

INTERNATIONAL RESIDENTIAL CODE (IRC)

SECTION XXX

ELECTRIC VEHICLE CHARGING

Section R330.1 Electric vehicle charging. Newly constructed one- or two-family dwellings and townhouses with a dedicated attached or detached garage shall facilitate future installation and use of electric vehicle chargers. For each dwelling unit, a 208/240-volt individual branch circuit or a listed raceway to accommodate a future individual branch circuit shall be installed. The raceway shall not be less than trade size 1 (nominal 1-inch inside diameter). The raceway shall originate at the main service or subpanel and shall terminate into a listed cabinet, box or other enclosure in close proximity to the proposed location of the electric vehicle charger. Raceways are required to be continuous at enclosed, inaccessible or concealed areas and spaces. The service panel or subpanel circuit directory shall provide capacity to install a 40-ampere minimum dedicated branch circuit and space(s) reserved to permit installation of a branch circuit overcurrent device. Electric vehicle supply equipment shall be installed in accordance with NFPA 70.

Exception: Additions and alterations to existing one- or two-family dwellings and townhomes constructed per the IRC are exempt from this requirement.

Section R330.2 Identification. The service panel or subpanel circuit directory shall identify the overcurrent protective device space(s) reserved for future electric vehicle charging as “EV CAPABLE”. The raceway termination location shall be permanently and visibly marked as “EV CAPABLE”.

REASON:

[CITY, COUNTY, OR STATE] has seen sales of both electric vehicles (EV) and plug-in hybrid electric vehicles (“PHEV”) increase by XX% from 20XX to 20XX.

The interest in EVs has grown alongside greater EV model availability, increased vehicle range, and expanded EV charging infrastructure in the region. There is continued interest from constituents to have EV charging infrastructure available at locations they frequent, including one and two family dwellings, multi-family residences, and commercial properties.

The installation of the electric vehicle supply equipment (EVSE) is made cost effective when the infrastructure is installed during the initial construction phase as opposed to retrofitting existing buildings to accommodate the new electrical equipment.

The [CITY, COUNTY, OR STATE] should continue its support of this nascent industry for plug-in electric vehicles and its efforts in constructing EV charging infrastructure as this further supports their sustainability and economic goals.