

Demand Charge Rebate Program

Frequently Asked Questions

How do I determine which Rate Class I am on?

A customer's Rate Class is displayed on their bill. See this [DCR Program Bill Guide](#) to find your rate.

I am planning on installing EV Charging. Will my Rate Class change?

This will depend on multiple factors, including your electrical infrastructure, energy usage (measured in kilowatt-hours or "kWh"), and electricity demand (measured in kilowatts or "kW").

Infrastructure:

On the infrastructure side, it depends on whether the EV chargers will be behind the same meter as your existing equipment or load. The installer of your EV charging stations can answer this for you. In general, smaller projects, such as installing 4 Level 2 plugs at an existing building, often get added to existing circuits, so the new EV chargers will be added behind the existing electrical meter and the existing billing account. In this scenario, it is likely that your Rate Class will increase with the new load. However, larger projects, such as installing DC Fast Chargers, generally will get a new electrical service and new electrical meter. In this case, they'll also receive their own separate billing account at your location. Your existing account will be unaffected by the EV chargers, while your new account will be set up at the appropriate Rate Class as their own bill.

Energy Usage and Electrical Demand:

Larger commercial customers are billed on both Energy Usage (kWh) and Demand (kW). Energy Usage is the total consumption over the course of the billing period, while Demand is the highest amount of electricity needed at a particular time during the billing period. For context, think of Energy Usage as how much you charge an EV and Demand as how fast you charge an EV.

Most commonly, commercial customers with EV Chargers are billed on the SC-2, SC-2D, or SC-3 rate classes. More details on [Electric Rates](#).

Common EV Charging Rate Classes:

- SC-2 – Demand of less than 100 kW and monthly energy of less than 2,000 kWh
 - ▶ SC-2 has no demand charge, so it is not eligible for the DCR Program.
- SC-2D – Demand of less than 100 kW and monthly energy of more than 2,000 kWh.
 - ▶ Customers are moved from SC-2 to SC-2D after they have 4 consecutive months of more than 2,000 kWh energy usage.
- SC-3 – Demand of more than 100 kW for the last 12 months

How do I estimate the Demand (kW) of my EV Charger Installation?

If your chargers are already installed and operating, Demand is displayed on your bill each month. To estimate what your future Demand will be, it is best to sum the total anticipated capacity (in kW) of your planned EV Chargers.

Example: You are installing 4 Level 2 Chargers that can each charge at 6 kW. Your demand will likely be 24 kW, set when all 4 chargers are in use simultaneously.

Note:

- Some chargers use power sharing equipment that limits the total demand when multiple chargers are in use. If you have that set up, factor it into your estimate.
- If your EV Chargers are on the same billing account with non-EV load, such as lighting, buildings, HVAC, etc., add those into your calculations as well.
- If your billing account has both EV and non-EV load, at least 50% of the demand must be EV load to participate in the DCR Program.

How do I estimate the Energy Usage (kWh) of my EV Charger Installation?

Estimating your *future* Energy Usage is more difficult because it is dependent on utilization, i.e., how often EVs are charging at your stations. If your stations are already operating, check on your bill. National Grid electric bills

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usually share your last 12 months of Energy Usage for that billing account on the left-side column. The delta between your pre-EV and post-EV bills will provide a fairly good estimate of Energy Usage.

For most smaller EV charging installations with just a few plugs, Energy Usage is the most important question.

Here's why: Moving from SC-2 to SC-2D prompts Demand Charges that make the customer eligible for the DCR Program's discount on Demand Charges. If the billing account is EV-load only, then the Energy Usage (kWh) is dependent on station capacity (in kW) and how much they are used (in kWh). While EV chargers don't always charge at max capacity, a good way to estimate is to figure out how many hours of charging it takes to get to 2,000 kWh Energy Usage. Divide 2,000 kWh by the capacity of one of the chargers (in kW) to find the number of hours of charging needed to reach 2,000 kWh in a billing period (about 1 month). Remember these hours can be shared over all of the chargers.

Example: You are installing 4 Level 2 chargers at 11 kW each. You will need the chargers collectively in use for about 182 hours (2,000 kWh/11 kW) per month, to reach the point where your rate shifts from SC-2 to SC-2D.

How do I enroll?

To enroll in the Demand Charge Rebate program, you submit the [DCR Application](#). As part of the application, you will need the following:

1. Number of EV chargers and charging capacity (kW) of your chargers
2. Total load (kW) of your site
3. Copy of a recent electricity bill for your site

4. Copy of the [load sheet](#) for your site (Your installer or a qualified electrician can provide this)
5. Copy of your organization's W-9
6. Signed copy of the program [Terms and Conditions](#)

How long after applying will it take to hear back? By email?

The National Grid team will aim to respond to your application by email within two weeks of the submission.

Once I'm approved and in the DCR Program, when will I get the discount?

Once approved, you will start on the DCR Program at the start of your next monthly billing period. Over the next several months, National Grid will calculate your monthly incentives, and after six billing periods, National Grid will issue a lump-sum rebate payment. We will issue the rebate payment within 45 days of the last billing period for which the rebate payment covers. This payment will be "off-bill", meaning you won't see any change in your normal National Grid bill.

How long will the DCR Program last?

While the DCR Program is a great way to help EV Charging providers avoid costly demand charges, National Grid and the New York State Department of Public Service designed the program as a short-term solution, until we can design and implement an EV Phase-In Rate, to be a more permanent solution. The EV Phase-In Rate should be available to customers sometime in 2025 or 2026, at which point National Grid will work with enrolled customers to transition to the new offering.

Further Questions? Please reach out to our National Grid EV Team at EVNationalGridUNY@nationalgrid.com