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

EVSE Info Hour Questions and Answers
April 28, 2026

1. 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.

   No. Given the scenario identified, the devices cannot be tested for accuracy at deliveries of less than 1 kWh in these instances. While this is an inconvenience and a burden, currently, it is the only way to verify that the device is operating within applicable tolerances and applying correct calculations.

   The devices, as described, may not be compliant with 3.40. EVFS Code S.2.5. EVSE Money-Value Computations.

   NIST HB 44 is established by the National Council on Weights and Measures (NCWM) as agreed upon by industry and regulatory officials. NIST HB 44 identifies parameters for the minimum measured quantity applicable to testing of EVSE. During the type evaluation process, a manufacturer of EVSE identifies the MMQ applicable to their device and therefore agrees that their devices will be subject to testing as identified in the Notes section of the 3.40. Code.

2. 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?

   [NIST HB 44 3.40. EVFS Code Section A.2.: "The use of any measure or measuring device owned, maintained, and used by a public utility or municipality only in connection with measuring electricity subject to the authority having jurisdiction such as the Public Utilities Commission."]

   No, NIST HB 44 3.40. EVFS Code Section A.2. does not mean that BPC § 12209.7 cannot be enforced.

BPC § 12209.7 establishes authority for Weights and Measures officials to register, inspect, and test these devices with limited and explicit exceptions provided to utilities who perform certain actions as detailed in subparagraph “g”.

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

   The tolerances that should be applied to DC EVSE are identified in the device’s type evaluation certificate in the “Standard Features and Options” section. In some cases, the tolerances are identified with an explanation of the acceptance tolerance that was applied during type evaluation.

4. 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?

   Our office cannot speak for all utility providers; some identify whether the device holds a type evaluation certificate on their list(s).

   Regarding further necessary actions for such devices which have been installed for commercial purposes, and which fall under Weights and Measures jurisdictional oversight, the device(s) are required to be installed and to operate within applicable requirements including:

   - The device may only be placed into service by a sealer or a Registered Service Agency (RSA). [BPC § 12532(d)]
   - A completed placed in service report must be sent to the county office of weights and measures by the RSA within 24 hours of placing the device into service. [4 CCR § 4085(a)(2)]
   - The device must be registered with, and applicable fees must be paid to, the county in which the device is located. [BPC §§ 12240 & 12501.1]
   - The device must match the applicable type evaluation certificate and must meet all specifications, tolerances, and user requirements. [BPC §§ 12500.5 & 12510(a)(1)]

5. Can DMS staff review and discuss DMS Notice D-26-03?

- Is the intent of this notice to communicate that it is best practice for counties to use the “blue tag” authority for EVSE?

  Based on a collaborative discussion between EVSE industry representatives, CDFA-DMS, and several members of CACASA, DMS Notice D-26-03 was issued.

The intent was to clarify that it would be reasonable for an incorrect EVSE that meets the permissive use allowance of BPC Section 12501.3. and complies with HB 44 Section 3.40 UR.2.5., to be allowed to operate pending repairs without applying a Notice to Repair or other similar tag on the device (e.g. a "blue tag"); provided a sealer is able to successfully contact the responsible party via the displayed phone number of the responsible party to provide notice of the correction(s) needing to be addressed.

- What other guidance, if any, is DMS providing to counties to streamline administration, establish statewide consistency, and keep chargers in service?

  CDFA-DMS has developed an Examination Procedure Outline (EPO No. 52) specific to EVSE.

  California Weights and Measures Laws and Regulations can be found on our website: https://www.cdfa.ca.gov/dms/publications.html

  CDFA-DMS has procured additional equipment to facilitate counties in their ability to inspect and test EVSE.

  Since 2020, CDFA-DMS has conducted over 150 training courses to County Officials regarding EVSE.

- Megawatt level chargers are on the market today and will grow in availability soon to support heavy duty truck electrification. However, there is no field equipment capable of testing at megawatt-level. How will these chargers be evaluated in the field? What guidance will DMS be providing to counties on field verification?

