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Entwurf

**Straßenfahrzeuge –
Kommunikationsschnittstelle zwischen Fahrzeug und Ladestation –
Teil 8: Anforderungen an physikalische und Datenverbindungsschnittstelle
für die drahtlose Kommunikation (ISO 15118-8:2018);
Englische Fassung prEN ISO 15118-8:2018**

Road vehicles –

Vehicle to grid communication interface –

Part 8: Physical layer and data link layer requirements for wireless communication
(ISO 15118-8:2018);

English version prEN ISO 15118-8:2018

Vehicules routiers –

Interface de communication entre vehicule et reseau electrique –

Partie 8: Exigences relatives à la couche physique et à la couche liaison de données pour la
communication sans fil (ISO 15118-8:2018);

Version anglaise prEN ISO 15118-8:2018

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Gesamtumfang 42 Seiten

DIN-Normenausschuss Automobiltechnik (NAAutomobil)

Nationales Vorwort

Dieses Dokument (prEN ISO 15118-8:2018) wurde vom Technischen Komitee ISO/TC 22 „Road vehicles“ ausgearbeitet, dessen Sekretariat von AFNOR (Frankreich) gehalten wird und wurde vom Technischen Komitee CEN/TC 301 „Straßenfahrzeuge“ übernommen, dessen Sekretariat von AFNOR (Frankreich) gehalten wird.

Das zuständige deutsche Normungsgremium ist der Arbeitsausschuss NA 052-00-31 AA „Datenkommunikation“ des DIN-Normenausschusses Automobiltechnik (NAAutomobil).

Das Präsidium des DIN hat mit seinem Beschluss 1/2004 festgelegt, dass von dem in den Regeln der europäischen Normungsarbeit von CEN/CENELEC verankerten Grundsatz, wonach Europäische Normen in den drei offiziellen Sprachen Deutsch, Englisch und Französisch veröffentlicht werden, in begründeten Ausnahmefällen abgewichen und auf die deutsche Sprachfassung verzichtet werden kann.

Die Genehmigung dafür hat die DIN-Geschäftsleitung entsprechend ihren in Anlage 1 zu dem DIN-Rundschreiben A 5/2004 festgelegten Kriterien für die vorliegende Norm auf Antrag des NA 052 NAAutomobil als Ergebnis einer Einzelfallentscheidung erteilt, zumal bereits dieser Norm zugrunde liegende Papiere überwiegend in englischer Sprache auch von den deutschen Marktteilnehmern angewendet werden.

Um den Energieverbrauch von Fahrzeugen zu senken, werden Fahrzeuge mit elektrischem Teil- oder Kompletantrieb entwickelt. Um die Batterien dieser Fahrzeuge aufladen zu können, wird eine spezielle Lade-Infrastruktur benötigt.

Während verschiedene Teilaspekte in der Normung von Elektrofahrzeugen und Infrastruktur bei ISO und IEC bereits behandelt wurden, beschäftigt sich diese Normenreihe mit dem Informationsaustausch zwischen Elektrofahrzeug und Lade-Infrastruktur. Kommunikation ist für das effektive Aufladen von Fahrzeugen sowie die Entwicklung effizienter und komfortabler Abrechnungssysteme unabdingbar.

Dieser Teil der Normenreihe beschreibt Anforderungen an eine physikalische drahtlose Schnittstelle.

Nationaler Anhang NA (informativ)

Begriffe

Die Benummerung der folgenden Begriffe und Abkürzungen ist identisch mit der Benummerung in der englischen Fassung.

Für die Anwendung dieses Dokuments gelten die Begriffe nach ISO 15118-1, ISO 15118-2 und die folgenden Begriffe.

ISO und IEC stellen terminologische Datenbanken für die Verwendung in der Normung unter den folgenden Adressen bereit:

— IEC Electropedia: unter <http://www.electropedia.org/>

— ISO Online Browsing Platform: unter <http://www.iso.org/obp>

3.1

Zugriffspunkt

AP

(en: access point)

Gerät zur drahtlosen Kommunikation welches dem Nutzer erlaubt, sich mit anderen drahtlosen oder kabelgebundenen Kommunikationsgeräten zu verbinden

Anmerkung 1 zum Begriff: Siehe IEEE Std 802.11™-2012.

