

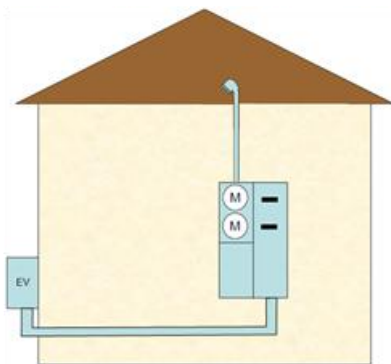
## Texas Electric Vehicle (“EV”) Rate Service Request Process

To sign up for the special EV rate available in Texas you will have to do the following:

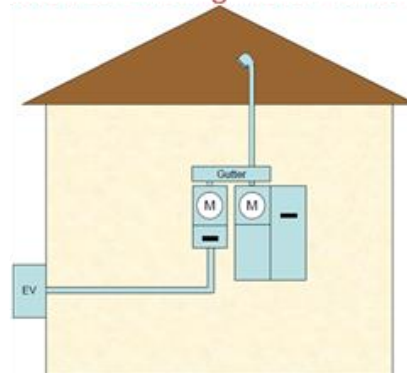
1. Call 915-351-4224 to request a planner. You will need to provide the planner information about the power draw of the charger you are using (e.g. 3.3kW, 7kW, 20kW etc.) The planner will look at the capacity of the feeder providing power to your home or business and will be able to determine if any upgrades are needed on the EPE side before you proceed with any electrical work required to add the second meter for the EV rate.
2. Once the planner gives the okay on feeder capacity, you will need to contact a licensed electrician to rebuild your service using either a gutter with two meter cans or a combo unit with space for two meters and mains. Each meter can must have a main disconnect after each meter.
3. After completion of the electrical work, you will need to request new service by calling customer service at 915-543-5970 and request new service under the Texas Electric Vehicle Charging Rate.

Below are schematics of the two currently approved approaches your electrician can take to prepare your electrical service for the EV rate meter. Please also refer to **Appendix A** for more detailed EPE standards that apply when requesting service under the Texas EV Rate.

EV Configuration 1 – Multi-Meter Panel



EV Configuration 2 – Second-Meter Panel Connected to Existing Meter Panel



The Texas EV rate applies only to the energy used by the EV charging circuit and measured with a separate meter.

You can estimate your savings by using the calculator on our EV webpage <https://www.epelectric.com/ev>, and scrolling down to the “EPE’s EV Initiatives” section.

**Appendix A: EPE Standards Final Draft 5-15-2019 – EV Excerpt**

**EV standards applicable when requesting service under the Texas EV Rate**

## El Paso Electric's Standards and Requirements for the Interconnection of Customer-Owned Systems



### EV Systems

Customers who choose to install EV systems must comply with ONE of the following configurations as well as with current NEC applicable articles including but not limited to Article 625 Electric Vehicle Charging System.

#### Multi-Meter Combo Configuration

- Figure 4. EV One-Line Diagram
- Figure 5. EV Layout Diagram
- Figure 6. Approved Milbank Multi-Position Meter Socket Example

#### Second Meter Panel Configuration

- Figure 4. EV One-Line Diagram
- Figure 7. EV Layout Diagram

### DG, ES, and EV Systems

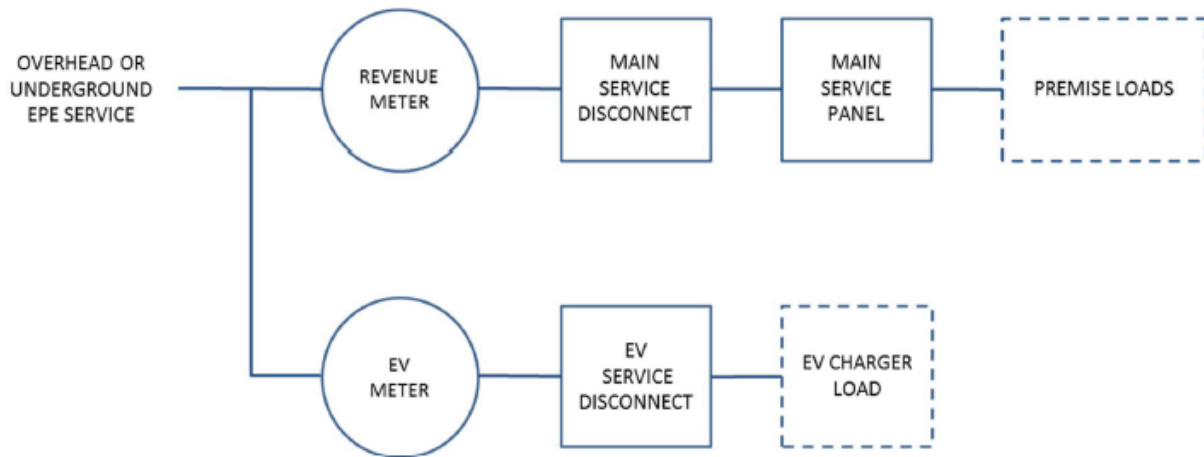
Customers who choose to install DG, ES, and EV systems (or any other combination thereof) must comply with ALL the applicable requirements listed above and consider the following:

