



# Best level 2 electrical chargers

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### The best level 2 home EV chargers

When you brought home your shiny new electric vehicle, it came with a home charging cord. But that was likely a Level 1 charger, which can only add 2 or 3 miles of range per hour. Upgrading to a Level 2 home EV charger can triple that speed &mdash; or more &mdash; plus provide you with a multitude of options to help lower your electricity bill and extend your car battery life.

There are, of course, a few things to note before buying a home EV charger. We're heading toward standardization of charging plugs in the U.S., but that's likely to be a long, drawn-out process. If you own a non-Tesla, chances are your car can charge with a CCS or SAE J1772 connector &mdash; but to use that connector on a Tesla, you'll need an adapter to convert that plug to the Tesla NACS connector. Most automakers have announced that they're switching to the NACS connector, so hopefully within a few years all new EVs will have the same port, and charging stations will switch over for added convenience.

It's wise to check our list of local EV tax credits and incentives before you select a charger, since many local utilities offer generous rebates that may cover most or all of the cost of your charger, but only if you select the right model. Typically utilities incentivize smart, internet-connected chargers that can be remotely throttled back in the event of a brownout. Always check the terms and conditions to make sure you're following them to the letter.

From the best electric vehicle charger manufacturers come our top home EV chargers. Check out the best home EV chargers below.

Emporia has become a well-known energy-monitoring company, and the Emporia EV Charger is a good example of why. The charger is available as a plug-in or hard-wired charger, and has options for a J1772 or NACS connector. It's rated for outdoor use, and can charge your vehicle at up to 11.5kW, which is decently quick. And with its Wi-Fi connectivity, you can monitor charging through the connected app, even though that app isn't the best-designed out there. You can even get a breakdown of electricity pricing.

The Tesla Wall Connector is one of the best-designed options on this list, and is set to be a whole lot more useful as more companies adopt NACS &mdash; though if you need NACS and J1772, consider the Tesla Universal Wall Connector, which has a built-in adapter. If you have a Tesla, it's a no-brainer to get this over the competition, considering the fact that it can be monitored through the Tesla app so you don't have to manage and download additional apps.

This charger is hardwired, so you'll need to get a professional to install it, and there's no plug-in option. It has a 24-foot cord, and as mentioned, it works with the Tesla app. It's not overly expensive, which is nice, too.

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Live in a household that uses different plug types for different cars? The Tesla Universal Wall Connector is worth considering. This home charger is more expensive than the NACS-only model, but it comes with an adapter built right into it that can allow it to work with both NACS- and J1772-equipped EVs. It isn't a basic dumb adapter either &mdash; the adapter electronically locks onto the end of the cable so you can't lose it.

The Enel JuiceBox comes in 32-amp or 40-amp models and is Wi-Fi-enabled, allowing you to monitor and schedule charging with the JuiceNet mobile app or web portal. The charging station features a built-in cable rack and security lock. You can choose to buy the model that hardwires into your house or the plug-in model that comes with a NEMA 14-50 plug, or the optional NEMA 14-30 or 10-30 plugs.

The charging station can also be controlled and monitored with Amazon Alexa or Google Home. Indoor or outdoor use is possible because the unit is weatherproof, dust-tight, and made of polycarbonate. The JuiceBox makes a smart buy if you think you may someday own multiple EVs, because you can connect multiple JuiceBox charging stations to the same circuit. It isn't available with an NACS connector, but that's apparently coming soon.

Christian studied music production at a small music school in Minnesota, where he both learned how to produce music and discovered his passion for writing. In college, he found himself wanting a job, but couldn't go to one in person without a car or a driver's license -- so he turned to online work. He soon started writing for small phone blogs (his first big gig was at Talk Android), building his byline over time.

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