

# Cybertruck Test Drives Available in Milford

## Tesla Cybertruck Test Drives Now Available

The drives are being offered at Tesla's Service and Leasing center in Milford. This is the [Tesla page](#) to book a test drive for any of their models.

This follows the first Cybertruck test drives offered in the state at our NorthEast Electric Vehicle Symposium last month. As the 75 or so people who drove the CT that day can attest, the handling is amazingly nimble for a vehicle of this size.

We expect test drives to be available in the new Stamford facility as well.

## More EV Pickups Being Introduced

It is a category that has seen an increasing number of entrants from the likes of Rivian, Ford, Chevrolet and GMC. Numerous sources have reported that Cybertruck has overtaken the Ford F150 Lightning as the best selling electric pickup in second quarter. It is hard to tell exactly what the sales are because Tesla does not break out individual models. Their "other vehicles" category, which includes the Model S and X, accounted for 21,551 sales according to [Inside EVs](#), which speculates, using indirect data such as recalls, that Tesla produced roughly 12,000 trucks, compared to 7902 for the Lightning. There are other reasons why the comparison is rough. For one thing, a sale for Ford is when the dealership takes title to the vehicle, whereas with Tesla, it is when the consumer receives it. Most of these pickup models are quite

new and some have been supply-constrained.

## **Configurations and Incentives**

Tesla has stopped taking orders for the Foundation series and the configurator shows the All-Wheel Drive (\$79,990) and Cyberbeast (\$103,490).

The AWD starts at a low enough price that it squeaks by for the federal incentive if no options are ordered. The incentive MSRP cap is \$80,000 for a pickup. There is also an income limitation of \$300,000 for joint filers, which may be an issue for someone who can afford \$80K for a vehicle. Anyway, that is moot for the time being. The configurator does not indicate that the vehicle qualifies. Tesla is usually very good at maximizing incentives, so it wouldn't surprise us if things will change; we just don't know when.

Leases and commercial transactions do qualify for the federal \$7500 incentive as those are not subject to the rules for consumer purchases.

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## **Interim Updates on JuiceBox Chargers from UI**

# Enel X to Continue to Support Chargers...For Now

We have published a previous [post](#) and updates following the announcement from Enel X, maker of JuiceBox chargers, of their abrupt withdrawal from the North American market. The original announcement was that while the chargers would work, the software would no longer be available. Not only would that negate the smart charger functionality of the equipment, these units were approved for the charging incentives offered by Eversource and UI and they would no longer be able to track compliance with the managed charging program. Commercial chargers would be completely dead without the software.

Subsequent to the initial announcement, Enel X said they would continue to support the software for both residential and commercial for the time being. Per UI, Enel plans to auction off their North American business to a third party.

## Still Solving for Managed Charging

Having some interim software support for the chargers does not equate to the utilities being able to track the data they need. UI reports that at present it has lost visibility and that its back-end provider is working on a solution with Enel. This may take a couple of weeks. At that point, they expect to be back in business until at least the end of the year. This prospective solution may work beyond that but that is still tbd at this time.

UI and Eversource have different back-end providers, so it is not a given that there is a solution in the offing for Eversource. We have not received an update from them.

# Vehicle Connection (Telematics)

If your vehicle is able to enroll via telematics, both utilities recommend going that route. For your viewing pleasure, below is a list of every eligible telematics vehicle. The list is not identical for Eversource and UI.

<b>Eversource Customers</b>	
<b>Electric Vehicle Make</b>	<b>Electric Vehicle Model</b>
<b>Acura</b>	<b>ZDX: 2024 models and newer</b>
<b>Audi</b>	<b>A5 PHEV: 2022 models and newer</b>

<b>Eversource Customers</b>	
<b>Electric Vehicle Make</b>	<b>Electric Vehicle Model</b>
	<b>A7 PHEV: 2021 models and newer</b>
	<b>A8 PHEV: 2020 models and newer</b>
	<b>e-tron: 2019 models and newer</b>
	<b>Q4 e-tron: 2022 models and newer</b>
	<b>e-tron GT: 2022 models and newer</b>
	<b>e-tron Sportback: 2022 models and newer</b>
	<b>A7 TSFlē: 2022 models and newer</b>
	<b>Q5 TFSle: 2020 models and newer</b>
	<b>Q5 PHEV: 2022 models and newer</b>
	<b>Q8 e-tron: 2022 models and newer</b>

