JULY 2026

Proposed energy flexibility regulatory requirements for electric vehicle chargers

A consultation paper seeking input on the technical energy flexibility regulatory requirements for electric vehicle chargers.

ENERGY EFFICIENCY & CONSERVATION AUTHORITY
TE TARI TIAKI PŪNGAO

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Contents

Submission process 4
Privacy of submissions 4
1. Introduction 5
2. Background 5
2.1. What has been agreed by the Government 6
2.2. Existing requirements unaffected 7
2.3. The rules and legislation structure 7
3. Proposed requirements for rules 8
3.1. Compliance pathways 8
3.2. Labelling requirements 8
3.3. Other obligations 8
4. Consultation questions on proposed requirements 10
4.1. Scope 10
4.2 Communication 11
4.3 Product response 13
4.4 Data capture 16
4.5 Cyber security 18
4.6 Other requirements 19
4.7 Information and labelling 20
4.8 Notification to EECA 21
4.9 Families of models 22
4.10 Application 23
4.11 Testing and certification 24
4.12 General 25

Submission process

The Energy Efficiency and Conservation Authority (EECA) seeks your feedback on the issues raised in this consultation paper. All relevant material made in submissions will be considered. You are welcome to provide additional information by directing feedback and enquiries to star@eeca.govt.nz.

Submissions on this consultation close on 4 September 2026.

EECA will provide advice to the Minister for Energy following the consultation period. Individual submissions, a summary of submissions and analysis may be posted on the EECA website.

Privacy of submissions

Submissions may be requested under the Official Information Act 1982. Please clearly indicate in your submission if you consider that any information should be withheld on the grounds of privacy, or for any other reason. Contact information such as an address, email, and phone number for submissions from individuals will be withheld. Whether any information is withheld will be determined using the Official Information Act 1982.

1. Introduction

Electrification of transport is expected to significantly increase electricity demand over the coming decades. Residential electric vehicle charging represents one of the largest flexible electrical loads available in homes. If unmanaged, simultaneous charging has the potential to increase peak electricity demand and require additional investment in electricity infrastructure (distribution and generation).

Smart electric vehicle charging can significantly offset increases in peak demand by shifting charging to off-peak periods and responding dynamically to price signals. This enables charging to occur when electricity demand is lower while continuing to meet consumers' charging requirements.

To enable these positive outcomes, the Government has agreed to regulate Electric Vehicle chargers (also referred to as 'electric vehicle supply equipment' or 'EV chargers').[1] Under the proposal, EV chargers will be required to meet technical specifications set out in rules made by the Minister for Energy as recommended by the Energy Efficiency and Conservation Authority (EECA). EV chargers supplied in New Zealand after the rules are made will need to meet these technical requirements. EECA's role is to develop and enforce the rules.

EECA research demonstrates that there are significant gains to be made by unlocking the potential from demand flexibility (also referred to as *energy flexibility*) and smart products. These are products with technologies that enable the product to collect and analyse data, and respond to environmental conditions or user inputs. The proposed requirements for EV chargers represent the first product being regulated for smart functionality in New Zealand. This is an important opportunity to engage with EV charger suppliers and the wider industry to ensure the proposed requirements are appropriate and effectual.

The Electricity Authority is also progressing work to enable energy flexibility and distributed energy resources through the regulatory framework for the electricity system, including work on distributed energy resource interoperability, energy flexibility and distribution system operator capabilities. EECA's role is complementary, focusing on the product requirements that enable EV chargers to participate effectively in these arrangements.

