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**CHAdeMO Association comments - CEC's Roadmap to Unlocking the Benefits of Bidirectional Charging**

*Additional submitted attachment is included below.*

April 9, 2026

California Energy Commission

Re: Docket No. 22-EVI-06

Submitted electronically to <https://efiling.energy.ca.gov/Lists/DocketLog.aspx?docketnumber=22-EVI-06>

**Re: Roadmap to Unlocking the Benefits of Bidirectional Charging**

On behalf of the CHAdEMO Association (CHAdEMO), we welcome the opportunity to comment regarding CEC's *Roadmap to Unlocking the Benefits of Bidirectional Charging*. We applaud the Commission's analysis and share your vision for a robust bidirectional ecosystem that serves the needs of the grid and customers alike.

CHAdEMO is a non-profit organization dedicated to powering global zero-emission mobility for the happiness of future generations. Its mission is to provide safe, affordable, and interoperable DC charging solutions that support the electrification of all forms of transportation. Originally established in 2010 by a consortium of industry pioneers—including the Tokyo Electric Power Company (TEPCO), Toyota Motor Corporation, Nissan Motor Co. Ltd., Mitsubishi Motors Corporation, and Subaru Corporation—it has since evolved into an international organization that manages one of the world's most widely deployed fast-charging standards. Today, the association represents a powerful global coalition of over 500 member entities from 48 countries, including major automakers, including General Motors, Honda, Isuzu, Jaguar Land Rover, Mazda, Mitsubishi Motors, Nissan, Subaru, Tesla, and Toyota, zero-emission trucks, and buses manufacturers, 50 charging station manufacturers (with over 260 certified charger models), off-road vehicle manufacturers and other industry and government leaders supporting transportation electrification. Together, these members work to standardize innovative technology, certify equipment, and promote a sustainable, electrified ecosystem for electric vehicle users worldwide.

CHAdEMO supports the California Energy Commission's recommendation to prioritize Vehicle-to-Home (V2H) integration in the near term. V2H technology implemented behind the meter delivers immediate value by lowering residential energy costs during peak demand and providing critical backup power during blackouts. As a standard with over a decade of bidirectional field experience, CHAdEMO's reliability is well-documented; in Japan, Nichicon has deployed more than 36,000 V2H units using the CHAdEMO standard over the past 13 years to provide residential peak-shaving and resilience. While the Mitsubishi Outlander PHEV is currently the primary new

model equipped with CHAdeMO in the U.S., the standard remains supported by a broad international network of 13 automakers that have marketed 33 different BEV, PHEV, and FCEV models with CHAdeMO V2X capability. Most importantly, tens of thousands of bidirectional, interoperable CHAdeMO-compatible vehicles—such as the Nissan LEAF, Kia Soul EV, and Mitsubishi Outlander PHEV—are already on U.S. roads, offering a practical and low-cost solution for immediate grid-support applications.

CHAdeMO supports the continued development of V2G export use cases, which are essential for overcoming complex barriers such as utility interconnection and compensation mechanisms. To advance this work, we fully endorse the ChargeYard initiative. We view ChargeYard as a critical platform for demonstrating and validating the function, safety and interoperability of bidirectional EV charging systems across the industry’s most prominent standards and connector types, including CHAdeMO.

Our commitment to safety and interoperability is backed by world-class infrastructure and we believe it can help developing ChargeYard. In 2024, the association, in partnership with UL Solutions, opened the CHAdeMO Interoperability Test Centre in Ise, Japan—the world's first permanent EV interoperability test facility managed by a non-profit organization. This center is equipped with 13 fast chargers from 10 different companies, allowing automakers to identify and resolve DC Quickcharging and V2X connectivity issues before new vehicle launches. We believe including CHAdeMO bidirectional chargers in the ChargeYard initiative is vital for the industry to benchmark how we have already successfully navigated the challenges of communications and interoperability.

The CHAdeMO Association recognizes that vehicle-based technical barriers, such as communication and interoperability, frequently arise with other bidirectional charging methods. Consequently, we support the CEC’s measured, near-term approach of emphasizing the V2H and V2B marketplaces. While automakers work to improve interoperability and drive scale for vehicles and infrastructure, electric utility companies can work to address their complex barriers in parallel.

The CHAdeMO Association urges the CEC to incorporate CHAdeMO bidirectional technology into the Roadmap to meet California’s resiliency targets. While other standards continue to undergo finalization and testing, the tens of thousands of CHAdeMO-compatible vehicles already on U.S. roads provide a functional, low-cost resource for residential peak-shaving and emergency power. We are prepared to provide technical data and safety protocols from our Interoperability Test Centre to support the ChargeYard initiative. By including CHAdeMO in these



programs and export use cases, the Commission can utilize more than a decade of field-verified performance to ensure a reliable and interoperable grid for all Californians.

Thank you for the opportunity to comment. If you have any questions, please contact me directly at (801) 875-1146 or email to [patterson@chademo.org](mailto:patterson@chademo.org).

Sincerely,

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