

DOCKETED

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Questions Regarding V2G Inverter

Additional submitted attachment is included below.

From: [Ralph Troute](#)
To: [Energy - Docket Optical System](#)
Subject: docket number 19-AB-2127 and "V2G"
Date: Monday, May 23, 2022 8:44:39 AM
Attachments: [image001.png](#)

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Hello,

Which certifications should the V2G Inverter List track at launch? UL 1741, UL 1741 SA, UL 1741 SB, or a combination thereof?

CEC should track the three UL standards as they each will have their own unique characteristics and challenges.

To what extent should the V2G Inverter List attempt to accommodate onboard inverters (AC V2G) at launch, versus focusing on offboard inverters (DC V2G)?

The FORD F150 lighting truck is one of the early adopters of AC V2X, V2G, V2H technologies that will soon be available to the public.

CEC should track both AC and DC V2X as more automotive OEMs bring different variations of this to the public.

Question 3: Model numbers

Inverters inside an automobile cannot be tracked. SAE has attempted to deal with this issue in the past without any resolution.

Inverters inside a level 2 or DCFC can be tracked since the OEM of the EVSE must provide sufficient information at the time of application for a NRTL certification.

Question 4: Other parameters

Which communications is being used?

OCPP 2.0 with OCA?

SEP 2.0 for utilities.

ISO 15118

Energy Star Ratings

4G wireless

Ethernet hardwired capabilities

Wi-Fi

Cyber-security certifications

SAE Approved connectors or power transfer technology

Smart phone Apps

Money exchanges (PCI licensed technologies, Smart Phone wallet, PayPal and so on)

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