## Final Regulation Order – Part 5

## ELECTRIC VEHICLE CHARGING REQUIREMENTS

Note: Set forth below are the 2012 amendments to the California zero emission vehicle (ZEV) regulation. The text of the amendments is shown in underline to indicate additions and ~~strikeout~~ to indicate deletions, compared to the preexisting regulatory language.

Amend (and Renumber) Title 13, Motor Vehicles, Division 3, Air Resources Board, Chapter 1, Motor Vehicle Pollution Control Devices, Article 2, Approval of Motor Vehicle Pollution Control Devices (New Vehicles), § 1962.2, Electric Vehicle Charging Requirements to read:

### § 1962.2~~.~~3. Electric Vehicle Charging Requirements.

(a) *Applicability*. This section applies to (1) all battery electric vehicles, range extended battery electric vehicles, except for model year 2006 through 2013 neighborhood electric vehicles, that qualify for ~~1.0 or greater~~ ZEV credit under section 1962.1and 1962.2, ~~and~~ (2) all hybrid electric vehicles 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~~, other than battery electric vehicles and hybrid electric vehicles that are only capable of Level 1 charging~~.

(b) *Definitions*.

(1) The definitions in section 1962.1 and 1962.2 apply to this section.

~~(2) "Level 1 charging" means a charging method that allows an electric vehicle or hybrid electric vehicle to be charged by having its charger connected to the most common grounded receptacle (NEMA 5-15R). A vehicle that is only capable of Level 1 charging is one that is charged by an on-board or off-board charger capable of accepting energy from the existing AC supply network. The maximum power is 12 amps, with a branch circuit rating of 15 amps, and continuous power of 1.44 kilowatts.~~

(c) *Requirements*.

(1) Beginning with the 2006 model year, all vehicles identified in subsection (a) must be equipped with a conductive charger inlet ~~port~~ 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 ~~NOV 2001~~ JAN 2010, SAE Electric Vehicle and Plug in Hybrid Electric Vehicle Conductive Charge Coupler, which is incorporated herein by reference. All such vehicles must also be equipped with an on-board charger with a minimum output of 3.3 ~~kilovolt~~

~~amps.~~kilowatts, or, sufficient power to enable a complete 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 subsection (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 subsection (c)(1); and

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

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