2. Background

In August 2022, EECA issued a green paper *Improving the performance of electric vehicle chargers*. One idea in that paper was to regulate EV chargers so that they would operate in a "demand flexible" way. Overall, industry, suppliers and consumer representatives strongly supported a move towards smart charging by regulation. You can read the green paper, a submissions summary, and the submissions in full, on EECA's website.[2]

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[1] Cabinet paper - Regulating Smart Electric Vehicle Chargers
[2] Improving the performance of electric vehicle chargers | EECA

Subsequently, on 3 July 2025, the Ministry of Business, Innovation and Employment (MBIE) published a paper *Proposals to support uptake of smart electric vehicle charging*.[3] That paper proposed several alternatives for shifting the market towards EV chargers that can operate in a demand flexible way. Most submitters supported introducing requirements for smart charging.

In April 2025, the Government decided to regulate the energy flexibility and energy efficiency labelling of EV chargers.

Separately, EECA has published a voluntary approved list of EV chargers recommended for residential and commercial use.[4] All EV chargers are eligible to be on the list provided they meet the performance criteria.

2.1. What has been agreed by the Government

The following policy settings, agreed by the Government, are not subject to consultation.

Every EV charger with a maximum output capacity above 2.4kW will be required to have smart functionality and will be subject to labelling and other information requirements. These functionality requirements are likely to include the following:

- **interoperability**: the communication protocol used by the EV charger must be interoperable with other communication systems (for example, the vehicle, network owners, demand aggregator, home energy management systems or battery systems);
- **connectivity/EV charger response**: the EV charger must be capable of responding to a third-party signal to modify (start, stop, increase, decrease) consumption or export over that time;
- **consumer override**: while smart chargers can be controlled by a third party if allowed by a user, EV charger owners must retain ultimate control over their charger and must be able to manually override managed charging;
- **measurement and visibility**: the EV charger must be able to measure the quantity of electricity consumed or injected in real time and make this available for the consumer;
- **continued charging**: the EV charger must continue charging even if it is disconnected from the communications network.[5]

The labelling requirements will relate to energy performance and smart functionality.

The initial focus is on Alternating Current (AC) chargers of approximately 7kW, which are used primarily in household settings, as this will contribute the most to managing evening peaks.

These requirements will not apply to EV chargers supplied before the rules commence.

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[3] Supporting the uptake of Smart Electric Vehicle charging in New Zealand | Ministry of Business, Innovation & Employment

[4] Electric Vehicle Smart Charger Approved List | EECA

[5] Full detail is in the Cabinet paper.

2.2. Existing requirements unaffected

EV chargers connected to the electricity network remain subject to the Electricity Industry Participation Code, distributor connection requirements and other applicable legislation (for example, electrical safety requirements). These aspects are not subject to this consultation.

2.3. The rules and legislation structure

The Government is progressing amendments to the Energy Efficiency and Conservation Act 2000 (the Act) to enable the Government to regulate products, systems and services for energy flexibility, including by enabling the Minister to make rules. A Bill to give the Minister this power is planned for introduction into Parliament later this year.

EECA will consider your feedback on the proposed technical requirements in formulating the rule, subject to the scope of new regulations which are to be developed once the Bill has passed through Parliament. EECA will be responsible for drafting the rules and is progressing work on them in anticipation of the legislative changes. However, the Minister will only make the rules after consulting on them and when the amendments to the Act are in place.

3. Proposed requirements for rules

EECA has received feedback from industry, across various workstreams, that any technical requirements relating to smart products specified in rules should be outcome-focused. This will:

- allow more than one way for a product to achieve the required outcome; and
- enable consistent results; and
- allow ways to achieve each outcome to change and develop over time.

3.1. Compliance pathways

In the light of this, it is proposed that the rules specify two compliance pathways:

Pathway	Why it is needed
1. A defined pathway that provides detailed information on how an EV charger can meet the requirements, for example, use OCPP 1.6 (or above), and implement a key code pair for randomised delay.	This provides certainty and clarity to suppliers on how they could meet the requirements.
2. A pathway that provides clear direction on how an EV charger can show it meets the outcome requirements without specifying detailed information on how to meet the requirements.	Provides a flexible pathway to enable innovation.

To ensure that energy flexibility requirements are satisfied, a person using the second compliance pathway must be able to demonstrate how the EV charger meets the outcome requirements.

