



CALIFORNIA DEPARTMENT OF
FOOD & AGRICULTURE

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

**EVSE Info Hour Questions & Answers
July 21, 2026**

1. It will be helpful if you have time to address these two questions about registration fee limits:

Does the statutory \$26 per device maximum include the DMS administrative fee, or is the DMS administrative fee in addition to the \$26 per device maximum?

Does the \$1,200 per-location maximum apply to all three of these fees combined: the \$120 per-location fee, the county device registration fee, and the DMS administrative fee? Or can any of those fees be applied on top of the \$1,200 per-location maximum?

The county registration fees identified in Business and Professions Code (BPC) Section (§) 12240 consist of:

1. A Business Location Fee
2. A Department Administrative Fee, and
3. A Device Fee

The administrative fee is collected in addition to the applicable device fee and location fee.

BPC § 12240(t) regarding commercial devices not listed in subsections (g) – (r) has an identified maximum of \$1,200 for the total portion of the annual registration fee consisting of the **business location fee** and the **device fee**. The **administrative fees** are separate.

[REF: BPC §§ 12240(f) & (t), 12241 & California Code of Regulations, Title 4 (4 CCR) § 4075]



2. I'm looking to become an EVSE technician and offer businesses my EV charger testing service covering all of NorCal.
My question is are there loan programs that can help me buy EVSE testing equipment such as the Tesco T4000?

The Divisions of Measurement Standards does not oversee or administer any loan programs for purchasing equipment. We recommend that you contact the California Energy Commission or the California Air Resources Board about opportunities for financial assistance.

3. What is being done about companies that are creating chargers that are self-verified? i.e. if a device manufacturer or owner is also an RSA, is this a conflict of interests and what is being done about it?

This is not a conflict of interests; there is precedence for a manufacturer or device owner also being an RSA in not just the EVSE industry but in other commercial device types as well.

4. What is the difference between an RSA and an official (referring to the county)?

A service agency is a person or a business that for hire, award, commission, or any other payment of any kind, repairs a commercial device [BPC § 12531]. An official, in the context of the question, is a state or county representative also referred to as a sealer [BPC § 12008]. A Registered Service Agency (RSA) has the authority to repair and place devices into commercial service pending official inspection by a sealer.

5. How often does the county check to seal the devices?

The frequency of inspection for EVSE is two years and can be found in 4 CCR § 4070. More frequent inspections may occur based on complaints or at the discretion of the County Sealer.

6. Is every charger placed in service and sealed by the county?

There are intricacies to this question including effective dates in regulation, how the device is being used, who owns the device, and whether the device falls under W&M jurisdictional oversight.



7. If a device is placed into service on a given day, when does the county seal the device?

The RSA notifies the county as required in [4 CCR § 4085](#), and the county inspects the device based on availability, frequency of inspection, consumer complaints, etc. A county Weights and Measures official spoke about this process at length during the meeting.

8. Are there any provisions regarding EVSE standards that are rented or borrowed?

If an RSA intends to use test equipment which they are renting or borrowing, they must provide documentation including a certificate of accuracy for the equipment and a document attesting that they have authorization to use the equipment.

9. If a location charges a one-time flat fee for EVSE usage but someone can use the EVSE charge station as much as they want. Does the EVSE station need to be registered?

Based on the information in the question, the situation does not seem to fall under the definition of “commercial purposes”.

10. I have a question regarding EVSE charge stations that are installed by utility companies. For instance, Southern California Edison installs and maintains the EVSE charge station. If Edison receives a portion of the payment and the rest of the payment goes to the facility where the EVSE charge station is located. Is it required to be registered?

Depending on specifics associated with the situation, including but not limited to the date that the device was installed; yes, if the device is being used for commercial purposes as defined by [BPC § 12500\(e\)](#) the device must meet all applicable requirements.

11. Wanted to know more about Type Evaluation (Category 1 versus Category 3) referring to question #3 of the June 23, 2026 EVSE Information Hour.

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.



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12. I had a quick question in regard to ADA compliance. If installing new charge stations to a publicly accessible parking lot, what are the ADA compliance requirements? Primarily, the charging station must be accessible by a person with disabilities, but will there need to be a dedicated charging station in the Handicap Parking stall?

Our office cannot provide guidance on ADA requirements as these laws and regulations are outside of Weights and Measures jurisdictional oversight.