

CE217-19 Part I

PART I — IECC: C202, C405.10 (New), C405.10.1 (New), TABLE C405.10.1 (New), C405.10.2 (New)

PART II — IECC: R202 (IRC N1101.6), R404.2 (IRC N1104.2) (New), R404.2.1 (IRC N1104.2.1) (New), R404.2.2 (IRC N1104.2.2) (New), Table R404.2.2 (IRC N1104.2.2) (New), R404.2.3 (IRC N1104.2.3) (New)

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THIS IS A 2 PART CODE CHANGE. PART I WILL BE HEARD BY THE IECC- COMMERCIAL COMMITTEE. PART II WILL BE HEARD BY THE IECC-RESIDENTIAL COMMITTEE. SEE THE TENTATIVE HEARING ORDER FOR THESE COMMITTEES.

2018 International Energy Conservation Code

Add new definition as follows:

ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE). The conductors, including the ungrounded, grounded, and equipment grounding conductors, and the Electric Vehicle connectors, attachment plugs, and all other fittings, devices, power outlets, or apparatus installed specifically for the purpose of transferring energy between the premises wiring and the Electric Vehicle.

EV CAPABLE SPACE. Electrical panel capacity and space to support a minimum 40-ampere, 208/240-volt branch circuit for each EV parking space, and the installation of raceways, both underground and surface mounted, to support the EVSE.

EV READY SPACE. A designated parking space which is provided with one 40-ampere, 208/240-volt dedicated branch circuit for EVSE servicing *Electric Vehicles*. The circuit shall terminate in a suitable termination point such as a receptacle, junction box, or an EVSE, and be located in close proximity to the proposed location of the EV parking spaces.

Add new text as follows:

C405.10. Electric Vehicle (EV) charging for new construction. New construction shall facilitate future installation and use of *Electric Vehicle Supply Equipment (EVSE)* in accordance with the NFPA 70.

C405.10.1. New commercial buildings. *EV Ready Spaces* and *EV Capable Spaces* shall be provided in accordance with Table C405.10.1. Where the calculation of percent served results in a fractional parking space, it shall be shall rounded up to the next whole number. The service panel or sub panel circuit directory shall identify the spaces reserved to support EV charging as “EV Capable” or “EV Ready”. The raceway location shall be permanently and visibly marked as “EV Capable”.

TABLE C405.10.1.

EV READY SPACE AND EV CAPABLE SPACE REQUIREMENTS

<u>Total Number of Parking Spaces</u>	<u>Minimum number of EV Ready Spaces</u>	<u>Minimum number of EV Capable Spaces</u>
<u>1</u>	<u>1</u>	<u>=</u>

<u>2 – 10</u>	<u>2</u>	<u>=</u>
<u>11 – 15</u>	<u>2</u>	<u>3</u>
<u>16 – 19</u>	<u>2</u>	<u>4</u>
<u>21 - 25</u>	<u>2</u>	<u>5</u>
<u>26+</u>	<u>2</u>	<u>20% of total parking spaces</u>

C405.10.2. Identification. Construction documents shall indicate the raceway termination point and proposed location of future EV spaces and EV chargers. Construction documents shall also provide information on amperage of future *EVSE*, raceway methods, wiring schematics and electrical load calculations to verify that the electrical panel service capacity and electrical system, including any on-site distribution transformers, have sufficient capacity to simultaneously charge all EVs at all required EV spaces at the full rated amperage of the *EVSE*.

Proposal # 4968

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