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Most EV drivers do 80-90% of their charging at home, so installing a top-notch charger is a no-brainer for those looking to improve the battery-powered driving experience.

Although is full of instructional installation videos for brave DIYers, most people hire an electrician for the job. Electrical work is dangerous and complicated, and burning down your house is a lot more expensive than hiring a pro. Plus, an installation team will walk you through the process, from choosing a charger to permitting and final touches.

To see the process firsthand, I contacted Qmerit, the company Chevrolet uses to offer installations for new Chevy Bolts. They connected me with Kapital Electric to do a ride along in the Chicago suburbs. Here"s what we saw along the way, and what you can expect if you get an electric vehicle hookup in your own home.

"The installation process has come a long way in the last several years—much like the EVs themselves," says Tracy Price, Qmerit CEO.

There are three types of EV chargers available today: level one, two, and three. Each charges faster than the previous level, and requires more energy.

Level one chargers plug into a standard wall outlet (120V), and often come with the vehicle at purchase (besides Teslas, as of earlier this year). They do not require an electrician, or any installation in general. Just plug in. Unfortunately, they are slow, often taking 10 or more hours to recharge the typical car battery. But if you mostly run quick errands around town with occasional multi-hour trips, a level one charger is the cheapest option.

Level two chargers are a big upgrade, as charging takes half the time (4-5 hours). Almost always, home charger installation involves a level two. Level two chargers often require adjustments to your home"s electrical system, such as installing dedicated circuits and outlets. You"ll also find these chargers in public parking lots, like at the grocery store or a restaurant.

Level three (or "DC fast chargers") are the quickest (30-60 minutes), but they are publicly owned. You"ll find them at highway rest stops, for example. Fast charging (including Tesla Supercharging) also requires an immense amount of energy that will rapidly degrade any EV"s battery if plugged in daily.

You can acquire many level two chargers yourself, or, if you hire an electrician, use one they have in stock. The electricians we spoke to most commonly install the following chargers:

Tesla Wall Connector ($450)

Tesla J1772 Wall Connector ($580) for non-Tesla EVs

WallBox Pulsar Plus ($650-$700)

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