

INTERNATIONAL STANDARD

NORME INTERNATIONALE



In-cable control and protection device (IC-CPD) for mode 2 charging of electric road vehicles

Dispositif de contrôle et de protection intégré au câble (IC-CPD) pour la charge en mode 2 des véhicules électriques



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IN-CABLE CONTROL AND PROTECTION DEVICE (IC-CPD) FOR MODE 2 CHARGING OF ELECTRIC ROAD VEHICLES

FOREWORD

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This second edition cancels and replaces the first edition published in 2016, and Amendment 1:2018. This edition constitutes a technical revision.

This edition includes the following significant technical changes with respect to the previous edition:

- Subclause 8.3.1 revised to add requirements for a mandatory control device that detects the temperature of the current carrying parts in the household plug;
- Test requirements added in a new Subclause 9.36 for the temperature control device;
- Harmonization of EMC requirements with new edition of IEC 61543 and IEC 61851-21-2;
- General improvement of test and requirements.

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

Draft	Report on voting
23E/1342/FDIS	23E/1346/RVD

Full information on the voting for its approval can be found in the report on voting indicated in the above table.

The language used for the development of this International Standard is English.

This document was drafted in accordance with ISO/IEC Directives, Part 2, and developed in accordance with ISO/IEC Directives, Part 1 and ISO/IEC Directives, IEC Supplement, available at www.iec.ch/members_experts/refdocs. The main document types developed by IEC are described in greater detail at www.iec.ch/publications.

In this document, the following print types are used:

- Requirements proper, in roman type;
- *Test specifications, in italic type;*
- NOTES, in smaller roman type.

The committee has decided that the contents of this document will remain unchanged until the stability date indicated on the IEC website under webstore.iec.ch in the data related to the specific document. At this date, the document will be

- reconfirmed,
- withdrawn, or
- revised.

IMPORTANT – The "colour inside" logo on the cover page of this document indicates that it contains colours which are considered to be useful for the correct understanding of its contents. Users should therefore print this document using a colour printer.

INTRODUCTION

The essential purpose of this document is the safe and reliable access of electric vehicles to a supply system. The definition for "mode 2 charging of electric vehicle" is described in IEC 61851-1.

For all charging modes, protection against electric shock in case of failure of basic protection and/or fault protection is provided, at least by a type A residual current device (RCD) (see IEC 60364-7-722 and IEC 61851-1).

For mode 2 charging, including the situation where it cannot be guaranteed that the installation is equipped with RCDs, for example charging the electric vehicle at an unknown installation, a dedicated protection is used for the connected electric vehicle. The intention of this document is to describe the relevant requirements for an in-cable control and protection device (IC-CPD) to be used for mode 2 charging.

This version of IEC 62752 covers also the content of the former IEC 62335.

IN-CABLE CONTROL AND PROTECTION DEVICE (IC-CPD) FOR MODE 2 CHARGING OF ELECTRIC ROAD VEHICLES

1 Scope

This International Standard applies to in-cable control and protection devices (IC-CPDs) for mode 2 charging of electric road vehicles, hereafter referred to as "IC-CPD", including control and safety functions.

This document applies to portable devices performing simultaneously the functions of detection of the residual current, of comparison of the value of this current with the residual operating value and of opening of the protected circuit when the residual current exceeds this value.

The IC-CPD according to this document

- provides a control pilot function in accordance with IEC 61851-1:2017, Annex A;
- checks supply conditions and prevents charging in the event of supply faults under specified conditions;
- can have a switched protective conductor.

Residual currents with frequencies different from the rated frequency, DC residual currents and specific environmental situations are considered.

This document is applicable to IC-CPDs performing the safety and control functions as required in IEC 61851-1 for mode 2 charging of electric vehicles.

This document is applicable to IC-CPDs for single-phase circuits not exceeding 250 V or multi-phase circuits not exceeding 480 V, their maximum rated current being 32 A.

This document is applicable to IC-CPDs to be used in AC circuits only, with preferred values of rated frequency 50 Hz, 60 Hz or 50/60 Hz. IC-CPDs according to this document are not intended to be used for bidirectional or reverse power transfer, feeding back energy to the system for distribution of electricity.

This document is applicable to IC-CPDs having a rated residual operating current not exceeding 30 mA and which are intended to provide additional protection for the circuit downstream of the IC-CPD as it cannot be guaranteed that the upstream installation is equipped with an RCD rated $I_{\Delta n} \leq 30$ mA.

The IC-CPD consists of:

- a plug for connection to a socket-outlet in the fixed installation;
- one or more subassemblies containing the control and protection features;
- a cable between the plug and the subassemblies (optional);
- a cable between the subassemblies and the vehicle connector (optional);
- a vehicle connector for connection to the electric vehicle.

For plugs for household and similar use the respective requirements of the national standard and specific requirements defined by the national committee of the country where the product is placed on the market apply. If no national requirements exist, IEC 60884-1 applies. For industrial plugs IEC 60309-2 applies. For specific applications and areas non-interchangeable industrial plugs can be used. In this case IEC 60309-1 applies.