



## **MURB and Workplace Charging FAQs**

**Can an EV Advisor do the technical assessment and feasibility study, give us some design options and quote us for the work? I see on your website there is a 5-hour assessment included in the EV Advisor service.**

No. EV Advisors are not certified electricians. To find the best solution for your unique situation, it is critical to consult one or more certified electrical contractors/engineers. EV Advisors do not provide quotes. Their role is to assist you in getting the rebates offered by your utility service provider. They can also help you gain a better understanding of the quotes that you receive. Site visits usually consist of speaking to the strata council/property manager and residents to clarify the best course of action, discuss barriers, answer questions regarding the steps to getting this infrastructure installed, and offer general support in your process.

\*Currently, we are conducting these meetings virtually.

**What will the electrical contractor/engineer require to do a preliminary quote?**

- Building address
- Contact person name
- Contact person phone
- Contact person email
- Electrical plans (if available)
- Architectural plans (if available)
- Permission to get data from BC Hydro (e.g., sign-off by strata council member)

**Do you have a list of recommended engineers or contractors to do our EV Ready plan and/or installation?**

Yes, Plug In BC has a [Vendor Directory](#).

BC Hydro's referral program can be found at: <https://electricvehicles.bchydro.com/ev-electrician-referral-request-form>.

FortisBC has a list of certified electrical contractors in their territory found here:

<https://www.fortisbc.com/build-renoate/find-a-contractor/approved-electrical-contractors>.

**How long does it take to get pre-approval for the rebate?**

The utilities have up to 30 business days to process the pre-approval application.

**How long does it take to get the rebate?**

Typically, rebates are issued within 90 days, once reviewed and accepted.

Applicants must agree to participate in follow-up interviews and/or surveys conducted by or on behalf of BC Hydro, FortisBC or the Government of BC, if selected to do so.

## What charging stations are eligible?

You can find a list of eligible charging stations below based on your utility service provider:

[BC Hydro Eligible Chargers](#)

[FortisBC Eligible Chargers](#)

\*Note that MURBs and workplaces must install networked charging stations.

## Do I need to purchase a charging station in BC to be eligible for an incentive?

Charging stations can be purchased online or outside of BC, as long as the charging station meets all other Program requirements.

## What are the requirements for the chargers?

Chargers must:

- Be approved for sale and use in Canada (cUL, ULC, cETL, CSA, or cQPS certification).
- Be a Level 2 (208 or 240 Volt) station and feature an SAE J1772 standard plug head.
- Be purchased, not leased.
- Be a permanent installation.
- Be networked. A networked Level 2 charger must be connected to a central system via standard internet protocol. The communication to the central system can be either an open protocol (such as OCPP, OpenADR or other) or a proprietary system and stations must remain networked for a minimum of 2 years.
- Be installed by a licensed electrical contractor.

\*The Tesla Wall Connector charger or the Tesla Mobile Connector charger is not eligible for MURB/workplace rebates.

A [list](#) of pre-approved Level 2 EV charging equipment models will be provided on the Program website and maintained by BC Hydro and FortisBC. This list will be continually updated and maintained but will not be exhaustive. If an applicant purchases a station that is not on the list, it will be eligible if the station meets the criteria outlined in the equipment requirements above.

\*Charging equipment manufacturers and/or suppliers may request that their stations be included on the list by contacting [alliance@bchydro.com](mailto:alliance@bchydro.com).

## Do I need to complete the installation before I apply for a rebate?

In the MURB/workplace program streams, applicants submit an initial application to reserve a rebate (pre-approval). They only receive the reimbursement rebate once all work is completed and paid for, and final application requirements are met. Only costs incurred on or after pre-approval will be eligible.

### **Can I apply for MURB/workplace rebates after purchasing and/or completing the installation of charging stations if I did not receive pre-approval?**

No, pre-approval is required for MURB/workplace rebate applications before charging stations are purchased and installed.

### **Can I apply if my building/workspace has received previous charging station rebates?**

Yes. If buildings commit to meeting the program requirements, they can apply for rebates, even if they participated in a prior funding year (based on the fiscal year).

