



CALIFORNIA DEPARTMENT OF
FOOD & AGRICULTURE

**California Department of Food and Agriculture (CDFA)
Division of Measurement Standards (DMS)**

**EVSE Info Hour Questions and Answers
January 20, 2026**

1. Could you please share the link to prior Q&A documentation covered in these sessions? Could you also please share the link to approved software apps referenced in this call?

EVSE Info Hour responses are posted to the CDFA DMS RSA page (<https://www.cdfa.ca.gov/dms/programs/rsa/rsa.html>) as well as the CDFA DMS Zero-Emissions Vehicle Projects page (<https://www.cdfa.ca.gov/dms/programs/zevfuels/>).

CTEP Certificates of Approval can be found on the CDFA DMS CTEP page (<https://www.cdfa.ca.gov/dms/programs/ctep/ctep.html>), however, these are limited to the certificates for which the applicant has paid the maintenance fee to keep the approval certificates posted on our website.

2. Where can we get the list of fees paid by EVSE owners to the county?

Business and Professions Code (BPC) section 12240 provides the counties the authority to, by ordinance, charge registration fees. BPC Section 12240 also identifies that maximum registration fees that can be charged for given devices.

California Code of Regulations, Title 4, (4 CCR) section 4075 identifies the administration fees associated with registration of devices.

To identify the fees associated with the registration of a device by the county, the county must be contacted. County contact information can be found here: <https://www.cdfa.ca.gov/exec/county/countymap/>.

3. Also following up on my question regarding type certified EV charging app. We want to know the process to certify our app. Our app is already working with this certified hardware:
<https://www.cdfa.ca.gov/dms/programs/ctep/CAApprovals/6021-25.pdf>
We wanted to expand our app to be able to work with other vendors/hardware too.

Please reach out to our CTEP specialists so that they can assist you.

- a) What are the technical requirements to get an app certified?

An app/software being used in conjunction with an EVSE shall meet criteria outlined in [HB 44 Section 1.10](#), [HB 44 Section 3.40](#), [4 CCR § 4002.11. Electrical Vehicle Fueling Systems. \(3.40.\)](#) and possibly [HB 44 Section 5.55](#) if being used to apply time-based fees.

- b) What is the CDFA process to get the app certified?

Filling out an application for your project; [Application for Evaluation of a Weighing and Measuring Device](#).

Once you have an open project a type evaluator will consult with you on the process of approving any app/software.

- c) How to find certified apps? Is there an online database to find and verify type evaluated apps?

CTEP certificates can be found here; [CDFA - DMS - CTEP Certificates of Approval Database Search](#). There is not a separate database specifically for apps. Apps associated with EVSE fall under the “Electric Vehicle Supply Equipment” category. The certificates available on the database are limited to the certificates for which the applicant has paid the maintenance fee to keep the approval certificates posted on our website.

CTEP hardware is evaluated in conjunction with software and must be evaluated as a system. An EVSP (for example) who offers mobile app or web-based URL activation methods must have the device evaluated in conjunction with CTEP-approved hardware before receiving a CTEP Certificate of Approval.

4. Is it possible for an EVSE manufacturer to get a dispenser CTEP certified if it does not have a display screen on the unit? How could this be achieved?

Yes. Devices may use a separate indicating element to satisfy the requirements set forth in NIST HB 44 as adopted in California. A kiosk or a mobile app are examples of separate indications which have been seen.

The separate indication must be evaluated with the EVSE as a system and listed on the applicable type evaluation certificate to be legal for commercial purposes.

5. Based on Identification of Service Agency Work. - Service agents shall identify their work on each device by applying an adhesive tag or label in a conspicuous location on the device. The adhesive tag or label shall show the name, registration number and business telephone number of the service agency, the license number of the service agent performing the work, and the date. Any security seal required pursuant to Section 12107 of the California Business and Professions Code shall show the registration number of the service agency and the year the security seal was placed on the device.
How do I obtain this label?

An RSA is able to purchase an adhesive tag/label that meets the requirements outlined in [4 CCR section 4085](#) as stated in this question.

We cannot provide suggestions regarding vendors.
You might consider reaching out to other RSAs to inquire about where they purchased their adhesive labels or perform a web search to find a business that is able to make a custom label with the required information.

6. From what I understand you recommend the TESCO T4350 along with an AC load emulator for EV-Charging tests. Since this toolkit is approximately \$95,000, are there any alternatives testing tools that would be acceptable?

CDFA-DMS does not recommend equipment from any specific manufacturer. The Tesco units are identified to inform about the equipment that we currently use. The field test standard must be able to measure AC and/or DC electrical power, as applicable, from the EVFS/EVSE at the vehicle connector plug. The test standard's calibrated measurement of electrical energy must be traceable to NIST or an International Organization for Standardization 17025 (ISO 17025) accredited laboratory with electrical energy measurement (AC and DC) on its scope. The service agent must ensure that the field standard is appropriate for use with the EVFS/EVSE under test.

7. I have done some research on the Fluke 5590654 (FEV150/TY1/TSL PRO), which is capable of testing EV charging stations and generating reports. Would this tool meet your requirements, and what type of calibration would be needed?