  To our understanding there are no Megawatt-level (1000 kilowatt) chargers that have been type evaluated and we are discussing how these devices will be addressed both in type evaluation and in the field.

  Through type evaluation, stakeholder input is being utilized to determine an appropriate mechanism for field testing.

  HB 44 General code G-UR.4.4 requires an owner/operator to aid with testing in certain situations including when the design of the equipment requires special equipment for the purpose of testing.

6. We are looking at having our meter calibration staff train to be able to certify and seal meter calibrations for other states after becoming certified in Michigan. We have a couple questions regarding that topic:

   - If we certify for California, what other states do you have reciprocity with that recognize that certification?

   - What is the process for getting certified with California regarding our calibration staff and equipment?

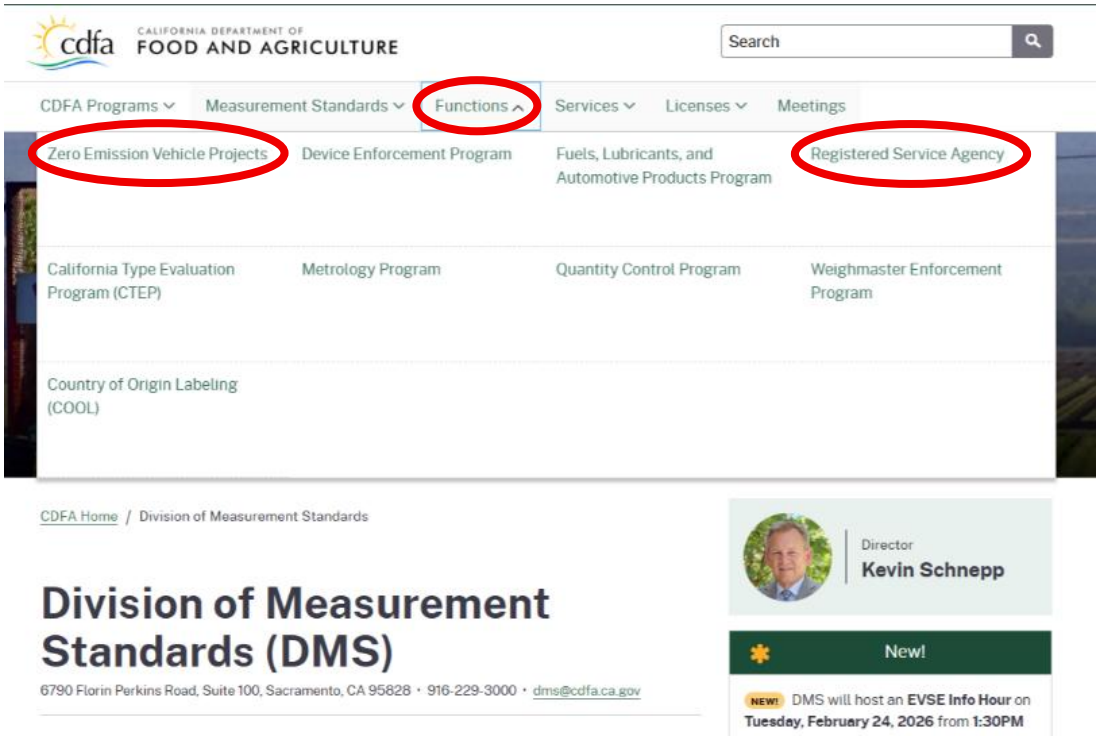
   The question may be regarding a different device type, the response below is regarding information for EVSE requirements, if this person has questions about a different device type please email DMS@cdfa.ca.gov. This info hour session is specific to EVSE.

   So far as we are aware, California does not have a reciprocity agreement for Registered Service Agency (RSA) requirements with other states. We cannot speak on behalf of any other state regarding their requirements.

