BILL'S HOME TECH
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BILL'S COMPLETE MANUALS

EV Public Charging

Charging networks, plugs and adapters, paying and road trips — explained in plain English, one step at a time

A plain-English guide for EV drivers and their families

Take your time — you can't break it

Written for you by Bill — Bill's Home Tech

(330) 200-8042 · BillsHomeTech.com

For Tesla Superchargers, Electrify America, EVgo, ChargePoint, IONNA & more · facts current November 2026

What's Inside

This is your guide to charging an electric car away from home: the fast chargers along the highway, the slower ones at stores and hotels, the plugs and adapters, the apps, and how you pay. It's the companion to the Home EV Charging guide. Read it in any order and at your own pace. Prices and networks change often, so this guide teaches you how to read any charger and any price screen rather than promising a number.

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PART 1

Getting Started

What public charging is, how it differs from charging at home, and the two kinds of public chargers you'll meet. Start here.

CHAPTER 1

A Note from Bill

Hello, and welcome. If you drive an electric car, or you're thinking about one, you've probably wondered what happens when you need to charge somewhere other than your own garage. Which plug fits? Which app do I need? How do I pay? What if it doesn't work? This guide answers those questions, calmly and in order.

I'm Bill. I've spent more than 30 years working with technology, and these days I help folks here in Portage County feel at home with theirs. I wrote this guide the way I'd explain it sitting beside you in the car: slowly, in plain English, and without selling you anything. When I use a word like "kilowatt" or "CCS," I'll stop and explain it right then.

What this guide will do for you

- Explain the two kinds of public chargers — the everyday kind and the fast highway kind — in a few minutes.
- Sort out the plugs: J1772, CCS, and the Tesla-style plug now called NACS or J3400, plus the adapters that connect them.
- Introduce the big charging networks and the apps that go with them, and help you set one up at home before a trip.
- Show you how paying works: per kilowatt-hour, per minute, memberships and the idle fees that catch people out.
- Walk you through your first fast-charging stop, step by step, and what to do when a charger won't start.
- Help you plan a road trip, and cope with an Ohio winter, when range and charging speed both drop.
- Cover safety, and the fake QR-code stickers and look-alike apps to steer clear of.

The big promise: you can't break it by learning

Public chargers are built to be used by strangers in all weather. They won't start pushing power until the car and the charger have "talked" and agreed it's safe. If something isn't right, the charger simply stops. The worst that usually happens to a beginner is a session that won't start, and Chapter 19 shows you what to do next. Take your time; nobody at the charger is grading you.

WHAT THIS DOES FOR YOU

Why this matters

Once you know how public charging works, a long drive to see the grandchildren or a day trip to the lake stops being a worry. You'll know where to stop, what it will roughly cost, and how to get going again if a charger misbehaves.

GOOD TO KNOW

This guide pairs with Home EV Charging

Our **Home EV Charging** guide covers the charger in your garage: Level 1 and Level 2, electricians, off-peak rates and the apps for home. This guide picks up where that one ends — out on the road.

I'm only a phone call away

If anything in this guide leaves you unsure, call me at **(330) 200-8042**. There's no such thing as a silly question, and it's always easier to ask at the kitchen table than at a charger in the rain.

Let's start with the simplest question: what is public charging, really?

— Bill

CHAPTER 2

Public Charging in Plain Words

Public charging simply means charging your electric car anywhere other than home: a store parking lot, a hotel, a library, a highway rest stop, a gas station. The charger belongs to a company — a **charging network** — and you pay that company for the electricity, much as you pay for gas.

A few words you'll hear

Word	What it means
Charger (or station)	The post with the cable. Its official name is **EVSE**, for electric vehicle supply equipment, but almost nobody says that out loud.
Stall or port	One parking space and its plug. A site may have 4, 8 or more stalls.
Kilowatt (kW)	How **fast** power flows. A bigger number means a faster charger — if your car can accept it.
Kilowatt-hour (kWh)	An **amount** of energy, like a gallon of gas. Your car's battery size and many prices are stated in kWh.
State of charge	How full the battery is, shown as a percentage on your dashboard.
Network	The company that runs the charger and takes payment: Tesla, Electrify America, EVgo, ChargePoint, IONNA and many more (Chapter 8).

Home charging and public charging work together

For most people with a garage or driveway, home is where nearly all the charging happens, overnight, at the lowest price. Public charging fills the gaps: long trips, a day with a lot of driving, or for people who can't charge at home at all, like many apartment and condo dwellers.

> **TIP**
>
> **Think of public charging like a gas station you rarely need**
>
> If you charge at home, you may only visit a public fast charger a few times a year, on trips. That's exactly why it pays to learn it calmly now, instead of 200 miles from home.

WHAT THIS DOES FOR YOU

What this does for you

Knowing the handful of words on this page means every charger screen, app and price sign in the rest of this guide will make sense at a glance.

CHAPTER 3

Level 2 or DC Fast: The Two Kinds of Public Chargers

Public chargers come in two kinds. Which one you want depends on how long you're staying and how far you're going next.

Level 2: the everyday kind

A **Level 2** public charger is the same kind of charger many people have at home. It's slower, and it's meant for places where you'll stay a while: a hotel overnight, a workplace, a long lunch or a movie. Nearly every electric car sold in the United States can use Level 2. ChargePoint's help pages say Level 2 adds roughly **25 to 50 miles of range per hour** of charging, depending on the charger and the car.

DC fast charging: the highway kind

A **DC fast charger** (sometimes called Level 3) is the big, thick-cabled kind you find along highways. It sends power straight into the battery, bypassing the car's smaller built-in charger. ChargePoint says DC fast charging can add **100 or more miles of range in about 30 minutes**, depending on the car. That's the coffee-and-restroom stop on a road trip.

	Level 2	DC fast
Where you'll see it	Hotels, stores, libraries, parking garages, workplaces	Highway stops, travel centers, big store lots
Plug on most cars	J1772 (or NACS on newer cars)	CCS1 or NACS (Chapter 4)
How fast	About 25–50 miles of range per hour	100+ miles in about 30 minutes
Best for	Staying an hour or more, overnight	Road trips; getting back on the road
Cost	Often lower; sometimes free at a business	Usually higher per kWh

Your car sets the speed limit

A charger's sign might say 150 kW or 350 kW, but your car decides how fast it will actually accept power. If your car's maximum is 100 kW, a 350 kW charger won't make it go faster than about 100 kW. Chapter 7 shows you how to find your car's number. Speed also drops as the battery fills (Chapter 17) and in the cold (Chapter 21).