3.2. Labelling requirements

EV chargers will be subject to labelling requirements. Minimum information on energy flexibility, energy performance or both will need to be affixed to the EV charger, supplied with the EV charger, and displayed when the EV charger is advertised for supply (instore and online). This will enable consumers to identify and operate EV chargers that meet their needs. The proposed information and labelling requirements are set out later in this paper.

3.3. Other obligations

Persons dealing in EV chargers must also satisfy obligations set out in regulations and rules, as is already the case for other products that EECA regulates. These obligations relate to:

- the requirement to notify EECA of the regulated product being supplied (before supply); and
- the requirement to supply EECA with annual statistical information on dealings in that product.

As with other products that EECA regulates, breaches of requirements and obligations relating to EV chargers set out in the rules will be a criminal offence subject to a maximum penalty of a fine of $10,000.

The remainder of this paper outlines the kind of requirements that are proposed to be included in the rules and consultation questions that EECA would like feedback on, including whether any requirements should apply differently to different types of EV chargers. As mentioned above, your feedback will help to develop the rules.

While consultation questions are provided, general feedback on each section is also encouraged. Please provide details with any feedback provided. If submitters have questions or would like further discussion with EECA, please email: star@eeca.govt.nz.

4. Consultation questions on proposed requirements

4.1. Scope

Proposed requirement	Explanation and context	Consultation questions
Inclusion: • EV chargers, • The vehicle charging component of bi-directional EV chargers, • EV chargers integrated with other devices e.g. solar or battery systems. Exclusion: • EV chargers with a maximum output power less than or equal 2.4kW e.g. portable 230V EV chargers with a 10A maximum draw current (2.3kW), • EV chargers capable of an AC output power above 23kW, • EV chargers where the main output is DC, • EV chargers where the main outputs possible are both DC and AC, • EV charger units supplied (see below for definition of supply) before the requirements come into force, • Second-hand items, which is defined as used by a consumer in New Zealand. Supply includes: Sales, lease, hire, hire purchase, provided as part of a promotional offer, and provided in conjunction with the supply of other goods e.g. supply of a building that has EV chargers. Note: Main output is defined as an output of the EV charger that is designed to charge the traction battery of an EV.	Cabinet has agreed to a broad scope of EV chargers that could be subject to requirements (capacity above 2.4kW). The rules may apply different requirements to different types of EV charger within that scope, including by excluding some charger types from particular requirements. EV chargers come in both AC (Alternating Current) and DC (Direct Current) variants, as well as AC/DC combination. Initially, the focus is to be on residential EV chargers (typically AC with an output power of 7.4kW) due to the benefits energy flexibility will bring, and so it is proposed that: • DC chargers be excluded, • AC chargers with an output power above 23kW be excluded - many AC chargers are configurable for single-phase (7.4kW) or three-phase (11kW, or 22kW), • Combination AC and DC chargers be excluded. Bi-directional chargers can charge an EV and discharge an EV to power a home, business, or the electricity grid. Charging is in scope because it creates controllable import demand; discharge/export function requirements are not proposed because the market and technical standards are still developing. It is important that the requirements apply directly to EV chargers including when they are integrated with stationary battery systems or solar. The requirements apply at point of offer to supply (and supply), and so EV charger units supplied before the requirements come into force, do not need to comply. As the requirements apply at point of supply, the actual use of the EV charger in an energy flexible way will be up to the consumer and the separate device, entity or system it is connected to (if any).	1. Do you support excluding DC chargers and AC/DC combination chargers? 2. Do you support the AC charger exclusion of above 23kW? 3. Are there any other specific types of EV chargers that should be excluded from the requirements or a component of the requirements (e.g. labelling)? 4. Do you agree that at this time no specific requirements should be set for the EV discharging component of bi-directional chargers? If you disagree, what requirements should be set?

