



breathe easy

Municipal Guide to Successfully Implementing Your EVSE Program

A what-you-need-to-know primer for civil servants.

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Executive Summary

This primer is written for civil servants who are responsible for sustainability projects designed to support electric vehicles (EVs.) It will help you if you're considering, or have been tasked with, the implementation of the charging infrastructure needed to "fuel" electric vehicles. These systems are referred to as Electric Vehicle Supply Equipment (EVSE.)

Perhaps you're reading this guide to help you better understand how to meet federal and state electric vehicle mandates. Or maybe you've received grant funding or are in the process of drafting a grant proposal to implement an EVSE program. Either way, this paper provides detailed information of particular value to municipal entities.

The subject of EVSE covers a lot of ground. For those of you who are new to the topic, we suggest reading our primer, [What is EVSE and Why it Matters to You](#). We also offer information related to [Electric Vehicle Charging Station Basics](#). Together, these sources will give you a foundation to further the successful implementation and on-going performance of your EVSE system.

Why Electric Vehicle Infrastructure Matters: Municipal EVSE Program Drivers

The U.S. federal government is committed to the development, expansion and deployment of the electric vehicle (EV). Witness the Department of Energy's (DOE) 2009 award of \$2.4 billion to fund entities dedicated to promoting the use of electric vehicles.¹ Naturally, the awardees included entities dedicated to installing "...electric charging station infrastructure..." as well.²

The DOE has further demonstrated its dedication to EVs via its Clean Cities Program. Its singular purpose is to reduce the United States' "reliance on petroleum in transportation."³ Among the Program's activities is the collection of data to help stakeholders appreciate how plug-in electric vehicle (PEV) drivers use not only their vehicles, but also the electric chargers to keep them running.⁴ So far, the data have proven valuable in helping determine the best places to install chargers. The Program has been a success too. It's moved beyond data collection to drive the installation of electric vehicle chargers across the country.⁵

As the largest fleet operator in the country, the U.S. federal government set a good sustainability example in 2011 with the purchase of its first 116 electric vehicles.⁶ The EVs were distributed across 20 government agencies in five cities and are expected to save 29,000 gallons of gasoline, cut greenhouse gas emissions by 260 tons and save taxpayers more than \$109,000 annually.⁷ Moreover, to keep the EVs powered, the General Services Administration (GSA) scheduled the installation of EV charge stations at federal buildings in each of the five cities.⁸

Other names for EV charge stations:

- car battery charger
- car battery charging
- electric vehicle charger
- charger for electric car
- EV charger
- electric vehicles charging stations
- EV charging station
- electric car charger station
- automotive battery charger
- EV charge stations

¹ "President Obama Announces \$2.4 Billion in Grants to Accelerate the Manufacturing and Deployment of the Next Generation of U.S. Batteries and Electric Vehicles." U.S. Department of Energy Press Release, August 5, 2009 - 12:00am. Last accessed 07-16-13 at <http://energy.gov/articles/president-obama-announces-24-billion-grants-accelerate-manufacturing-and-deployment-next>.

² Ibid.

³ DOE Clean Cities. Last accessed 7-16-13 at <http://energy.gov/public-services/vehicles/clean-cities>.

⁴ "Clean Cities Coalitions Charge Up Plug-In Electric Vehicles," US Department of Energy, May 9, 2013 - 4:22pm. Last accessed 07-16-13 at <http://energy.gov/articles/clean-cities-coalitions-charge-plug-electric-vehicles>.

⁵ Ibid.

⁶ Carpenter, Susan, "U.S. government buys its first electric vehicles," May 24, 2011, LA Times. Last accessed 05-16-13 at <http://latimesblogs.latimes.com/greenspace/2011/05/us-government-electric-vehicles-.html>.

⁷ Ibid.

⁸ Ibid.

