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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460



OFFICE OF AIR AND
RADIATION

December 16, 2020

Dear ENERGY STAR® Electric Vehicle Supply Equipment (EVSE) Brand Owner or Other Interested Party:

The U.S. Environmental Protection Agency (EPA) is currently in the process of expanding the scope of the ENERGY STAR Electric Vehicle Supply Equipment (EVSE) specification to include DC fast chargers. The Agency is pleased to share a [final draft of proposed requirements](#) for the Version 1.1 specification. Stakeholders may submit written comments to evse@energystar.gov by **January 20, 2021**.

The changes reflected in Version 1.1 will not affect currently certified AC EVSE products, except with respect to the optional connected requirements. EPA has updated the optional connected functionality criteria in this specification that will apply to *both AC and DC EVSE*. These updates propose more prescriptive requirements (e.g., remote management and scheduling capabilities, as well as defined DR signals) intended to make the connected designation more useful. As a result of the changes to these criteria, manufacturers that have AC EV chargers certified as connected capable on the ENERGY STAR website will need to work with their certification body to update their listings to reflect if the charger meets these updated requirements after Version 1.1 is finalized. In addition, EPA has included several clarifications to the definition of Product Family and subsequently the instructions on selecting a representative model when testing a Product Family, for *both AC and DC EVSE*.

With this final draft, EPA has updated definitions and several minor aspects of the proposed performance criteria for DC-output EVSE that are outlined below. Additionally, EPA responds to comments received on the initial draft of the amended specification in the accompanying [comment response document](#).

- **Definitions**

- EPA changed the definition for cabinet/dispenser and minimum dispenser configuration to be termed distributed product configuration and minimum distributed product configuration, respectively, in response to stakeholder comments that the cabinet/dispenser terminology may not represent all possible iterations of DC EVSE configurations.

- In addition, EPA updated the definition of product family to include two additional allowable variations within models in a product family, as long as the variation does not impact the product's performance or ability to meet all requirements. This added flexibility applies to both AC and DC EVSE.
- **No Vehicle and Partial On Mode Requirements for DC-output EVSE**
 - In response to stakeholder comment, EPA updated the high resolution display allowance for these standby requirements to remove from the equation the instruction to divide the allowance by the number of outputs. This division by the number of outputs is utilized in calculating allowances for AC EVSE because the test method for multi-output AC EVSE requires the tester to measure power for each output. The DC EVSE test method instructs multi-output DC EVSE power to be measured when a single output is being used. As a result, this division by number of outputs is not relevant for DC EVSE and has been removed.
 - Also, EPA included an allowance for portable DC EVSE with an integrated battery that cannot be disabled during testing to account for the power required for a battery management system.
- **Connected Functionality Criteria** – EPA updated the requirement to report ISO 15118 capability with more specifics on what would be considered as supporting ISO 15118, in response to feedback that the requirement was vague. In addition, EPA added a requirement to report compliance with UL 9741 in the case of a bidirectional EVSE.
- **Representative Model Selection for Testing** – EPA received a recommendation from a stakeholder that the description of representative model should be updated to clarify that if a product family has models with various output currents, only the highest consuming would need to be tested as the representative model, as long as all models within the family *meet all requirements in the specification*. EPA also clarified that non-networked versions of models can be included in a product family as long as they meet the requirements without the respective network allowances, with the networked version being tested as the representative model. This clarification to the selection of a representative model applies to both AC and DC EVSE.

As a reminder, the V1.1 DC EVSE Test Method was finalized and released in June 2020. **At this time, manufacturers are encouraged to pursue enrolling an in-house laboratory as a witnessed or supervised manufacturer test laboratory through a recognized Certification Body to be prepared to test and certify products to the ENERGY STAR DC EVSE specification upon finalization in February.** Currently UL Verification Services Inc., TUV SUD America, Inc., and Intertek Testing Services NA are recognized Certification Bodies for EVSE with approved W/SMTL programs. It is EPA's understanding that currently there are third-party laboratories capable of testing lower powered DC EVSE, but most are still building the capacity to test high powered stations. All EPA recognized test labs for EVSE can be found [here](#).

Feedback

Given the current circumstances, EPA is extending the normal comment period deadline to allow stakeholders to provide any comments on the Version 1.1 Final Draft Specification **no later than January 20, 2021**. Please send comments via e-mail to evse@energystar.gov. All comments received will be posted to the [Version 1.1 EVSE specification development webpage](#), unless the submitter specifically requests that his or her comments remain confidential. Stakeholder engagement is vital to the ENERGY STAR program and EPA looks forward to further work with stakeholders in the development of the EVSE Version 1.1 specification.

Please contact me at (202) 564-8538 or Kwon.James@epa.gov, or Emmy Feldman at (202) 862-1145 or Emmy.Feldman@icf.com, with questions or to share feedback for this effort.

Thank you for your continued support of ENERGY STAR.

Best Regards,



James Kwon, EPA Product Manager
ENERGY STAR for EVSE

Enclosures:

[ENERGY STAR EVSE Version 1.1 Final Draft Specification](#)

[ENERGY STAR EVSE Version 1.1 Draft 1 Specification Comment Response Document](#)

For more information, visit: www.energystar.gov

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