4.2 Communication

Proposed requirement	Explanation and context	Consultation questions
The EV charger must be able to communicate with a separate device, entity or system, and • be able to receive and send external signals (external to the EV charger) through an external communications interface, and • enable direct communication between the separate device, entity or system and the EV charger without an intermediary which interacts with the signal beyond transport of the communication (e.g. intermediary web server or cloud service which translates the communication), and • enable the EV charger to meet the requirements e.g. product response and data capture (listed below), and • the protocol and external communications interface must either: ○ be open and standardised, e.g. for protocol use OCPP 1.6 (or above) and for external communications interface use IEEE 802.11, or ○ if the protocol or external communications interface is proprietary, there must be published documentation that enables the development of a third-party system to use the protocol and control the EV charger as outlined in the requirements e.g. product response and data capture.	To support consumer choice and ensure the ongoing energy flexibility of the EV charger over its life, it is important that the communication with the EV charger is: • enduring, i.e. can continue to be used over time if the EV charger supplier is no longer operating, • can be used by multiple energy flexibility providers. EECA's preference is that EV chargers use open and standardised protocols, e.g. OCPP, IEEE 2030.5, OpenADR, etc OCPP (Open Charge Point Protocol) is the most common used globally for EV chargers, but there may be other solutions and approaches developed over time. It is important that the smart functionality of the EV charger is not dependent on an intermediary e.g. external webserver, because if this webserver is unavailable (for whatever reason) the charger would lose its smart functionality. Direct, open communication reduces lock-in, enables switching between flexibility providers, and preserves functionality if the supplier's cloud service is withdrawn. An intermediary means a service, platform, or system that is required to translate, authorise, broker, or relay control or data messages between the EV charger and the separate device, entity, or system controlling it. Specifying the functional outcome (over a specific protocol) will enable the way EV charger suppliers meet the requirements to evolve over time.	5. Do you agree that the communication should be direct with the EV charger? 6. Do you support the use of proprietary communication protocols, if there is public documentation enabling the development of system to control the EV charger, are there any other requirements that would have to be implemented e.g. requiring it to be free? 7. Do you agree that EV chargers should be able to employ other communication protocols, external communication interfaces, or approaches in addition to a protocol and external communication interface that meets the requirements? 8. Would this approach work for other products if regulated for energy flexibility e.g. air

The EV charger may employ other communication protocols, external communications interfaces, or communication approaches that do not meet these requirements, provided that the EV charger also supports at least one protocol and external communications interface that meet these requirements.		conditioners, hot water systems?

4.3 Product response

Proposed requirement	Explanation and context	Consultation questions

General:
• When connected to an EV, EV chargers must be capable of the following responses (via external communication):
  ○ start power import,
  ○ stop power import,
  ○ increase power import,
  ○ decrease power import.
• The consumer must be able to override any response implemented.
• If the EV charger becomes disconnected from the separate device, entity, or system, it must continue to deploy the charging settings which were set immediately prior to disconnection (noting the exclusion below on overload, safety of persons, or damage to connected systems),
• The EV charger does not need to employ start power import or increase power import response if:
  ○ the EV to which it is connected will not allow charging to start or increase,
  ○ the circuit the EV charger is connected to (either the local circuit, or Installation Control Point) would overload if charging is started or increased,
• The EV charger does not need to employ any of the responses listed above if it would risk the safety of persons or damage to connected systems.
	It is important that the EV charger must be able to respond in a number of ways to be energy flexible and deliver the benefit of being energy flexible to the consumer and electricity system.
	
	The actual response by the EV charger will be dependent on:
	• the EV connected i.e. does it need to be charged,
	• not overloading the local circuit, the Installation Control Point, or
	• ensuring it does not jeopardise safety.
	
	Import in the requirements e.g. ‘start power import’ is written as importing energy to the EV.
		9. Do the product responses listed need to be more detailed (e.g. specifying response time, or the granularity of increasing or decreasing power input i.e. to a resolution of 1 ampere increments?)
		