The push to field and support emissions-reducing EVs has reached the state level as well. In California, for example, it has become a mandate. [Governor Brown’s Executive Order B-18-12 \(4-25-2012\)](#) requires that State agencies implement the actions detailed in the State’s [Green Building Action Plan](#). Among other things, the Plan specifically directs State agencies to:

“...identify and pursue opportunities to provide electric vehicle charging stations, and accommodate future charging infrastructure demand, at employee parking facilities in new and existing buildings.”⁹

Mandates have led to the development of entities dedicated to the growth of EVs. For example, the [California Plug-In Electric Vehicle Collaborative](#) was formed by a desire to improve air quality, public health, combat climate change, and promote energy and economic security via reduced reliance on petroleum.¹⁰ At the strategic level the Collaborative’s plan is to:

“...facilitate PEV market growth so that, by the end of the decade, hundreds of thousands of PEVs are sold annually in California and the market contributes significantly to California’s ongoing economic, energy, and environmental policy objectives.”¹¹

Other states have joined the EV push as well. For example, in New York Governor Cuomo’s 2013 state of the state address he called for the development of EV infrastructure, stating:

“...we want to invest in an electric car network to reduce reliance on fossil fuels, installing a statewide network of charging stations and have New York be one of the forerunners in this race all across the country.”¹²

The Governor backed up that assertion with the [announcement](#) that more than 360 charging stations will be installed across New York State. These represent the first installment of a statewide network destined to deploy up to 3,000 EV chargers in the next five years under the Governor’s Charge NY Program.¹³ To date \$3.6 million has been awarded to install the first 260 car chargers.¹⁴

The same emissions and petroleum consumption concerns that occupy individual states have filtered down to cities.

This desire is illustrated by the proliferation of “EV-friendly cities.” This can be seen in lists featuring such towns put out by Ford¹⁵ (see Table 1) as well as the Electric Drive

New York Approves Contract to EV Connect:

“EV Connect Inc., Albany, \$275,000 – System deployment with reservation support and managed services for EV charging stations at 10 Hertz Local Edition rental car locations across New York State that offer electric vehicles for rent. Stations would also be open to the public.”

Ford’s Top 25 EV Friendly Cities:
(organized by state, then city)

- | | |
|--|---|
| ➤ Arizona: Phoenix | ➤ Massachusetts: Boston |
| ➤ California: Los Angeles, Sacramento, San Diego, San Francisco | ➤ Michigan: Detroit |
| ➤ Colorado: Denver | ➤ New York: New York |
| ➤ Connecticut: Hartford | ➤ North Carolina: Charlotte |
| ➤ Florida: Orlando | ➤ Oregon: Portland |
| ➤ Georgia: Atlanta | ➤ Texas: Austin, Dallas, Houston |
| ➤ Hawaii: Honolulu | ➤ Virginia: Raleigh |
| ➤ Illinois: Chicago | ➤ Washington D.C.: Washington D.C. |
| ➤ Indiana: Indianapolis | ➤ Washington: Seattle |
| ➤ Maryland: Baltimore | |

Table 1: Top EV Cities Cover all Regions.

⁹ Green Building Action Plan—For Implementation of Executive Order B-18-12.” California Governor’s Office, p. 3. Last accessed 07-18-13 at http://gov.ca.gov/docs/Green_Building_Action_Plan_B.18.12.pdf.

¹⁰ Taking Charge: Establishing California Leadership in the Plug-In Electric Vehicle Marketplace.” The California Electric Vehicle Collaborative. December, 2010. p. 11. Last accessed 07-18-13 at http://www.ecollaborative.org/sites/all/themes/pev/files/docs/Taking_Charge_final2.pdf.

¹¹ Ibid, p. 6.

¹² Cuomo, Andrew M., New York Governor, “2013 State of the State Address,” January 9, 2013, Albany, NY. Last accessed, 07-19-13 at <https://www.governor.ny.gov/press/01092013sostranscript>.

¹³ Cuomo, Andrew M., New York Governor, “Governor Cuomo Announces the Installation of Hundreds of Electric Vehicle Charging Stations, Charge NY Initiative Reduces Fossil Fuel Use, Cuts Greenhouse Gas Emissions and Stimulates the Clean Economy.” Albany, NY, April 11, 2013. Last accessed 07-18-13 at <http://www.governor.ny.gov/press/04112013-hundreds-of-electric-vehicle-charging-stations>.

¹⁴ Ibid, Cuomo, Andrew M., New York Governor, “Governor Cuomo Announces the Installation of Hundreds of Electric Vehicle Charging Stations...”

¹⁵ <http://inhabitat.com/ford-releases-list-of-top-25-electric-vehicle-friendly-cities/>.

