

July 12, 2021

Mr. Josh Nelson
Chair, Specifications and Tolerances Committee
National Conference on Weights and Measures

RE: Item EVF-21.1 D. A-1 General and Item EVF-21.5 Load Test Tolerances – Developing Status – Proposal Update

Dear Chair Nelson and Members of the Specifications and Tolerances Committee:

On behalf of ABB, Electrify America, EVConnect, EVgo, Greenlots, Rivian, Siemens, Tesla, and Tritium (the Joint EV Submitters), we are providing the Specifications and Tolerances (S&T) Committee with *an update regarding the status of EVF-21.1 D.A-1 General and EVF-21.5 Load Test Tolerances which were designated with Developing Status by the S&T Committee during its January 2021 Interim Meeting. The Joint EV Submitters respectfully request that Item EVF 21.1 and EVF 21.5 maintain developing status per the S&T Committee recommendation and direction provided at the 2021 Interim Meeting.*

Item EVF 21.1 and EVF-21.5 are two important items under consideration for potential modification to the tentative code for electric vehicle (EV) fueling systems in Handbook 44, Section 3.4. The Joint EV Submitters initially submitted these proposals in August 2020 for consideration at the 2020 Regional meetings of the National Conference on Weights and Measures (NCWM). After recommendations provided during the Regional meetings that there is merit in considering the two proposals, there was discussion of these items during the Interim Meeting of the S&T Committee as reflected in the Committee Report. The Committee recommended that these items have Developing Status, and it gave direction to the submitters to continue to develop these items with stakeholders and jurisdictions.

The Joint EV Submitters have been made aware that at the 2021 annual meetings of the Northeast Weights and Measures Association (NEWMA) and the Central Weights and Measures Association (CWMA) this spring, their regional S&T committees discussed these two items. Unfortunately, the Joint EV Submitters were unable to participate in these meetings to speak to the status of the two proposals based on the recommendations provided during the Interim Meeting. Furthermore, it is our understanding that there was limited input or discussion by any external stakeholders during the meeting on these items. The two regional S&T committees recommended withdrawal of the items that the national S&T committee had recommended should continue in developing status at its Interim Meeting. The issues raised at the Regional meetings appear similar to the discussion at the Interim Meeting, where the S&T Committee concluded that the two proposals have merit but need modification.

Given the Joint EV Submitters are currently working on incorporating the feedback received during the 2020 Regional meetings and the January 2021 Interim Meeting, we respectfully request the two proposals are maintained as Developing Status as was recommended by the S&T Committee during the Interim Meeting. Below, we provide brief comments regarding the items raised for modification during the Interim meeting and how we plan to address these issues.

EVF 21.1 – D.A-1 General – In Development Status Update

The purpose of item EVF 21.1 is to provide clarity on how Handbook 44, Sec. 3.4 tentative code will apply to existing electric vehicle supply equipment (EVSE) that are in the ground before the tentative code becomes effective by identifying which elements are non-retroactive. During the Regional meetings as well as the Interim Meeting the discussion included questions regarding whether or not it is most appropriate to provide an exemption from all provisions of Section 3.4 for existing stations or whether a

more targeted exemption for certain sub-sections of Section 3.4 would be most appropriate. Furthermore, there was discussion whether a 10-year phase in period is most appropriate.

In the Form 15 justifications provided by the Joint EV submitters, the potential impact for compliance of existing stations was articulated in detail. During the Interim Meeting, the Joint EV submitters indicated that a pathway for providing more specific exemption language targeting specific areas of Section 3.4 may be appropriate and that there is a willingness to evaluate what the correct timeframe, whether 10 years or sooner, for implementation for existing stations should be. The Joint EV Submitters are currently incorporating this feedback from the Committee meeting and NIST Office of Weights and Measures (OWM) into modifying the proposal and look forward to providing an updated proposal to the Committee.

EVF 21.5 – Load Test Tolerances – In Development Status Update

The purpose of item EV21.5 is to recommend the creation of separate metering requirements for DC electric vehicle supply equipment (EVSE) due to significant technology differences and challenges between AC and DC metering systems. Feedback received during the Regional meetings and the Interim Meeting included better understanding the appropriate timeline for distinguishing between AC and DC system tolerance levels as well as providing additional supporting data. During the Interim Meeting, the Joint EV Submitters agreed it would be helpful to further discuss the timeline associated with this proposal and a willingness to provide further underlying data to support the distinction between the technology available for AC and DC metering systems. The Joint EV Submitters are currently incorporating this feedback into modifying the proposal and look forward to providing an updated proposal to the Committee that incorporates its initial feedback.

Next Steps and Maintaining Developing Status

Given the Developing Status and the direction to continue to modify these proposals as they each have merit, the Joint EV Submitters have started working with stakeholders and jurisdictions to further modify the two items. We take seriously the feedback from the national S&T committee and commenters at the January meeting, and we are working diligently to refine both the substance of our proposals and the justifications for them. The Joint EV Submitters do not have specific revised language to share with the Committee yet, precisely because we want to provide a revision only once it is fully ready for consideration. As a next step, the Joint EV Submitters plan to share revised language with the NIST electric vehicle supply equipment (EVSE) subcommittee for consideration and discussion. Once the NIST EVSE subcommittee has had an opportunity to provide input, the Joint EV Submitters plan to work with NIST OWM staff to circulate the revised proposals with the S&T Committee.

At the same time, the Joint EV Submitters greatly appreciate the continued status of these items as “developing,” so that further work in these areas can build on the progress thus far rather than restarting the process with brand-new proposal submissions. The Committee did not, of course, consider the proposals to be currently ready for NCWM approval, but that is exactly why the Committee recommended that they go forward for more development. We ask that NCWM allow that development to continue, within the existing framework.

Therefore, the Joint EV Submitters respectfully request that the Item EVF 21.1 and EVF 21.5 maintain developing status per the S&T Committee recommendation and direction provided at the 2021 Interim Meeting. In addition to these items, there remain other critical issues requiring resolution in the tentative code. Accordingly, the Joint EV Submitters intend to introduce additional revised proposals to HB 44 Sec

3.4 tentative code following the Annual Meeting, incorporating S&T Committee feedback received last year.

The Joint EV Submitters would be happy to provide further comment on the status further modifying the two proposals during the Annual Meeting if the Committee has questions it would like to see addressed.

Sincerely,

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