

AS/NZS IEC 62196.3:2023
IEC 62196-3:2022



Australian/New Zealand Standard™

Plugs, socket-outlets, vehicle connectors and vehicle inlets — Conductive charging of electric vehicles

Part 3: Dimensional compatibility requirements for DC and AC/DC pin and contact-tube vehicle couplers



AS/NZS IEC 62196.3:2023

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- Plastics Industry Pipe Association of Australia
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Part 3: Dimensional compatibility requirements for DC and AC/DC pin and contact-tube vehicle couplers

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Preface

This Standard was prepared by the Australian members of the Joint Standards Australia/Standards New Zealand Committee EL-004, Electrical Accessories.

The objective of this document is to specify requirements for high power DC interfaces and combined AC/DC interfaces of vehicle couplers that are intended for use in conductive charging systems for circuits specified in IEC 61851-1:2017 and IEC 61851-23:2014.

This document applies to vehicle couplers with pins and contact tubes of standardized configuration, herein also referred to as “accessories”, intended for use in electric vehicle conductive charging systems which incorporate control means, with rated operating voltage and current in accordance with IEC 62196-1:2022.

The DC vehicle connectors and inlets covered by this document are used only in charging mode 4, according to IEC 61851-1:2017, Clause 6.2.4, and case C, as shown in IEC 61851-1:2017, Figure 3.

These vehicle couplers are intended to be used for circuits specified in IEC 61851-23:2014 which operate at different voltages, and which can include ELV and communication signals.

This document applies to the vehicle couplers to be used in an ambient temperature between $-30\text{ }^{\circ}\text{C}$ and $+40\text{ }^{\circ}\text{C}$.

These vehicle couplers are intended to be connected only to cables with copper or copper-alloy conductors.

The essential safety requirements in AS/NZS 3820, *Essential safety requirements for electrical equipment*, which could be applicable to plugs, socket-outlets, vehicle connectors and vehicle inlets for conductive charging of electric vehicles, are covered by this document, taken in conjunction with any other relevant requirements affecting safety.

This document is identical with, and has been reproduced from, IEC 62196-3:2022, *Plugs, socket-outlets, vehicle connectors and vehicle inlets — Conductive charging of electric vehicles — Part 3: Dimensional compatibility requirements for DC and AC/DC pin and contact-tube vehicle couplers*.

As this document has been reproduced from an International document, a full point substitutes for a comma when referring to a decimal marker.

Australian or Australian/New Zealand Standards that are identical adoptions of international normative references may be used interchangeably. Refer to the online catalogue for information on specific Standards.

The terms “normative” and “informative” are used in Standards to define the application of the appendices or annexes to which they apply. A “normative” appendix or annex is an integral part of a Standard, whereas an “informative” appendix or annex is only for information and guidance.

NOTES

CONTENTS

FOREWORD.....	4
INTRODUCTION.....	6
1 Scope.....	7
2 Normative references	7
3 Terms and definitions	8
4 General	8
5 Ratings.....	8
6 Connection between the power supply and the electric vehicle	8
7 Classification of accessories.....	10
8 Marking	11
9 Dimensions	11
10 Protection against electric shock	12
11 Size and colour of protective earthing and neutral conductors	13
12 Provisions for earthing.....	13
13 Terminals	13
14 Interlocks.....	13
15 Resistance to ageing of rubber and thermoplastic material	14
16 General construction	14
17 Construction of EV socket-outlets – General.....	14
18 Construction of EV plugs and vehicle connectors.....	14
19 Construction of vehicle inlets	14
20 Degrees of protection	14
21 Insulation resistance and dielectric strength	15
22 Breaking capacity	15
23 Normal operation	15
24 Temperature rise	15
25 Flexible cables and their connection	15
26 Mechanical strength	16
27 Screws, current-carrying parts and connections.....	16
28 Creepage distances, clearances and distances through sealing compound.....	16
29 Resistance to heat and to fire	16
30 Corrosion and resistance to rusting	16
31 Conditional short-circuit current.....	17
32 Electromagnetic compatibility	17
33 Vehicle drive over.....	17
34 Thermal cycling	17
35 Humidity exposure.....	17
36 Misalignment	17
37 Contact endurance test.....	17
STANDARD SHEETS CONFIGURATION AA	18
STANDARD SHEETS CONFIGURATION BB	27
STANDARD SHEETS CONFIGURATION EE	31