GOOD TO KNOW

Some older cars use a different fast-charging plug

A few older models, such as earlier Nissan Leafs, use a fast-charging plug called **CHAdeMO**. Fewer and fewer stations offer it. If your car has one, check a charging map for CHAdeMO before any trip (Chapter 9).

WHAT THIS DOES FOR YOU

What this does for you

Choosing the right kind of charger for the stop saves money and time: Level 2 when you're staying, DC fast when you're passing through.

PART 2

Plugs & Adapters

The plug shapes you'll meet, Tesla Superchargers for other brands, how to buy a safe adapter, and how to find out exactly what your own car can do.

CHAPTER 4

The Plugs You'll Meet: J1772, CCS1 and NACS

The plug is where most of the confusion lives, and it's simpler than it looks. In North America there are really only three shapes to know, plus one older one.

Plug	What it is
J1772	The standard plug for **Level 2** on most non-Tesla cars built before the switch to NACS. A round plug with five pins. You'll find it at hotels, stores and most home chargers.
CCS1	Short for **Combined Charging System**. It's a J1772 plug with two big extra pins underneath for **DC fast charging**. A car with a CCS1 port takes both plugs in the same opening.
NACS / SAE J3400	The slim plug Tesla designed. It's now an industry standard called **SAE J3400** (people still say NACS, for North American Charging Standard). One small plug handles both Level 2 and DC fast charging.
CHAdeMO	An older fast-charging plug on some earlier cars, mainly earlier Nissan Leafs. Becoming rare.

What's changing, and why it's good news

For years, Teslas used their own plug and almost everyone else used J1772 and CCS1. Most carmakers have now agreed to adopt the NACS (J3400) plug. New models are arriving with NACS ports, and more public stations are adding NACS cables, often alongside CCS1. During the changeover, adapters bridge the gap in both directions (Chapter 6).

How to tell which port your car has

1. Open the charge-port door on your car.
2. Count the openings. A round opening with a second, two-pin opening below it is **CCS1**. A round opening alone is **J1772** (Level 2 only).
3. A small, slim opening with no extra section below is **NACS (J3400)**.
4. Two separate round ports side by side on an older car usually means J1772 plus **CHAdeMO**.
5. Still unsure? Your owner's manual or the carmaker's website will name the port for your model year.

TIP

Snap a photo of your port

Take a picture of your open charge port with your phone and save it to a favorite album. If you ever rent an EV, borrow one, or ask for help over the phone, that photo answers the first question.

WHAT THIS DOES FOR YOU

What this does for you

Knowing your plug in one glance tells you which chargers you can pull up to without an adapter, and which ones need one.

CHAPTER 5

Tesla Superchargers for Other Brands

Tesla's **Supercharger** network is the largest fast-charging network in North America, and it is no longer only for Teslas. If your carmaker has an agreement with Tesla, you can use many Superchargers too.

Who can use them, as of November 2026

Tesla's support pages say Supercharging for other electric cars is open to **NACS-equipped vehicles** and to **CCS1 vehicles using an approved adapter**, and that you start and pay for the session in the **Tesla app**. Tesla also says **third-party adapters are prohibited** at Superchargers for safety reasons, and that the adapter should be the one provided or approved by your car's maker. Some newer "All EVs" Superchargers have a **Magic Dock**, a built-in CCS1 adapter on the cable. Reports say adapter charging works at the newer V3 and V4 Superchargers, not the oldest ones.

News reports through 2026 say most major brands sold in the U.S. now have Supercharger access. The Stellantis brands (Dodge, Jeep, Ram, Fiat and Maserati) were among the last, added on March 19, 2026, using a Stellantis-approved NACS-to-CCS1 adapter. Access can depend on the **model and year**, not just the brand, so always confirm your own car.

Checking your car, step by step

1. Install the **Tesla** app from the App Store or Google Play and create a free Tesla account.
2. Follow the app's prompts for charging a non-Tesla vehicle (you don't need to own a Tesla).
3. Add a payment card in the app.
4. Use the map in the app to find Superchargers open to other electric cars, and check the site details before you drive there.
5. Check your carmaker's own app or website too. Many carmakers explain their adapter and Supercharger access, and some have included an adapter with certain models.

HEADS UP

Not every Supercharger cable reaches every car

Tesla's cables are fairly short and were designed for a Tesla's port location. On some other cars you may need to park in an unusual spot, or even take two stalls, to reach. If that's the case, wait for an end stall rather than blocking two spaces when the site is busy (Chapter 18).

WHAT THIS DOES FOR YOU

What this does for you

Thousands more fast chargers to choose from on a trip, often at busy highway exits where other networks are thin.

CHAPTER 6

Adapters: Buying a Certified One

An **adapter** is a short connector that lets one plug shape fit another. For fast charging, it carries a lot of power for a long time, so this is the one place in this guide where saving a few dollars is a bad idea.

The adapters you're most likely to need

Adapter	What it does
NACS-to-CCS1	Lets a **CCS1 car** plug into a Tesla Supercharger or other NACS cable. The one most non-Tesla drivers need for Superchargers.
J1772-to-NACS	Lets a **NACS car** (a Tesla or a newer NACS-port car) use a J1772 Level 2 charger at a hotel or store. Teslas have long come with one; check the trunk.
CCS1-to-NACS	Lets a **NACS car** use a CCS1 fast charger, such as many Electrify America or EVgo stalls. Your carmaker may sell or include one.

How to buy one safely

1. Start with your **carmaker**. Many sell, include or list an approved adapter for your model. That's the one Tesla expects you to use at Superchargers.
2. If you shop elsewhere, look for **UL 2252** certification. UL 2252 is the safety standard for EV charging adapters, published in March 2025. Even a UL-listed adapter isn't automatically allowed everywhere: at Tesla Superchargers, only your carmaker's approved adapter is accepted.
3. Check that the adapter is rated for **DC fast charging** if that's what you'll use it for. Some are for Level 2 only.
4. Look up the brand and model on the federal recall site, **nhtsa.gov/recalls**. Several early third-party fast-charging adapters were recalled in 2024 for latches that could come loose, and in some cases for overheating.
5. Register the adapter with its maker if they offer it, so you'll hear about any recall.

STAY SAFE

Stop using any adapter that's hot, loose or damaged

Before every use, look the adapter over. If it's cracked, bent, discolored, smells hot, or wiggles loosely in the plug, stop using it. An adapter that fails under fast-charging power can melt.

SCAM ALERT

Steer clear of "too cheap" adapters

Online marketplaces are full of no-name fast-charging adapters at a fraction of the carmaker's price, sometimes with fake certification marks in the photos. A genuine seller can tell you which lab tested the adapter and to which standard. When in doubt, buy from your carmaker.