<b>BMW</b>	<b>3 Series PHEV:</b> 2016 models and newer
	<b>5 Series PHEV:</b> 2017 models and newer
	<b>7 Series PHEV:</b> 2017 models and newer
	<b>330e:</b> 2021 models and newer
	<b>530e:</b> 2022 models and newer
	<b>745e:</b> 2022 models and newer
	<b>i3:</b> 2017-2021 models
	<b>i3 (+REX) :</b> 2017-2021 models
	<b>i5:</b> 2024 models and newer
	<b>i4:</b> 2021 models and newer
	<b>i7:</b> 2023 models and newer
	<b>i8:</b> 2016-2020 models
	<b>iX:</b> 2021 models and newer
	<b>X3 PHEV:</b> 2020-2021 models
	<b>X5 PHEV:</b> 2016 models and newer
	<b>X5 xDrive45e:</b> 2022 models and newer
	<b>Cadillac</b>
<b>ELR:</b> 2015-2016 models	
<b>LYRIQ:</b> 2023 models and newer	
<b>Chevrolet</b>	<b>Blazer EV:</b> 2024 models and newer
	<b>Bolt EV:</b> 2017 models and newer
	<b>Bolt EUV:</b> 2022 models and newer
	<b>Spark EV:</b> 2015-2016 models

<b>Eversource Customers</b>	
<b>Electric Vehicle Make</b>	<b>Electric Vehicle Model</b>

	<b>Volt:</b> 2015-2019 models
	<b>Silverado EV:</b> 2024 models and newer
	<b>Equinox EV:</b> 2024 models and newer
<b>Chrysler</b>	<b>Pacifica Hybrid:</b> 2017 models and newer
<b>Dodge</b>	<b>Hornet PHEV:</b> 2023 models and newer
<b>Fiat</b>	<b>500e:</b> 2024 models and newer
<b>GMC</b>	<b>Hummer EV:</b> 2022 models and newer
<b>Honda</b>	<b>Prologue:</b> 2024 models and newer
<b>Hyundai</b>	<b>IONIQ Plug-In Hybrid:</b> 2018 models and newer
	<b>IONIQ Electric:</b> 2017-2021 models
	<b>Ioniq 5:</b> 2022 models and newer
	<b>Ioniq 6:</b> 2023 models and newer
	<b>Kona Electric:</b> 2019 models and newer
	<b>Santa Fe PHEV:</b> 2022 models and newer
	<b>Sonata Plug-In Hybrid:</b> 2017-2019
<b>Tucson PHEV:</b> 2022 models and newer	
<b>Jaguar</b>	<b>I-Pace:</b> 2019 models and newer
<b>Jeep</b>	<b>Grand Cherokee 4xe:</b> 2022 models and newer
	<b>Wrangler 4xe:</b> 2021 models and newer
<b>Kia</b>	<b>EV6:</b> 2022 models and newer
	<b>EV9:</b> 2024 models and newer
	<b>Sorento PHEV:</b> 2022 models and newer
	<b>Optima PHEV:</b> 2017-2020 models
	<b>Niro EV:</b> 2019 models and newer
	<b>Niro PHEV:</b> 2018 models and newer
	<b>Soul EV:</b> 2017-2020 models
	<b>Sportage PHEV:</b> 2023 models and newer

<b>Land Rover</b>	<b>Range Rover PHEV P400e: 2019-2021 models</b>
	<b>Range Rover Sport PHEV P400e: 2019-2021 models</b>
<b>Lexus</b>	<b>RX 450h PHEV: 2023 models and newer</b>
	<b>RZ: 2023 models and newer</b>
<b>Lincoln</b>	<b>Aviator Grand Touring: 2022 models and newer</b>

<b>Eversource Customers</b>	
<b>Electric Vehicle Make</b>	<b>Electric Vehicle Model</b>
	<b>Corsair Grand Touring: 2021 models and newer</b>
<b>Mazda</b>	<b>CX-60 PHEV: 2024 models and newer</b>
	<b>CX-90 PHEV: 2024 models and newer</b>
	<b>MX-30: 2022 models and newer</b>
<b>Mercedes-Benz</b>	<b>GLC PHEV: 2019-2020 models</b>
	<b>S-Class PHEV: 2019 models and newer</b>
	<b>EQ Series: 2022 models and newer</b>
<b>Mini</b>	<b>SE Countryman E: 2018 models and newer</b>
	<b>SE Hardtop: 2020 models and newer</b>
<b>Nissan</b>	<b>Ariya: 2023 models and newer</b>
	<b>LEAF SV: 2018 to 2022 models</b>
	<b>LEAF SL: 2018 to 2022 models</b>
<b>Porsche</b>	<b>992 PHEV: 2022 models and newer</b>
	<b>Cayenne PHEV: 2020 models and newer</b>
	<b>Taycan: 2020 models and newer</b>
<b>Ram</b>	<b>1500 REV: 2025 models and newer</b>

