Absent Software, JuiceBox Chargers May be Dangerous

Absence of Software Could Cause a Failure to Regulate Current

We're not trying to be alarmist but we are trying to help spread the word of a potentially serious safety situation.

Abrupt Departure

Enel X Way, the manufacturer of JuiceBox EV charging equipment, made an announcement on October 2nd that was shocking in its abruptness. The company said it was pulling out of North America as of October 11th. As far as we know, there was no advance warning given to commercial or residential customers, or to utilities that include this equipment in managed charging programs. That was the case locally with Eversource and UI, which have been trying to find a path forward.

Without the software, the commercial units do not work. Initial reports were that residential equipment could be used as a "dumb" charger," meaning there would be no app functionality or connectivity and, unless a workaround were developed, customer enrollments in managed charging programs with this equipment would be terminated. That has probably happened at this point.

Inability to Control Amperage

Consumer Reports sent a letter to the Federal Trade Commission in October, which was co-signed by 65 JuiceBox owners. Among the lengthy list of issues they raise, two in particular stand

out. First, absent the software, there could be the loss of **“potentially critical functionality that allows them to adjust the amperage coming into the car from the charger. This means that consumers who are unable to adjust their settings before the October 11 deadline could see their chargers push too much amperage into the vehicle, potentially damaging the EV’s battery, shorting out their breaker box, and posing a risk of fire.”**

Uncertain Path Forward

Since the initial announcement, it has been reported, for example here, that the company has hired B. Riley Advisory Services to organize a managed liquidation and auction of its assets with an eye to maintaining functionality. This may be more difficult than it sounds. Enel X does not embed the Open Charge Point Protocol into its equipment in a way that makes it straightforward to migrate to another company’s platform. So, a hoped for short-term bridge solution is probably not in the cards.

Security Flaw

That leads to the second serious issue which is, again according to Consumer Reports, a security flaw in the software that can expose a user’s WiFi credentials. This is from the chip and firmware used in the equipment made by Silicon Labs, and there are no plans to update it. From the perspective of the utilities, even if the equipment comes back on line, this security flaw could represent potential exposure. If the equipment does come back online, it is not likely to be able to be re-enrolled in managed charging. These products have been removed from the qualified products list (QPL) by both Eversource and UI.

Consumer Reports characterizes the company’s behavior as “egregious,” and notes that these level 2 chargers cost about

$600 (residential) to as much as $1600 (commercial).

For managed charging, the quickest way to get back online is to re-enroll using telematics if you have an eligible vehicle. Regardless of managed charging participation, the safest route forward is to replace the charger. Unfortunately, it is not permitted for the utilities to give another incentive. The program design does not include eventualities for companies that bug-out.

The Consumer Reports letter concludes by asking the Federal Trade Commission to take action to protect consumers on the basis that this constitutes a deceptive or unfair business practice.

Downtown Westport Overnight Charging – Idling Fees Waived

Idling Fees Waived for Overnight Charging at Baldwin

The EV charging stations located in the Baldwin lot in downtown Westport, installed a year ago, have a fee of $.35 per kWh. However, this is a timed lot, and for any EV sitting at a charger longer than the 3-hour limit, an idling fee is charged following a 15-minute grace period. It is $10/hour, charged in 15 minute increments.

These are 80-amp level 2 chargers. While an EV can get a fair

amount of charge (depending on the speed enabled by the vehicle's onboard charger) in 3 hours, it isn't enough time to fully charge from a near depleted state. We have heard from some folks who live near downtown and do not have charging at home who would like to use these for longer than the current limit.

That is now being enabled by the town. We don't have all the details yet concerning specific hours and when the network vendor, EVConnect, will have it enabled, but the idling fees are being waived for overnight parking. The standard per kWh rate still applies. This will help nearby EV owners to charge and will mean additional utilization/more revenue for the town.

Also, there are no idling fees for the chargers in the Metro-North commuter lots.

We applaud the town for taking this step and will update with more specifics as we learn of them.

