

IX. Grounding

620.81 Metal Raceways Attached to Cars. Metal raceways, Type MC cable, Type MI cable, or Type AC cable attached to elevator cars shall be bonded to metal parts of the car that are bonded to the equipment grounding conductor.

620.82 Electric Elevators. For electric elevators, the frames of all motors, elevator machines, controllers, and the metal enclosures for all electrical equipment in or on the car or in the hoistway shall be bonded in accordance with Article 250, Parts V and VII.

620.83 Nonelectric Elevators. For elevators other than electric having any electrical conductors attached to the car, the metal frame of the car, where normally accessible to persons, shall be bonded in accordance with Article 250, Parts V and VII.

620.84 Escalators, Moving Walks, Platform Lifts, and Stairway Chairlifts. Escalators, moving walks, platform lifts, and stairway chairlifts shall comply with Article 250.

620.85 Ground-Fault Circuit-Interrupter Protection for Personnel. Each 125-volt, single-phase, 15- and 20-ampere receptacle installed in pits, in hoistways, on elevator car tops, and in escalator and moving walk wellways shall be of the ground-fault circuit-interrupter type.

All 125-volt, single-phase, 15- and 20-ampere receptacles installed in machine rooms and machinery spaces shall have ground-fault circuit-interrupter protection for personnel.

A single receptacle supplying a permanently installed sump pump shall not require ground-fault circuit-interrupter protection.

X. Emergency and Standby Power Systems

620.91 Emergency and Standby Power Systems. An elevator(s) shall be permitted to be powered by an emergency or standby power system.

Informational Note: See ASME A17.1-2007/CSA B44-07, *Safety Code for Elevators and Escalators*, 2.27.2, for additional information.

(A) Regenerative Power. For elevator systems that regenerate power back into the power source that is unable to absorb the regenerative power under overhauling elevator load conditions, a means shall be provided to absorb this power.

(B) Other Building Loads. Other building loads, such as power and lighting, shall be permitted as the energy absorption means required in 620.91(A), provided that such loads are automatically connected to the emergency or standby power system operating the elevators and are large enough to absorb the elevator regenerative power.

(C) Disconnecting Means. The disconnecting means required by 620.51 shall disconnect the elevator from both the emergency or standby power system and the normal power system.

Where an additional power source is connected to the load side of the disconnecting means, which allows automatic movement of the car to permit evacuation of passengers, the disconnecting means required in 620.51 shall be provided with an auxiliary contact that is positively opened mechanically, and the opening shall not be solely dependent on springs. This contact shall cause the additional power source to be disconnected from its load when the disconnecting means is in the open position.

ARTICLE 625 Electric Vehicle Charging System

I. General

625.1 Scope. The provisions of this article cover the electrical conductors and equipment external to an electric vehicle that connect an electric vehicle to a supply of electricity by conductive or inductive means, and the installation of equipment and devices related to electric vehicle charging.

Informational Note: For industrial trucks, see NFPA 505-2011, *Fire Safety Standard for Powered Industrial Trucks Including Type Designations, Areas of Use, Conversions, Maintenance, and Operation*.

625.2 Definitions.

Electric Vehicle. An automotive-type vehicle for on-road use, such as passenger automobiles, buses, trucks, vans, neighborhood electric vehicles, electric motorcycles, and the like, primarily powered by an electric motor that draws current from a rechargeable storage battery, fuel cell, photovoltaic array, or other source of electric current. **Plug-in hybrid electric vehicles (PHEV)** are considered electric vehicles. For the purpose of this article, off-road, self-propelled electric vehicles, such as industrial trucks, hoists, lifts, transports, golf carts, airline ground support equipment, tractors, boats, and the like, are not included.

Electric Vehicle Connector. A device that, by insertion into an electric vehicle inlet, establishes an electrical connection to the electric vehicle for the purpose of power transfer and information exchange. This device is part of the electric vehicle coupler.

