Charging at Home, Made Simple

This guide shows you the easy ways to charge your Model Y L at home. You will learn the three ways to charge, how fast each one is, and which one fits how far you drive. It also helps you work with an electrician, plan the cost, and charge if you rent. Last, it covers safe habits for every night, like setting a charge limit, keeping your battery healthy, and caring for your cable. It is for new owners, and it works as a refresher too.

CREATED BY

Tesla Model YL (USA) - Owners & Enthusiasts

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PART 1 · CHOOSE

Pick the right setup

Learn the three ways to charge at home and how fast each one is. Then figure out how many miles you need to add each night, and check if you already own a charging cable.

1. Know the three ways to charge
2. Match your setup to your miles
3. Check for a Mobile Connector

1 Know the three ways to charge

Home charging is the cheapest and easiest way to fill up. Most nights, you plug in when you get home and wake up with a full battery. There are three ways to do it, and each one is faster than the last. Knowing your options keeps you from paying for more than you need.

The three home options:

- [ ] **Regular wall outlet (120 volts):** the same kind of outlet you use for a lamp. You plug in with the **Mobile Connector** (Tesla's portable charging cable). It adds about **3 to 5 miles of range per hour**.
- [ ] **Big 240-volt outlet:** the kind of outlet a clothes dryer or stove uses. A common one is the **NEMA 14-50** (a 4-prong, 50-amp outlet). With the Mobile Connector and the right adapter (a plug end that fits the outlet), it adds **up to about 27 to 30 miles per hour**.
- [ ] **Tesla Wall Connector:** a charger an electrician mounts on your wall. It adds **up to about 30 to 44 miles per hour**, depending on your car and your home's wiring.

These speeds come from Tesla's charts for the Model Y. The Model Y L is a bigger, heavier car, so your real numbers may be a little lower.

MODEL Y L TIP

Tesla says you can see your car's top charging amps by tapping the lightning bolt icon on the screen. A faster wall charger will not help if your car's built-in charger cannot use the extra power.

- [ ] **You're done when** you know which of the three options you already have at home.

2 Match your setup to your miles

The right setup depends on how far you drive each day. It also depends on how many hours the car sits at home overnight. A slow outlet can be plenty if you drive a little and park all night. If you drive a lot or get home late, you will want something faster. A few minutes of math now can save you money.

How to do it:

- [ ] 1. Write down your normal daily miles for one week.
- [ ] 2. Note the longest day, like a weekend trip to see family.
- [ ] 3. Count the hours the car is parked at home each night.
- [ ] 4. Multiply those hours by the speed of your outlet. For example, 12 hours on a regular outlet adds about 36 to 60 miles.
- [ ] 5. If that number is less than your daily miles, plan for a faster setup.

A simple rule of thumb:

- [ ] **Short daily drives (about 30 miles or less), long nights at home:** a regular outlet may be enough.
- [ ] **Medium or long daily drives:** a 240-volt outlet or a Wall Connector is the better choice.
- [ ] **Two drivers, long drives, or short nights at home:** a Wall Connector gives you the most room to spare.

> ⚠ **CAUTION**
> Cold weather slows charging and uses more range. Leave extra room in your plan for winter.

- [ ] **You're done when** you know about how many miles you need to add each night.

3 Check for a Mobile Connector

The Mobile Connector is a portable charging cable with a control box in the middle. It plugs into a wall outlet on one end and your car on the other. You can use it at home, and it is a handy backup when you visit family or travel. Not every car comes with one, so check before you plan around it.

How to do it:

- [ ] 1. Look in the storage areas of your car and in the boxes from delivery.
- [ ] 2. Check your order papers or your Tesla account to see what came with the car.
- [ ] 3. If you have one, find the adapter for a regular outlet (called **NEMA 5-15**).
- [ ] 4. If you do not have one, you can buy one in the Tesla Shop.

Tesla stopped including the Mobile Connector with most new US cars in 2022. Tesla's manual now says the charging gear that comes with your car may vary by region and model year. So do not assume you have one until you check.

Tesla's current bundle includes:

- [ ] The cable itself (about 20 feet long).
- [ ] An adapter for a regular 120-volt outlet (NEMA 5-15).
- [ ] An adapter for a 240-volt, 50-amp outlet (NEMA 14-50).
- [ ] A storage bag.

