

INTERNATIONAL ELECTROTECHNICAL COMMISSION
COMMISSION ÉLECTROTECHNIQUE INTERNATIONALE

IEC 61851-1
Edition 3.0 2017-02

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**ELECTRIC VEHICLE CONDUCTIVE CHARGING
SYSTEM –**

Part 1: General requirements

**SYSTÈME DE CHARGE CONDUCTIVE POUR
VÉHICULES ÉLECTRIQUES –**

Partie 1: Exigences générales

CORRIGENDUM 1

Corrections to the French version appear after the English text.

Les corrections à la version française sont données après le texte anglais.

4 General requirements

Replace the eighth paragraph with the following:

Assemblies for EV supply equipment shall comply with IEC TS 61439-7 with the exceptions or additions as indicated in Clause 12.

12.9 Damp heat functional test

Replace the second paragraph with the following:

Conditioning:

- for indoor units, 6 cycles of 24 h each to a damp heat cycling test according to IEC 60068-2-30 (Test Db) at $(40 \pm 3)^\circ\text{C}$ and relative humidity of 95 %;
- for outdoor units, two 5-day periods, with each period consisting of 5 cycles of 24 h each to a damp heat cycling test according to IEC 60068-2-30 (Test Db) at $(40 \pm 3)^\circ\text{C}$ and relative humidity of 95 %.

12.11 Mechanical strength

Replace, in the second paragraph, the first dashed item with the following:

- the IP degree according to 12.4 is not impaired;

Table A.6 – List of sequences

Replace, in sequence 2.1 Unplug at state Bx, in the “Conditions” column, the text for (19) and (20) with the following:

(19) EV connected to the EV supply equipment in state B

(20) Plug disconnected from the EV supply equipment or vehicle connector disconnected from the vehicle inlet

The EV supply equipment shall allow removal of the plug automatically, at a maximum of 5 s, when entering state A (case A or B) unless the locking was initiated through user interaction (e.g. authorization). Then unlatching / unlocking can be done only by using the adequate user interaction or both.

In case A, EV with attached cable, a switch may be added on the control pilot circuit, on the EV side (cable, plug, vehicle), to simulate the EV disconnection (state A).

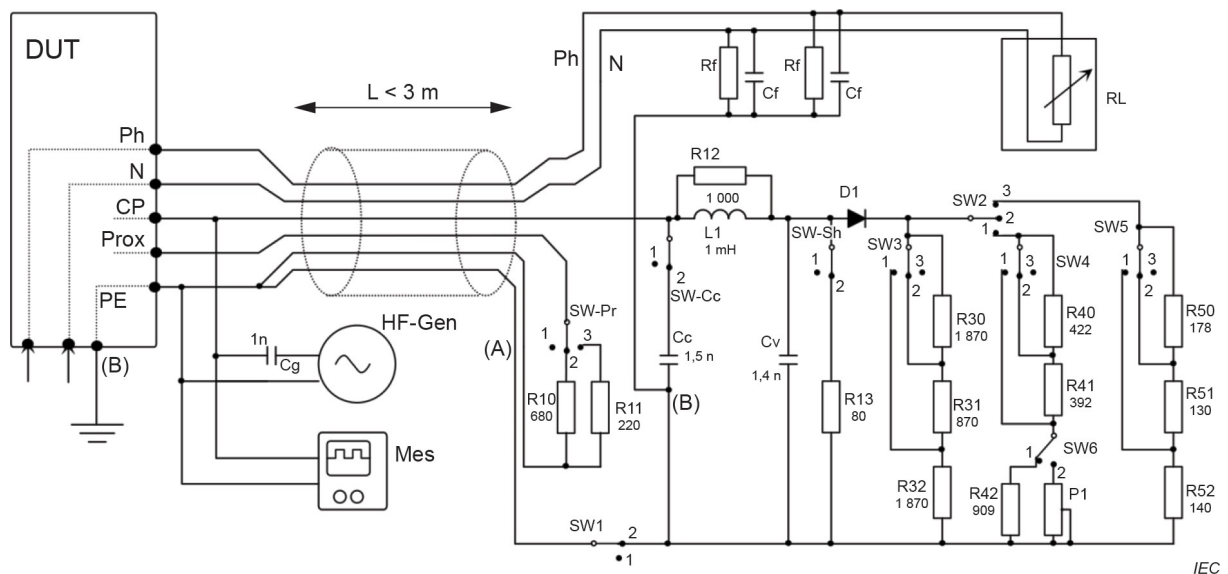
A.4.9 Test of short-circuit values of the voltage

Replace the second paragraph with the following:

The test shall be initiated with $R_{2\text{test}}$ and $R_{3\text{test}}$ at the nominal value. When state C or D has been attained for at least 5 s, a supplementary resistance of 80 Ω is switched to connect between the control pilot conductor and the protective conductor.

Figure A.8 – Example of a test circuit (EV simulator)

In the figure, replace the resistor values for R_{13} , R_{31} and R_{32} as follows:



Replace, in NOTE 2, the description of resistance R_3 with the following:

The resistance R_3 in Figure A.1 is simulated by SW3 and resistors R_{30} (1 870 Ω), R_{31} (870 Ω) and R_{32} (1 870 Ω) as follows:

- Position 2: $R_{3\text{test}}$ has its nominal value;