GOOD TO KNOW

An adapter never makes charging faster

An adapter only changes the plug shape. Charging speed is still set by the slowest part: the charger, the car, or the adapter's own rating.

CHAPTER 7

Finding Out What Your Car Can Do

Five minutes with your owner's manual or carmaker's website, done once at home, answers most of the questions you'd otherwise face at a charger. Write the answers on the Cheat-Sheet in Chapter 26.

The five facts worth knowing

Fact	Why it matters
Your charge port	J1772, CCS1, NACS or CHAdeMO (Chapter 4).
Maximum DC fast-charging speed	In kW, for example 50, 150 or 250. Tells you which chargers are worth seeking out.
Usable battery size	In kWh. Helps you estimate the cost of a fill-up (Chapter 14).
Supercharger access and adapter	Whether your model can use Superchargers, and which adapter your carmaker approves (Chapter 5).
Plug & Charge support	Whether your car can start charging just by plugging in on some networks (Chapter 12).

Where to look

1. Open your owner's manual (printed, in the car's screen, or in the carmaker's app) and look for the **Charging** section.
2. Check the carmaker's website page for your model and year; search "[your model] charging specs."
3. Open your carmaker's app and look for a charging, public charging or "find chargers" section. It often lists which networks work with your car.
4. If you bought from a dealer, ask them to show you, and write the answers down while they're in front of you.

TIP

Your speed is a maximum, not a promise

The maximum kW is what your car can reach in ideal conditions: a fairly empty, warm battery on a strong charger. Expect lower numbers much of the time, especially above 80 percent and in winter.

WHAT THIS DOES FOR YOU

What this does for you

With these five facts written down, you can glance at any charging map and know in seconds whether a station suits your car.

PART 3

Networks & Apps

The big charging networks, the maps that find chargers, your carmaker's app and navigation, and the plug-in-and-go features that skip the app altogether.

CHAPTER 8

The Big Charging Networks

A **charging network** is the company that owns or runs the charger and takes your payment. Each has its own app, prices and habits. You don't need all of them. Most drivers do fine with two or three.

The networks you're most likely to see

Network	What to know
Tesla Supercharger	The largest fast-charging network. Open to many non-Tesla cars through the **Tesla app** (Chapter 5).
Electrify America	Fast chargers along highways and at big stores, with CCS1 cables. Its app offers pay-as-you-go and membership plans, and Plug&Charge for many cars (Chapter 12).
EVgo	Fast chargers, often in store and shopping-center lots. Its app has several plans, and **Autocharge+** lets an enrolled car start charging just by plugging in.
ChargePoint	Mostly Level 2 chargers at businesses, workplaces and towns, owned by many different hosts who set their own prices. Its app can also start some partner networks' chargers.
IONNA	A newer fast-charging network started by a group of carmakers. Its sites, called **Rechargeries**, include many at **Sheetz** stores, several of them in Ohio.
Walmart	Walmart runs its own fast chargers at a growing number of stores. Walmart says it passed 100 sites in August 2026, with chargers up to 400 kW, and you start and pay in the **Walmart app**.

You'll also see smaller and regional networks, chargers run by car dealers, and stations at hotels, libraries and town halls. A charging map (Chapter 9) shows them all in one place.

TIP

Pick two networks and learn them well

Look at the fast chargers along the routes you actually drive — to family, to the doctor, to the lake — and set up the apps for the two networks that show up most. That's usually enough.

GOOD TO KNOW

Prices and plans change often

Networks adjust prices and membership plans regularly, and prices can differ by state and by site. This guide doesn't quote today's numbers for that reason. The price for a specific charger is shown in the network's app, and often on the charger's screen, before you start (Chapter 14).

WHAT THIS DOES FOR YOU

What this does for you

Knowing the main names means a charging map stops looking like alphabet soup, and you can pick a stop that works with the apps already on your phone.

CHAPTER 9

Finding a Charger: PlugShare and Charging Maps

You can find chargers several ways: your car's own screen, your carmaker's app, a network's app, or a free all-in-one map app such as **PlugShare**. Each has strengths. Using two together is the surest approach.

Why an all-in-one map helps

A network's own app shows only that network. An all-in-one map like PlugShare shows chargers from many networks, and other drivers post short reports — called **check-ins** — saying whether a charger worked for them and when. A recent "charged fine" report is reassuring; a string of "broken" reports tells you to plan another stop.

Setting up a charging map

1. Install **PlugShare** (or another all-in-one charging map) from the App Store or Google Play.
2. Open its settings or filters and choose **your plug type** (Chapter 4), and any adapters you carry, so it only shows chargers you can use.
3. If you mostly need fast chargers, filter for **DC fast** chargers.
4. Tap a charger on the map to see its network, plug types, power in kW, and recent reports from other drivers.
5. Save the chargers you'll use often as favorites.

What to look at before you drive there

- **Recent reports.** A report from yesterday means more than one from last year.
- **Number of stalls.** A site with many stalls is less likely to leave you waiting if one is broken.
- **Power.** At least as fast as your car can use, if you're in a hurry.
- **Hours and access.** Some chargers are inside garages, behind gates, or only for customers.
- **Restrooms and food.** Notes and photos often say what's nearby.

TIP

Your car's map is often the best place to start

Many cars' built-in navigation shows live charger availability, and planning a route to a fast charger in the car's own navigation can warm the battery so it charges faster (Chapter 10 and Chapter 21).

WHAT THIS DOES FOR YOU

What this does for you

A minute of checking recent reports can save you from pulling into a broken charger with a low battery.

CHAPTER 10

Your Carmaker's App and In-Car Navigation

The app from your car's maker — FordPass, myChevrolet, MyHyundai, Kia Access, Tesla, Rivian and the rest — is often the easiest single tool for public charging. Many include a charger map, a way to pay at partner networks, and trip planning that knows your car's exact battery.

What a carmaker's app may do

- Show the car's current charge and estimated range from anywhere.
- Find chargers and filter them to the ones that work with your car.
- Let you pay at several partner networks with one account, so you don't need every network's app.
- Tell you about any included charging plan or free charging that came with the car.
- Send an alert to your phone when charging is finished or stops unexpectedly.

Planning with the car's navigation

1. In the car, enter your destination in the built-in navigation (not just your phone's map).
2. Look for a setting to add charging stops automatically. Many EVs do this on their own for long trips.
3. Check the arrival charge it predicts at each stop and at the end.
4. When the car routes you to a fast charger, let it. On many models this tells the car to **precondition** — warm the battery on the way — so it charges faster when you arrive (Chapter 21).