		10. Are there any other product responses EV chargers should be required to provide (noting randomised delay/ramp rate, and exchange of information covered below)?
		
		11. Do you agree with the exclusions? Are there any that need to be added?
		
		12. Do you agree with the response that the EV charger must deploy if it becomes disconnected from the separate device, entity, or system?
		
		13. Do you agree that the consumer should be able to override any product response that has been implemented (noting the exclusions)?

Proposed requirement	Explanation and context	Consultation questions

The EV charger must deploy a randomised delay or a ramp rate limit (see middle column for definition) when any of the following responses is initiated (regardless of how it was initiated):
• start power import,
• stop power import,
• increase power import, and
• decrease power import.
 	
There are some exclusions where the randomised delay/ramp rate limit do not apply:
• Start/stop/increase/decrease power import response does not need to employ randomised delay/ramp rate limit:
  ○ when the EV charger is only importing power from a source on the non-network side of an installation control point e.g. solar or batteries,
  ○ the user of the EV charger has overridden it for that charging session,
  ○ it would risk the safety of persons or damage to connected systems.
• Stop/decrease power import response does not need to employ randomised delay/ramp rate limit:
  ○ when the EV charger is reducing or stopping its power import to prevent an overload of the circuit it is connected to (either the local circuit, or Installation Control Point),
  ○ when the EV connected to the charger has initiated the stop power import or decrease power import.
 	
The randomised delay/ramp rate limit must be able to be cancelled by the EV charger user for the next charging session (time from the start power
	Given EV chargers can add significant load to an electricity network (e.g. 7.4kW or more), and they can be concentrated (e.g. every house in a street) it is important that requirements are implemented to stop simultaneous load increasing of multiple EV chargers. This behaviour can create grid instability issues including voltage and frequency.
	
	This is likely to occur when there is a power outage and power is restored, or if there are multiple aggregators controlling EV chargers in a localised area. Two approaches to manage this are randomised delay and ramp rate.
	
	Simultaneous drop in load can also cause network issues, and so decrease power import and stop power import are also included in requirements for randomised delay/ramp rate.
	
	It is also important that the duration (or ramp rate step) can be changed e.g. There may be a limited uptake of EV chargers on a particular part of the network, or there may only be one aggregator. In this case the Electric Distribution Business could specify a different randomised delay requirement, or none at all.
	
	Randomised delay means that the EV charger employs a randomised delay before it initiates a response.
	
	Ramp rate limit means the EV charger changes its output up to a maximum amount within a defined time-period.
	
	There are cases where the EV charger may not need to employ a randomised delay or ramp rate or shouldn't. Some chargers may briefly verify grid connection or use small grid import while otherwise charging from the non-network side of an installation control point e.g. solar or batteries.
		14. Do you agree that randomised delay/ramp rate should only be required for the responses listed above? Are there any that should be excluded? Are there any that should be added?
		15. Do you agree that EV chargers should have the option to comply with randomised delay or ramp rate?
		16. Is ramp rate a suitable alternative to randomised delay? Please explain.
		17. Do you agree with the exclusions? Are there any other scenarios that should be excluded?
		18. Can you provide detail on how to further refine the exclusion for solar/battery power draw use-case?
		19. Are there any EV chargers that should not have to comply with the randomised delay/ramp rate limit requirements?
		20. Do any of the requirements need to change e.g. Maximum 600 second duration, ramp rate limit of 0.75kW?

<table>
<tr>
<td>
import response to stop power import response) before the session starts or during the session.
The EV charger must also default back to providing the randomised delay/ramp rate limit once the charging session ends (stop power import response).
Randomised delay:

Must be:

of a random duration, and
of a maximum of 600 seconds, and
configured to the nearest second.

the delay must be: adjustable to a different maximum duration in the range 0 to 1800 seconds configured to the nearest second by a separate device, entity or system.

