

Optimise your charging capacity, the **dynamic** way

The evec Dynamic Load Balancing (DLB) kit is a charger load-sharing add-on that automatically optimises the distribution of power across your chargers. Delivering power to the right charger, at the right time, automatically. The DLB kit takes manual load-sharing out of the equation and ensures that available power is shared to meet real demand, without ever overloading your network.

Ideal for:

- EV charging capacity management
- Limited power supply applications
- EV fleet management
- Private residential developments
- Car parks

Which chargers is this available for?

The DLB kit is available across our home chargers (VEC01 & VEC03), commercial wall-mounted chargers (VEC02 & VEC04) and all Pedestal chargers.

What's included?

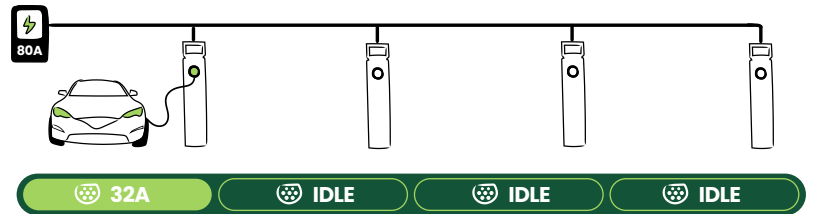
Kit	Compatible with	Box Contents
CTK1	VEC01 & VEC03 EV chargers (Single Phase)	1 x CT Clamp (400A/40mA) 2 x Connector Seats (120Ω) 8 x Wire Connectors
CTK2	VEC02 & VEC04 EV chargers (Triple Phase)	3 x CT Clamps (400A/40mA) 2 x Connector Seats (120Ω) 8 x Wire Connectors
CTK3	Pedestal EV chargers (Single Phase)	1 x CT Clamp (400A/40mA) 2 x Connector Seats (120Ω)
CTK4	Pedestal EV chargers (Triple Phase)	3 x CT Clamps (400A/40mA) 2 x Connector Seats (120Ω)

Dynamic Load Balancing example:

Emily manages a hotel car park and has 4 evec 22kW pedestals installed. The site has 80A of total power available for EV charging. Our dynamic load balancing system distributes the power efficiently, so multiple cars can charge without overloading the system.

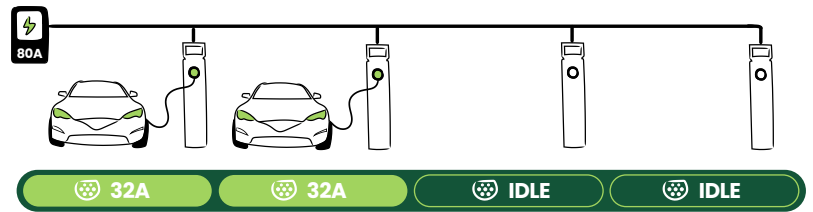
1. Vehicle A arrives to charge

Full power is available, so it gets a full charge.



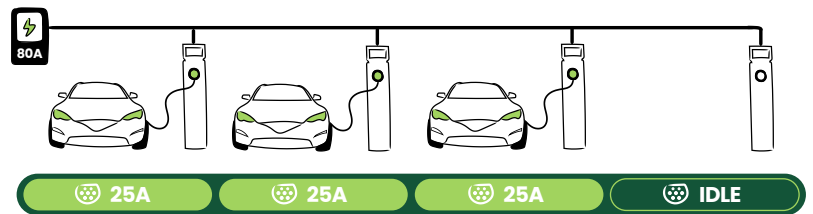
2. Vehicle B arrives to charge

Power is now shared between A and B, so both receive equal charge.



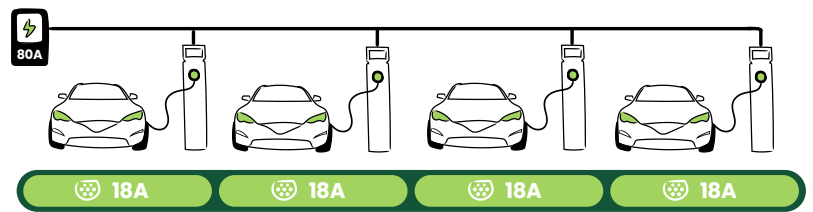
3. Vehicle C arrives to charge

The system adjusts, splitting power evenly between A, B, and C.



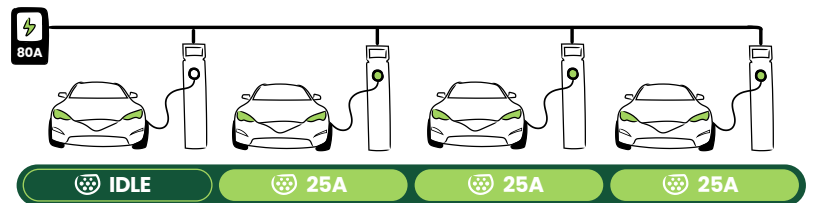
4. Vehicle D arrives to charge

Now, all four cars share the available power.



5. Vehicle A reaches full charge

It stops charging, and the system redistributes power among the remaining vehicles.



Key things to know:

- A full charge session will be limited to either the cable's max or the chargepoint's max—whichever is lower
- Remaining power is shared equally among active chargers, with a minimum of 6A each
- If power gets too high, some cars charging at full power will be reduced, so everything balances out