> **NOTE**
> In late 2026, Tesla listed the Mobile Connector at about $300. Other adapters for other outlet types are sold separately.

- [ ] **You're done when** you know whether you own a Mobile Connector and which adapters you have.

PART 2 · INSTALL

Get it installed right

A new outlet or wall charger is a big job. Learn how to hire a licensed electrician, what to ask, and what it should cost. If you rent, learn how to ask for charging and where else to charge.

4 Hire a licensed electrician

5 Plan for the cost

6 Charging if you rent

4 Hire a licensed electrician

A new 240-volt outlet or Wall Connector is high-power wiring. It runs a lot of power for many hours, so it has to be done right. A licensed electrician makes sure it is safe and meets local rules. Good photos and a few smart questions help you get fair quotes.

How to do it:

- [ ] 1. Take clear photos of your **electrical panel** (the gray box with the switches, called breakers), with the door open.
- [ ] 2. Take a photo of the label inside the panel door.
- [ ] 3. Take photos of where you park and where you want the charger.
- [ ] 4. Measure about how far the parking spot is from the panel.
- [ ] 5. Get quotes from two or three electricians. Tesla's website also has a tool to find a **Tesla Certified Installer** (an electrician Tesla has trained).

Ask each electrician:

- [ ] Is a **permit** (city approval for the work) and an inspection included?
- [ ] Will you do a **load calculation** (a check that your home has enough spare power)?
- [ ] What size breaker and wire will you use?
- [ ] Is the outlet or charger part included, or do I buy it?
- [ ] What costs extra, like a long wire run, wall repair, or a panel upgrade?
- [ ] Is there a warranty on the work?

WARNING

Do not do 240-volt wiring yourself unless you are a licensed electrician. Mistakes can cause fires or deadly shocks.

- [ ] **You're done when** you have written quotes that list the permit, load check and all parts.

5 Plan for the cost

Costs vary a lot from home to home. The price goes up the farther your parking spot is from your electrical panel. It also goes up if your panel needs to be made bigger. Knowing the usual range helps you spot a quote that seems off. Rebates can also cut the cost.

Rough costs (always get your own quote):

- [ ] **Regular outlet you already have:** often $0 to install.
- [ ] **New 240-volt outlet:** Tesla estimates about $750 to $1,500 to install (2026).
- [ ] **Wall Connector:** about $585 for the unit, plus about $750 to $1,500 to install, per Tesla's 2026 estimate.
- [ ] **Mobile Connector:** about $300 if you need to buy one (2026).

Cost-guide sites often report that many home installs land around $1,000, with some well over $2,000. A long wire run, digging, or a **panel upgrade** (a bigger electrical panel) can add a lot.

Ways to save:

1. [ ] Call your power company and ask about EV rebates or a lower overnight rate.
2. [ ] Ask your city or state about charger rebates too.
3. [ ] Compare quotes line by line, not just the total.

- [ ] **You're done when** you have a budget and know of any rebates you can use.

6 Charging if you rent

You can still charge if you live in an apartment or condo. It just takes a little more planning. You may need to ask your landlord for an outlet, use shared chargers, or charge near work or stores. With a plan, you can keep your battery ready every day.

How to do it:

1. [ ] Ask your landlord or HOA (homeowners association) in writing before you add any outlet or charger.

- [ ] 2. Ask if the building has shared chargers, and how you pay for them.
- [ ] 3. Ask if you may use an outlet near your parking spot. Get the yes in writing.
- [ ] 4. Use the car's map or the Tesla app to find chargers near home and work.
- [ ] 5. Find the closest **Supercharger** (Tesla's fast public charger) for quick top-ups.

Tesla notes that more and more places have laws that require apartments to allow EV charging. Tesla's website also has free letter templates to help you ask your building manager.

> ⚠ **CAUTION**
> Superchargers cost more than home power, and some charge extra fees if you stay parked after you finish. Move the car when it is done.

- [ ] **You're done when** you have at least one charging place you can count on each week.

PART 3 · DAILY HABITS

Charge safely every day

Charging happens every night, so good habits matter. Learn to plug in safely, set how full the battery gets and when it charges, keep your battery healthy for years, and keep your cable in good shape.

