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<th><strong>Docket Number:</strong></th>
<th>19-AB-2127</th>
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<tr>
<td><strong>Project Title:</strong></td>
<td>Implementation of AB 2127 Electric Vehicle Charging Infrastructure Assessments</td>
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<td><strong>TN #:</strong></td>
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<tr>
<td><strong>Document Title:</strong></td>
<td>CALSTART Comments - Questions Regarding V2G Inverter</td>
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<td><strong>Description:</strong></td>
<td>N/A</td>
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<td><strong>Filer:</strong></td>
<td>System</td>
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Questions Regarding V2G Inverter

Additional submitted attachment is included below.
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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