

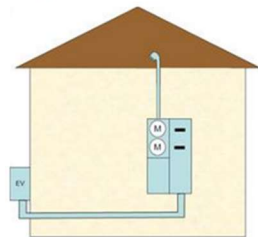
## Texas Electric Vehicle (“EV”) Rate Service Request Process

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

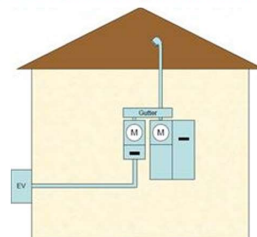
1. Please contact a licensed electrician to ask for a quote for wiring the designated outlet to a second meter for electric vehicle charging (Please see EPE requirements below).
2. Once you have reviewed and accepted the quote, ask the electrician to prepare a one-line diagram.
3. Call El Paso Electric to request a planner at 915-351-4224, or email [bca@epelectric.com](mailto:bca@epelectric.com) and be ready to provide the one-line diagram and information about the power draw of the charger you plan to use (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 your electrician proceeds with any electrical work required to add the second meter.
4. Once the planner gives the okay on feeder capacity, you will need to ask your 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.
5. After completion of the electrical work, contact El Paso Electric to request new service by calling New Service Group at 915-521-4646, or email to [newservice@epelectric.com](mailto:newservice@epelectric.com) 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 potential savings by using the calculator on EPE’s EV webpage <https://www.epelectric.com/ev> , and selecting “EV Rates” section on the menu.

## Appendix A: EPE Standards– EV Excerpt

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

#### Summary

This document describes the standards and requirements for the interconnection and metering options to serve customers with Distributed Generation (DG), Energy Storage (ES), and Electric Vehicle (EV) systems. These requirements generally apply only to residential and small commercial customers' systems. Larger systems will be treated on a case by case basis. Please refer to El Paso Electric (EPE)'s Electric Service Requirements Book for additional service and metering information; the link is below.

EPE's Electric Service Requirements Book (Blue Book):

<https://www.epelectric.com/tx/business/electric-services-requirement-book>

#### General

Sample one-line and site layout diagrams are presented to provide guidance in the installation of customer-owned systems. All installations must comply with the latest version of the National Electric Code (NEC) adopted in the state where the job is located. Local and state officials may stipulate additional provisions for the installation of these systems. It is the responsibility of the customer to comply with all the requirements to qualify for interconnection and any applicable rates. It also is the customer's responsibility to manage loads on their side of the Revenue Meter. Service upgrades might be needed before the addition of new loads. Equipment, cable, connectors, breakers, disconnects, must be appropriately sized for the new loads. All customer electric service and meter installations must be reviewed and approved by EPE. The drawings are presented as follows:

#### DG and ES Systems

Customers who choose to install DG (typically renewables) and/or ES systems must comply with ALL of the following diagrams as well as with current NEC applicable articles including but not limited to Article 690 Solar Photovoltaic (PV) Systems. These drawings apply to all cases: DG + ES, stand-alone DG, and stand-alone ES.

- Figure 1. DG + ES One-Line Diagram
- Figure 2. DG + ES Layout Diagram
- Table 1. REC Meter Can Notes
- Figure 3. DG Placards

#### 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

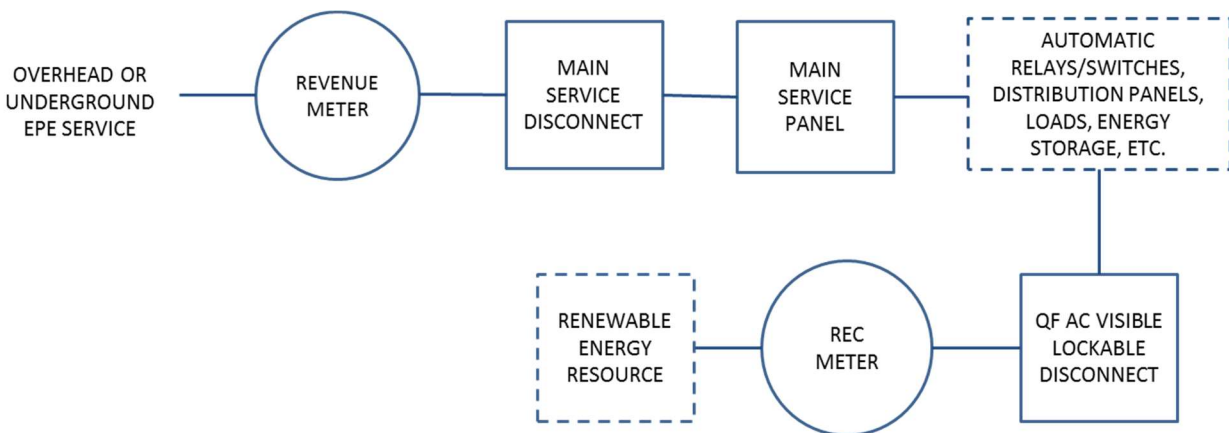
- Figure 4. EV One-Line Diagram
- Figure 7. EV Layout Diagram