Ramp rate limit:
<table>
<tr><th>EV chargers maximum input power</th><th>Maximum step (output power)</th></tr>
<tr><td>7.4kW or less</td><td>0.75kW per minute</td></tr>
<tr><td>Above 7.4kW</td><td>one tenth of the maximum output power per minute</td></tr>
</table>

The rate must be:

adjustable to a different maximum step configured to the nearest single ampere per phase by a separate device, entity or system.

</td>
<td>Charging session is the time from the start power import response to stop power import response.</td>
<td>21. Do you support the idea that the maximum randomised delay/ramp rate can be changed post supply?</td>
</tr>
</table>

4.4 Data capture

Proposed requirement	Explanation and context	Consultation questions

After a charging session:
• The EV charger after each charging session must make available to the connected separate device, entity, or system (and the end user) the:
    ○ date and time of its start to the nearest second
    ○ date and time of its end to the nearest second
    ○ cumulative electrical energy imported (as defined by the EV charger) at the start of the session to the nearest watt-hour
    ○ cumulative electrical energy imported (as defined by the EV charger) at the end of the session to the nearest watt-hour.
• The data must be stored for at least 30 days after each charging session on the EV charger.
 	
When requested:
• If the EV charger can receive information from the EV connected to it (and the EV charger knows):
    ○ the current state of charge,
    ○ the desired state of charge,
    ○ the time by which any desired state of charge must be achieved.
• Any charging preferences or instructions specified by the user (that the EV charger knows), which may include:
    ○ desired state of charge,
	There are two levels of data capture:
	• over a charging session i.e. Charging was initiated (9am) then charging was stopped (10:30am). The start cumulative energy import was 10 kWh, and the end cumulative energy import was 20kWh.
	• instantaneous values i.e. the current power import is 5kW.
	
	The information the EV charger provides externally about its past, present, and future charging requirements is key to enabling energy flexibility.
	
	The separate device/entity/system connected to the EV charger needs to know information to ensure that the user needs are being met.
	
	The information is also important to enable the development of the flexibility market e.g. understanding the current state of the EV charger (and connected EV if possible). Not all EV chargers communicate with the EV they are connected to.
	
	Charging session is the time from the start power import response to stop power import response.
		22. Should the EV charger retain the data for a period? And if so is 30 days sufficient?
		
		23. Is there any other information the EV charger should make available?
		
		24. Are the proposed resolutions of values e.g. nearest second, nearest watt-hour, +-2% reasonable, should it be something else?
		
		25. What units should the remaining available power be reported in e.g. kW, amperes per phase?
		
		26. The cumulative electrical energy imported is proposed to be defined by the EV charger, meaning the reference point for the cumulative value may vary by charger. Do you support this approach, or should the rules prescribe the reference point for the cumulative value?

◦ the time by which any desired state of charge must be achieved, ◦ override of randomised delay/ramp rate limit for the charging sessions. • The electrical energy imported as defined by the EV charger to the nearest watt-hour • Active power value: ◦ accurate to within +/- 2%; and ◦ updated at least every 10 seconds. • The remaining available load that can be added to the local circuit and Installation Control Point without overloading it (see other requirements for overload protection requirements)		

4.5 Cyber security

Proposed requirement	Explanation and context	Consultation questions
No proposed requirements	As products (including EV chargers) become connected and energy demand becomes more flexible, cyber security becomes a major consideration in the uptake of this technology. Unauthorised use of EV chargers can create poor outcomes for individual users (e.g. EVs not being charged) and at a wide scale jeopardise energy security. To mitigate this, further regulation may be required in the future prompted by the need to align with international standards. EECA does not have the mandate to specify cyber security requirements and it is not proposed that the Bill giving the Minister power to make the rules will change this.	NA

4.6 Other requirements

Proposed requirement	Explanation and context	Consultation questions

Circuit overload protection:
• The EV charger must be supplied with functionality capable of preventing overload on the local circuit (defined at point of install) and the Installation Control Point by using one of the following:
  ○ a local load management system integrated into the EV charger,
  ○ an external device supplied with the EV charger,
  ○ A combination of the above.
 	
