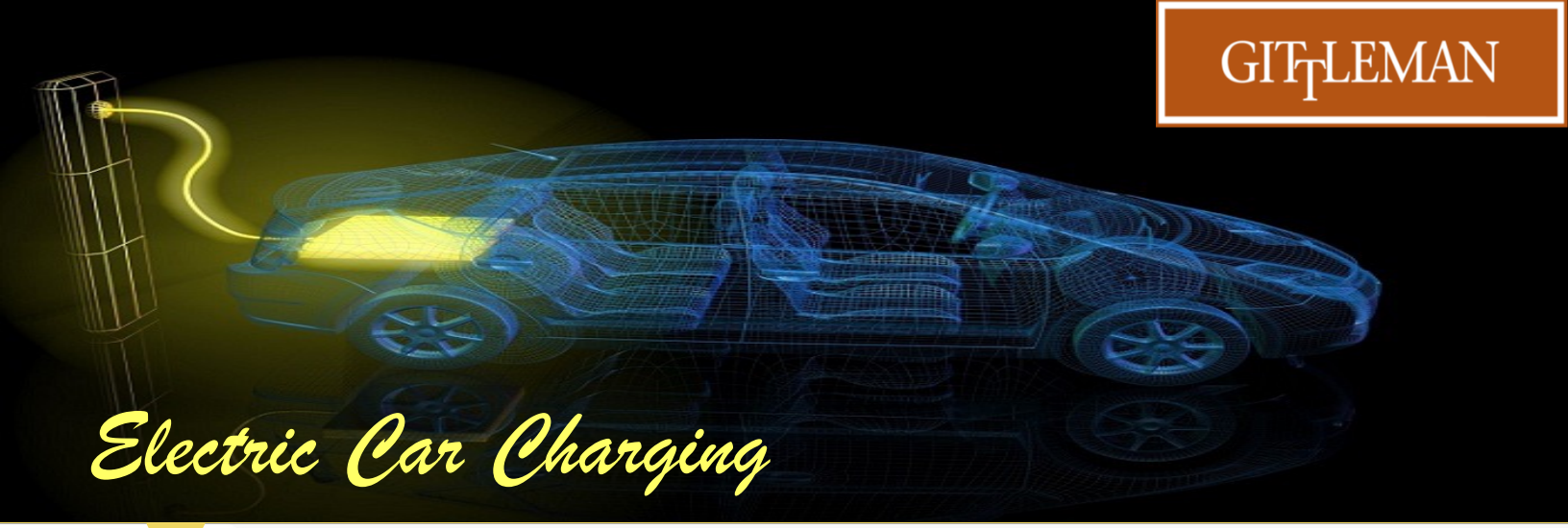

Electric Car Charging

The growing demand for electric car charging in multifamily buildings presents unique challenges. While shared chargers can be a solution with communal parking such as apartments, this solution does not work with assigned parking.

The first step in exploring other options is to audit the building's electrical system to calculate the size of the service, the building's peak load and the available capacity for adding charging equipment for homeowners. The cost for Gittleman Construction & Maintenance to perform an audit and report is generally $1,000 to $1,500 depending on the size and layout of the building. With this information, GCM can determine how many chargers the building's infrastructure can support, the cost of installing a dedicated sub-panel to feed them and other budgetary considerations.

There are three main options for installing homeowner charging equipment:

Option 1 – Metered Feed from Common Panel. Install a metered feed from the panel to a homeowners parking stall. In this model, the Homeowners Association invoices users quarterly or annually for the electricity consumed.

Option 2 – Connection to Individual Unit Meters. If individual resident meters are in the garage, GCM can connect them, eliminating the need for chargebacks, but this scenario is uncommon and again, GCM still needs to calculate how many the building service can support.

Option 3 – Load Managed Charging Systems.

As electric cars become more prevalent, GCM is seeing demand exceed available capacity in buildings, so the homeowner must install load-managed charging systems. This uses 3rd party networked chargers that share the available capacity among any number of given users. For example, if you have 500 amps available and 10 people are using 50-amp chargers at the same time, there is no problem. If 20 people use 50-amp chargers at the same time the charging station will feed each of the 25 amps.This still charges the car, but it takes longer. The charger/metering company bills the user directly and reimburses the Homeowners Association for the electricity they have used and sold.

This option provides the greatest flexibility; more charging points can be added and once installed, the system requires very little administration. However, it's the costliest option. GCM is a registered installer for the following load-managed charging systems and there are links below to each platform.

Visit: ***EVERCHARGE***

Visit: ***SIEMENS***

Visit: ***CHARGEPOINT***

While GCM would like to share specific costs and contract terms, manufacturers do not share this information until they are engaged in a formal quotation.

For more information about Gittleman Construction & Maintenance please visit

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Key points to consider when considering load managed charging:

- Load managed charger cost, approximately. $1,500 to $3,000 each (some offer leasing).
- Installation and infrastructure wiring can cost $500 to $2,000 per homeowner parking stall.
- Contract duration and terms with the service provider of the load-managed charger.
- Cost of delivered electricity and fees taken by the provider. Most providers allow the rate to be set by the Homeowners Association to recoup costs and fees vary, e.g., the electric base cost in Minnesota is approx. 8-10 cents/KWh however homeowners may ultimately be charged 30-40 cents/KWh to cover costs and fees.
- Some older buildings with marginal electrical service may require a service upgrade to support any additional load.