

Dynamic Load Balancing

In many installation scenarios, it's possible that a full utilizing factor is not permitted or possible due to power limiting factors. These can range from lack of power due to circuit breaker size, cable current capacity or schedule based power consumption. Also daily pricing and other factors can be triggers in such systems. But as guiding rule, most of setups and its load management profile is set due to its installed properties.

To be able to dynamically utilize the power in the grid, limitations for the chargers can be changed during the charging of a vehicle based on power draw on grid, count of connected cars and charging cycle. More refined profiles like prioritized customers, LIFO and other schemes are being developed, but at the time being a democratic distribution of the possible current is offered, with a FIFO philosophy if the charging group has reached it max connected customers.

Title	Creator	Modified
External Power Meter configuration	EV Wiki Admin	Sep 07, 2022
DLM Slave configuration	EV Wiki Admin	Sep 07, 2022
DLM Master configuration	EV Wiki Admin	Sep 07, 2022