

# Draft Proposed Regulation Order

## Electric Vehicle Charging Requirements

### Section 1962.3

[Note: This version is a staff draft, not an authoritative version for this proposed rulemaking, not being proposed for adoption, and not being released for public comment. This is subject to change. Official proposed (15-day) changes and an explanatory notice will be released for public comment at a later date.

Subsections for which no changes are proposed are indicated with “\* \* \* \*.”]

**§ 1962.3. Electric Vehicle Charging Requirements.**

\* \* \* \*

(c) Requirements.

\* \* \* \*

(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.
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, 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.

Staff's Suggested Changes to Advanced Clean Cars II Proposal

- (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.

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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.