

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.

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

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

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

Eversource Customers	
Electric Vehicle Make	Electric Vehicle Model

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

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

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

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

Eversource Customers	
Electric Vehicle Make	Electric Vehicle Model
	XC60 PHEV: 2018-2021 models
	XC90 PHEV: 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	✓	

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.

Eversource **Modifies**
Telematics Monitoring

Observant **EV** **Owners** **Noticed**

Frequent Pings

Several people posting on Facebook and writing to the EV Club who have registered for the charging incentives via telematics noticed that their vehicles were being status-checked every 30 minutes. That is excessive from both a power consumption (it uses a modicum of power or battery drain) and data privacy perspective. And it had been doing this 24/7 since the program started. This only applies to Eversource customers as UI uses a different external vendor.

Eversource advised the EV Club that they are diminishing the frequency to once per hour, which still sounds like a lot, but is an improvement, and after the demand/response period ends after September, they will stop it altogether. They are testing alternatives and will roll out a new solution for 2023. There will also be a new managed charging program, likely with a two-tier option for enrollment. We will update those details as we get closer to the new year.

Thank you to those who called this out and supplied data.

Level 3 Utility Incentives Fully Subscribed For Cycle One

Applicants Will Have To Wait

Good news/bad news. Demand is strong but the funding isn't there to fully meet it.

A crush of applications for incentives for DC Fast Chargers, the high-powered chargers that can recharge an EV to 80% inside of 30 minutes, most frequently located along highway corridors, has caused the program run by Eversource and United Illuminating to become fully subscribed just six months after its inauguration. This is a 9-year program that runs in three 3-year cycles. So the funds depletion could last until 2025.

Eversource and UI have requested additional funds, so there could be funds available sooner, but it is too soon to know details. Eversource and UI advise that if you had planned to submit an application to follow through with that submission. They continue to evaluate applications and this will establish your place in the queue.

There is still a substantial amount of funding available for level 2 (240 volt) chargers and grants are being made on an ongoing basis.

This does not affect the residential incentives program (which does not include DCFC).

CHEAPR Follow-UP

The increase in the MSRP cap is fully implemented. Vehicles with an MSRP of up to \$50,000 are now rebate-eligible.

There are some vehicles that are eligible that are not yet on the list of eligible vehicles on the DEEP website. We have gotten a few inquiries about the Ioniq 5 in particular. DEEP is aware of that one and it will be added soon. If you are shopping for an EV and you don't see it included where you think it should be, let us know and we'll pass the info along. This applies not only to newly introduced models but also a new model year of an existing vehicle.

A Return Engagement With Eversource and United Illuminating

Commercial and Multi-Family Residential Is the Focus

The two major Connecticut electric distribution companies (EDCs), Eversource and United Illuminating, will speak to the club at a virtual meeting to be held on May 10th at 7 PM. (EDC is now the term of art, supplanting utility.) This applies to business fleets, businesses providing workplace charging, municipalities, nonprofits, and apartments/condos with 5+ units.

These incentives are part of the program called the EV Rate Design that was developed by the Public Utilities Regulatory Authority.

Free registration is required at this link:
https://us02web.zoom.us/meeting/register/tZ0kd0ysqDgoH9X_1SiBnVxnb75LuntzhG-

The meeting is open to the public.

Webinars Scheduled for EV Charging Incentive Information

EV Charging Incentive Webinars

Eversource and United Illuminating are doing a series of webinars about the new incentives, the first of them only hours from this posting. They will cover similar ground as the session with the EV Club [here](#), though they are segmenting them as you can see below. When the club presentation occurred, there were some rules that did not seem to be fully baked, so there may be some updated information here. Also, there is more likely to be some EV 101 that was not necessary for our group.

Webinar	Date	Time	Registration
EV Charging for CT Single Family Homes	02/23/22	7:00 p.m.	Register Here
EV Charging for Housing Authorities & Underserved Communities	03/16/22	12:00 p.m.	Register Here
EV Charging for Communities & Community Partners	03/22/22	1:00 p.m.	Register Here
EV Charging for CT Electrical Contractors	03/31/22	9:00 a.m.	Register Here
EV Charging for your Small Business	04/06/22	10:00 a.m.	Register Here

Site Host EV Charging	04/28/22	10:00 a.m.	Register Here
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Utility Charging Incentive Follow Up

We have been following up with the utilities on some of the outstanding questions. These are some specific items that came up at the meeting where the information was not available or incomplete. These are a few items for which we have answers.

