

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

## EESTI STANDARDI EESSÕNA

## NATIONAL FOREWORD

See Eesti standard EVS-EN ISO 15118-8:2020 sisaldab Euroopa standardi EN ISO 15118-8:2020 ingliskeelset teksti.	This Estonian standard EVS-EN ISO 15118-8:2020 consists of the English text of the European standard EN ISO 15118-8:2020.
Standard on jõustunud sellekohase teate avaldamisega EVS Teatajas	This standard has been endorsed with a notification published in the official bulletin of the Estonian Centre for Standardisation.
Euroopa standardimisorganisatsioonid on teinud Euroopa standardi rahvuslikele liikmetele kättesaadavaks 30.09.2020.	Date of Availability of the European standard is 30.09.2020.
Standard on kättesaadav Eesti Standardikeskusest.	The standard is available from the Estonian Centre for Standardisation.

Tagasisidet standardi sisu kohta on võimalik edastada, kasutades EVS-i veebilehel asuvat tagasiside vormi või saates e-kirja meiliaadressile [standardiosakond@evs.ee](mailto:standardiosakond@evs.ee).

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English Version

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

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

This European Standard was approved by CEN on 20 September 2020.

CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration. Up-to-date lists and bibliographical references concerning such national standards may be obtained on application to the CEN-CENELEC Management Centre or to any CEN member.

This European Standard exists in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the CEN-CENELEC Management Centre has the same status as the official versions.

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EUROPEAN COMMITTEE FOR STANDARDIZATION  
COMITÉ EUROPÉEN DE NORMALISATION  
EUROPÄISCHES KOMITEE FÜR NORMUNG

CEN-CENELEC Management Centre: Rue de la Science 23, B-1040 Brussels

## European foreword

This document (EN ISO 15118-8:2020) 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 March 2021, and conflicting national standards shall be withdrawn at the latest by March 2021.

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 15118-8:2019.

According to the CEN-CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Republic of North Macedonia, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

## Endorsement notice

The text of ISO 15118-8:2020 has been approved by CEN as EN ISO 15118-8:2020 without any modification.

# Contents

Page

<b>Foreword</b>	<b>iv</b>
<b>Introduction</b>	<b>v</b>
<b>1 Scope</b>	<b>1</b>
<b>2 Normative references</b>	<b>1</b>
<b>3 Terms and definitions</b>	<b>1</b>
<b>4 Abbreviated terms</b>	<b>2</b>
<b>5 Conventions</b>	<b>3</b>
5.1 Definition of OSI based services	3
5.2 Requirement structure	3
<b>6 System architecture</b>	<b>3</b>
<b>7 Wireless communication requirements</b>	<b>4</b>
7.1 Overview	4
7.2 SECC requirements	5
7.2.1 General	5
7.2.2 WLAN technology	5
7.2.3 WLAN frequency and channel	6
7.2.4 SECC channel scanning and selection	8
7.2.5 Quality of service	9
7.2.6 Association support	10
7.2.7 Layer 2 interfaces	13
7.2.8 Pairing	14
7.3 EVCC requirements	14
7.3.1 General	14
7.3.2 WLAN technology	14
7.3.3 WLAN frequency and channel	15
7.3.4 Quality of service	15
7.3.5 Association support	15
7.3.6 Layer 2 interfaces	17
7.4 Security	18
<b>Annex A (informative) Mounting location of wireless communication module and antenna</b>	<b>19</b>
<b>Annex B (informative) Interference scan and auto channel selection example</b>	<b>23</b>
<b>Annex C (informative) Introduction of service available area</b>	<b>26</b>
<b>Annex D (informative) National regulations in usage of U-NII bands</b>	<b>28</b>
<b>Bibliography</b>	<b>33</b>

## 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](http://www.iso.org/directives)).

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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](http://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:

- DFS and/or TPC are now used instead of only DFS, see [7.2.3](#) and [7.3.3](#);
- 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](http://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 CO<sub>2</sub> 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.

# 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 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/>