Please see the response to question number 1 above and please also refer to the RSA EVSE FAQ posted on our website here:

https://www.cdfa.ca.gov/dms/pdfs/EVSE_RSA_FAQ.pdf, which addresses this specific question.

8. Had trouble finding the CoA. Will the CTEP database be updated to include software.

The CTEP Database should pull up software in the search under Electric Vehicle Supply Equipment. Please send the CTEP Program an email if you have any questions.

9. Enforcement process (has not taken place but the county has started)...how many EVSE are out there but are not CTEP certified. How will we get support for enforcement? Some OEMs have waivers. Subsidies have been awarded to other devices.

We have more counties working on testing and inspection now than we did a year ago. Rulemaking began in 2016, was finalized in 2020 for A/C and 2023 for D/C. Enforcement comes down to County availability (with regards to test equipment). Additional states are also beginning to adopt Handbook 44. There are legacy systems that were grandfathered in through our rulemaking. Globally, there is also an inter-agency working group.

10. A product that is already CTEP certified...can we submit a CTEP application for a same product with a different name and model number?

Also, is it possible to work with/coordinate with DMS in Southern California?

Yes, as long as you can show proof of the exact same metrology, with only the label changing. CTEP will review the actual hardware. Depending on the device, 48 amps below can be sent to our laboratory. Above 48 amps will mean that one of our investigators must visit your location. As for southern California, it depends on the logistics of your project, and we will coordinate with you.

11. Are there any plans to stop issuing provisional CTEP certificates?

No, the provisional certificates are distributed based on need. "Provisional" is usually reserved for NTEP certificates. We issue certificates of acceptance for California, and Provisional would be issued for regulations that have not been adopted yet.

12. Is there a list of test devices that CDFA maintains or how would the test device be certified? (field test)

We do not maintain a list. There are some vendors who can test at various ranges. Loop Inc. in particular have been developing. The device must have the ISO/IEC 17025 certification.

13. Do you have a step-by-step list of what needs to happen to satisfy the DMS requirements after a charger is installed?

First, the charger must be type approved. It must be tested to confirm its accuracy and meet tolerances. It must be installed by an RSA in the specific county, then the RSA must submit a placed-in-service report to the county. The county has a year to test this charger after the report is submitted.

14. Will you share the questions and answer documents on the chat?

The Q&A document will be reviewed and shared after the conclusion of the meeting, on our ZEV and RSA webpages.

15. Can RSAs be invited to local County DMS training?

The training is specific to County testing and training. It will not be appropriate for RSAs. The training courses are also specific for county attendees and are always full.

16. In the 9/30 info hour, a question (#25) was raised on whether ChargePoint is a registered RSA, as it doesn't show up on the CDFA RSA list. The response in the previous FAQ was: "We believe they are registered, but we will need to review our registration records." Are there any updates about whether they're a registered RSA?

Referring to this FAQ: [EVSE Info Hour Questions and Answers - September 30, 2025](#)

A representative from the company spoke on this item during the meeting.

17. What is the difference between the "RSA EVSE Exam" and the "Professional EVSE Exam"? and who needs to take each?

The RSA EVSE Exam is specific to service agents. California has its own specific exam for service agents.

The professional EVSE Exam is for weights and measures officials and in some ways is more technical and detailed, such as removing devices from service.

18. How much is the cost for the training? Where can you find the list of OEM Exemptions/OEM waivers? Where is the list of Independent RSAs? When will the training repeat after Feb 2026. Is there a calendar for 2026? What is the cost for the RSA Exam? Have there not been any filed CTEP waivers since after the rulemaking?

EVSE Training for Weights and Measures Inspectors/Service Agents: \$575 for non-members, \$450 for members. That training is being hosted by NCWM. \$35 for CDFA-DMS RSA Exam. List of RSAs and information regarding the CDFA-DMS RSA Exam is on our website. OEM Exemptions are specific to dates. Any device manufactured and installed prior to 2021 (AC) is exempted. Prior to January 1 2023 for DC until 2033. Any changed devices will need to be evaluated by us. If EVSE are not being used commercially, they do not need a waiver as they are not subject to Weights and Measures. At a local level there may be local authority/jurisdiction for EVSE.

19. Does the CDFA offer equipment rental for EV-Charging testers to RSA Agents/RSAs?

No, we do not. We do not have the capacity for that process.

20. What is the status of pathway to CTEP certification for manufacturers of 120v and 240v smart outlets?

Please contact our CTEP program. The application process is the same for any device that needs to be type evaluated.

21. Is there a link for the Professional EVSE Exam?

<https://www.ncwm.com/exam-professional-electric-vehicle-fueling-systems-evse>

22. Is there an EVSE Training for Weights and Measures Inspectors and Service Agents fully online like the one they are promoting on the NCWM website?

The EVSE Training for Weights and Measures Inspectors takes place over multiple days. As such, it is only available in person. Learning resources: <https://www.nist.gov/pml/owm/owm-products-and-services/e-learning-resources>