Plug-in Hybrids

Plug-in Hybrids are eligible! At the meeting we were told that is not the case. That correction has been provided to us.

Third Party Power Supplier

It does not matter who your power generation supplier is.

Number of Incentives Per Household

Our club has a lot of multi-EV households. Each household can sign up for a maximum of 2 incentives. At the meeting, it was said that Eversource had a limit of one, but we confirmed with Eversource that 2 incentives are permitted, the same as with UI.

Make-Ready

Make-Ready is a commercial incentive that is sometimes described as bringing power to the pad or the base upon which the charging unit will be installed. The incentive includes

the cost of wiring up the charging unit.

Telematics

Telematics is where the utility communicates directly with the vehicle. It is a way for people who already own a charger, which is not an eligible smart charger to participate, IF you have a vehicle that has telematics capability. Many, though not all Teslas, have telematics. There are non-Tesla EVs that also have telematics. This [page](#) includes telematics-eligible vehicles for Eversource. There could be a slightly different list for UI as the companies use different external vendors to manage this aspect of the program.

We have received feedback that it is difficult to sign up for telematics. The registration funnel on the website is confusing. We have sent detailed feedback on this subject to the utilities and await their response.

Taxes

If you are requesting incentives with a value of more than \$600, you will be required to upload a completed IRS form W-9.

We have a March 4 call scheduled with them. We don't know if we'll hear anything sooner. If you have anything you'd like for us to ask, or if you have gone through the application process and have comments, please mention it as a comment to the post or email the club at EVClubCT@gmail.com.

Recap of EV Charging

Incentive Meeting

EV Charging Incentives

Public Utilities Regulatory Authority (PURA) and United Illuminating presented virtually on Jan. 25th. The program took effect on Jan 1, 2022. It includes residential, commercial, workplace, and fleet incentives. There are a lot of moving parts and that is why we invited these folks to present to us. Not everything was cleared up in the meeting and we are following up on additional details.

Several attendees asked why UI was there and not Eversource. The answer is that since, outside of a few details, the programs are identical, this was just a matter of how best to manage the meeting. We ran long as it was.

The meeting was recorded:
<https://www.youtube.com/watch?v=mpwbnCkD2E0>

The presentation decks have been posted to the website: [PURA](#) and [UI](#)

Tesla Participation

As was explained by UI, the rate of charge in a Tesla is controlled by the vehicle. Even in the case of the "Gen 3" wall charger, the utility has to communicate with the car's "brain." They can't use the charger to throttle charge. Consequently, participation has to be through telematics. From an incentive perspective, that means the Tesla wall charger would not be eligible for a subsidy, but the installation of it would still be eligible. (Again, all hardware-related incentives are for hardware installed in 2022 and not before.) From there, the \$100 enrollment incentive for telematics would apply, along with the ongoing \$200 annual demand response

incentive.

We are hearing that folks are running into roadblocks when trying to enroll for telematics. We have a call with Eversource and UI and we will ask them about this. We did learn at the meeting that not everything is fully baked yet. As a practical matter, as long as one enrolls before June, there will be no loss from the perspective of the demand response incentives.

Chat String from Jan. 25th Meeting

Keep in mind that people were entering questions in the chat, many of which were answered by the presenters (and thus won't appear below). The chat has been scrubbed of emails and DMs.

From Analiese Mione to Everyone 06:58 PM

Enjoy our blog: <https://evclubct.com/blog/electric-vehicles/>

From Paul Braren to Everyone 07:01 PM

Nice to see <https://www.courant.com/business/hc-biz-connecticut-electric-vehicles-20220124-hzd4angslnevhpp3vtgdprzpyq-story.html> at the Hartford Courant today, "Connecticut and its two biggest utilities launch a broad build-out of electric vehicle chargers"

From Analiese Mione to Everyone 07:06 PM

Welcome everyone and thanks for joining us. This will be recorded.

