Fitted to effectively every electric vehicle sold new here, and the only one of the four that carries three-phase AC — so the 11 and 22 kW models need it.
Type 1	SAE J1772, Yazaki	Earlier Japanese and North American vehicles — first-generation Nissan Leaf, Mitsubishi Outlander PHEV, Mitsubishi i-MiEV and similar. Single phase only.
GBT	GB/T 20234.2	Chinese-market vehicles and imports built to the Chinese standard.
NACS	SAE J3400	North American vehicles using the Tesla-derived connector. Note that Teslas delivered in Australia use Type 2 for AC charging, not NACS.

NOTES

Never use a passive connector adaptor to bridge two of these standards. The charger and the vehicle negotiate the safe current through a pilot signal in the cable; an adaptor can break that conversation without giving you any warning.

What to expect

Two numbers decide how fast you charge: what the charger is set to, and what your car’s onboard charger will accept. The lower of the two wins — always.

Range added per hour of charging

MODEL	TYPICAL CURRENT	RANGE ADDED PER HOUR
3.3kW	16 A single phase	about 15–25 km
7.2kW	32 A single phase	about 30–50 km
11 kW	16 A three phase	about 45–75 km
22 kW	32 A three phase	about 90–150 km
On the adapter	10 A single phase ≈ 2.3 kW	about 10–15 km

NOTE: Ranges assume a vehicle doing 4.5 to 8 km per kWh and include normal charging losses. A large SUV in winter sits at the bottom of each band; a small efficient car in mild weather sits at the top.

Time to fill a battery from 10 to 100 per cent

MODEL	DELIVERED POWER	APPROXIMATE TIME
3.3kW	3.3 kW	about 16½ hours
7.2kW	7.2 kW	about 8½ hours
11 kW	11 kW	about 5½ hours
22 kW	22 kW	about 2¾ hours

Why your car may be slower than the charger
AC charging passes through the vehicle’s own onboard charger, and most vehicles cap that at 7.2 or 11 kW. Plug a 22 kW charger into a car with a 7.2 kW onboard charger and you will get 7.2 kW — the charger is not faulty. Check your vehicle handbook for its maximum AC rate before choosing a model.

CAUTION
Charging at a reduced current is not inefficient in any way that matters, and it is far kinder to an older outlet. If in doubt, charge slower for longer overnight.

The 10A converter adapter

Your charger is built with either a 16A or 32A plug. The adapter lets it run from an ordinary 10A Australian household outlet, at a reduced current.



Note: the 3.3Kw portable charger is 15A but its plug is a 15A output so the adaptor will

FIG 4 — The adapter, socket end to plug end.

32A/16A/15A socket end
Takes the charger's own plug. The collar screws down to hold it closed and sealed.

0.5 m lead
Short by design, so the joint stays near the wall and takes no strain.

10A plug end
A standard Australian three-pin plug, for any sound 10 A outlet.

WARNING - 10A IS THE CEILING
On the adapter, never set the charger above **10A**, whatever currents it offers you. The outlet, the wiring behind it and the adapter are all 10A parts, and the charger cannot tell that the adapter is there. Set the current with **A** before you connect the car — page 19.

Which models it suits

3.3 kW and 7.2 kW, single phase	Supplied in the box, and available separately
11 kW and 22 kW, three phase	Supplied in the box, and available separately

NOTE
At 10 A you get roughly 2.3 kW, or 10 to 15 km of range an hour — slower by design, and perfectly sensible overnight. Page 10.

Connecting the adapter

Charger to adapter first, adapter to wall second, current third. The car last, as always.



FIG 5 — 1 the charger's plug fully into the adapter socket, collar closed · **2** the adapter's plug fully into the outlet.

1 **Start with everything unplugged**
Charger out of the wall, no vehicle connected. Uncoil both leads so neither pulls on the other.

2 **Join the charger to the adapter**
Both faces clean and dry, then line the charger's 32A/16A/15A plug up with the adapter's socket, push it fully home and screw the collar closed (On the 15A to 10A adapter the plug is just inserted in).

3 **Plug the adapter into the outlet**
Push the 10A plug fully in, in one movement, and switch the outlet on if it has a switch. The screen lights, it self-tests, and reads **Ready**.

4 **Set 10 A, then connect the car**
Press **A** until the screen reads **10A** — never higher on the adapter. Then connect the vehicle and carry on from page 17.

WARNING
Keep both joins off the ground and out of standing water, and never run the adapter into a second adaptor, a power board or an extension lead. If either join is warm to the touch, stop and have the outlet looked at.

The display

The control box tells you everything in two places: a colour screen that names the charging state in words, and an indicator light you can read from across the garage. The screen is the one to trust — it always spells the state out.