GOOD TO KNOW

Phone maps through CarPlay or Android Auto don't always warm the battery

If you navigate with your phone's map on the car screen, the car may not know you're heading to a charger. Some cars offer a manual "precondition battery" button instead. Your owner's manual will say.

WHAT THIS DOES FOR YOU

What this does for you

One well-set-up carmaker app can replace a pocketful of network apps, and the car's navigation can plan your stops and prepare the battery for you.

CHAPTER 11

Setting Up a Network App Before You Need It

The single best thing you can do before a trip is set up a charging app at home, on Wi-Fi, with your reading glasses handy. Typing a card number into a phone in a cold, dark parking lot is nobody's idea of fun.

Setting up any network app

1. Install the app from the official **App Store** or **Google Play**. Search the network's exact name and check the developer is the network itself (Chapter 24).
2. Create an account with your email and a strong password. Save the password in your password manager.
3. Add a payment method: a credit card, debit card, Apple Pay or Google Pay.
4. Add your vehicle if the app asks. Some apps use it to show only compatible chargers.
5. Turn on notifications, so the app can tell you when charging finishes and when idle fees are about to begin (Chapter 15).
6. Look through the plans. Pay-as-you-go is fine for occasional trips; a monthly membership only pays off if you charge on that network often.

TIP

Do a practice session near home

Find a nearby charger on the network you set up and do one short session on a calm afternoon. Ten minutes of practice teaches you more than any guide, and you'll know the account and card work.

HEADS UP

Some apps add money up front

Some networks put a small hold on your card, or ask you to add funds to an account balance that is topped up automatically. Read the payment screen so you're not surprised by the first charge on your statement.

WHAT THIS DOES FOR YOU

What this does for you

When you arrive at the charger, you plug in and tap once, instead of creating an account in the cold.

CHAPTER 12

Plug & Charge and Autocharge: Charging Without the App

On many newer cars and networks, you can skip the app entirely. You plug in, the charger recognizes your car, and the session starts and bills your account by itself.

The two kinds you'll hear about

Feature	How it works
Plug & Charge	An industry standard (often written **Plug&Charge**) where a secure digital certificate in the car identifies it to the charger. Electrify America supports it for many car models, set up through its app or your carmaker's app.
Autocharge+	EVgo's version. You enroll your car once in the EVgo app, and then the car starts and pays for sessions just by plugging in, with no app, card swipe or RFID card.
Teslas and NACS cars at Superchargers	Teslas start automatically at Superchargers. For other brands, sessions are started in the Tesla app (Chapter 5), unless your carmaker has arranged otherwise.

Turning it on

1. Check your carmaker's app or website to see whether your model supports Plug & Charge, and with which networks.
2. Open the network's app (for example Electrify America or EVgo) and look for **Plug&Charge** or **Autocharge+** in the account or vehicle settings.
3. Follow the steps. Some ask you to plug in once at a charger while the app links your car.
4. On your next visit, just plug in, and watch the charger's screen to confirm the session started.

HEADS UP

Keep the app as your backup

Plug & Charge doesn't work on every charger every time. If the session doesn't start within a minute or so, unplug, plug back in, and if that fails, start it in the app instead (Chapter 19).

WHAT THIS DOES FOR YOU

What this does for you

No phone fumbling, no card in the rain: you plug in and walk inside. It's the closest thing to the way Teslas have always charged.

PART 4

Paying & Prices

How you pay at a charger, how to read a price before you plug in, the idle and congestion fees that surprise people, and whether a membership is worth it.

CHAPTER 13

The Ways to Pay at a Charger

Paying for public charging is less like a gas pump and more like a parking app. There are several ways to pay, and a given charger may accept only some of them. Knowing all of them means you always have a backup.

The usual choices

Way to pay	How it works
The network's app	The most common way. You pick the charger number in the app and tap **Start**. Your card on file is charged when you finish (Chapter 11).
Your carmaker's app	Many carmakers let you pay at partner networks from their own app, so one account covers several networks (Chapter 10).
Plug & Charge or Autocharge+	The car identifies itself and pays automatically when you plug in (Chapter 12).
Card reader on the charger	Many newer fast chargers have a reader where you **tap** a credit card, debit card or phone wallet, just like at a store.
Network card or key fob	Some networks mail you a small plastic card (an **RFID** card) that you hold against the charger to start. Handy if your phone is dead or has no signal.
Text or phone call	Many chargers show a toll-free customer service number. If nothing else works, the network's agents can often start a session for you over the phone.

Getting ready to pay, before a trip

1. Set up the app for the networks you'll use most and add a card (Chapter 11).
2. If your carmaker's app covers public charging, add a card there too.
3. If a network you use often offers a free or low-cost RFID card, order one and keep it in the glove box.
4. Carry one credit card you're happy to tap at a card reader. A credit card gives you stronger fraud protection than a debit card if something goes wrong.
5. Write each network's customer service number on your Cheat-Sheet (Chapter 26).

TIP

Tap, don't swipe

When a charger has a card reader, use **tap to pay** with your card or your phone's wallet (Apple Pay or Google Pay) rather than swiping or inserting. Tapping never hands over your full card number, which protects you from card skimmers (Chapter 24).

HEADS UP

A dead zone can stall an app

Some charging sites have weak cell service. If the app can't connect, try the charger's card reader, your RFID card, or the customer service number on the charger. Turning on Wi-Fi Calling or stepping closer to the store sometimes helps too.

WHAT THIS DOES FOR YOU

What this does for you

With two or three ways to pay ready to go, a slow app or a dead phone is a small delay, not a stranded car.

CHAPTER 14

Reading the Price Before You Plug In

Every network shows its price somewhere before you start: in the app when you pick the charger, and often on the charger's own screen. The trick is knowing what the numbers mean. There are two main ways chargers bill you.

Per kilowatt-hour or per minute

Price type	What it means
Per kWh (energy)	You pay for the electricity that goes into your car, like paying per gallon. This is the easiest to understand and the fairest if your car charges slowly.
Per minute (time)	You pay for the time you're plugged in. Some per-minute chargers set the rate by how fast your car is charging. A slow-charging car pays more for the same energy.
Session fee	A flat amount just for starting, added to the energy or time price. Not every network charges one.
Idle or congestion fee	A per-minute fee for staying plugged in after charging ends, or at busy times (Chapter 15).
Parking fee	Some chargers sit in paid garages or lots. The parking fee is separate from the charging price.

A simple way to estimate the cost

When a charger bills per kWh, you can estimate a stop in your head. Take the amount of energy you'll add, and multiply it by the price. Your car's battery size, in kWh, is on your Cheat-Sheet (Chapter 7).