<b>Rivian</b>	<b>R1T:</b> 2022 models and newer
	<b>R1S:</b> 2022 models and newer
<b>Subaru</b>	<b>Solterra:</b> 2023 models and newer
<b>Tesla</b>	<b>Model 3:</b> 2017 models and newer
	<b>Model S:</b> 2012 models and newer
	<b>Model X:</b> 2016 models and newer
	<b>Model Y:</b> 2020 models and newer
	<b>CyberTruck:</b> 2023 models and newer
<b>Toyota</b>	<b>bZ4X:</b> 2023 models and newer
	<b>Prius Prime:</b> 2017 models and newer
	<b>Rav4 Prime:</b> 2021 models and newer
<b>Volkswagen</b>	<b>e-Golf:</b> 2020 models and newer
	<b>ID.4:</b> 2023 models and newer
	<b>Tiguan PHEV:</b> 2023 models and newer
<b>Volvo</b>	<b>S60 PHEV:</b> 2019-2022 models
	<b>S90PHEV:</b> 2018-2021 models
	<b>V60 PHEV:</b> 2020-2022 models

<b>Eversource Customers</b>	
<b>Electric Vehicle Make</b>	<b>Electric Vehicle Model</b>
	<b>XC60 PHEV:</b> 2018-2021 models
	<b>XC90 PHEV:</b> 2016-2022 models



United Illuminating Customers			
Car Make	Car Model and Year	Eligible Tier	
		Baseline	Advanced
Acura	ZDX 2024+	√	√
Alfa Romeo	Tonale 2023+	√	√
Audi	A5 2022+	√	
	A7 2021+	√	
	A8 2020+	√	
	e-tron 2019+	√	√
	Q4 e-tron 2022+	√	√
	Q5 2020+	√	
	3 Series 2016+	√	√
	5 Series 2017+	√	√
	7 Series 2017+	√	√
	i3 2016 – 2021	√	√
	i3 REX 2016 – 2021	√	
BMW	i4 2021+	√	√
	i5 2024+	√	√
	i7 2023+	√	√
	i8 2016 – 2020	√	
	iX 2021+	√	√
	X3 2020 – 2021	√	√
	X5 2016+	√	√
	CT6 2017 – 2018	√	
Cadillac	ELR 2015 – 2016	√	

	LYRIQ 2023+	√	√
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Car Make	Car Model and Year	Eligible Tier
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		Baseline	Advanced
Chevrolet	Blazer EV 2024+	√	√
	Bolt EUV 2022+	√	√
	Bolt EV 2017+	√	√
	Equinox EV 2024+	√	√
	Silverado EV 2024+	√	√
	Spark EV 2015 – 2016	√	√
	Volt 2015 – 2019	√	
Dodge	Hornet 2023+	√	√
Fiat	500e 2024+	√	√
GMC	Hummer EV 2022+	√	√
Honda	Prologue 2024+	√	√

Hyundai	Ioniq 5 2022+	√	√
	IONIQ 6 2023+	√	√
	IONIQ Electric 2017 – 2021	√	√
	IONIQ PHEV 2018+	√	√
	Kona Electric 2019+	√	√
	Santa Fe PHEV 2022+	√	√
	Sonata PHEV 2017 – 2019	√	√
	Tucson 2022+	√	√
Jaguar	I Pace 2019+	√	√
Kia	EV6 2022+	√	√
	EV9 2024+	√	√
	Niro EV 2019+	√	√
	Niro PHEV 2018+	√	√
	Optima PHEV 2017 – 2020	√	√
	Sorento 2022+	√	√
	Soul EV 2017 – 2020	√	√
	Sportage PHEV 2023+	√	√
Land Rover	RR P 400 E 2019 – 2021	√	√
	RR Sport P 400 E 2019 – 2021	√	√
Lexus	RX 450 H 2023+	√	√
	RZ 2023+	√	√
Lincoln	Aviator Grand Touring 2020+	√	
	Corsair Grand Touring 2021+	√	

Mazda	CX-60 2024+	√	√
	CX-90 2024+	√	√
	MX-30 2022+	√	√
Car Make	Car Model and Year	Eligible Tier	
		Baseline	Advanced

Mercedes-Benz	EQ Series 2022+	√	
	S-CLASS PHEV 2019+	√	
	GLC PHEV 2019 – 2020	√	
Mini	SE Countryman 2018+	√	√
	SE Hardtop 2020+	√	√
Nissan	Ariya 2023+	√	√
Porsche	992 2022+	√	√
	Cayenne 2020+	√	√
	Taycan 2020+	√	√
Ram	1500 REV 2025+	√	√
Rivian	R1S 2022+	√	
	R1T 2022+	√	
Subaru	Crosstrek-Hybrid 2019+	√	
	Solterra 2023+	√	√
Tesla	Cybertruck 2024+	√	√
	Model 3 2017+	√	√
	Model S 2012+	√	√
	Model X 2016+	√	√
	Model Y 2020+	√	√
Toyota	bZ4X 2023+	√	√
	Prius Prime 2017+	√	√
	RAV 4 Prime 2021+	√	√

