IEC 61851-21-1

Edition 1.0 2017-06

INTERNATIONAL STANDARD

NORME INTERNATIONALE

colour inside

**Electric vehicle conductive charging system –
Part 21-1: Electric vehicle on-board charger EMC requirements for conductive connection to an AC/DC supply**

**Système de charge conductive pour véhicules électriques –
Partie 21-1: Exigences CEM relatives à la connexion conductive des chargeurs embarqués pour véhicules électriques à une alimentation en courant alternatif ou continu**

IEC 61851-21-1:2017-06(en-fr)

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ELECTRIC VEHICLE CONDUCTIVE CHARGING SYSTEM –

Part 21-1: Electric vehicle on-board charger EMC requirements for conductive connection to an AC/DC supply

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International Standard IEC 61851-21-1 has been prepared by subcommittee 69: Electric road vehicles and electric industrial trucks.

This first edition, together with IEC 61851-21-2, cancels and replaces IEC 61851-21:2001. It constitutes a technical revision.

This edition includes the following significant technical changes with respect to IEC 61851-21:2001:

a) this document addresses now only EMC tests instead of other electrical tests;
b) test setups are defined more precisely;
c) Annex A "Artificial networks, asymmetric artificial networks and integration of charging stations into the test setup" was added.

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

FDIS	Report on voting
69/507/FDIS	69/516/RVD

Full information on the voting for the approval of this International Standard can be found in the report on voting indicated in the above table.

This document has been drafted in accordance with the ISO/IEC Directives, Part 2.

A list of all parts of the IEC 61851 series, under the general title: *Electric vehicle conductive charging system,* can be found on the IEC website.

The committee has decided that the contents of this document will remain unchanged until the stability date indicated on the IEC website under "http://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- withdrawn,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.

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ELECTRIC VEHICLE CONDUCTIVE CHARGING SYSTEM –

Part 21-1: Electric vehicle on-board charger EMC requirements for conductive connection to an AC/DC supply

1 Scope

This part of IEC 61851, together with IEC 61851-1:2010, gives requirements for conductive connection of an electric vehicle (EV) to an AC or DC supply. It applies only to on-board charging units either tested on the complete vehicle or tested on the charging system component level (ESA – electronic sub assembly).

This document covers the electromagnetic compatibility (EMC) requirements for electrically propelled vehicles in any charging mode while connected to the mains supply.

This document is not applicable to trolley buses, rail vehicles, industrial trucks and vehicles designed primarily to be used off-road, such as forestry and construction machines.

NOTE 1 Specific safety requirements that apply to equipment on the vehicle during charging are treated in separate documents as indicated in the corresponding clauses of this document.

NOTE 2 Electric vehicle (EV) includes pure electric vehicles as well as plug-in hybrid electric vehicles with additional combustion engine.

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.

IEC 60038:2009, *IEC standard voltages*

IEC 61000-3-2:2014, *Electromagnetic compatibility (EMC) – Part 3-2: Limits – Limits for harmonic current emissions (equipment input current ≤ 16 A per phase)*

IEC 61000-3-3:2013, *Electromagnetic compatibility (EMC) – Part 3-3: Limits – Limitation of voltage changes, voltage fluctuations and flicker in public low-voltage supply systems, for equipment with rated current ≤ 16 A per phase and not subject to conditional connection*

IEC 61000-3-11:2000, *Electromagnetic compatibility (EMC) – Part 3-11 – Limits – Limitation of voltage changes, voltage fluctuations and flicker in public low-voltage supply systems – Equipment with rated current ≤ 75 A and subject to conditional connection*

IEC 61000-3-12:2011, *Electromagnetic compatibility (EMC) – Part 3-12 – Limits for harmonic currents produced by equipment connected to public low-voltage systems with input current > 16 A and ≤ 75 A per phase*

IEC 61000-4-4:2012, *Electromagnetic compatibility (EMC) – Part 4-4: Testing and measurement techniques – Electrical fast transient/burst immunity test*