## 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.

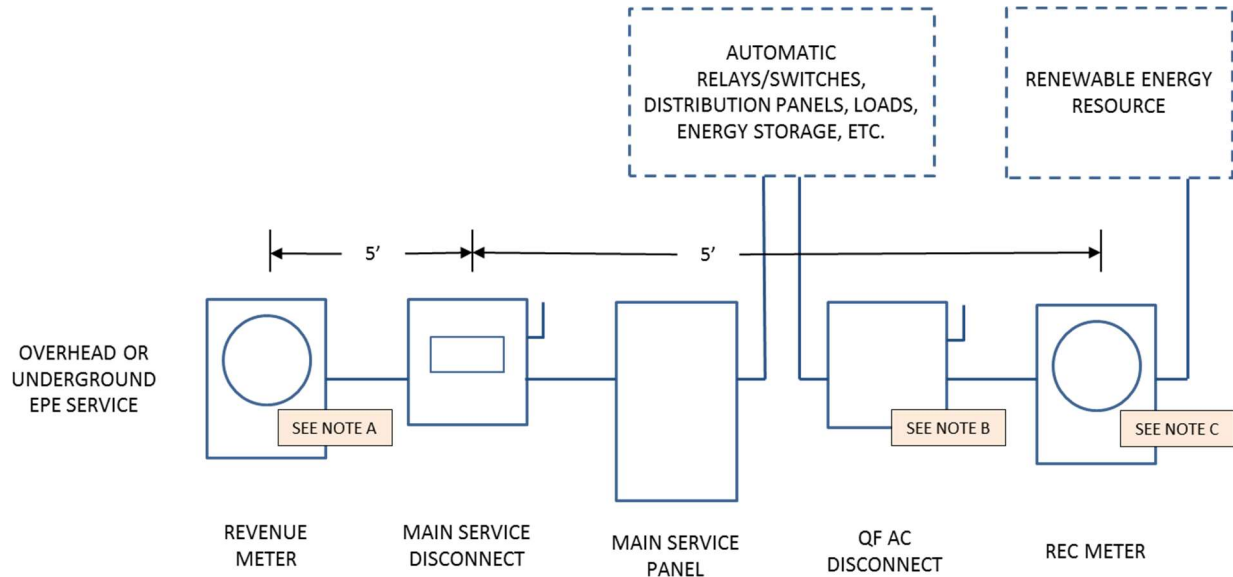
Figure 1. DG + ES One-Line Diagram



## NOTES

1. ONE-LINE DIAGRAM MUST LIST CUSTOMER'S NAME, INTERCONNECTION ADDRESS, SYSTEM CAPACITY, AND SPECIFICATIONS OF EQUIPMENT INSTALLED, E.G. PV MODULES, INVERTER(S), AC DISCONNECT, CONDUCTOR SIZES, ENERGY STORAGE RATINGS.
2. RENEWABLE ENERGY RESOURCE MUST COMPLY WITH UL1741; OUTPUT MUST DISCONNECT INTERNALLY UPON LOSS OF 60 HZ SIGNAL.
3. ENERGY STORAGE IS NOT ALLOWED TO PARALLEL WITH OR EXPORT TO EPE.
4. OTHER CONFIGURATIONS WILL BE REVIEWED ON A CASE BY CASE BASIS.
5. ALL INTERCONNECTION REQUESTS ARE SUBJECT TO EPE'S REVIEW.

