

SVENSK STANDARD

SS-EN ISO 15118-1:2019



Fastställt/Approved: 2019-05-07
Utgåva/Edition: 2
Språk/Language: engelska/English
ICS: 43.120

Vägfordon – Gränssnitt för kommunikation mellan laddningsbart fordon och laddstation (V2G) – Del 1: Allmän information och användningsfall (ISO 15118-1:2019)

Road vehicles – Vehicle to grid communication interface – Part 1: General information and use-case definition (ISO 15118-1:2019)



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Denna standard ersätter SS-EN ISO 15118-1:2015, utgåva 1

The European Standard EN ISO 15118-1:2019 has the status of a Swedish Standard. This document contains the official version of EN ISO 15118-1:2019.

This standard supersedes the SS-EN ISO 15118-1:2015, edition 1

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EUROPEAN STANDARD

EN ISO 15118-1

NORME EUROPÉENNE

EUROPÄISCHE NORM

May 2019

ICS 43.120

Supersedes EN ISO 15118-1:2015

English Version

**Road vehicles - Vehicle to grid communication interface
- Part 1: General information and use-case definition
(ISO 15118-1:2019)**

Véhicules routiers - Interface de communication
entre véhicule et réseau électrique - Partie
1: Informations générales et définition de
cas d'utilisation (ISO 15118-1:2019)

Straßenfahrzeuge - Kommunikationsschnittstelle
zwischen Fahrzeug und Ladestation - Teil 1:
Allgemeine Informationen und Festlegungen
der Anwendungsfälle (ISO 15118-1:2019)

This European Standard was approved by CEN on 16 March 2019.

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Contents

Page

European foreword	viii
Introduction	ix
1 Scope	1
2 Normative references	1
3 Terms and definitions	2
3.1 General terms	2
3.2 Control modes	13
3.3 Architecture channel	13
3.4 Forward and reverse power transfer	13
3.5 Minimum and maximum energy request limits	13
3.6 Source generator modes	14
4 Abbreviated terms	14
5 Requirements	15
5.1 List of requirements	15
5.2 General communication requirements	15
5.3 User-specific requirements	16
5.3.1 Reliability, availability, error handling and error reporting	16
5.3.2 Private data protection	17
5.3.3 Ease of use	17
5.4 OEM-specific requirements	17
5.5 Utility-specific requirements	18
5.5.1 Power limiting for grid control or local energy control	18
5.5.2 Current and voltage limits for EV supply equipment protection	19
5.5.3 Current and voltage limits for EV protection	19
5.5.4 Authorization of charging services	19
5.5.5 Authorization of energy transfer from the EV to the EV supply equipment	20
5.5.6 Retrofitting	20
5.6 Wireless communication requirements	20
5.6.1 General	20
5.6.2 Communication infrastructure requirements	20
5.7 RPT description	21
5.7.1 General	21
5.7.2 General information and requirements	22
5.8 Traceability requirements	22
6 Actors	23
7 Use case elements	24
7.1 General	24
7.2 Task groups	25
7.3 Task groups description	27
7.3.1 Start of communication process [A]	27
7.3.2 Plug-in and forced HLC	28
7.3.3 WA1: discovery with reservation	30
7.3.4 Plug-in with concurrent IEC 61851-1 and HLC	30
7.3.5 WA2: discovery without reservation	32
7.4 Communication set-up [B]	33
7.4.1 EVCC/SECC conductive communication set-up	33
7.4.2 WB1: EVCC/SECC wireless communication set-up	34
7.5 Certificate handling [C]	34
7.5.1 Certificate update	34
7.5.2 Certificate installation	36
7.6 Identification and authorization [D]	38
7.6.1 Overview	38