### **I am a BC Hydro customer. How can I request 12 months of my most recent consumption from BC Hydro?**

- Request 12 months of hourly consumption data for the entire building by submitting a [Request for customer load data form](#) [PDF, 65 KB].
- Send the completed form to [bassupport@bchydro.com](mailto:bassupport@bchydro.com).
- If the request form is completed by a third party (e.g., an engineer or electrician), they must complete the indicated sections to verify that they have approval to do so.
- See this [bchydro.com](http://bchydro.com) page, towards the bottom under "Electricity Requirements."

### **I am a FortisBC client. How can I request 12 months of my most recent consumption from FortisBC?**

To request consumption data, please email [EV@fortisbc.com](mailto:EV@fortisbc.com).

### **The program guide states that in order to qualify for rebates, we must install networked chargers. What type of network is required?**

The networking can be by cellular or Wi-Fi connection.

### **Why do the chargers have to be networked/network capable?**

This feature allows for the chargers to communicate with each other and with the main server off site, to load-share and load manage, and to utilize the available electrical capacity most efficiently, as well as to troubleshoot, to perform software updates, and also for convenience features, such as tracking and billing.

### **Our MURB/workplace is installing one shared charger at this time. Would this charger need to be networked?**

Yes. The program guide notes that each charger must be a networked Level 2 charger to be eligible for rebates. The charger must be connected to a central system via standard internet protocol. The communication to the central system can be either an open protocol (such as OCPP, OpenADR, or other) or a proprietary system and stations must remain networked for a minimum of 2 years.

### **Are Tesla Charging stations eligible for the program?/Why are Tesla Charging stations not eligible for the program?**

The Tesla Wall Connector charger or the Tesla Mobile Connector charger are not eligible for MURB/workplace rebates. Tesla chargers use proprietary technologies that are not compatible with other network-capable devices. Therefore, they cannot be used in a load-sharing, load-managed scheme in conjunction with other EVSE. Teslas can, however, charge using an adapter.

### **If I purchased a charging station before the program start date, can I still apply for a rebate?**

No, for the MURB/workplace program, you need pre-approval before purchase and installation. Any costs incurred before the pre-approval are ineligible for rebates.

### **Do I need an electric vehicle to apply?**

No, applicants may apply even if none of the residents/employees own electric vehicles yet.

### **Can I buy my charging station second-hand?**

Only new units are eligible for the rebate.

### **What is the deadline for project completion?**

Once pre-approved for a rebate, applicants will need to complete their project and complete the rebate application online within four months or by the end of the program fiscal year, whichever comes first. Only costs incurred after application approval will be considered eligible.

### **If the installation is incomplete, can I receive a partial rebate?**

All program requirements must be shown to be fulfilled before the payment will be issued. To avoid disappointment, if you are unsure about a requirement, please contact BC Hydro or FortisBC before completing the work.

### **Can I combine this rebate with other rebates?**

No. Rebate stacking is not allowed at this time.

### **I just applied for pre-approval, but I think I made a mistake on my application. Can you help me?**

Questions about your rebate application can only be addressed by your utility service provider. Please allow up to 5 business days for a response.

Contact BC Hydro at: [evchargerincentives@bchydro.com](mailto:evchargerincentives@bchydro.com).

Contact FortisBC at: [electricrebates@fortisbc.com](mailto:electricrebates@fortisbc.com).

### **What final documentation is required for the EV Ready Infrastructure and Charger rebate application? (It should be noted that this is after the installation.)**

- A complete copy of the paid, itemized receipt for the purchase of an eligible electric vehicle charging station (receipt/invoice must include Canadian dealer/website/retailer name, address and phone number, purchase date and price, product make and model).
- The paid invoice or itemized receipt for all required labour and construction undertaken by a licensed electrical contractor.
- The paid invoices or itemized receipts for any other eligible costs accrued.
- The contractor installation form.

### **Why can we not use the EV charger's built-in meter to bill by kWh?**

At present, Measurement Canada does not allow the sale of electricity on a volumetric basis (e.g., per kWh) without using a utility-grade meter. These requirements did not initially anticipate EV charging. Therefore, Measurement Canada has initiated a process to allow EV charging stations to be used for measuring and billing for electricity consumption. As of May 2021, Measurement Canada's website noted, "In the next 18 months, [Measurement Canada] expect to allow existing and new EV charging stations that meet established technical standards to charge based on kilowatt-hours (kWh) consumed." At that point, it is expected that it will be possible to charge drivers on a kWh basis for the power they use. Until then, stratas have used time-based fees (e.g., per hour) or flat fees (e.g., per month—\$20 to \$30 per month is frequently adequate to cover all EV drivers' costs, though of course, individual drivers' electricity use will vary).