STANDARD SHEETS CONFIGURATION FF	45
Annex A (informative) Legacy drawings from IEC 62196-3:2014	60
Bibliography	66
Table 301 – Overview of the DC vehicle interface	9
Table 302 – Overview of the combined AC/DC vehicle interface	10
Table 303 – Interface overview	12
Table 304 – Functionality of the contacts for configuration EE	31
Table 305 – Functionality of the contacts for DC configuration FF	45

INTERNATIONAL ELECTROTECHNICAL COMMISSION

**PLUGS, SOCKET-OUTLETS, VEHICLE CONNECTORS AND VEHICLE
INLETS – CONDUCTIVE CHARGING OF ELECTRIC VEHICLES –****Part 3: Dimensional compatibility requirements
for DC and AC/DC pin and contact-tube vehicle couplers**

FOREWORD

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IEC 62196-3 has been prepared by subcommittee 23H: Plugs, socket-outlets, and couplers for industrial and similar applications, and for electric vehicles, of IEC technical committee 23: Electrical accessories. It is an International Standard.

This second edition cancels and replaces the first edition published in 2014. This edition constitutes a technical revision.

This edition includes the following significant technical changes with respect to the previous edition:

- a) interchangeability requirements have been removed from the title of Part 3;
- b) increased ratings for all configurations;
- c) reference to new tests in IEC 62196-1 (Clauses 34, 35, 36 and 37).

The text of this International Standard is based on the following documents:

Draft	Report on voting
23H/500/FDIS	23H/504/RVD

Full information on the voting for its approval can be found in the report on voting indicated in the above table.

The language used for the development of this International Standard is English.

This document was drafted in accordance with ISO/IEC Directives, Part 2, and developed in accordance with ISO/IEC Directives, Part 1 and ISO/IEC Directives, IEC Supplement, available at www.iec.ch/members_experts/refdocs. The main document types developed by IEC are described in greater detail at www.iec.ch/standardsdev/publications.

A list of all the parts in the IEC 62196 series, published under the general title *Plugs, socket-outlets, vehicle connectors and vehicle inlets – Conductive charging of electric vehicles*, can be found on the IEC website.

This document is to be read in conjunction with IEC 62196-1:2022. The clauses of the particular requirements in this document supplement or modify the corresponding clauses in IEC 62196-1:2022. Where the text indicates an "addition" to or a "replacement" of the relevant requirement, test specification or explanation of IEC 62196-1:2022, these changes are made to the relevant text of IEC 62196-1:2022, which then becomes part of this document. Where no change is necessary, the words "Clause X of IEC 62196-1:2022 is applicable" are used.

Subclauses, figures, tables, or notes which are additional to those in IEC 62196-1:2022 are numbered starting from 301.

In this document, the following print types are used:

- requirements proper: in roman type;
- *test specifications: in italic type*;
- notes: in smaller roman type.

The committee has decided that the contents of this document will remain unchanged until the stability date indicated on the IEC website under webstore.iec.ch in the data related to the specific document. At this date, the document will be

- reconfirmed,
- withdrawn,
- replaced by a revised edition, or
- amended.

INTRODUCTION

IEC 61851 (all parts) specifies requirements for electric vehicle (EV) conductive supply equipment.

IEC 62196 (all parts) specifies the requirements for plugs, socket-outlets, vehicle connectors, vehicle inlets and cable assemblies as described in IEC 61851 (all parts).