7.6.2	Authorization using contract certificates performed at the EV supply equipment	39
7.6.3	Authorization using contract certificates performed with the help of an SA.....	41
7.6.4	Authorization at the EV supply equipment using external credentials performed at the EV supply equipment.....	42
7.6.5	Authorization at the EV supply equipment using external credentials performed with the help of an SA	44
7.6.6	WD1: Authentication with prior reservation.....	45
7.7	Pairing and fine positioning.....	47
7.7.1	WP1: WPT fine positioning.....	47
7.7.2	WP2: WPT fine positioning without communication support	48
7.7.3	WP3: Conductive energy transfer pairing	49
7.7.4	WP4: WPT pairing	50
7.8	Target setting and energy transfer scheduling [E]	51
7.8.1	AC charging with load levelling based on HLC	51
7.8.2	WE1: WPT target setting and charge scheduling.....	53
7.8.3	Optimized charging with scheduling from secondary actors	54
7.8.4	DC charging with load levelling based on HLC.....	56
7.8.5	Resume to authorized charging schedule.....	57
7.8.6	Reverse power transfer with load levelling based on HLC.....	59
7.8.7	Reverse power transfer on stand-alone operation.....	60
7.8.8	Fast responding energy transfer services based on dynamic control mode.....	61
7.8.9	Managed bidirectional power transfer into the grid and/or into the home.....	63
7.9	Energy transfer controlling and re-scheduling [F].....	67
7.9.1	Energy transfer loop	67
7.9.2	Energy transfer loop with metering information exchange	68
7.9.3	WF1: WPT charging loop	69
7.9.4	Energy transfer loop with interrupt from the SECC.....	70
7.9.5	Energy transfer loop with interrupt from the EVCC or USER.....	71
7.9.6	Energy transfer control based on dynamic control mode.....	73
7.10	Value-added services [G]	75
7.10.1	Value-added services.....	75
7.10.2	WG1: ACD system status check	76
7.10.3	Energy transfer details	77
7.11	End of energy transfer process [H]	78
7.11.1	General.....	78
7.11.2	End of energy transfer process	79
7.12	WPT end of charge WH1.....	80
7.12.1	General.....	80
7.12.2	WPT end of charge WH1	81
7.13	ACD connect/disconnect WI.....	82
7.13.1	ACD connect/disconnect WI	82
Annex A (informative) Conductive charging infrastructure architecture		84
Annex B (informative) Security		96
Annex C (informative) Examples of charging scenarios derived from the use case elements.....		102
Annex D (informative) Typical RPT system		121
Annex E (normative) Requirement list		123
Bibliography.....		132

SS-EN ISO 15118-1:2019 (E)

European foreword

This document (EN ISO 15118-1:2019) has been prepared by Technical Committee ISO/TC 22 "Road vehicles" in collaboration with Technical Committee CEN/TC 301 "Road vehicles" the secretariat of which is held by AFNOR.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by November 2019, and conflicting national standards shall be withdrawn at the latest by November 2019.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN shall not be held responsible for identifying any or all such patent rights.

This document supersedes EN ISO 15118-1:2015.

This document has been prepared under a mandate given to CEN by the European Commission and the European Free Trade Association.

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Endorsement notice

The text of ISO 15118-1:2019 has been approved by CEN as EN ISO 15118-1:2019 without any modification.

Introduction

The pending energy crisis and the necessity to reduce greenhouse gas emissions have led vehicle manufacturers to make 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 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 standardisation 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 the interoperability of information transfer between the vehicle, the local installation and the grid is also of the utmost importance.

Such communication is beneficial for the optimisation of energy resources and energy production systems as vehicles can charge or discharge at the most economic or most energy-efficient instants. It is also required to develop efficient and convenient payment systems in order to cover the resulting micro-payments. The necessary communication channel can serve in the future to contribute to the stabilisation of the electrical grid as well as to support additional information services required to operate electric vehicles efficiently.

The requirements of this document form the basic framework for all use cases descriptions and related documents in the ISO 15118 series. This document is the result of a large consensus among all the actors of the electro mobility and is a guideline for implementers of the ISO 15118 series.

Road vehicles — Vehicle to grid communication interface —

Part 1: General information and use-case definition

1 Scope

This document, as a basis for the other parts of the ISO 15118 series, specifies terms and definitions, general requirements and use cases for conductive and wireless HLC between the EVCC and the SECC.

This document is applicable to HLC involved in conductive and wireless power transfer technologies in the context of manual or automatic connection devices.

This document is also applicable to energy transfer either from EV supply equipment to charge the EV battery or from EV battery to EV supply equipment in order to supply energy to home, to loads or to the grid.

This document provides a general overview and a common understanding of aspects influencing identification, association, charge or discharge control and optimisation, payment, load levelling, cybersecurity and privacy. It offers an interoperable EV-EV supply equipment interface to all e-mobility actors beyond SECC.

The ISO 15118 series does not specify the vehicle internal communication between battery and other internal equipment (beside some dedicated message elements related to the energy transfer).

NOTE 1 Electric road vehicles specifically are vehicles in categories M (used for carriage of passengers) and N (used for carriage of goods) (compare ECE/TR ANS/WP.29/78 ev.2). This does not prevent vehicles in other categories from adopting the ISO 15118 series as well.

