

ZE READY1.4D Requirement attributes

To what does relate the requirement?

N°	Charging mode	Topic	Requirement wording	Electric installation	Charging station	Cord
1	Modes 2 & 3	General	Respect of EV READY 1.4D is compulsory	X	X	X
2-1	Mode 3	Locking function	The locking function is mandatory : - for charging stations with type 1 and type 2 connecting accessories, - for public charging stations. Home charging or private parking device with type 3 connecting accessories may not need locking function.		X unless home charging T3	
2-2	Mode 3	Locking function	For the charging station, the locking function consists of : - locking the plug when introduced and connected on car side (state B). - never unlocking the plug when connected to the vehicle (state B unless following conditions, or states C & D). - unlocking the plug in the following conditions: - when its state is A or - when its state is A + relevant customer action (RFID,...) or - when its state is B + relevant customer action (RFID,...) - In state E or F, plug should be unlocked.		X unless home charging T3	
3-1	Mode 3	Installation power capacity: Charge availability	Installation process requirement: Installation shall be able to supply EV with power level selected by customer when he bought the charging station. Charging power shall not be derate power without customer consent. This performance shall be obtained: - Either, by a suitable subscription to the energy provider - Either by implementation of power management system on electric installation that will give priority to EV by default - Or both	X		

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3-2	Mode 3	Home charging management: Charge availability	<p>Private individual case: Charging station must be able to supply EV with the maximum range initially selected. Charging station shall not derate power without customer consent. However, Advanced energy/load management implementation in the installation can be added as option. In that case <u>and only in that case</u>.</p> <ul style="list-style-type: none"> - Off peak hour postponement remains possible but only on customer clear stated intention and under conditions that supply remains available in any case after charge starting (ex : peak hour return) - Current modulation remains possible under conditions below: <ul style="list-style-type: none"> ■ Use of appropriated manual selector that will advise customer on corresponding nominal charge duration ■ PWM will stay above reference floors given in EV41. - Everything is allowed in conditions that we use PWM signal (high frequency stop and go prohibited = not more than 3 times per charge) and guaranty of full charge remains under customer control 	X	X	
4	Modes 2 & 3	Service/ performance	<p>In case of supply outage during the charge, the station will have to restart automatically the process when current will be back on. No manual operation must be necessary. This requirement may not be applicable in the case of public charging stations. Then, the provider is asked to notify it through the charging service contract, or to set up an alert device (eg email or sms) to prevent the user in case of power outage.</p>	X	X unless public charging	X
5	Mode 3	Acoustic comfort	<p>In case of noise emitted by domestic appliances during the charge, the installer will add a 10 kHz 50 dB filter above the charging station to prevent excitation of the domestic electrical installation.</p>	X		
6	Mode 2	Interoperability	<p>Non perturbation of earth quality measurement by the vehicle. The mode 2 cordset shall not alter the earth quality measurement made by the vehicle. The percentage error of PE resistance estimated following the procedure in Annex A must be limited to 3%.</p>			X

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7	Modes 2 & 3	Service/ performance	<p>* In case of automatic charge with immediate launching (e.g no button to push or equivalent..), time for activating PWM after a transition from state A to state B (t1a) shall be reduced to 5 seconds maximum.</p> <p>* In case of automatic charge with postponed launching (e.g of peak hours selected) , t1a will be reduced to 5 seconds maximum, the PWM will be maintained at least 30 seconds and will be stopped waiting for the end of the postponed period to start again. (PWM +12 volts)</p> <p>* In case of charging authorisation needed (e.g for public charging), t1a will be conditioned by the time until customer action (e.g button pushed or RFID recongnized..). After such a authorization received, maximum time to set up PWM will be 5 seconds</p>		X	X
8	Modes 2 & 3	General	EV READY 1.4D interoperability requirements will be validated with Renault electric vehicles.		X	X