Allowing overnight charging at public chargers can reduce charging anxiety, generally speaking. It is a particularly great approach if situated near multi-family housing where available charging options may be limited.

EnelX 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.

EV Charging Incentives from Eversource and UI Back Online

Post by Barry Kresch

The Utilities and PURA Have Worked Out Their Differences

I spoke today to United Illuminating and they advise that they and the Public Utilities Regulatory Commission have come to a meeting of the minds. The EV charging incentives are back and here to stay, that this is not merely a “suspension of the suspension.”

The incentive program is the same for both Eversource and UI, except for some minor differences in approved chargers and telematics vehicles due to the companies using different third-party program implementers. Eversource advises that they ended up not pausing the incentives.

Eversource further advises that these are the current status in terms of funds availability in the different parts of the program. (We don’t have status from UI.)

- Most business level 2 verticals are filled except for Workplace. They are putting new applicants on a waitlist.
- Level 2 residential is still available.
- DCFC applications are being accepted through September 1.

UI’s claim is that the dispute centered around timely reimbursement. The program is a pass-through. They get reimbursed for the funds outlay and carrying charges, but do not make a profit on this. Delays in the reimbursement may cause them to delay other investments or potentially impact their cost of capital.

We don’t feel in a position to critically evaluate their assertions vis a vis PURA, but that is what we heard today. Regardless, it is good news that the dispute is behind us.

Detail of the Eversource and United Illuminating Charging Incentive Suspension

Incentive Suspension

This game of chicken that Eversource and UI are playing with the Public Utilities Regulatory Authority has now gotten to the point that EV charging incentive programs are being suspended.

Eversource and UI have essentially the same program whereby they subsidize the purchase and installation of charging equipment. These funds are recovered from ratepayers. EV owners who take advantage of the incentives are required to participate in a managed charging program that pays them to shift their charging to avoid high demand periods. This suspension is not only disruptive for consumers and businesses, it is self-defeating for the larger picture of

using demand levers to improve the efficiency of utilizing the grid.

Timing

The UI incentives are already suspended.

Eversource has suspended the Level 3 DC fast charging program. Applications for the Level 2 incentives remain open through May 22nd. After that point, any submissions go on a wait list.

If you are in the process of buying and installing a new charger, the installation must be complete and paperwork filed by May 22 to avoid being waitlisted.

Those who install residential chargers in this pre-suspension period have until June 22 to complete their managed charging enrollment to finalize their eligibility.

New and existing participants in the managed charging program will continue to be paid through the end of the year.

We will provide updates as they become available.

One final note – There are a few municipal utilities in the state that offer incentives for EV charging. These utilities are not regulated by PURA and have nothing to do with the actions of Eversource and UI. The incentive programs at these other utilities tend to be simpler in design, usually covering the charging hardware and installation, but without the managed charging component.

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.

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.

Banning The “Ban With No Plan” Is Not a Plan

Global Temperature Rise is Already 1.2 degrees Celsius above baseline

The reporting coming out of COP 28 is that the mean temperature is already 1.2 degrees Celsius above the pre-industrial baseline and headed to exceed the critical 1.5 degree threshold by the end of this decade. With 10 months of data in hand, 2023 has already been declared the hottest year on record by a margin comfortable enough to be “safe” regardless of what happens in November and December. There is urgency here. It is not just about whether change will happen but how fast.

Transportation Is Low Hanging Fruit

We have to decarbonize everything, but some sectors of the economy are a heavier lift than others.

- Extracting CO2 from the atmosphere and sequestering it in concrete: hard
- Producing enough green hydrogen to power heavy industry: hard
- Aviation: hard
- Ground transportation: relatively easy.

In Connecticut, the transportation sector is the responsible for a larger amount of greenhouse gas (GHG) emissions than any other at about 38% of the total, as reported by the Department of Energy and Environmental Protection (DEEP). EV models are becoming more plentiful all the time and generous incentives are available for purchase and charging.

