International Energy Conservation Code
Consensus Committee-Residential

Draft Meeting Agenda (4/29 posting)

Webex Meeting Link

May 5, 2022
2:00 PM EST to 5 PM EST (3 hours)

Committee Chair: JC Hudgison, CBO, Assoc. AIA
Committee Vice Chair: Bridget Herring & Robin Yochum, LEED Green Associate

1. Call to order.

2. Meeting Conduct.
    a. Identification of Representation/Conflict of Interest
    b. ICC Council Policy 7 Committees: Section 5.1.10 Representation of Interests
    c. ICC Code of Ethics: ICC advocates commitment to a standard of professional behavior that exemplifies the highest ideals and principles of ethical conduct which include integrity, honesty, and fairness. As part of this commitment it is expected that participants shall act with courtesy, competence and respect for others.

3. Roll Call.

4. Approve Agenda

5. Approval of Minutes

6. Administrative issues-staff

7. Subcommittee Reports

8. Action Items
    a. Code Change Proposals
        REPI-97-21 (Ventilation Sampling for Multifam)(HVACR disapprove 6-5-1)
        REPI-126-21(ERI Alternative) (Econ Modeling as modified 11-6)
        REPI-127-21 (Modeling Consistency) (Econ Modeling disapprove 16-1)
        RECPI-6-21 (Committee EV R-3 Proposal)(Elect. Power approves unanimously)
        RECPI-7-21 (Committee EV R-2 Proposal) (Elect. Power approves 10-1-1)
        RECPI-4-21 (Committee EV Proposals) (Elect. Power approves 12-0-1)

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9. Other business.

10. Upcoming meetings. May 19 at 2 PM EST

11. Adjourn.

FOR FURTHER IECC Residential INFORMATION BE SURE TO VISIT THE ICC WEBSITE:
IECC Residential Website

FOR ADDITIONAL INFORMATION, PLEASE CONTACT:

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Director of Energy Programs
International Code Council
kstenger@iccsafe.org

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International Energy Conservation Code
Code Change Proposal Tracking Sheet

Proposal #	REPI-097-21 Ventilation Sampling for multifamily
CDP ID #	522
Code	IECC RE
Code Section(s)	R403.6.3, R403.6.4 (New) New Section y
Location	base
Proponent	Aaron Gary aaron.gary@texenergy.org
Proposal Status	SC rev
Subcommittee	RE HVACR & WH
Subcommittee Notes	Aaron Gary presented the "As Modified Proposal to approve, with a lot of discussion a motion was made from a subcommittee voting member to disapprove – from that point on the committee appeared to lean against the Proposal – Aaron Gary reminded the subcommittee that previously the subcommittee approved Proposal REPI-085 which is similar to this Proposal-
Recommendation	Subcommittee vote is to disapprove this "As modified" Proposal and send the vote count and recommendation to the IECC Consensus committee for a vote
Vote	Vote to disapprove 6 yes, 5 no and 1 abstention
Recommendation Date	4/4/2022
Next Step	To Subcommittee_____ To Advisory Group_____ To Consensus Committee____yes _____
Consensus Committee	
Committee Response	
Vote	Affirmative_____ Negative_____ Table_____ To Subcommittee_____
Date	

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MODIFICATION REVIEWED BY THE SUBCOMMITTEE

REPI-97-21 MOD1

IECC®: R403.6.3, R403.6.4 (New)

Proponents:

Aaron Gary, representing Self (aaron.gary@texenergy.org)

2021 International Energy Conservation Code

R403.6.3 Testing.

Each ~~M~~mechanical ventilation system~~s~~ shall be tested and verified to provide the minimum ventilation flow rates required by Section R403.6. Testing shall be performed according to the ventilation equipment manufacturer's instructions, or by using a flow hood or box, flow grid, or other airflow measuring device at the mechanical ventilation fan's inlet terminals or grilles, outlet terminals or grilles, or in the connected ventilation ducts. Where required by the code official, testing shall be conducted by an *approved* third party. A written report of the results of the test shall be signed by the party conducting the test and provided to the code official.

Exception~~s~~: The following systems are exempt:

1. Kitchen range hoods that are ducted to the outside with 6-inch (152 mm) or larger duct and not more than one 90-degree (1.57 rad) elbow or equivalent in the duct run.
2. Where tested in accordance with R403.6.4, testing of each mechanical ventilation system is not required.

R403.6.4 Dwelling Unit Sampling ~~for R2 multifamily dwelling units~~.

