
Cestna vozila - Komunikacijski vmesnik med vozilom in omrežjem - 8. del: Zahteve za fizične in podatkovne povezovalne plasti za brezžično komunikacijo (ISO/FDIS 15118-8:2020)

Road vehicles - Vehicle to grid communication interface - Part 8: Physical layer and data link layer requirements for wireless communication (ISO/FDIS 15118-8:2020)

Straßenfahrzeuge - Kommunikationsschnittstelle zwischen Fahrzeug und Ladestation - Teil 8: Anforderungen an physikalische und Datenverarbeitungsschnittstelle für die drahtlose Kommunikation (ISO/FDIS 15118-8:2020)

Véhicules routiers - Interface de communication entre véhicule et réseau électrique - Partie 8: Exigences relatives à la couche physique et à la couche de liaison entre les données pour la communication sans fil (ISO/FDIS 15118-8:2020)

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Road vehicles — Vehicle to grid communication interface —

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

*Véhicules routiers — Interface de communication entre véhicule et
réseau électrique —*

*Partie 8: Exigences relatives à la couche physique et à la couche de
liaison entre les données pour la communication sans fil*

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This draft is submitted to a parallel vote in ISO and in IEC.

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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 of 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 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* in collaboration with the European Committee for Standardization (CEN) Technical Committee CEN/TC 301, *Road vehicles*, in accordance with the Agreement on technical cooperation between ISO and CEN (Vienna Agreement).

This second edition cancels and replaces the first edition (ISO 15118-8:2018) of which it constitutes a minor revision. The changes compared to the previous edition are as follows:

- Correction of requirement V2G8-034;
- Editorial corrections.

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

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

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, a 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 15118-1 and ISO 15118-2, respectively.

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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 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 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:

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

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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 (3.3)

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* (3.1) 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

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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.

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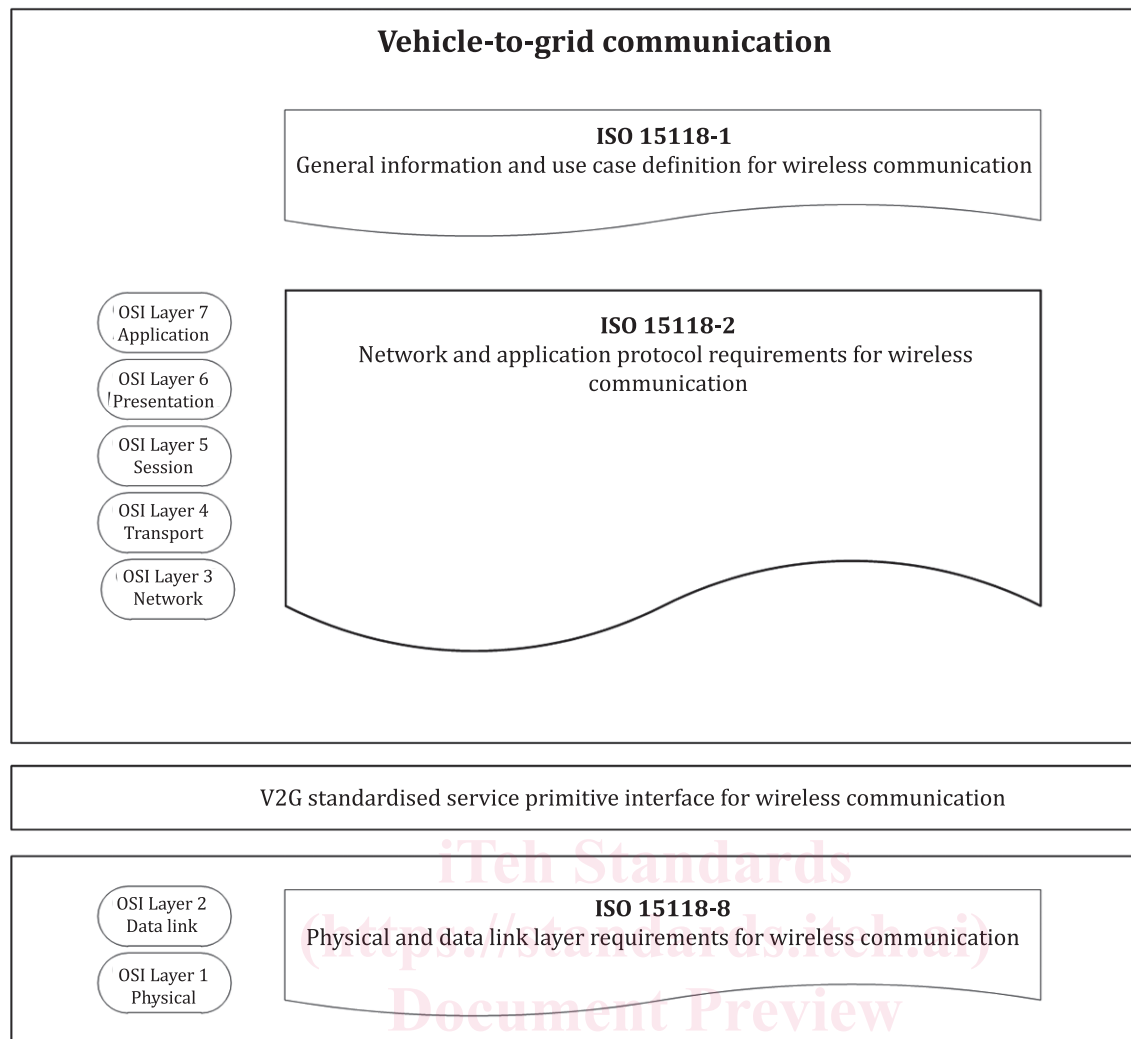


Figure 1 — Overview of ISO 15118-1, ISO 15118-2, and this document in the ISO/IEC OSI reference model

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.