Advanced Clean Car Regulations II

Connecticut, which has been following California vehicle emission rules for ~20 years and is a signer of the Zero Emissions Vehicle Memorandum of Understanding, has been going through the process of adopting the second phase of the California standards. The first phase expires in 2025.

These regulations, which apply to all classes of vehicles (the earlier regulations only applied to light-duty vehicles) would dramatically lower GHG, as well as particulate matter and nitrogen oxides. Aside from climate benefits, there are significant public health and economic benefits. CT suffers from terrible air quality, and we have the asthma rates to prove it.

A more detailed description of ACC II benefits with data are in this earlier post.

The regulations would require the phasing out of the sale of new internal combustion (ICE) light duty vehicles (and reducing the proportion of ICE heavy duty vehicles) by 2035. A portion of the EVs are permitted to be of the plug-in hybrid variety. ICE vehicles already in the fleet are not banned, nor are sales on the secondary market. It does, however, provide opponents a convenient line of attack as a "ban on gas cars."

Phase 2 of Advanced Clean Car Regulations Blocked by Legislative Regulation Review Committee

Against this background, the legislature has blocked ACC II. The final step of the approval process, the step that follows legislative authorization, DEEP rule making, public comment, DEEP response, and a determination of legal sufficiency by the Attorney General's office, is for a bipartisan legislative committee to make a determination regarding whether the regulations comport with legislative intent. The remit of the committee is narrow, but a GOP-led effort took it upon themselves to decide to overrule what had been authorized.

The bipartisan committee is made up of 8 members of each party, unlike the legislature as a whole where the Democrats hold a 2:1 edge. The regulations needed at least a tie vote to pass but all of the Republicans were against it and two Democrats, reportedly Senators Osten and Hartley, were wavering with at least one being a likely negative vote. With prospects cloudy, the governor pulled the regs before the vote.

It's Not Over

The legislature could still authorize it. Democratic leadership will take the temperature of the caucus early in the coming week and then decide whether to raise it before the

full body. The outlook isn't particularly encouraging at this point.

Freedom!

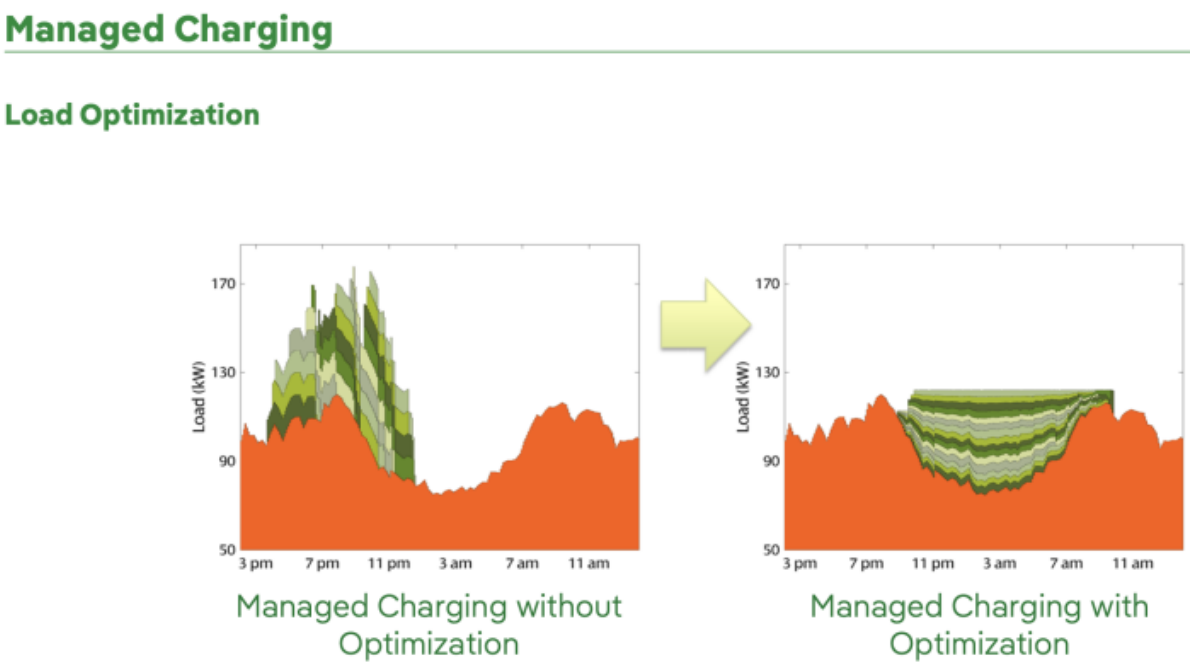
House Minority Leader Vincent J. Candelora, R-North Branford, an opponent of the regulations, as reported in the CT Mirror, said, "This is about protecting the residents of Connecticut and providing them choice."