IEC 61000-4-5:2014, *Electromagnetic compatibility (EMC) – Part 4-5: Testing and measurement techniques – Surge immunity test*

IEC 61000-6-3:2006, *Electromagnetic compatibility (EMC) – Part 6-3: Generic standards – Emission standard for residential, commercial and light-industrial environments*
IEC 61000-6-3:2006/AMD1:2010

IEC 61851-1:2010, *Electric vehicle conductive charging system – Part 1: General requirements*

CISPR 12:2007, *Vehicles, boats and internal combustion engines – Radio disturbance characteristics – Limits and methods of measurement for the protection of off-board receivers*
CISPR 12:2007/AMD1:2009

CISPR 16-1-2:2014, *Specification for radio disturbance and immunity measuring apparatus and methods – Part 1-2: Radio disturbance and immunity measuring apparatus – Coupling devices for conducted disturbance measurements*

CISPR 16-2-1:2014, *Specification for radio disturbance and immunity measuring apparatus and methods – Part 2-1: Methods of measurement of disturbances and immunity – Conducted disturbance measurements*

CISPR 22:2008, *Information technology equipment – Radio disturbance characteristics – Limits and methods of measurement*

CISPR 25:2016, *Vehicles, boats and internal combustion engines – Radio disturbance characteristics – Limits and methods of measurement for the protection of on-board receivers*

ISO/TR 8713:2012, *Electrically propelled road vehicles – Vocabulary*

ISO 7637-2:2011, *Road vehicles – Electrical disturbances from conduction and coupling -- Part 2: Electrical transient conduction along supply lines only*

ISO 11451-1:2015, *Road vehicles – Vehicle test methods for electrical disturbances from narrowband radiated electromagnetic energy – Part 1: General principles and terminology*

ISO 11451-2:2015, *Road vehicles – Vehicle test methods for electrical disturbances from narrowband radiated electromagnetic energy – Part 2: Off-vehicle radiation sources*

ISO 11452-1:2015, *Road vehicles – Component test methods for electrical disturbances from narrowband radiated electromagnetic energy – Part 1: General principles and terminology*

ISO 11452-2:2004, *Road vehicles – Component test methods for electrical disturbances from narrowband radiated electromagnetic energy – Part 2: Absorber-lined shielded enclosure*

ISO 11452-4:2011, *Road vehicles – Component test methods for electrical disturbances from narrowband radiated electromagnetic energy – Part 4: Harness excitation methods*

3 Terms and definitions

For the purposes of this document, the terms and definitions given in IEC 61851-1:2010 and ISO/TR 8713:2012, as well as 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
REESS
rechargeable energy storage system that provides electric energy for electric propulsion of the vehicle

3.2
on-board EV charging system
all equipment in the charge power supply chain inside the vehicle

Note 1 to entry: It includes the plug and cable if physically connected to the vehicle (cable cannot be removed without any tool, i.e. case A as defined in IEC 61851-1:2010).

3.3
electrical/electronic sub-assembly
ESA
electrical and/or electronic device or set(s) of devices intended to be part of a vehicle, together with any associated electrical connections and wiring, which performs one or more specialized functions

3.4
low voltage
LV
operating DC voltage below 60 V

EXAMPLE Nominal voltages of 12 V, 24 V, 48 V.

3.5
LV harness
low voltage harness with operating voltages below 60 V

3.6
high voltage
HV
operating voltages of 60 V to 1000 V

Note 1 to entry: HV+ and HV- are abbreviations for the positive and negative terminal line, respectively.

Note 2 to entry: HV definition is in accordance to CISPR 25, ISO 11451-1 and ISO 11452-1.

3.7
electric vehicle
EV
pure electric vehicles as well as plug-in hybrid electric vehicles with additional combustion engine

4 General test conditions

The vehicle systems shall operate correctly within +10 % to –15 % of the standard nominal supply voltage. This takes into account variations that are induced by the installation as defined in Annex A of IEC 60038:2009. The rated value of the frequency is 50 Hz ± 1 % or 60 Hz ± 1 %.