3.2

Ladestation

CS

(en: charging site)

Bereich mit einer oder mehreren Versorgungseinrichtung(en) in Elektrofahrzeugen (en: Electric Vehicle Supply Equipment, EVSE) und einer Ladesäulenkommunikationssteuerung (en: Supply Equipment Communication Controller, SECC)

3.3

Station

STA

(en: station)

logische Einheit, welche eine Einzel adressierbare Instanz einer Medium-Zugriffssteuerung und die Schnittstelle der physikalischen Schicht zum drahtlosen Medium ist und nicht wie ein *Zugriffspunkt* (3.1) agiert

3.4

IEEE 80211.n

IEEE Std 802.11, in dem die Instanzen entweder HT APs oder HT STAs sind

Anmerkung 1 zum Begriff: Die Eigenschaften einer HT STA werden in IEEE Std 802.11-2012, 4.3.10 zusammengefasst. Ein HT AP ist ein Zugriffspunkt, welcher dieselben Eigenschaften wie eine HT STA implementiert hat.

3.5

Schicht 2 Verbindungsaufbau

(en: layer 2 link establishment)

Verbindungsaufbau, der über einen erfolgreichen Verbindungs/Trennungsprozess, wie nach IEEE Std 802.11-2012, 10.3.5.2 und 10.3.5.3 beschrieben, angezeigt wird

3.6

Gebiet mit verfügbarem Dienst

(en: service available area)

Beschränktes Gebiet um eine Ladestation herum, in dem die SECC einen Verbindungsdienst mit garantierter Qualität anbietet

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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see www.iso.org/patents).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation on the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT) see the following URL: www.iso.org/iso/foreword.html.

This document was prepared jointly by Technical Committee ISO/TC 22, *Road vehicles*, Subcommittee SC 31, *Data communication*, and Technical Committee IEC/TC 69, *Electric road vehicles and electric industrial trucks*. The draft was circulated for voting to the national bodies of both ISO and IEC.

A list of all parts in the ISO 15118 series can be found on the ISO website.

Introduction

The pending energy crisis and necessity to reduce greenhouse gas emissions has led the vehicle manufacturers to a very significant effort to reduce the energy consumption of their vehicles. They are presently developing vehicles partly or completely propelled by electric energy. Those vehicles will reduce the dependency on oil, improve the global energy efficiency and reduce the total CO₂ emissions for road transportation if the electricity is produced from renewable sources. To charge the batteries of such vehicles, specific charging infrastructure is required.

Much of the standardization work on dimensional and electrical specifications of the charging infrastructure and the vehicle interface is already treated in the relevant ISO or IEC groups. However, the question of information transfer between the EV and the EVSE has not been treated sufficiently.

Such communication is necessary for the optimization of energy resources and energy production systems so that vehicles can recharge in the most economic or most energy efficient way. It is also required to develop efficient and convenient billing systems in order to cover the resulting micro-payments. The necessary communication channel may serve in the future to contribute to the stabilization of the electrical grid, as well as to support additional information services required to operate electric vehicles efficiently and economically.

In ISO 15118-3, the messages exchanged between the vehicle and the infrastructure are transported by the cable used for power transfer. With the inception of wireless power transfer technologies and the tremendous development of wireless communication in our societies, the need for a wireless communication between vehicle and charging infrastructure becomes imperative. This is the main focus of this document. The relevant information on use-case definitions and network and application protocol requirements can be found in ISO 15118-1¹⁾ and ISO 15118-2²⁾, respectively.

1) Under development. Stage at time of publication: ISO/DIS 15118-1:2018.

2) Under development. Stage at time of publication: ISO/CD 15118-2:2018.