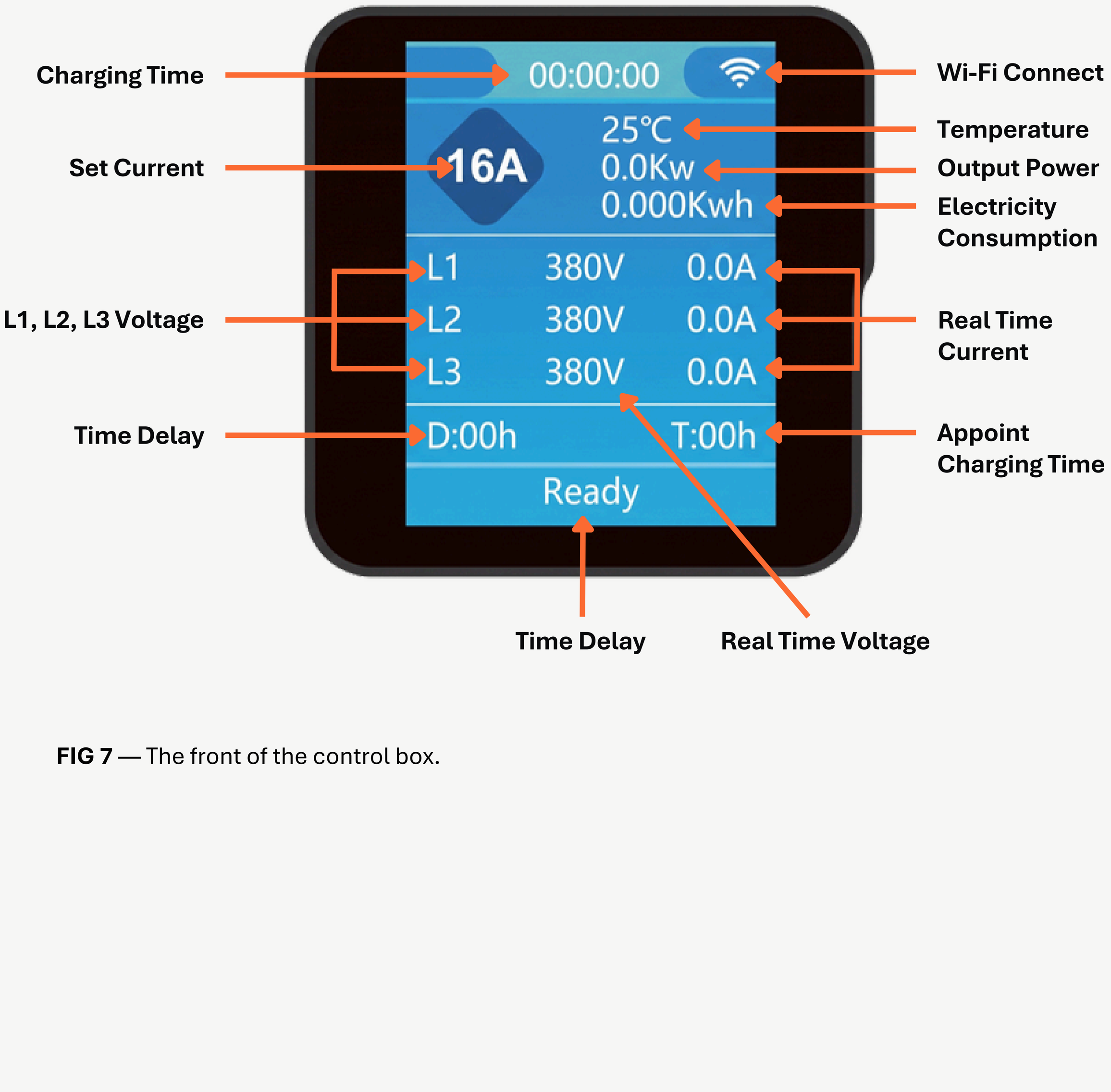


FIG 7 — The front of the control box.

What each display field means

Numbers match FIG 7 on the facing page.

FIELD	READS	WHAT IT IS TELLING YOU
Charging state	Ready, Charging, Finished	The state in words at the bottom of the screen. This is the one to trust if it ever disagrees with anything else.
Wi-Fi Connect	Icon	Solid when the charger is connected to Wi-Fi. Charging works normally without it.
Set current	e.g. 16A	The maximum current the charger will offer the vehicle, shown in the blue diamond badge
Temperature	e.g. 25°C	Measured inside the control box. Climbs a little in normal use; a high reading may point to a loose or worn outlet.
Real-time Output Power	e.g. 6.6Kw	The amount of power currently being delivered to the vehicle, right now.
Electricity Consumption	4.827Kwh	Energy metered for this session — useful for reimbursement or tracking usage.
Real-time Voltage (L1/L2/L3)	228V / 227V / 229V	The live voltage on each of the three power lines. All three should read close to one another.
Real-time Current (L1/L2/L3)	9.6A / 9.5A / 9.6A	The live current draw on each of the three power lines. Reads near zero until the vehicle accepts the charge.
Time Delay (D)	D:00h	Hours still to wait before charging begins. D:00h means no delay is set.
Appoint Charging Time (T)	T:04h	How long the charger will run once it starts, if an appointed time is set. T:00h means it charges until the vehicle says stop.
Predict Actual Charging Time	01:42:18	Time charging so far, and once the vehicle has reported its needs, the estimated time still to run.

THREE PHASE MODELS

On the 11 and 22 kW units the voltage row becomes three — L1, L2, L3 — each with its own voltage and current, all reading within a few volts of one another. One phase at zero while the others are live is a supply problem: stop and have the supply checked.

Status and indicator light

Six states, one table. The light lets you check a charge from a distance; the screen tells you exactly where it is up to.