7 Plug in the safe way

8 Set your limit and schedule

9 Keep your battery healthy for years

10 Take care of your cable

7 Plug in the safe way

Charging pulls a lot of power for many hours. A weak or loose outlet can get hot and start a fire. A few simple habits keep you safe. They only take a minute, and they help you catch a problem early.

How to do it:

- [ ] 1. Plug the Mobile Connector into the wall first, then into the car.
- [ ] 2. Push the adapter all the way into the outlet.
- [ ] 3. Watch the light around the charge port. Blinking green means it is charging.
- [ ] 4. After the first hour, carefully feel near the plug with the back of your hand. Warm is OK. Hot is not.
- [ ] 5. If the plug or outlet feels hot, smells like burning, or looks melted, stop charging and unplug.

WARNING

Never use an extension cord, power strip, or a chain of adapters with your charging cable. Tesla warns against these. Plug straight into a good wall outlet.

WARNING

A hot outlet is often caused by a loose plug, loose wiring, or a worn-out outlet. Tesla advises having an electrician check the outlet and wiring. Do not keep charging there until it is fixed.

NOTE

Many places now require **GFCI** protection (a safety switch that cuts power fast if it senses a shock risk) for EV charging outlets. Rules vary by town, so ask your electrician.

- [ ] **You're done when** your car charges and the plug stays only slightly warm or cool.

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8 Set your limit and schedule

A **charge limit** (the highest percent the battery will fill to) helps keep the battery healthy. A **schedule** lets the car charge when power is cheapest, often late at night. Set them once, and the car follows them every night. You can change them any time on the screen or in the Tesla app.

Set your charge limit:

1. With the car in Park, tap **Controls > Charging**.
2. Drag the slider to set your limit. The screen shows Tesla's suggested daily limit for your battery.
3. For a long trip, slide past the daily limit. The car offers to charge higher just once.
4. If your outlet circuit is shared, you can lower the charging amps with the minus button.

Set a charging schedule:

1. Tap **Controls > Schedule**.
2. Pick **Home** (or your current spot).
3. Tap **Charge** and set when you want charging to start or end.
4. Turn on **Repeat Weekly** so it happens every night.
5. Tap **Create**. Then plug in as usual.

Tesla suggests plugging in every evening. If your power company has cheaper night rates, set the schedule to match them. You can also change these settings in the Tesla app.

- [ ] **You're done when** the car charges to your chosen limit at the time you picked.

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9 Keep your battery healthy for years

The US Model Y L uses a lithium-ion battery made with nickel. It is not the LFP (iron) type found in some lower-cost Teslas. This matters, because each type likes a different charge level. A nickel battery lasts longest when it spends most of its time in the middle, not full and not empty.

The sweet spot for everyday driving:

- [ ] **Daily limit of about 80%.** This is a great everyday setting. The screen marks the daily range up to 90%, so anything from 80% to 90% is fine.
- [ ] **Try to stay above 20%.** The battery icon turns yellow at 20%. That is your sign to charge soon.
- [ ] **Charge to 100% only for long trips.** Set it the night before, and start driving soon after it finishes.
- [ ] **Plug in whenever you can.** Tesla says leaving the car plugged in at home is the best way to care for the battery. It only charges up to your limit.

> **SHORT DAILY DRIVES?**
> Do you use only about 20% a day and plug in each night? Then you can set your limit to **60%**. You will drive from 60% down to 40%. That keeps the battery near the middle, which is a bit easier on it. It does not save power, and the gain is small, so 80% is still a great pick. Leave room for surprise trips and cold days. Every few weeks, charge to 80% or 90% so the range number stays right.

Check your battery type:

- [ ] 1. Tap **Controls > Charging**.
- [ ] 2. Look at the battery picture above the slider. If it shows a **Daily** range and a **Trip** range, you have a nickel battery. Use the tips above.
- [ ] 3. If the screen tells you to charge to 100%, you have an LFP battery. For that type, Tesla says to set the limit to 100% and charge full at least once a week.

> **MODEL Y L TIP**
> Tesla does not say which company makes the Model Y L's battery cells. Reports point to a nickel battery, like other Long Range Model Ys. The battery picture on your screen is the best way to know for sure.

> **CAUTION**
> Do not leave the car sitting for days at 100% or close to 0%. Both are hard on the battery. If you go away for a while, leave it plugged in with your normal daily limit.

Superchargers are safe to use, even often. But slower home charging is gentler on the battery, so make it your everyday habit. Some battery loss over the years is normal for every electric car.