Software updates:
• The EV charger must be supplied in a way in which it can receive software updates and, subject to consumer laws, it will not receive an update that prevents it from meeting the requirements set out in the rules (including interoperability).
	Residential chargers can add significant load to a household total power draw (typically 15kW max), and in most cases will be the largest single power draw in a household (7.4kW), the next largest load is typically a hot water cylinder (3kW) or oven (2.4kW). Given this, it is important that EV chargers do not overload either the local circuit (defined at point of install) they are installed on or the Installation Control Point.
	
	This can also occur in commercial applications where you have multiple EV chargers.
	
	The requirements set here are only part of the solution as decisions can be made at point of install.
	
	With EV chargers being connected devices they can receive software updates which can change their behaviour and functionality. Software updates are important as they can be used to fix bugs and provide new and enhanced functionality increasing the value to the consumer. They can also be used to circumvent the requirements by supplying the EV charger in a configuration that meets the requirements, and then changing its functionality on the first software update e.g. updating to a proprietary protocol.
		27. Do you support the requirement for EV chargers having inbuilt load management or being supplied with a device to enable this?
		
		28. Should the overload management requirement be limited to EV chargers used in residential settings? If so, how should the scope be limited noting that the requirements apply at point of supply, not install.
		
		29. Should the requirement to not overload focus on:
		• the local circuit (defined at point of install),
		• The Installation Control Point, or
		• Both?
		
		30. Do you support requiring that EV chargers must be able to receive software updates but, subject to consumer laws, not be able to receive a software update that would prevent it from meeting the requirements?

4.7 Information and labelling

<table>
<tr><th>Proposed requirement</th><th>Explanation and context</th><th>Consultation questions</th></tr>
<tr>
<td>The following information requirements must be met:
<table>
<tr><th>Type of information</th><th>On the EV charger</th><th>Provided in advertisements including instore and online</th><th>Supplied with the EV charger</th></tr>
<tr><td>Instructions on how to connect the EV charger to a separate device, entity or system, including how updates to firmware or software are made.</td><td>NA</td><td>NA</td><td rowspan="2">Must be in a prominent position in documentation accompanying the EV charger when supplied, including in documentation accessible by a QR code or a similar thing with download ability</td></tr>
<tr><td>Name and version of communications protocols adopted to meet the requirements of the rules Example: OCPP v1.6</td><td>In a position that will be visible after install.</td><td>Prominently displayed and readable by a consumer when viewed from a reasonable distance.</td></tr>
</table>
</td>
<td>While an EV charger can be smart, it is important that instructions are provided to enable a separate device, entity, or system to connect to it and control it as per the legislation.

It is important that the protocol used and version of that protocol is displayed at point of supply to support purchasers. It is also important after install to assist with connection over time.</td>
<td>31. Do you support the proposed labelling and information requirements?

32. Is there additional information that needs to be published to help facilitate the use of an EV charger in an energy flexible way e.g. the exact implementation of a protocol e.g. OCPP 1.6.?</td>
</tr>
</table>

4.8 Notification to EECA

Proposed requirement	Explanation and context	Consultation questions
It is proposed that the following information must be submitted to EECA through the prescribed form, before suppling the EV charger in New Zealand: • importer information (if there is one) e.g. company information, contact person, • manufacturer information e.g. company information, contact person, country of manufacturer, • brands, model numbers, maximum output of charger kW, output (AC/DC), phases, number of connectors, etc. • type of charger e.g. stand-alone, integration with battery or solar system, • date of first supply, • weblink to charger, • upload of manual supplied with the product, • image of nameplate, text, video, and questions to ensure compliance with requirements including protocol, external interface, and version.	Before EV chargers are supplied, the prescribed form must be completed and provided to EECA. The form includes a series of questions on the product's performance and supporting documentation to demonstrate the product complies with requirements.[6] The prescribed form is expected to be completed electronically through the joint Australian and New Zealand Energy Rating registration system. The final questions and information provided are under development as they are dependent on the final requirements, but early feedback is being sought.	33. Do you have any feedback on what questions or information should be collected in the prescribed form?