From Jay Gustafson to Everyone 07:06 PM

We are finishing dinner and listening. joining soon!

From Paul Roszko to Everyone 07:12 PM

Glad UI is here speaking to us this evening. Where is

Eversource?

From Analiese Mione to Everyone 07:13 PM

“The program is identical for both utilities” Barry Kresch, EV Club of CT President.

From Ilene Mirkine to Everyone 07:14 PM

Was Eversource invited tonight? Or just UI.

From Tyra Peluso to Everyone 07:14 PM

Will the presentation be made available to attendees?

From Analiese Mione to Everyone 07:15 PM

It's being recorded.

From

Paul Braren to Everyone 07:16 PM

Single Family Residential Charging Incentives

<https://evclubct.com/single-family-residence-charging-incentives/>

Charging Incentives for Condos and Apartments

<https://evclubct.com/charging-incentives-for-condos-and-apartments/>

From Steven Mueller to Everyone 07:18 PM

How many ICE vehicles are registered in CT?

From Matt Griswold to Everyone 07:18 PM

Our wholesale perennial farm in Old Lyme has four Tesla Semis on order to replace our aging fleet of class 7 diesels. We are

interested in more info on commercial charging incentives and demand charge mitigation. Our trucks will charge on-site, at night, with level 2 chargers. If all four trucks are charging at the same time, our demand will spike. How can we minimize demand charges here?

Mark Scribner, Energy New England here. Thanks to Barry K. for inviting me tonight. My organization (ENE) primarily serves the CT public utility territories, such as Wallingford, and collaborates with the IOUs, including Eversource.

From Analiese Mione to Everyone 07:22 PM

Welcome Mark and others from ENE.

From Paul Braren to Everyone 07:22 PM

Eversource:

Rebates for Connecticut Home Charging

<https://www.eversource.com/content/ct-c/residential/save-money-energy/clean-energy-options/electric-vehicles/charging-station-rebates>

UI:

Find the Best Electric Vehicle Charging Options for Your Business

https://www.uinet.com/wps/portal/uinet/smartenergy/!ut/p/z1/vZNdb4IwFIZ_DZeklS-5Rc0UjY-pINCbpmLFGlqwonP_frhsLssyWZZlvTvp0W-fv0ctQCADSJATK0nLakGqrs6RhfvB4E6NM0xtzzDhLFoE4YMfa9DXQHqzwdIB-sk8_0Y4sG9-CRBAhWibdgvyIx00JaXEB05kSwV5bMCPxW0okUrWYFPdMuKih4U2Mi6lIQf8KaW-Lk-Sryt0b3oNgVbg3xjmxq19IFqUGKqhqkP1ZW1JqoBTUosbw0tjNfudBzgiR-NHB-

[PozB2sxjkCky80I2dyRyHV18V0KVkTaUCFxc09w3NfUdbXtEeq20JPYG_XPX43hmDbtuaXoh7NtenkXcMww8FuPQGnUJwZ8xGkWb7Q5CeGH0Ciagl77K0-J2ls8Sddy_9q7tTC077ktd9Dbbb75HT5a8WLT23IPvTADY8SbitczWD07Pk9lmdpC8hRy_-](https://www.ct.gov/pura/?1dmy¤t=true&urile=wcm%3apath%3a%2FUINETAGR_SmartEnergy%2FSmartEnergy%2FElectric_Vehicles%2FEV_Programs_For_Your_Business%2F)
[/?1dmy¤t=true&urile=wcm%3apath%3a%2FUINETAGR_SmartEnergy%2FSmartEnergy%2FElectric_Vehicles%2FEV_Programs_For_Your_Business%2F](https://www.ct.gov/pura/?1dmy¤t=true&urile=wcm%3apath%3a%2FUINETAGR_SmartEnergy%2FSmartEnergy%2FElectric_Vehicles%2FEV_Programs_For_Your_Business%2F)

From Frank Hall to Everyone 07:25 PM

If someone has a solar array unit on their home does that disqualify them?

