

INTERNATIONAL ELECTROTECHNICAL COMMISSION  
COMMISSION ÉLECTROTECHNIQUE INTERNATIONALE

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**IEC 61851-1**  
Edition 3.0 2017-02

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**ELECTRIC VEHICLE CONDUCTIVE CHARGING  
SYSTEM –**

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

**Part 1: General requirements**

**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).

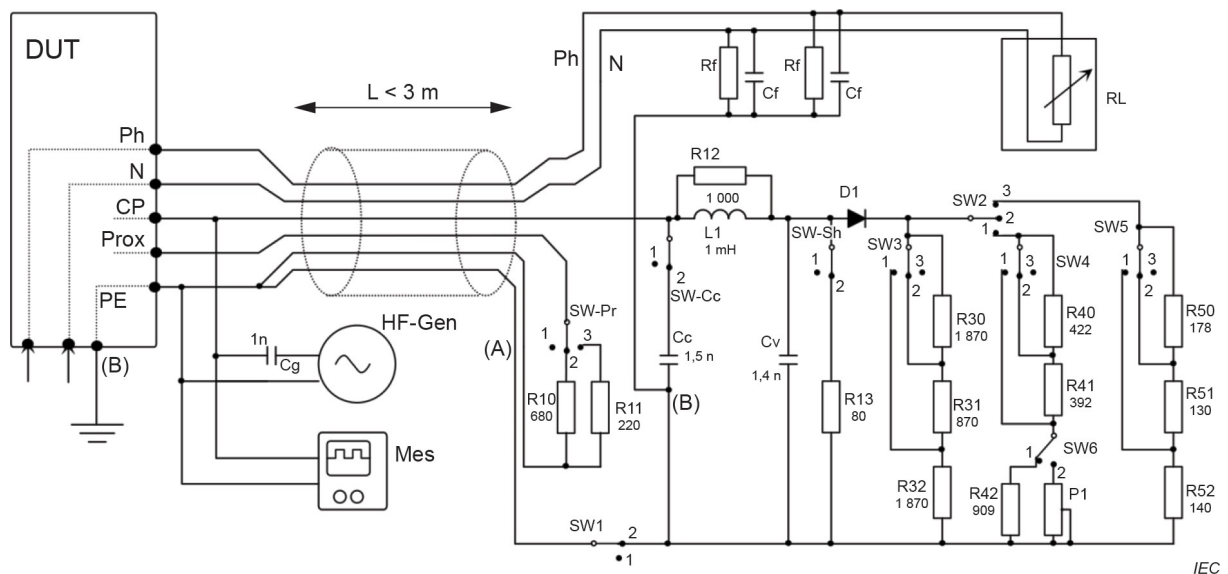
#### A.4.9 Test of short-circuit values of the voltage

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  $\Omega$  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  $\Omega$ ),  $R_{31}$  (870  $\Omega$ ) and  $R_{32}$  (1 870  $\Omega$ ) as follows:

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