- The energy generated by a DG system cannot serve the EV load;
- DG systems must disconnect upon loss of 60 Hz signal;
- ES systems are not allowed to parallel with or export to EPE;
- EV systems are not allowed to back feed through the electric vehicle and the supply equipment to the premises wiring system at any point in time;
- EV meters are dedicated to EV charging only; other equipment (load or generation) must not be connected.

## El Paso Electric's Standards and Requirements for the Interconnection of Customer-Owned Systems



Figure 4. EV One-Line Diagram



### NOTES

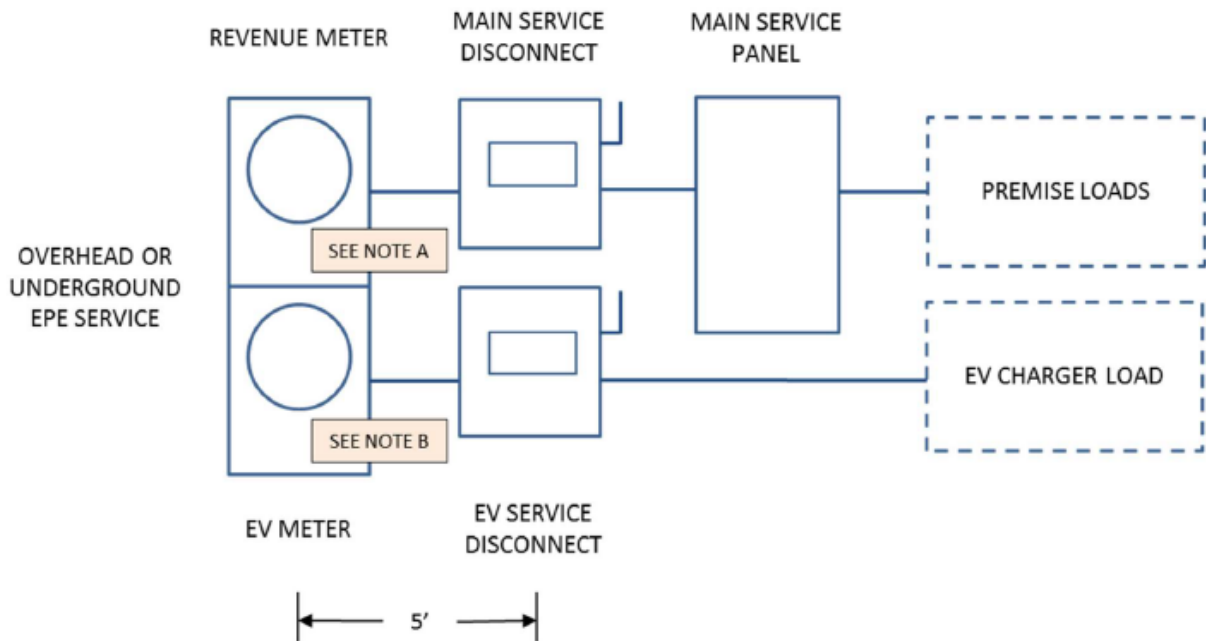
1. ONE-LINE DIAGRAM MUST LIST CUSTOMER'S NAME, INTERCONNECTION ADDRESS, SYSTEM CAPACITY, AND SPECIFICATIONS OF EQUIPMENT INSTALLED, E.G. EV CHARGER, EV SERVICE DISCONNECT, CONDUCTOR SIZES.
2. ONE-LINE DIAGRAM APPLIES TO BOTH EV CONFIGURATIONS:
  - A. MULTI-METER COMBO
  - B. SECOND METER PANEL
3. ENERGY CANNOT BE BACK FED THROUGH THE ELECTRIC VEHICLE AND THE SUPPLY EQUIPMENT TO THE PREMISES WIRING SYSTEM AT ANY POINT IN TIME.
4. ALL INTERCONNECTION REQUESTS ARE SUBJECT TO EPE'S REVIEW.

## El Paso Electric's Standards and Requirements for the Interconnection of Customer-Owned Systems



### Multi-Meter Combo Configuration

Figure 5. EV Layout Diagram



#### NOTES

1. PLACARDS MUST BE PERMANENTLY ATTACHED AS FOLLOWS:
  - A. ON REVENUE METER: "CAUTION: THIS PREMISE HAS A SECOND METER FOR ELECTRIC VEHICLE CHARGING."
  - B. ON EV METER: "DEDICATED TO ELECTRIC VEHICLE CHARGING ONLY; OTHER LOADS MUST NOT BE CONNECTED."
2. IF THE EXISTING SERVICE IS UPGRADED, CHANGED OR MODIFIED, IT MUST BE BROUGHT UP TO CURRENT EPE STANDARDS AND APPLICABLE CODES.

