1. CUNA delegated by UNI (Italian Body for Standardisation: Automotive – Agriculture – Heart moving machinery - Gardening machinery) presentation
   a. Industry Members
   b. List of technical commissions
   c. National contribution and National representatives

2. Standard related to electric vehicles especially for:
   a. Safety and Interoperability
   b. Standardization target
INDUSTRY MEMBERS

- FGA: passenger cars, powertrain and transmission (FCA)
- IVECO: Commercial vehicles & FPT Industrial (CNH Industrial)
- ANCMA: motorcycles and mopeds
- ANFIA: other road vehicles and components
- UNACOMA: agricultural machinery and tractors, Earth Moving Machinery
- UNACEA: Earth Moving Machinery
- UP: Fuels and lubricants
- Tyre manufacturers
- Component manufacturers
1. Vehicle ergonomics
2. Special outfitting and buses
3. Commercial vehicles outfitting and their trailers
4. Technical services
5. **Motorcycles and mopeds**
6. Fuels and lubricants
7. Agricultural, Forestry and gardening machinery
8. Earth Moving Machinery
9. Powertrain
10. Tyres, Rims and Valves
11. Passive Safety
12. **Electric, electronic and telematics on-board components**
13. Testing on vehicles and their components
14. **Electric, hybrid and fuel cell vehicles**
ISO & CEN
Structure and National Contribution

ISO/CEN

TC/SC Secretariats

WG
WG
WG

National Standardisation Bodies

National delegates

Experts coming from the members companies
National Representative within ISO & CEN

ISO

Member countries

ITALY
UNI/CUNA

FRANCE
AFNOR/BNA

GERMANY
DIN/VDA

USA
ANSI/SAE

JAPAN
JISC/JSAE

...

...
ISO 19363 (scheduled for 10-2016) Electrically propelled road vehicles – Magnetic field Power Transfer – Interoperability and Safety requirements

• Giampiero Brusaglino (ATA) is the Italian Delegate in ISO/TC22/SC21/WG1 (responsible for the development of the item)

• The document is at Working draft stage (WD)

• Focus point having relation with FABRIC development:
  – Flux geometry / coil geometry
  – Core specification
  – Operating frequency
  – Alignment tolerance requirements
  – Location of secondary device
  – Control loop of power transfer and response time of the loop
  – Parameters needed to be exchanged for interoperability
  – Resonant circuit topology, coupling factor and impedance (informative)
ISO/IEC 15118 (scheduled for 10-2016) Road vehicle to grid communication interface
- Part 6: General information and use-case definition for wireless communication
- Part 7: Network and application protocol requirements for wireless communication
- Part 8: Physical layer and data link layer requirements for wireless communication

IEC 61980 Electric vehicle wireless power transfer (WPT) systems
- Part 1: General requirements
- Part 2: Specific requirements for communication EV and infrastructure
- Part 3: Specific requirements for the magnetic field power transfer systems
ISO 6469  Electrically propelled road vehicles -- Safety specifications
- Part 1 : On-board rechargeable energy storage system (RESS),
- Part 2 : Vehicle operational safety means and protection against failures
- Part 3 : Protection of persons against electric shock
- Part 4 : Post crash electrical safety (scheduled for 01-2016)

SAE J2954  Wireless Charging of Electric and Plug-in Hybrid Vehicles
(Guideline scheduled for 06/2014)

SAE J2836/6 J2847/6 J2931/6  Communication for inductive charging
(Guideline scheduled for 06/2014)

SAE J1773  Electric Vehicle Inductively Coupled Charging (published as recommended practice)

UL 2750  Wireless EV charging
• User need, concept and requirements for ICT solutions
• Review of existing ICT solutions and technical benchmarking
• Prototype of ICT modules for the on board information strategies
• Technical and user requirements
• Specification document
• Architecture definition
• Assessment of the technical feasibility of ICT and charging solutions
• FABRIC final use cases
• FABRIC test scenarios
Standardisation targets should be mainly focused on:

- Interoperability, at the general mobility system level, should concern the Wireless Power Transfer capability between vehicle and infrastructure with dynamic mode and with static wireless infrastructure facilities.

- Homogenize vehicle layout in order to improve every aspect related to safety and rescue activities in case of accident.

For these reasons, it should be very useful to establish a liaison between FABRIC and ISO/TC22/SC37 (formerly named SC21).
Back-up
Internal Structure

PRESIDENT:
Mr. F. D’Aprile

DIRECTOR:
Mr. G.M. Rodella

ADMINISTRATION:
Mrs. M. Olivero

SECRETARY:
Mrs. G. Vayr

TECHNICAL SECRETARY:
Mr. L. Rossignolo

TECHNICAL SECRETARY:
Mr. D. Puglisi

TECHNICAL SECRETARY:
Mr. F. Matarazzo

TECHNICAL SECRETARY:
Mr. A. Oceano

TECHNICAL SECRETARY:
Mr. A. Di Domenico