   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/

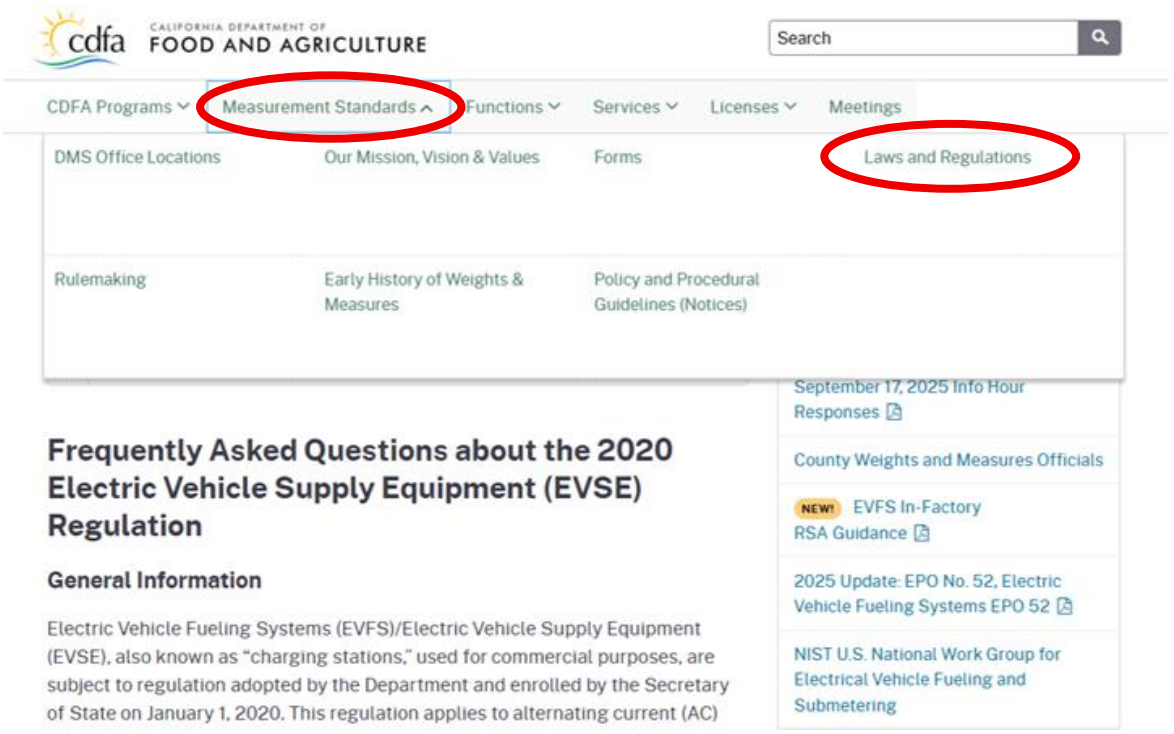
   Both the Registered Service Agency and Zero-Emission Vehicle Projects pages can be accessed by clicking the “Functions” tab on the top menu.



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.cdfa.ca.gov/dms/programs/rsa/rsa.html

The Zero-Emission Vehicle Projects page also contains additional resources for EVSE RSAs.
https://www.cdfa.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.cdfa.ca.gov/dms/publications.html



7. With the proposed California Senate Bill 1327 (2025–2026) directing the Energy Commission to establish regulations around inaccurate EVSE, including testing and enforcement mechanisms, how does CDFA see the role of Registered Service Agencies evolving—specifically, will RSAs remain the primary mechanism for field verification and placement into service, or is there an expectation that the enforcement framework could shift toward alternative testing pathways?

   At this time SB 1327 is in the legislative process and our office does not have any comments to provide. Our office and California County Sealers are aware of the bill.

8. I would like "commercial purpose" to be defined.

   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.

Business and Professions Code Section 12500(e) states, in part:
“Commercial purposes” include the determination of the weight, measure, or count of any commodity or thing that is sold on the basis of weight, measure, or count; or the determination of the weight, measure, or count of any commodity or thing upon which determination a charge for service is based. Devices used in a determination upon which a charge for service is based include, but are not limited to, taximeters, odometers, timing devices, parcel scales, shipping scales, and scales used in the payment of agricultural workers…”

9. One follow up question here. Is there also any additional guidance based on the notice issued (D-26-03) on the distinction between how to best utilize blue tags and direct communication in lieu of solely relying on red tags for non-accuracy violations? or is the focus only on the phone number outreach rather than a blue tag?