## El Paso Electric's Standards and Requirements for the Interconnection of Customer-Owned Systems



### Multi-Meter Combo Configuration

Figure 6. Approved Milbank Multi-Position Meter Socket Example

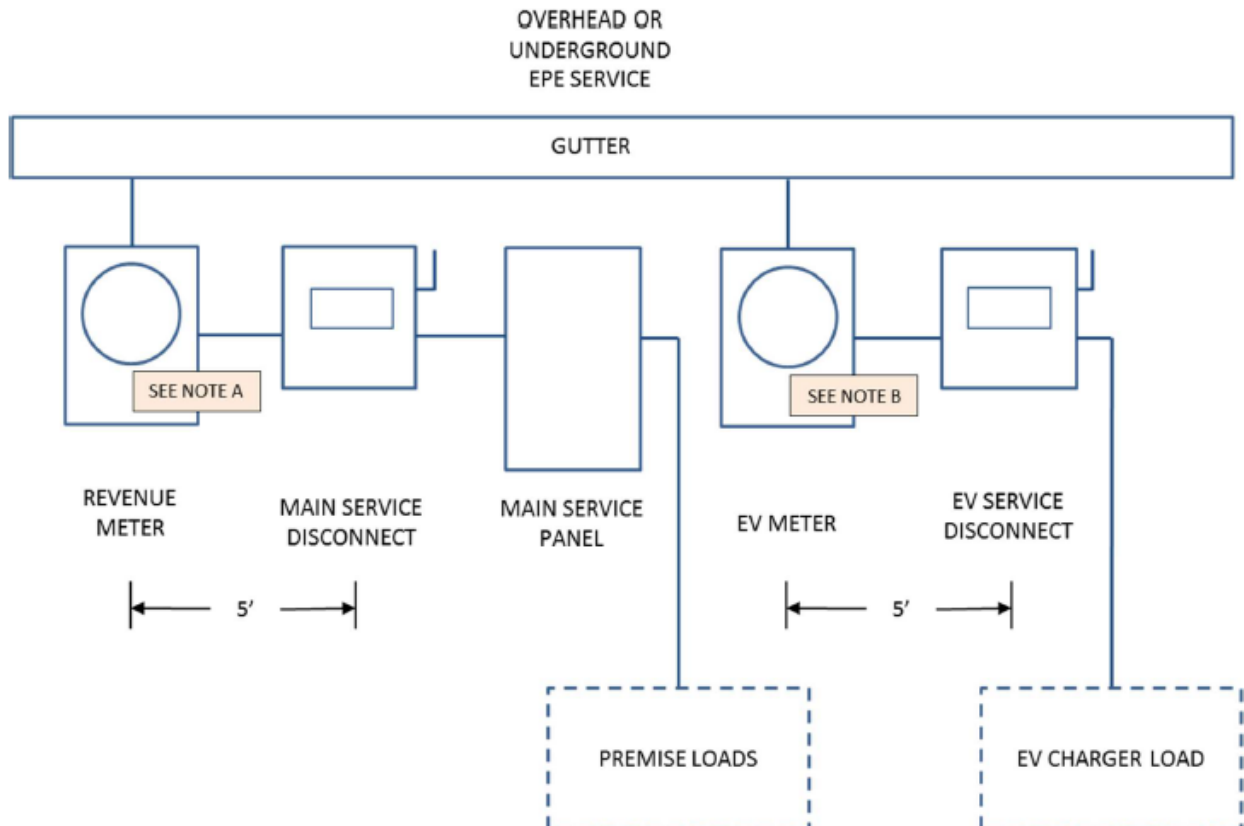


## El Paso Electric's Standards and Requirements for the Interconnection of Customer-Owned Systems



### Second Meter Panel Configuration

Figure 7. EV Layout Diagram



#### NOTES

1. PLACARDS MUST BE PERMANENTLY ATTACHED AS FOLLOWS:
  - A. ON REVENUE METER: "CAUTION: THIS PREMISE HAS A SECOND METER FOR ELECTRIC VEHICLE CHARGING."
  - B. ON EV METER: "DEDICATED TO ELECTRIC VEHICLE CHARGING ONLY; OTHER LOADS MUST NOT BE CONNECTED."
2. REFER TO EPE'S STANDARD DSO 1815, TYPICAL MULTIPLE RESIDENTIAL METERING INSTALLATION.
3. IF THE EXISTING SERVICE IS UPGRADED, CHANGED OR MODIFIED, IT MUST BE BROUGHT UP TO CURRENT EPE STANDARDS AND APPLICABLE CODES.