For buildings with eight or more *dwelling units* ~~testing units~~ ~~complying with R403.6.3~~, the mechanical ventilation systems in the greater of seven ~~units~~ or 20 percent of the *dwelling units* ~~testing units~~ in the building shall be tested, including a top floor unit, a ground floor unit, a middle floor unit, and the *dwelling unit* ~~a unit~~ with the largest ~~testing unit~~ *conditioned floor area*. ~~For each tested unit~~ Where buildings have fewer than eight *dwelling units* ~~testing units~~, each *dwelling unit* ~~testing unit~~ shall be tested. Where the ventilation flow rate of a mechanical ventilation system is less than the ~~that does not meet~~ the minimum permitted ventilation flow rate, corrective actions shall be made to the system and the system retested unit it passes. For each *dwelling unit* that has less ventilation airflow rate than the minimum permitted airflow rate, an additional three units, including the corrected unit shall be tested~~, including a mixture of testing unit types and locations. Where buildings have fewer than eight testing units, each testing unit shall be tested.~~

Where buildings qualify under the scope of Section R101.2 of the International Residential Code, each mechanical ventilation system in each dwelling unit shall be tested.

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International Energy Conservation Code
Code Change Proposal Tracking Sheet

Proposal #	REPI-126-21 R406 ERI
CDP ID #	
Code	IECC RE
Code Section(s)	R406
Location	base
Proponent	Robby Schwartz
Proposal Status	SC rev
Subcommittee	RE Econ, Model, Metric
Subcommittee Notes	Robby shared Modification V.3 following input from April 13th meeting and it was voted on at April 27th meeting. There was significant interest in further amending ERI values to 50 to account for removal of 5% reduction in R408, however Robby was not present at meeting to accept or reject amendments
Recommendation	**As modified (Mod v.3)** Motion: Ian Finlayson, 2nd Gayathri Vijayakumar Reason statement: Proponent modified proposal based on prior meeting input. Changes allow for modest solar trade-off while maintaining envelope UA backstop, and modest change to reduce ERI values
Vote	11-6 with 2 not present
Recommendation Date	4-27-22
Next Step	To Subcommittee_____ To Advisory Group_____ To Consensus Committee_____X_____
Consensus Committee	
Committee Response	
Vote	Affirmative_____ Negative_____ Table_____ To Subcommittee_____
Date	

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International Energy Conservation Code
Code Change Proposal Tracking Sheet

Proposal #	REPI-127-21 R406 ERI score harmonize with R405 path
CDP ID #	
Code	IECC RE
Code Section(s)	R406.4
Location	base
Proponent	Gayathri Vijayakumar
Proposal Status	SC rev
Subcommittee	RE Econ, Model, Metric
Subcommittee Notes	Proposal is to modify existing ERI path scores to match stringency of R405 performance path. Unclear what the R405 path will be at this stage, so proponent may bring this back in public comment.
Recommendation	**Disapproval as submitted.** Motion by proponent Gayathri Vijayakumar, 2nd by Rob Salcido Reason statement: proponent's intent was to achieve better alignment between the performance in R405 and R406, due to the uncertain outcomes of other proposals affecting those sections, it's not possible to approve this proposal at this time and achieve that intended parity
Vote	16-1
Recommendation Date	4-13-22
Next Step	To Subcommittee_____ To Advisory Group_____ To Consensus Committee____X_____
Consensus Committee	
Committee Response	
Vote	Affirmative_____ Negative_____ Table_____ To Subcommittee_____
Date	

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International Energy Conservation Code
Code Change Proposal Tracking Sheet

Proposal #	RECPI-6-21 Committee EV R-3 Proposal
CDP ID #	
Code	IRC
Code Section(s)	New Section y
Location	base
Proponent	RE Electrical Power, Lighting, Renewables and Storage Subcommittee
Proposal Status	SC rev
Subcommittee	RE Elec, Light
Subcommittee Notes	This is a Committee proposal that takes into account Proposals CEPI-146 Part II, CEPI-258-21 Parts II & III, REPI-15-21. This Committee proposal addresses EVSE installations in one- and two-family dwellings and townhomes with their associated parking facilities. Inclusion of this proposal in the text of the IECC will ensure that 100% of these types of occupancies will either have EVSE installed or be able to have EVSE installed at minimal cost at a future date. A separate Committee proposal RECPI-7-21 addresses R-2 occupancies. A modification is proposed that would strike the reference to accessibility at the last sentence of R404.4.5. Accessibility requirements do not apply to the occupancies referenced in this proposal. This language was inadvertently included.
Recommendation	Approve as modified (see Subcommittee Notes above)
Vote	unanimously
Recommendation Date	4/25/22
Next Step	To Subcommittee_____ To Advisory Group_____ To Consensus Committee_____
Consensus Committee	

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Committee Response	
Vote	Affirmative_____ Negative_____ Table_____ To Subcommittee_____
Date	

2024 International Energy Conservation Code
2024 PUBLIC INPUT TO THE 2021 IECC, IRC CH. 11

C202 and R202
Add new definitions 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 electric 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*.