NOTE IEC 60038:2009 specifies the voltage at the delivery point. Annex A proposes to specify wider values to allow for further voltage variations due to installations.

Test methods concern only the electric vehicle charging system with "REESS in charging mode coupled to the power grid". Tests shall be performed either on separate samples or on the whole vehicle at the vehicle manufacturer’s request as defined in the test plan.

The vehicle shall be in an unladen condition except for necessary test equipment.

The vehicle shall be immobilized, engine OFF, and in charging mode.

All other equipment which can be switched on permanently by the driver or passenger shall be OFF.

The tests shall be carried out with the equipment under test (EUT) or any movable part of it placed in the most unfavourable position as defined in the test plan.

Unless otherwise specified, the tests shall be carried out in a draught-free location and at an ambient temperature of 23 °C ± 5 °C according to ISO 11451-1:2015 and ISO 11452-1:2015.

5 Test methods and requirements

5.1 General

5.1.1 Overview

All tests shall be carried out using the charging cable specified or provided by the electric vehicle supply equipment (EVSE) manufacturer or the electric vehicle manufacturer as described in further detail in the test plan, for example cable lengths.

If the charging cable is provided by the vehicle manufacturer the extraneous length shall be z-folded in 0,5 m width.

The artificial (mains) networks (AN/AMN) for power supply and asymmetric artificial networks (AAN) for charging communications to be used for these tests are described in Annex A.

For electrical/electronic sub-assembly (ESA) separated on-board charger tests an appropriate load shall be used to simulate the vehicle HV-systems terminations, for example HV battery. If specific load boxes are used, these shall also be described in the test plan.

5.1.2 Exceptions

Vehicles and/or ESA which are intended to be used in "REESS charging mode coupled to the power grid" in the configuration connected to a DC-charging station with a length of a DC network cable shorter than 30 m do not have to fulfil the requirements of conducted emissions, surge and fast transients (burst) neither on vehicle nor ESA level.

In this case, the manufacturer shall provide a statement that the vehicle and/or ESA can be used in "REESS charging mode coupled to the power grid" only with cables shorter than 30 m. This information shall be made publicly available following the type approval.

Vehicles and/or ESA which are intended to be used in "REESS charging mode coupled to the power grid" in the configuration connected to a local/private DC-charging station without additional participants do not have to fulfil requirements of conducted emissions, surge and fast transients (burst) neither on vehicle nor ESA level.

In this case, the manufacturer shall provide a statement that the vehicle and/or ESA can be used in "REESS charging mode coupled to the power grid" only with a local/private DC charging station without additional participants. This information shall be made publicly available following the type approval.

5.2 Immunity

5.2.1 General

The tests shall be carried out individually as single tests in sequence. The tests may be performed in any order.

In general, the EUT shall be tested in configuration "REESS in charging mode coupled to the power grid".

If the current consumption can be adjusted, the current shall be set to at least 20 % of its nominal value.

If the current consumption cannot be adjusted, the REESS state of charge (SOC) shall be kept between 20 % and 80 % of the maximum SOC during the whole time duration of the measurement

NOTE This may lead to split the measurement in different time slots/sub-bands with the need to discharge the vehicle's traction battery before starting the next time slot/ sub-band.

The EUT shall be switched on and shall operate as defined in the test plan.

The description of the test, relevant generator, appropriate methods, and the setup to be used are given in the basic standards, which are referred to in Table 1.

The contents of these basic standards are not repeated here, however modifications or additional information needed for the practical application of the tests are given in this document.

Only non-disturbing equipment shall be used while monitoring the vehicle or ESA. The vehicle exterior and the passenger compartment/ESA shall be monitored to determine whether the requirements are met (e.g. for vehicle test by using (a) video camera(s), a microphone, etc.).

The electric vehicle shall not become dangerous or unsafe as a result of the application of the tests defined in this document.

5.2.2 Function performance criteria

Subclause 5.2.2 defines the expected performance objectives for the function of the vehicle subjected to the test conditions. The performance criteria of the function (expected behaviour of the function observed during test) are listed below.