1. Look at your battery percentage now, and decide where you'll stop. For example, from 20 percent to 80 percent is 60 percent of the battery.
2. Multiply that share by your battery size. For a 75 kWh battery, 60 percent is about 45 kWh.
3. Multiply by the price per kWh shown in the app. At a price of 50 cents per kWh, 45 kWh is about $22.50.
4. Add a little: some energy is lost as heat while charging, especially in winter, so the bill is often a bit higher than the math.

GOOD TO KNOW

That example is only an example

The 50 cents in the example is a round number to make the math easy, not a price you should expect. Fast charging prices vary by network, state, site and time of day. Look at the actual price in the app before every session.

Where to find the price

- **In the network's app:** tap the charger on the map. The price is usually on the charger's detail page.
- **On the charger's screen:** many fast chargers show the price before you start.
- **In your carmaker's app** if you're paying through it; the price may differ from the network's own app.
- **On a charging map like PlugShare:** helpful, but drivers' reports may be out of date. Trust the network's app first.

TIP

Look at your receipt

After each session, the app shows a receipt with the energy added and the total. Glance at it while it's fresh. If the amount looks wrong, it's far easier to dispute that day (Chapter 19).

WHAT THIS DOES FOR YOU

What this does for you

A ten-second look at the price screen means no surprises on your card statement, and you can choose the better-value charger when there are two nearby.

CHAPTER 15

Idle Fees and Congestion Fees

Fast chargers are meant for charging, not parking. To keep stalls free, most networks charge an **idle fee** if your car stays plugged in after it finishes. These fees add up by the minute and are the most common surprise on a charging bill. The good news: they're easy to avoid.

How the big networks handle it

Tesla's **Supercharger Fees** help page explains that an idle fee may apply, per minute, once your car finishes charging and stays connected. Tesla says the fee is waived if you move the car within **five minutes**, and that it only applies when the site is at least half full. At some busy Superchargers, Tesla uses a **congestion fee** instead, a per-minute charge at busy times, often once the battery is fairly full. A site has one or the other, not both. Tesla shows the current amounts in its app and in the map pin for each site.

Electrify America also charges idle fees at many stations, after a short grace period once charging stops, and its prices are set station by station. Other networks have their own rules. The amount is shown in each network's app.

How to never pay one

1. Turn on notifications for the charging app, so it alerts you when charging is nearly done (Chapter 11).
2. Set a timer on your phone for the time the app or car estimates.
3. Stay close: a nearby restroom, a coffee, a walk around the lot. Fast-charging stops are short.
4. When charging ends, or when you reach the percentage you need, stop the session in the app or on the charger, unplug, and move the car.
5. If you're inside and can't get back in time, it's courteous and cheaper to stop the session early from the app, if you have enough charge.

HEADS UP

Idle fees can apply even if your car stops early

If your car's charge limit is set to, say, 80 percent, charging ends there, and the idle clock may start. Watch the app, not the number you had in mind.

GOOD TO KNOW

Level 2 chargers may have time rules too

Some Level 2 chargers at businesses and in towns add a per-hour fee after a set time, or post a time limit on a sign. The host sets these rules, and the app shows them. Read the sign as well as the screen.

WHAT THIS DOES FOR YOU

What this does for you

A phone alert and a short walk keep your bill to what you actually charged, and keep the stall free for the next driver.

CHAPTER 16

Memberships and Charging Included with Your Car

Most networks offer a **pay-as-you-go** option with no monthly fee, and one or more **membership** plans: a monthly fee in exchange for a lower price per kWh or minute. Many new EVs also come with some charging included. Both are worth a look, but neither is something you have to sort out on day one.

Is a membership worth it?

1. Open the network's app and find the plans page. Note the monthly fee and the member price.
2. Compare the member price with the pay-as-you-go price for the chargers you actually use.
3. Estimate how much you charge on that network in a typical month (Chapter 14 shows the math).
4. If the savings each month are more than the fee, the plan pays for itself. If you only fast-charge on trips a few times a year, pay-as-you-go is usually the better choice.
5. Some plans let you join for one month and cancel. That can make sense for a single long road trip; set a calendar reminder to cancel.

HEADS UP

Check how to cancel before you join

Before signing up for any monthly plan, find the cancel button in the app's account or plan settings. If you can't find it, ask the network's support how canceling works first.

Charging that came with your car

Many carmakers include something with a new EV: a period of free or discounted charging on one network, a credit toward a home charger, or an adapter. The details differ by brand, model year and even by dealer, and they often expire after a set time or amount. To see what you have:

1. Look in your purchase paperwork and the welcome email from your carmaker.
2. Open your carmaker's app and look for a **charging**, **benefits** or **offers** section.

3. If it's a network plan, the network's app usually needs a code or a link from the carmaker to activate it.
4. Write down what you have and when it ends on your Cheat-Sheet.

TIP

Used EVs: ask what transfers

Included charging plans are often tied to the first owner and don't carry over when the car is sold. If you bought used, ask the dealer or the carmaker before assuming you have one.

WHAT THIS DOES FOR YOU

What this does for you

A few minutes of comparing tells you whether a plan saves money or just adds a monthly bill, and makes sure you actually use any charging you were given.

PART 5

At the Charger

Your first fast-charging stop, step by step, why charging slows near full, courtesy at busy sites, what to do when a charger won't start, and staying safe and comfortable.

CHAPTER 17

Your First Fast-Charging Stop, Step by Step

Here is a whole fast-charging stop from start to finish. The first time takes a few extra minutes; after two or three stops it becomes routine. If you can, do your first one near home on a calm day (Chapter 11).

Pulling in

1. On the way, navigate to the charger in your car's own navigation so the battery can warm up (Chapter 10).
2. When you arrive, look for a stall whose cable has **your plug** (Chapter 4) and reaches your car's port. Some stalls have two cables with different plugs.
3. Check the charger's screen or light. A dark screen, an error message, or an "out of order" sign means pick another stall.
4. Park so the cable reaches without stretching. Put the car in **Park**. Many EVs won't charge in any other gear.
5. Note the stall or charger number, usually printed on the charger. The app may ask for it.

Starting the session

1. Open your car's charge-port door.
2. If you use an adapter, attach it to the **charger's plug** first until it clicks, then plug the combination into the car.
3. Lift the plug off its holder and push it firmly into your car's port until it seats. Fast-charging plugs are heavy; use both hands.
4. Start the session the way that charger expects: plug in and wait (Plug & Charge), tap your card, or choose the charger number in the app and tap **Start**.
5. Wait up to a minute. The car and charger "talk" first. Then the screen or app should show power in kW and the battery percentage rising.
6. Check your car's screen, too. Most show the charging speed and an estimated time to your charge limit.