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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:

R404.4 Electric Vehicle Power Transfer Infrastructure. New automobile parking spaces for one- and two-family dwellings and townhouses shall be provided in accordance with Sections R404.4.1 through R404.4.5.

R404.4.1 Quantity. New one- and two-family dwellings and townhouses with a designated attached or detached garage or other onsite private parking provided adjacent to the dwelling unit shall be provided with one EV-capable, EV-ready or EVSE installed space per dwelling unit.

R404.4.2 EV Capable Spaces. Each *EV capable space* used to meet the requirements of Section R404.4.1 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 a minimum circuit capacity in accordance with R404.4.4.
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*)."

R404.4.3 EV Ready Spaces. Each branch circuit serving *EV ready spaces* 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 R404.4.4.
3. The panelboard or other electrical distribution equipment directory shall designate the branch circuit as "For electric vehicle supply equipment (EVSE)" and the outlet or enclosure shall be marked "For electric vehicle supply equipment (EVSE)."

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R404.4.4 Circuit Capacity. The capacity of electrical infrastructure serving each *EV capable space, EV ready space* and *EVSE space* shall have a rated capacity not less than 8.3 kVA (or 40A at 208/240V) for each EV capable space, EV ready space or EVSE space it serves. Where a circuit is shared or managed it shall be in accordance with NFPA 70.

R404.4.5 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.~~

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International Energy Conservation Code
Code Change Proposal Tracking Sheet

Proposal #	RECPI-7-21 Committee EV R-2 Proposal
CDP ID #	
Code	IRC
Code Section(s)	New Section y
Location	base
Proponent	RE Electrical Power, Lighting, Renewables and Storage Subcommittee
Proposal Status	SC rev
Subcommittee	RE Elec, Light
Subcommittee Notes	This is a Committee proposal that takes into account Proposals CEPI-146 Part II, CEPI-258-21 Parts II & III, REPI-15-21. This Committee proposal addresses EVSE installations in R-2 occupancies. Inclusion of this proposal in the text of the IECC will ensure that 100% of dwelling units in these occupancies will either have EVSE installed or be able to have EVSE installed at minimal cost at a future date. A separate Committee proposal RECPI-6-21 addresses one- and two-family dwellings and townhomes. A modification is proposed that would strike Section R404.4.2 item 5 which is superseded by Section R404.4.4.1 regarding Circuit Capacity Management. The subcommittee agreed to use the same circuit capacity value for EV-capable as is used by EV-ready and EV-installed (2.7 kVA). An original value of 4.1 kVA was included for EV-capable in R404.4.2 and that value was inadvertently left in when the subcommittee decided to use the same 2.7 kVA value for all installations.
Recommendation	Approve as modified (see Subcommittee Notes above)
Vote	10-1-1
Recommendation Date	4/25/22
Next Step	To Subcommittee_____ To Advisory Group_____ To Consensus Committee_____
Consensus Committee	

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Committee Response	
Vote	Affirmative_____ Negative_____ Table_____ To Subcommittee_____
Date	

2024 International Energy Conservation Code
2024 PUBLIC INPUT TO THE 2021 IECC, IRC CH. 11

C202 and R202
Add new definitions 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 electric 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*.

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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:

R404.4 Electric Vehicle Power Transfer Infrastructure.. New residential automobile parking spaces for R-2 occupancies shall be provided with electric vehicle power transfer infrastructure in accordance with Sections R404.4.1 through R404.4.5

R404.4.1 Quantity. R-2 occupancies or allocated parking for R-2 occupancies in mixed-use buildings shall be provided with an EV capable space, EV Ready space, or EVSE space for each dwelling unit or automobile parking space, whichever is less.

R404.4.2 EV Capable Spaces. Each *EV capable space* used to meet the requirements of Section R404.4.1 shall comply with all of the following:

5. 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.
6. Installed raceway or cable assembly shall be sized and rated to supply a minimum circuit capacity in accordance with R404.4.4.
7. 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.
8. The electrical enclosure or outlet and the electrical distribution equipment directory shall be marked: "For future *electric vehicle supply equipment* (*EVSE)*."
9. ~~Reserved capacity shall be no less than 4.1 kVA (20A 208/240V) for each *EV capable space* serving R2 occupancies~~.

R404.4.3 EV Ready Spaces. Each branch circuit serving *EV ready spaces* shall comply with all of the following:

4. Terminate at an outlet or enclosure, located within 3 feet (914 mm) of each *EV ready space* it serves.
5. Have a minimum circuit capacity in accordance with R404.4.4.

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6. The panelboard or other electrical distribution equipment directory shall designate the branch circuit as “For electric vehicle supply equipment (EVSE)” and the outlet or enclosure shall be marked “For electric vehicle supply equipment (EVSE).”

