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

EVSE Info Hour Questions and Answers
March 26, 2026

1. Is it acceptable for an EVSE to charge only by time (i.e., the charge per kwh is $0.00) if it is clearly listed under “station time rate” as opposed to “energy rate”?

   It is important to evaluate each device/location as they may all be different as well as to identify the installation date of the device(s) which may impact which requirements are applicable.

   No. With regard to EVSE, time-based fees may only be assessed in addition to those for a charge based upon the kWh. It is important to note that the thing of value (commodity) provided by an EVSE is electrical energy.

   Electric vehicle supply equipment (EVSE) is defined as “A device or system designed and used specifically to transfer electrical energy to an electric vehicle, either as charge transferred via physical or wireless connection, by loading a fully charged battery, or by other means.”

   NIST Handbook 44 3.40. Electric Vehicle Fueling Systems (EVFS) Code requires that energy be sold by the kilowatt hour (kWh). EVFS [aka EVSE] may apply fees for time-based and other services in addition to those assessed for energy sold.

   This is also supported by NIST Handbook 44 section 5.55. Timing Device Code which, when referencing EVSE, speaks to time-based services in addition to those charged for electric energy.

   An EVSE with integrated timing device functionality is different than a timing device which assesses a charge only based on a measured time.
   Although a device may have more configuration options which may be applicable in either non-commercial applications or in applications outside of California; an EVSE used for commercial purposes must be installed and configured in a manner consistent with the applicable laws/regulations/requirements in that jurisdiction.

2. Do you have testing equipment that already meets the regulations?

   Yes, CDFA-DMS has testing equipment traceable to international standards. The testing equipment used by an RSA must also be traceable and capable of performing the testing parameters identified in the “Notes” section of the applicable code for those devices to be placed into service.
   The EVSE must be placed into service by an RSA or a Sealer if it is being used for commercial purposes.

   Further information can be found here:
   https://www.cdfa.ca.gov/dms/pdfs/EVSE_RSA_FAQ.pdf

3. Also, when a charge is complete, and vehicle remains plugged in, people charge by time for staying over in the space after purchase of electricity is complete. So, are they selling by time without selling electricity?

   The 3.40. EVFS Code addresses EVSE with integral time-measuring devices which charges for time-based services in addition to those assessed for energy delivered. In the case described the EVSE is selling time **in addition to** the sale of energy.

4. Can a customer pay just for parking with no time limit and charge if the stall has a charging device?

   Yes, a customer can pay for just parking and/or access to an EVSE. In the situation described it appears that there is not a charge based upon a unit of measure.

5. What handbook 44 tolerances should be applied to an EVSE that is listed as class 2.0 device on the device’s type approval.

   Please reference the April 28th EVSE Info Hour Responses for the answer to this question.

6. Is there any progress toward allowing RSA CTEP device inspection / certification at the EVSE vendor's factory or warehouse, rather than at the installed location?

   There are resources on the DMS RSA website [EVSE In-Factory RSA Guidance]. It should be noted that an RSA will still need to place the device into service to verify that the device matches the applicable type evaluation, and that the device meets applicable requirements including User Requirements which cannot be verified in a factory.

7. I have noticed that some cities do not have the tool that you require to test the EV-Charging device. Will there be a time when CDFA will rent out tools like this the TESCO to test the devices as an RSA Agent?

   No, CDFA-DMS does not rent field testing equipment to Registered Service Agencies (RSAs). It is the responsibility of a Registered Service Agency to obtain or have access to testing equipment.

   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 measurement of electrical energy must be traceable to the National Institute of Standards and Technology (NIST) or an ISO/IEC 17025 accredited laboratory. The service agent must ensure that the field standard is appropriate for use with the EVFS/EVSE under test.

8. Utilities such as SCE have a list of approved EVSE devices - are those devices typically listed by a utility provider already in compliance with CTEP certification? If they are listed as CTEP certified, is there any further action needed by the owner once installed?

   Please reference the April 28th EVSE Info Hour Responses for the answer to this question.

9. Could you give a list of all applicable tools that an RSA agent can use to place in service level 2 EV-Chargers?

   Our office is not able to provide a list of all the tools an RSA might use to place a device into service.

   The testing equipment used by an RSA must be traceable and capable of performing the testing parameters identified in the "Notes" section of the applicable code for those devices to be placed into service.
   Further information can be found here:
   https://www.cdfa.ca.gov/dms/pdfs/EVSE_RSA_FAQ.pdf

10. Is there a plan to streamline the CTEP process required for charging networks using OCPP to integrate their mobile app with 3rd party chargers? Currently we are required to certify each new charger we pair our mobile app with.

    At this time due to the configuration capabilities associated with the Open Charge Point Protocol (OCPP), each model family is required to be type evaluated with each mobile app/web-based URL. However, the hardware does not need to be re-evaluated independent of the mobile app/web-based URL. Currently charge point operators (CPOs) are able to seek their own certificate which streamlines the timeframe of certification.

11. If the EV charging device does not have a CTEP or NTEP CoA, is there a process the manufacturer can follow to get CTEP certification?

    A manufacturer of EVSE can apply for a CTEP COA or an NTEP CC through CTEP or NTEP. Further information can be found here: https://www.cdfa.ca.gov/dms/programs/ctep/ctep.html

12. The Tesla Wall Mount NTEP CC 23-102 has an mmq of 0.1 kWh. But Tesla does not charge for the first kWh. Is there a method to correctly inspect without having to run a full kWh before seeing a price result? For example, there is no commercial sale by Tesla for the first kWh, so each inspection takes 10 times as long before we can see if the price is correctly billed on a receipt.

    Please reference the April 28th EVSE Info Hour Responses for the answer to this question.

13. Handbook 44, Section 3.40 A.2(a), exempts public utilities and municipalities from the "code" (I am assuming all of the HB44 code). Since 4CCR §4001 currently does not have 3.40 A.2 as an exception, does that mean that we cannot enforce HB44 codes when enforcing BPC 12209.7 for public agencies?

    Please reference the April 28th EVSE Info Hour Responses for the answer to this question.

14. For public level 2 EV-Chargers installed January 2026, when will the place in Service by an RSA agent take place? Does it depend on the city?

    4 CCR § 4002.11 identifies when requirements became effective for AC and DC EVSE. Additionally, BPC § 12209.7 may be relevant to the question.

15. If we are charging by time, does an EVSE have to sell by kilowatt hour?

    The Electric Vehicle Fueling Systems (EVFS) code requires energy be sold by the kWh.

    [See 3.40. EVFS Code S.1.3.1. which states "EVSE units used to charge electric vehicles shall be indicated and recorded in kilowatt-hours (kWh) and decimal subdivisions thereof."]

16. If EVSE charges by time, is it required to post it beforehand?

    NIST Handbook 44 3.40. Electric Vehicle Fueling Systems (EVFS) Code requires that energy be sold by the kilowatt hour (kWh). EVFS [aka EVSE] may apply fees for time-based and other services in addition to those assessed for energy sold. This is also supported by NIST Handbook 44 section 5.55. Timing Device Code which, when referencing EVSE, speaks to time-based services in addition to those charged for electric energy.

    The 5.55. Timing Device Code section UR.1. Statement of Rates requires that the price, in terms of money per unit or units of time, be clearly, prominently, and conspicuously displayed.