NOTE 2 This document is destined to orientate the message set of ISO 15118-2 and ISO 15118-20¹⁾. The absence of any particular use case in this document does not imply that it will not be put into practice, with the required messages.

NOTE 3 This document, ISO 15118-2 and ISO 15118-20 are designed to work independent of data transfer medium used. However, the ISO 15118 series is made for fitting the specified data link layers in the corresponding documents in this series.

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

ISO 15118-2, *Road vehicles — Vehicle to grid communication interface — Part 2: Network and application protocol requirements*

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

ISO 15118-8, *Road vehicles — Vehicle to grid communication interface — Part 8: Physical layer and data link layer requirements for wireless communication*

1) Under preparation. Stage at the time on publication: ISO/DIS 15118-20:2019.

SS-EN ISO 15118-1:2019 (E)

ISO 15118-2²⁾, *Road vehicles — Vehicle to grid communication interface — Part 20: 2nd generation network and application protocol requirements*

EN 50549-1, *Requirements for generating plants to be connected in parallel with distribution networks — Part 1: Connection to a LV distribution network — Generating plants up to and including Type B*

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

IEC 61980-2, *Electric vehicle wireless power transfer (WPT) systems — Part 2 specific requirements for communication between electric road vehicle (EV) and infrastructure with respect to wireless power transfer (WPT) systems*

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 <http://www.electropedia.org/>

3.1 General terms

3.1.1

actor

entity which characterizes a role played by a user or any other system that interacts with the subject

3.1.2

ancillary services

services necessary for the operation of an electric power system provided by the system operator and/or by power system users

[SOURCE: IEC IEV Electropedia, 617-3-9, modified — The Note has been removed.]

3.1.3

association

procedure to establish the wireless communication between the *SECC* (3.1.68) controlling the charging infrastructure [e.g. coils for *WPT* (3.1.76)] and the *EVCC* (3.1.31)

3.1.4

authentication

procedure between the *EVCC* (3.1.31) and the *SECC* (3.1.68) or between the USER and the *EV* (3.1.30) supply equipment or the SA, to prove that the provided information [see *identification* (3.1.49)] is either correct, valid, or it belongs to the EVCC, the USER or the SECC

3.1.5

authorization

procedure to verify if an *EV* (3.1.30) is allowed to *charge* (3.1.12) or *discharge* (3.1.22)

3.1.6

automatic connection device

ACD

components supporting the automatic connection and disconnection process for conductive energy transfer between an *EV* (3.1.30) and the *EV supply equipment* (3.1.33 and 3.1.34)

2) Under preparation. Stage at the time of publication: ISO/DIS 15118-20:2019.

3.1.7**basic signalling**

physical signalling according to the *pilot function* ([3.1.55](#))

Note 1 to entry: This definition is provided by IEC 61851-1:2017, Annex A.

3.1.8**battery management system****BMS**

electronic device that controls or manages the electric and thermal functions of the battery system and that provides communication between the battery system and other vehicle controllers

3.1.9**bidirectional power converter****BPC**

stabilized power supply device which delivers *BPT* ([3.1.10](#)) functions

3.1.10**bidirectional power transfer****BPT**

combination of forward or reverse power transfer sequences

3.1.11**certificate**

electronic document which uses a digital signature to bind a public key with an identity

Note 1 to entry: The ISO 15118 series describes several certificates covering different purposes, e.g. the contract certificate including the EMAID and *OEM* ([3.1.52](#)) provisioning certificates.

3.1.12**charge**

store electrical energy in the vehicle battery

Note 1 to entry: In the first edition of this document, the words “charge” or “charging” were used intensively as a generic term. In this edition, in order to be more precise and to cover with one word *forward* ([3.4.1](#)) and *Reverse Power Transfer* ([3.4.2](#)) the terms “charge” and its declinations have been replaced by “energy transfer” when appropriate. When energy transfer is used in a sentence, this means that both directions of power flow are possible.

Note 2 to entry: The term “charge” (and the associated verb) has in this text a precise definition in relation to the amount of energy stored in the *EV* ([3.1.30](#)) battery which can be different than the total energy transferred to the EV.

Note 3 to entry: In some sentences, the word “charging” is still used. For example, the words “charging site” are still used.

3.1.13**charger**

power converter that performs the necessary functions for charging a battery

3.1.14**charging station operator****CSO****EV supply equipment operator**

secondary actor ([3.1.64](#)) responsible for the installation and operation of a charging infrastructure (including charging sites) and the management of electricity to provide the requested energy transfer services

Note 1 to entry: The term CPO (Charge Point Operator) is also used in the ISO 15118 series. This term is not recommended for trademark reasons.

