



CALIFORNIA DEPARTMENT OF  
FOOD & AGRICULTURE

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

**EVSE Info Hour Questions and Answers  
February 24, 2026**

1. Most of our facilities are restricted and not-publicly accessible. Would we need to have a seal on employee EVSE that charge a fee?

The definition of “commercial purposes” can be found in Business and Professions Code (BPC) Section 12500 (e). This includes the measurement of any commodity or thing sold based on measure.

The determining factor in whether an EVSE falls under Weights and Measures jurisdiction, in addition to factors such as who owns the device and when the EVSE was installed, is not “public accessibility” but commercial purpose.

An example is a “club store” which has an attached retail motor fuel station which is accessible only to “members.”

4 CCR 4000 [1.10.] G-UR.2.3. and G-UR.4.4. require that the owner of a device used for commercial purposes provide regular access to the device for the purpose of inspection and assistance in testing based upon the design, construction, and/or location of the device.

The information above is generally applicable, however, there are also other codes which may apply such as Business and Professions Code Section 12209.7.

2. I'd like to become an EV Charging Station RSA tester and would like to learn more about it.

CDFA-DMS has developed resources including an FAQ and an Examination Procedure Outline (EPO) specific to EVSE. These resources can be located on our DMS website - <https://www.cdfa.ca.gov/dms/>

Both the Registered Service Agency and Zero-Emission Vehicle Projects pages can be accessed by clicking the “Functions” tab on the top menu.

The Registered Service Agency page contains an FAQ document specific to EVSE RSAs. It also contains links to a copy of the RSA application and information about the RSA portal.

<https://www.cdffa.ca.gov/dms/programs/rsa/rsa.html>

The screenshot shows the CDFA website header with the logo and navigation menu. The 'Functions' menu is expanded, showing several options. 'Zero Emission Vehicle Projects' and 'Registered Service Agency' are circled in red. Below the menu, the 'Division of Measurement Standards (DMS)' is prominently displayed, along with contact information and a 'New!' announcement banner.

CDFA Home / Division of Measurement Standards

## Division of Measurement Standards (DMS)

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**New!**

**NEW!** DMS will host an **EVSE Info Hour** on **Tuesday, February 24, 2026** from 1:30PM

The Zero-Emission Vehicle Projects page also contains additional resources for EVSE RSAs.

<https://www.cdffa.ca.gov/dms/programs/zevfuels/>

California Weights and Measures Laws and Regulations can be found on the DMS Publications page which be accessed by clicking the “Measurement Standards” tab on the top menu.

<https://www.cdffa.ca.gov/dms/publications.html>

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### Frequently Asked Questions about the 2020 Electric Vehicle Supply Equipment (EVSE) Regulation

#### General Information

Electric Vehicle Fueling Systems (EVFS)/Electric Vehicle Supply Equipment (EVSE), also known as “charging stations,” used for commercial purposes, are subject to regulation adopted by the Department and enrolled by the Secretary of State on January 1, 2020. This regulation applies to alternating current (AC)

September 17, 2025 Info Hour Responses

County Weights and Measures Officials

**NEW!** EVFS In-Factory RSA Guidance

2025 Update: EPO No. 52, Electric Vehicle Fueling Systems EPO 52

NIST U.S. National Work Group for Electrical Vehicle Fueling and Submetering

3. There is reference within Handbook 44 that defines exceptions. One of these is “wholesale electricity” however I haven’t seen this defined elsewhere. What does CDFA define wholesale electricity as in this context?

There is a definition for “wholesale device” in NIST Handbook 44, Appendix D. Definitions applicable to sections other than Section 3.40. EVFS Code. It is defined as, “Any device other than a retail device.” The definition of “Retail Device” is applicable to Section 3.40. EVFS Code and both are adopted in the California Code of Regulation Title 4, Section 4000.

A retail device is defined as “A measuring device primarily used to measure product for the purpose of sale to the end user.”

Within this context, a wholesale device for the sale of electricity would be a device which is primarily used to measure electricity for sale to a party other than the intended end user of the electricity.

4. We have a site that procured its equipment well in advance of its compliance date, but which, through delivery and construction issues outside of the site's control, caused the project to fall into the compliance enforcement timeline. Is it at all possible to obtain a retroactive waiver for the site based on its project start date, rather than charger installation date?

No. If the AC or DC EVSE are/were installed after the dates identified in 4 CCR Section 4002.11, the EVSE are subject to applicable requirements upon installation.

Also see DMS Notice D – 23 – 01 which can be found on our website.

5. What is the course of action for DMS-compliant but non-CTEP-certified equipment procured from manufacturers which subsequently became insolvent? Is there a pathway to CTEP certification or DMS-approved commercial operation for equipment in this rare circumstance?

DMS-Compliant is not a legal term. Business and Professions Code Section 12500.5 requires that any weighing or measuring device used for commercial purposes be type evaluated.

Please contact the DMS California Type Evaluation Program for information on how to initiate a CTEP project.

6. I'd like to request for Jeremy Epley to give his presentation from the NCWM EVSE RSA Training at a future DMS Info Hours. It would be great if there was opportunity for Q&A afterwards as well.

Jeremy Epley provided a presentation as requested.

7. Placed in service report – Does there need to be a software version number listed on there?

Please check [4 CCR 4085\(a\)\(2\)](#) which identifies the required information.

8. During the certificate process, are we asking the right questions to get the correct answers on the certificates?

CTEP is researching each system more in-depth than before. We are working with manufacturers to get more information from them during this process.

9. In regard to parking garages, there are fees to enter the garage, but there are charging stations that do not charge a fee per kwh. Do those need to be certified?

Depending on how the charger is set up, the charger may be a commercial device. There are also fees that are added on top of charging by kwh.

10. (Follow up question to question 3) Is that device commercial if it's free for residents, but charges for guests, that device is commercial, correct?

If the device charges by time, it would be commercial by way of timing device. There are intricacies that could bring a device into the realm of commercial device.

11. Should we (installer and placed in service tester) encounter a white-labeled EVFS that does not match the Certificate's manufacturer, is an applied sticker an appropriate corrective measure?

It is not necessarily an appropriate corrective measure, depending on the specific situation. It should be the OEM or whoever is represented on the type evaluation.

12. I submitted the question re: 'DMS-compliant, but non-CTEP-certified' equipment. In this case, this EVSE was sold to the site as "compliant with DMS standards and regulations for accuracy tolerance and maintenance" and was on their utility's approved product list at the time of purchase. However, the equipment never appeared to complete the CTEP certification process before the manufacturer's insolvency.

Not sure if we can answer that question at this time. The device was not formally type approved, so the device cannot be used in a commercial application.

13. If an EVSE has already been CTEP certified using a payment terminal as its authentication method, but a CPO later develops a mobile application (Company A's app) that can initiate charging sessions across multiple EVSE models, can Company A's app obtain its own separate CTEP certification? Or would adding this app based authentication method require the EVSE's existing CTEP certification to be updated?

The mobile app must be paired with the EVSE device. It must be added to the existing CTEP certification to reference that mobile app. However, there must be a separate CTEP certification for that app if it goes across multiple models.

14. Has DMS considered a network roaming activation requirement for type evaluation?

We are looking into evaluating network roaming activation and OCPI (Open Charge Point Interface)