From Andrew to Everyone 07:30 PM

I have a question... (Raising hand)

From Paul Braren to Everyone 07:31 PM

<https://ct.gov/pura>

From john pecora to Everyone 07:35 PM

With grid modernization is there any allowance for Virtual Power Plants (VPP) like what Tesla is doing in California with it's PowerWall and software to supply the grid with power when needed

From Paul Braren to Everyone 07:35 PM

I have a question... (after Frank and Andrew and John)

From Analiese Mione to Me (Direct Message) 07:35 PM

Please type it to everyone so I can put it in the queue. Thanks.

From Bruce Becker to Everyone 07:36 PM

There is no way to select the "Rate 7" time of use residential rate with EverSource. How can this change be made?

From Analiese Mione to Everyone 07:36 PM

Please type your questions here to everyone so they can be added to the queue.

From Michael Flatto to Everyone 07:36 PM

Right now on the UI website, there are a handful of EVSEs listed as eligible. How do we know which cars are eligible for telematics?

From Jay Gustafson to Everyone 07:36 PM

Will we be able to get a copy of the chat?

From Barry Kresch to Everyone 07:39 PM

Yes, we'll send out a chat, and the recording will be posted on the EV Club YouTube channel.

From Paul Braren to Everyone 07:45 PM

Question for Eversource (or UI): I see the Eversource document

https://www.eversource.com/content/docs/default-source/save-money-energy/ct-ev-program-guide-resi.pdf?sfvrsn=a72baf62_0 page

7 section 4.0 Device Eligibility says "INSERT LINK Note: For a complete list of qualifying EV chargers, check our website on or about January 20, 2021." Do you happen to know whether support is planned for the new third generation Tesla Wall Connector <https://shop.tesla.com/product/wall-connector> ? It's a Wi-Fi connected charger with smart features coming, details at

<https://www.tesla.com/support/installation-manuals-wall-connector>

at

<https://www.tesla.com/support/installation-manuals-wall-connector>

"Find the Best Electric Vehicle Charging Options for Your Home"

https://www.uinet.com/wps/portal/uinet/smartenergy/electric_ve

[hicles/evprogramsforhome/!ut/p/z1/vZPbcpswEIafpRdcYq052KR3xENst4Dr2JjDDYPJcsggRIRip29fMXWbZNKGTqdT3Wln_38_rXZJQiKStNmpLjNRszZr5D10Zqk-9ZyVsQDfWhsmbDc7z__s7jVwNRK-mzDTSfInevjNsWFMfyAJSfJWdKIi8WPdoshKnj6_QYEKszvkCv004wJb50VXBbDBXPA6T09Y1XmDvQyd0s5KntG-YLxiFAfnLq_vSFyYV0WGx0LNZ1NdN0qYq0cDTdUq0N0NuAILtCE7XHjp0t1c22662Ph7J9qTWIFg7Tt7e3mb-i-oVheq3UDlXKicH1SHn1T04cuF6obx1UAVjn1J8n5Dw4F05M_GPGLJMH92gMN6Kh28G2N7vdEsd07CU41nErSMUzlFu79r5TZwbmWl_9LVFZBPY7Mml6G-f3hIbDlXrBX4JEj0j0d0ltC4t_BK2a9MVGrdFoxEb60y9EYq8cuGHb8vrd0edUuacCy0I588chmuh0j6jwoocD6fJyVjZY0TnFEffiWpWC_f9zqTdD0IqKVTNYJ7s6TWk7oMrb7whBl_-AbLierc/dz/d5/L2dBISEvZ0FBIS9nQSEh/?WCM_GLOBAL_CONTEXT=%2FUINETAGR_Navigation%2FHeader%2FSmartEnergy%2FElectric_Vehicles%2FEVProgramsForHome](https://www.uinet.com/wps/wcm/connect/www.uinet.com-7188/531e8139-4402-4f7f-95a7-770baa2c85c4/Final+UEVC002+UI+Residential+EV+Managed+Charging+Participant+Guide.1.6.22.pdf?MOD=AJPERES&CACHEID=ROOTWORKSPACE.Z18_J092I2G0N01BF0A70AR8BK20A3-531e8139-4402-4f7f-95a7-770baa2c85c4-nV62hKv)

