

1 **Q. (Reference EV Load Management Pilot Project, page 14) It is stated that**
2 **vehicle telematics are "currently limited to only newer models of EVs, and**
3 **only certain models of EVs are compatible with Level 2 smart chargers."**
4 **Footnote 30 states "For example, Tesla vehicles are not compatible with Level**
5 **2 chargers for managed charging and the Hyundai Kona, Chevrolet Bolt and**
6 **Nissan Leaf are not compatible with vehicle telematics for managed**
7 **charging." Is it accurate to say that most EV charging can be controlled**
8 **remotely via: 1) telematics either via the charger or the vehicle itself, 2) a**
9 **third-party mobile app (Nova Scotia), or 3) artificial intelligence (Hydro**
10 **Ottawa)?**

11
12 **A.** Yes, a combination of the technologies listed could be used to control EV charging
13 remotely.

14
15 The remote control of EV charging requires both hardware that can control a vehicle's
16 charging and software that provides a user interface to control when a vehicle should be
17 charged.

18
19 Hardware options to remotely control a vehicle's charging include vehicles' onboard
20 computer systems with telematics or Level 2 smart chargers with cellular or wireless
21 communication. Vehicle telematics that can be used to control charging is limited to
22 newer makes and models of EVs, and only certain models of EVs are compatible with
23 Level 2 smart chargers.¹

24
25 Software options that provide user interfaces to control a vehicle's charging could be
26 third-party mobile apps or other web-based tools that connect directly to a vehicle's
27 telematics or charger. This software can also be used by utilities to issue demand
28 response event notifications when attempting to manage EV load. For example, Nova
29 Scotia Power launched an EV load management pilot project in 2022 using a third-party
30 mobile app and vehicle telematics.²

31
32 Artificial intelligence can be built into a software platform to remote control EV charging,
33 but would still require enabling technology such as vehicle telematics or Level 2 smart
34 chargers.

¹ For example, Tesla vehicles are not compatible with Level 2 smart chargers for managed charging and the Hyundai Kona, Chevrolet Bolt and Nissan Leaf are not compatible with vehicle telematics for managed charging. See the Application, *EV Load Management Pilot Project* report, page 14, lines 1 to 2.

² See the Application, *EV Load Management Pilot Project* report, Attachment B, page 2.