- Entwurf -

Road vehicles — Vehicle to grid communication interface —

Part 8: Physical layer and data link layer requirements for wireless communication

1 Scope

This document specifies the requirements of the physical and data link layer of a wireless High Level Communication (HLC) between Electric Vehicles (EV) and the Electric Vehicle Supply Equipment (EVSE). The wireless communication technology is used as an alternative to the wired communication technology as defined in ISO 15118-3.

It covers the overall information exchange between all actors involved in the electrical energy exchange. ISO 15118 (all parts) are applicable for conductive charging as well as Wireless Power Transfer (WPT).

For conductive charging, only EVSEs compliant with “IEC 61851-1 modes 3 and 4” and supporting HLC are covered by this document. For WPT, charging sites according to IEC 61980 (all parts) and vehicles according to ISO/PAS 19363 are covered by this document.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 15118-1, *Road vehicles — Vehicle to grid communication interface — Part 1: General information and use-case definition*

ISO 15118-2:2014, *Road vehicles — Vehicle-to-Grid Communication Interface — Part 2: Network and application protocol requirements*

ISO 15118-3:2015, *Road vehicles — Vehicle to grid communication interface — Part 3: Physical and data link layer requirements*

ISO/PAS 19363, *Electrically propelled road vehicles — Magnetic field wireless power transfer — Safety and interoperability requirements*

IEEE Std 802.11™-2012, *IEEE Standard for Information technology — Telecommunications and information exchange between systems — Local and metropolitan area networks — specific requirements: Part 11: Wireless LAN Medium Access Control (MAC) and Physical Layer (PHY) Specifications*

3 Terms and definitions

For the purposes of this document, the terms and definitions given in ISO 15118-1, ISO 15118-2 and the following apply.

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

- IEC Electropedia: available at <http://www.electropedia.org/>
- ISO Online browsing platform: available at <http://www.iso.org/obp>

3.1
access point
AP

wireless communication device that allows the user to connect to other wireless or wired communication devices

Note 1 to entry: See IEEE Std 802.11™-2012.

3.2
charging site
CS

area with one or more EVSEs controlled by one SECC

3.3
station
STA

logical entity that is a singly addressable instance of a medium access control and physical layer interface to the wireless medium which does not act as an *access point* (3.1)

3.4
IEEE 802.11n

IEEE Std 802.11 where the instances are HT APs or HT STAs

Note 1 to entry: The features of an HT STA are summarized in IEEE Std 802.11-2012, 4.3.10. An HT AP is an access point implementing the same set of features as an HT STA.

3.5
layer 2 link establishment

connection establishment indicated by a successful association/reassociation process as described in IEEE Std 802.11-2012, 10.3.5.2 and 10.3.5.3

3.6
service available area

restricted area around a charging station in which an SECC provides a connecting service with an ensured quality

4 Abbreviated terms

AP	Access Point
AWC	Automotive Wireless Communication
CS	Charging Site
DFS	Dynamic Frequency Selection
EDCA	Enhanced Distributed Channel Access
EID	Element Identifier
EMC	Electromagnetic Compatibility
ETT	Energy Transfer Type
EV	Electric Vehicle
EVCC	Electric Vehicle Communication Controller
EVSE	Electric Vehicle Supply Equipment

HLC	High Level Communication
HLE	Higher Layer Entities
HT	High Throughput
ISM	Industrial, Scientific and Medical
MAC	Medium Access Control
SAP	Service Access Point
SECC	Supply Equipment Communication Controller
SSID	Service Set Identifier
TPC	Transmit Power Control
U-NII	Unlicensed National Information Infrastructure
VSE	Vendor Specific Element
WLAN	Wireless Local Area Network
WPT	Wireless Power Transfer

5 Conventions

5.1 Definition of OSI based services

This document is based on the OSI Service Conventions (see ISO/IEC 10731) for the individual layers specified in this document.

5.2 Requirement structure

Each individual requirement included in this document has a unique code, as follows:

“[V2G8-XXX] Requirement text”

- where “V2G8” represents this document,
- where XXX represents the individual requirement number, and
- where “requirement text” includes the actual text of the requirement.