Figure 2. DG + ES Layout Diagram



## NOTES

1. PLACARDS MUST BE PERMANENTLY ATTACHED AS FOLLOWS:
  - A. ON REVENUE METER: "EPEC NET METERING INTERCONNECTION SITE".
  - B. ON QF AC DISCONNECT: "AC DISCONNECT".
  - C. ON REC METER: "REC METER".
2. ONE-LINE DIAGRAM MUST BE PERMANENTLY POSTED BY THE REC METER.
3. MAIN SERVICE DISCONNECT, AND MAIN SERVICE PANEL CAN BE A COMBINED ENCLOSURE ONLY IF IT IS LOCATED IN THE EXTERIOR; MAIN SERVICE DISCONNECT MUST BE LOCATED WITHIN 5 FEET OF THE UTILITY REVENUE METER.
4. QUALIFYING FACILITY (QF) AC DISCONNECT MUST BE VISIBLE, LOCKABLE, AND ACCESSIBLE TO EPE'S CREWS.
5. NO PHYSICAL BARRIER E.G. FENCE, WALL SHALL OBSTRUCT ACCESS TO THE INSTALLATION.
6. IF THE EXISTING SERVICE IS UPGRADED, CHANGED OR MODIFIED, IT MUST BE BROUGHT UP TO CURRENT EPE STANDARDS AND APPLICABLE CODES.

Table 1. REC Meter Can Notes

1	A SPECIFIED 100-AMP REC METER CAN SHALL BE USED FOR ALL 100-AMP REC METERS. THE MODEL AND PART NUMBER IS MILBANK U5929. THIS IS UL RATED FOR #12 TO 1/0 WIRE EQUIPPED WITH AN ISOLATED NEUTRAL BUSS.
2	GROUND CONDUCTORS ARE NOT TO LAND IN A METER CAN UNLESS ON A BONDING BUSHING ONLY. EPE DOES NOT ALLOW LANDED GROUNDS ON THE NEUTRAL BUSS IN A METER CAN UNLESS ON AN INSTALLED GROUND LUG OR BUSHING.
3	GROUNDS AND NEUTRALS WILL BE LANDED IN A DISCONNECT AT A COMMON POINT, IF THE SERVICE HAS A LINE SIDE TAP AND IS PROCLAIMED TO BE A SECOND SERVICE AND IF IT IS ON THE LOAD SIDE OF A BREAKER, THEN THEY MAY BE SEPARATED IN THE DISCONNECT.
4	NEUTRALS WILL BE REQUIRED TO LAND IN A REC METER CAN; UNLESS IT HAS A BACKFEED BREAKER THEN IT CAN PASS THROUGH THE REC METER CAN.
5	IT IS THE CONTRACTOR'S RESPONSIBILITY TO INSTALL A REC METER CAN LISTED ON EPE'S APPROVED LIST.
6	LINE SIDE TAP SERVICES WILL REQUIRE A FUSIBLE DISCONNECT.
7	ALL 5-TERMINAL AND 7-TERMINAL METER CANS WILL BE REQUIRED TO ALSO HAVE AN ISOLATED NEUTRAL, OF AN APPROVED LEVER BY PASS DEVICE.
8	SPLICES ARE NOT ALLOWED IN A METER CAN OR IN A DISCONNECT.
9	THE INSTALLATION MUST MEET THE NATIONAL ELECTRIC CODE (NEC) VERSION ADOPTED IN THE STATE WHERE THE JOB IS LOCATED, AS WELL AS EPE STANDARDS.

