



CALIFORNIA DEPARTMENT OF
FOOD & AGRICULTURE

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

**EVSE Info Hour Questions & Answers
June 23, 2026**

1. For a CMS software platform seeking a CTEP Certificate of Approval, what documentation and evaluation process does DMS require, and is there a published checklist or guidance document following our certifications?

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

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.

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.

- a. Does your answer mean there currently isn't a prescribed process for a charging management software platform to get certified for CTEP?

If so, would it make sense for us to use the existing CTEP application form and self-identify which requirements from NIST HB 44 Section 3.40 apply to a software platform?

Please reach out to CTEP specialists so that they can assist you. If the question is regarding how to fill out the application, select "EVSE". Please also visit the CTEP webpage [<https://www.cdfa.ca.gov/dms/programs/ctep/ctep.html>] for further information regarding the application process. You can also call (916) 229-3000 or email dms@cdfa.ca.gov.



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2. I have a couple of questions on our registration.
 - a. Can we change the email address and login? Then my colleague can also get on the account.
 - b. I added another site and RSA testing to my registration. How do I pay and ensure everything is complete for the registration?

Please email RSA@cdfa.ca.gov to update your login information.

Please see the Agency and Agent RSA Portal User Guide [[https://www.cdfa.ca.gov/dms/rsaportal/pdfs/Agency_& Agent RSA Portal User Guide.pdf](https://www.cdfa.ca.gov/dms/rsaportal/pdfs/Agency_&Agent_RSA_Portal_User_Guide.pdf)] which reviews how to update contact information and how to make a payment.

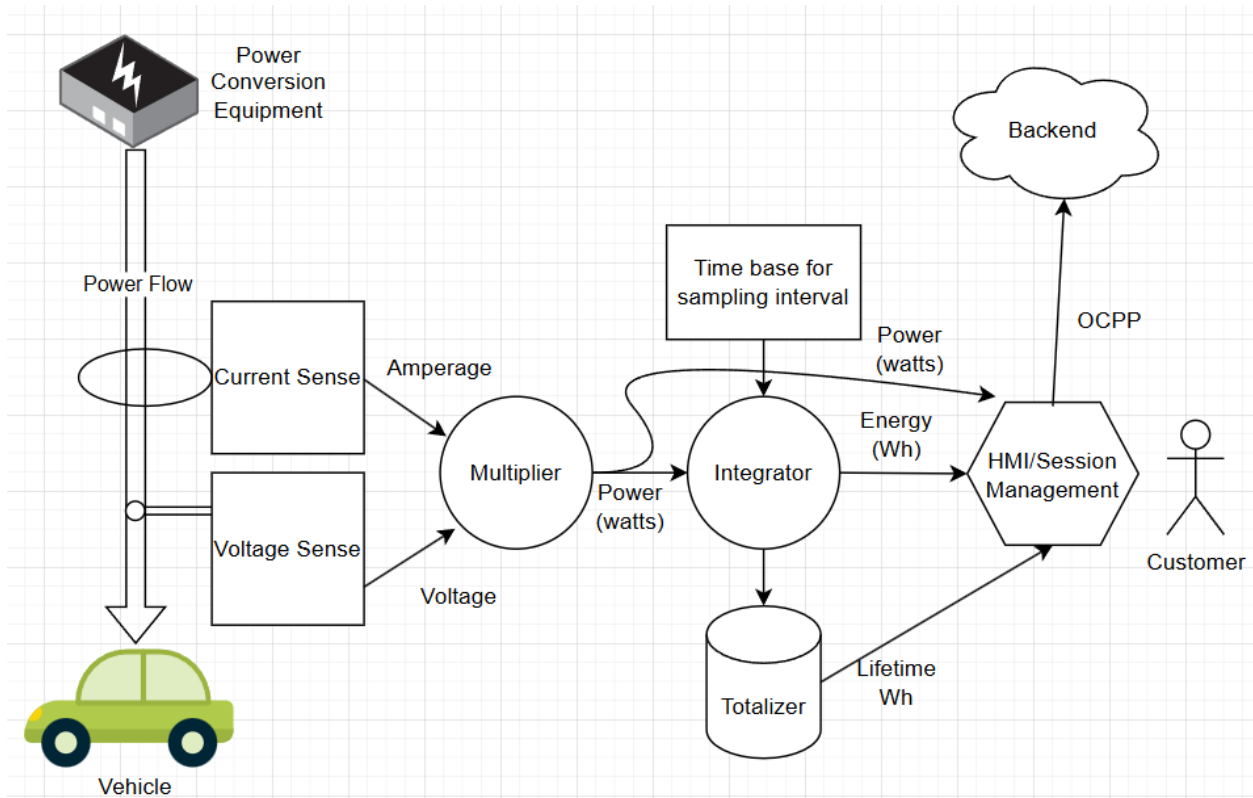
The Agency and Agent RSA Portal User Guide can be found on the DMS RSA webpage here: <https://www.cdfa.ca.gov/dms/programs/rsa/rsa.html> and on the RSA Portal webpage here: <https://www.cdfa.ca.gov/dms/rsaportal/>

Should you need further assistance, please call (961) 229-3000 or email RSA@cdfa.ca.gov.