NOTE This element is applicable to every single individual function of an equipment under test and describes the operational status of the defined function during and after a test.

Performance criterion A: The vehicle shall not be set in motion. The charging function shall continue to operate as intended during and after the test. No degradation of performance or loss of function is allowed.

Performance criterion B: The vehicle shall not be set in motion. The charging function shall continue to operate as intended after the test. No degradation of performance or loss of function is allowed after the test. During the test temporary loss of charging function is allowed provided the charging function is restored automatically without user interaction.

Performance criterion C: The vehicle shall not be set in motion. Temporary loss of function is allowed, provided the function can be restored by simple operations of the controls and without the use of tools, by the user of the equipment or operator from remote position.

5.2.3 Test severity level

This defines the specification of test severity level of essential signal parameters. The test severity level is the stress level applied to the equipment under test for any given test method. The test severity levels depend on the required operational characteristics of the function. Test severity levels are given in Table 1.

5.2.4 Immunity of vehicles to electrical fast transient/burst disturbances conducted along AC and DC power lines

5.2.4.1 General

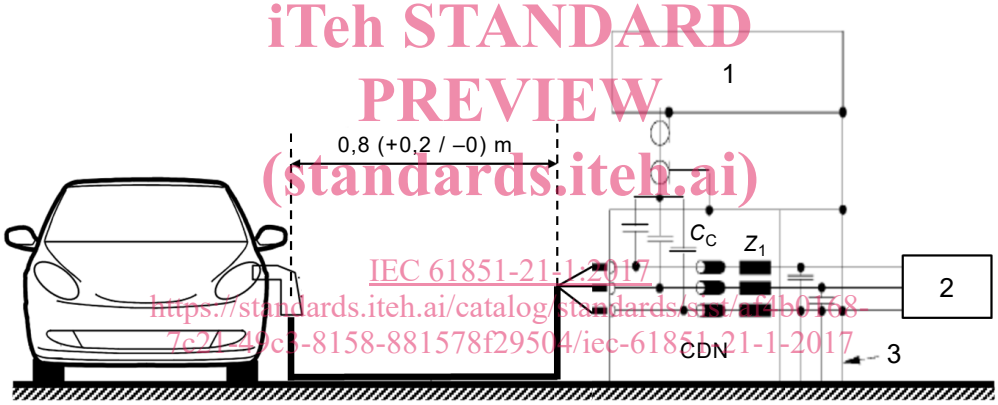
EV charging equipment directly powered by the AC power lines and DC power lines shall withstand common mode conducted disturbances to levels given in Table 1, generally caused by the switching of small inductive loads, relay contacts bouncing, or switching of high-voltage switchgear.

5.2.4.2 Electric vehicle charging equipment test

This test is intended to demonstrate the immunity of the vehicle electronic systems network according to IEC 61000-4-4:2012. The electric vehicle charging equipment shall be subject to electrical fast transient/burst disturbances conducted along AC and DC power lines of the vehicle as described in 5.2.5.2. The vehicle shall be monitored during the tests.

The test setup is depicted in Figure 1.

The vehicle shall be placed directly on the ground plane. The cable shall be z-folded in less than 0,5 m width if longer than 1 m, placed 0,1 (± 0,025) m above the ground plane and at least 0,1 m away from the car body.



Key

1 EFT/burst-generator

2 AC/DC/mains

3 filter

Figure 1 – Electrical fast transient/burst test vehicle setup

5.2.4.3 ESA, separated on-board charger test

The test procedure according to IEC 61000-4-4:2012 shall be applied to separated on-board charger tests.

The enclosure of ESA need not be bonded to ground plane directly.

5.2.5 Immunity of vehicles to surges conducted along AC and DC power lines

5.2.5.1 General

On-board EV charging equipment directly powered by the AC power mains shall withstand the voltage surges, generally caused by switching phenomena in the power grid, faults or lightning strokes (indirect strokes) as described in Table 1.