STATUS	STATE	INDICATOR	MESSAGE	WHAT IS HAPPENING
●	Ready	Green, steady	Ready	Plugged into the outlet, self-test passed, no vehicle connected. Set your current now.
●	EV connected	Green, slow flash	Connecting Preparing	Connector is in the car and the two are agreeing a current. Normally a few seconds; some vehicles take up to a minute.
●	Charging	Blue, pulsing	Charging	Energy is flowing. The kWh and session timer are counting.
●	Charge complete	Blue, steady	Charge Complete	The vehicle has stopped drawing. It is safe to disconnect.
●	CP error	Red, fast flash	CP Error	The control-pilot conversation with the car failed. Almost always a connector not fully home, or a wet or dirty vehicle inlet.
●	Fault	Red, slow flash or pulsing	Fault	A protection function has tripped — earth leakage, over-current, over-voltage, under-voltage or over-temperature. See page 22.

IF YOUR UNIT BEHAVES DIFFERENTLY
The Pro Series has shipped with more than one indicator firmware. If the colours on your unit do not match this table, the state text on the screen is always correct — and so is the state shown in the app. Send us the model and serial from the control-box label and we will confirm the legend for your unit.

WARNING
Never keep restarting a charge that has gone to a red fault. A protection function has operated for a reason. Disconnect, read page 22, and if it repeats, stop using the charger and contact us.

Check regularly before use

A portable charger gets carried, dropped, rained on and plugged into outlets nobody has looked at in years. These checks take half a minute.

1 **Look at the outlet**
Right type and rating, undamaged, dry and firm in the wall. Scorch marks, browning or a wobbling plug: stop and call an electrician.

2 **Know the circuit has RCD Protection**
Check the switchboard once, for the outlets you use, and note it on page 23. If you cannot tell, ask an electrician.

3 **Run the cable through your hands**
Feel for cuts, splits, flattening or exposed conductor, especially at the cable glands. Any damage at all: do not use it.

4 **Check both ends are clean and dry**
Feel for cuts, splits, flattening or exposed conductor, especially at the cable glands. Any damage at all: do not use it.

5 **Using the adapter? Check both joins**
Faces clean and dry, plug fully home, collar screwed closed, and 10 A set on the charger — page 12.

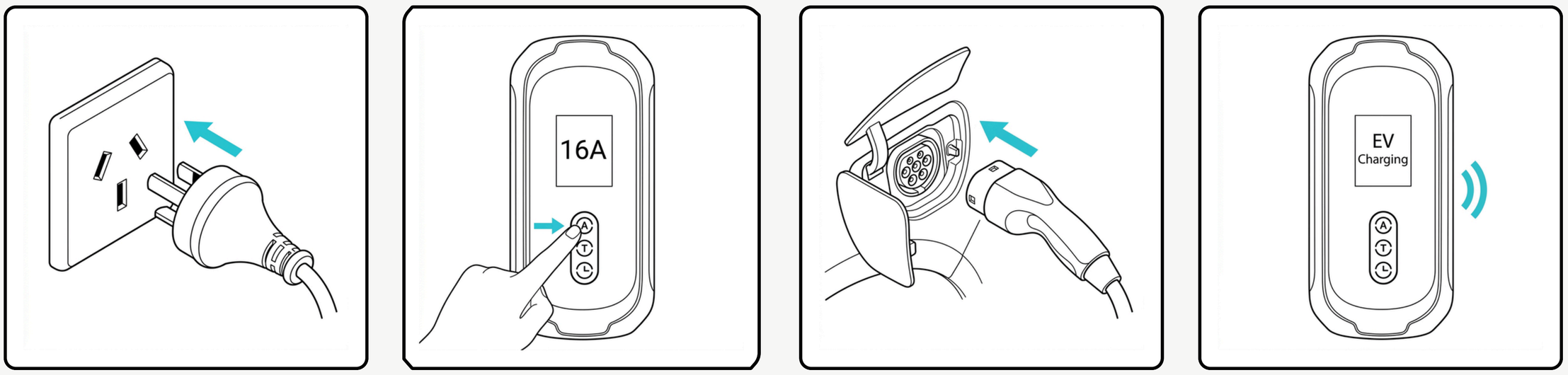
6 **Check the charger control unit**
No cracks, no rattling, no smell of hot plastic, nothing taped over the vents or the label.

7 **Put the charger unit somewhere sensible**
In its carry case, on a shelf, out of standing water and sun. Never inside the car or under a blanket.

WARNING
Use this charger only on a circuit protected by a residual current device. The Evtronix adapter is the only adaptor approved with it — never a double or travel adaptor, a power board, an extension lead or a cable reel, and never two stacked together. An outlet warm to the touch after a charge is telling you something: drop a step and have it checked.

Start Charging

Always in this order. Mains first, current second, car third.



1 — Plug into the outlet.

2 — Press **A** to set the current.

3 — Uncap and push fully into the car.

4 — Blue pulsing means charging.

FIG 8 — The four steps. Socket shown is the Australian three-pin type; your unit is supplied with the plug stated on its label, and reaches that socket through the adapter — page 12.

1

Plug the charger into the outlet
Push the plug fully home in one movement. The screen lights, the charger runs a self-test, and after a second or two it reads **Ready** with a steady green light. If it does not reach Ready, unplug and read page 22.

2

Set the charging current
Press **A** to step through the currents your model offers. Choose a value at or below what the outlet is rated for — and no more than **10A** on the adapter. Do this now; once the car is connected the setting is fixed for the session.