3.1.15**communication session**

sequence of time where the *EVCC* (3.1.31) and the *SECC* (3.1.68) interactively exchange digital information in order to manage charging or discharging the *EV* (3.1.30) battery

Note 1 to entry: A communication session can be paused and resumed later several times. The communication session encapsulates zero or more *energy transfer periods* (3.1.37).

3.1.16**contactor**

electrically controlled switch used for switching a power circuit

Note 1 to entry: Unlike a circuit breaker, a contactor is not intended to interrupt a short circuit current.

Note 2 to entry: As far as communication is concerned, the contactor occurs as a *trigger* (3.1.70) for the power supply.

3.1.17**credential**

document attesting the permission of the *EV* (3.1.30) to be *charged* (3.1.12) or to *discharge* (3.1.22)

3.1.18**demand and prognosis**

function that covers the collection of grid and local installation conditions which applies to the actual energy transfer process

EXAMPLE The *sales tariff table* (3.1.63) containing a price, CO₂ content and percentage of renewable energy information vs. time based on grid, energy production, energy demand and customer contract information, along with an optional contract-based current limitation. The *grid schedule* (3.1.46) containing a current vs. time limitation at the specific *EV* (3.1.30) supply equipment due to local installation and local electricity demand situation.

3.1.19**demand clearing house****DCH**

entity for grid negotiation that provides information on the load of the grid

Note 1 to entry: The demand clearing house mediates between two clearing partners: an *SECC* (3.1.68) and the part of the power grid connected to this SECC. Most likely this function will be served by a system operator.

Note 2 to entry: Demand clearing house and *meter operator* (3.1.51) may exchange information with each other as well as with other *actors* (3.1.1).

EXAMPLE A DCH typically fulfils the following tasks:

- Collect all necessary information from all parts of the power grid, e.g. current or forecasted load of local transformers, distribution grid, power substation, transmission grid, transmission substation, power plants (including renewable energies) and predicted *energy transfer schedules* (3.1.39) submitted by *EVCCs* (3.1.31).
- Consolidate the collected grid information to a “grid profile” and offer it to SECCs/EVCCs.
- Provide energy transfer schedule proposal for the connected *EV* (3.1.30) to the requesting SECC based on the collected grid profile.
- Inform the SECC as to the necessity for an updated energy transfer schedule if the grid profile has changed.
- On the contrary, the SECC will inform the demand clearing house if the EV's energy transfer schedule has changed.

3.1.20**distributed energy resources****DER**

distributed set of one or more energy service resources, including generators, energy storage and controllable load, that can be used to deliver *ancillary services* (3.1.2)

3.1.21**departure time**

point in time when the user intends to unplug the car and/or leave the charging site

3.1.22**discharge**

release the electric charge of the vehicle battery

3.1.23**discovery**

phase in which an *EV* (3.1.30) obtains a list of available *SECCs* (3.1.68) in its wireless communication range

3.1.24**distribution system operator****DSO**

entity responsible for the voltage stability in the distribution grid

Note 1 to entry: Electricity distribution is the final stage in the physical delivery of electricity to the delivery point, e.g. end user, EV supply equipment (3.1.33 and 3.1.34) or parking operator.

Note 2 to entry: A distribution system network carries electricity from the transmission grid and delivers it to consumers. Typically, the network would include medium-voltage power lines, electrical substations and low-voltage distribution wiring networks with associated equipment.

3.1.25**e-mobility needs**

mobility needs expressed by the *EV* (3.1.30) user in terms of *departure time* (3.1.21), *minimum* (3.5.1) and *maximum energy request* (3.5.2) and target energy request

3.1.26**e-mobility operator clearing house****EMOCH**

entity mediating between two clearing partners to provide validation services for roaming regarding contracts of different *EMSPs* (3.1.27)

Note 1 to entry: EMOCH mediates for the purpose of:

- collecting all necessary contract information like the EMAID, the EMSP, the communication path to the EMSP, roaming fees, begin and end dates of the contract, etc.;
- providing the *SECC* (3.1.68) with confirmation that an EMSP will pay for a given EMAID [*authorization* (3.1.5) of valid contract]; and
- transferring an *SDR* (3.1.66) after each *energy transfer period* (3.1.37) to connect the EMSP and the *EP* (3.1.29) of the identified contract.

Note 2 to entry: The EMOCH, EMSP and *meter operator* (3.1.51) may exchange information with each other as well as other *actors* (3.1.1).