Figure 3. DG Placards

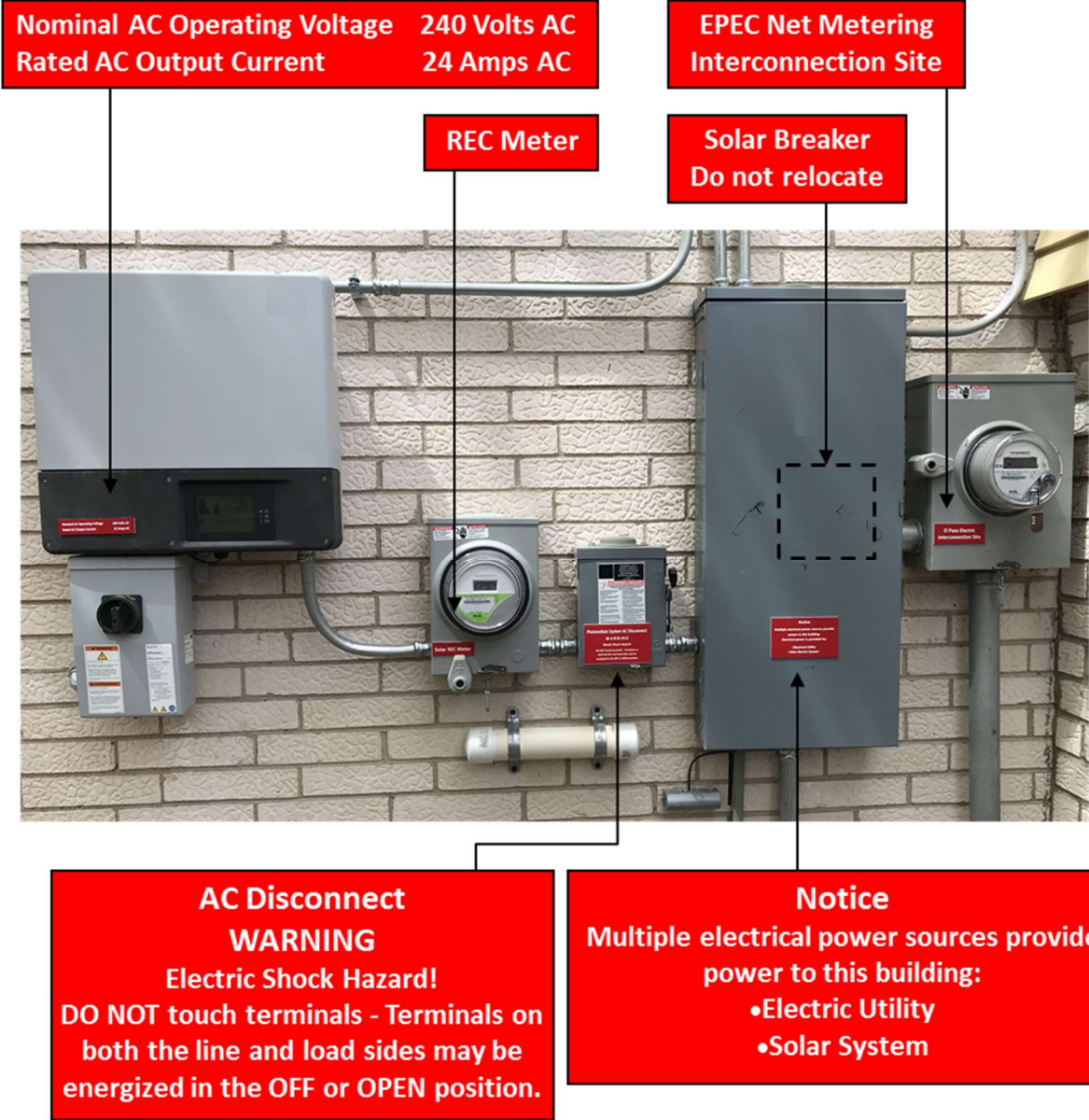
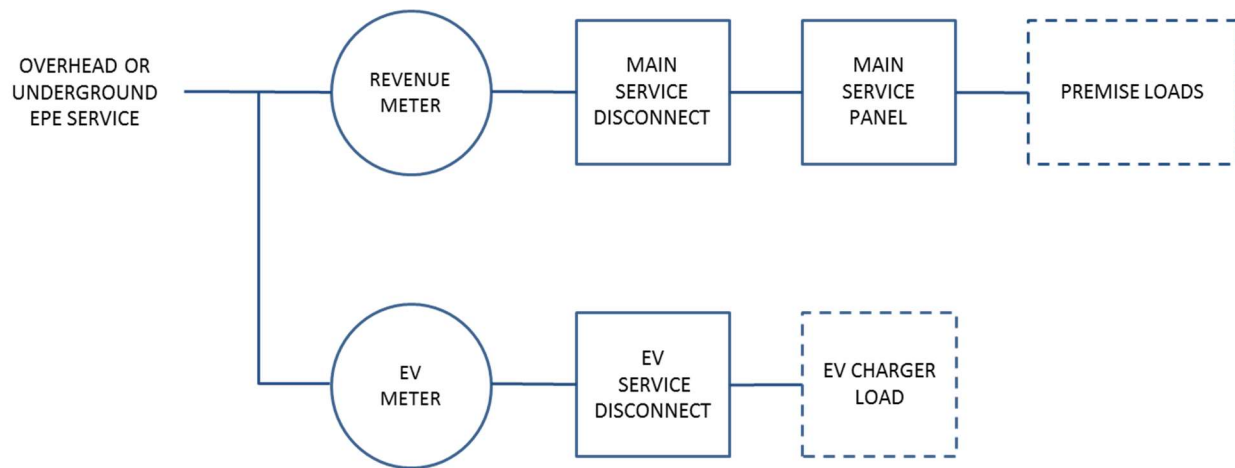


