

BEFORE YOUR EV CHARGER INSTALL

The five questions almost everyone asks us

Straight answers about outlets, panels, wiring and charging speed, so you know what to expect before we quote.

In this guide

- 01** Hardwired charger or a NEMA 14-50 outlet?
- 02** Can I use my subpanel?
- 03** Do I need a panel upgrade?
- 04** How do you get from my panel to my garage?
- 05** How long does it take to charge?

How getting a quote works

1. REQUEST

Fill out the two-minute form at chargeprotexas.com/contact.

2. THREE PHOTOS

Your panel, the wall where the charger goes, and the path between them.

3. SAME-DAY QUOTE

A real price, usually without a site visit. We pull the permit and guarantee the inspection.

QUESTION 01

Hardwired charger or a NEMA 14-50 outlet?

THE SHORT ANSWER

Hardwired, almost always. It's safer, it charges faster, it usually costs the same or less, and it comes with you if you move.

- A hardwired charger can run at 48 amps. A plug-in charger on a 14-50 outlet tops out at 40.
- An outlet needs a GFCI breaker, an extra conductor and an EV-rated receptacle. Each adds cost, and cheaper receptacles are known to burn up.
- Hardwired isn't permanent: we can take it off the wall and reinstall it at your next home. Renters just need the landlord's OK first.

Want the full explanation? Ask us for guide 01.

QUESTION 02

Can I use my subpanel?

THE SHORT ANSWER

Sometimes. It depends on the wire feeding the subpanel, not the number on its label. When we do use one, we always add load management.

- A subpanel can only deliver what its feeder breaker in the main panel allows, often 60 amps or less.
- A 48-amp charger needs a 60-amp circuit on its own, so a small subpanel usually can't carry it plus everything else.
- Many Texas homes have an outdoor meter-main feeding an indoor panel. That indoor panel isn't a subpanel in this sense and usually works fine.

Want the full explanation? Ask us for guide 02.

QUESTION 03

Do I need a panel upgrade?

THE SHORT ANSWER

Probably not. Most homes can add a Level 2 charger to the panel they already have, and when they can't, load management usually solves it for a few hundred dollars instead of a few thousand.

- A full-looking panel isn't the same as a panel with no capacity. Capacity is about how much power the house actually uses at once.
- We run a free load calculation from your utility's usage data: a year of 15-minute readings that shows your real peak.
- We won't add a charger to a Federal Pacific Stab-Lok or Zinsco panel. That's a safety call, not an upsell.

Want the full explanation? Ask us for guide 03.

QUESTION 04

How do you get from my panel to my garage?

THE SHORT ANSWER

It depends on your house, and it's the biggest single factor in your price. That's why we ask for a photo of the path, not just the two ends.

- Most runs use conduit up into the attic and back down on the other side, or along the house wall or garage, inside or out.
- Every foot between the panel and where you park is wire, conduit and labor, so the route sets most of the price.
- Every run uses weatherproof conduit and heavy-duty wire, installed straight, square and sealed.

Want the full explanation? Ask us for guide 04.

QUESTION 05

How long does it take to charge?

THE SHORT ANSWER

On a 48-amp home charger, most EVs add roughly 35 to 45 miles of range per hour, and nearly every car is full by morning. Most days you're only replacing that day's miles, which takes about an hour.

- A wall outlet adds 3 to 5 miles per hour. A Level 2 charger is about ten times faster, and the bigger the circuit, the faster it charges.
- Your car also has a limit. It charges at whichever is lower, the charger or the car.
- Load management may slow charging for a moment when the house is busy. Overnight, you'll rarely notice it.

Want the full explanation? Ask us for guide 05.

Ready for a real number?

Every answer above depends on your house, and three photos are usually all it takes to know which one applies to you.

Start at chargeprotexas.com/contact, or email info@chargeprotexas.com. Our own licensed electricians do every install, and we guarantee your inspection passes.