Informational Note: For further information, see 625.26 for interactive systems.

Electric Vehicle Coupler. A mating electric vehicle inlet and electric vehicle connector set.



Electric Vehicle Inlet. The device on the electric vehicle into which the electric vehicle connector is inserted for power transfer and information exchange. This device is part of the electric vehicle coupler. For the purposes of this Code, the electric vehicle inlet is considered to be part of the electric vehicle and not part of the electric vehicle supply equipment.

Informational Note: For further information, see 625.26 for interactive systems.

Electric Vehicle Nonvented Storage Battery. A hermetically sealed battery, comprised of one or more rechargeable electrochemical cells, that has no provision for the release of excessive gas pressure, or for the addition of water or electrolyte, or for external measurements of electrolyte specific gravity.

Electric Vehicle Supply Equipment. The conductors, including the ungrounded, grounded, and equipment grounding conductors and the electric vehicle connectors, attachment plugs, 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.

Informational Note: For further information, see 625.26 for interactive systems.

Personnel Protection System. A system of personnel protection devices and constructional features that when used together provide protection against electric shock of personnel.

Plug-In Hybrid Electric Vehicle (PHEV). A type of electric vehicle intended for on-road use with the ability to store and use off-vehicle electrical energy in the rechargeable energy storage system, and having a second source of motive power.

Rechargeable Energy Storage System. Any power source that has the capability to be charged and discharged.

Informational Note: Batteries, capacitors, and electro-mechanical flywheels are examples of rechargeable energy storage systems.

625.4 Voltages. Unless other voltages are specified, the nominal ac system voltages of 120, 120/240, 208Y/120, 240, 480Y/277, 480, 600Y/347, and 600 volts shall be used to supply equipment covered by this article.

625.5 Listed or Labeled. All electrical materials, devices, fittings, and associated equipment shall be listed or labeled.

II. Wiring Methods

625.9 Electric Vehicle Coupler. The electric vehicle coupler shall comply with 625.9(A) through (F).

(A) **Polarization.** The electric vehicle coupler shall be polarized unless part of a system identified and listed as suitable for the purpose.

(B) **Noninterchangeability.** The electric vehicle coupler shall have a configuration that is noninterchangeable with wiring devices in other electrical systems. Nongrounding-type electric vehicle couplers shall not be interchangeable with grounding-type electric vehicle couplers.

(C) **Construction and Installation.** The electric vehicle coupler shall be constructed and installed so as to guard against inadvertent contact by persons with parts made live from the electric vehicle supply equipment or the electric vehicle battery.

(D) **Unintentional Disconnection.** The electric vehicle coupler shall be provided with a positive means to prevent unintentional disconnection.

(E) **Grounding Pole.** The electric vehicle coupler shall be provided with a grounding pole, unless part of a system identified and listed as suitable for the purpose in accordance with Article 250.

(F) **Grounding Pole Requirements.** If a grounding pole is provided, the electric vehicle coupler shall be so designed that the grounding pole connection is the first to make and the last to break contact.

III. Equipment Construction

625.13 Electric Vehicle Supply Equipment. Electric vehicle supply equipment rated at 125 volts, single phase, 15 or 20 amperes or part of a system identified and listed as suitable for the purpose and meeting the requirements of 625.18, 625.19, and 625.29 shall be permitted to be cord-and-plug-connected. All other electric vehicle supply equipment shall be permanently connected and fastened in place. This equipment shall have no exposed live parts.

625.14 Rating. Electric vehicle supply equipment shall have sufficient rating to supply the load served. For the purposes of this article, electric vehicle charging loads shall be considered to be continuous loads.

625.15 Markings. The electric vehicle supply equipment shall comply with 625.15(A) through (C).

(A) **General.** All electric vehicle supply equipment shall be marked by the manufacturer as follows:

FOR USE WITH ELECTRIC VEHICLES

(B) **Ventilation Not Required.** Where marking is required by 625.29(C), the electric vehicle supply equipment shall be clearly marked by the manufacturer as follows:

VENTILATION NOT REQUIRED

The marking shall be located so as to be clearly visible after installation.



