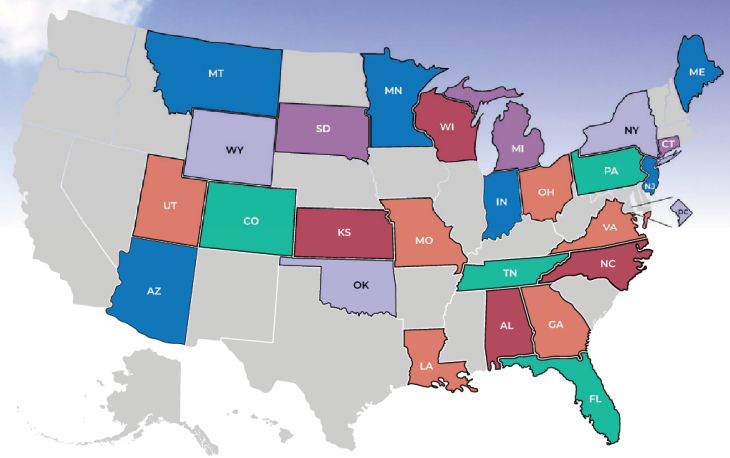




DRIVE ELECTRIC — USA —



@DriveElectricUSA



@DrivElectricUSA



Clean Cities and
Communities

DEUSA at Work in Communities across the Country



Understanding DC Fast Charging Connectors in 2025 and Beyond

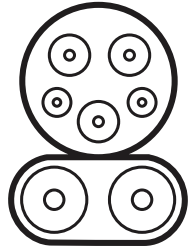
When it comes to DCFC connectors, a lot has changed since spring 2023. Since then, almost every automaker selling EVs in the USA was using the CCS1 connector - it was THE standard that every EV would be using into the future - except for Tesla. The connector that Tesla uses is called "NACS" which is short for North American Charging Standard (also called SAE J3400) and provides DCFC and Level 1 and 2 AC charging ability all in one connector.

Between 2023 and early 2024, **almost every automaker decided to begin switching to using the NACS connector in their EVs instead of the CCS1.** In short, this action allows these automakers' near-future customers to use the 2,700+ Tesla Superchargers sites and 32,000+ stalls/chargers in the USA without an adapter (numbers as of June 2025). Ford, Jeep, Kia, Cadillac, BMW, Nissan, Lucid, Volvo, Audi, Rivian, Porsche, Mazda, Subaru, VW, Polestar... even Mercedes Benz have decided to make the switch. This is important because you need to know what port will be in your EV if you will be purchasing one in the near future, so you can plan appropriately for the charging you will need in the communities and on the routes that you will drive your EV!

The gist is that **between 2025 and 2027, every OEM that sells BEVs in the USA will switch to providing the NACS connector inlet in their EVs.** Another important aspect of this change is that *adapters* will be available either from your automaker, or online through third-party providers. The adapter will allow you to use a NACS charger and connect to your CCS1 port, and vice versa (connect a CCS1 charger to your NACS port). Certainly last but not least, follow your automaker's guidance on using adapters. And remember that you can use the PlugShare website or app to determine if a Tesla supercharging site will allow your non-Tesla to charge there! (Once you have selected a Tesla site in PlugShare, look for the text on the left that says, "Open to Non-Tesla.")



NACS/J3400



CCS1

The 2026 Chevy Bolt will
come with the
NACS port.



Know Before You Go

GET TO KNOW YOUR EV'S INFO SYSTEM. The infotainment, navigation, and station-finding systems in EVs vary substantially. Spend time in your EV understanding how to access the station finding system, and how it works.

LEARN ABOUT OTHER STATION-FINDING APPS. Many EV drivers also use third-party apps or websites for finding charging locations, and PlugShare, A Better Routeplanner, and the U.S. DOE's Alternative Fuel Station Locator are some of the best.

MAXIMIZE REGENERATIVE BRAKING. Leverage your EV's energy-recovering function! Enable your car's maximum regenerative setting to send more power back to your EV's batteries while decelerating to save money and make your brakes last (much) longer. Doing so is called "one-pedal driving" and in some EVs, a small foot and pedal is the icon for when you have "max regen" turned on.

CHARGE AT HOME WHENEVER POSSIBLE. If you have a way to charge your EV at home, do so as that will help you derive the greatest fuel cost savings. You can use AC Level 1 (120V) or Level 2 (240V); your need for Level 2 depends on how far you drive each day.

KNOW YOUR SITE ETIQUETTE. → Know your EV's internal DCFC charging speed limit, and park in a spot commensurate with your EV's charging speed. → Either use a trash can, or take your trash with you. → Move your EV when you are finished charging.



About DRIVE Electric USA

The “DRIVE Electric USA” initiative is **developing state-based “Drive Electric” programs** across the U.S. that are engaging individuals, utilities, local governments, dealerships, legislators, and others **to remove adoption barriers and accelerate plug-in electric vehicle use.**

We are working across seven “Priority Areas” of action:

1. Building statewide, branded EV programs
2. Directly educating consumers through a) Ride & Drives and b) social media, and creating/strengthening chapters
3. Engaging utilities and regulators
4. Helping communities develop infrastructure plans
5. Involving state & local government officials
6. Developing dealer partnerships and connecting dealers to local EV chapters
7. Working with fleets to accelerate EV adoption



Want to help us build an initiative in your state, OR join your state's initiative? GET IN TOUCH!

The BEST way to educate local consumers about EVs in the U.S. is to utilize ***other local EV owners and partners to provide that education directly to consumers.*** That is a big part of what the DRIVE Electric USA initiative is about. We are working to develop more chapters in more states! Just two examples: Drive Electric Alabama has created five new chapters across their state, and Drive Electric Arizona has recently created three new chapters including one of the first native American tribe-based chapters in the country! In every state, project leadership is looking to strengthen their EV efforts, and grow their collaborations. **[Visit the DRIVE Electric USA website to learn more!](#)**



The DRIVE Electric USA Statewide Partner Initiatives



www.DRIVEElectricUSA.org