Transportation Association¹⁶. It's interesting to note how EV technologies have taken root nationwide, spanning multiple geographic regions, Red and Blue states alike.

The trend is clear: All levels of American government are committed to the development, implementation and adoption of EVs and the infrastructure that supports them. What follows is a discussion to help you support this effort in your role as a civil servant.

What do I Need to do to Implement a Successful EVSE Program?

There are a number of factors that contribute to the successful implementation of an EVSE program in your area. The first is, of course, securing adequate funding. There are too many sources of federal, state and city funding to list here, but by way of example the U.S. Department of Energy's (DOE) Alternative Fuels Data center allows you to [search laws and incentives](#) for EVSE grants by your state. As an example, a search in Colorado identified [PEV and EVSE Grant options](#) available to "...local governments, school districts, [and] state/federal agencies..." among others.

Funding options are not limited to the DOE. For instance, the Housing and Urban Development (HUD) joined the U.S. Department of Transportation (DOT) and the Environmental Protection Agency (EPA) to form The Partnership for Sustainable Communities. By pooling their resources, these entities have provided civil servants with a starting point to find [EVSE grant information in a single place](#).

Funding Considerations

When you're putting together your grant proposals or annual budgets, it's important that you account for both the implementation and post-implementation costs of your EVSE program. Figure 1 below summarizes the total cost of ownership of a successful EVSE system.

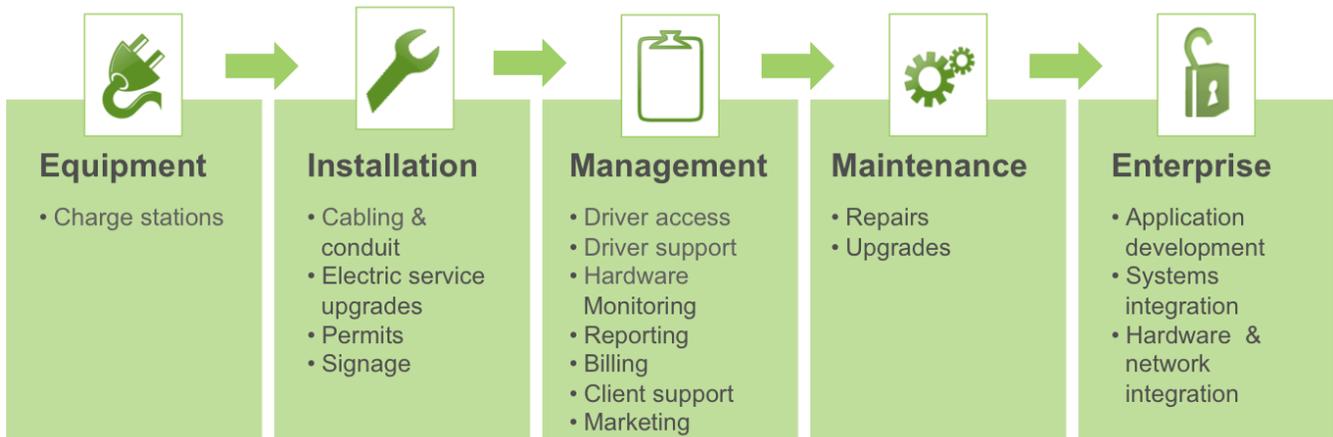


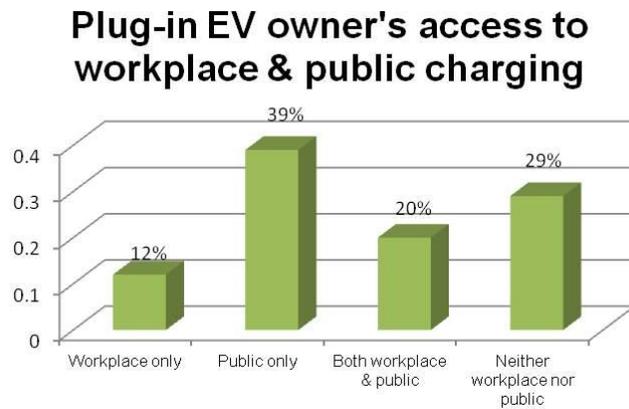
Figure 1: EVSE charge station program cost elements.

