ISO/FDIS 21498-2:2024(E)

ISO/TC 22/SC 37/WG 4

Secretariat: DIN

Date: 2024-03-1407-22

Electrically propelled road vehicles — Electrical specifications and tests for voltage class B systems and components— —

Part 2:
Electrical tests for components

Véhicules à propulsion electrique — Spécifications et essais electriques pour les systèmes et composants de classe B —

Partie 2: Composants et essais electriques

FDIS stage

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Published in Switzerland

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Foreword

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This document was prepared by Technical Committee ISO/TC 22, *Road Vehiclesvehicles*, Subcommittee SC 37, *Electrically propelled vehicles*.

This second edition cancels and replaces the first edition (ISO 21498-2:2021), which has been technically revised.

The main changes compared to the previous edition are as follows:

— Testcasetestcase “Short circuit” has been added;

— Annex B Annex B “Testing at different temperatures” has been deleted;

— Additionaladditional values have been added in Tables B.2table B.2 and B.3B.3;

— Exampleexample current limit values have been added to Table B.4in table B.4;

— Annex C Artificial network has been revised;

— Methodsmethods for conversion from time domain to frequency domain for generated ripple have been revised and moved from main body to informative Annex DAnnex D.

A list of all parts in the ISO 21498 series can be found on the ISO website.

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Introduction

The requirements for voltage class B electric circuits used for electric power transfer for the propulsion of electric road vehicles and their characteristics are significantly different to those of voltage class A electric circuits. Moreover, the range of voltage class B is too wide to be used for a component design relating to voltage.

The ISO 21498 series divides voltage class B in a set of voltage sub-classes to enable a component design for each voltage sub-class relating to voltage. It provides appropriate descriptions and definitions for requirements and characteristics of voltage class B systems for electrically propelled vehicles.

The voltage sub-class itself and the component characteristics have a large cost impact on the component design and on the overall design of the electric system. Additionally, a high variety of different voltage sub-classes and operating conditions impedes the use of an existing component in different vehicle models. ~~The standardisation of~~Standardising voltage sub-classes and characteristics and ~~the reduction of~~reducing varieties ~~will enable the reduction of~~cuts component and system costs. This allows the decoupling of the system or component designs of a voltage class B electric circuit from the design of the electric energy source. Finally, the exchange of components from different suppliers for different customers is facilitated.

ISO 21498-1 provides definitions of and for voltage sub-classes and characteristics for rechargeable energy storage systems (RESS) and electric propulsion systems. It defines specific values for these sub-classes based on maximum working voltage. Voltage sub-classes listed in ISO 21498-1 are used for voltage class B systems of all kinds of current or future electrically propelled road vehicles.

This document provides electrical tests for electric and electronic components at voltage class B used for electrically propelled road vehicles. All relevant characteristics are covered considering usual driving scenarios as well as deviations from normal operation. The descriptions are generalized and include purpose, setup, procedure and requirements for the tests.

The specifications in this document are not intended to restrict the development of component performance or technology. The given definition of sub-classes does not exclude the use of other maximum operating voltages for an individual system design.

Electrically propelled road vehicles ~~–~~ — Electrical specifications and tests for voltage class B systems and components ~~– Part 2: Electrical tests for components~~ —

Part 2: Electrical tests for components

1 Scope

This document applies to voltage class B electric propulsion systems and connected auxiliary electric systems of electrically propelled road vehicles. It applies to electric circuits and components in these systems.

This document focuses on the characteristics at the DC voltage class B terminals of these components as specified in ISO 21498-1. It describes testing methods, test conditions and test requirements for components exposed to electrical behaviour caused by the operation of electric loads and power sources.

This document does not cover electrical safety (see ISO 6469-3 and ISO 17409).

