10kw ev charger

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Plug and play electric vehicle charger with an adjustable 6A/8A/10A/13A output. Comes with a carry case and UK/EU compatibility - charges your EV or hybrid at home and on the go at any 3-pin socket. 5m or 7.5m cable. Priced at around ?150.

In the UK, most houses have a single-phase power supply. The ‘phase’ refers to the distribution of the electric load. Single-phase power handles less load than 3-phase power, and the maximum safe charge speed is usually 7.4kW.

Most EV chargers installed in homes are 7kW to 7.4kW. These chargers are more than twice as fast as cheaper 3.6kW chargers and offer good value for money. 11kW chargers are more expensive, typically around 25% more expensive.

If you charge at night, the faster charge speed is clearly not beneficial. However, when topping up during the day, it equates to an extra 8 miles of range per hour – this could be the difference between charging on a trip out or not.

The short answer is yes, you can have an 11kW charger at home. You will need a 3-phase power supply and a charger that supports 11kW charge speeds. Electricians can handle the electrical work but they are not allowed to change the supply, which must be done by the distribution network operator(DNO).

"Three-phase installationsare structurally different to single-phase, so the existing single-phase fuse and cabling running to the property need replacing. In most homes, in the case of cabling, this means trenching [digging] back."

"Trenching is time-intensive, sometimes at a depth of 60cm for several metres. We need a trench to make a line for the new cabling and to connect that cabling to the 3-phase supply. Sometimes you get lucky and the supply is only a few metres away, but there isn"t always a 3-phase supply located nearby."

"Thankfully, the existing wiring in a modern house is compatible with a three-phase supply, so really, only the cabling supplying the property needs upgrading along with the distribution board." Paul adds, "the unit needs replacing with athree-phase distribution board with RCD protection, to meet regulations."

11kW charging gives you 38-miles of range per hour versus 30-miles at 7.4kW, letting you charge a lot faster. As EV batteries get bigger, your requirement for faster charging is likely to increase, so 11kW is worth it if you can afford it.

You miss one possibly ‘critical’ advantage. A lot of the electricity suppliers offer cheap off

peak rates for a shorter time than ‘overnight’. So if you can get nearly half price electricity for 4 hours a night, then the difference between 7.4kW, and perhaps about 100 miles in this time, and 11kW and about 150 miles, becomes very significant. Happy Charging. ?

Hi, I am puzzled why in the table above the charge speeds in miles per hour are not proportional to the Kwh charging rates. I am interested in installing a 11 Kwh charger at home but need to know if there is any problem with achieving the max charge rate. Please reply. Thanks, Alan

It’s worth saying that quoted powers are nominal only. It would be far better to refer to the current rating: a typical 7.2kW nominal charger is actually 32A single phase. For us here at home that actually corresponds to almost 8kW as our voltage is very high – close to 250V, and power = voltage x current = 250×32 = 8000W.

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