Many grant applications consider the first two buckets (Hardware and Installation) while ignoring the Management and Maintenance elements. This is unfortunate, because a properly managed and maintained charging station infrastructure makes the difference between a successful program that fosters the proliferation and use of EVs, and one that doesn't.

Note that the activity bullet items in the Management bucket in Figure 1 all contribute to a positive user experience. While EV evangelists (early adopters) will tolerate a lot of inconvenience and hassle due to their steadfast commitment to the technology, the *only* way to ensure the ubiquitous adoption of EVs is to make them easy to use and recharge. By the same token, failing to provide a convenient, positive experience to your constituents will hinder the widespread acceptance of EVs.

¹⁶ <http://www.prweb.com/releases/2012/2/prweb9224051.htm>.

One of the biggest issues for EV drivers is what's referred to as **"range anxiety."** That's because charge stations outside their homes are not nearly as available as gas stations. So when EV drivers are out and about they occasionally need to "top off" or fully charge their batteries to give them the peace of mind that they'll reach their next destination. EV-driver anxiety is particularly acute when drivers are low on battery charge and unsure of where they can get a charge. This phenomenon is so pervasive that a survey conducted by the California Center for Sustainable Energy showed that 83 percent of respondents expressed dissatisfaction with public charging infrastructure.¹⁷ That correlates with the limited availability of charging stations in various locations as Figure 2 below shows.



Buried in the statistics is what the word "access" means to EV drivers. Ultimately, "access" is defined by all four of the items in Figure 1.

Convenient EVSE access = Hardware + Installation + Management (customer-facing functions) + Maintenance (no "out of service" signs.)

Figure 2: The availability of charging stations is relatively limited.¹⁸

EVSE management and maintenance promotes EV adoption rates

Once your municipality has deployed charge stations, they incur ongoing operational costs. In addition to electricity costs, these may be divided into management and maintenance functions.

Management activities include day-to-day customer service actions such as managing driver access—perhaps via a municipal smart- or charge-card option; providing driver support and station uptime monitoring. Marketing also falls into this category as the promotion of your EVSE program to your constituents (EV drivers, employees, the media etc.) is an essential part of your program's success.

An uptime monitoring and maintenance regimen is likewise essential to ensure the safe and uninterrupted performance of EVSE systems. This includes such activities as real-time charge station monitoring to be alerted any time a charger experiences a system fault or goes down. Real-time monitoring allows the network provider or the site host to dispatch someone to make the necessary repairs as quickly as possible. Without charge station monitoring, charge stations may be down for days or weeks without the site host knowing. Occasionally, preventative hardware maintenance, as well as any necessary software upgrades, are recommended. A good third-party EVSE management company can provide these core services through a multi-year contract for just a few hundred dollars per charging station, per year.

Sometimes, budget-conscious municipal managers will install "dumb"¹⁹ chargers, instead of "smart" charge stations that include a software network, in the mistaken belief that this will be a less expensive alternative over the long term. Charge station networks enable site hosts to manage driver access, set pricing, monitor charger uptime, report on usage, and much more.

¹⁷ ["California Plug-in Electric Vehicle Owner Survey,"](#) Center for Sustainable Energy, California. 2012, p. 5. Last accessed 03-07-13.

¹⁸ Ibid.

¹⁹ A "dumb" charger is a electric vehicle charging device that lacks the components to be networked. Anyone with physical access to it may use it.

Combine that with the explosion of various charge station and EV models, and it's apparent that the market has a lot of hardware and software "moving parts." Given that the average electrician truck roll to fix issues is not less than \$250 plus \$75-\$100 per hour thereafter, it is worthwhile to consider a maintenance contract to mitigate these risks.

Four key criteria to implementing a successful EVSE program

Our experience has shown that the foundation for a thriving EVSE program is built upon four key criterion. These are:

1. Ensure that any proposed EVSE system integrates with your existing municipal systems.
2. Leverage the benefits of open-, versus closed-standard communication protocol between charge stations and the charge station network.
3. Deploy a system that is both flexible and scalable.
4. Utilize networked management capabilities.