Figure 4. EV One-Line Diagram (without DG)

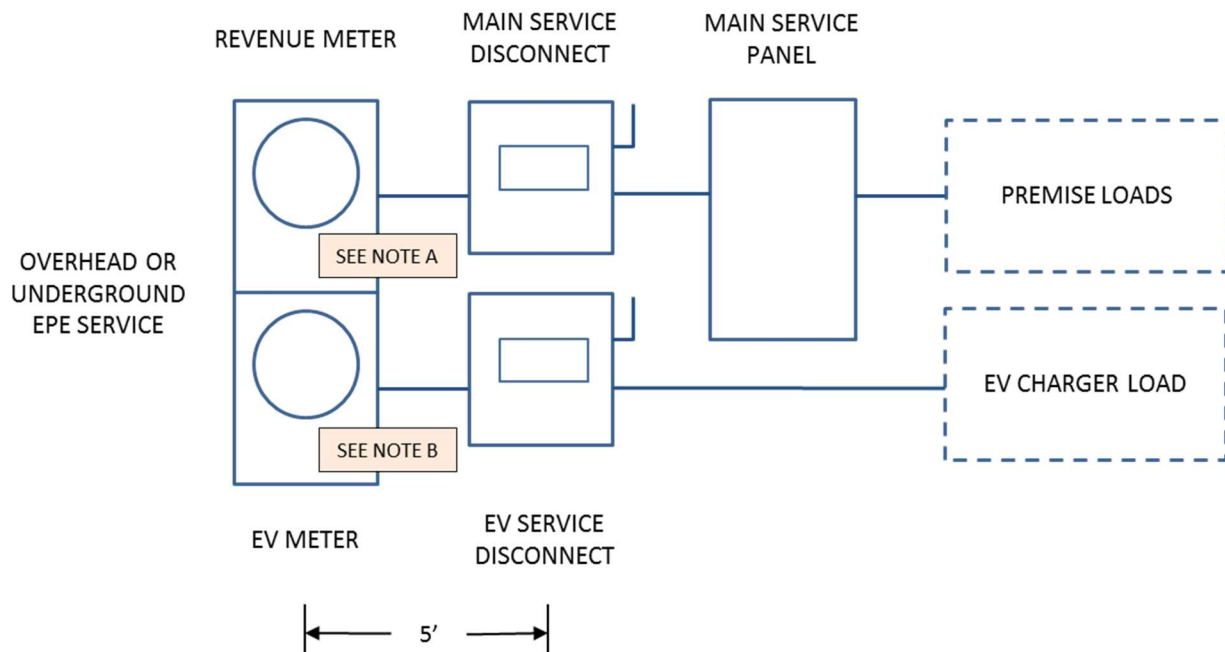


## NOTES

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.