[6] Example of questions asked for other regulated products: Help Section - Hard Copy Application Forms - E3 - Equipment Energy Efficiency - Registration Site

4.9 Families of models

Proposed requirement	Explanation and context	Consultation questions
To be considered in the same family of models, the products must: • be listed (model number and brand) on the prescribed form submitted to EECA, • use the same software version, • have the same maximum output power, • rely on the same information to demonstrate compliance	Families of models is a way to reduce compliance burden on regulated parties by enabling the same testing, and notifications to EECA to cover multiple models. Same software version is to be read as the same major version to comply with the requirements. Minor variations e.g. version 2.1 vs 2.0 that impact functionality outside meeting the requirements can be treated as the same software version. If a model in the family of models is found to be non-compliant this may also mean that the other models in the family are treated as non-compliant unless additional proof can be provided.	34. Do you have any feedback on the defining scope of families of models? 35. Do you have any feedback on software version definition for families?

4.10 Application

Proposed requirement	Explanation and context	Consultation questions
EV chargers supplied on or after the day the rules commence must comply with the proposed requirements, even if they were manufactured in, or imported into, New Zealand before that day. Note: EV charger units imported into Australia or manufactured in Australia and exported directly to New Zealand can be supplied as per the TTMRA[7] (supplier reporting requirements still required).	The legislation applies at point of supply. This means that EV chargers already supplied to consumers are not covered by the proposed requirements. The timing of when the rules will commence will be part of the later consultation on the draft rules and so feedback is not sought on this now. There will be a sufficient period before the rules commence for EV chargers that will not meet the new requirements to be supplied. The TTMRA requirements apply independently of any rule requirements on EV chargers.	36. Do you have any concerns with the proposed approach?

[7] TTMRA Trans-Tasman Mutual Recognition Agreement and Free Trade Agreements | EECA

4.11 Testing and certification

Proposed requirement	Explanation and context	Consultation questions
Two pathways will be specified in the rules: • A strict pathway which provides detailed device level information on how an EV charger can meet the requirements e.g. use OCPP 1.6 or above, and implement a key code pair for randomised delay. • A pathway that does not specify how to meet the requirements, but provides clear direction on how an EV charger must show it meets the outcome requirements. The second pathway above would require the EV charger supplier to demonstrate to EECA how the implementation approach meets the outcome requirements. Demonstration would include showing how the approach meets the outcome requirements e.g. • For data capture and charging session, the electrical energy imported by its end to the nearest watt-hour. What function or process is used to return this value. • For product response and start power import. What function or process is used to start this and how does the charger react.	Two pathways (one strict and one open) give suppliers certainty on how to meet the requirements, while also enabling innovation and development on how to meet the requirements.	37. Do you support the rules providing a pathway to enable new approaches to meeting the requirements of the proposed rules? 38. Do you support the rules specifying in detail a strict pathway that will meet the requirements of the rules? If a strict pathway is introduced (as one of the pathways), what protocols and versions of protocols should it specify e.g. OCPP 1.6, OCPP 2.0.1, OCPP 2.1. 39. Should certain protocols not be allowed e.g. setting a minimum of OCPP 2.0.1, which would exclude OCPP 1.6? 40. Should the strict pathway be developed with industry and would you like to be part of that group (if this approach is taken)? Would this approach work for other products if regulated for energy flexibility e.g. air conditioners, hot water systems?

4.12 General

Proposed requirement	Explanation and context	Consultation questions
NA	NA	41. Are there any other requirements that EV chargers should have to meet under the rules?