**ATTACHMENT G-2.1**

Proposed 15-day Modifications to Text of the Proposed Amendments to Regulation Order

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

Electric Vehicle Charging Requirements

[Note: The proposed modifications, referred to as 15-Day Changes, to the originally proposed regulations are shown below. The 15-Day Changes are provided in a tracked-changes format to improve the accessibility and readability of the regulatory text. The initially proposed amendments that were made available for public comment for at least 45 days, referred to as the 45-Day Changes, are incorporated into this version as plain, clean text because they are not being made available for public comment by this notice. The Proposed 15-day Changes are shown in tracked changes and are made public with this Notice and available for comment. To review this document in a clean format, without underline or strikeout to show changes, that shows all the proposed regulations being considered for adoption, please select “Simple Markup” or “No Markup,” or accept all changes in Microsoft Word’s Review menu. You can also change the view to the initially proposed 45-Day Changes (originally proposed regulatory text prior to proposed modifications) by selecting “Original” or rejecting all tracked changes. Additionally, “Advanced Track Changes Options” will allow for further options regarding color and other markings. [Instructions on using/viewing Track Changes can be found here](https://support.microsoft.com/en-us/office/track-changes-in-word-197ba630-0f5f-4a8e-9a77-3712475e806a). The 15-Day Changes are being presented in two versions. This version of the Proposed 15-Day Changes also complies with Government Code, sections 11346.2 subdivision (a)(3), and 11346.8, subdivision (c). The other version is G-2.  
  
Staff is proposing modifications to limited portions of the original proposal; for some portions of the original proposal for which no modifications are proposed, the text has been omitted and the omission is indicated by “\* \* \* \*”.]

**Proposed 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.

## Applicability. This section applies to:

### 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 are certified as zero emission vehicles under California Code of Regulations, title 13, sections 1962.1 and 1962.2 and associated test procedures; and

### 2026 and subsequent model year zero-emission vehicles and plug-in hybrid electric vehicles certified for sale in California under California Code of Regulations, title 13, section 1962.4.

## Definitions.

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

## Requirements.

### Alternating Current (AC) Charger Inlet. Beginning with the 2006 model year, all vehicles identified in subsection (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 SAE Surface Vehicle Recommended Practice SAE J1772 REV OCT 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.

### Alternative for AC Charger Inlet. A manufacturer may use an alternative to the AC inlet described in subsection (c)(1), provided that the following conditions are met:

#### 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

#### 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.

### Charging Cord. Beginning in the 2026 model year, each vehicle must be supplied with a charging cord that meets the following specifications:

#### Minimum of 20 feet in length.

#### Dual amperage capability compatible with AC Level 1 and Level 2 charging:

##### AC Level 1 minimum amperage capability shall be 12 amps.

##### 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.

##### 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.

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

##### For AC Level 1 charging, selectable by the user to charge using 12 amps or 8 amps.

##### 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.

##### 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).

#### 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.

### 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.

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

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

#### the adaptor and alternative inlet must be tested and approved by a NRTL.

## 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, 43204 and 43205.5, Health and Safety Code.