From Paul Braren to Everyone 07:46 PM

Connecticut Electric Vehicle Charging Program

2022 Participation Guide for Residential EV Drivers

January 1, 2022

https://www.uinet.com/wps/wcm/connect/www.uinet.com-7188/531e8139-4402-4f7f-95a7-770baa2c85c4/Final+UEVC002+UI+Residential+EV+Managed+Charging+Participant+Guide.1.6.22.pdf?MOD=AJPERES&CACHEID=ROOTWORKSPACE.Z18_J092I2G0N01BF0A70AR8BK20A3-531e8139-4402-4f7f-95a7-770baa2c85c4-nV62hKv

(sorry those UI URLs are sooo long, I'm just the messenger ☹️)

From Bruce Becker to Everyone 07:46 PM

Rate 7 is about 6 cents/kwh less for off peak use! See <https://www.eversource.com/content/ct-c/residential/account-billing/manage-bill/about-your-bill/rates-tariffs/time-of-day-rate-7#>

From Jay Gustafson to Everyone 07:46 PM

How far off is CT from using Smart Meters? We just moved back from CA where we had that and it was the only way we could implement EV rates.

From Andrew to Everyone 07:47 PM

Does anyone have the qualified products list URL?

From Michael Flatto to Everyone 07:49 PM

[https://www.uinet.com/wps/wcm/connect/www.uinet.com-7188/72bd45e8-8561-4ccc-bab2-
ea012928541d/Final+UEVC007+E0+Home+Electric+Vehicle+Charger+Qualified+Product+List.1.20.2022-v2.pdf?MOD=AJPERES](https://www.uinet.com/wps/wcm/connect/www.uinet.com-7188/72bd45e8-8561-4ccc-bab2-
ea012928541d/Final+UEVC007+E0+Home+Electric+Vehicle+Charger+Qualified+Product+List.1.20.2022-v2.pdf?MOD=AJPERES)

From Andrew to Everyone 07:49 PM

Thanks!

From Paul Braren to Everyone 07:51 PM

same very short list of EV charging equipment for Eversource

[https://www.eversource.com/content/ema-c/residential/save-money-energy/clean-energy-options/electric-vehicles/ev-charger-demand-
response#:~:text=Eligible%20Chargers,Fi%20connectivity%20prior%20to%20enrollment](https://www.eversource.com/content/ema-c/residential/save-money-energy/clean-energy-options/electric-vehicles/ev-charger-demand-response#:~:text=Eligible%20Chargers,Fi%20connectivity%20prior%20to%20enrollment).

but see my question above, maybe new info is coming soon, fingers crossed

From Michael Flatto to Everyone 07:52 PM

Can someone get a wiring rebate now and opt to purchase a smart charger at a later date and still get that rebate?

From Bruce Becker to Everyone 07:52 PM

If you have two cars in your home with telematics, can you get

double the incentive?

From Richard Heckbert to Everyone 07:53 PM

This is the new larger approved charger list for Eversource. Unfortunately the Tesla Wall Connector Gen 3 is still not on the list

https://www.eversource.com/content/docs/default-source/save-money-energy/ct-ev-charger-list-resi.pdf?sfvrsn=d5b18262_2

From Edward Wazer to Everyone 07:54 PM

I have a “dumb” 240V home charge. Does a 2019 Bolt have telematics?

From Jq Abellard to Everyone 07:55 PM

now I am confused, “Tesla can join” so what is the rebate that Tesla Gen 3 Wall Charger is qualified for?

From Michael Flatto to Everyone 07:56 PM

Tesla can join by telematics, not by smart charger. So we can only get the wiring rebate, not the charger one

(unless we get one of the other smart chargers on the list)

From Jq Abellard to Everyone 07:58 PM

@Michael Flatto, so I just had the Tesla wall charger installed in December, no rebate at all, or the \$100 one-time enrollment incentive?

From Michael Flatto to Everyone 07:58 PM

That's my understanding

From Analiese Mione to Everyone 07:59 PM

This question is in the queue. Thanks.