   That notice was issued to identify that if the device fell within the authority of BPC 12501.3 and the device complies with the requirement that if it's unattended, they have a responsibility statement identified on the device; that the device could be used without the fixing of a blue tag.

10. Are there any exemptions for Registered Service Agency (RSA) requirements and permits for each county?

    As a general response, we would say no, but that would depend highly on the situation and the specifics of the situation. We don't believe there's enough information in this question for us to answer it.

11. We’re struggling to identify a lab with scope explicitly covering DC energy measurement at DC EVSE levels (~≤1000V / 350A). Most labs we contacted either lack this DC scope or consider EVSE out of scope. Can CDFA recommend labs accredited for this measurement range, or clarify acceptable calibration approaches under RSA requirements?

    In general, our office is not able to make any recommendations about a business. This is something that we might be able to discuss with our Metrology Program, but this is not something that we feel I'm going to be able to answer at this time. We may have to get back to you on this question.

    For an RSA, the equipment has to be traceable, and it has to be appropriate for the device under test. In this case EVSE, so the notes section of the 3.40 code would apply.

12. A discrepancy is coming up whereby some DC products have a boost mode, that is, they can deliver for a short period of time higher level current than the nameplate rating. Presumably, it must be accuracy-tested for the current that it can deliver. However, what happens is you can get a discrepancy between the nameplate label and the converter. I'm just trying to figure out how we could work that out. Could there be a change in the certificate that they can provide a maximum current to which accuracy has to be proven along with a continuous current that you would see on the nameplate rating such that when you see the nameplate rating it can match something on the certificate and if you were to test the unit you will never see a current outside of either the nameplate rating or some other number that's also marked on the certificate. I know that's a lot to take in all at once and I'm not expecting you to be able to answer it, but I just wanted to introduce the topic.

    Thank you for the information. Please, if you could send this inquiry to the EVSE Infor Hour e-mail box, we can try and address that for the next meeting.

13. For EV charger installations, it's required they must be "placed in service" by RSA. If there are large number of properties involved, is it sufficient that the chargers are CTEP/NTEP certified? Are there any exemptions on the RSA requirements?

    Thank you for the clarification. Both are requirements. The type evaluation is the first part of the requirement and then the device must be placed in service by either an RSA or a sealer.

    The RSA program exists to facilitate the deployment of the devices so that industry for example does not have to coordinate with the sealer's office for someone to be available to place the device into service. RSAs may be hired to place that device in the service.

    The answer is ‘no’ based on the information provided in the question because there may be a large number of properties involved that are not exempt or does not provide an exemption from the requirement that an RSA or a sealer must place it in the service.

    Type evaluation is identifying that the device type is capable of meeting all of the requirements applicable to that device. In this case, EVSE type evaluation is verifying that it is capable of meeting the 1.10 general code and the 3.40 EVSE code. If it has an integral timing device, the 5.55 timing devices code also applies. All of that is separate from the RSA requirements.

The RSA requirements are there to ensure that when the device is being installed and placed in service it meets all of the applicable requirements.

14. Is DMS providing written authorization for type approval use under 4 CCR 4002.1? If so what does this process look like.

    We believe that this is the code section for temporary use permits, however that does not apply generally to every device that might be going through evaluation. It means that the devices have been found to meet most of, if not all the requirements. We will have to get back to you with further information.

15. Thank you for the clarification. In addition to the RSA and CTEP/NTEP requirements, owners also need to submit applications with the county for permits for the chargers. Do you know if there are any exemptions to that with the county?

    Regarding an exemption at the county level, you must identify whether any county has such an exemption. We are not aware of any such exemptions. This applies to EVSE used for commercial purposes that were installed as identified in CCR § 4002.11 which identifies effective dates for AC and DC EVSE.

    If the question refers to building/installation permitting - that is not a weights and measures function. We believe there was proposed legislation that would require county offices to streamline permitting processes for zero-emission vehicle infrastructure, but we cannot advise on the status of that bill.