JOINT CANADA-UNITED STATES
NATIONAL STANDARD

ANSI/CAN/UL 2252:2026

STANDARD FOR SAFETY

Adapters for Use with Electric Vehicle Couplers

ANSI/UL 2252-2026

SCC FOREWORD

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UL Standard for Safety for Adapters for Use with Electric Vehicle Couplers, ANSI/CAN/UL 2252

First Edition, Dated March 19, 2025

Summary of Topics

This revision of ANSI/CAN/UL 2252 dated June 24, 2026 includes the following changes in requirements:

– Dielectric Strength Test Clarification; 22.1 and 22.4.

Text that has been changed in any manner or impacted by ULSE's electronic publishing system is marked with a vertical line in the margin.

The revised requirements are substantially in accordance with Proposal(s) on this subject dated August 8, 2025 and May 15, 2026.

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ANSI/UL 2252-2026

MARCH 19, 2025
(Title Page Reprinted: June 24, 2026)

ANSI/CAN/UL 2252:2026

Standard for Adapters for Use with Electric Vehicle Couplers

First Edition

March 19, 2025

This ANSI/CAN/UL Safety Standard consists of the First Edition including revisions through June 24, 2026.

The most recent designation of ANSI/UL 2252 as an American National Standard (ANSI) occurred on June 24, 2026. ANSI approval for a standard does not include the Cover Page, Transmittal Pages, Title Page, Preface or SCC Foreword.

This standard has been designated as a National Standard of Canada (NSC) on June 24, 2026.

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Preface

This is the First Edition of ANSI/CAN/UL 2252, Standard for Adapters for Use with Electric Vehicle Couplers.

ULSE is accredited by the American National Standards Institute (ANSI) and the Standards Council of Canada (SCC) as a Standards Development Organization (SDO).

This Standard has been developed in compliance with the requirements of ANSI and SCC for accreditation of a Standards Development Organization.

This ANSI/CAN/UL 2252 Standard is under continuous maintenance, whereby each revision is approved in compliance with the requirements of ANSI and SCC for accreditation of a Standards Development Organization. In the event that no revisions are issued for a period of four years from the date of publication, action to revise, reaffirm, or withdraw the standard shall be initiated.

Annex A is identified as Normative for Canada and Informative for the US. Informative text is for informational purposes only, and Normative text is considered to be mandatory.

In Canada, there are two official languages, English and French. All safety warnings must be in French and English. Attention is drawn to the possibility that some Canadian authorities may require additional markings and/or installation instructions to be in both official languages.

This First Edition joint American National Standard and National Standard of Canada is based on, and now supersedes, the First Issue Outline of Investigation UL 2252.

Comments or proposals for revisions on any part of the Standard may be submitted at any time. Proposals should be submitted via a Proposal Request in the Collaborative Standards Development System (CSDS) at https://csds.ul.com.

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This Edition of the Standard has been formally approved by the Technical Committee (TC) on plugs, receptacles, and couplers for electrical vehicles, TC 2251.

This list represents the TC 2251 membership when the final text in this standard was balloted. Since that time, changes in the membership may have occurred.

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International Classification for Standards (ICS): 29.120.30; 43.120

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This Standard is intended to be used for conformity assessment.

The intended primary application of this standard is stated in its scope. It is important to note that it remains the responsibility of the user of the standard to judge its suitability for this particular application.

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INTRODUCTION

1 Scope

1.1 This standard covers devices designated as adapters and integrated adapters for conductive EV power transfer to the vehicle. The devices are not used to convert voltages (e.g. AC to DC, DC to AC). These devices are only used to convert the physical configuration of the interfaces and provide for continued communication protocols. The devices covered by this standard are detailed in 1.2.

1.2 Devices covered by this standard include:

a) Adapters or integrated adapters converting from one configuration to another where the communication protocol is the same between the infrastructure and the electric vehicle and additional functions may be provided;

b) Adapters converting from one configuration to another where the communication protocol is different between the infrastructure and the vehicle, and the adapter provides a translation function, and additional functions may be provided; and

c) Adapters that do not convert the configuration but provide additional functions that the infrastructure does not provide.

1.3 This standard does not cover devices that are used for any other purpose than as defined in 1.1 and 1.2. Devices for use in power export from the vehicle are not included in the purposes defined in 1.1 and 1.2.

1.4 This standard does not cover cable assemblies with an EV plug and an EV connector for connecting an EV socket-outlet to an EV vehicle inlet.

1.5 In relation to 1.2(b), the translation function for the communication protocol is not covered by this standard.

1.6 This standard does not cover Vehicle Connectors or Vehicle Inlets which are covered under UL 2251, the Standard for Plugs, Receptacles, and Couplers for Electric Vehicles, and CSA C22.2 No. 282, the Standard for Plugs, Receptacles, and Couplers for Electric Vehicles.

1.7 This standard does not cover requirements for AC and DC pin sharing (overlay). The devices can be used for AC or DC but not both.

2 Components

2.1 A component of a product covered by this standard shall:

a) Comply with the requirements for that component as specified in this standard;

b) Be used in accordance with its rating(s) established for the intended conditions of use; and

c) Be used within its established use limitations or conditions of acceptability.

2.2 A component of a product covered by this standard is not required to comply with a specific component requirement that:

a) Involves a feature or characteristic not required in the application of the component in the product;

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