From Paul Braren to Everyone 07:59 PM

Question for Eversource: The link Bruce sent above <https://www.eversource.com/content/ct-c/residential/account-billing/manage-bill/about-your-bill/rates-tariffs/time-of-day-rate-7> for Rate 7 sure sounds promising to me, seems I call the number, and Eversource then swaps their meter on my house, and I then schedule my 2 Model 3s in my garage for charging after 8pm via the simple App. Seems simple, maybe too good to be true. What am I missing? I know I don't get additional cost benefits of curtailment via telematics where Eversource would lower my charge rate during unusual high demand events, but hey, 6 cents/kWh off peak sure sounds good for my needs. With one car at 18,000 miles a year primarily charged at home, this sounds great. Is there a catch, such as higher cost of power during the day?

From J M Eskin to Everyone 08:00 PM

Can a HUD facility in Bridgeport offer charging and get these benefits to the OCCUPANTS?

From Christine Rogers to Everyone 08:00 PM

If I don't apply by then of quarter one does that make me ineligible ?

From Kate Zod to Everyone 08:02 PM

We have solar panels, which we own. Can we still participate in the incentive programs?

From Analiese Mione to Everyone 08:03 PM

The program is 9 years. Incentives drop down each year is my understanding.

Question is in the queue. Thanks.

From Susan Miller to Everyone 08:03 PM

How many years are incentives paid?

From Anthony Pavia to Everyone 08:08 PM

Will any of these incentives be for retroactive installation of a 240v smart charger?

From Analiese Mione to Everyone 08:09 PM

New installations only. Please refer to UI website and program guide online for additional guidelines.

From Anthony Pavia to Everyone 08:09 PM

ty

From Bruce Becker to Everyone 08:11 PM

Is the cost of a transformer and the utility's installation cost part of the dollar amount subject to the dollar cap?

From Kate Zod to Everyone 08:12 PM

If I have 2 EVs, am I eligible for double the incentives?

From Michael Flatto to Everyone 08:13 PM

Is the forthcoming online application portal for commercial only?

From Evan Finchler to Everyone 08:14 PM

Does anything change if you are signed up with a 3rd party supplier?

From Paul Braren to Everyone 08:14 PM

Barry, I'll put this zoom on the EV Club of CT's YouTube Channel <https://youtube.com/EVClubCT>, but will you be able to share the actual decks with links?

From Andrew to Everyone 08:15 PM

Can someone paste the residential home links that were shown on the last slide...

From Paul Braren to Everyone 08:21 PM

Question: I realize I composed my 2 questions primarily to Eversource (I'm near Hartford), but they're not on this agenda tonight. Perhaps somebody can get me in touch with somebody at Eversource who can assist me with my questions? I've tried to do so, but have failed.

From Mark Scribner, Energy New England (ENE) to Everyone 08:21 PM

To clarify, any vehicle charging Level 2 (2.x KW to 11+ kW?) with a non-smart EVSE can still enroll in a passive program using their existing whole home residential AMI meter, via disaggregation analytics. Is this correct?

From Guy Mannino to Everyone 08:23 PM

The final mounting and wiring of the station itself is not included in make ready, correct?

From Richard Heckbert to Everyone 08:25 PM

Hosting Capacity Map

<https://www.arcgis.com/apps/webappviewer/index.html?id=4a8523bc4d454ddaa5c1e3f9428d8d8f>

From Stefanie Keohane to Everyone 08:25 PM

links to hosting capacity maps

Eversource

<https://eversource.maps.arcgis.com/apps/webappviewer/index.htm>

[l?id=6853bd7a3f714868bda7fee7c24d8c59](https://www.arcgis.com/apps/webappviewer/index.html?id=6853bd7a3f714868bda7fee7c24d8c59)

UI

<https://www.arcgis.com/apps/webappviewer/index.html?id=b5fe4d1060b14b14893a880ddb1e10c8>

From Richard Madonna to Everyone 08:27 PM

I joined late, I'm the CFO at Connecticut College, how can we leverage this to deploy more chargers on campus

From Analiese Mione to Everyone 08:28 PM

210917 docket for media and heavy duty fleets at PURA. Please participate if you own a business.