By incorporating these criteria into your Request for Information (RFI) and Request for Proposal (RFP) documents you'll be positioning your municipal entity to enjoy a successful EVSE program. Moreover, you'll be able to score proposal responses based on these success criteria, and ultimately to select an EVSE system partner capable of contributing to the long-term goals and triumph of your program. We'll now discuss each requirement in turn.

Dictate that proposed EVSE systems be capable of integrating with your applicable existing municipal systems

Many EVSE implementation vendors offer a one-size-fits all design approach. That means that you are left with a stand-alone, siloed, EVSE system that doesn't integrate with your existing systems and programs. By contrast, a vendor whose network utilizes an architecture that allows for the development of custom solutions and integrations can deliver a number of benefits to your municipality and constituents.

1. **Your EVSE program is your own private charging network.** Your municipal entity owns and maintains its relationships with its citizens and stakeholders. Moreover, by having an EVSE system that features your municipal brand, you leverage the recognition and good will your entity has already gained from previous promotional activities.
2. **Your EVSE program is capable of accepting municipal transit passes** (pre-paid cards, etc.) By allowing drivers to use a familiar and readily available pass, your municipal entity makes it easy for drivers to use electric chargers as well as to pay for the power they draw if they are charged for it. Easy-to-use translates into greater adoption of EVs that are used to drive ever more miles.
3. **Your EVSE program is capable of being integrated into your entity's parking facilities** to make their use convenient for EV drivers.
4. **Your EVSE systems may be integrated with your employee ID cards** to make it easy to use charge stations set aside for their personal EVs or to access them to charge fleet vehicles.
5. **Your EVSE infrastructure may be integrated with your ridership loyalty programs** to boost participation.

Your RFI/RFP documents might articulate these criteria in this way:

- [Your entity name here] wishes to create its own private charging network that utilizes its own name and design identity. How will your EVSE solution facilitate that goal?

- What capabilities do you have to customize the integration of your proposed EVSE solution with our existing systems?
- How can your EVSE design integrate with [your entity name here]'s a. Transit passes; b. Parking Management Systems; c. employee ID cards; c. Ridership loyalty program.

Leverage the benefits of an open, versus, closed communication protocol

In order to reap the benefits of a networked solution (see below,) charge stations must communicate with an EVSE network. Communication protocols provide the “rules” that govern the seamless interoperability among EVSE system devices and the software application(s) that access and manage them. Charge station vendors tend to fall into one of two camps regarding these protocols:

1. Open protocols allow heterogeneous EVSE system devices to interoperate based on commonly-accepted protocols.
2. Closed protocols apply only to a specific EVSE vendor’s products and are therefore proprietary to them. Conceptually, closed protocols are like buying a big-screen TV that only works on one cable-provider’s network.

We think that it is in your entity’s best interests to deploy an EVSE system built upon open protocols because this gives you the flexibility to choose, and to switch if necessary, network vendors without fear of “stranding your legacy charge station assets. For that reason, we recommend that your EVSE partners utilize [Open Charge Point Protocol](#) (OCPP). OCPP is an open communication standard that has been adopted by countries worldwide and is gaining momentum in the United States.

By insisting that your EVSE vendor’s network utilizes OCPP, you are in effect creating a vendor-agnostic system. In other words, you’re not locked in to any one vendor’s hardware/software products. This gives your municipal entity a number of distinct advantages.

1. This increases the pool of available vendors competing for your project dollar in the long-run, and therefore, keeps costs down.
2. You are not “locked in” to any particular vendor’s prices, products, or product development road map and can therefore more nimbly adapt to changing conditions.
3. Your EVSE program can leverage “best of class” solutions to yield the highest quality system for your budget dollars.

Your RFI/RFP documents might articulate these criteria in this way:

- [Your entity name here] requires the ability to switch charge station network service providers through the use of OCPP. Describe how your solution meets this standard along with the benefits, as you see them, to using this approach.

Deploy a system that is both flexible and scalable

The EV space is an emerging industry. Therefore, it’s changing quickly and dramatically. In order to adapt to fast-changing technologies in the EV ecosystem as well as to capitalize on the benefits new changes bring, it is essential to implement a system that is both flexible and scalable. There are a couple of reasons for this.

