



**NATIONAL STANDARD OF THE
PEOPLE'S REPUBLIC OF CHINA**

GB/T 27930-2023

Replacing GB/T 27930-2015

**Digital communication protocols between off-board conductive
charger and electric vehicle**

非车载传导式充电机与电动汽车之间的数字通信协议

Issued on: September 7, 2023

Implemented on: April 1, 2024

**Issued by: State Administration for Market Regulation. Standardization
Administration of PRC..**

Table of Contents

Foreword

1 Scope

2 Normative references

3 Terms and definitions

4 Abbreviations

5 General principles of category A systems

6 Category A system physical layer

7 Category A system data link layer

8 Category A system application layer

9 Overall charging process of category A system

10 Message classification of category A system

11 Message format and content of category A system

12 General principles of category B systems

13 Physical layer of category B system

14 Data link layer of category B system

15 Transport layer of category B system

16 Application layer of category B system

17 Timeout of category B system

Appendix A (Normative) Communication process of category A system

Appendix B Start sending conditions and end sending conditions of category A system

Appendix C (Normative) Function negotiation function module

Appendix D (Normative) Parameter configuration function module

Appendix E (Normative) Authentication function module

Appendix F (Normative) Reservation function module

Appendix G (Normative) System self-check function module

Appendix H (Normative) Power supply mode function module

Appendix I (Normative) Precharge and energy transfer function module

Appendix J (Normative) Service statistics function module

Appendix K (Informative) Realization of basic charging application scenarios

Appendix L Realization of charging & discharging application scenarios

Appendix M Parameter type table

Appendix N Realization of adaptor communication

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Foreword

This document was drafted in accordance with the provisions of GB/T 1.1-2020 "Directives for standardization - Part 1: Rules for the structure and drafting of standardizing documents".

This document replaces GB/T 27930-2015 "Communication protocols between offboard conductive charger and battery management system for electric vehicle". Compared with GB/T 27930-2015, in addition to structural adjustments and editorial changes, the main technical changes are as follows:

- a) MODIFY the scope of the document (see Chapter 1; Chapter 1 of the 2015 edition);
- b) ADD the abbreviations (see Chapter 4);
parameters such as voltage, current and temperature, whilst the BMS manages the entire charging process" (see 4.2 of the 2015 edition). MODIFY the number of nodes on the communication bus (see 5.2; 4.3 of the 2015 edition). ADD the processing requirements for different current values (see 5.4). ADD the processing method for messages not specified in this document (see 5.5). ADD a conversion relationship between data values and physical quantities (see 5.6);
- d) ADD the provisions for physical layer shielded twisted pairs, unshielded twisted pairs, terminal resistors (see Chapter 6);
- e) ADD the requirements for the sending interval time between data frames of the transmission protocol function (see 7.5);
- f) DELETE the requirement to "use 'request PGN' to proactively obtain parameter groups of other nodes" (see 7.3 of the 2015 edition). MODIFY the parameter group modifications and new requirements (see 8.6; 7.7 of the 2015 edition). MODIFY the requirements for sending mandatory and optional items (see 8.7; 7.9 of the 2015 edition). DELETE the requirements for fault diagnosis systems (see 7.8 of the 2015 edition). MODIFY the message transmission length and the setting requirements of undefined bits (see 8.8; 7.10 of the 2015 edition). ADD the definition of "untrusted status" (see 8.9);
- g) MODIFY the process description of each communication phase (see 10.1, 10.2, h) ADD the definition of EVIN code (see 11.1.4), the definition of charging termination message (see 11.3.8, 11.3.9), the definition of error message (see 11.5.1, 11.5.2), the definition of "maximum allowable total charging voltage" (see 11.1.2, 11.2.1), the definition of "PGN1536 vehicle charging parameter message (BCP)" (see 11.2.1), the definition of "PGN2048 charger maximum output capability message (CML)" (see 11.2.3);
- i) DELETE the charging working status transition (see A.1 of the 2015 edition).
- j) DELETE the "Charger and BMS fault diagnosis message" (see Appendix B of the k)

DELETE the “Charging process troubleshooting methods” (see Appendix C of I) MODIFY the conditions for starting and ending sending messages (see Appendix B; Appendix D of the 2015 edition);

m) ADD new communication protocol framework content (see Chapter 12 ~ Chapter 17, Appendix C ~ Appendix N).

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Drafting organizations of this document: State grid Electric Power Research Institute Co., Ltd., China Electricity Council, State grid Corporation of China, Nari Group Co., Ltd., Qingdao Haihide Electric Co., Ltd., Xi'an Lingchong Chuangxiang New Energy Technology Co., Ltd., Wanbang Digital Energy Co., Ltd., Volkswagen (China) Investment Co., Ltd., State grid Smart Internet of Vehicles Technology Co., Ltd., Xu Ji Group Co., Ltd., Beijing New Energy Vehicle Co., Ltd., Shenzhen Aotexun Electric Power Equipment Co., Ltd., Daimler Greater China Investment Co., Ltd., BMW (China) Service Co., Ltd., China Electric Power Research Institute Co., Ltd., Putian New Energy Co., Ltd., Shenzhen Yonglian Technology Co., Ltd., Changyuan Shenrui Relay Automation Co., Ltd., Beijing Xiaoju New Energy Automobile Technology Co., Ltd., Teledian New Energy Co., Ltd., Shell (China) Co., Ltd., State Grid Shandong Electric Power Co., Ltd., Beijing Shengke Energy Technology Co., Ltd., State Grid Beijing Electric Power Co., Ltd., State grid Jiangsu Electric Power Co., Ltd., Shenzhen Infiyuan Technology Co., Ltd.

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- This is the second revision.

1 Scope

This document specifies the definitions and requirements of the controller area network (CAN)-based communication physical layer, data link layer, transport layer, application layer, between the off-board conductive charger's (hereinafter referred to as "charger") equipment communication controller (SECC) and electric vehicle communication controller (EVCC).