# Buying a Home EV Charger in Telangana & Andhra Pradesh

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# Start with the car, not the wallbox

Find the vehicle's maximum AC input, connector type and usable battery capacity in the manufacturer documentation. A larger charger cannot force the car to accept more than its onboard converter allows.

Then estimate the energy used on a normal day. A driver covering 40 to 60 kilometres often needs a top-up rather than a complete refill.

This turns the decision from 'how fast can this charger go?' into 'can it replace today's driving before the car leaves tomorrow?'

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# Single-phase reality in many apartments

Many apartment parking bays use single-phase power. Check the sanctioned load, distribution board, cable route, earthing and society requirements before selecting a charger.

Spider Mini and Lite are 3.3 kW options; Spider Smart is 7.4 kW where both the electrical supply and vehicle allow it.

Do not assume that an unused socket near the bay is suitable for continuous EV charging. The circuit and protection need to be assessed for the intended load and operating hours.



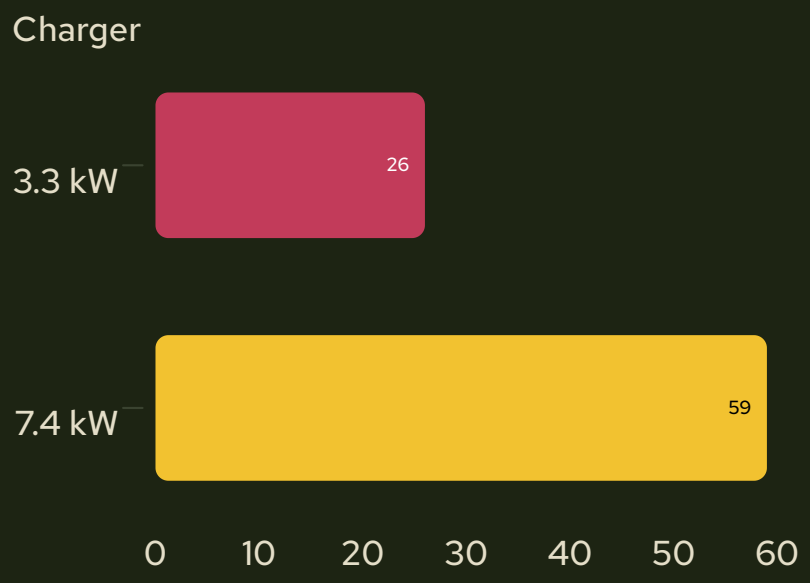
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# 3.3 kW vs 7.4 kW with practical examples

Ignoring losses, a 3.3 kW charger can deliver roughly 26 kWh during an eight-hour parking window, while 7.4 kW can theoretically deliver about 59 kWh in the same time.

Actual energy is lower because the vehicle controls the session and charging losses apply.

For a 40 kWh battery arriving at 30%, adding 20 kWh may take roughly six to seven hours at 3.3 kW or around three hours at 7.4 kW. These are planning examples, not guaranteed charge times.



Theoretical energy during an eight-hour parking window

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# Daily distance matters more than an empty-to-full test

**0.15**

kWh per kilometre

**50**

kilometre day

**7.5**

kWh consumed before losses

Suppose the vehicle uses 0.15 kWh per kilometre. A 50-kilometre day consumes about 7.5 kWh before losses, which a 3.3 kW charger can usually replace within an overnight window.

A household driving much farther, returning late or operating two EVs may value the shorter recovery time of 7.4 kW.

Use the vehicle's real efficiency and schedule for the calculation rather than a generic range claim.

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# Permissions, parking and metering



Confirm that the parking bay is assigned to the resident and identify who approves the cable route through common areas.



Ask how electricity will be metered and billed, whether a dedicated circuit is required, and where isolation can be placed.



Apartment associations may have their own process and the local electrical requirements can vary.



This guide is general planning information, not legal or electrical approval.

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# Cable route, earthing and protection

A long cable run, outdoor exposure or shared distribution board changes the installation scope.

The installer should review cable sizing, voltage drop, earthing, residual-current protection, over-current protection, isolation and physical protection for the route.

Avoid loose extension leads and general-purpose sockets for sustained charging. The quotation should distinguish the charger price from cabling, civil work, protection devices and any meter or panel changes.



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# Spider Mini vs Lite vs Smart

Choose Mini or Lite when 3.3 kW matches the vehicle, daily energy requirement and available supply.

Compare **Spider Smart** when the car accepts 7.4 kW, the electrical connection supports it and connected control is useful.

Review the exact connector and feature list on each product page. The charger name alone does not establish compatibility with every vehicle or property.

## Spider Mini – 3.3 kW

## Spider Lite – 3.3 kW

## Spider Smart – 7.4 kW

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# Shared parking and future expansion

If a building expects several residents to adopt EVs, plan beyond one cable.

The association may need a common charging panel, assigned metering and load management so multiple cars do not exceed the building limit.

Installing one isolated charger can still be the right first step, but documenting the route and spare capacity makes the next installations easier. SpiderConnect can be considered where connected chargers need common visibility and access rules.



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# Time-of-day charging and household load

Charging after other large household loads have reduced can make better use of the available connection.

Record when air conditioners, water heaters, cooking equipment or pumps usually operate, especially if the charger shares the sanctioned load.

A connected charger or vehicle scheduler may help move charging into a suitable window, but the schedule should still leave enough time for the required energy. Do not assume an off-peak tariff applies unless it appears in the actual electricity tariff for the connection.

**Read the full buying guide**



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