*medium

From Kate Zod to Everyone 08:29 PM

This is a very valuable organization—encouraging and helping people to switch to EVs.

Does anyone know if there is a similar organization to encourage people to put solar panels on their homes, either purchased or leased?

From Paul Braren to Everyone 08:29 PM

Opinion/Thought: Seems likely some sort of (Tesla MegaPack for example) timeshifting might be needed to smooth out those punishing high peak load costs for overnight L2 charging those 4 Tesla Semis at once.

From Analiese Mione to Everyone 08:33 PM

171203RE02 smart meter docket at PURA

From Andrew to Everyone 08:34 PM

Did I miss the times for time of use service? (Residential)

From Stefanie Keohane to Everyone 08:35 PM

Summary of all Eversource electric rate components, including Residential TOU (Rate 7)
https://www.eversource.com/content/docs/default-source/rates-tariffs/ct-electric/ct-electric-rates.pdf?sfvrsn=2d9afe62_46

From Paul Braren to Everyone 08:36 PM

I'll call Eversource tomorrow to see how it goes, to get this 7 cent after 8pm residential rate
<https://www.eversource.com/content/ct-c/residential/account-billing/manage-bill/about-your-bill/rates-tariffs/time-of-day-rate-7#> If anybody wants to learn how it goes, I'll tweet whatever happens from both <https://twitter.com/paulbraren> and <https://twitter.com/EVClubCT>, follow either/both to get auto-notified.

From Kate Zod to Everyone 08:38 PM

What is a PHEV?

From Barry Kresch to Everyone 08:39 PM

plug-in hybrid

From Andrew to Everyone 08:39 PM

Plug-in Hybrid Electric Vehicle..

From Kate Zod to Everyone 08:39 PM

Thanks.

From Paul Braren to Everyone 08:40 PM

https://en.wikipedia.org/wiki/Plug-in_hybrid (so gas, with a little electric range, and it can charge in your garage to

avoid using gas if the daily trips are shorter)

From Mark Scribner, Energy New England (ENE) to Everyone 08:40 PM

Since PHEVs often charge daily, and drivers tend to plug in as soon as they get home without incentivized charge management, PHEVs may actually present a greater concern for impacting grid demand than BEVs.

From Michael Flatto to Everyone 08:41 PM

Can someone get a wiring rebate now and opt to purchase a smart charger at a later date and still get that rebate?

From Michele Frankie to Everyone 08:42 PM

Thank you for this information Zoom meeting!

From john pecora to Everyone 08:42 PM

With grid modernization is there any allowance for Virtual Power Plants (VPP) like what Tesla is doing in California with it's PowerWall and software to supply the grid with power when needed

From Paul Braren to Everyone 08:43 PM

I just had Eversource replace the main wiring from the pole to my house last month, and I asked the installer if he was using a smart meter in my town of Wethersfield CT yet, the answer was no. Just one data point/anecdotal, based on the one Eversource employee I asked. He didn't even mention this 7 cents time of use meter, thanks to this club meeting, now I know! I hadn't seen that URL anywhere before. Thank you!

<https://www.eversource.com/content/ct-c/residential/account-billing/manage-bill/about-your-bill/rates-tariffs/time-of-day-rate-7>

From William Cross to Everyone 08:43 PM

Thank you to everyone! This was great!

From Analiese Mione to Everyone 08:43 PM

Thank you all for attending and asking excellent questions.

From Dwight Stover to Everyone 08:43 PM

Thank you.

From Michael Flatto to Everyone 08:43 PM

Very cool, thanks to everyone who presented

From Edward Wazer to Everyone 08:44 PM

Thank you

From Vacek Miglus to Everyone 08:45 PM

thank you all. looking forward to reviewing all was covered tonight

From Paul Braren to Everyone 08:45 PM

Hoping this chat (minus the email addresses) can be published or at least shared, thank you for a great meeting!

