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.