3.1.27**e-mobility service provider****EMSP**

entity with which the customer has a contract for all services related to the *EV* (3.1.30) operation

Note 1 to entry: Typically, the EMSP will include some of the other *actors* (3.1.1), like the spot operator or *EP* (3.1.29), and has a close relationship with the *distribution system operator* (3.1.24) and *meter operator* (3.1.51). An *OEM* (3.1.52) or utility could also fulfil such a role.

SS-EN ISO 15118-1:2019 (E)

Note 2 to entry: The EMSP validates EMAIDs from his customers, which were received either from the *EMOCH* (3.1.26), other EMSPs or spot operators the customer is in relation with.

Note 3 to entry: The EMSP issues EMAIDs to his customers.

3.1.28 electric energy meter

EEM

equipment for measuring electrical energy by integrating power with respect to time

Note 1 to entry: The equipment complies with IEC 62052-11 and IEC 62053-21, IEC 62053-52.

Note 2 to entry: Some *use cases* (3.1.71) need the amount of electric energy measured by the electric energy meter and communicated through the *SECC* (3.1.68) to the *EVCC* (3.1.31), while other scenarios do not need a separate electric energy meter. The *EV* (3.1.30) may get this information and use it according to the *OEM's* (3.1.52) intentions.

3.1.29 electricity provider

EP

entity whose activity is the wholesale purchase of electricity and the subsequent direct resale to a client through a contract

Note 1 to entry: The provider may also deliver energy related services.

Note 2 to entry: Provider can generate flexibilities through modulation of electricity prices (Time-of-Use, Critical Peak Prices...), flexibilities which can have value on energy markets and/or for network operations.

3.1.30 electric vehicle

EV

all road vehicles, including plug-in hybrid road vehicles (PHEV), that derive all or part of their energy from on-board rechargeable energy storage systems (RESS)

[SOURCE: IEC 61851-1:2017, 3.1.32]

3.1.31 electric vehicle communication controller

EVCC

embedded system, within the vehicle, that implements the communication between the vehicle and the *SECC* (3.1.68) in order to support specific functions

Note 1 to entry: Such specific functions could be e.g. controlling input and output channels, encryption or data transfer between the vehicle and the *SECC*.

3.1.32 electric vehicle power system

EV power system

equipment or combination of equipment providing dedicated functions to supply electric power in both directions:

- from an electrical installation or supply network to an *EV* (3.1.30) for the purpose of charging; and
- from a *DER* (3.1.20) in the *EV* to supply network or the grid for the purpose of discharging

Note 1 to entry: The former function is equal to the *EV supply equipment* (3.1.33 and 3.1.34), provided by IEC 61851-1.

3.1.33 **electric vehicle supply equipment** **EV supply equipment**

<conductive power transfer> conductors, including the phase(s), neutral and protective earth conductors, the EV (3.1.30) couplers, attached plugs, and all other accessories, devices, power outlets (3.1.58) or apparatuses installed specifically for the purpose of delivering energy from the premises wiring to the EV and allowing communication between them as necessary

Note 1 to entry: This document will keep the wording “EV supply equipment” for any energy transfer process but the definition will depend on the technology used.

3.1.34 **electric vehicle supply equipment** **EV supply equipment**

<wireless power transfer> off-board electronics that supply the electric power through the primary and secondary device to the EV (3.1.30) including all housings and covers

[SOURCE: IEC 61980-1:2015, 3.3]

3.1.35 **electronic control unit** **ECU**

unit providing information regarding the vehicle

3.1.36 **energy management system** **EMS**

system that controls the electric power transfer among the DER (3.1.20), premises appliances and the grid

Note 1 to entry: The EMS is similar to the HEMS or PNEMS (3.1.57).

3.1.37 **energy transfer period**

sequence of time between the beginning of energy transfer and the end of the energy transfer

EXAMPLE 1 One or many periods of charging or discharging the battery, doing pre-conditioning or post-conditioning.

EXAMPLE 2 Energy transfer can be achieved, for example, through a cable connection or through WPT (3.1.76).

EXAMPLE 3 End of energy transfer can be achieved, for example, with the disconnection of the cable or with leaving the parking place.

3.1.38 **energy transfer scenario**

combination of use case (3.1.71) elements to fulfil a specific energy transfer use case

3.1.39 **energy transfer schedule**

scheme which contains the power limits for charging or discharging the battery during an energy transfer period (3.1.37)

Note 1 to entry: The EV (3.1.30) should apply the negotiated limits as close as possible, to allow power balancing for the EMS (3.1.36) or the DSO (3.1.24).

