B. NATIONAL BATTERY-BASED ELECTRIC VEHICLE INDUSTRY ROAD MAP AND MINIMUM TARGET OF DOMESTIC COMPONENT LEVEL (TKDN)

COMPONENT & CHARGER	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
Battery												
Battery Park Assembly	Battery Pack Assembly											
Battery Cells Production		LiB and NiMH Cylinder Type Cell					LiB Primastic and Pouch Type					
Battery Management System	BMS (Assembly)			Passive BMS >90% BMS Efficiency & Integration System Can Bus				Active BMS >90% BMS Efficiency & Integration System Can Bus/ OBD 2				
Battery Material	HPAL Smelter (MHP)											
			Nickel Sulfate & Cobalt Sulfate				Cathode and Anode Material					
End-of-life (EOL) Recycling		Recycling of Secondary Battery (NiMH & LiB)										
Electric Motor			Non-Permanent Magnet Base Efficiency 85%						>94% Efficiency Motor			
				Permanent Magnet Base Efficiency 85%								
Converter/Inverter			>95% Inverter Efficiency (Ultra Low Ron SiC, Low Parasitic Impedance, High Power Density)						>95% Inverter Efficiency (High Frequency HFET)			
Charging System		AC Level I & Level II Charger &DC Fast Charger			Ultra Fast Charger							
Minimum Target Level of Domestic Component (TKDN) Wheel 4 or more	Minimum 35%		Minimum 40%		Minimum 60%						Minimum 80%	
Public Passenger Vehicles	Import CBU	Completely Knocked Down (CKD)				Incompletely Knock Down (IKD)		Part by Part				
Bus and Truck Vehicles	Completely Knocked Down (CKD)					Incompletely Knock Down (IKD)		Part by Part				
Private Passenger Vehicles	Import CBU	Completely Knocked Down (CKD)				Incompletely Knock Down (IKD)		Part by Part				
Minimum Target Level of Domestic Components (TKDN) Wheel 2 or 3	Minimum 40%				Minimum 60%		Minimum 80%					
Motorcycle	Import CBU	Completely Knocked Down (CKD)				Part by Part						