### **I am applying for pre-approval/completing my rebate application and having trouble uploading my documents on BC Hydro's website. Can you help?**

Please consider using a different web browser, such as Microsoft Edge, Google Chrome, Safari, FireFox, etc. Alternatively, you can contact BC Hydro at: [evchargerincentives@bchydro.com](mailto:evchargerincentives@bchydro.com).

### **My MURB/workplace happens to be in New Westminster. Our utility service provider is New West Utility. Do we qualify for rebates?**

Customers in New West Energy Utility territory can apply for rebates through BC Hydro.

### **We are looking to have some signage in the parkade for EV charging. Are there any resources available?**

Yes, please find [EV Signage Resources](#) on our website.

### **How much can I expect to save on vehicle purchase, and ongoing maintenance and fuel costs if I choose an electric rather than internal combustion engine (ICE) vehicle? Do you have data you can share on this?**

- This [consumer report](#) released October 2020 may offer some insights.
- You can receive rebates on eligible vehicles in BC, up to \$14,000:
  - Up to \$5,000 from the [federal iZEV](#) program. These happen at point of sale, so you do not need to apply.

- Up to \$3,000 from the [provincial CleanBC Go Electric Rebate](#) (formerly CEVforBC). These happen at point of sale, so you do not need to apply.
- Up to \$6,000 from [BC SCRAP-IT](#). This one requires an application and an old vehicle to scrap.
- BC Hydro has a calculator that estimates fuel savings based on the model of car and how much you drive. <https://evcalculator.bchydro.com/>

### Are there any stats on zero emissions vehicles in Canada?

Yes, please find them on [StatCan.gc.ca](https://www150.statcan.gc.ca).

### We are considering the purchase of a new EV. Do you have any resources on choosing an electric vehicle?

- [EmotiveBC.ca](https://emotivebc.ca) has a guide to [electric vehicles available in BC](#), [tips for new EV drivers](#), an [FAQ](#) section, [stories from BC drivers](#), and [videos](#) from around the province on YouTube.
- You can also dig into the Plug In BC [EV101](#) and [Charging 101](#) pages.
- Also, you may find this fuel consumption ratings search [tool](#) from the Government of Canada website useful.

You can find all the passenger vehicle incentives [here](#).

### Can I use an extension cord to charge my EV?

Most vehicle and charging station documents warn not to use them—they would have to be thick and very well constructed, if used at all. This [resource](#) may offer some insights for ideas and guidelines on cords/adapters.

### Where can I meet other electric vehicle enthusiasts? Is there a forum or group?

Yes. Please check out this list of [electric vehicle clubs and associations in BC](#).

### Where can I find information on public charging options, and trip-planning for an electric vehicle?

You can utilize apps/websites such as [PlugShare](#), [A Better Route Planner \(ABRP\)](#), the [BC Hydro EV network map](#), and [ChargeHub](#) to find charging options near you. A simple internet search sometimes also does the trick, but if you are on the road and have access to a smartphone, the apps are great.

Many charging stations require an account linked to an RFID card or smartphone app to activate. While most of your charging will likely be done on one or two networks, you will encounter more—and might need more accounts—as you travel around. If you are travelling to a new area, use [PlugShare](#) to see where charging stations are located and which network accounts you will need.

You can read more about charging networks and access on the Plug In BC [Charging 101](#) page.

### **We are a hotel, vacation rental or hospitality company. What rebates can we qualify for?**

The MURB program is only for the benefit of year-round residents of a building. The workplace program gives charging priority to employees during business hours, with proper signage. You can, however, check out the [Public Charger](#) program for public charging. You may want to check out other sources, such as NRCan's ZEVIP funding.

\*All rebate programs are subject to audit by the Government of BC.

### **MURB Rebate Specific**

#### **Currently, is there any right-to-charge legislation in BC?**

There is currently no right-to-charge legislation in BC. However, the Government of BC did commit to bringing in right-to-charge legislation as part of the 2020 mandate. Condominium Home Owners Association of BC (CHOA) has been working on this for the past year.