R404.4.4 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 capable space*, *EV ready space* or *EVSE space* it serves. Where a circuit is shared or managed it shall be in accordance with NFPA 70.
2. The requirements of R404.4.4.1.

Exceptions:

1. Where the local electric distribution entity has certified in writing that it is not able to provide 100% of the necessary distribution capacity within 2 years after the estimated date of the certificate of occupancy. The required EV charging infrastructure shall be reduced based on the available existing electric distribution capacity.

2. For R-2 occupancies, where substantiation has been approved that meeting the requirements of Section R404.4.4.1will alter the local utility infrastructure design requirements on the utility side of the meter so as to increase the utility side cost to the builder or developer by more than $400.00 per dwelling unit.

R404.4.4.1 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 have a capacity of not less than 2.7 kVA per space. :

R404.4.5 EVSE Installation. *EVSE* shall be installed in accordance with NFPA 70 and Section R404.4.5.1 and shall be listed and labeled in accordance with UL 2202 or UL 2594.

R404.4.5.1 EVSE Minimum Charging Rate. Each installed EVSE shall comply with one of the following:

1. Be capable of charging at a rate of not less than 6.2 kVA (or 30A at 208/240V).
2. Where serving EVSE spaces allowed to have a circuit capacity of not less than 2.7 kVA in accordance with R404.4.4.1 and controlled by an energy management system providing load management, be capable of simultaneously charging each ESVE space at a rate of not less than 2.1 kVA.

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International Energy Conservation Code
Code Change Proposal Tracking Sheet

Proposal #	RECPI-4-21
CDP ID #	
Code	IECC RE
Code Section(s)	New Section R404.4
Location	
Proponent	Residential Electrical, Power, Lighting and Renewables Subcommittee
Proposal Status	
Subcommittee	RE EPLR
Subcommittee Notes	This is a Committee proposal that takes into account Proposals CEPI-146 Part II, CEPI-258-21 Parts II & III, REPI-15-21. This Committee proposal addresses EVSE installations in one- and two-family dwellings and townhomes with their associated parking facilities. Inclusion of this proposal in the text of the IECC will ensure that all these types of occupancies will either have EVSE installed or be able to have EVSE installed at minimal cost at a future date.
Recommendation	Approve as submitted. If RECPI-6-21 and RECPI-7-21 are both approved by the Consensus Committee then the Subcommittee motion will be for disapproval of RECPI-4-21.
Vote	12-0-1
Recommendation Date	3/14/22
Next Step	To Subcommittee_____ To Advisory Group_____ To Consensus Committee___X_____
Consensus Committee	
Committee Response	

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Vote	Affirmative_____ Negative_____ Table_____ To Subcommittee_____
Date	

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IECC RE Elec Subcommittee EV Ready Consensus Proposal (593)

IECC®: SECTION 202 (New), R404.4 (New), R404.4.1 (New), R404.4.2 (New), R404.4.3 (New), R404.4.4 (New), R404.4.5 (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 electric 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:

R404.4 Electric Vehicle Power Transfer Infrastructure. New parking facilities shall be provided with *electric vehicle power* transfer infrastructure in accordance with Sections R404.4.1 through R404.4.5.

R404.4.1 Quantity. New one- and two-family dwellings and townhouses with a designated attached or detached garage or carport or other onsite parking provided adjacent to the dwelling unit shall be provided with one EV-capable, EV-ready or EVSE installed space per dwelling unit. All other new residential parking facilities shall be provided with electric vehicle power transfer infrastructure in accordance with Section C405.13 of the International Energy Conservation Code-Commercial Provisions.

R404.4.2 EV Capable Spaces. Each EV capable space used to meet the requirements of Section R404.4.1 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 a minimum circuit capacity in accordance with R404.4.4
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)."

R404.4.3 EV Ready Spaces. Each branch circuit serving *EV ready spaces* 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 R404.4.4
3. The panelboard or other electrical distribution equipment directory shall designate the branch circuit as "For electric vehicle supply equipment (EVSE)" and the outlet or enclosure shall be marked "For electric vehicle supply equipment (EVSE)."

R404.4.4 Circuit Capacity. The capacity of electrical infrastructure serving each EV capable space, EV ready space and EVSE space shall have a rated capacity not less than 8.3 kVA (or 40A at 208/240V) for each EV capable space, EV ready space or EVSE space it serves. When a circuit is shared or managed it shall be in accordance with NFPA 70.

R404.4.5 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.

Reason: Built off the Commercial Electrical Power, Lighting, and Renewables subcommittee consensus proposal this proposal provides clarity for application for R-3 occupancies and one- and two-family dwelling and townhomes.

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