1. **A flexible design protects your capital investments in an EVSE system against obsolescence.** This extends the service life of the system’s devices and therefore amortizes the initial cost of those items across a longer period of time. In other words, a flexible design allows you to efficiently use your constituents’ tax dollars.
2. **A flexible design, along with open systems products, allows you to easily add or to change charge stations and network service providers as needed** to meet your constituents’ needs.

3. **A scalable design, based on vendor-agnostic charge stations, is more efficient to manage.** As you add more charge stations, the costs to manage them are incremental versus straight line. This is due to volume discounts associated with managing multiple chargers versus single units here and there.

Your RFI/RFP documents might articulate these criteria in this way:

- Describe the elements of your EVSE solution design that give us the flexibility to add a different vendor's hardware or switch network providers in the future, if necessary.
- Describe the elements of your EVSE solution design that make it easy to scale the system with respect to charge stations, network service providers, and management services.

Utilize networked management capabilities

“Smart” chargers come complete with components and software that allow them to communicate with, and be administered/managed by, a centralized network. An EVSE design that networks your EV charge stations yields significant benefits not only to your municipal entity, but to your constituents as well.

Your municipal entity benefits include:

1. Centralized administration and management **simplifies operational activities and lowers costs.** For example, should charge stations require a software upgrade, this may be accomplished remotely by an administrator without the need to roll a truck for a specialist to complete this task onsite.
2. Ability to capture and analyze historical and real-time usage/performance statistics.
 - a. **Easily satisfy grant/federal/state/city reporting requirements.** Many grants require that you submit reports on the status and performance of the EVSE system you implemented. Networked chargers utilize software that collects and collates this data to enable the ready creation of reports.
 - b. **Significantly improve the efficiency and effectiveness of your charge station locations.** Historical data allows you to identify locations that require more chargers as well as to relocate ones that are hardly used. Thus you can optimize the use of your EVSE infrastructure and demonstrate greater value to your constituents, stakeholders and grantors.
 - c. **Dramatically increase your competitiveness for additional funding.** The submission of historical data—data that shows the need for additional chargers, plus the fact that you are optimizing the use of the ones that you already have—makes a *very compelling* case on your grant applications when you ask for more EVSE infrastructure. A statistics-based funding request will give you a profound advantage over “competitors” who apply for finite funds without data to back it up.

Your constituents’ benefits include:

1. **Faster response and repair of charge stations.** The real-time monitoring of networked EVSE systems promotes pro-active maintenance to prevent outages as well as faster response times to repair out-of-service charging stations.
2. **Many customer service activities may be automated.** For example, text/email notifications that “your car is fully charged” give drivers peace of mind while simultaneously liberating the charge station for use by another user.

Your RFI/RFP documents might articulate these criteria in this way:

- Describe the networking capabilities of your design.
 - What centralized management/administration functions does it perform?

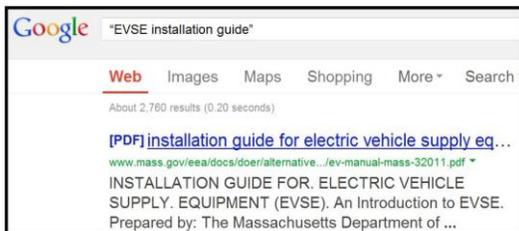
- What remote-management capabilities does it offer?
- What real-time and historical reporting capabilities does your design have?
 - Can I create reports that tally statistics on a) grant requirements 1 & 2; b) state requirements 1, 2, and 3.
 - How does your solution allow us to optimize the use of our charge stations? To determine when it's time to add a new station or to move an underused station?

Why is outsourcing EVSE management the best choice for my organization?

For some of you, implementing an EVSE system via your municipal entity may be a good choice. It has been our experience, however, that government entities benefit most from outsourcing an EVSE implementation project.

Here's why:

- **For the uninitiated, the installation of an EVSE solution can be quite complex.** Details matter and learning the intricacies of where to site charge stations, where to run cabling and how to best locate signage, while certainly doable, would consume inordinate amounts of your time. A Google search for "EVSE installation guide" illustrates this point, returning 2,760 results as of this writing (Figure 3 below.)



That represents a multitude of documents to wade through, covering a wide range of topics from installation standards to charge-station manufacturer's instructions to local building codes.