#### **Do I apply for pre-approval for an EV Ready plan?**

No, an EV Ready plan does not require a pre-approval by the utilities. You would engage a licensed electrician or registered electrical engineer to complete an EV Ready plan. Once completed and paid for, you would submit the plan to the utilities for review. If you are approved, you would be eligible for up to 75% of your costs, up to \$3,000 (a maximum of one EV Ready plan per MURB complex).

#### **Is an EV Ready plan a prerequisite for the EV Ready infrastructure rebate?**

Yes, currently, you must have an approved EV Ready plan to apply for the infrastructure rebate.

#### **What does it mean for a parking space to be EV Ready?**

An EV Ready parking space is a parking space with a complete electrical circuit terminating in a junction box or receptacle capable of providing Level 2 EV charging.

#### **What are EV Ready plan requirements?**

EV Ready plan requirements can be found [here](#).

#### **If we apply for the EV rebate, do we have to electrify all the parking spaces?**

If providing charging access to at least one stall per unit is not possible without an electrical service upgrade, given the building's current available electrical capacity and EV charging performance requirements, a lesser percentage of stalls can be considered to be made EV Ready. This would have to be clearly shown in an EV Ready plan and approved prior to initiating any work.

#### **Can you tell me more about the EV Ready infrastructure rebates?**

Successful applicants to the EV Ready infrastructure rebate will be reimbursed for up to 50% of the costs of electrical work needed to make a parking space EV Ready (excluding costs associated with a charging station itself), up to \$600 per parking space.

The maximum rebate will be capped at \$80,000 per MURB complex. Eligible costs for the electrical infrastructure rebate include:

- Engineering design services
- Legal services
- Electrical and communication infrastructure installation (but not for charging stations)
- Associated construction costs
- Permit costs
- Utility extension fees

### How much in rebates can MURBs be eligible for?

Summary of total maximum rebates available for EV Ready Offer:

- 75% of the costs to a maximum of \$3,000 for an approved EV Ready plan.
- 50% of the costs up to a maximum of \$600 per parking space made EV Ready. Max electrical infrastructure rebate up to \$80,000 per MURB complex.
- 50% of the costs up to \$1,400 per charging station, up to a max of \$14,000 per MURB Complex.
- When combined, total max rebate for EV Ready Offer is \$97,000.

### What are the requirements for the EV infrastructure rebate?

To be eligible for the electrical infrastructure rebate of up to \$600 per parking space, the applicant must apply for pre-approval before starting their project, and the following is required:

- An approved EV Ready plan.
- At least one parking space per dwelling unit to be made EV Ready.
- Electrical permits as required by Technical Safety BC or your municipality. Check your jurisdiction.
- Back-end infrastructure installed with any Building or EV Energy Management System activated.
- Back-end infrastructure achieves applicable charging performance requirements.

### What eligible costs are covered in the EV charger rebate?

Eligible costs include:

- Purchase of the charging station.
- Labour and construction costs for the installation of the charging station and associated conduit by a licensed electrical contractor.
- Electrical and other related permits.
- Parking and electrical design to accommodate the charging stations and conduit.
- EV parking signage.
- Cost of network connection fees (maximum of 2 years can be included).



Ineligible costs include, but are not limited to:

- Installation of non-EV charging infrastructure.
- Administration, such as communication between property management and residents, copy or documentation fees.
- Painting of parking area.
- Taxes paid on charging station, labour, etc.
- Charging infrastructure already required under regulation, building codes, or other programs.

### **Are there additional requirements for the EV charger rebate?**

To provide for future EV growth within the MURB, the applicant must also ensure that their licensed electrician installs oversized conduit according to the following requirements:

- Must install over-sized conduit that is a min of 2" to allow wiring for, at a minimum, six Level 2 charging stations at 40A each, or the total number of parking spaces, whichever is less.
- Must install junction boxes at intervals for future runoffs.
- Must include a label stating, "FOR USE WITH ELECTRIC VEHICLES ONLY" in conspicuous places at the service panel/sub-panel and along the conduit raceway.

### **Can a MURB submit more than one charger rebate application?**

Yes, a multi-unit residential building can submit multiple applications. However, a maximum incentive amount of \$14,000 per building (per year) and \$2,000 per EV charger will apply.