## Multi-Meter Combo Configuration

Figure 5. EV Layout Diagram (without DG)



### 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.

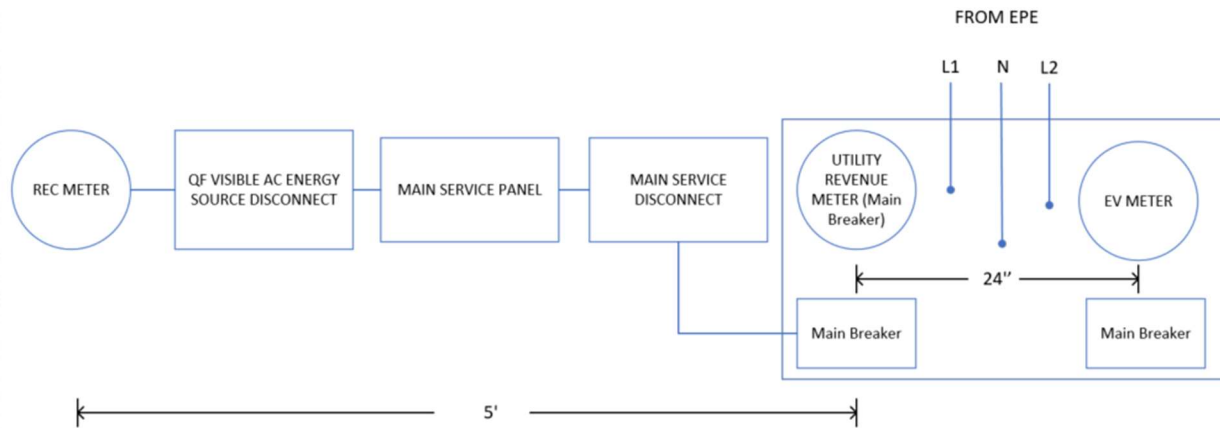


# Multi-Meter Combo Configuration

Figure 6. Approved Milbank Multi-Position Meter Socket Example



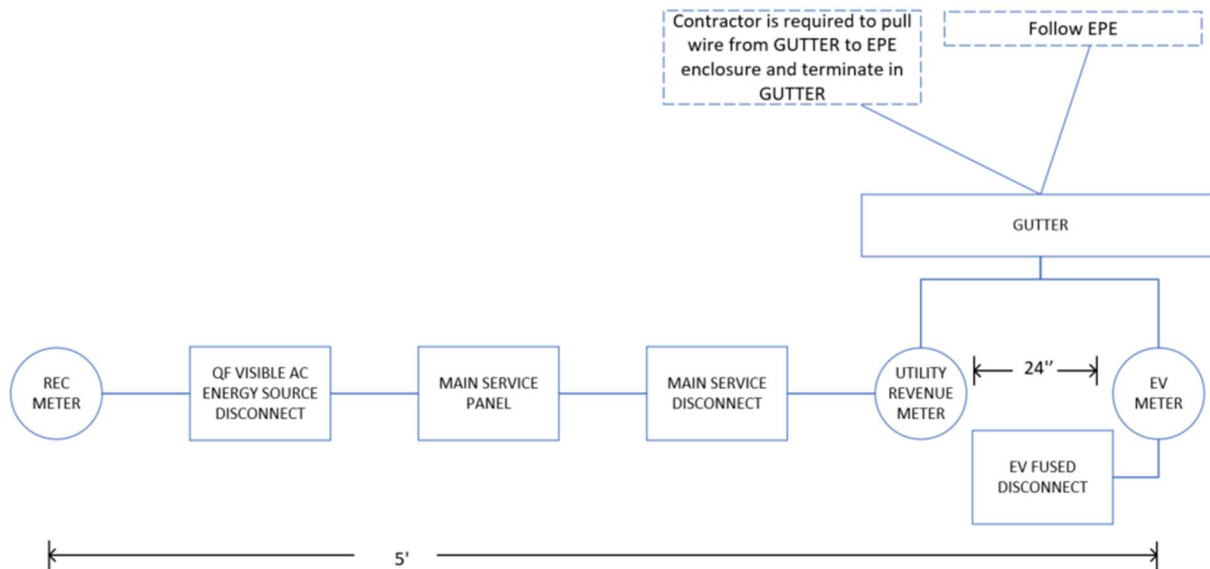
Figure 7: EV One Line Diagram (with DG)