3. For new product development we are investigating methodologies that would meet the category 1 definition of sealing. Our previous products have met category 1 according to the evaluator at the time. However, recently we have been told that because the charger firmware is remotely upgradeable, that devices going forward would generally be classified as category 3.

If we, and likely the broader industry, wishes to meet CDFA staff in the middle here with a more robust “technical rubric” which would clearly define what requirements would allow for both firmware updates of non-metrology-related components while assuring that metrology components meet the category of “no remote configuration capability”.

To help start this conversation, consider the following diagram:



For each of the circle items (multiplier, integrator), a detailed explanation and perhaps initial evaluation audit process is likely required to make sure that adjustment factors cannot be modified. There are both electrically analog and digital means of performing these tasks in a way that cannot be changed (accuracy or calculation intentionally altered) after device manufacture that are available in the industry and already in broad use. A detailed discussion is probably outside the scope of an info hour. However, this would be one area of a technical rubric which would require either some sort of checklist or other process to document and ensure that these two items cannot be tampered with over the lifetime of the device in order to meet category one requirement.

For each of the square items (current sense, voltage sense, time base for sampling) exists common industry pathways to either a factory programmed value (i.e. initial one-time calibration) or just physically set by design (i.e. a crystal used for timing purposes). These could be reasonably be evaluated during the evaluation process of a given EV refueling system and could be lightly covered in the document but are less likely to be causing evaluation challenges. Here also, discussion is probably outside the scope of an info hour.



The main area that appears to be causing trouble is the hexagon square, the HMI and session management area which can often span multiple physical and software components depending on charger design. Since this is where session data and cost are ultimately displayed, but also where other charger items get updates such improved charger features and bugfixes typically arise, this introduces challenges in being able to essentially prove that the integrator and totalizer pathways are unaltered and “sealed” for the life of the device.

From a high level, there could be defined pathways for ensuring that the integrator and totalizer values are displayed without modification to the customer and communicated to the backend. EVgo is interested in discussing how we as an industry could collaboratively work on such pathways, definitions, and rubrics so that everyone has a clear, defined set of requirements that are not subject to per-device evaluator interpretation.

This is very detailed and specific question. The sealing provisions are assessed on a case-by-case basis during the evaluation process. Please reach out to a CTEP evaluator.

4. Please add the following questions to the open discussion questions for next week's discussion for EVSE Info Hour on June 23, 2026, from 1:30PM to 2:30PM (PDT).
 - a. Is the “placed in service” process for EVSE meters governed statewide by CDFA/DMS, or does each county set its own process?

The process of placing commercial devices into service is identified by the **State laws and regulations** [<https://www.cdfa.ca.gov/dms/publications.html>] applicable to commercial devices and enforced by Weights & Measures Officials (Sealers).

Please see EVSE RSA FAQ

[https://www.cdfa.ca.gov/dms/pdfs/EVSE_RSA_FAQ.pdf] which answers many questions applicable to commercially used EVSE and identifies many of the applicable code sections.

- b. If a county does not provide a clear form, what standard CDFA/DMS form or process should an RSA use to place EVSE equipment back into service?

A specific form to be used when placing a device into service is not prescribed by law or regulation.



The **contents** required on the notification are identified in California Code of Regulations, Title 4 (4 CCR) Section 4085(a)(2).

CDFA-DMS has a Placed in Service Report template

(<https://www.cdfa.ca.gov/dms/programs/rsa/PlacedinService.pdf>) available on the DMS RSA webpage (<https://www.cdfa.ca.gov/dms/programs/rsa/rsa.html>), however it is not required by law or regulation that this template be used.

- c. After replacing a meter or performing work that affects the metrology path, is submitting a placed-in-service report sufficient, or is accuracy testing also required before returning the charger to commercial service?

The device cannot be placed into service unless it is found to be correct as defined by BPC Section 12500(c). The device cannot be found to be correct unless it is tested for accuracy.

REF: Business and Professions Code (BPC) Sections 12500(c) & (d), 12500.5, 12531(d), 12534, & 4 CCR Section 4085.

Please also see EVSE RSA FAQ

(https://www.cdfa.ca.gov/dms/pdfs/EVSE_RSA_FAQ.pdf) which answers many questions applicable to commercially used EVSE and identifies many of the applicable code sections.

- d. If testing is required, what exactly must be tested, what test equipment/process is acceptable, and what documentation must be submitted?

In addition to verification that the device meets all other applicable requirements and that the device as installed matches the corresponding type evaluation certificate - the tests identified in the "Notes" section of the 3.40. EVFS Code and, if applicable, the 5.55 Timing Devices Code, must be performed.

The device must perform within the applicable tolerances identified in the "Tolerances" section of the 3.40 EVFS Code and, if applicable, the 5.55 Timing Devices Code.

In accordance with CCR Section 4085, each service agency shall notify the county sealer of the repairing or placing in service of any device being used for commercial purposes. The notice shall be in writing and transmitted to the county sealer within the 24-hour period following the repair.