It feels good to know we are now protected, that we have the freedom to breathe dirty air, the freedom to do nothing to mitigate climate change, and the freedom to signal that new green economy jobs should go to other states.

In effect, Mr. Candelora and his colleagues are saying, "Let the market drive EV adoption," a.k.a. the "business as usual case." The point of policy is to accelerate the curve faster than BAU. A GOP flyer labels this the "ban without a plan." This removes the context because, in fact, there is a plan. These are a few points regarding objections raised about the grid, charging infrastructure, and EV costs.

Grid

- As we move to a carbon-free society where everything is electric, it will be necessary to upgrade the grid. That is why DEEP and the Public Utilities Regulatory Authority (PURA) have a grid modernization docket.
- EVs are relatively grid-friendly since so much of the charging is done at night, during off peak times. This is a slide from the presentation that United Illuminating gave at the Club's Northeast Electric Vehicle Symposium in September illustrating the benefits of off-peak EV charging:



- There is already a program in place that incentivizes Eversource and UI customers with home charging to charge during off-peak periods.

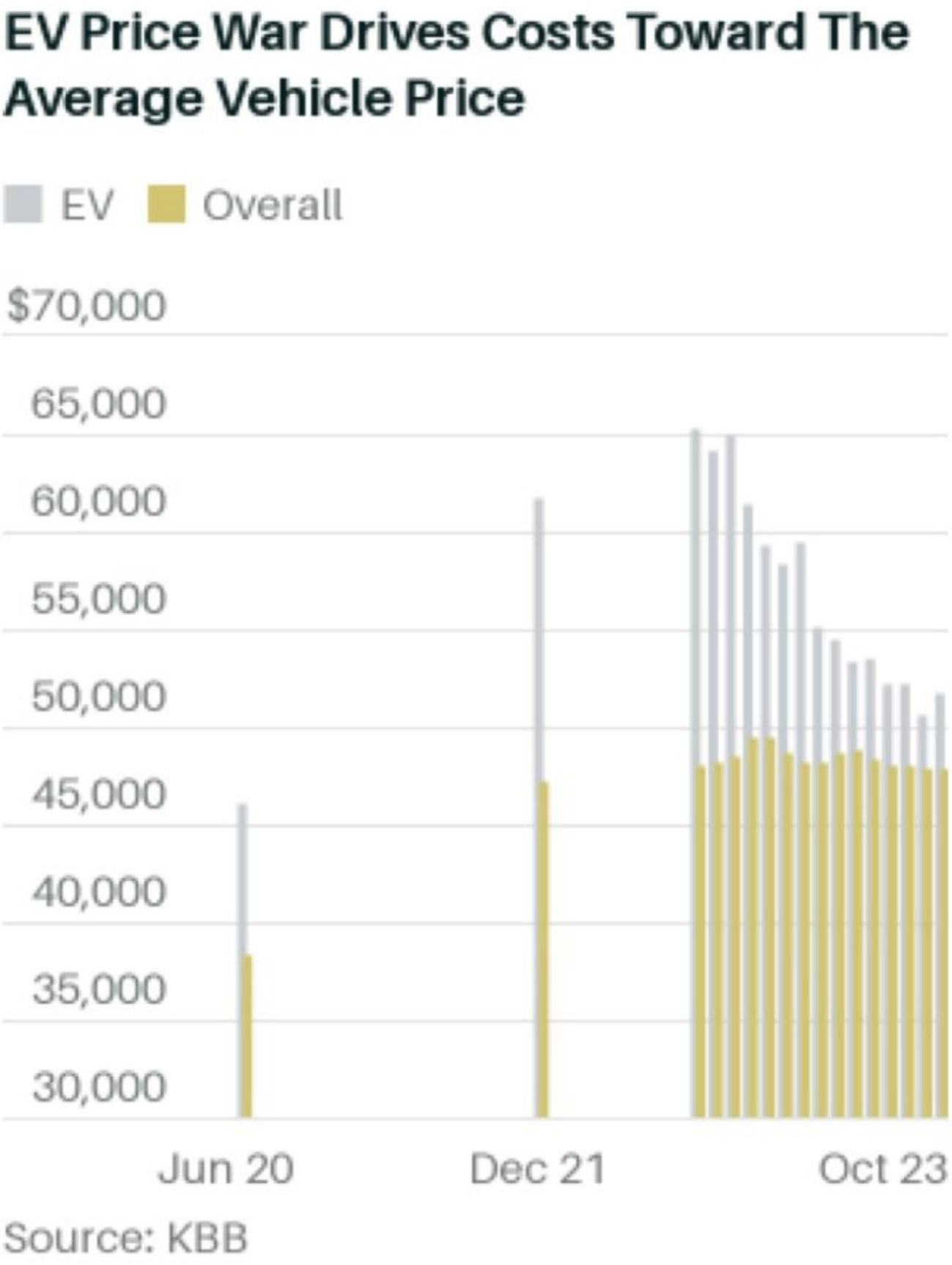
Charging Infrastructure

- There are over 700 public charging stations with over 2000 ports in CT, per the Department of Energy for the roughly 35,000 EVs, of which about 23,000 are fully electric. (And, yes, we know that vehicles transiting the state need to charge as well.) But, we're not starting from a bad place. The number of chargers needs to grow along with the increase in EV adoption, and the chargers have to be available throughout the state.
- The federal Infrastructure and Jobs Act was passed about 2 years ago. Between the federal funds and state matching funds, there will be over $60 million invested in public EV charging stations. There have been no shovels in the dirt as yet, as the process took a while to get finalized. DOT expects installations to begin in 2024.