Finishing up

1. When you have enough charge, stop the session in the app or on the charger's screen. Some cars also have a stop button on the screen or key fob.
2. Wait for the plug to unlock. Press the plug's release button and pull it straight out.
3. Hang the plug back on its holder, with the cable off the ground so it isn't driven over.
4. Close the charge-port door, and check the receipt in the app (Chapter 14).
5. Move the car promptly so the next driver can charge and you avoid idle fees (Chapter 15).

Why charging slows down near full

A fast charger fills a fairly empty battery quickly, then slows down as it gets full, to protect the battery. This is called the **charging curve**, and every EV has one. For most cars, the fast part is roughly from a low percentage up to about 80 percent. After that, each extra percent takes longer.

TIP

The 80 percent habit

On a road trip, it's often quicker overall to charge to about 80 percent and stop again later than to wait for 100 percent. Charge higher only when the next charger is far away, or in very cold weather (Chapter 21). Your car's trip planner will usually suggest the right amount.

STAY SAFE

Never force a plug or use a damaged one

If a plug won't seat, don't force it. If a cable is cut, cracked or has exposed wires, or a plug is broken, don't use that stall; report it to the network with the number printed on the charger.

WHAT THIS DOES FOR YOU

What this does for you

Following the same short routine every time means your hands know what to do, even when you're tired at the end of a long drive.

CHAPTER 18

Charger Courtesy and Busy Sites

Charging is a shared space. A little courtesy keeps things friendly and moving, especially on holiday weekends when sites can be busy and there may be a short wait.

Simple rules most drivers follow

- **Charge, then move.** Unplug and move the car as soon as you have what you need (Chapter 15).
- **Don't park in a charging space unless you're charging.** That includes gas cars and EVs that are already full.
- **Use one stall.** If your car's port means a cable won't reach without taking two spaces, wait for an end stall if the site is busy (Chapter 5).
- **Mind the cable.** Hang it up when you leave, so it isn't run over or left in a puddle.
- **When there's a line,** a short, friendly word with the other drivers about who's next goes a long way. Don't unplug another person's car.
- **On very busy days,** consider charging to 70 or 80 percent rather than 100 percent.

Sharing chargers that power two stalls

At some sites, two stalls share one cabinet of power. When both are in use, each car may charge more slowly. If the site isn't busy, pick a stall whose neighbor is empty. The network's app or the charger's label sometimes shows which stalls are paired.

GOOD TO KNOW

Accessible charging spaces

Some sites have a wider, accessible charging space, often marked with the familiar wheelchair symbol. Leave it for drivers who need it when other stalls are free. If you need it yourself, it's there for you.

WHAT THIS DOES FOR YOU

What this does for you

Knowing the unwritten rules means you'll never feel awkward at a busy charger, and you'll get your turn sooner because everyone is moving along.

CHAPTER 19

When a Charger Won't Start or Stops Early

Sooner or later a charger will refuse to start, stop partway, or charge slowly. It happens to everyone, and it's rarely your fault. Work through these steps in order; most problems clear up by step 4.

If the session won't start

1. Check the car is in **Park** and the plug is pushed all the way in. Unplug and plug in again firmly.
2. Look at the charger's screen and the app for a message. Read it slowly; it often says exactly what's wrong, such as "payment declined" or "connector not detected."
3. If you used Plug & Charge, wait a full minute. If nothing happens, start it in the app or with your card instead (Chapter 12).
4. If you used an adapter, check it's latched on both ends, then try once without hurrying.
5. Try another stall. A single broken stall is common; the one next to it often works fine.
6. Call the customer service number printed on the charger or in the app. Give the station's address and the stall number. Agents can often restart the charger remotely.
7. If the whole site is down, use your charging map to find the next charger within your remaining range (Chapter 9), and leave a short report for other drivers.

If charging is slower than expected

- **Your battery is cold.** Very common in an Ohio winter (Chapter 21).
- **Your battery is nearly full.** Above about 80 percent, every car slows down (Chapter 17).
- **The stall is sharing power** with its neighbor (Chapter 18).
- **The charger is slower than your car.** Check its kW rating, and your car's maximum (Chapter 7).
- **The charger is limiting power** in very hot weather, or because of a fault. Try another stall.

If you were billed wrongly

1. Open the receipt in the app and take a screenshot.
2. Use the app's help or support section to report the problem, with the date, time, station and stall number.
3. If you were charged for a session that never started, or charged twice, say so plainly and ask for a refund.
4. If the network doesn't resolve it, contact your card company about disputing the charge.

TIP

Keep a little extra range

Plan to arrive at a fast charger with a comfortable cushion, more in winter, so a broken charger means driving to the next one rather than calling a tow truck.

GOOD TO KNOW

Running out of charge

If you truly run low, many carmakers include roadside assistance that can tow an EV to a charger, and some roadside clubs offer help for EVs. Check what your car includes, and write the number on your Cheat-Sheet (Chapter 26).

WHAT THIS DOES FOR YOU

What this does for you

A calm, step-by-step plan turns a balky charger from a crisis into a five-minute detour.

CHAPTER 20

Staying Safe and Comfortable at the Charger

Public chargers are generally safe places to stop, but a little planning makes a stop more comfortable, especially after dark, alone, or in bad weather.

Choosing a good stop

- Prefer well-lit sites near an open store, restaurant or travel center, where there are restrooms and other people around.
- Read recent reports on a charging map for notes about lighting, hours and restrooms (Chapter 9).
- After dark, choose a busier site over a lonely one, even if it's a few miles farther.
- Know whether the nearby store is open 24 hours; the charger may be, while the restroom isn't.

While you charge

- Stay aware of your surroundings. Lock the car if you walk away. Most EVs can still charge while locked.
- In bad weather, it's fine to wait in the car with the climate control on while charging.
- Keep your phone charged, too. A car USB port or charging pad does the job.
- Charging in the rain or snow is normal: plugs and chargers are designed for it. Just keep the plug pointed down and out of puddles when it's not connected.

STAY SAFE

If something feels wrong, leave

If a person or a situation at a charger makes you uneasy, stop the session from the app, unplug and drive to the next charger or a busy place. Your safety matters more than a few percent of battery. In an emergency, call 911.

STAY SAFE

Medical devices

If you have a pacemaker or another implanted medical device, ask your doctor or the device maker whether they have any advice about standing near fast chargers or cables.

