Final Regulation Order

Amendments to Section 1962.3, Title 13, California Code of Regulations

[Note: This version of the Proposed Regulation Order also complies with Government Code section 11346.2 subdivision (a)(3), and 11346.8, subdivision (c). The existing, original regulatory language currently adopted into the California Code of Regulations is shown in "normal type." The proposed amendments are shown in underline to indicate additions and ~~strikethrough~~ to indicate deletions from the existing regulatory text. The proposed amendments are being presented in two versions. For ease of readability, and to review the proposed amendments in an Accessible format that can toggle between amendments in strikeout/underline and a "clean" version with amendments incorporated into the regulatory text, please refer to the Word version of this Proposed Regulation Order.]

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)

Section 1962.3. Electric Vehicle Charging Requirements

Final Regulation Order

Title 13, California Code of Regulations

Amending regulatory text: Amend Section 1962.3 of title 13, California Code of Regulations, to read as follows:

§ 1962.3. Electric Vehicle Charging Requirements.

(a) Applicability. This section applies to:

(1) all battery electric vehicles, plug-in hybrid electric vehicles, range extended battery electric vehicles, except for model year 2006 through 2013 and 2026 and subsequent model year neighborhood electric vehicles, that ~~qualify for ZEV credit~~are certified as zero emission vehicles under ~~section~~California Code of Regulations, title 13, sections 1962.1 and 1962.2 and associated test procedures; and

(2) ~~all~~2026 and subsequent model year zero-emission vehicles and plug-in hybrid electric vehicles ~~that are capable of being recharged by a battery charger that transfers energy from the electricity grid to the vehicle~~certified for ~~purposes of recharging the vehicle traction battery.~~sale in California under California Code of Regulations, title 13, section 1962.4.

(b) Definitions.

(1) The definitions in section 1962.1, 1962.2, and 1962.~~2~~4, title 13, California Code of Regulations and associated test procedures apply to this section.

(c) Requirements.

(1) Alternating Current (AC) Charger Inlet. Beginning with the 2006 model year, all vehicles identified in subdivisection (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 2010OCT 2017, SAE Electric Vehicle and Plug in Hybrid Electric Vehicle Conductive Charger Coupler, which is incorporated herein by reference. All such vehicles, manufactured through 2025 model year, must also be equipped with an on-board charger with a minimum output of 3.3 kilowatts, or, capable of providing sufficient power to enable a complete charge in less than 4 hours. All such vehicles manufactured for 2026 and subsequent model years must also be equipped with an on-board charger with a minimum output of 5.76 kilowatts (calculated as 24 amps at 240 volts AC) or capable of providing sufficient power to enable charging from a state of discharge to a full charge in less than 4 hours.

(2) Alternative for AC Charger Inlet. A manufacturer may apply to the Executive Officer for approval to use an alternative to the AC inlet described in subdivisection (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 subdivisection (c)(1); and

(B) the rigid adaptor and alternative inlet must be tested and approved by a Nationally Recognized Testing Laboratory (NRTL).), according to 29 C.F.R. 1910.7.

(3) Charging Cord. Beginning in the 2026 model year, each vehicle 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 or sufficient power to enable charging from a state of discharge to a full charge in less than 4 hours, whichever is lower.

3. The cord shall be configurable by the user, without the use of tools, to facilitate a plug connection for 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, selectable by the user to charge using 12 amps or 8 amps.

2. If the cord supports amperage at or above 24 amps for AC Level 2 charging, selectable by the user to charge at 24 amps or at 16 amps.

3. The user selection feature must either be 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 requirements for electric vehicle supply equipment contained in Underwriter Laboratory (UL) 2594, "Standard for Electric Vehicle Supply Equipment", December 2016, which is incorporated herein by reference.

(4) Direct Current (DC) Charger Inlet. For 2026 and subsequent model years, all battery electric vehicles must be equipped with a DC 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. 2026 and subsequent model year plug-in hybrid electric vehicles equipped with a DC inlet must meet 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.

(5) Alternative Option for DC Charger. A manufacturer may use an alternative to the DC inlet described in subsection (c)(4) under the following conditions:

(A) each vehicle is supplied with an adaptor that would enable the vehicle to meet all system requirements in subsection (c)(4); and

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

(d) Severability. Each provision of this section is severable, and in the event that any provision of this section is held to be invalid, the remainder of this section and this article remains in full force and effect.

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, 432045 and 43205.5, Health and Safety Code.