3

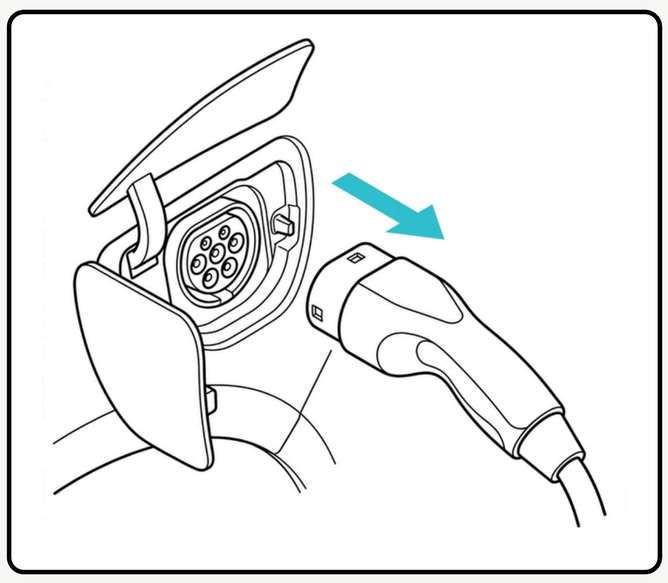
Connect to the vehicle
Remove the protective cap from the vehicle connector and keep it. Line the connector up with the car’s inlet and push it fully in until it seats and, on most cars, latches. A connector that is not all the way home is the single most common cause of a red **CP Error**.

4

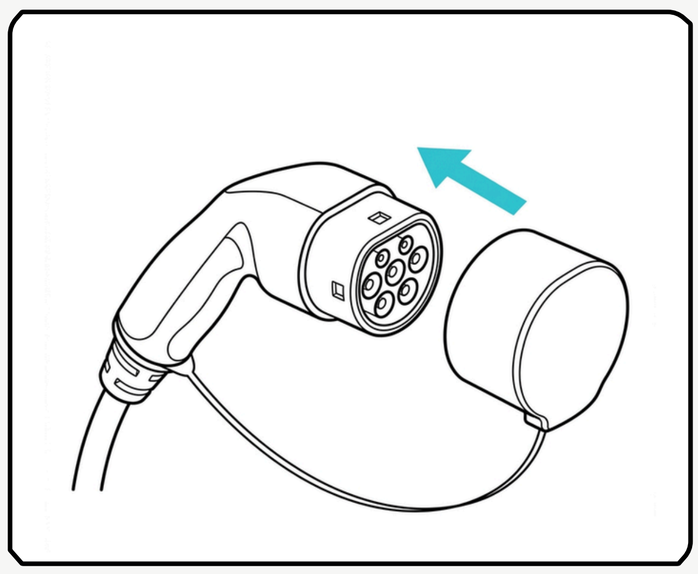
Check that it started
Within a few seconds the screen moves from **Connecting** to **EV Charging**, the indicator pulses blue, and voltage, current, power and kWh begin to read. If nothing has happened after a minute, unplug at the car and try step 3 again.

Stop charging and store the cable

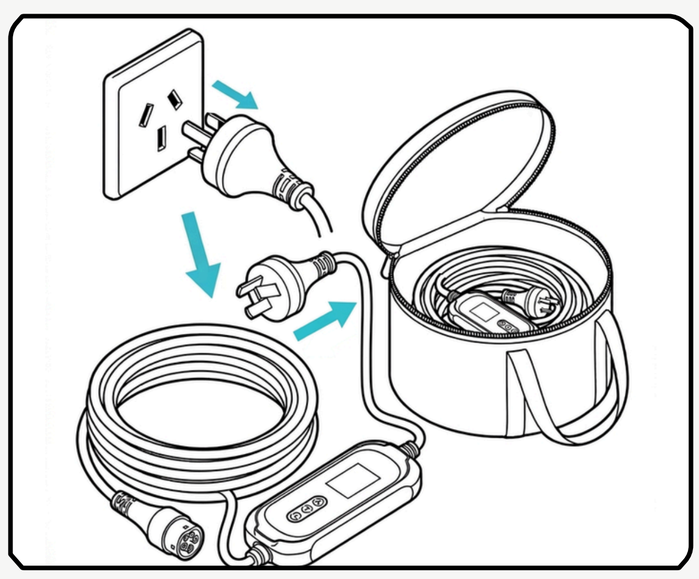
Reverse of starting: car first, mains last. Never pull the mains plug on a charge that is still running if you can avoid it.



1 — Unlatch and withdraw at the car



2 — Refit the protective cap.



3 — Unplug from the wall, coil, bag it.

FIG 9 — Stopping and storing, in order.

1

Stop the session, then disconnect at the car
Stop from inside the car, from your car's own app, or with Stop charging in EvtronixOS. Most vehicles keep the connector locked until they are unlocked, so unlock the car first. Wait for the screen to leave EV Charging, then pull the connector straight out by its handle.

2

Cap the vehicle connector
Close the car's inlet flap, then refit the protective cap to the connector. The cap is what keeps the contacts at IP67 in storage; without it, grit and water get straight in.

3

Unplug from the outlet and pack up
Pull the mains plug by its body, never by the cable. Coil both cables in loose turns about the size of a dinner plate — no tight loops, no wrapping around the control box — and put the whole charger back in its bag.

Caution
Never store the charger wet, never leave it on the ground where a car can run over it, and never leave it in a car in summer — a closed car interior goes well past the 80 °C storage limit.

Charging current and the delay timer

BUTTON	SETS	WHEN	HOW
A	Charging current	Vehicle not connected	Each press steps to the next current, wrapping to the lowest after the highest.
T	Charge duration, 1–15 hours	Any time	Each press adds an hour; the charger runs that long, then stops. T:00h disables it.
	Delayed start, 1–15 hours	Vehicle connected	Each press adds an hour before charging begins. D:00h disables it.