Charging using off-board DC charging equipment can be achieved by the direct connection of an electric vehicle to DC EV supply equipment incorporating control and communication circuits.

To support the connection of DC power for such vehicles, this document provides the standard interface configurations of DC vehicle couplers and accessories to be used in conductive charging of electric vehicles, taking the most frequent charging situations into consideration.

IEC 62196 is divided into several parts as follows:

- Part 1: General requirements, comprising clauses of a general character.
- Part 2: Dimensional compatibility requirements for AC pin and contact-tube accessories.
- Part 3: Dimensional compatibility requirements for DC and AC/DC pin and contact-tube vehicle couplers.
- Part 3-1: Vehicle connector, vehicle inlet and cable assembly intended to be used with a thermal management system for DC charging.
- Part 4: Dimensional compatibility requirements for DC pin and contact-tube accessories for Class II or Class III applications.
- Part 6: Dimensional compatibility requirements for DC pin and contact-tube couplers for applications using a system of protective electrical separation.

PLUGS, SOCKET-OUTLETS, VEHICLE CONNECTORS AND VEHICLE INLETS – CONDUCTIVE CHARGING OF ELECTRIC VEHICLES –

Part 3: Dimensional compatibility requirements for DC and AC/DC pin and contact-tube vehicle couplers

1 Scope

This part of IEC 62196 is applicable to vehicle couplers with pins and contact tubes of standardized configuration, herein also referred to as "accessories", intended for use in electric vehicle conductive charging systems which incorporate control means, with rated operating voltage and current in accordance with IEC 62196-1:2022.

This document applies to high power DC interfaces and combined AC/DC interfaces of vehicle couplers that are intended for use in conductive charging systems for circuits specified in IEC 61851-1:2017 and IEC 61851-23:—¹.

The DC vehicle connectors and inlets covered by this document are used only in charging mode 4, according to IEC 61851-1:2017, 6.2.4, and case C, as shown in IEC 61851-1:2017, Figure 3.

These vehicle couplers are intended to be used for circuits specified in IEC 61851-23:— which operate at different voltages, and which can include ELV and communication signals.

This document applies to the vehicle couplers to be used in an ambient temperature between –30 °C and +40 °C.

NOTE 1 In some countries, other requirements may apply.

NOTE 2 In the following country, –35 °C applies: SE.

These vehicle couplers are intended to be connected only to cables with copper or copper-alloy conductors.

2 Normative references

Clause 2 of IEC 62196-1:2022 applies, except as follows.

Additional normative references:

IEC 60364-5-54:2011, *Low-voltage electrical installations – Part 5-54: Selection and erection of electrical equipment – Earthing arrangements and protective conductors*

IEC 62196-1:2022, *Plugs, socket-outlets, vehicle connectors and vehicle inlets – Conductive charging of electric vehicles – Part 1: General requirements*

IEC 62196-2:2022, *Plugs, socket-outlets, vehicle connectors and vehicle inlets – Conductive charging of electric vehicles – Part 2: Dimensional compatibility requirements for AC pin and contact-tube accessories*

¹ Second edition under preparation. Stage at the time of publication: IEC PRVC 61851-23:2022

3 Terms and definitions

Clause 3 of IEC 62196-1:2022 applies.

4 General

Clause 4 of IEC 62196-1:2022 applies except as follows:

Addition:

Accessories of the combined interface for AC/DC type intended for use with AC shall comply with the ratings and requirements of IEC 62196-2:2022.

5 Ratings

Clause 5 of IEC 62196-1:2022 applies, except as follows:

Addition:

5.2.2 Rated current for signal or control purposes

Add the following text at the end of Subclause 5.2.2:

For configuration AA, control pilot contacts are rated 30 V, 10 A. The auxiliary power supply may consist of a safety extra-low voltage system circuit.

