

ATTACHMENT G-2

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 originally proposed regulatory language released for a period of at least 45-days on April 12, 2022, is shown in "normal type." The deletions and additions to the originally proposed language that comprise the 15-day Changes that are made public with this Notice and available for comment are shown in ~~strikethrough~~ to indicate deletions and underline to indication additions. The 15-Day Changes are being presented in two versions. This version G-2 also complies with Government Code sections 11346.2, subdivision (a)(3), and 11346.8, subdivision (c). For ease of readability, and to review the 15-Day Changes in an Accessible format, please refer to version G-2.1.

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 "* * * *".]

Attachment G-2 - This version annotates the changes made available for comment.

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.

- (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 are certified as zero emission vehicles under California Code of Regulations, title 13, sections 1962.1 and 1962.2, and associated test procedures; and
 - (2) 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.
- (b) Definitions.
 - (1) 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.
- (c) Requirements.
 - (1) 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.
 - (2) 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:

- (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), according to 29 CFR.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 ~~plugging into an appropriate National Electrical Manufacturers Association (NEMA) standard outlet 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 subject to this section under subsection (a)(1)~~ 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, 43204 and 43205.5, Health and Safety Code.