The currents your model offers

MODEL	SELECTABLE CURRENT, IN ORDER
3.3 kW single phase	6 · 8 · 10 · 13 · 15A
7.2 kW single phase	8 · 10 · 16 · 20 · 26 · 32A
11 kW three phase	6 · 8 · 10 · 13 · 16A per phase
22 kW three phase	6 · 8 · 10 · 13 · 32A per phase

Choosing a current

The highest value the outlet can carry, and no higher. Selecting 16 A on a 10 A outlet overheats the outlet; it does not charge the car faster. On an older or shared circuit, drop a step.

WARNING — 10A IS THE LIMIT WHEN USING THE ADAPTER
The charger cannot detect the adapter, so it will happily offer 16, 20, 26 and 32 A. Whenever the adapter is in use, set 10 A and nothing higher — page 11.

Using the timers

Set the delay to begin charging later, on an off-peak tariff, and the duration for a partial charge. They combine: D:06h with T:04h starts in six hours and runs for four.

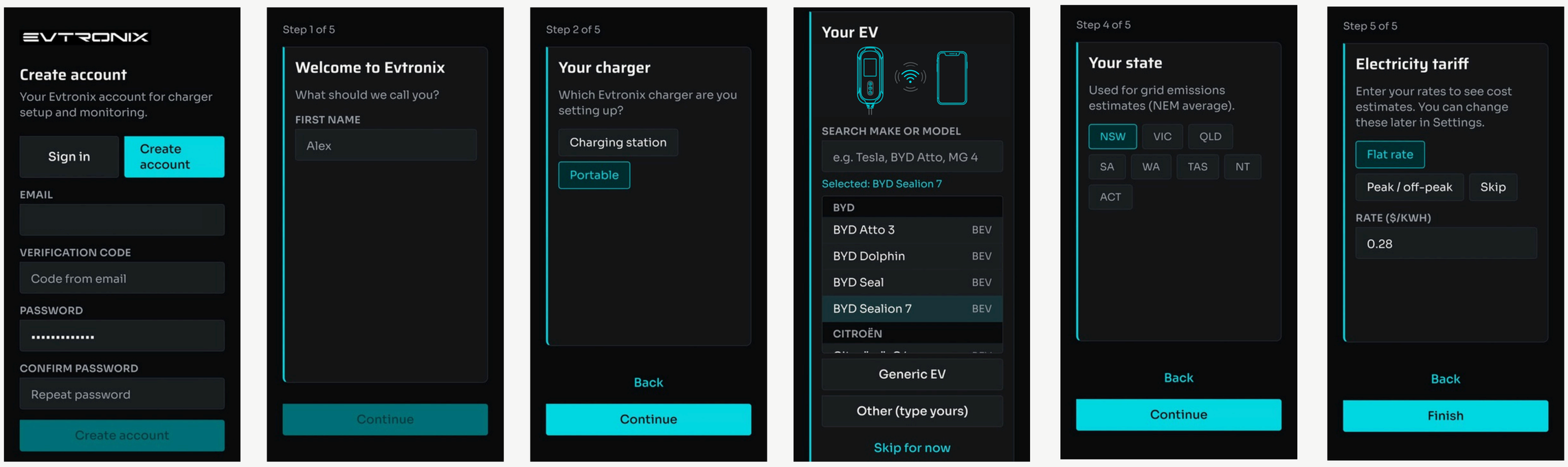
NOTE
The cable must stay connected for a delayed charge to start, and some vehicles have their own schedule that overrides the charger — set it in one place only. If the screen ignores A, a car is connected.

Setup your App

Set up your Evtronix Charge account, choose your portable charger and add your vehicle and electricity tariff details. These details help personalise tips and estimates in the app. Complete the steps below before adding your charger. The charger can also be used without the app.

SCAN TO DOWNLOAD

Signup & Onboarding



STEP		WHAT TO DO
1	Create your account	Download Evtronix Charge using the QR code or evtronix.com.au. Select Create account, enter your email and a password of at least eight characters, then tap Send verification code. Enter the emailed code, complete the password fields shown and tap Create account. Already registered? Select Sign in.
2	Enter your Name	On **Welcome to Evtronix**, enter your first name and tap **Continue**. This is the name used to personalise your app experience.
3	Select your charger	On **Your charger**, select **Portable** for this charger, then tap **Continue**. The Charging station option is for a different product type.
4	Select your EV	On **Your EV**, search for your vehicle's make or model and select it. If it is not listed, choose Generic EV or Other (type yours). You can also select Skip for now.
5	Select your state	The charger joins the network and appears in your list. Name it, and you are done.
6	Enter your rates	On Electricity tariff, choose Flat rate or Peak / off-peak and enter your electricity rates in dollars per kWh. Select Skip if you are not ready to enter them. Tap Finish to complete onboarding.