Add the following new subclause:

5.301 Rated current for auxiliary power supply contacts

For configuration BB, auxiliary power supply contacts are rated 30 V, 20 A. The auxiliary power supply may consist of a safety extra-low voltage system circuit.

6 Connection between the power supply and the electric vehicle

Clause 6 of IEC 62196-1:2022 applies, except as follows:

6.2 Basic interface

Not applicable.

6.3 DC interface

Replacement:

Replace the existing text of IEC 62196-1:2022, 6.3 with the following:

The DC interface may contain up to 12 power or signal contacts, with only one physical configuration of contact positions. The electrical ratings and contact functions are described in Table 301.

Table 301 – Overview of the DC vehicle interface

Position number ^a	Configuration					
	AA		BB			
	$U_{\max}$ V	$I_{\max}$ A	$U_{\max}$ V	$I_{\max}$ A	Symbol	Function
1	1 000	400	950	250	DC +	DC +
2	1 000	400	950	250	DC –	DC –
3	30	10	30	2	CP	Control Pilot 1
4	30	10	30	2	CP2	Control Pilot 2
5	30	10	-	-	CP3	Control Pilot 3
6	30	2	30	2	COM1	Communication 1 (+)
7	30	2	30	2	COM2	Communication 1 (–)
8	30	2	-	-	IM	Isolation Monitor
9	-	-	950	Rated for fault ^b	PE	Protective earth
10	30	2	-	-	PP or CS	Proximity detection or connection switch
11	30 ^c	10 ^c	30	20	AUX1	Auxiliary Power Supply 1 (+)
12	-	-	30	20	AUX2	Auxiliary Power Supply 1 (–)

^a Position number does not refer to the location and/or identification of the contact in the accessory.

^b "Rated for fault" means "rated for the highest fault current".

^c For system AA, position 11 is optional.

DC vehicle interfaces shall be used in a system according to IEC 61851-23:—, Annex AA "DC EV supply equipment of System A" or Annex BB "DC EV supply equipment of System B", respectively. See the corresponding standard sheets for additional interface details.

For use with non-isolated DC EV supply equipment, the interface shall be provided with a contact for protective earthing conductors.

For use with isolated DC EV supply equipment, the interface may be provided with a contact for protective earthing conductors.

6.4 Combined interface

Replacement:

Replace the existing text of IEC 62196-1:2022, 6.4 with the following:

A combined interface extends the use of a basic interface for AC and DC charging.

The combined interface permits AC or DC energy through separate power contacts. The electrical ratings and their function are described in Table 302.

Table 302 – Overview of the combined AC/DC vehicle interface

Position number ^a	Configuration EE				Configuration FF			
	$U_{\max}$	$I_{\max}$	Symbol	Function	$U_{\max}$	$I_{\max}$	Symbol	Function
	V	A			V	A		
1	250 ^b	32 ^b	L1	L1	480 ^c	63 ^{c,e}	L1	L1
2	250 ^b	32 ^b	L2	L2/N	480 ^c	63 ^c	L2	L2
3	–	–	–	–	480 ^c	63 ^c	L3	L3
4	–	–	–	–	480 ^c	63 ^{c,e}	N	Neutral
5	–	– ^f	PE	Protective earth	–	– ^f	PE	Protective earth
6	30 ^d	2 ^d	CP	Control pilot	30 ^d	2 ^d	CP	Control pilot
7	30 ^d	2 ^d	PP or CS	Proximity detection or connection switch	30 ^d	2 ^d	PP or CS	Proximity detection or connection switch
8	1 000	400	DC+	DC+	1 000	400	DC+	DC+
9	1 000	400	DC–	DC–	1 000	400	DC–	DC–
^a Position number does not refer to the location and/or identification of the contact in the accessory. ^b These contacts are only available in Configuration EE single-phase vehicle inlet. They may be used as portion of basic interface, see IEC 62196-2:2022, Standard Sheets 2-I. ^c These contacts are optional in Configuration FF. They may be used as a portion of basic interface, see IEC 62196-2:2022, Standard Sheets 2-II. ^d These contacts may be used as basic interface. For requirements for basic interface see IEC 62196-2:2022, Standard Sheets 2-I and 2-II. ^e Contacts 1 and 4 for single phase rated $I_{\max} = 70$ A. ^f Conductor size dependent upon system requirements.								