Volkswagen	e-Golf 2020 – 2020	✓	✓
	ID 4 2021+	✓	✓
	Tiguan 2023+	✓	✓
Volvo	S60 2019 – 2022	✓	
	S90 2018 – 2021	✓	
	V60 2020 – 2022	✓	
	XC60 2018 – 2021	✓	
	XC90 2016 – 2022	✓	

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# **EV and Distributed Energy Resource Provide Resiliency During FL Hurricane**

## **An Example of How Distributed Resources Create Resilience**

A club-member received this text message from a friend who lives in Stuart, FL, a city on the eastern coast of the state where Hurricane Milton came through as a category 1 storm after spawning tornadoes. It is a good illustration of how EVs and distributed energy resources can contribute to resilience.

“Thanks for checking in. Our home is fine...survived beautifully...never lost power thanks to Tesla Powerwalls. The rest of the community and county had some major power

issues. Tornado touched down about 3 blocks away, no injuries, just more power outages in the area. Also, some trees down and turned over a semi-truck. Hospital (family run Vet hospital) lost power around midnight, but I powered it from the Cybertruck until the power came back around 2pm this afternoon. At home, we had trimmed all the trees earlier this week, so only a few branches down. That's about it. Nothing like North Carolina."

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## **Enel X Way Pulling Out of North America**

### **Enel X Way, Maker of JuiceBox EV Chargers That Are Part of the CT EV Charging Incentive Program, Shutting Down in North America**

**Update Oct. 13** – Enel X has apparently found a workaround and software service will not be disrupted. (Customer service for the hardware is offline.) This is an article in [Electrek](#) with more detail. Based on this, participants in the managed charging programs should be able to continue. We have had several members send us communications from Enel X or the utilities. Please keep us updated.

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Enel had previously announced big plans for a USA and Canada charging network, including installing 10,000 DCFC chargers by

2030. Now they are closing it down, though they are a huge company that remains in business in many other countries.

According to a statement posted on the JuiceBox website:

“After careful consideration, Enel X Way North America has decided to close its electric mobility business in the US and Canada, operated by the local subsidiary of Enel X Way USA, effective October 11, 2024.”

This is what they say about how it affects customers:

- Residential charging hardware (JuiceBox) will maintain the physical operating ability to charge vehicles, but that is it. (In other words, they become dumb chargers.)
- All Enel X Way software will be discontinued. Commercial charging stations will no longer work absent software.
- The Enel X Way App and all other Enel e-mobility apps in North America will be discontinued and removed from the App Store.
- Enel X Way customer support is no longer available, effective immediately. Any Enel X Way related questions and claims should be directed **in the coming days to the claims information page (available soon)**. (The emphasis is theirs.)

The entire website, except for this one status page has been taken offline.

## **Impact on Managed Charging Incentives**

There are Juicebox chargers that are approved equipment for EV charging incentives offered through Eversource and United Illuminating. Without software support, it will not be possible for the consumer to schedule charging nor for the utility to track it. The utilities were not given advance notice of the Enel decision.

We have been forwarded a few emails from members that were sent from Eversource and Enel X. Enel X is reporting that they are working to transition to the software of a third party. It sounds like they have made progress and there may be no interruption in service.

The emails we have seen from Eversource haven't yet mentioned this. It may well be coming. But at this point, they suggest that if a vehicle is eligible for telematics, the customer can re-enroll and continue that way. Otherwise, they will be paid out through September and no longer part of the program. There is also the opportunity to subsequently re-enroll if the charger is replaced with an approved unit.

GM vehicles, which are not on the Eversource list of eligible telematics vehicles, are apparently able to connect through OnStar, which may require a paid subscription. GM vehicles are on the list of UI telematics vehicles.

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## **V2B**

### **Vehicle to Band**

**Heard at the NorthEast Electric Vehicle Symposium, dateline September 16, 2024...**

An important partner for the EV Club is the PACE organization (People's Action for Clean Energy). PACE president, Mark Scully, plays in a band, Temporary Sanity, that had an outdoor gig at Burlington Tavern Day over the weekend. Since there was no power near the stage, a gas generator was used, which unfortunately, ran out of gas midway through the set. Talk about range anxiety!



However, the band's sound tech drives a Rivian R1T, so no problem! They just plugged the equipment into the vehicle. It worked seamlessly and barely made a dent in the battery state of charge. Let's think about this – what would use more energy, powering an electric guitar or moving a 7,148 pound vehicle?

It's not quite "Where's Waldo," but the truck is a little hard to spot – it is on the right side of the photo, powering zero-emission tunes.

EVs are hard to beat, but they also have a good beat and you can dance to them.

## **New Rivian Test Drive Center**

Rivian recently opened a service and test drive center in Blauvelt, New York. Blauvelt is just across the Mario Cuomo (Tappan Zee) Bridge in Rockland County. The recently opened service center in Shelton does not offer test-drives. That is why it was a treat to have them join us at the Symposium to offer test-drives locally.