Residential Application – Eversource:

<https://www.eversource.com/content/docs/default-source/save-money-energy/eversource-ct-ev-resi-application.pdf>

United Illuminating About EV Charging Incentives

[United Illuminating CT EV Charging Program FINAL 02182022](#)

Single Family Residential Charging Incentives

Post by Barry Kresch

Charging Incentives Via The Utilities

The incentives drafted by the Public Utilities Regulatory Authority that will be made available through Eversource and United Illuminating (commonly referred to as utilities, but in regulatory parlance known as EDCs or electric distribution companies) have been mostly finalized. There are a number of parts to them and we will be writing about them periodically over the next few weeks. There are subsidies for residential, commercial, municipal, and fleets. The residential charging program includes incentives for multi-unit dwellings (MUD) as well as single family. Incentives include subsidized charging stations, installation, make-ready, discounts on electricity, and demand charge mitigation.

The grid at the top and the explanation below cover the incentives for single family residences, which became effective on January 1, 2022.

The incentives for charging stations require the purchase of utility approved hardware. Incentives are not retroactive. **The list of approved chargers will be published on January 20, 2022.** Approved chargers will be smart chargers. Taking the subsidy requires enrollment in the demand-response charging program.

Residential Single Family Incentives

- Up to a \$500 incentive for purchase of a level 2 smart charging station. Smart = WiFi connected at a minimum of 25 MBPS or cellular service, 4G minimum.
- Up to a \$500 incentive to bring a 240 volt line to the garage, if needed.
- Owners give the utility permission to see charging data.
- Up to \$200 per year for participating in demand-response charging events. Two year commitment required.

It is possible to get charging incentives for a non-networked (i.e. dumb) charging station that may have been previously installed or even for one that is bought new. In this case the charging information can be obtained either via vehicle telematics (if the vehicle has that capability), or the utility can send a device that will enable a dumb charger to access WiFi. There will be no charge for this device. The EDCs will be publishing a list of which vehicles qualify for telematics.

A \$100 enrollment incentive is offered to people who participate using either telematics or a charger upgrade device.

- An owner buying a new dumb charger is not eligible for the hardware subsidy, but is eligible for the installation subsidy.

The managed charging program in year one is limited to a demand response program. **EV owners can get up to \$200 per year**

(\$50/month over 4 months) for their participation, whether that participation comes via a smart charger, telematics, or upgraded dumb charger. The demand response program is in effect from June 1 through September 30. During high demand periods, the utilities are permitted to reduce the rate of charge going to your vehicle. The vehicle will charge at roughly the rate of a level 1 charger during these periods. Typically, an event will last up to 3 hours and occur between 3:00 – 9:00 PM. There can be up to 15 events per month. Customers will be notified in advance of these events and be permitted to opt-out. If a customer opts out of 2 or fewer events and is plugged in at least once per month, they still qualify for the \$50 monthly incentive. A 2-year commitment is required. Event notifications are to be communicated via smartphone app, web portal, email, or text message, usually the day before the event, but sometimes the day of the event. If you are not home and therefore not plugged in during an event, and have not opted-out, that counts as participation.

The demand-response incentives will be paid off-bill after the end of September.

There is no incentive for those who trickle-charge (level 1).

If a home does not have enough space in its panel to accommodate an EV charger and wishes to upgrade electric service, that is out of scope of the program. Service upgrades can run \$5000 or more. Before doing that, it may pay to find out how much room you have or whether you can share a circuit. Perhaps you can install a lower-powered unit than you originally planned.

An Advanced Managed Charging program will be offered beginning in 2023. Details have not yet been finalized.

If someone uses the hardware and installation incentives, but then does not allow the demand-response throttling, and therefore will not collect any of the \$200 incentive, it is

not known if the EDC will try to claw back the hardware and installation incentives.

Note: Eversource is maintaining its Connected Solutions branding and migrating existing customers into the new program.

We are planning a virtual meeting for January 25th at 7:00 PM, which will include speakers from PURA and UI.

This is the Eversource [splash page](#) with links to apply for the incentives. This is the [UI page](#). There is still being work done on the back end and the application portals will be open by the end of Q1 2022.

Incentives available to Eversource and UI customers only.