The basic portion of the combined vehicle inlet can be used with a basic connector for either AC charging or with a combined vehicle connector for DC charging.

Combined couplers shall only be used for DC charging with the "DC EV supply equipment of System C" described in IEC 61851-23:—, Annex CC.

NOTE 1 Implementation of all aspects (i.e., topology and communication) according to IEC 61851-23:—, Annex CC ensures that:

This system allows DC charging but prevents AC and DC charging at the same time.

- AC chargeable EVs with a basic vehicle inlet do not need any means to protect themselves against DC voltage at the inlet. This protection is provided by the DC charging system.
- Vehicle protection against mischarging in case of fault is provided in accordance with ISO 17409:2020.

NOTE 2 If the AC or DC ratings of a mating connector and inlet differ, the coupler (mating pair) is used at the lower rating of either the vehicle connector or vehicle inlet of the mating accessory.

7 Classification of accessories

Clause 7 of IEC 62196-1:2022 applies, except as follows:

7.1 According to purpose

Replacement:

Replace the existing text of IEC 62196-1:2022, 7.1 with the following:

- vehicle connectors;
- vehicle inlets.

7.5 According to interface

Replacement:

Replace the existing text of IEC 62196-1:2022, 7.5 with the following:

As specified in Clause 6 of this document and in IEC 61851-1:2017:

- combined interface;
- DC interface.

Addition:

Additional subclause:

7.301 According to the standard sheets used

- Configuration AA;
- Configuration BB;
- Configuration EE and AC corresponding to Type 1 in IEC 62196-2:2022;
- Configuration FF and AC corresponding to Type 2 in IEC 62196-2:2022.

8 Marking

Clause 8 of IEC 62196-1:2022 applies.

9 Dimensions

Clause 9 of IEC 62196-1:2022 applies, except as follows:

Addition:

Add the following text at the end of Clause 9 of IEC 62196-1:2022.

The vehicle connector and vehicle inlet shall comply with the relevant configuration shown in Table 303.

Table 303 – Interface overview

Configuration	Dimensions described in:	Max. rated voltage V DC	Max. rated current A DC	Shall only be used with DC charging station according to the following annexes in IEC 61851-23:—
AA	Standard Sheets 3-I	1 000	400	Annex AA
BB	Standard Sheets 3-II	950	250	Annex BB
EE ^a	Standard Sheets 3-III	1 000	400	Annex CC
FF ^b	Standard Sheets 3-IV	1 000	400	Annex CC
^a AC ratings are in accordance with IEC 62196-2:2022, 6.2, type 1.				
^b AC ratings are in accordance with IEC 62196-2:2022, 6.2, type 2.				

10 Protection against electric shock

Clause 10 of IEC 62196-1:2022 applies, except as follows:

10.3 Contact sequencing and order of contact insertion and withdrawal

Replacement:

Replace the existing text of IEC 62196-1:2022, 10.3 with the following:

For all DC interfaces, the contact sequence during the connection process shall be:

- protective earth (if any),
- DC power contacts,
- isolation monitor contacts,
- control pilot contact.

The isolation monitor contacts and the control pilot contacts shall mate in the sequence shown or can mate simultaneously.

The proximity contact or the connection switch contact, if any, shall mate after the protective earth contact and before or simultaneously with the control pilot contact.

During disconnection the order shall be reversed.