The test equipment is composed of a reference ground plane (a shielded room is not required), a surge generator and a coupling/decoupling network (CDN).

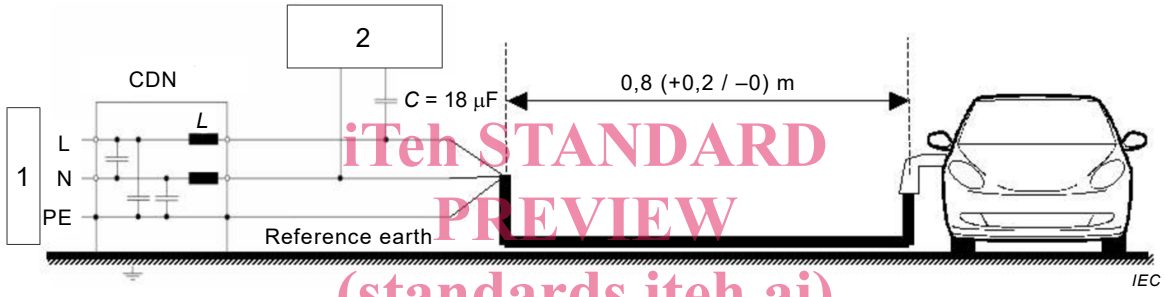
5.2.5.2 Electric vehicle charging system test

This test is intended to demonstrate the immunity of the vehicle electronic systems according to IEC 61000-4-5:2014. The vehicle shall be subject to surges conducted along AC and DC power lines of the vehicle. The vehicle shall be monitored during the tests.

NOTE If transmitters being part of authorization and payment process might not be switched off during charging, then transmitter-specific standard applies (e.g. 3G, 4G, RFID).

The vehicle shall be positioned on the ground plane. The electrical surge shall be applied on the vehicle on the AC and DC power lines between each line and earth and between lines by using CDN as described in Figures 2 to 5.

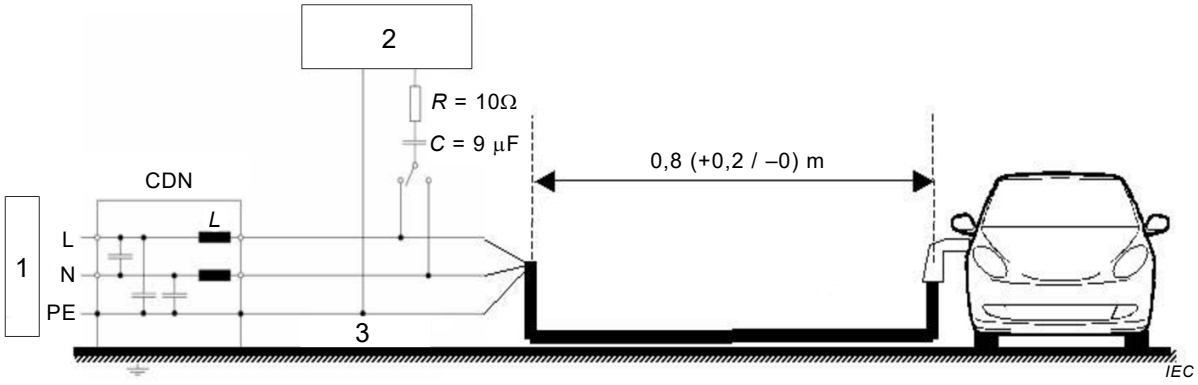
The cable shall be z-folded in less than 0,5 m width if longer than 1 m, placed 0,1 (± 0,025) m above the ground plane and at least 0,1 m away from the car body.



Key

1 surge-generator
2 AC/DC/mains
3 filter

Figure 2 – Vehicle in configuration "REESS charging mode coupled to the power grid" – coupling between lines for AC (single phase) and DC power lines



Key

1 surge-generator
2 AC/DC/mains
3 filter

Figure 3 – Vehicle in configuration "REESS charging mode coupled to the power grid" – coupling between each line and earth for AC (single phase) and DC power lines