TIP

A small charging kit for the car

Keep gloves, a small flashlight, a paper towel or rag for wet plugs, an umbrella, and a printed copy of your Cheat-Sheet in the car. If you have an approved adapter, keep it in the same bag.

WHAT THIS DOES FOR YOU

What this does for you

Choosing good stops and keeping a small kit means charging feels like a rest break, not an ordeal.

PART 6

Winter, Road Trips & Ohio

Charging in a northeast Ohio winter, planning a longer trip with confidence, and the new federally funded fast chargers arriving along Ohio's highways.

CHAPTER 21

Cold-Weather Charging in Ohio

Here in northeast Ohio, winter changes how an electric car behaves. Two things happen in the cold: your **range drops**, because heating the cabin and the battery takes energy, and **fast charging slows down**, because a cold battery can't safely accept power as quickly. Both are normal and temporary. A little planning handles them.

Before a winter trip

1. If you can charge at home, start the trip full or close to it. Charging at home is the easiest way to begin a cold day (see the Home EV Charging guide).
2. Warm the car while it's still plugged in at home, using the climate or departure-time setting in the car or its app. The energy comes from the wall, not your battery.
3. Plan your charging stops closer together than you would in summer, and keep a larger cushion of range.
4. Choose sites with several stalls, and check recent reports on a charging map (Chapter 9). One broken charger matters more when it's cold.

On the road

1. Navigate to your fast charger using the car's own navigation, so it can **precondition** (warm) the battery on the way (Chapter 10). In winter this can make a big difference to charging speed.
2. If your car has a manual battery-warming button, use it as your owner's manual describes before you arrive.
3. Use the seat heater and steering-wheel heater. They use less energy than heating the whole cabin.
4. Expect the first few minutes of a cold session to be slow. The speed often rises as the battery warms.
5. If the next charger is far away, charge a bit higher than your usual 80 percent.

Snow and ice at the charger

- Plows sometimes pile snow at charging stalls, or a cable may be frozen to its holder. Have a backup charger in mind.
- Brush snow and ice away from your charge-port door before opening it. If the door is frozen shut, the car's defrost or a gentle tap usually frees it; don't pry it.

- Cables are stiffer in the cold. Uncoil them slowly, and use both hands.
- If your charge port has ice inside, warming the car with climate control for a while often clears it. Never pour hot water on a charge port.

TIP

Don't panic when the range number drops

On a cold morning, the miles shown on your dashboard may be noticeably lower than in summer. That's the cold, not a fault. Range comes back as the weather warms.

STAY SAFE

Winter safety kit

In an Ohio winter, any car should carry a blanket, gloves, a hat, water, a snack and a charged phone. An EV can keep its cabin warm for a long time while parked if it has charge left, which is one more reason to keep a cushion.

WHAT THIS DOES FOR YOU

What this does for you

Knowing why winter charging is slower, and how to prepare, turns a January drive into an ordinary one.

CHAPTER 22

Planning a Road Trip

A longer drive in an EV is mostly about choosing your stops in advance. Your car can do much of the planning for you, and a charging map fills in the rest. Here's a calm way to plan, done at home the evening before.

Planning, step by step

1. Enter your destination in your car's navigation or carmaker's app. Let it add charging stops automatically, and note where it plans to stop and the arrival charge it predicts (Chapter 10).
2. Check each suggested stop on a charging map: recent reports, number of stalls, plug type and what's nearby (Chapter 9).
3. Pick a **backup charger** for each stop, within range of where you'll be.
4. Make sure you have the app, or another way to pay, for every network on your route (Chapter 13).
5. If you're staying overnight, check whether your hotel has Level 2 chargers, and whether they need a reservation or have a fee. Waking up full is the easiest start to the next day.
6. Share your route and planned stops with a family member.
7. Charge fully at home before you leave, if you can.

Level 2 on a trip: hotels, restaurants and attractions

Level 2 chargers at hotels, inns, museums, parks and restaurants are made for longer stays. They add charge while you sleep, eat or sightsee, and they're often cheaper than fast charging. Some are free for guests or customers; others charge through ChargePoint or another app. A Tesla or other NACS car may need its J1772 adapter (Chapter 6).

> TIP
>
> **Call the hotel**
>
> Charging maps don't always know a hotel's rules. A quick call to the front desk to ask "Do you have EV charging for guests, and do I need to reserve it?" saves a surprise at check-in.

Rental EVs

If you rent an EV on a trip, ask at the counter which plug it has, whether an adapter is included, which app or account to use for charging, and how full it needs to be when you return it. Take a photo of the charge port (Chapter 4) and of the battery percentage when you pick it up.

HEADS UP

Don't count on the last charger before a long gap

In rural areas, there may be long stretches between fast chargers. Charge where you can before entering a gap, rather than counting on a single charger at the far edge of your range.

WHAT THIS DOES FOR YOU

What this does for you

Thirty minutes of planning the night before means the trip itself is about the drive and the people at the end of it, not about where to plug in.

CHAPTER 23

NEVI and New Fast Chargers in Ohio

You may see news about **NEVI** chargers. NEVI stands for the **National Electric Vehicle Infrastructure** program, which gives federal money to states to build public fast-charging stations, mainly along major highways. In Ohio, the program is run by **DriveOhio**, part of the Ohio Department of Transportation (ODOT).

Where things stand, as of November 2026

- In April 2026, ODOT said **19** NEVI-funded charging stations were open in Ohio, with **12** more expected to be finished within the year.
- In the same announcement, ODOT selected **64** more sites for about **$51 million** in federal NEVI funding. Those sites are expected to open by the end of 2027.
- DriveOhio keeps an interactive map of open and planned NEVI sites at **drive.ohio.gov/nevi**.

NEVI stations are built and run by private companies, so a NEVI site will show up under a network name you already know, in that network's app and on charging maps. You pay the network, as usual.

Other new fast chargers in Ohio

Alongside NEVI, private networks keep adding sites. **IONNA** opened its first Rechargeries at Sheetz stores in late 2024, including Springfield and Willoughby, Ohio, and the two companies set a goal of 50 Sheetz Rechargeries by the end of 2026. **Walmart**, **Tesla**, **Electrify America** and others are also building in Ohio. A charging map shows what's open near you today (Chapter 9).

> **GOOD TO KNOW**
>
> **"Coming soon" isn't open yet**
>
> News stories and maps sometimes show planned chargers. Before relying on a new site on a trip, check that the network's app shows it as available, and look for recent check-ins from other drivers.

WHAT THIS DOES FOR YOU

What this does for you

Knowing where to look for new chargers means your options keep growing, and you'll spot a new site on your regular route as soon as it opens.