(C) **Ventilation Required.** Where marking is required by 625.29(D), the electric vehicle supply equipment shall be clearly marked by the manufacturer, “Ventilation Required.” The marking shall be located so as to be clearly visible after installation.

625.16 Means of Coupling. The means of coupling to the electric vehicle shall be either conductive or inductive. Attachment plugs, electric vehicle connectors, and electric vehicle inlets shall be listed or labeled for the purpose.

625.17 Cable. The electric vehicle supply equipment cable shall be Type EV, EVJ, EVE, EVJE, EVT, or EVJT flexible cable as specified in Article 400 and Table 400.4. Ampacities shall be as specified in Table 400.5(A)(1) for 10 AWG and smaller, and in Table 400.5(A)(2) for 8 AWG and larger. The overall length of the cable shall not exceed 7.5 m (25 ft) unless equipped with a cable management system that is listed as suitable for the purpose. Other cable types and assemblies listed as being suitable for the purpose, including optional hybrid communications, signal, and composite optical fiber cables, shall be permitted.

625.18 Interlock. Electric vehicle supply equipment shall be provided with an interlock that de-energizes the electric vehicle connector and its cable whenever the electrical connector is uncoupled from the electric vehicle. An interlock shall not be required for portable cord-and-plug-connected electric vehicle supply equipment intended for connection to receptacle outlets rated at 125 volts, single phase, 15 and 20 amperes.

625.19 Automatic De-Energization of Cable. The electric vehicle supply equipment or the cable-connector combination of the equipment shall be provided with an automatic means to de-energize the cable conductors and electric vehicle connector upon exposure to strain that could result in either cable rupture or separation of the cable from the electric connector and exposure of live parts. Automatic means to de-energize the cable conductors and electric vehicle connector shall not be required for portable cord-and-plug-connected electric vehicle supply equipment intended for connection to receptacle outlets rated at 125 volts, single phase, 15 and 20 amperes.

IV. Control and Protection

625.21 Overcurrent Protection. Overcurrent protection for feeders and branch circuits supplying electric vehicle supply equipment shall be sized for continuous duty and shall have a rating of not less than 125 percent of the maximum load of the electric vehicle supply equipment. Where noncontinuous loads are supplied from the same feeder or branch circuit, the overcurrent device shall have a rating of not less than the sum of the noncontinuous loads plus 125 percent of the continuous loads.

625.22 Personnel Protection System. The electric vehicle supply equipment shall have a listed system of protection against electric shock of personnel. The personnel protection system shall be composed of listed personnel protection devices and constructional features. Where cord-and-plug-connected electric vehicle supply equipment is used, the interrupting device of a listed personnel protection system shall be provided and shall be an integral part of the attachment plug or shall be located in the power supply cable not more than 300 mm (12 in.) from the attachment plug.

625.23 Disconnecting Means. For electric vehicle supply equipment rated more than 60 amperes or more than 150 volts to ground, the disconnecting means shall be provided and installed in a readily accessible location. The disconnecting means shall be capable of being locked in the open position. The provision for locking or adding a lock to the disconnecting means shall be installed on or at the switch or circuit breaker used as the disconnecting means and shall remain in place with or without the lock installed. Portable means for adding a lock to the switch or circuit breaker shall not be permitted.

625.25 Loss of Primary Source. Means shall be provided such that, upon loss of voltage from the utility or other electrical system(s), energy cannot be back fed through the electric vehicle and the supply equipment to the premises wiring system unless permitted by 625.26.

