



# Direct current fast charging dcfc

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We make EV fast-charging equipment more affordable for property owners. Our DCFC program offers program-funded utility-side infrastructure upgrades and customer-side infrastructure rebates. EV charging equipment rebates are also available.

The DCFC program is available to publicly accessible, short dwell time (less than 2 hours) properties who choose to purchase and install two or more DCFC charging stations. The program covers the utility-side infrastructure upgrades and offers a rebate to help offset a portion of your cost of the customer-side infrastructure upgrades. Charging equipment rebates are also available to offset the purchase and installation of qualifying charging equipment.

SCE will perform all the necessary utility-side of the meter infrastructure work. All participants will be required to design, procure, install, and maintain the customer-side infrastructure themselves. Participants will qualify for a rebate that covers a portion of the customer-side infrastructure work. This rebate amount will be determined and presented to participants after site assessment, but prior to commitment to the program. At this time, the DCFC program application window is currently closed. Additional application windows will open as needed.

If eligible, your business may benefit from the Direct Current Fast Charging program (DCFC) which helps property owners install EV fast charging equipment at lower costs. The program covers utility-side infrastructure upgrades and offers rebates for customer-side infrastructure and EV charging equipment.

While most electric vehicle (EV) charging is done at home overnight or at work during the day, direct current fast charging, commonly referred to as DC fast charging or DCFC, can charge an EV up to 80% in just 20-30 minutes. So, how is DC fast charging applicable to EV drivers?

Once a vehicle's battery is recharged to 80%, the charging speed slows down to prevent damage to the battery, much like when filling a glass of water, you must slow down as you get closer to the top to prevent spilling. Because of this, it is recommended to only use DC fast charging until you reach 80% and then continue your trip.

Fast charging is a general term, and not all DCFC stations charge at the same speed. The charging speed depends on a car's specific battery capacity, the strength of the charging station, and the communication between the car and charging station.

Improvements in lithium-ion battery materials and chemistry will allow for better cooling and faster charging. Better batteries are in the works and will continue to improve the charging experience.



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Although approximately 80% of EV charging takes place at home, not every EV driver has convenient access to home charging. Urban fast-charging stations may become more prevalent to meet the needs of multi-unit dwelling (MUD) residents, as well as ride-sharing vehicles and public transit fleets.

Homeowners are unlikely to install a DCFC station because of its high cost and power needs. On average, DCFC stations cost around \$50,000 or more. Electric vehicle supply equipment (EVSE) companies like Electrify America, ChargePoint, and EVgo are building out fast-charging networks across the country.

In addition to Tesla's connector specifically for their vehicles and charging network, there have been two other fast-charging connectors that have been competing to become the industry standard for all other vehicles: CCS and CHAdeMO. While vehicles from U.S. and European manufacturers have been using CCS, Japanese manufacturers have typically used CHAdeMO. In July 2020, Nissan announced their new Ariya vehicle would use CCS in the U.S., essentially ending the battle and making CCS the fast-charging standard in the U.S.

Photo: Josh Denton, city councilor and National Drive Electric Week event co-captain, and Jessica Wilcox, Granite State Clean Cities coordinator, plugging in the New Hampshire Department of Environmental Services EV to an EV Launchpad DC fast charging station in historic downtown Portsmouth, New Hampshire. Photo Credit: EV Launchpad

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