PLEASE NOTE

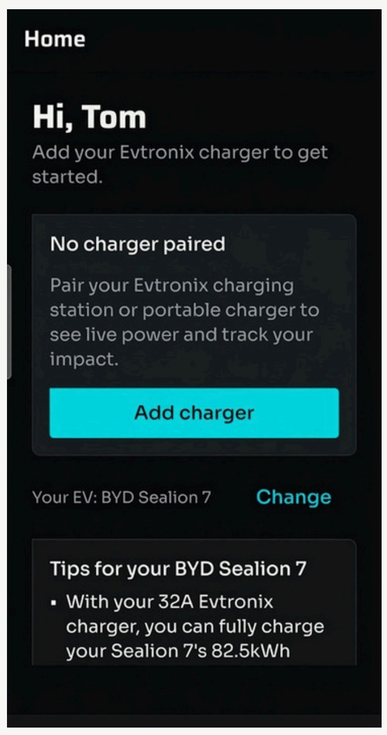
Use the rates from your electricity plan, not the example shown. A rate of 28 cents per kWh is entered as 0.28. App costs are estimates, not electricity bills. You can change your tariff later in Settings. Selecting an EV helps personalise tips and estimates; you do not need to connect a vehicle account.

Connect your Charger

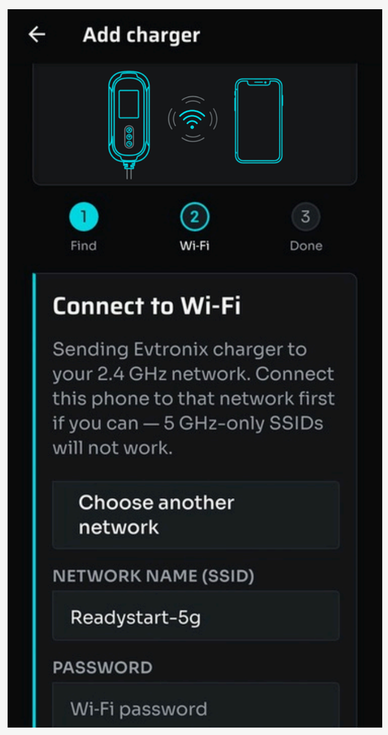
Add your portable charger to your Evtronix Charge account and connect it to a 2.4 GHz Wi-Fi network. An unlinked charger enters pairing mode automatically when powered on. Keep your phone nearby during setup, allow the requested permissions and follow the Find, Wi-Fi and Done stages in the app.

SCAN TO DOWNLOAD

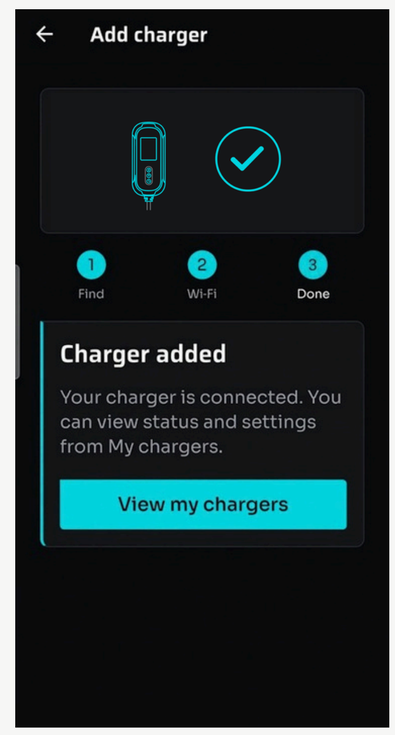
EV Charger Pairing & Setup



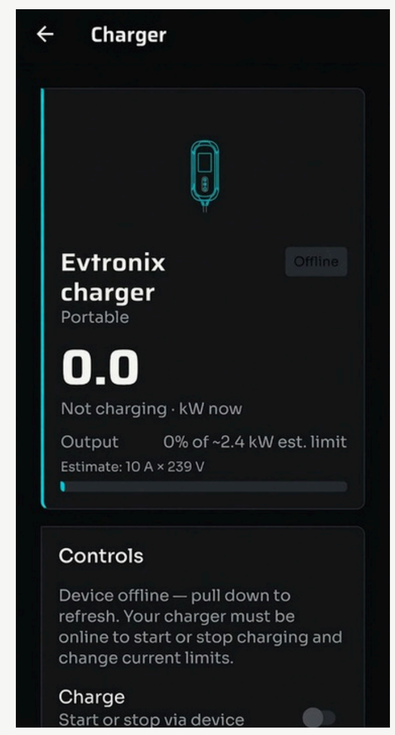
2
Add Charger



3
Connect Wi-Fi



4
View Charger



5
Charger Dashboard

STEP	WHAT TO DO
1 Prepare for pairing	Complete app onboarding and sign in. With no vehicle connected, plug the charger into a suitable outlet and switch on the supply. An unlinked charger enters pairing mode automatically. Keep your phone nearby, with Bluetooth and location enabled.
2 Find your charger	From **Home**, tap **Add charger**. Allow the location and nearby-device permissions requested by your phone. Wait for **Charger found**, then tap **Continue to Wi-Fi**.
3 Connect to Wi-Fi	Check **Network name (SSID)**. If needed, tap **Choose another network** and select your 2.4 GHz network from the scan results. Enter its Wi-Fi password, then tap **Connect charger**.
4 Confirm it was added	Wait for the Charger added message at the **Done** stage. Tap **View my chargers** to return to your charger list. Adding the charger does not mean a charging session has started.
5 Open the dashboard	Select your charger to open its dashboard. Check its connection status and current power in kW. If it shows **Offline**, check the charger's power and Wi-Fi connection, then pull down to refresh.

