Bidirectional EV Working Group- Meeting 3: Technical Integration of EVs into the Energy Storage Solutions (ESS) Program

Date: April 16, 2026] | **Time:** 9:00 AM ET | **Platform:** Microsoft Teams

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NOTE – MEETING WILL BE RECORDED AND POSTED.

1 Objectives

- Discuss enrollment approach, the use of a qualified product list (QPL), required certifications, and metering and distributed energy resources management system (DERMS) integration for bidirectional EVs
- For each of the above items, draft a proposal that is sufficiently defined ahead of a consensus vote during Meeting 4

2 Agenda

2.1 Welcome & Overview *(5 minutes)*

- Meeting logistics
- Brief recap of last meeting and update on overall Working Group process

2.2 Device enrollment approach *(20 minutes)*

- For bidirectional EVs, what is enrolled? Relevance: decision on what is enrolled (e.g., EV vs. EVSE vs. combination) has implications for other decisions, such as which standards may be applicable.
- Current Energy Storage Solutions (ESS) approach: specific piece of equipment (including information on inverter and Battery Energy Storage System BESS) at a specific site associated with a specific account number.
- Potential options (for all of the below, would need to be associated with a specific location and account number):
    - Just the electric vehicle supply equipment (EVSE)
    - EVSE + specific EV
    - Just the vehicle (technically possible where telematics available)
- **Proposal:**

- Enrollment should be for EVSE at a specific location; this would include details on individual pieces of equipment, e.g., number of chargers, number of ports, kW of each, etc.
- The Program Administrators may also want to collect information on the primary vehicle or vehicles associated with the EVSE, but, in theory, the customer could connect and discharge with other EVs (through purchasing a new vehicle, using a different vehicle at the EVSE, etc.) without the customer needing to re-enroll
- **Discussion of proposal**

2.3 Qualified product list (QPL) *(15 minutes)*

- Goal/purpose of a QPL
- Review current QPL and new technology application process
- Brief review of other existing bidirectional EV QPLs
- Application to bidirectional EVs:
  - What is on the list? E.g., just EVSE? EVSE+EV pairings? Does this differ by AC vs. DC coupling (and or by which UL standard it's certified under, i.e., 1741 SB vs. 1741 SC)?
  - Is the EVSE the correct piece of equipment to consider? Or, is it the asset controller? How do we know what the right piece of equipment is if not the EVSE itself. E.g., is it whatever piece of equipment is UL 1741 certified?
  - Does the list attempt to indicate EV/EVSE interoperability?
  - Does the existing new technology application process map cleanly onto V2G applications? Who is responsible for submitting new technology applications? E.g., can an aggregator submit a specific EVSE model to be reviewed?
- **Proposal:**
  - QPL is just for eligible EVSE (or, based on discussion above, other stationary pieces of equipment installed at the site), not for the EV. This would still be the case, even in instances in which EVSE/EV are 1741 SB certified as a composite distributed energy resources (DER).
  - QPL does not attempt to address interoperability; the Program Administrators can refer to other existing resources and/or to OEMs and aggregators for documentation on interoperability
  - **Discussion of proposal**

2.4 Standards and certifications *(25 minutes)*

- Review current standards and certifications
- Considerations:
  - Is this certification covered elsewhere, e.g., interconnection?
  - Is the standard likely to affect customer experience? Safety, improved interoperability, etc.
  - Will the certification exclude some equipment, either on the market or already installed?
  - Do we expect any future certifications that need to be considered? How do we treat standards that may not yet be finalized or are expected?

- Review EV-specific certifications; for each, a very brief description, and quick discussion and poll on whether it should be required (note, OpenADR discussed in next section)

2.5 Metering and DERMS integration *(20 minutes)*

- Overview of current approach:
  - Data flows
  - DERMS integration and dispatch
  - Required telemetry data
  - Parties integrating (e.g., Original Equipment Manufacturer OEMs vs. aggregators)
- Discussion of metering and DERMS integration
  - Metering
    - ESS uses inverter data – no separate revenue meter required
    - Primary telemetry data collected/used: 15 minute interval, kW charged/discharged, and stored kWh
    - **Discussion:** any concern with collecting this data at the vehicle or port level?
  - DERMS integration
    - **Discussion:** what requirements (e.g., OpenADR) might be reasonable for DERMS integration?

2.6 Wrap-Up & Next Steps *(5 minutes)*

- Summary of key discussion points
- Action items and owners