

5-14-2024

National Conference on Weights and Measures  
Specifications and Tolerances Committee  
Mr. Jason Flint, Chair  
9011 South 83<sup>rd</sup> St.  
Lincoln, NE 68516

Re: EVF-24.2, EVF-23.4 and EVF-23.6

Chairman Flint:

I write on behalf of the Northeastern Weights and Measures Association (NEWMA) with concern to EVF-24.2, EVF-23.4 and EVF-23.6, all of which have been assigned a Voting status for the Annual Meeting in July 2024. The concern, as the items are written, is the conflict between EVF-24.2 and EVF-23.4/EVF-23.6 which may cause unintended consequences in the manner in which the items are voted on, but more importantly in consumer confidence and regulatory oversight. During our Annual meeting in May 2024, the NEWMA Specifications and Tolerances Committee (S&T) heard comments of concern during open hearings and looked at the items collectively. After hearing those comments, NEWMA offers the following explanation of the conflicts, and a path to ensure all three proposals can be voted on without consequences to the others, all while ensuring confidence and oversight.

The submitters of EVF-23.4 have proposed to modify existing language in N.3. to separate testing procedures of AC and DC EVSE. Likewise, the submitters of EVF-23.6 have proposed to modify existing language in T.2. to separate tolerances for AC and DC EVSE.

**EVF-23.4**

N.3.2 Accuracy Testing

- Modifies HB44 language
- Separates requirements for AC and DC devices
- Would exempt all DC until 2028

**EVF-23.6**

T.2.1. Load Test Tolerances

- Modifies HB44 language
- Separates requirements for AC and DC devices
- Would exempt all DC until 2028

The submitter of EVF-24.2 uses existing language in N.3., T.2., and S.2.7., but adds a non-retroactive exemption to DC EVSE for those devices installed prior to January 1, 2025.

**EVF-24.2**

S.2.7. Indication of Delivery  
N.3.2. Accuracy Testing  
T.2.1. Load Test Tolerances

- Keeps current language in HB44
- Adds nonretroactive status to all DC EVSE as of January 1, 2025
- 100,000 devices (est) will be exempt from indication of delivery, accuracy testing and tolerances

The unintended consequence if EVF-24.2 was adopted would be thousands of devices that are already installed would never have to indicate a delivery, or have a test procedure or tolerances applied to it for as long as that device is in operation. It would also negate the diligent work that the submitters of EVF-23.4 and EVF-23.6 have done, at the direction of the NCWM S&T Committee, to ensure that all DC EVSE are compliant by 2028.

In order to remove the conflict, NEWMA recommends removing accuracy testing and load test tolerances from EVF-24.2, leaving only indication of delivery. This would allow each of the items to concentrate on one section.

<p><b><u>EVF-24.2</u></b> S.2.7. Indication of Delivery</p> <p><b><u>EVF-23.4</u></b> N.3. Accuracy Testing</p> <p><b><u>EVF-23.6</u></b> T.2. Load Testing Tolerances</p>
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Further, now that testing equipment is available for DC devices, testing and inspection of DC EVSE can and should be occurring. However, thousands of these devices have already been installed and the industry will need time to bring the devices into compliance. NEWMA suggests striking a balance so EVSE devices placed in service on or after January 1, 2025 must be fully compliant, but those devices placed in service prior to January 1, 2025 have until January 1, 2028 to be fully compliant. To obtain this, NEWMA recommends the following modification to language already in each of the mentioned sections in the handbook:

All DCE EVSE **placed into service prior to January 1, 2025** are exempt from this requirement until January 1, 2028.

NEWMA understands that the note referenced above is not used in any of the handbooks to describe an exemption. However, it is difficult to craft temporary exemptions using the current retroactive/nonretroactive methods. The EVSE technology is outpacing our ability to set standards quickly and the exemption will disappear after 2028. NEWMA believes that using plain, unambiguous language in this manner is clear to the reader and appropriate in this instance.

In addition, in EVF-23.6 there are several references to January 1, 2024, which should be changed to January 1, 2025 as a housekeeping measure if it is adopted for inclusion in the 2025 handbook.

In consideration of the above, NEWMA recommends that each proposal be modified to contain the following language:

#### **EVF-24.2**

**S.2.7. Indication of Delivery.** The EVSE shall automatically show on its face the initial zero condition and the quantity delivered (up to the capacity of the indicating elements).

All DC EVSE **placed into service prior to January 1, 2025** are exempt from this requirement until January 1, 2028.

(Amended 2022 **and 202X**)

\*Remove remaining section

#### **EVF-23.4**

\*Keep all language above N.3.3.

**N.3.3. Performance Verification in the Field of a DC EVSE - Accuracy tests shall be performed at any voltage and the following current levels:**

**(a) A point between 10 % and 20 % of the MDA, but not less than 30 A; and**

**(b) A point between 25 % and 100 % of the MDA, with the recommendation to test at the maximum power level within that range that is possible using the test equipment available.**

**Note: The test points (a) and (b) above must not be at the same current level. It is recommended that the current levels should be separated to the extent that the test equipment will allow.**

**For DC systems it is anticipated that an electric vehicle may be used as the test load. Under that circumstance, testing at the load presented by the vehicle shall be sufficient for field verification provided that it is greater than 40 % of the MDA and no less than 30 A.**

All DC EVSE **placed in service prior to January 1, 2025** are exempt from this requirement until January 1, 2028.

(Amended 2022 **and 202X**)

#### **EVF-23.6**

\*Keep all language above

**S.5.2.1. Marking of Accuracy Class, DC EVSEs Placed in Service Prior to 2025. - A DC EVSE that was placed into service prior to 2025 and is subject to the tolerances of T.2.2(a) is a Class 5 EVSE, and shall be marked with Class 5. The marking shall be conspicuously and legibly displayed in a position plainly visible to a person accessing a charging port of the EVSE. The indicating element may be used for the marking, provided the marking is visible to the customer prior to the beginning of the transaction.**

**(Added 202X)**

**T.2. ~~Load~~Accuracy Test Tolerances.**

**T.2.1. EVSE ~~Load~~Accuracy Test Tolerances for AC Systems.** – The tolerances for EVSE load tests **for AC Systems** are:

- (a) Acceptance Tolerance: 1.0 %; and
- (b) Maintenance Tolerance: 2.0 %.

(Amended 2022 **and 202X**)

**T.2.2. EVSE Accuracy Test Tolerances for DC Systems. - The tolerances for EVSE load tests on DC systems shall be as follows:**

**(a) For a DC system that was placed in service prior to January 1, 2025, and that is marked Class 5, acceptance and maintenance tolerances are: 5.0 %. This paragraph T.2.2(a) shall expire on January 1, 2034; after that date, all DC EVSEs shall be subject to the tolerances of paragraph T.2.2(b).**

**(b) For any DC system not subject to paragraph T.2.2(a), tolerances are:**

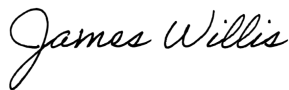
- (1) Acceptance Tolerance: 1.0 %; and**
- (2) Maintenance Tolerance: 2.0 %.**

**(Added 202X)**

All DC EVSE **placed into service prior to January 1, 2025** are exempt from this requirement until January 1, 2028.

NEWMA remains committed to working with the submitters of each item to ensure they are fully developed and we thank you for your consideration of our proposals.

Respectfully,



James Willis, Chairman  
Northeastern Weights and Measures Association