### **Can new buildings apply?**

This rebate is intended for retrofit solutions only; new MURB builds are ineligible. In municipalities that require 100% of parking stalls to be EV Ready, any MURBs built since those bylaws were in place would be ineligible. However, if the new construction is in a municipality without an EV Ready bylaw, then the strata/property management of that building [once built], would qualify for the full program. \*Developers are ineligible.

### **Who can apply for the rebates?**

This program component is open to BC residents, building owners, managers, or other building representatives (such as strata councils) who reside in or have oversight of an eligible MURB in BC and for whom providing parking spaces with Level 2 EV Charging will require:

- Use of common or base building electricity, and/or
- Changes to common property.

### **What is a MURB [multi-unit residential building]?**

Residential buildings are buildings with 3 or more self-contained dwellings. Apartments and condominiums qualify. Multiplexes qualify if they contain 3 or more self-contained dwellings.

Mixed-use residential buildings also qualify, but the chargers must be for the exclusive use of residents, and not the businesses.

### **I live in a townhome and want to install a charger. Can I get a rebate?**

Townhouses where residents share a common garage qualify. Townhouses that have their own individual attached parking garage are considered under the incentives for single-family homes (SFHs), even though they are in a townhouse complex, run by a strata council. The rebates in this program do not apply to SFHs. SFHs have their own rebate program, but EV Advisors are not able to provide support. Please refer to your utility service provider's website for further details ([BC Hydro](#) or [FortisBC](#)).

### **Who owns the charging station in a strata or co-op building?**

Often, chargers in assigned parking stalls are purchased and maintained by the EV/unit owner, whereas chargers in shared or common areas (e.g., visitor parking) are purchased and maintained by the strata.

### **What happens if an individual/shared charger is damaged? Who pays for repairs?**

If the unit owner owns the charger, there may be an option to insure it. We suggest you speak to your property insurer to see if you can include the charging infrastructure in your current insurance.

Suppose your strata is installing multiple chargers in the common area of the parkade. In that case, they can also ask their insurer if they can take a partial policy to cover the charging infrastructure.

The strata can also change its rules or bylaws to determine who will be responsible to cover the damages in case of an accident.

There are many ways to go about this, and the path you take is unique to your particular situation and the decisions made collectively by your strata council and owners.

### **We live in a condo. If we have a charger installed in our parking stall, can we take it with us if we move?**

Your strata may have a rule/bylaw in place that prevents you from removing a charger, once installed, without permission. Make sure you look into this before uninstalling.

The hope is that even if you sell the property, the next owner can use the infrastructure, which also increases the resale value of your home. If your Level 2 charger is a plug-in type, you can unplug, dismount, remove the charger, and take it with you. However, if the charger is hardwired into the wall, then you will need an electrician.

### **Our strata is looking to introduce a rule to charge a monthly flat rate for EV owners. I am wondering if you have a fair calculation to determine how much to bill users?**

Many buildings charge \$20 to \$40 per month per EV. If you have one electrical meter measuring EV charging, costs could be divided equally between EV drivers.

### **Can I add the charging infrastructure to my individual meter and pay for it separately on my electricity bill?**

It might be possible, but usually not. Instead, buildings usually add one new utility meter for EV charging, paid for by the building owner or strata. EV drivers will then usually pay user fees for charging, potentially through per-kWh charges (once enabled by Measurement Canada—see above), time-based rates, or a flat monthly rate (e.g., \$30 per month).

### **Are there additional rebates for Indigenous communities?**

For the MURB EV charger rebate, Indigenous communities are eligible for rebates of 75% of costs to purchase and install eligible, new, Level 2 charging stations up to a maximum of \$4,500 per station.

For the Workplace EV charger rebate, Indigenous businesses are eligible for rebates of 75% of costs of eligible, new, Level 2 charging equipment up to a maximum of \$4,000 per station.

### **If my MURB was built with requirements for EV readiness, can I apply?**

Yes, you can apply. Applicants residing in MURBs that were built after the implementation of municipal bylaws requiring EV Ready parking spaces will be reimbursed 50% of the cost of purchase and installation of eligible, new, Level 2 (208V or 240V AC) charging stations, up to a maximum of \$1,400 per station. Building owners, managers, or other building representatives can apply for multiple charging stations for these buildings, but the rebate will be capped at \$14,000 per application.

