Elec Subcommittee Combine EV proposal (589)

IECC®: SECTION 202 (New), C405.13 (New), C405.13.1 (New), Table C405.13.1 (New), C405.13.2 (New), C405.13.3 (New), C405.13.4 (New), C405.13.4.1 (New), C405.13.5 (New), C405.13.5.1 (New), C405.13.6 (New), UL Chapter 06 (New)

Proponents:

2021 International Energy Conservation Code

Add new definition as follows:

AUTOMOBILE PARKING SPACE. A space within a building or private or public parking lot, exclusive of driveways, ramps, columns, office and work areas, for the parking of an automobile.

ELECTRIC VEHICLE (EV). An automotive-type vehicle for on-road use, such as passenger automobiles, buses, trucks, vans, neighborhood electric vehicles, and electric motorcycles, primarily powered by an electric motor that draws current from a building electrical service, EVSE, a rechargeable storage battery, a fuel cell, a photovoltaic array, or another source of electic current.

ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE). Equipment for plug-in power transfer including the ungrounded, grounded and equipment grounding conductors, and the *electric vehicle* connectors, attachment plugs, personal protection system 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*.

ELECTRIC VEHICLE SUPPLY EQUIPMENT INSTALLED SPACE (EVSE space). An *automobile parking space* that is provided with a dedicated *EVSE* connection.

ELECTRIC VEHICLE CAPABLE SPACE (EV CAPABLE SPACE). A designated *automobile parking space* that is provided with electrical infrastructure, such as, but not limited to, raceways, cables, electrical capacity, and panelboard or other electrical distribution equipment space, necessary for the future installation of an *EVSE*.

ELECTRIC VEHICLE READY SPACE (EV READY SPACE). An *automobile parking space* that is provided with a branch circuit and either an outlet, junction box or receptacle, that will support an installed *EVSE*.

Add new text as follows:

C405.13 Electric Vehicle Power Transfer Infrastructure. New parking facilities shall be provided with *electric vehicle* power transfer infrastructure in compliance with Sections C405.13.1 through C405.13.6.

C405.13.1 Quantity. The number of required *EV spaces*, *EV capable spaces* and *EV ready spaces* shall be determined in accordance with this Section and Table C405.13.1 based on the total number of *automobile parking spaces* and shall be rounded up to the nearest whole number. For R-2 buildings, the Table requirements shall be based on the total number of dwelling units or the total number of automobile parking spaces, whichever is less.

1. Where more than one parking facility is provided on a building site, the number of required *automobile parking spaces* required to have *EV* power transfer infrastructure shall be calculated separately for each parking facility.
2. Where one shared parking facility serves multiple building occupancies, the required number of spaces shall be determined proportionally based on the floor area of each building occupancy.
3. Installed *EVSE* spaces that exceed the minimum requirements of this section may be used to meet minimum requirements for *EV ready spaces* and *EV capable spaces*.
4. Installed *EV ready spaces* that exceed the minimum requirements of this section may be used to meet minimum requirements for *EV capable spaces*.
5. Where the number of *EV ready spaces* allocated for R-2 occupancies is equal to the number of dwelling units or to the number of *automobile parking spaces* allocated to R-2 occupancies, whichever is less, requirements for *EVSE spaces* for R-2 occupancies shall not apply.
6. ~~EVSE spaces, EV ready spaces and EV capable spaces shall be counted toward meeting minimum parking requirements.~~
7. ~~Where staff parking is designated, EVSE spaces, EV ready spaces and EV capable spaces shall be proportionally distributed between nonstaff or visitor and staff parking areas.~~
6.~~8~~. Requirements for a Group S-2 parking garage shall be determined by the occupancies served by that parking garage. Where new automobile spaces do not serve specific occupancies, the values for Group S-2 parking garage in Table C405.13.1 shall be used.

Exception: Parking facilities, serving occupancies other than R2 with fewer than 10 automobile parking spaces.

