

Ev rapid charging stations

Unlike for slow or fast charging stations, you don't need to come equipped with your own charging cable to plug into a rapid charging station. A charging cable is necessarily attached to the charging station. This means it is especially important to take good care of the on-site equipment. Make sure that the cable is meticulously put back in place once you have finished your charging session.

Good to know: only 2 older models of Renault Zoe – Q210 (2013-2016) and Q90 (2016-2020) – are able to attain 43kW AC. When plugged into a 43kW AC charging station, other models are therefore limited to the maximum power rating tolerated by their on-board T2AC charger. This is why more recently deployed AC charging stations do not exceed 22 kW.

When you are learning all about charging, it is quite natural to think that the more power a charging point delivers (kW), the shorter it takes to charge. However, this is not always the case, so let us focus on a few salient points.

To start with, what is the maximum power rating tolerated by your EV's on-board DC charger? If you charge at an ultra-rapid 350kW charging station when your EV can only take 100kW, all that will happen is that the power delivered by the charging station will be limited to what your EV can handle. It is therefore a waste of money since you are paying for a service which your EV cannot benefit from to the full.

99% of French motorway service areas are now equipped with fast-charging stations for electric cars! As mentioned in the Avere-France report*, almost all motorway service areas have fast-charging points.

83% of them deliver ultra-fast charging, in excess of 150 kW. As a guide, this power allows an electric car to be charged in about 30 minutes, depending on the battery model. In practice, you should find an electric charging station on France's motorways every 50 km on average.

To find the best fast-charging stations on the motorway, the Chargemap app is your best ally. All you need to do is activate the "Motorway service areas only" filter, and that's all there is to it!

Let us start by defining a few terms. What is meant by "preconditioning a battery"? It quite simply means the battery is warmed up or cooled down to reach its ideal temperature and therefore its maximum charging capacity. As pointed out previously, this feature is particularly relevant when the weather is either very hot or very cold.

Not all electric vehicles are equipped with this feature, even if it is becoming more commonplace. Among the best known models, we can quote Tesla, Renault Megane e-Tech, Kia EV6 (2022) and Hyundai IONIQ 5 (2023) among others.

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So what is the ideal moment to activate battery pre-conditioning? That depends on your EV. If we take Tesla vehicles – the benchmark in the field – battery pre-conditioning is automatic and not activated by hand. This means that if you plan a charging stop via the dashboard, preconditioning will be automatically activated to reach the right temperature at the charging station. If your vehicle only offers manual activation, it should be sufficient to start pre-conditioning 30minutes before charging.

Okay, but… The problem is that if you use rapid charging with your EV too often, it will wear down your battery before its time. Rapid charging boosts the temperature of battery packs to very high levels. This overheating leads to damage to the battery cells.

To preserve your battery over time, you should ideally alternate between slow/fast charging and rapid charging. A realistic scenario would be to charge at a slow chargepoint at home on an everyday basis and to opt for rapid charging points for long journeys in your EV.

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