## **Truck-Powered Presentations**

For those of you who saw the Sunday presentations delivered from the bed of a Ford F150 Lightning pickup, the mic and PA were powered by the truck, courtesy of our sponsor, Earthlight Technology. Below is Bryce Jones of Pirelli Tires speaking about what goes into an EV tire.

It was nice harmony that we were able to have a representative from Pirelli Tires present at the Hotel Marcel, which in a previous life served as a Pirelli manufacturing facility and headquarters.



Bryce Jones of Pirelli Tires presenting on the bed of a Ford F-150 Lightning under a solar canopy.

Photo: Shawn O'Sullivan



Hotel Marcel, formerly Pirelli Tires HQ, with solar canopies in foreground.

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# Connecticut Deserves Clean Air

## Advanced Clean Cars II Campaign

The bureaucratic term of art for the air quality in Connecticut is non-compliant. Yes, it's dirty. We do not meet the requirements of the EPA clean air rules. Transportation is the most polluting sector and the easiest to decarbonize. The technology is here. It is steadily declining in cost. The ACC

II regulations, the follow on to the first set of California standards, will get us there faster and with better consumer protections.

With the fate of this program hanging in the balance, and a concerted push from fossil fuel interests to kill it, the advocates have placed ads in local newspapers, billboards, and on chargers that accept ads. This is the ad that appeared in the CT Post. If you are concerned about cleaning up our air by accelerating EV adoption, please tell you state legislators. They need to hear from you now.

Also, see our op-ed in the [CT Mirror](#).

Paid Advertisement

# CONNECTICUT DESERVES CLEAN AIR

Connecticut clean truck and clean car standards can deliver health, economic and climate benefits across the state.

## BUT INDUSTRY LOBBYISTS WANT TO KEEP POLLUTING

State leaders can improve the health of Connecticut's communities and stand up to polluting interests by supporting clean cars and trucks **NOW**.



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# Eversource is Paying Me to Charge My Electric Vehicle

Photo above – JuiceBox Home EV Charger

EV Club member, **Vincent Giordano**, has utilized the Eversource incentives to buy a level 2 home EV charger and participate in the incentive to charge off-peak. In the 2-part post below, also published in the Ridgefield Press, he describes his experience and how the incentive worked for him. Vincent is a member of the Ridgefield Action Committee for the Environment (RACE).

The process whereby consumers have been accessing these incentives has not always been without hurdles, but we have been receiving reports from consumers that the utilities have been responsive in addressing issues. The club has a description of the program on its [incentives](#) page. The incentives he describes from Eversource are also available, with some small differences, from United Illuminating. So, take it away, Vincent...

## Level 2 Home Charger

If you have an electric vehicle (EV) or are thinking about buying one, Eversource will help you pay for an electrical upgrade, a networked level 2 EV charger, and for charging the EV. Hard to believe – but it is true. Eversource currently has a program to rebate up to \$500 for a wiring upgrade to 240 volts for your EV charger, another \$500 for purchasing a network-ed level 2 EV charger, and up to \$300 per year if you sign up for the advanced managed charging program.

Why is Eversource offering these incentives? It is because they realize the huge impact EVs are going to have on the grid and the importance of managing the demand for power. According to CT DMV data, Ridgefield residents own more than 515 EVs and there are more than 30,000 registered EVs in CT. Having networked EVs allows Eversource to minimize EV charging when the grid is under pressure. In the future, with bidirectional charging, Eversource will also be positioned to buy power back from EVs.

I didn't need to upgrade my electric wiring so I passed on the wiring rebate. However, since I ran over my charger cord with the snow blower this past winter, a new and improved EV charger was intriguing. In April I purchased one of the Eversource approved EV chargers, a JuiceBox. Then I attempted to apply for my \$500 rebate and to register for the advanced managed charging program. I would like to be able to report a seamless rebate and registration process. But in truth, it was more convoluted and difficult than it had to be. Thankfully, each time I ended up in some administrative trap or do-loop, the Eversource EV team came to my rescue.

This week, I received a \$500 rebate check, and in October I should be receiving a gift card with the managed charging payment. The demand response season is June – September. If you are interested in these rebates, a good starting point is the Eversource FAQs for the managed charging program.

With CT's grid 90 percent renewable energy by 2030, transitioning from fossil fuels to CT's grid will help to save the planet and reduce US reliance on dictators with huge oil reserves and territorial ambitions.

**December Update and Managed**

# Charging

I just received a \$95 check from Eversource for charging my Chevy Volt for 5 months (May to September). During those months I used 693.43 kWh of electricity to charge my car. At 10.45 cents per kWh, my cost was \$72.46. So the \$95 check more than covered my outlay. And now that I understand the programs better, I could have earned even more.

