SPIDEREV · POLICY EXPLAINER



Home EV charger subsidy? Not in the policy you think.

For Vijayawada and Visakhapatnam, official support currently targets public charging infrastructure, not a private wallbox.

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THE OFFICIAL ANSWER

Public charging gets support.

The documents reviewed point to infrastructure open beyond one homeowner’s driveway.

PUBLIC CHARGING

25% capital subsidy

Andhra Pradesh support excludes land, electricity connection, DTR and civil costs.

NATIONWIDE LANE

₹2,000 crore

PM E-DRIVE allocation for EV public charging infrastructure.

PRIVATE HOME WALLBOX

No direct subsidy found

Not in the official AP / PM E-DRIVE documents reviewed.

Policy sources: **AP Sustainable Electric Mobility Policy 4.0** · **PM E-DRIVE**

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WHAT CHANGES FOR EACH PLAYER

What the subsidy means in practice

The official support is for public charging, not a private wallbox rebate.

PUBLIC SITE OWNER

Recover part of station capex

Can use the AP policy's public-charging support.

HOMEOWNER

Pay for charger and install

Expect the private wallbox to be a homeowner cost.

EV OWNER

Benefit indirectly

Public city and highway coverage expands around the private charger.

Policy test: if someone promises a "government-subsidized home charger," ask which specific policy they mean.

The PM E-DRIVE extension runs through 31.03.2028.

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CITY CONTEXT

Vijayawada and Visakhapatnam need both layers

Home charging is the daily convenience asset. Public charging is the backup.

State framework: **NREDCAP** formalises charging and swapping registration.



Home charging

The daily convenience asset.



Public charging

The backup for urban trips, highways and homes without a workable parking connection.



Project categories

The **registration portal** distinguishes captive, private and public charging.

Bottom line: That makes home charging a registration and installation question, not a direct subsidy question.

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POWER LEVELS

A home charger is an AC wallbox, not a mini fast-charging station

Choose the level around the daily-use case, the car and the property.



The **SpiderAtHome / Har Ghar** model is built around 3.3 kW single-phase chargers and a standard home electrical connection. Compare the daily-use case with **SpiderEV's home-readiness guide**.

3.3 kW

LOW-FRICTION OVERNIGHT DEFAULT

7.4 kW

FASTER TOP-UPS WHEN CAR AND PROPERTY SUPPORT IT

11 kW

COMPATIBLE THREE-PHASE HOMES AND VEHICLES ONLY

22 kW+

GENERALLY COMMERCIAL OR FLEET

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COMPATIBILITY FIRST

The vehicle is the first compatibility check

Ask: does the EV support AC home charging, and does the site support the install?

EV	CONNECTOR	AC HOME OPTION	WHAT TO CHECK
MG Comet EV	Type 2	3.3 kW and 7.4 kW	AC home charging support
MG ZS EV	Type 2 plus CCS	7.4 kW	AC wallbox compatibility
Hyundai CRETA Electric	CCS2	7.4 kW wallbox and portable home charging	Connector and site readiness
Kia Carens Clavis EV	Not specified here	7.4 kW single-phase and 11 kW three-phase	Vehicle and property phase support

Compatibility is a two-part test: vehicle support first, site support second.

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BUYER PATHS

Choose the path that matches your buyer type

Apartment resident

Private AC charger if the site allows it; public charging as backup.

Villa owner

3.3 kW or 7.4 kW AC wallbox for overnight use.

Office or small business

Private or captive charging registration plus an AC wallbox.

Public site owner

Apply for public charging support. This is where the subsidy exists.

For station economics, see the **ROI calculator** and **public-charging ROI guide**.

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INSTALLATION

Installation is a site decision

01 Check vehicle support

The EV must accept AC home charging.

02 Match the connector

The car inlet and charger must be compatible.

03 Check site readiness

The property must support a safe electrical connection.

04 Choose power level

3.3 kW for overnight use; 7.4 kW if the car and house support it.

05 Set expectations

Home charging is overnight or slow charging, not a fast-charging substitute.

The car, connector, property and power level must agree.

Local electrical-service questions: **APCPDCL FAQs** · setup registration: **NREDCAP**

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PM E-DRIVE

PM E-DRIVE helps homeowners indirectly

₹10,900 crore

TOTAL PROGRAMME OUTLAY

₹2,000 crore

EV PUBLIC CHARGING INFRASTRUCTURE

₹689 crore approved for 6,562 chargers across 3 OMCs and 9 states as of 01.07.2026.

The payoff for a homeowner is a denser network around the private charger they already paid for.

Operational guidelines define the ecosystem; **EV public-charging guidelines** cover location-based categories.

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THE DECISION RULE

Convenience and subsidy are different lanes.

If you want daily convenience, install a private AC home charger after checking the vehicle and site. If you want government support, look at the public-charging policy lane. Don’t compare convenience to subsidy.

01

Check the car

Official AC-charging specification.

02

Check the property

Electrical capacity and permissions.

03

Choose the level

3.3 kW or 7.4 kW based on actual use.

04

Keep backup

Public charging remains the network backup.

For public-station deployment, see **SpiderEV’s franchise information** and **station locator**.

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