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 cited edition applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO/TR 8713, *Electrically propelled road vehicles — Vocabulary*

ISO 21498-~~-~~1, *Electrically propelled road vehicles — Electrical specifications and tests for voltage class B systems and components — Part 1: Voltage sub-classes and characteristics*

3 Terms and definitions

For the purposes of this document, the terms and definitions given in ISO/TR 8713 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 https://www.electropedia.org/

3.1
~~**component operating status**~~
~~general functional behaviour of components which depend directly on the voltage in *voltage class B* (3.13) *electric circuits* (3.3)~~

~~[SOURCE: ISO 21498-1:2021, 3.1]~~

~~3.2~~
customer
party that is interested in using *voltage class B* [3.12~~(3.13)~~] components or systems

[SOURCE: ISO 21498-1:2021, 3.2]

3.~~3~~2
electric circuit
entire set of interconnected electric/electronic parts through which electrical current is designed to flow under normal operating conditions

[SOURCE: ISO 21498-1:2021, 3.3]

3.~~4~~3
lower voltage limit
minimum voltage of a *voltage class B* [3.12~~(3.13)~~] sub-class disregarding *transients* [3.9~~(3.10)~~] and *ripple* [3.7~~(3.8)~~]

~~3.5~~
[SOURCE: ISO 21498-1:2021, 3.4]

3.4
maximum working voltage
highest value of AC voltage (rms) or of DC voltage that can occur under any normal operating conditions according to the *customer's* [3.1~~(3.2)~~] specifications, disregarding *transients* [3.9~~(3.10)~~] and *ripple* [3.7~~(3.8)~~]

[SOURCE: ISO 21498-1:2021, 3.5]

3.~~6~~5
power network
all components within *voltage class B* [3.12~~(3.13)~~] DC network including their connections

[SOURCE: ISO 21498-1:2021, 3.6]

3.~~7~~6
rechargeable energy storage system
RESS
rechargeable system that stores energy for delivery of electric energy for the electric drive

EXAMPLE Batteries, capacitors, flywheel.

[SOURCE: ISO 21498-1:2021, 3.7]

3.~~8~~7
ripple
set of unwanted periodic deviations with respect to the average value of the measured or supplied quantity, occurring at frequencies which can be related to that of components within a system

[SOURCE: ISO 21498-1:2021, 3.8]

3.~~9~~8
supplier
party that provides *voltage class B* [3.12~~(3.13)~~] components or systems

[SOURCE: ISO 21498-1:2021, 3.9]

3.~~10~~9
transient
phenomenon or quantity which varies between two consecutive steady states during a short time interval compared to the timescale of interest

[SOURCE: ISO 21498-1:2021, 3.10]

3.~~11~~10
upper voltage limit
maximum voltage of a *voltage class B* (3.12~~(3.13)~~) sub-class disregarding *transients* (3.9~~(3.10)~~) and *ripple* (3.7~~(3.8)~~)

Note 1 to entry: *Maximum working voltages* (3.4~~(3.5)~~) within a *voltage sub-class* (3.14~~(3.15)~~) are less than or equal to the upper voltage limit.

~~**3.12**~~
[SOURCE: ISO 21498-1:2021, 3.11]

3.11
voltage class A
classification of an electric component or circuit with a *maximum working voltage* (3.4~~(3.5)~~) of ≤30 V AC (rms) or ≤60 V DC respectively

[SOURCE: ISO 21498-1:2021, 3.12]

3.~~13~~12
voltage class B
classification of an electric component or circuit with a *maximum working voltage* (3.4~~(3.5)~~) of (> 30 and ≤ 1 000) V AC (rms) or (> 60 and ≤ 1 500) V DC respectively

[SOURCE: ISO 21498-1:2021, 3.13]

3.~~14~~13
voltage range
general term covering *voltage sub-class* (3.14~~(3.15),~~), *working voltages* (3.15~~(3.16)~~) and deviations from working voltages

[SOURCE: ISO 21498-1:2021, 3.14]

3.~~15~~14
voltage sub-class
classification of an electric component or circuit with a DC voltage within the *voltage class B* (3.12~~(3.13)~~)

~~**3.16**~~
[SOURCE: ISO 21498-1:2021, 3.15]

3.15
working voltage
AC voltage (rms) or DC voltage that can occur in an electric system under normal operating conditions according to the *customer's* (3.1~~(3.2)~~) specifications, disregarding *transients* (3.9~~(3.10)~~) and *ripple* (3.7~~(3.8)~~)

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[SOURCE: ISO 21498-1:2021, 3.16]

4 Abbreviated terms

DUT	device under test
EV	electrically propelled road vehicle
OS	operating status
VCB	voltage class B
VCA	voltage class A