Accessories shall be so designed that:

- a) when inserting the vehicle connector:
 - 1) the protective earth connection is made before the DC power contacts, if any, are made;
 - 2) the control pilot connection, if any, is made after the DC power contacts are made;
 - 3) the proximity contact or connection switch contact, if any, is made after the protective earth contact and before or simultaneously as the control pilot is made.
- b) when withdrawing the vehicle connector:
 - 1) the DC power contacts are broken before the protective earth connection is broken;
 - 2) the control pilot connection, if any, is broken before the DC power contacts are broken;
 - 3) the proximity contact or connection switch contact, if any, is broken before the protective earth contact and after or simultaneously as the control pilot is opened.

Compliance is checked by inspection and manual test, if required.

11 Size and colour of protective earthing and neutral conductors

Clause 11 of IEC 62196-1:2022 applies for the AC portion.

Additional subclauses:

11.301 For the DC portion, the following applies.

The protective earthing conductor shall be of sufficient cross-sectional area calculated by the I^2t -methodology according to the formula in IEC 60364-5-54:2011, 543.1.2.

The I^2t -values for the respective system, used in the calculation above, shall be according to the manufacturer's data sheet.

NOTE 1 In the following country, the size and rating of the protective conductor is specified in national codes and regulations: CA.

NOTE 2 At the time of publication of this document, ISO 17409 provides higher I^2t -values. For example, for conductors with a crosslinked insulation and a maximum short circuit temperature of 250 °C, a minimum cross-section of 25 mm² applies.

The conductor connected to the protective earthing terminal shall be identified by the colour combination green-and-yellow.

NOTE 3 In the following countries, the colour green may be used to identify the earthing conductor: JP, US, CA.

12 Provisions for earthing

Clause 12 of IEC 62196-1:2022 applies, except as follows:

12.1 This subclause is not applicable for configuration AA.

12.2 This subclause is not applicable for configuration AA.

12.3 This subclause is not applicable for configuration AA.

12.4 This subclause is not applicable for configuration AA.

13 Terminals

Clause 13 of IEC 62196-1:2022 applies.

14 Interlocks

Clause 14 of IEC 62196-1:2022 applies, except as follows:

Additional subclause:

14.301 Latching function

Accessories shall be provided with a latching device to prevent the connection from being separated unintentionally or by unauthorized persons.

The interlock function shall be performed by the proper functioning of the latching device.

A means shall be provided to indicate that the interlock is properly engaged.

Compliance is checked by inspection and manual test.

15 Resistance to ageing of rubber and thermoplastic material

Clause 15 of IEC 62196-1:2022 applies.

16 General construction

Clause 16 of IEC 62196-1:2022 applies, except as follows.

16.16 Replacement

Replace the first paragraph of the existing text of IEC 62196-1:2022, 16.6 with the following:

The force to insert and withdraw a vehicle connector shall be less than 100 N. Means to facilitate the insertion and withdrawal of the vehicle connector from the vehicle inlet may be provided. If a vehicle coupler is equipped with an assist device to reduce this force (e.g. mechanical assist device), the operating force of the assist device shall be less than 100 N.

17 Construction of EV socket-outlets – General

Clause 17 of IEC 62196-1:2022 does not apply.

18 Construction of EV plugs and vehicle connectors

Clause 18 of IEC 62196-1:2022 applies, except as follows:

Additional subclause:

18.301 A thermal sensing device is required on each DC+ and DC– contact in the vehicle connector for DC charging.

19 Construction of vehicle inlets

Clause 19 of IEC 62196-1:2022 applies, except as follows:

Additional subclause:

19.301 A thermal sensing device is required on each DC+ and DC– contact in the vehicle inlet for DC charging.

20 Degrees of protection

Clause 20 of IEC 62196-1:2022 applies.

21 Insulation resistance and dielectric strength

Clause 21 of IEC 62196-1:2022 applies.

22 Breaking capacity

Clause 22 of IEC 62196-1:2022 is not applicable.

23 Normal operation

Clause 23 of IEC 62196-1:2022 applies, except as follows:

23.2 Load endurance test

Not applicable.

