

# Best 7kw home charging point

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Best for beginners: Easee One. Best budget charger: Project EV EVA-07S-SE-C. Best app: Ohme Home Pro. Show more links. Save hundreds of pounds a year with your own electric vehicle charger. We rated the 11 best home EV chargers against 10 key criteria. Criteria include warranty, value for money and customer feedback.

The Pod Point Solo 3 is a sleek, oval-shaped Level 2 home EV charger. It replaces Pod Point's previous Solo model with upgrades like a polycarbonate case and refined wiring. The Solo 3 charges at 7kW on a 32A circuit for fast overnight charging up to 24 miles of range per hour.

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.

The Solo 3 is Pod Point's newest home charger, released last November. It replaced the Solo, bringing a sleeker, oval design and an upgraded polycarbonate case. Other upgrades include a new circuit board and wiring configuration.

2023 update &#8211; You can now get the Pod Point Solo 3 as a 22kW version, priced at ?1,749 for the untethered model and ?1,799 for the tethered model. It's compatible with commercial 3-phase installations, making it the perfect EV charger for business car parks. Safety and compliance with standards are key strengths of this product. It includes 6mA DC leakage protection, dual redundant power contacts in the Type 2 socket, and complies with crucial electrical standards.

The Pod Point Solo 3 is stylish and easy to use, with a simple but intuitive app that lets you set charging schedules and add tariff details (kWh prices) to track costs. You can specify a tethered or untethered model and a single or three-phase model to suit your power supply. Overall, it's a fantastic smart charger that should be towards the top of your list.

I like the design, with the new polycarbonate case and oval shape being a whole lot sleeker than the original Solo's round, ABS body. Also, the large body serves as a natural reel for the cable to loop around, creating a tidy installation.

I also like the app, which is logical and easy to use, although some people have connectivity problems (I had no such problems). The app lets you schedule charging to make use of cheap rates and you can also input your tariff details for cost tracking.

A notable missing feature is a boost/power mode to override schedules, which is annoying if you want a quick boost (the solution is to deactivate the schedule that covers the period of inactivity you want to charge in).

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The Solo 3 has in-built earthing so there is no requirement for an earth rod. It has a Protective Multiple Earth (PME) system, so if a fault is detected, the charge cycle is denied and it becomes a double-insulated device that isolates the vehicle from supply and earth.

The Solo 3's large body translates to plenty of room in the case to wire things up. It has a new circuit board and wiring configuration over the Solo, which provides more space in the case than the previous model.

Of course, this is a simplified workflow. Electricians do a lot more work in-between, especially when it comes to assuring safety and testing. As always, you should never install an EV charger yourself, unless you are a qualified electrician.

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