- There are incentives for the purchase and installation of EV chargers for both residential and commercial customers, developed by PURA and available through

Eversource and United Illuminating. Some of the municipal utilities are offering incentives, as well.
- EV chargers are eligible for grants from the pool of Volkswagen “dieselgate” settlement funds.

EV Costs

- It is true that the purchase price of an EV is higher than a comparable internal combustion (ICE) vehicle. But it’s not that much higher, at least according to recent data published by the Kelly Blue Book:



These prices do not take into account incentives. At the present moment, assuming all qualifications are met, a buyer

of a new electric vehicle can get a $7500 federal incentive and a $2250 CT incentive. CT also offers a higher incentive for lower income buyers. See our incentives page for more detail.

- Including operating and maintenance costs, in other words, the total cost of ownership, EVs are more economical relative to ICE. According to the Natural Resources Defense Council: “Bottom line: You can bank on saving across the life of your electric vehicle.” According to Money Magazine: “Upfront costs may be higher for EVs, but these cars are also much cheaper to operate and maintain – and the savings can add up. Over the life of your car, you will often spend less by buying electric.”
- EV prices will definitely come down going forward. The technology continues to advance across the board, but two reasons in particular are battery costs and scale.
    - Bloomberg New Energy Finance states, “BNEF expects average battery pack prices to drop again next year, reaching **$133/kWh** (in real 2023 dollars). Technological innovation and manufacturing improvement should drive further declines in battery pack prices in the coming years, to $113/kWh in 2025 and $80/kWh in 2030.” $100 per kWh is considered cost-parity with ICE.
    - Outside of Tesla, none of the manufacturers have thus far fully benefited from scale economics. That will change. These proposed regulations will accelerate that change.