In an earlier article, I explained the fantastic Eversource rebate program for electric chargers and any needed electrical upgrade. In this article, I share my experience with Eversource's charging programs. There are more than 600 electric vehicles registered to Ridgefielders and just 90 of us are enrolled in Eversource's charging programs.

Our family has a 2016 Chevy Volt plug in hybrid. It is our day to day; go-to vehicle. Other than in the coldest months, the Volt has a 60-mile range which easily meets all our local travel needs. We go about our business and charge at home. Starting each day with a full charge. When I read that Eversource would pay up to \$300 per year to charge our car, I decided to give their programs a try.

There are two programs. A baseline and advanced charging program. The baseline program rewards participants who shift at least 80% of their charging to off-peak periods. Off-peak charging is charging outside of the hours of 3 pm to 9 pm on weekdays. If, in a given month, you manage to charge 80% or more during the off-peak period, you earn a \$10 incentive for that month. That's a potential earnings of \$120 annually.

There is an additional incentive for participating in optional Demand Response (DR) Events. These events can happen between June and September and only occur on non-holiday weekdays. You must participate in all optional DR events in a given month in order to receive the \$20 incentive during DR Season. Full participation in all four months of the DR



Season, and you earn an additional \$80. The baseline tier incentives are capped at \$200 per year.

The advanced charging program gives Eversource more control over your charger. You are rewarded for partnering with them to coordinate your charging. You are required to create a charging schedule and to do your best to not override this schedule. You specify how much of a charge you would like and by when (e.g. 100% charge by 8 am). The charging schedule is created at the time you enroll via energy hub. Hang onto that email if you want to change your schedule in the future. Participation in the advance program pays the participant \$25 per month, capped at \$300 per year

So how did I earn \$95. It turns out that I just missed the off-peak goal in May (76% vs. the 80% goal). In June, I missed the goal again (66% vs. 80% goal), but I didn't opt out of any DR events in June so I earned \$20. In July, I joined the Advanced Program and earned the advanced Tier incentives for July, August, and September (\$25/month = \$75). Thus a total of \$95. For our charging habits, the advanced charging program seems to be just fine.

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## **New Policies for Westport EV Chargers**

Photo of Baldwin Parking Lot in downtown Westport

# No More Free Juice

It shouldn't come as a surprise. It was not expected that taxpayers would fund free charging forever.

Baldwin was the catalyst, but the policies described below are intended to apply to all town-owned parking areas, and going forward planning for parking includes consideration for EV charging.

The Board of Selectwomen today approved a charge of **\$.35 per kWh**.

Baldwin is a timed lot, and the 3-hour limit applies to the EV spaces as well. There will be a 15 minute grace period before the vehicle is assessed an idling charge of \$10/hour, billed in 15 minute increments.

If a vehicle pulls into one of these spaces with a near-depleted battery, 3 hours will not be enough to fully charge it. If the vehicle has an onboard charger of around 11 kW, some back of the envelope calculations indicate that it will be able to get about 30 kWh of charge, equating to roughly 130 miles of range, for a cost of \$10.50.

Chargers at the town's two train stations are exempted from any idling charges.

The charging spaces are for EVs that are charging only. Aside from combustion (ICE) vehicles, it is not permitted for an EV that isn't charging to use one of these spaces. Citations will be given. We don't know what the penalty will be, but currently if an ICE vehicle parks in an EV space at the train depot, a \$25 fine is assessed.

The new policies will go into effect in January. Free juice reigns for the holiday.

12 chargers, 80-amp units (powerful for AC), have been

installed at Baldwin with infrastructure for 12 more for when the time comes. The incentives available through Eversource provide for this kind of future-proofing. The chargers have J-1772 connectors.

## **Contretemps**

Whenever public chargers are installed, it seems to generate some level of controversy.

We hope that nobody thinks installing public chargers is a bad thing. Given the importance of EV adoption in reducing greenhouse gases and other pollutants, and ongoing consumer concerns about range anxiety, public chargers are needed. These can be the powerful DC fast chargers, usually located along highway corridors, but also the less expensive level 2 AC chargers, such as those in Baldwin, in locations where there is more dwell time.

EVs currently account for about 7% of all vehicles registered in Westport. While Westport residents will no doubt use the chargers, it would be a mistake to think that all shoppers/diners are from Westport and that everyone in Westport has access to home charging.

## **Prime Access**

These chargers are located near the front of the lot. It is common to see EV chargers located in what might be considered the prime spots for a parking lot or a building. We have heard the term “elitist” used to characterize this practice. The much more pedestrian explanation is proximity to the power source. Installing the chargers at the back of the lot would require more trenching and would be more expensive. (In a new-build situation, it is much easier to do this.)