- [ ] **You're done when** your daily limit fits how far you drive, and you know your battery type.

10 Take care of your cable

A damaged cable can be a shock or fire risk. Your cable gets plugged in, pulled and walked around every day, so it wears over time. A little care keeps it safe and working for years. It only takes a quick look once a month.

How to do it:

1. [ ] Hang the cable up or coil it loosely. Do not leave it on the floor where it can be run over.
2. [ ] Do not yank the cable. Pull on the plug, not the cord.
3. [ ] Keep the plug ends clean and dry. Store the portable cable in its bag.
4. [ ] Do not drop the car end on the car. Tesla notes it can scratch the paint.
5. [ ] Look over the cable and plugs each month for cuts, cracks or bent prongs.

WARNING
Never use a cable or adapter that is cut, cracked, crushed, or burned. Stop using it and replace it.

NOTE
If the car slows charging and shows a message about high temperature at the wall plug adapter, unplug it. Check that the adapter clicks fully into the control box and look for dirt in both ends.

- [ ] **You're done when** your cable is stored off the floor and shows no damage.

CHEAT SHEET

Home Charging at a Glance

The key numbers and safe habits from this guide on one page. Tick each box once you have it set up or know it.

The three ways to charge

- [ ] Regular wall outlet (120 volts): about **3–5 miles** per hour
- [ ] 240-volt outlet (like a **NEMA 14-50**) with the Mobile Connector: up to about **27–30 miles** per hour
- [ ] Tesla Wall Connector: up to about **30–44 miles** per hour
- [ ] The bigger Model Y L may charge a little slower than these

Pick your setup

- [ ] Hours parked at night × miles per hour = miles you add
- [ ] About 30 miles a day or less, long nights at home: a regular outlet may be enough
- [ ] Longer daily drives: a 240-volt outlet or Wall Connector
- [ ] Two drivers or short nights at home: a Wall Connector
- [ ] Leave extra room for cold winter days

Mobile Connector

- [ ] Check the car and delivery boxes for one
- [ ] Most new US cars have not come with one since 2022
- [ ] About **$300** in the Tesla Shop (2026)
- [ ] Comes with 120-volt and 240-volt (14-50) adapters and a bag

Hire an electrician

- [ ] Take photos of your panel, its label and your parking spot
- [ ] Measure how far the spot is from the panel
- [ ] Get quotes from 2 or 3 licensed electricians
- [ ] Ask about the permit, load check, parts, extra costs and warranty
- [ ] Never do 240-volt wiring yourself

Rough costs (2026)

- [ ] Regular outlet you already have: often **$0**
- [ ] New 240-volt outlet: about **$750–$1,500** to install
- [ ] Wall Connector: about **$585** plus install
- [ ] Ask your power company about rebates and cheaper night rates

If you rent

- [ ] Ask your landlord or HOA in writing first
- [ ] Ask about shared chargers and how you pay
- [ ] Find chargers near home and work in the Tesla app
- [ ] Superchargers cost more, and idle fees apply if you stay parked

Plug in safely

- [ ] Plug into the wall first, then the car
- [ ] Push the adapter all the way in
- [ ] Blinking green light means it is charging
- [ ] After the first hour, check the plug: warm is OK, hot is not
- [ ] No extension cords, power strips or adapter chains
- [ ] Hot, burning smell or melted? Unplug and call an electrician

Limit and schedule

- [ ] **Controls › Charging**: set your charge limit
- [ ] **Controls › Schedule**: set a time and turn on Repeat Weekly
- [ ] Match the schedule to cheap night rates
- [ ] Plug in every evening

Battery health (nickel)

- [ ] Daily limit about **80%** (80–90% is fine)
- [ ] Try to stay above **20%**
- [ ] Charge to **100%** only for long trips, and drive soon after
- [ ] Short daily drives? **60%** works too
- [ ] LFP battery? Charge to 100% at least once a week

Cable care

- [ ] Hang or coil the cable, off the floor
- [ ] Pull on the plug, not the cord
- [ ] Keep the plug ends clean and dry
- [ ] Check each month for cuts, cracks or bent prongs
- [ ] Damaged cable or adapter? Stop using it

Costs and speeds are Tesla's 2026 estimates. Your real numbers depend on your home and your car. Last Updated: 11/18/2026