625.26 Interactive Systems. Electric vehicle supply equipment and other parts of a system, either on-board or off-board the vehicle, that are identified for and intended to be interconnected to a vehicle and also serve as an optional standby system or an electric power production source or provide for bi-directional power feed shall be listed as suitable for that purpose. When used as an optional standby system, the requirements of Article 702 shall apply, and when used as an electric power production source, the requirements of Article 705 shall apply.

V. Electric Vehicle Supply Equipment Locations

625.28 Hazardous (Classified) Locations. Where electric vehicle supply equipment or wiring is installed in a hazardous (classified) location, the requirements of Articles 500 through 516 shall apply.

625.29 Indoor Sites. Indoor sites shall include, but not be limited to, integral, attached, and detached residential garages; enclosed and underground parking structures; repair and non-repair commercial garages; and agricultural buildings.

(A) **Location.** The electric vehicle supply equipment shall be located to permit direct connection to the electric vehicle.

(B) Height. Unless specifically listed for the purpose and location, the coupling means of the electric vehicle supply equipment shall be stored or located at a height of not less than 450 mm (18 in.) and not more than 1.2 m (4 ft) above the floor level.

(C) Ventilation Not Required. Where electric vehicle non-vented storage batteries are used or where the electric vehicle supply equipment is listed or labeled as suitable for charging electric vehicles indoors without ventilation and marked in accordance with 625.15(B), mechanical ventilation shall not be required.

(D) Ventilation Required. Where the electric vehicle supply equipment is listed or labeled as suitable for charging electric vehicles that require ventilation for indoor charging, and is marked in accordance with 625.15(C), mechanical ventilation, such as a fan, shall be provided. The ventilation shall include both supply and exhaust equipment and shall be permanently installed and located to intake from, and vent directly to, the outdoors. Positive pressure ventilation systems shall be permitted only in buildings or areas that have been specifically designed and approved for that application. Mechanical ventilation requirements shall be determined by one of the methods specified in 625.29(D)(1) through (D)(4).

(1) Table Values. For supply voltages and currents specified in Table 625.29(D)(1) or Table 625.29(D)(2), the minimum ventilation requirements shall be as specified in Table 625.29(D)(1) or Table 625.29(D)(2) for each of the total number of electric vehicles that can be charged at one time.

(2) Other Values. For supply voltages and currents other than specified in Table 625.29(D)(1) or Table 625.29(D)(2),

the minimum ventilation requirements shall be calculated by means of the following general formulas, as applicable:

(1) Single phase: Ventilation_{single phase} in cubic meters per minute (m³/min) =

$$\frac{(\text{volts})(\text{amperes})}{1718}$$

Ventilation_{single phase} in cubic feet per minute (cfm) =

$$\frac{(\text{volts})(\text{amperes})}{48.7}$$

(2) Three phase: Ventilation_{three phase} in cubic meters per minute (m³/min) =

$$\frac{1.732(\text{volts})(\text{amperes})}{1718}$$

Ventilation_{three phase} in cubic feet per minute (cfm) =

$$\frac{1.732(\text{volts})(\text{amperes})}{48.7}$$

(3) Engineered Systems. For an electric vehicle supply equipment ventilation system designed by a person qualified to perform such calculations as an integral part of a building's total ventilation system, the minimum ventilation requirements shall be permitted to be determined in accordance with calculations specified in the engineering study.

(4) Supply Circuits. The supply circuit to the mechanical ventilation equipment shall be electrically interlocked with the electric vehicle supply equipment and shall remain energized

Table 625.29(D)(1) Minimum Ventilation Required in Cubic Meters per Minute (m³/min) for Each of the Total Number of Electric Vehicles That Can Be Charged at One Time