In the EV community, most would prefer if the chargers could

be located toward the “back of the lot.” Less tsuris.

## Ongoing Evaluation

Since being energized, the chargers have been busy. Who doesn't like free? Topping off may become a less frequent behavior when there is a fee that is higher than charging at home, plus an idling fee. These chargers are connected via the EVConnect service, as all town chargers either are or will be, and charging data, along with consumer feedback, will be used to inform future charger-related decisions.

## Charging per kWh

As noted above, the fee is based on the kWh consumed in a given charge. Public EV chargers typically charge either using this method or by the minute. We think a per kWh fee is inherently fairer. You pay for what you use and slower charging vehicles are not penalized.

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# EV Owners Wanted for Energy Expo

## 2023 CT Energy Expo in Hartford

This event, the [2023 Energy Expo](#), will take place on October 19-21, 2023 at the Connecticut Convention Center in Hartford. The Expo, which is free to the public, is structured to be like a home and garden show, car show, boat show, etc. and

will be three days of exhibitors presenting renewable energy, energy efficiency, home improvements, and electric vehicles/alternative fuel vehicles.

## **EV Owners Wanted**

Those organizing the expo have invited members of the EV Club of CT (well, any EV owners) to exhibit their cars in the outdoor expo lot. Club members exhibiting their vehicles do not pay an exhibitor fee. You can exhibit for any or all of the 3 days of the event.

**You have to commit for a full day for each day you exhibit.** You would need to commit to get the car to the Connecticut Convention Center by 10 AM on October 19, or 8 AM on October 20 or 21, and if you need to leave, you will have to do so after 6 PM each day. If you want to exhibit for two or all three days, you can leave the car overnight – you are not required to move it, but if you need to, it just has to be after 6 PM. You can stay onsite to talk about your vehicle during the day, or you can leave it and come back to get it at the end of the day. **You are welcome to spend time in the Expo.**

As far as other vehicles, as part of the indoor expo there will be 2 new BMWs, 2 new Mercedes, 1 new Mini, 1 new Moke, and 1 new golf cart (along with our friends from Inductive Autoworks displaying a conversion vehicle). And outside (where you would be exhibiting), there will be an interactive mobile unit displaying energy efficiency solutions, an electric city bus (from DOT), 2 electric boats, electric scooters, and an electric freight (semi) truck.

## **Participation**

The Expo is being produced by the CT Power & Energy Society (CPES). **If you would like to participate, please contact CPES president, Alex Judd, directly at [ajudd@daypitney.com](mailto:ajudd@daypitney.com) or**

202-494-2299.

Don't miss Connecticut's premier energy event - the Connecticut Energy Expo! THE destination for homeowners, renters, small business owners and energy professionals interested in exploring everyday energy efficiency solutions and clean energy technologies.



**FREE ADMISSION  
(NO REGISTRATION  
REQUIRED)**



<b>THURSDAY, OCT 19</b>	<b>2:30 PM - 6:00 PM</b>
<b>FRIDAY, OCT 20</b>	<b>8:00 AM - 6:00 PM</b>
<b>SATURDAY, OCT 21</b>	<b>8:00 AM - 6:00 PM</b>

### FEATURING INTERACTIVE EXHIBITS

### WORKSHOPS & EDUCATION

**MAKE PLANS TO JOIN US ON OCT 19-21!**  
[www.goenergyexpo.com](http://www.goenergyexpo.com)

Connecticut Energy Expo  
 @goenergyexpo

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# **Northeast Electric Vehicle Symposium (NEEVS)**

**The Symposium is Sold Out – People Can Still Come for the Car Show**

**Get charged up at NEEVS, the ultimate gathering for EV enthusiasts, policy wonks, and all who seek cutting edge guidance on decarbonization.**

Please join us at the first annual [Northeast Electric Vehicle Symposium \(NEEVS\)](#) at [Hotel Marcel in New Haven](#) on September 9, 2023. EV enthusiasts, electrification and decarbonization advocates, sustainability volunteers and professionals, municipal employees, real estate owners and developers and policy wonks are invited to join us.

**Bruce Becker is the lead architect and owner/developer of Hotel Marcel in New Haven, the country's first zero emissions and Passive House hotel, and Chairman of the EV Club of CT. Bruce will welcome guests as they enjoy a light buffet lunch, and briefly share his approach to hotel e-mobility at Hotel Marcel. Guests have access to Tesla Superchargers, Level 2 chargers under a solar canopy and a custom electric shuttle van.**



You will learn firsthand from expert guest speakers about:

1. Hotel Marcel's guest experience in e-mobility,
2. The state of public EV charging and opportunities for improving it,
3. The latest updates in state and federal EV/EVSE incentives and V2G,
4. Best practices for transitioning vehicles and homes to all-electric,
5. How to move municipalities to 100% clean, renewable energy,
6. The societal and environmental benefits that proposed regulations for light, medium and heavy-duty vehicles under Advanced Clean Cars II (ACC II) provide for Connecticut.
7. Zoning for EV readiness