Table C405.13.1 REQUIRED EV POWER TRANSFER INFRASTRUCTURE

OCCUPANCY	EVSE SPACES	EV READY SPACES	EV CAPABLE SPACES
GROUP A	10%	0%	10%
GROUP B	15%	0%	30%
GROUP E	2%	0%	5%
GROUP F	2%	0%	5%
GROUP H	1%	0%	0%
GROUP I	2%	0%	5%
GROUP M	10%	0%	10%
GROUP R-1	20%	5%	75%
GROUP R-2	20%	5%	75%
GROUP R-3 AND R-4	2%	0%	5%
GROUP S exclusive of parking garages	1%	0%	0%
GROUP S-2 parking garages	1%	0%	0%

C405.13.2 EV Capable Spaces. Each *EV capable space* used to meet the requirements of Section C405.13.1 shall comply with all of the following:

1. A continuous raceway or cable assembly shall be installed between an enclosure or outlet located within 3 feet (914 mm) of the *EV capable space* and a suitable panelboard or other onsite electrical distribution equipment.
2. Installed raceway or cable assembly shall be sized and rated to supply an minimum circuit capactiy in accordance with C405.13.5
3 The electrical distribution equipment to which the raceway or cable assembly connects shall have sufficient dedicated space and spare electrical capacity for a 2-pole circuit breaker or set of fuses.
4. The electrical enclosure or outlet and the electrical distribution equipment directory shall be marked: "For future *electric vehicle supply equipment* (EVSE)."
5. Reserved capacity shall be no less than 4.1 kVA (20A 208/240V) for each *EV capable space*.

C405.13.3 EV Ready Spaces. Each branch circuit serving EV ready spaces used to meet the requirements of Section C405.13.1 shall comply with all of the following:

1. Terminate at an outlet or enclosure, located within 3 feet (914 mm) of each *EV ready space* it serves.
2. Have a minimum circuit capacity in accordance with C405.13.5.
3. The panelboard or other electrical distribution equipment directory shall designate the brach circuit as "For electric vehicle supply equipment (EVSE)" and the outlet or enclosure shall be marked "For electric vehicle supply equipment (EVSE)."

C405.13.4 EVSE Spaces. An installed *EVSE* with multiple output connections shall be permitted to serve multiple *EVSE spaces*. Each *EVSE* installed to meet the requirements of Section C405.13.1, serving either a single *EVSE space* or multiple *EVSE spaces*, shall comply with all of the following:

1. Have a minimum circuit capacity in accordance with C405.13.5.
2. Have a minimum charging rate in accordance with C405.13.4.1.
3. Be located within 3 feet (914 mm) of each *EVSE space* it serves.
4. Be installed in accordance with Section C405.13.6.

C405.13.4.1 EVSE Minimum Charging Rate. Each installed EVSE shall comply with one of the following:

1. Be capable of charging at a minimum rate of 6.2 kVA (or 30A at 208/240V).
2. When serving multiple *EVSE spaces* and controlled by an energy management system providing load management, be capable of simultaneously charing each *EVSE space* at a minimum rate of no less than 3.3 kVA.
3. When serving *EVSE spaces* allowed to have a minimum circuit capacity of 2.7 kVA in accordance with C405.13.5.1 and controlled by an energy management system providing load management, be capable of simultaneously charging each *ESVE space* at a minimum rate of no less than 2.1 kVA.

C405.13.5 Circuit Capacity. The capacity of electrical infrastructure serving each *EV capable space*, *EV ready space*, and *EVSE space* shall

comply with one of the following:

1. A branch circuit shall have a rated capacity not less than 8.3 kVA (or 40A at 208/240V) for each *EV ready space* or *EVSE space* it serves.
2. The requirements of C405.13.5.1.

C405.13.5.1 Circuit Capacity Management. The capacity of each branch circuit serving multiple EVSE spaces, EV ready spaces or EV capable spaces designed to be controlled by an energy management system providing load management in accordance with NFPA 70, shall comply with one of the following:

1. Have a minimum capacity of 4.1 kVA per space.
2. Have a minimum capacity of 2.7 kVA per space when serving *EV ready spaces* or *EVSE space* for R-2 occupancies when all (100%) of the automobile parking spaces designated for R-2 occupancies are designed to be *EV ready spaces* or *EVSE spaces*.
3. Have a minimum capacity of 2.7 kVA per space when serving *EV ready spaces* or *EVSE spaces* for a building site when all (100%) of the automobile parking spaces are designed to be *EV ready* or *EVSE spaces*.

C405.13.6 EVSE Installation. *EVSE* shall be installed in accordance with NFPA 70 and shall be listed and labeled in accordance with UL 2202 or UL 2594. *EVSE* shall be accessible in accordance with International Building Code Section 1107.

Add new standard(s) as follows:

UL

UL LLC
333 Pfingsten Road
Northbrook, IL 60062

UL 2202-2009	*Electric Vehicle (EV) Charging System- with revisions through February 2018*
UL 2594-2016	*Standard for Electric Vehicle Supply Equipment*

Reason: Consensus proposal combines four EV proposals provided this cycle and will improve the effective use of energy supplied to a building by providing electrical connections for automobile spaces

Cost Impact: The code change proposal will increase the cost of construction.
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