



A Call to Electric Vehicle Manufacturers

Dear EV OEMs,

You are contemplating making your EVs (passenger cars, commercial vehicles, school buses) bidirectional charging capable because:

- 1) You see business opportunities.
- 2) You are forced to do it by the regulators.
- 3) Your customers demand it.
- 4) Your company's environmental policies require you to increase battery asset utilization.
- 5) Your competitors are doing it (incl. Chinese EV OEMs).
- 6) You want to increase the residual value of your financed cars.
- 7) You are selling your EVs in markets that demand it (China, Europe, California).
- 8) ...

But you are unsure which way to go, and time is getting short.

Your choices are:



A. Go it alone

Team up with one or two EVSE companies and work on a bilateral EV-EVSE proprietary protocol:

- This is expensive, time-consuming, and requires many resources.
- Which protocol to develop?
- Your customers may not like being locked into your proprietary solution.
- And not to forget the grid codes that must be supported bilaterally (one by one) to get interconnected to the grid.
- This ties you to one or two EVSE vendors.

Or

B. Join the Task 53 consortium

Develop your EV-EVSE protocol according to the **Task 53 “Golden Guidelines”** (based on ISO 15118-20 without bugs and gaps) and **share costs** with the Task 53 consortium partners. This applies to DC-, AC-V2G, and wireless bidirectional charging solutions.

Test your EVs thoroughly in permanent, well-established, experienced, world-class labs (conformance and multiparty interoperability testing).

You will also be sure that a consortium of EV OEMs, EVSE OEMs, and DSO share the same interoperable V2G solution, which will gain market acceptance and alleviate customer concerns about vendor lock-in and stranded assets. Imagine switching from an iPhone on a Verizon plan to a Samsung phone and being forced to change to an AT&T plan. You would not accept this, would you? Or what happens if your EVSE OEM decides to withdraw from the market or drop its support of your EV (like a large company did recently for its chargers)?

Participating in Task 53 will dramatically reduce the cost, time to market, and resources needed. It will also increase your competitive advantage and open access to more markets. Interoperability does not overcome all barriers to scaling V2G, including tariffs, regulations, and tax regimes. Consequently, Task 53 is collaborating closely with CharIN and VGIC to tackle these issues with the regulatory bodies.



The window for action is closing

Task 53 seeks not to join many EV OEMs but only selected ones that can move the needle to scale V2G. Once we have onboarded “enough” EV OEMs, we will close the window by the end of October 2025. So now is your time to act.

About Task 53

Task 53 is an international initiative under the International Energy Agency. We are non-profit and technology agnostic, and our goal is multiparty interoperability of bidirectional charging based on an international EV-EVSE protocol (task53.org).

What makes Task 53 special?

Bidirectional Charging: Task 53 focuses on multiparty interoperable bidirectional charging to enable grid-friendly operations of EVs (V2G).

Worldwide Multiparty Interoperability: Enabling worldwide multiparty interoperability of bidirectional charging backed by the International Energy Agency (IEA) and administered by Switzerland.

Protocol: Task 53 emphasizes the “ISO15118-20” protocol, including Distributed Energy Resources (DER) requirements, regardless of connector type. This includes collaboration with non-CCS connectors such as NACS, GB/T, and CHAdeMO.

Inductive Charging: Inductive bidirectional charging can be included for testing, with significant interest from industry representatives.

Multiparty Interoperability Testing: Multiparty interoperability tests may involve various OEMs from countries, including India and Japan, that will be invited as “limited sponsors” despite not being EV-TCP members.

DSO Involvement: Several DSOs will actively participate in Task 53, ensuring perspectives on grid code implementation.

Testing: Multiparty interoperability tests will be conducted in Europe at the official EU JRC Laboratory in Ispra, which includes a climatic chamber, and in the Argonne National Laboratory. Both for DC and AC.

As the proposing country, Switzerland makes a decisive contribution to the organization's cost.



Your benefits

- a) **Reduced overall cost** and accelerated timing for getting a truly interoperable global solution for bidirectional charging for a truly practical V2G solution.
- b) **Test your EVs thoroughly in permanent, well-established, experienced, world-class labs** (conformance and multi-party interoperability testing).
- c) **Access to exclusive annual meetings and four workshops** (first one in Ispra at the JRC-Laboratory, Italy, the second one in November 2025 at the FHNW Brugg, Switzerland).
- d) **Direct access to an international and diverse knowledge pool** of bidirectional experts.
- e) **Exchange with V2G-relevant policy makers** through the EV-TCP country partners (including EU in terms of Directorate-General).
- f) **Opportunity to contribute, co-formulate and therefore influence** the outcomes (harmonized protocol implementation).
- g) **Visibility in the Task 53 communication** (logo/citation on Task 53 website and documents / presentations).

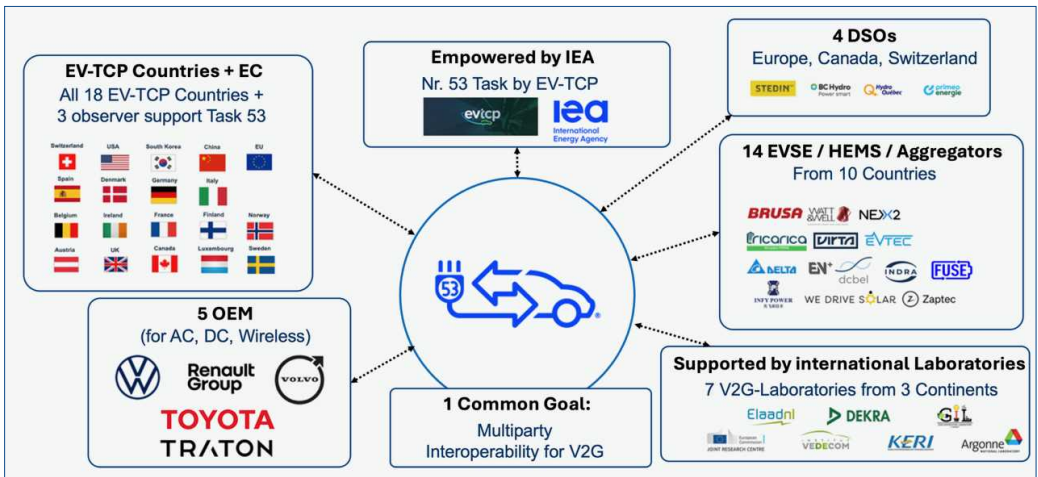
Fees

Fee for OEMS (invoiced in installments over the duration of Task 53 (2024-2028), VAT to be added)	
Turnover	total over the duration of Task 53
0 – 2 Mio €	16'000 €
2 – 20 Mio €	32'000 €
20 – 200 Mio €	80'000 €
over 200 Mio €	200'000 €
DSOs can contribute up to 50 % in kind.	



Partners of Task 53

by June 16, 2026



Interested?

Join us in making bidirectional charging multiparty interoperable!

Companies, universities, and institutions, regardless of their country's status, are invited to join the effort to make bidirectional charging multiparty interoperable by becoming industry partners.

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