**Date: September 9, 2023**



**Hours: 12:00-4:30**

Buffet Lunch: 12:00

Presentations: 12:00-3:00

Networking and Car Show 3:00-4:30

**Host:** Hotel Marcel, 500 Sargent Drive,  
New Haven, CT 06511

**Organizer:** EV Club of CT

**Partner:** Tesla Owners Club of CT

**Thank You to Our Generous Sponsors:** [Hotel Marcel](#), [Live Green CT](#), [EV Connect](#), [Chargepoint](#), [Maxwell Vehicles](#), and the [Greater New Haven Clean Cities Coalition](#).



**evconnect**

**-chargepoint+**



**GREATER NEW HAVEN**  
**Clean Cities Coalition**

Contributing to 21st-century clean transportation for all



**MAXWELL**



## Speaker Schedule:

**12:00-12:15:** Welcome address from Bruce Becker, lead architect and owner/developer of [Hotel Marcel New Haven](#) and Chairman of the EV Club of CT. Guests will be treated to an overview of the [e-mobility customer experience](#) at Hotel Marcel, the country's first zero emissions and Passive House hotel.

**12:15-12:45:** [Out of Spec Dave](#) will share his experiences charging his EVs at various public charging stations, sometimes across long distances, to map the current state of publicly-available EVSE and how the customer experience can be improved to accelerate EV adoption.

**12:45-1:15** Mark Scully, President, [People's Action for Clean Energy \(PACE\)](#) will present their model for decarbonizing at the municipal level. PACE is an all-volunteer public health and environmental organization formed in 1973 by a group of concerned Connecticut citizens to promote the development of clean energy, encourage energy efficiency and conservation and

challenge Connecticut's commitment to nuclear power. Over many years, PACE has engaged in education, outreach and advocacy on clean energy issues. PACE is committed to developing a pathway to a 100% renewable future, free of fossil and nuclear fuels. PACE is the largest all-volunteer organization in CT working on these issues, and is a non-profit 501(c)(3) organization.

**1:15-2:05: Vehicle and home electrification panel discussion + Q&A with moderator [Barry Kresch](#), President, EV Club of CT, and panelists Paul Braren, owner of [TinkerTry](#) and an all-electric home, and Rick Rosa, Senior Manager for EV Programs and Products from Avangrid/United Illuminating.** Decarbonizing vehicles and the built environment requires working with a suite of incentives, electric utility programs, and equipment vendors. Learn about the latest [EV/EVSE incentives](#) and how the EDCs (utilities) are thinking about Vehicle to Grid (V2G) connectivity. Paul will share best practices and lessons learned from going all-in on his home remodeling by enrolling his Tesla Solar Roof and Powerwalls in Tesla's [Virtual Power Plant \(VPP\) with ConnectedSolutions program](#), powering two EVs utilizing [Managed Charging](#) and [Charge on Solar](#), maximizing efficiency and savings by installing a [SPAN](#) smart electrical panel and installing heat pumps for year-round comfort with no natural gas.

**2:05-2:30: [Charles Rothenberger, Climate & Energy Attorney, Save the Sound](#) will present highlights of the **Regulations for Light, Medium and Heavy-Duty Vehicles under [Advanced Clean Cars II \(ACC II\)](#)**. In July 2023, Connecticut became the latest state to initiate adoption of the Advanced Clean Cars II rule, which will benefit society by requiring manufacturers to increase sales of electric and other zero-emission models within the state over time, culminating with 100% of new sales being ZEV in 2035.**

**2:30 – 3:00: Daphne Dixon, Co-founder and Executive Director, [Live Green Connecticut](#) and Director, Connecticut SWA Clean Cities Coalition, will present about Zoning for EV Readiness,**

a must attend for municipal decision makers.



Hotel Marcel bar and dining room

**Networking and Car Show 3:00-4:30:** Enjoy beverages and food at the hotel bar while networking with other guests, and head outdoors to the lot adjacent to Hotel Marcel's Superchargers to enjoy the car show while networking with EV owners that are members of **Tesla Owners Club of CT, the EV Club of CT and the Westport Police Department.**



Hotel Marcel New Haven Superchargers with Teslas

**RSVP required:** [Register here.](#)

Interested in a sponsorship? Please email [evclubct@gmail.com](mailto:evclubct@gmail.com).  
**Parking at the hotel is available to all. Club members that are participating in the car show, please register your vehicles for that portion of the event.**

**Guests may register for:**

- 1) both event tickets: the symposium and car show (only if you're showing a car),**
- 2) only the symposium (attending the car show is open to all registered symposium guests)**
- 3) only the car show (if you're showing a car and will not be attending the symposium).**