5 General assumptions for voltage class B components

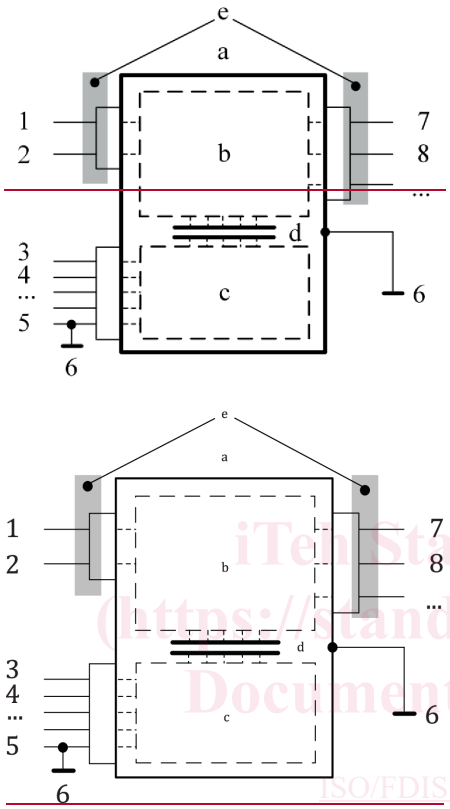
General assumptions and definitions for voltage class B systems shall be in accordance with ISO 21498-1.

Figure 1~~Figure 1~~ shows a generalized view on a voltage class B component. Some of the connections shown may not be available for all voltage class B components. All voltage profiles or voltage values in this document refer to the voltage between the "U_{VCB}+" and "U_{VCB}-" terminals of a voltage class B component, if not otherwise stated.

Annex A~~Annex A~~ gives an overview of typical components within an electrically propelled road vehicle.

A voltage class B component may have multiple interfaces for each type of voltage (see Figure 1~~Figure 1~~:. DC voltage class B, AC voltage class B, voltage class A). For example, a DC/DC converter may interface to two voltage class B electric circuits.

A voltage class B component may have multiple DC voltage class B terminals, which can be galvanically separated. The tests described in this document shall be fulfilled for each of these terminals.



Key

1	VCB positive connection: U_{VCB+}	8	connection to further VCB component (e.g. AC or DC power network)
2	VCB negative connection: U_{VCB-}	a	DUT.
3	VCA power	b	VCB circuit.
4	I/O and bus signals	c	VCA circuit.
5	VCA terminal with direct connection to the reference potential	d	~~galvanic~~Galvanic separation between VCA and VCB.
6	reference potential	e	VCB terminals under test.
7	connection to further VCB component (e.g. electric motor)		

Deleted Cells

Deleted Cells

Figure 1 — Generalized VCB component diagram

For testing, Figure 2~~Figure 2~~ summarizes the voltage operating ranges and OS of a voltage class B component at its DC voltage class B terminals. The overvoltage limit, the upper voltage limit and the lower voltage limit are properties of the component.

Each voltage class B component shall have a voltage range in which it can be operated with its specified performance (unlimited operating capability). All designated functions, including short-time overload operations, shall be available. Within this voltage range, the component operates in OS1.

Above a maximum voltage, a component may reduce its performance as specified. This specified voltage is called the maximum unlimited operating voltage ($U_{max\_unlimited\_op}$). The component shall provide its upper limited operating capability until the upper voltage limit (U_{upper_limit}) is reached. In this case, the component operates in OS2.

Above the upper voltage limit (U_{upper_limit}), the component may derate or cut-off its performance for self-protection. The component shall withstand this overvoltage until the overvoltage limit (U_{over_limit}) is reached. In this case, the component operates in OS3 or OS4.

A component shall perform in OS1 until the supply voltage drops to the minimum unlimited operating voltage ($U_{min\_unlimited\_op}$). Between the minimum unlimited operating voltage ($U_{min\_unlimited\_op}$) and the lower voltage limit (U_{lower_limit}), the component may reduce its performance as specified. In this case, the component operates in OS2.

If the supply voltage is below the U_{lower_limit}, the component may derate or cut-off its performance. In this case, the component operates in OS3 or OS4.