## 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.
3. EPE WILL PULL WIRE IN AN APPROVED DEVICE, OTHERWISE THE CONTRACTOR MUST PULL THE WIRE. EPE WILL DESIGNATE THE WIRE SIZE ON THE SERVICE TABLE

Figure 8: EV One Line Diagram with a Gutter (with DG)

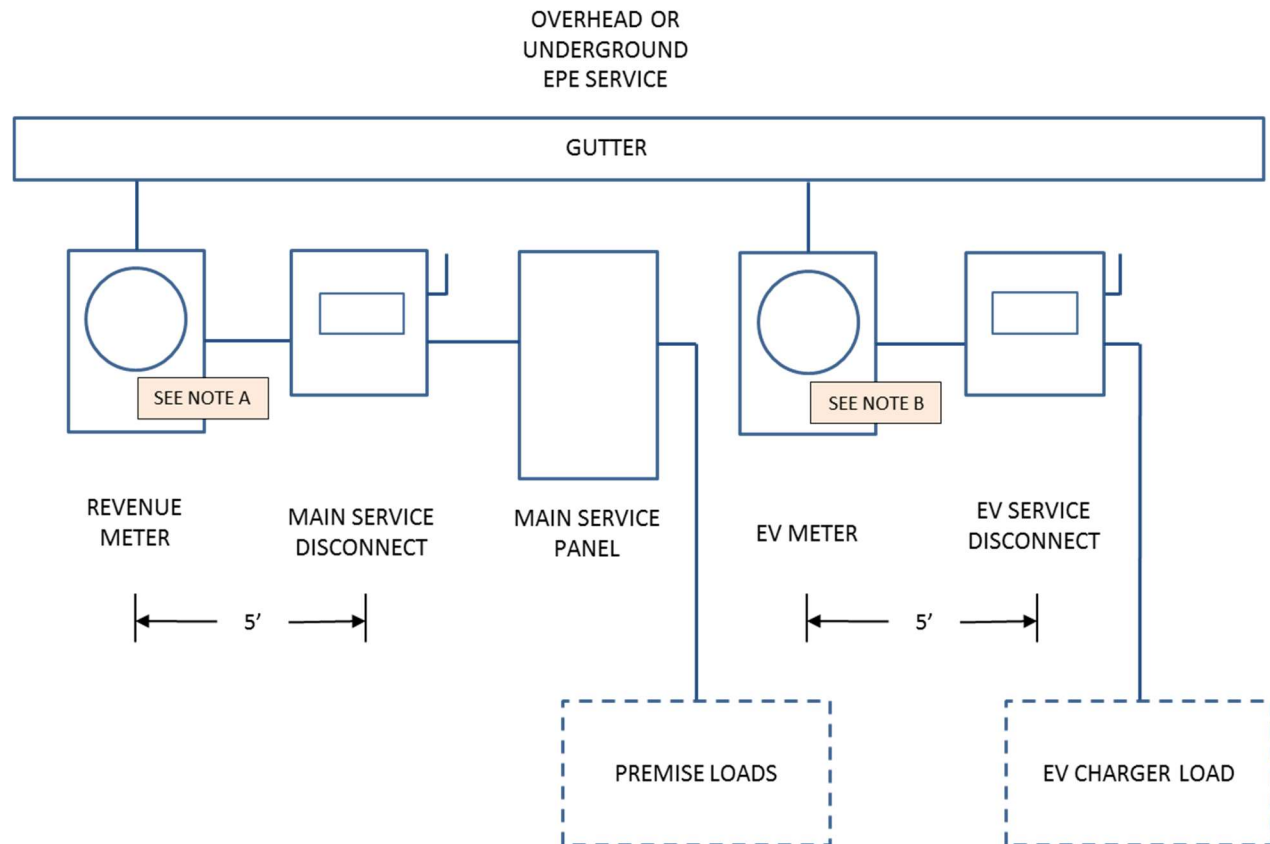


## NOTES

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.
3. CONTRACTOR IS REQUIRED TO PULL THE WIRE AND EPE WILL DESIGNATE THE WIRE SIZE

## Second Meter Panel Configuration

### Figure 9. EV Layout Diagram (with DG)



#### 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.