Branch-Circuit Ampere Rating	Branch-Circuit Voltage						
	Single Phase			3 Phase			
	120 V	208 V	240 V or 120/240 V	208 V or 208Y/120 V	240 V	480 V or 480Y/277 V	600 V or 600Y/347 V
15	1.1	1.8	2.1	—	—	—	—
20	1.4	2.4	2.8	4.2	4.8	9.7	12
30	2.1	3.6	4.2	6.3	7.2	15	18
40	2.8	4.8	5.6	8.4	9.7	19	24
50	3.5	6.1	7.0	10	12	24	30
60	4.2	7.3	8.4	13	15	29	36
100	7.0	12	14	21	24	48	60
150	—	—	—	31	36	73	91
200	—	—	—	42	48	97	120
250	—	—	—	52	60	120	150
300	—	—	—	63	73	145	180
350	—	—	—	73	85	170	210
400	—	—	—	84	97	195	240



Table 625.29(D)(2) Minimum Ventilation Required in Cubic Feet per Minute (cfm) for Each of the Total Number of Electric Vehicles That Can Be Charged at One Time

Branch-Circuit Ampere Rating	Branch-Circuit Voltage						
	Single Phase			3 Phase			
	120 V	208 V	240 V or 120/240 V	208 V or 208Y/120 V	240 V	480 V or 480Y/277 V	600 V or 600Y/347 V
15	37	64	74	—	—	—	—
20	49	85	99	148	171	342	427
30	74	128	148	222	256	512	641
40	99	171	197	296	342	683	854
50	123	214	246	370	427	854	1066
60	148	256	296	444	512	1025	1281
100	246	427	493	740	854	1708	2135
150	—	—	—	1110	1281	2562	3203
200	—	—	—	1480	1708	3416	4270
250	—	—	—	1850	2135	4270	5338
300	—	—	—	2221	2562	5125	6406
350	—	—	—	2591	2989	5979	7473
400	—	—	—	2961	3416	6832	8541

during the entire electric vehicle charging cycle. Electric vehicle supply equipment shall be marked in accordance with 625.15. Electric vehicle supply equipment receptacles rated at 125 volts, single phase, 15 and 20 amperes shall be marked in accordance with 625.15(C) and shall be switched, and the mechanical ventilation system shall be electrically interlocked through the switch supply power to the receptacle.

625.30 Outdoor Sites. Outdoor sites shall include but not be limited to residential carports and driveways, curbside, open parking structures, parking lots, and commercial charging facilities.

(A) Location. The electric vehicle supply equipment shall be located to permit direct connection to the electric vehicle.

(B) Height. Unless specifically listed for the purpose and location, the coupling means of electric vehicle supply equipment shall be stored or located at a height of not less than 600 mm (24 in.) and not more than 1.2 m (4 ft) above the parking surface.

lation of equipment and devices related to electrical installations within an electrified truck parking space.

626.2 Definitions.

Cable Management System. An apparatus designed to control and organize unused lengths of cable or cord at electrified truck parking spaces.

Cord Connector. A device that, by inserting it into a truck flanged surface inlet, establishes an electrical connection to the truck for the purpose of providing power for the on-board electric loads and may provide a means for information exchange. This device is part of the truck coupler.

Disconnecting Means, Parking Space. The necessary equipment usually consisting of a circuit breaker or switch and fuses, and their accessories, located near the point of entrance of supply conductors in an electrified truck parking space and intended to constitute the means of cutoff for the supply to that truck.

Electrified Truck Parking Space. A truck parking space that has been provided with an electrical system that allows truck operators to connect their vehicles while stopped and to use off-board power sources in order to operate on-board systems such as air conditioning, heating, and appliances, without any engine idling.

Informational Note: An electrified truck parking space also includes dedicated parking areas for heavy-duty trucks at travel plazas, warehouses, shipper and consignee yards, depot facilities, and border crossings. It does not include areas such as the shoulders of highway ramps and access roads, camping and recreational vehicle sites, residential and commercial parking areas used for automotive parking or other areas

ARTICLE 626 Electrified Truck Parking Spaces

I. General

626.1 Scope. The provisions of this article cover the electrical conductors and equipment external to the truck or transport refrigerated unit that connect trucks or transport refrigerated units to a supply of electricity, and the instal-