EXAMPLE [V2G8-999] This shall be an example requirement.

6 System architecture

This document is organized along architectural lines, same as in ISO 15118-3 emphasizing the large-scale separation of the system into two parts: the MAC sub layer of the Data Link Layer and the Physical Layer. These layers are intended to correspond closely to the lowest layers of the ISO/IEC Model for Open Systems (see ISO/IEC 7498-1). Figure 1 shows the relationship of this document to the OSI reference model.

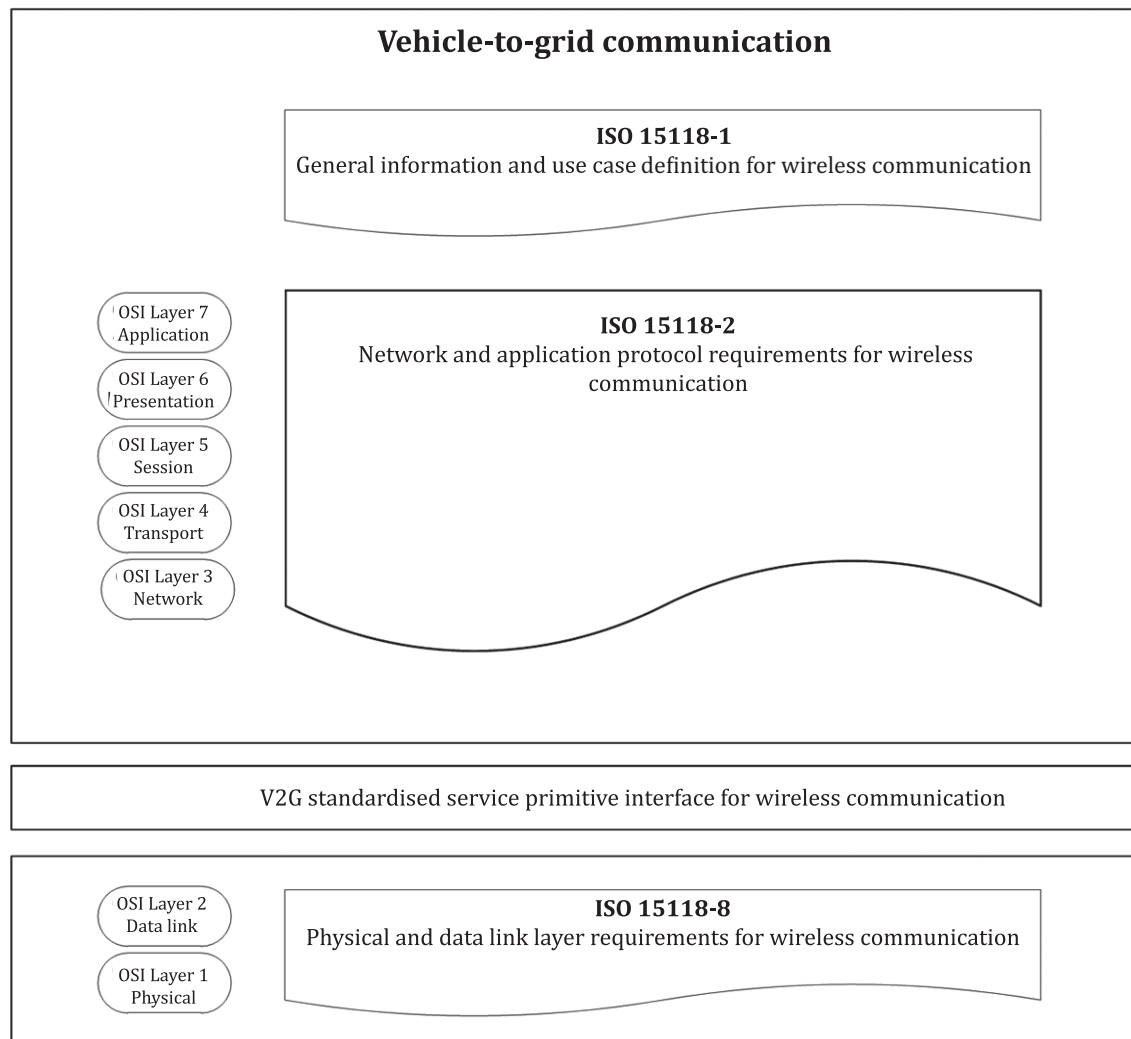


Figure 1 — Overview of ISO 15118-1, ISO 15118-2, and this document in the ISO/IEC OSI reference model