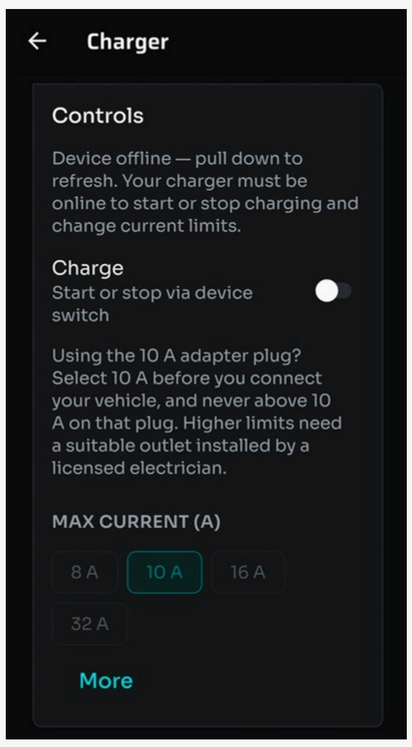
PLEASE NOTE
The charger supports 2.4 GHz Wi-Fi only. Select a compatible network; a 5 GHz-only network will not work. If your router uses separate network names, choose the 2.4 GHz one. On Android, allow location access While using the app and nearby-device access when prompted. The dashboard's output bar shows power relative to the charger's limit, not your vehicle's battery percentage.

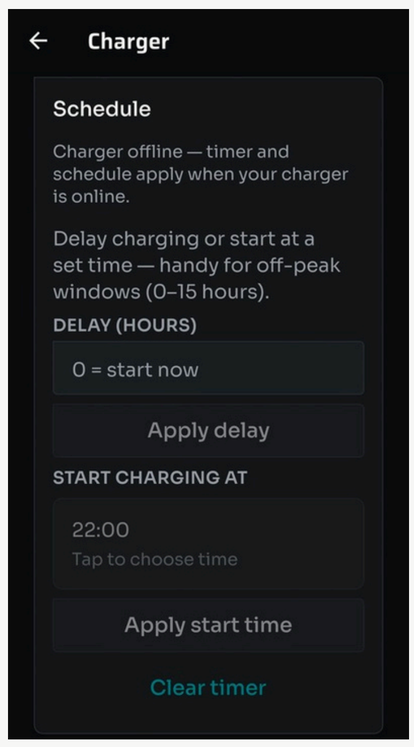
Manage your Charger

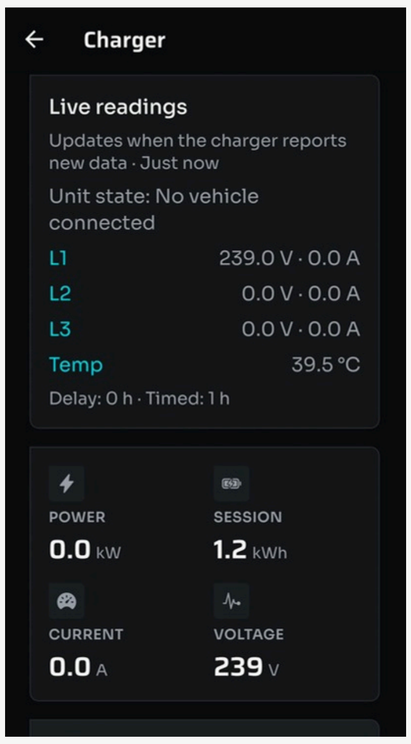
Open your charger’s dashboard to start or stop charging remotely, select a current limit, set a delayed or timed start and view reported readings. The charger must be online for app commands to reach it. Use the sections below to manage charging and access the charger’s settings.

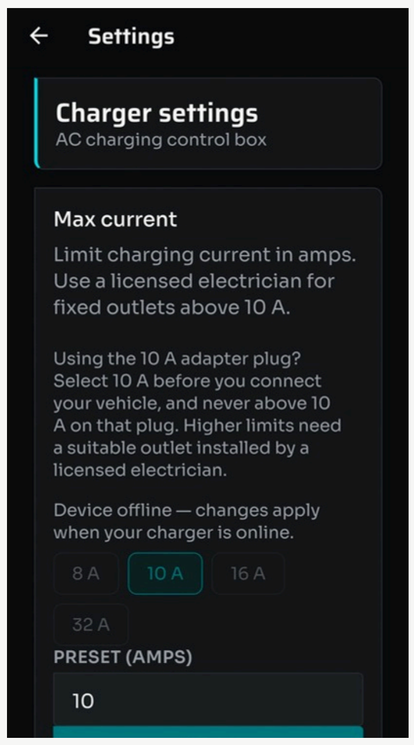
SCAN TO DOWNLOAD

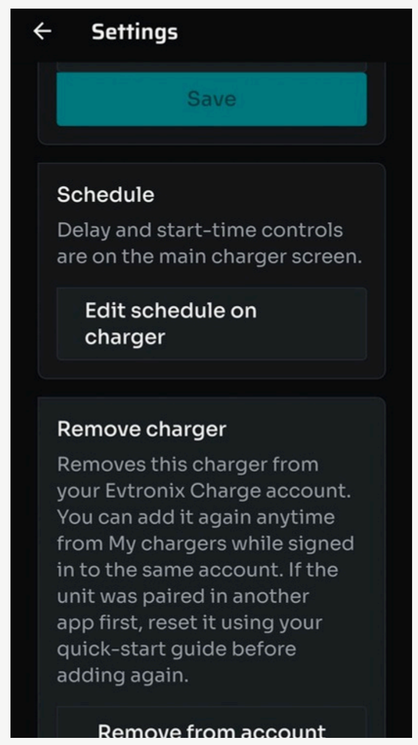
EV Charger Settings











1	2	3	4	5
Current Control	Session Schedule	Live Readings	Current Preset	Schedule & Removal