Flexibility

Moving to EVs, let alone decarbonizing the economy overall, involves a complicated policy landscape at the federal, state, and even municipal level. Everyone recognizes this. In fact, in the FAQ document prepared by DEEP, it is stated, “If we

get to a point where it appears that the technology or the infrastructure deployment is such that we would not be able to meet the standards, the standards will change to help suit our needs. This has happened on several occasions in the past with the California standards."

The vision of a hellscape where many cannot afford a car, and those that can will get stuck is simply not going to happen.

We would like to call out a very good myth vs reality opinion piece published in CT News Junkie, written by Rep. Christine Palm.

You Can Help

Without these regulations, we are back to a world where we really do have no plan, where we are back to passing non-binding resolutions that don't deliver results.

You can help. **Reach out to your legislator and tell them you support adoption of ACC II.**

The big environmental advocacy groups, such as Save the Sound, CT League of Conservation Voters, and the Sierra Club are telling folks to reach out to Democrats since it is assumed there will be no Republican support and the Dems control the legislative agenda. We would encourage contacting your legislator regardless of party. CT participation in the original California standards had near-unanimous bipartisan support. There was some Republican support for these latest regs. It is unfortunate that clean vehicles and the environment have become part of the culture war.

Policy Matters

As a closing note, Bloomberg New Energy Finance reported this week that the Inflation Reduction Act is responsible for about $100 billion of newly announced investments in EV and battery

plants. ACC II is complementary policy that will enable manufacturers to scale more quickly and for consumers to make use of the output of these new manufacturing facilities.

CT air quality is not in compliance with federal standards. Electrifying transportation is the easiest way for us to get there. If these regulations ultimately do not get enacted, the way forward will be harder, and in all likelihood, we will face a future remain out of compliance indefinitely.

First Tesla Magic Dock in CT

Enfield is Host to First CT Magic Dock Superchargers

The first CT Magic Dock chargers come to Enfield, located in Freshwater Commons, 65 Palomba Drive. This is off Route 190, just east of I-91.

There are 12 superchargers, all equipped with the Magic Dock adaptor that enables EVs using CCS connectors to charge. They are 250 kW units, V3 design. If you see an EV straddling 2 spaces, it doesn’t mean it’s an anti-Tesla thing. The V3 chargers have relatively short cords that create challenges for some EVs and may cause them to angle park.

If you zoom in really closely on the photo above, you can see the adapter where the cord connects to the unit. A close-up photo and more detail about how these adaptors work can be

found in our earlier post.

Eversource/UI Charging Incentives – Program Updates

New Webinars Announced for Program Updates

The incentive program from the Public Utilities Regulatory Authority (PURA) that is administered through the state's two largest utilities, Eversource and United Illuminating gets evaluated every year. Since the program has started, there have been some modifications introduced at the beginning of each year.

Eversource and UI have announced webinars to explain the changes for 2024. The webinar for residential is on Wednesday, Oct. 25th, and for commercial, it is Monday, Oct. 30th. Registration links below.

- **EV charging programs for single family homes**
  - Wednesday, October 25th from 1:00 – 2:00 p.m.
  - **Register here**
- **EV charging programs for business, communities and large multifamily residences**
  - Monday, October 30th from 1:00 – 2:00 p.m.
  - **Register today**

The residential program offers an incentive of up to $500 toward the purchase of a 240 volt charging station and up to

$500 toward offsetting the installation cost involved in bringing a 240 volt line from the panel to the garage. There is also a managed charging component, which pays consumers for allowing the utility to throttle charging during peak demand periods. If one takes the incentive for the hardware, participation in the managed charging is mandatory. It is most likely that any upcoming changes will have to do with the managed charging component of the program. It is possible there will be some new approved equipment.