This document defines requirements applicable to layer 1 and 2, including the V2G Standardized Service Primitive Interface for wireless communication, according to the OSI layered architecture. Layers 3 to 7 are specified in ISO 15118-2.

This document covers both conductive charging and WPT use-cases using wireless communication. If not defined differently, requirements apply for both conductive charging and WPT.

7 Wireless communication requirements

7.1 Overview

This clause gives requirements for the wireless communication module on both the EVCC and the SECC side. EVCC and SECC make use of Wireless Local Area Network (WLAN) as specified in IEEE Std 802.11-2012 for wireless communication. More specifically, they implement the feature set of an HT STA or HT AP (which were originally specified in IEEE 802.11n-2009 and are thus commonly referred to as IEEE 802.11n), and operate in the 2,4 GHz and 5 GHz bands.

These frequency bands are ISM and U-NII bands where both other wireless communication technologies (e.g. Bluetooth^{®3)}, ZigBee^{®4)}, baby phone), and non-communication systems (e.g. microwave ovens, radar systems) can cause interference with the WLAN communication channels. Therefore, the requirements in this document are designed in a way where not only system interoperability is ensured, but also the communication robustness is hardened. In addition, manufacturers and operators need to make sure that the system is configured for robustness. For example, particular care has to be given to selecting an appropriate operating channel to avoid the above mentioned interference.

This document covers various use-cases in relationship to wireless communication for conductive charging and WPT, considering different range requirements for the communication channel:

- Discovery: The EVCC has entered the communication range of the SECC(s), then associates to an appropriate SECC to start HLC for further steps (typically 5 m to 30 m range);
- Fine Positioning: Alignment of the primary and secondary devices for efficient power transfer in case of WPT and alignment of the connectors of EV and EVSE for power transfer in case of automatic connection for conductive charging (typically 10 cm to 5 m range);
- Charging Control: For example, Power Request from vehicle to EVSE (typically 5 cm to 5 m range).

Use-case details are given in ISO 15118-1.

The distance between EVCC and SECC for Charging Control depends on the installation location of the wireless communication modules and antennae. This is out of scope of this document and vendor specific. As the distance influences the reliability of the communication link, manufacturers are encouraged to pay particular attention to the choice of mounting location. Additional parameters to be considered and some example setups are given in Annex A.

For testing and evaluating an installed system, a concept of service available area has been developed and detailed in Annex C.

7.2 SECC requirements

7.2.1 General

The wireless communication module of the SECC shall fulfil the requirements described in this subclause to ensure interoperability between the SECC and EVCC with adequate communication robustness for V2G applications.

7.2.2 WLAN technology

- | | |
|-------------------|---|
| [V2G8-001] | The wireless communication module of the SECC shall use IEEE 802.11 (see IEEE Std 802.11-2012) compliant wireless communication technology. |
| [V2G8-002] | The wireless communication module of the SECC shall be configured as Access Point (AP) according to IEEE 802.11. |
| [V2G8-003] | The wireless communication module of the SECC shall support the mandatory feature set of an HT AP according to IEEE Std 802.11-2012 on all the channels that it supports. |

NOTE 1 An HT AP is an access point implementing the same set of features as an HT STA (see IEEE Std 802.11-2012, 4.3.10).

3) Bluetooth[®] is the trademark of a product supplied by Bluetooth Special Interest Group. This information is given for the convenience of users of this document and does not constitute an endorsement by ISO of the product named. Equivalent products may be used if they can be shown to lead to the same results.

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