

# Japan Position for KPI

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# Japan Position

◆ KPI items should be **as simple as possible**

by reducing the number of items and making it easy to understand.

→ To avoid confusion when providing information to users.

**SOC10%-80% duration [min]**

- To prevent battery degradation, charging control is triggered above a certain SOC level, so the target SOC should be the point at which charging control begins to activate.
- The KPI that follows ISO 12906

**SOC10%-80% Max. Charging Power [kW]**

- Since charger output is different depending on the country and equipment, it should be made clear to users how much power the vehicle can accept.
- The KPI that follows ISO 12906

◆ Regarding distance, is it necessary to define driving conditions

where fast charging is truly essential—not only for users but also for the social system as well?

→ It is necessary to use “Fast charging” and “Smart charging” appropriately

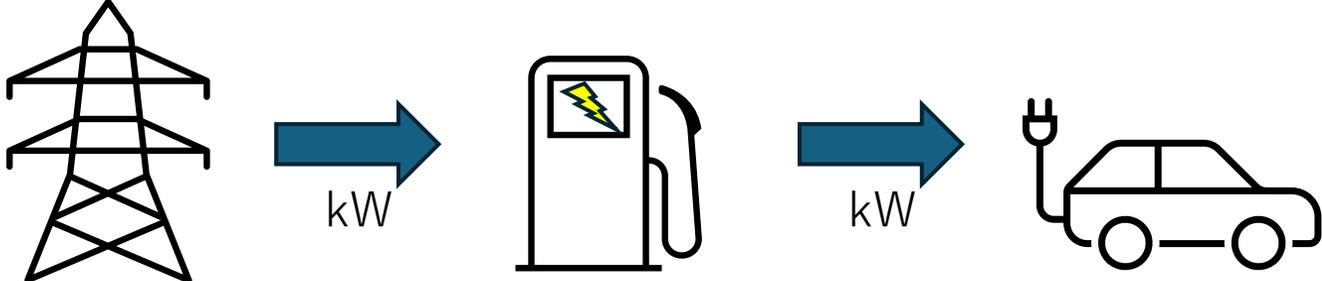
depending on the specific use case.

(To contribute energy management, Japan consider that other option is swappable battery Japan proposed in last GRPE.)

(Reference)

# Fast charging or Swappable battery

Fast charging improves the convenience of EV use by reducing charging time. However, it places a heavier load on the grid as charging capacity increases.



An electrical buffer can reduce the load on the grid. A swappable battery provides a similar effect to such an electrical buffer.

