

### § 1962.3. Electric Vehicle Charging Requirements

(a) Applicability. This section applies to:

(1) all battery electric vehicles, range extended battery electric vehicles, neighborhood electric vehicles, except for model year 2006 through 2013 neighborhood electric vehicles, that are certified as zero emission vehicles defined by qualify for ZEV credit under sections 1962.1 and 1962.2, and 1962.4, title 13, California Code of Regulations, and associated test procedures; and

(2) all off-vehicle charge capable hybrid electric vehicles and 2026 and subsequent model year off-vehicle charge capable fuel cell electric vehicles that are certified as such by 1962.1, 1962.2, and 1962.4, title 13, California Code of Regulations, and associated test procedures. ~~that are capable of being recharged by a battery charger that transfers energy from the electricity grid to the vehicle for purposes of recharging the vehicle traction battery.~~

(b) Definitions.

(1) The definitions in sections 1962.1 and 1962.2, and 1962.4, title 13, California Code of Regulations, and associated test procedures apply to this section.

(c) Requirements.

(1) Beginning with the 2006 model year, all vehicles identified in subdivisionsubsection (a) must be equipped with a conductive charger inlet and charging system which meets all the specifications applicable to AC Level 1 and Level 2 charging contained in Society of Automotive Engineers (SAE) Surface Vehicle Recommended Practice SAE J1772 REV-JAN-2010 OCT 2017, SAE Electric Vehicle and Plug in Hybrid Electric Vehicle Conductive Charger Coupler, which is incorporated herein by reference. All such vehicles, through 2025 model year, must also be equipped with an on-board charger with a minimum output of 3.3 kilowatts, or, sufficient power to enable a complete charge in less than 4 hours. All such vehicles, for 2026 and subsequent model years, must also be equipped with an on-board charger with a minimum output of 5.76 kilowatts, or sufficient power to enable charging from a state of discharge to a full charge in less than 4 hours.

(2) A manufacturer may apply to the Executive Officer for approval to use an alternative to the AC inlet described in subdivision (c)(1), provided that the following conditions are met:

(A) each vehicle is supplied with a rigid adaptor that would enable the vehicle to meet all of the remaining system and on-board charger requirements described in subdivision (c)(1); and

(B) the rigid adaptor and alternative inlet must be tested and approved by a Nationally Recognized Testing Laboratory (NRTL).

(3) Beginning in 2026 model year, subject vehicles must be supplied with a charging cord that meets the following specifications:

(A) Minimum of 20 feet in length

(B) Dual amperage capability compatible with AC Level 1 and Level 2 charging

1. AC Level 1 minimum amperage capability shall be 12 amps.
2. AC Level 2 minimum amperage capability shall be 24 amps.
3. The cord shall be configurable by the user, without the use of tools, to facilitate plugging into an appropriate National Electrical Manufacturers Association (NEMA) standard outlet to facilitate Level 1 and Level 2 charging.

(C) User-selectable, without the use of a tool, to downgrade the amperage during charging:

1. For AC Level 1 charging, at a minimum, selectable by the user to charge using 12 amps or 8 amps.
2. If the cord supports amperage above 24 amps for AC Level 2 charging, selectable by the user to charge at 24 amps.
3. The user selection feature may be satisfied with a selector integrated into the cord or in the vehicle itself (e.g., via a charging configuration menu or setting in the vehicle).

(D) Tested and listed by a NRTL as meeting the UL requirements for safety electric vehicle supply equipment (UL 2594), which is incorporated herein by reference.

(4) For 2026 and subsequent model years, all vehicles in subsection (a)(1) must be equipped with a fast charge inlet that meets the specifications applicable to DC charging contained in SAE J1772 REV OCT 2017, SAE Electric Vehicle and Plug in Hybrid Electric Vehicle Conductive Charger Coupler, which is incorporated herein by reference.

(5) A manufacturer may apply to the Executive Officer for approval to use an alternative to the DC inlet described in subdivision (c)(4), provided that the following conditions are met:

(A) each vehicle is supplied with a rigid adaptor that would enable the vehicle to meet all of the remaining system and on-board charger requirements described in subdivision (c)(4); and

(B) the rigid adaptor and alternative inlet must be tested and approved by a NRTL.

(1. Renumbering of former section 1962.2 to new section 1962.3, including amendment of section and Note, filed 8-7-2012; operative 8-7-2012 pursuant to Government Code section 11343.4 (Register 2012, No. 32).)

Note: Authority cited: Sections 39600, 39601, 43013, 43018, 43101, 43104 and 43105, Health and Safety Code. Reference: Sections 38562, 39002, 39003, 39667, 43000, 43009.5, 43013, 43018, 43018.5, 43100, 43101, 43101.5, 43102, 43104, 43105, 43106, 43107, 43204 and 43205.5, Health and Safety Code.

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