PART 7

Scams & Safety

Fake QR-code stickers, card skimmers, look-alike apps and phony support calls, and what to do if you think you've been caught.

CHAPTER 24

QR-Code Stickers, Skimmers and Fake Apps

Wherever people pay with cards and phones, scammers follow. Public chargers are no different. The good news is that a few habits protect you completely from the common tricks.

Fake QR-code stickers

A **QR code** is the square, speckled pattern you scan with your phone's camera to open a web page. Scammers have been caught sticking their own QR codes over the real ones on chargers. Scanning the fake code opens a copy of a payment page that steals your card number. Security researchers call this **quishing**. It has been widely reported at chargers in Europe, and the European network IONITY has published a fraud alert about it. The same trick works anywhere.

1. Prefer the network's **own app**, opened from your phone's home screen, or the charger's **card reader**. Neither involves a QR code.
2. If you must scan a code, look at it first. A sticker on top of another sticker, peeling edges, a crooked label or a different color from the rest of the charger are warning signs.
3. A code shown on the charger's **screen** is harder to tamper with than a printed sticker.
4. After scanning, read the web address before typing anything. It should be the network's real website. If it's a strange address, close it.
5. Never type your card number into a page you reached from a sticker if the charger also has an app or card reader.

SCAM ALERT

A sticker that says "new way to pay"

Some fake stickers claim to be an "authorized" or "faster" way to pay. Networks put their payment options in their own app and on the charger's screen. Treat any stuck-on payment sticker with suspicion, and report it to the network.

Card skimmers

A **skimmer** is a hidden device fitted to a card reader to copy card details, the same trick used at gas pumps and ATMs. To protect yourself:

- **Tap to pay** with your card or phone wallet rather than swiping or inserting (Chapter 13).

- If the card slot looks loose, bulky, scratched or different from the other chargers, don't use it.
- Use a credit card rather than a debit card for public charging.
- Turn on purchase alerts in your bank or card app, so you see every charge as it happens.

Look-alike apps and fake support

- Install charging apps only from the official App Store or Google Play, by searching the network's exact name, and check the developer listed is the network itself.
- Don't follow ads or text-message links to download a "charging app."
- Get a network's support number from its app, its website or the charger itself, not from a web search ad or a pop-up.
- A real network will never ask for your password, a gift card, or a code sent to your phone.

SCAM ALERT

"Your charging account is suspended" texts and emails

A message saying your charging account is locked, or that you owe an unpaid charging or toll fee, with a link to pay, is a common phishing trick. Don't tap the link. Open the network's own app to check your account; if there's really a problem, it will show there.

SCAM ALERT

Phony help at the charger

If a stranger offers to "fix" a charger by using their own account, or asks for your phone to help, politely decline. Call the number printed on the charger instead.

If you think you've been caught

1. Call the number on the back of your card right away and tell them. Ask them to block the card and send a new one.
2. If you typed a password into a fake page, change that password in the real app, and anywhere else you used it.
3. Tell the charging network, with the station address and stall number, so they can remove the sticker or check the reader.
4. Report the scam to the Federal Trade Commission at **reportfraud.ftc.gov**.
5. Watch your card statements closely for the next few months.

WHAT THIS DOES FOR YOU

What this does for you

Paying through the app or with a tap, and never through a stuck-on sticker, takes these scams off the table entirely.

PART 8

Help & Reference

When a hand is worth it, and your one-page cheat-sheet for public charging.

CHAPTER 25

When to Call Bill

Most of public charging is learnable in an afternoon, and this guide covers the rest. Still, there are times when it's simply easier to have someone sit beside you and set things up. Here's an honest list.

When a hand is worth it

- Setting up the network apps, your carmaker's app and payment methods on your phone, and making sure they work before a trip.
- Turning on charging notifications, so you never pay an idle fee.
- Finding out exactly which plug, adapter and networks your car can use, and writing it down.
- Setting up a charging map with your plug type and favorite stops.
- Planning a longer road trip together, with stops and backups chosen.
- Getting a family member's phone set up so they can see your planned route or help from a distance.
- Checking a suspicious text, email or charge on your card statement.

What working with me is like

I serve Portage County and the surrounding area, and I've spent more than 30 years working with technology. I go at your pace, explain each step in plain English, and leave you with notes in your own words. I don't sell cars, chargers or charging plans, so my only interest is that you feel confident.

FROM BILL

Call me, or book a time

$49 remote · $99 in your home. Call **(330) 200-8042** or book at **billshometech.com/book**. Remote help works well for setting up apps and accounts; a visit at home is great for going through your car and phone together in the driveway.

GOOD TO KNOW

Meet Sophie

When you call or visit the website, you may be greeted by Sophie, my AI receptionist. She can answer common questions and book a time for you.

STAY SAFE

Electrical work is for licensed electricians

If your question is about installing a charger at home, see the Home EV Charging guide. Wiring a new circuit is a job for a licensed electrician.

— Bill

CHAPTER 26

Your EV Public Charging Cheat-Sheet

Everything important on one page. Keep a printed copy in the glove box.

The essentials

Topic	Remember
Level 2	Slower; for stays of an hour or more. Hotels, stores, towns.
DC fast	For road trips. Charge to about 80 percent, then move on.
Plugs	J1772 (Level 2), CCS1 (fast, older non-Tesla), NACS / J3400 (Tesla-style, newer cars).
Adapters	Use your carmaker's approved adapter. At Superchargers, third-party adapters aren't allowed.
Superchargers	Non-Tesla cars start and pay in the Tesla app, if your model has access.
Prices	Check per kWh or per minute in the app before every session.
Idle fees	Turn on app alerts; unplug and move when done.
Winter	Navigate to the charger in the car to warm the battery; keep more cushion.
Scams	Pay in the app or tap a card. Never pay through a stuck-on QR sticker.
Help	Bill: (330) 200-8042 · billshometech.com/book · $49 remote · $99 in your home

Write it down once

Item	Mine
My car's charge port	_____
My maximum DC fast-charging speed (kW)	_____
My usable battery size (kWh)	_____
Supercharger access? Adapter I carry	_____
Networks and apps I've set up	_____
Network support numbers	_____
Charging included with my car (and end date)	_____
Roadside assistance number	_____

When something's wrong, in order

1. Car in Park? Plug pushed all the way in? Unplug and plug in again.
2. Read the message on the charger's screen and in the app.
3. Try another way to start: app, card reader or RFID card.
4. Try another stall.
5. Call the support number on the charger, with the address and stall number.
6. Find the next charger within your range on a charging map.
7. Still stuck at home afterward? Call Bill at (330) 200-8042.