EXAMPLE The schedule is calculated based on the target setting (3.1.69), sales tariff table (3.1.63) and grid schedule (3.1.46) information, respecting the corresponding current limitations, i.e. using the lowest current value.

SS-EN ISO 15118-1:2019 (E)

3.1.40**energy transfer method**

element which allows the *EV* (3.1.30) to select its desired energy transfer methods in case both the *EV supply equipment* (3.1.33 and 3.1.34) and the *EV* support multiple energy transfer methods and different plugs and sockets

Note 1 to entry: See IEC 62196.

3.1.41**EV supply equipment ID****EVSEID**

unique *identification* (3.1.49) of the *EV supply equipment* (3.1.33 and 3.1.34)

3.1.42**external identification means****EIM**

external means that authorized the coupled *EV* (3.1.30) to be served by services from the *EV supply equipment* (3.1.33 and 3.1.34)

EXAMPLE NFC, RFID, SMS credit/debit card, smartphone or web application, phone call.

Note 1 to entry: EIM also support "charging for free" (fair mode) to be given a positive *authorization* (3.1.5) every time.

3.1.43**fast responding services**

services adapted to energy *secondary actors'* (3.1.64) real-time constraints leading to data exchanges limited to energy level boundaries

Note 1 to entry: Energy secondary actors' real-time constraints are in the order of a few seconds.

3.1.44**fleet operator****FO**

person or legal entity operating several *EVs* (3.1.30) and who can have the contracts with the *EMSP* (3.1.27)

3.1.45**flexibility operator**

party which aggregates flexibilities for its customers

3.1.46**grid schedule**

function which sets the power level at a specific time based on the local grid situation

Note 1 to entry: Parameters to calculate the grid schedule are e.g. local grid demand and supply situation, actual and forecast.

3.1.47**high level communication****HLC**

bidirectional digital communication using protocol and messages and physical and data link layers

Note 1 to entry: As specified in the ISO 15118 series.

Note 2 to entry: HLC in the ISO 15118 series is compliant with the term digital communication in SAE J1772, SAE 2836, SAE 2847 and SAE 2931.

3.1.48**human machine interface****HMI**

interface allowing the *vehicle user* (3.1.75) to receive information relative to the energy transfer process and provide input to the energy transfer system

Note 1 to entry: All information from a user (input) or displayed to a user (output) will be performed through an HMI.

Note 2 to entry: The HMI could be implemented as a function of the *EV* (3.1.30), *EV supply equipment* (3.1.33 and 3.1.34), mobile phone, etc.

3.1.49**identification**

procedure for the *EVCC* (3.1.31) or *USER* to provide its identifying information for the purpose of *authorization* (3.1.5), mostly to provide its capability for payments

EXAMPLE Contract *certificate* (3.1.11), credit card number, etc. and/or procedure for the *SECC* (3.1.68) to provide the *EV supply equipment ID* (3.1.41) to the EVCC.

Note 1 to entry: For simplicity reasons, within the ISO 15118 series, the term “identification” includes also the *authentication* (3.1.4) of the provided identifying information, i.e. this information is correct, or it belongs to the EVCC, the USER or the SECC.

3.1.50**level selector**

function to select the lowest value among the data issued from the *demand and prognosis* (3.1.18) function, and then to feed the result to scheduling function

Note 1 to entry: This function may be implemented in the *EV* (3.1.30) or the *EV supply equipment* (3.1.33 and 3.1.34).

3.1.51**meter operator****MO**

body having the legal responsibility for the installation and maintenance of the *EEM* (3.1.28)

3.1.52**original equipment manufacturer****OEM**

producer who manufactures products or components that are purchased by a company and retailed under that purchasing company’s brand name

Note 1 to entry: The OEM refers to the company that originally manufactured the product.

Note 2 to entry: When referring to automotive parts, the OEM designates a replacement part made by the manufacturer of the original part.

3.1.53**pairing**

process by which a vehicle is correlated with the unique *EV supply equipment* (3.1.33 and 3.1.34) at which it is located and from which the power will be transferred either through a cable or through a wireless technology

Note 1 to entry: The pairing process is sometimes called the “*association* (3.1.3) problem”.

3.1.54**paying unit****PU**

device on the *EV supply equipment* (3.1.33 and 3.1.34) side that offers payment methods

EXAMPLE Payment methods: *EIM* (3.1.42), cash, credit cards, etc.