By contrast, an EVSE vendor should have years of experience sweating these very details, and is therefore able to address the inevitable issues that arise during an implementation—quickly and economically.

Figure 3: EVSE installation guide Google search returns.

- **You want to cover all the bases.** That translates into an EVSE implementation that is on time, on budget and with minimal fuss. An experienced EVSE vendor is significantly more likely to meet these objectives unless your entity's core competency is the installation and management of EVSE systems. Moreover, a good EVSE vendor has cultivated good working relationships with seasoned third-party professionals including electricians, marketers and network engineers to deliver best-of-class expertise.
- **You want the most cost-effective solution for your EVSE program.** EVSE program implementation vendors have streamlined their operations to yield economies of scale. Moreover, they've developed and implemented best practices that deliver good value to your municipal entity while keeping costs down. In a world where municipal entities are required to run lean, it's highly unlikely that your entity has such knowledge and skill sets in house.

Why is EV Connect the Right Choice to Install and Manage my EVSE Program?

Since 2009, EV Connect's team has installed over 2,000 charge stations at more than 500 sites. And we have substantial governmental expertise as well, including installations at numerous cities, school districts, airports, and transportation organizations. (See Figure 4 for a sample government client list.)

EV Connect's sample government client list:

- ✓ [State of New York](#)
- ✓ [LA Metro, California](#)
- ✓ LAX Airport; CA
- ✓ City of Anaheim, CA
- ✓ City of Long Beach, CA
- ✓ City of Pasadena, CA
- ✓ Antelope Valley Union High School District, CA
- ✓ [City of Sacramento, CA](#)
- ✓ [City of Santa Monica, CA](#)

Figure 4: EV Connect is a trusted public-sector EVSE partner.

Our **expertise and success** has earned us the trust and respect of EV industry players.

For example, the California Energy Commission awarded us with a grant to deploy charging stations across the Los Angeles Metropolitan Transportation Authority (LA Metro) transit network. Our rollout of Phase 1 has seen increased monthly driver usage each month.

Our proven track record has garnered the trust of municipal and other governmental entities as well.

That's because our past experience working with governmental organizations has resulted in our development of best practices and processes unique to government facilities and operations.

Moreover, EV Connect's EVSE systems feature the qualities that promote the success of your program.

- ✓ Can develop customized applications to integrate your legacy systems with your EVSE system.
- ✓ Designs and implementation plans that favor open-standard protocols.
- ✓ An EVSE system that is both flexible and scalable to meet your needs today and tomorrow.
- ✓ An EVSE system that leverages the robust network management capabilities that deliver savings and data to satisfy your reporting requirements.

And best of all, **we do all this at a competitive price.**

EV Connect, Inc, is the Full-Service, One-Stop Shop for Your EV Charging Needs

Civil servants like you turn to EV Connect for a simple and cost-effective way to provide turn-key, organization-owned and branded EV charging programs for their electric-vehicle-driving employees and constituents.

EV Connect services include:

- Professional EV program design,
- Hardware consultation, procurement and installation,
- EV charge station network management,
- EVSE system monitoring and maintenance,
- EV driver and site support,
- Software platform upon which to build customer-specific features and applications.

When you work with us, you won't get a one-size-fits-all solution. Rather, you get a professionally-executed, private EV charge station network that allows you to "own" the EV driver, not turn them over to a third party.

Our networked charging solutions make administration a breeze, allowing centrally-managed, trouble-free oversight of charge station assets, performance, and usage—at a single site or across multiple facilities.

To ensure a positive driver experience, our solutions leverage user-friendly software applications and interfaces. Moreover, your constituents' convenience comes first with features that make it easy for them to reserve time on your facilities' charge stations. When their vehicle is "full" they are notified by text or email. These, plus other customer "touches" support your goal of delivering an enjoyable experience.

With nearly four decades of collective knowledge and leadership in the electric vehicle industry, we have unmatched experience in the design, installation and management of EV charging programs. Our project managers sweat every detail—from helping you select the right charge stations to permitting, inspections and working with your utility if necessary. All that translates into a hassle-free and cost-effective installation and operating experience for you, your governmental entity, and your constituents.

Contact one of our specialists today for more information and to request a free site assessment and quote. There's no obligation and you'll get the information you need to make the best decision for your ESVE system.

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