### **Do you have any additional resources?**

- [Strata Resources](#) by Plug In BC including the [Strata Guide](#)
- [Electric Vehicle Charging Infrastructure in Shared Parking Areas](#): Resources to Support Implementation & Charging Infrastructure Requirements by BC Hydro
- [Monitoring and Billing Options](#) by BC Hydro
- [Metro Vancouver's Operating Costs: Tracking, Billing and Maintenance](#)
- [Electric Vehicle Energy Management System \(EVEMS\)](#) by CSA Group

### **Workplace Rebate Specific**

#### **Who is eligible for the rebate?**

This program is open to BC residents, BC registered companies, building owners, building managers, or other building representatives who reside in or have oversight of an eligible workplace or building. Provincial government (ministries) and Crown corporations are not eligible for the workplace charger program. The workplace property may be owned or leased. To be eligible for the rebate your building must:

- Be located in BC.
- Have a minimum of 5 employees that work primarily based on the premises.
- Be constructed no later than August 31, 2020; this rebate is intended for retrofit solutions only, new builds are ineligible.
- Have dedicated parking for employees: the rebated charging stations must be dedicated for the use of employees only (not fleet vehicles), during employee working hours (for fleet charging infrastructure, please see [CleanBC Go Electric Fleets](#))

### What are eligible costs for the rebate?

Eligible costs include:

- Purchase of the charging station.
- Labour and construction costs for the installation of the charging station, and associated conduit by a licensed electrical contractor.
- Site assessments of the building's requirements and costs to install EV charging infrastructure. A site assessment to include:
  - Analysis of electrical capacity.
  - Review of panel capacity.
  - Review of physical electrical set-up in building and identifying points of interconnection.
- Identification of potential design options for up to 100% electrification.
- Electrical and other related permits.
- Parking and electrical design to accommodate the charging stations and conduit.
- EV parking signage.
- Cost of network connection fees (maximum of 2 years to be considered towards eligible costs).

Ineligible costs include, but are not limited to:

- Installation of non-EV charging infrastructure.
- Administration, such as communication between property management and residents, copy or documentation fees.
- Painting of parking area.
- Taxes paid on charging station, labour, etc.
- Charging infrastructure already required under regulation, building codes, or other programs.

### Do workplaces qualify for the EV Ready plan and infrastructure funding?

No, this rebate is intended for MURBs only. Workplace funding caps at \$14,000 per site and is solely for the installation of the chargers, as opposed to the EV Ready infrastructure.

### Single-Family Home Rebate Specific

#### Can I access assistance from an EV Advisor?

No, the [EV Advisor Services](#) are for MURB and workplace applicants only. For any questions or concerns, please email the helpdesk at BC Hydro at [evchargerincentives@bchydro.com](mailto:evchargerincentives@bchydro.com).

### **What types of homes are eligible for the single-family home rebate?**

Detached homes, duplexes, and townhomes with private garages or dedicated parking can apply for the single-family home rebate.

### **Do I need to complete the installation before I apply for a home rebate?**

Yes, the installation of the charging station must be finished for you to begin the application. All invoices must be paid (keep receipts). You must also have a completed and signed contractor installation form:

[FortisBC Contractor Installation Form](#)

[BC Hydro Contractor Installation Form](#)

### **Why do I need a contractor installation form?**

This is required to ensure that your new EV charging station has been installed correctly and safely. A permit, permit status, and/or inspection request document does not prove that the unit was inspected. Only a contractor installation form or a certificate of inspection will be accepted in the uploaded documents in your application.

### **Can I do the installation myself, or do I need to hire an electrician?**

Yes, as long as a certificate of inspection, issued by the appropriate authority (i.e., municipality or Technical Safety BC), and a paid invoice or receipt for the electrical inspection cost is provided, you can complete the installation yourself.

Certificate of Inspection information: <https://www.technicalsaftybc.ca/electrical/electrical-inspections>

### **If I already have a 240V outlet, do I need a contractor installation form or certificate of inspection?**

Homes that already have a 240V outlet (specified for an EV charger) that can accommodate a wall-mounted plug-in charger do not need a contractor installation form and can apply for a rebate on an eligible Level 2 EV charger. There may be a permit or certificate of inspection required by your municipality, which you may need to include at the document submission stage.

Sometimes there is a 240V outlet, but it was not installed with the intent for EV charging. In this case, an inspection would be necessary to ensure adequate power is available to install the charger without the risk of overloading the circuit.