24 Temperature rise

Clause 24 of IEC 62196-1:2022 applies, except as follows:

24.1 Addition:

Add the following after the first paragraph of the existing text of IEC 62196-1:2022, 24.1:

For the purposes of the temperature rise test, any thermal monitoring or thermal cut-out device shall be short circuited (i.e. the test results shall be acceptable without relying on the thermal monitoring or thermal cut-out).

Replacement:

Replace the fourth paragraph of the existing text of IEC 62196-1:2022, 24.1, i.e. "The test current is shown in Table 10.", with the following:

The test current is a direct or alternating current of the value shown in Table 10 of IEC 62196-1:2022.

25 Flexible cables and their connection

Clause 25 of IEC 62196-1:2022 applies except as follows:

Additional subclause:

25.301 Additional test for strain relief

Accessories shall be submitted to the additional following test:

Non-rewirable accessories are tested as delivered.

Rewirable accessories are tested with the maximum and minimum size cables recommended by the manufacturer.

Conductors of the cable of rewirable accessories are introduced into the terminals, the terminal screws being tightened just sufficiently to prevent the conductors from easily changing their position.

The cable anchorage is used in the normal way, clamping screws being tightened with a torque equal to two-thirds of that specified in IEC 62196-1:2022, 27.1. After reassembly of the sample, with cable glands, if any, in position, the component parts shall fit snugly, and it shall not be possible to push the cable into the sample to any appreciable extent.

The sample is fixed in the test apparatus so that the axis of the cable is vertical where it enters the sample.

The cable is then subjected once to a pull of 750 N. The pull is applied without jerks for a duration of 1 min.

Immediately afterwards, the cable is subjected to a torque, of the value specified in IEC 62196-1:2022, Table 11, for 1 min.

During the tests, the cable shall not be damaged.

After the tests, the cable shall not have been displaced by more than the values indicated in IEC 62196-1:2022, Table 11. For rewirable accessories, the ends of the conductors shall not have moved noticeably in the terminals; for non-rewirable accessories, there shall be no break in the electrical connections.

For the measurement of the longitudinal displacement, a mark is made on the cable at a distance of approximately 2 cm from the end of the sample or the cable anchorage before starting the tests. If, for non-rewirable accessories, there is no definite end to the sample, an additional mark is made on the body of the sample.

After the tests, the displacement of the mark on the cable in relation to the sample or the cable anchorage is measured.

26 Mechanical strength

Clause 26 of IEC 62196-1:2022 applies.

27 Screws, current-carrying parts and connections

Clause 27 of IEC 62196-1:2022 applies.

28 Creepage distances, clearances and distances through sealing compound

Clause 28 of IEC 62196-1:2022 applies.

29 Resistance to heat and to fire

Clause 29 of IEC 62196-1:2022 applies.

30 Corrosion and resistance to rusting

Clause 30 of IEC 62196-1:2022 applies.

31 Conditional short-circuit current

Clause 31 of IEC 62196-1:2022 does not apply.

32 Electromagnetic compatibility

Clause 32 of IEC 62196-1:2022 applies.

33 Vehicle drive over

Clause 33 of IEC 62196-1:2022 applies, except as follows:

33.3 *Not applicable.*

33.4 *Not applicable.*

34 Thermal cycling

Clause 34 of IEC 62196-1:2022 applies.

35 Humidity exposure

Clause 35 of IEC 62196-1:2022 applies.

36 Misalignment

Clause 36 of IEC 62196-1:2022 applies.

37 Contact endurance test

Clause 37 of IEC 62196-1:2022 applies.

STANDARD SHEETS CONFIGURATION AA

VEHICLE COUPLER RATED 1 000 V DC AND UP TO 400 A

STANDARD SHEET 3-1a

VEHICLE INLET

Sheet 1

Dimensions in millimetres

Dimensions in parentheses for reference