Please also see EVSE RSA FAQ

(https://www.cdfa.ca.gov/dms/pdfs/EVSE_RSA_FAQ.pdf) which answers many questions applicable to commercially used EVSE and identifies many of the applicable code sections.



- e. Are counties expected to inspect/test EVSE meters on a standard statewide cadence, or is that determined county by county?

The inspection frequencies for commercial devices are identified in [4 CCR Section 4070](#). For EVSE the established frequency is once every 2 years. The devices may be inspected more frequently at the discretion of a Sealer (e.g., in response to a complaint, a re-inspection, etc.).

- f. If a meter is found out of tolerance, is there a defined cure period, or must the charger be removed from service immediately?

A device may be found out of tolerance in two directions [under-registration (the device is registering less product than actually delivered) and over-registration (the device is registering more product than actually delivered)].

[BPC Section 12506](#) applies to both under- and over-registration and requires that the device be removed from commercial service.

[BPC Section 12501.3](#) applies only to under-registration and provides the sealer the [discretion](#) to permit the use of the device for 30 days pending repairs.

- g. Is there any valid distinction between replacing a few meters at a site versus replacing all meters at a site, or does each meter replacement trigger the same compliance process? (A California county has expressed there is a difference, which seems inconsistent with CDFA guidelines)

I am not certain that there is enough information posed in this question to provide an answer. If you are on the call, could you please email cdfa.dms_evse_info@cdfa.ca.gov an example including the “compliance process(s)” in question so that this can be addressed in the next EVSE Information Hour?

- h. Please list all approved testing methods/ devices/products.

As stated in the [March 2026 EVSE Info Hour](#), our office does not provide a list or make recommendations of any of the testing equipment (devices/products) 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

- i. How is CDFA working to align processes and expectations across each county in California, as there seems to be various interpretations of the rules/requirements/processes across different California Counties?

CDFA-DMS operates in partnership with county Weights and Measures offices to provide for consistent enforcement of California Laws and Regulations as written and has issued DMS Notices to provide clarification and guidance to promote uniformity. DMS has developed resources including an [Examination Procedure Outline \(EPO\)](#) specific to EVSE and provides in-field and classroom training regarding EVSE.

- j. If a County finds a process not compliant, but RSA believes process complies with statewide requirements, is there a direct escalation path to CDFA to align RSA and AHJ [authority having jurisdiction] understanding of process/compliance? Who is this individual/role/departments, and please provide contact info.

Please follow the County's complaint process through the Sealer's office. County Weights and Measures offices' contact information can be found here - <https://www.cdfa.ca.gov/exec/county/countymap/>.

5. Is there a process map or otherwise written guidance to help understand the order of operations for meter recertification? (Cables for a charger, other components are being replaced)

Please see the EVSE RSA FAQ

[\[https://www.cdfa.ca.gov/dms/pdfs/EVSE_RSA_FAQ.pdf\]](https://www.cdfa.ca.gov/dms/pdfs/EVSE_RSA_FAQ.pdf) which answers many questions applicable to commercially used EVSE and identifies many of the applicable code sections including [California Code of Regulations, Title 4 \(4 CCR\) § 4085](#).

6. If there is any metrological work (replacing meter), and they are submitting a placed in service report, is a physical test required by the RSA before placing the device in service?

What type of EVSE tester and what testing parameters are considered to be valid by DMS?



Yes, the device must be tested. In order for Registered Service Agency (RSA) to place a device into service [\[Business and Professions Code \(BPC\) Section \(§\) 12531 & California Code of Regulations, Title 4 \(4 CCR\) § 4085\]](#), the device must meet all applicable requirements including that the device must match a type evaluation certificate ([BPC § 12500.5](#)) and must be “correct” as defined by [BPC § 12500\(c\)](#).

The device cannot be found to be “correct” unless it is tested to verify that it performs within accuracy tolerances.

The standards used by an RSA must meet traceability requirements. The testing parameters are identified in the “Notes” section of the applicable device code, in this case the 3.40. Electric Vehicle Fueling Systems (EVFS) code and possibly the 5.55. Timing Devices code.

Please also see EVSE RSA FAQ

[\[https://www.cdfa.ca.gov/dms/pdfs/EVSE_RSA_FAQ.pdf\]](https://www.cdfa.ca.gov/dms/pdfs/EVSE_RSA_FAQ.pdf) which answers many questions applicable to commercially used EVSE and identifies many of the applicable code sections.

7. I also wanted to follow up on the pervious question at the last meeting. Is DMS providing written authorization for type approval use under 4 CCR 4002.1?

Temporary use permits are issued in specific situations, typically when a device which is undergoing type evaluation has been found to meet most, if not all applicable requirements. DMS has not issued a temporary use permit for EVSE in some time.

8. Are multiple tier-pricings or time-based fees allowed if they are not listed on the Type Approval Certificate?

No, these functionalities must be listed on the applicable type evaluation certificate for the device to be configured to operate in either of these manners.