



Ev charging database

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Tens of thousands of electric vehicle (EV) charging stations are available in the United States. These charging stations are being installed in key areas throughout the country for public charging and workplace charging as a supplement to residential charging. Most EV owners do the majority of their charging at home.

Find charging stations by location or along a route. Use the Advanced Filters to search for private and planned stations, as well as charging stations to match certain search criteria.

Learn more about state electrification planning and funding, including information about the Bipartisan Infrastructure Law. For a list of ENERGY STAR certified chargers, see the U.S. Environmental Protection Agency's Product Finder list. A listing of charging infrastructure manufacturers with the ability to filter by product type/features is available on the Electric Drive Transportation Association's GoElectricDrive website. For information on available charging infrastructure models:

The charging infrastructure industry has aligned with a common standard called the Open Charge Point Interface (OCPI) protocol with this hierarchy for charging stations: location, EV charging port, and connector. The Alternative Fuels Data Center and the Station Locator use the following charging infrastructure definitions:

Level 2 charging equipment uses the same J1772 connector that Level 1 equipment uses. All commercially available EVs in the United States have the ability to charge using Level 1 and Level 2 charging equipment.

Vehicles with a J3400 (also referred to as NACS, or North American Charging Standard) connector (currently only Tesla vehicles) can use the connector for all charging levels, including Tesla's Level 2 Destination Chargers and chargers for home. All Tesla vehicles come with a J1772 adapter, which allows them to use non-Tesla Level 2 charging equipment.

The CCS connector (also known as SAE J1772 combo) lets drivers use the same charge port with AC Level 1, Level 2, and DC fast charging equipment. The only difference is that the DC fast charging connector has two additional bottom pins. Most EV models on the market can charge using the CCS connector.

Increasing available public and private charging equipment requires infrastructure procurement. Learn about how to successfully plan for, procure, and install charging infrastructure.

Once charging infrastructure has been procured and installed, it must be properly operated and maintained. Learn about charging infrastructure operation and maintenance considerations.

Another standard (SAE J3068) was developed in 2018 for higher rates of AC charging using three-phase

power, which is common at commercial and industrial locations in the United States. Some components of the standard were adapted from the European three-phase charging standards and specified for North American AC grid voltages and requirements. In the United States, the common three-phase voltages are typically 208/120 V, 480/277 V. The standard targets power levels between 6 kW and 130 kW.

As part of a suite of technical assistance resources, the Joint Office of Energy and Transportation connects stakeholders with critical data and tools. These resources will expand over time to meet evolving needs. Initially, this suite of resources is aimed to help transportation stakeholders deploy electric vehicle (EV) charging infrastructure by:

Directed by the Federal Highway Administration, the Joint Office of Energy and Transportation is developing the Electric Vehicle Charging Analytics and Reporting Tool (EV-ChART), which will be the centralized hub for collecting the data required in 23 CFR 680.112. EV-ChART is scheduled to launch in early 2024.

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