STEP	WHAT TO DO
1 Use charging controls	When the charger is online, use the **Charge** switch to start or stop charging from the app. Tap a value under **MAX CURRENT (A)** to apply that current limit immediately. Choose a safe limit before connecting your vehicle.
2 Set a delayed start	Under **Schedule**, enter a delay of **0–15 hours** and tap **Apply delay**, or select **START CHARGING AT** and tap **Apply start time**. The selected start time is one-off, not a repeating daily schedule. **Clear timer** removes the timer.
3 Check live readings	Review **Live readings** for the reported unit state, phase voltages and currents, temperature and timer values. The summary shows live **POWER** in kW, **SESSION** energy in kWh, **CURRENT** in A and **VOLTAGE** in V. Check the update time.
4 Save a current preset	Tap More to open Charger settings. Under Max current, select an available current value or enter a supported value in PRESET (AMPS), then tap Save. Keep the preset within your charger, outlet and adapter limits.
5 Access schedule or removal	In **Settings**, tap **Edit schedule on charger** to return to the main schedule controls. Use **Remove from account** only when you want to unlink this charger from your Evtronix Charge account. This is not an instruction to factory-reset it.

PLEASE NOTE

Never select a current above the outlet’s rating. When using the 10 A adapter, set 10 A before connecting the vehicle and never exceed 10 A. For a scheduled start, leave the charger powered and the vehicle connected. Avoid competing schedules in the vehicle and charger. When offline, readings may be out of date; check the update time and confirm changes after reconnection.

Troubleshooting

Work down the table. If the charger has faulted twice for the same reason, stop and contact us rather than trying a third time.

WHAT YOU SEE	MOST LIKELY CAUSE	WHAT TO DO
Screen stays dark when plugged in	No supply at the outlet, or the plug is not fully home	Test the outlet with something else,check the switchboard for a tripped breaker or RCD, and push the plug home.
Reaches Ready, but nothing happens when the car is connected	Connector not fully seated, or the car has not woken up	Unplug at the car, check the inlet is clean and dry, push the connector all the way in, and unlock the car.
Red, fast flash — CP Error	Control-pilot conversation failed	Disconnect at the car, wait ten seconds, reconnect. If it repeats on one car only, the vehicle inlet needs looking at.
Stops mid-charge and the temperature reading is high	Over-temperature protection, usually a worn or loose outlet	Let it cool, then select a lower current. A hot plug means a poor connection — have that outlet looked at first.
Red, slow flash — Fault soon after starting	Earth leakage or an earthing problem at the outlet	Do not retry repeatedly. Try another outlet: if it faults there too, stop using the charger; if not, have the first outlet’s earth and RCD checked.
Charging is slower than expected	A low current setting, the car’s onboard charger, or the adapter — 10 A is about 2.3 kW	Check the set current and your car’s maximum AC rate, page 10. On the adapter it is normal; for more, have a 32 A outlet fitted.
A does nothing	A vehicle is connected	Current is only adjustable with the vehicle disconnected. Page 19.
Pairing will not complete, or Wi-Fi keeps dropping	5 GHz network, wrong password, or weak signal	The charger is 2.4 GHz only. Page 20.
Delayed charge did not start	Cable disconnected, or the car has its own schedule	Leave the connector in the car, and set the schedule in one place only
The outlet or the adapter is warm to the touch	Too much current for that outlet, or a join that is not fully home	Stop, let it cool, and check both joins are home and the collar closed. Drop a current step — 10 A is the ceiling on the adapter. Still warm: have the outlet checked.

STOP USING IMMEDIATELY IF..
The cable or either plug is cut, cracked, burnt or discoloured; the control box is cracked, dropped hard or submerged; anything smells hot; or the charger faults repeatedly. Opening the control box ends the warranty and the certification.

Warranty and purchase record

Extended 3 Year Australian warranty from the date of purchase

Evtronix Australia warrants this charger against defects in materials and workmanship for **36 months from the date of purchase**. Within that period we will repair or replace a defective unit at our option, at no charge. Keep your proof of purchase — it is what establishes the date.

This warranty is in addition to, and does not limit, your rights under the Australian Consumer Law: our goods come with guarantees that cannot be excluded under that law.

What the warranty does not cover

- Use outside this manual, including use with any adaptor, extension lead or power board other than the Evtronix adapter supplied.
- Damage caused by the installation or the electrical supply, not the charger.
- Physical damage — impact, crushing, cut or abraded cable, submersion, fire, rodent and insect damage.
- Any unit opened, modified or repaired by anyone other than Evtronix or our authorised agent, or with its label, seals or serial number removed.
- Normal cosmetic wear and consumables such as the protective cap and carry bag.

PURCHASE RECORD

MODEL & SERIAL _____

DATE OF PURCHASE _____

RETAILER _____

OUTLET USED _____

ADAPTER IN USE
IF APPLICABLE _____

Fill this in yourself and keep it with your proof of purchase. Your record — nothing is returned to us.

EVTRONIX

SUPPORT

Talk to us before you improvise.

Email us with your model and the serial number from the control-box label, tell us what the screen says and what the indicator is doing, and we will take it from there.

Phone

1300 507 678

Email

admin@evtronix.com.au

Web

evtronix.com.au

Our products are certified to the standards these marks represent. Certificate and approval numbers for your model are printed on the control-box label and available from us on request. Marks are shown here in text form; the registered marks appear on the product label and its certification documents.