



Tesla JDapter Stub™ Operating Procedures

QC Charge

1780-104 La Costa Meadows Drive
San Marcos, California 92078 USA
Tel: 844-EV-PARTS / 844-387-2787
+1-760-798-0342, M-F, 9-5 Pacific

Thank you for your purchase! We highly recommend the "PlugShare" app or www.PlugShare.com to help you find "Tesla" charging stations.

Tesla JDapter Stub™ is designed to enable **ALL** non-Tesla production Electric Vehicles (EVs) sold in North America and Japan to use Tesla AC charging stations. Tesla JDapter Stub™ will work with:

- **TESLA Wall Connector** - wall mounted Tesla AC powered charging stations commonly called:
 - Destination charger
 - HPWC
 - High Power Wall Connector
- **TESLA Mobile Connector** - portable Tesla AC powered charging cables commonly called:
 - UMC
 - Universal Mobile Connector

JDapter Stub™ will **NOT** work with the following Tesla charging equipment:

- X** - Tesla DC fast charging stations known as either Tesla *Supercharger* or Tesla *Megacharger*
- X** - Tesla Roadster (2008-2011) legacy charge stations (very few remaining in the world)
- X** - Tesla AC charging stations with "Mennekes" or "Type 2" plugs (Europe, Australia)
- X** - Tesla DC fast charging stations with CCS-Combo2 plugs (Europe)
- X** - Tesla AC or DC charging stations with GB/T plugs (China)

While use of Tesla JDapter Stub™ is perfectly safe at up to 300 volts AC, we do not recommend use of electrical supply sources that exceed 264 volts for most EVs. The exceptions are the 2012-2014 Toyota RAV4 EV and 2014-2017 Mercedes B-Class ED / B250e, which are both safe at 277 volts. Virtually all charging stations in North America are supplied with 120, 208 or 240 volts, so this is rarely an issue.

If the Tesla station is marked "277 volts", please don't use it, unless you have the two above referenced vehicles. Again, this is EXTREMELY rare to find any Tesla AC charge stations above 264 volts. All Tesla Mobile Connectors (UMC) are designed for 264 volts, or below.

Most modern EVs will simply not work above 264 volts, like the Chevrolet Bolt EV. For other EVs, damage to your vehicle's onboard charger may be possible when using voltages above 264 volts in North America. Japan only uses either 100 volts or 200 volts, so this isn't an issue in that country.



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First, insert the Tesla charging station plug (on the left) into the Tesla JDapter Stub™ inlet (on the right).

NOTE: For Nissan LEAF *only*, wait 15 seconds minimum, then:

Second, insert the Tesla JDapter Stub™ into the vehicle.

To use JDapter Stub™, just follow these simple directions:

1) DO NOT USE WITH ANY VEHICLE THAT EXCEEDS THE MAXIMUM VEHICLE AMPS OF EITHER THE 40 amp or 80 amp JDapter Stub™ (see vehicle limits on pages 4-5)

2) Always plug the Tesla charging station into JDapter Stub™ first. For **NISSAN LEAF only, wait at least 15 seconds after plugging into the Tesla charging station, then:**

3) Plug JDapter Stub™ into your J1772 or Type 1 equipped vehicle (all in North America and Japan)

4) You may have to wait for up to 30 seconds for a GEN2 Tesla HPWC to start charging

5) Once the green LED lights on the Tesla charge station are "scrolling", it is operating normally. You may want to use the included padlock to prevent unauthorized removal

6) To unplug, remove the padlock (if used) and press the black release button with your thumb on JDapter Stub™ to remove it from the EV

7) Unplug the Tesla charge station from JDapter Stub™ last. This action may require 5-10 pounds of pulling.



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PADLOCK

Your JDapter Stub™ is shipped with a small padlock. This is intended to make it *slightly more difficult* for somebody to steal your equipment. To use, just place the padlock in the hole directly under the thumb release button located on top of the J1772 plug. Again, right underneath where your thumb goes. The lock comes with two keys.





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It is recommended that if you have a Tesla GEN2 Wall Connector “HPWC” at home or at work, and you wish to use JDapter Stub™, you **may** want to have a QUALIFIED ELECTRICIAN set the DIP switch to the J1772 position.

Electrocution, fire, property damage, personal injury or death is possible for any misuse.

There are two DIP switches in a red housing located inside the charging stations (identified in the photo). The switch on the left should be in the lower 208-240 volt “single phase” position. The left DIP switch (labeled 1) would be in the upper position for 277 volts. **It is NOT recommended to use JDapter Stub™ with any charge station that is connected to 277 volts.**

The white DIP switch in the red container on the right (labeled 2) is normally up in the “Tesla” position, however we recommend the lower “J1772” position.

All GEN2 Tesla HPWCs that use JDapter Stub™ should have both DIP switches in the lower position, but it’s not required.



DIP switch 1

UP is 277 volts

DOWN is 208-240 volts

DIP switch 2

UP is Digital comm

DOWN is J1772



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JDapter Stub™ – **80 amp is safe for use with ALL cars equipped with J1772.** The 40 amp version of JDapter Stub™ is safe to use with the following cars capable of 40 amps or less.

NOTE: the actual amp setting on the charge station is NOT important; it could be set on any amp setting between 15 and 80 amps and still be safe with the following cars rated for 40 amps or less.

The MAXIMUM amps capability of the following cars:

16 amps or less:

Nissan **LEAF** (all 2011-2012, 2013 - newer with 3.3kW charger), Chevy Volt, Chevy Spark EV, Ford C-Max Energy, Ford Fusion Energy, Brammo motorcycle, Energica, Harley-Davidson Livewire, Smart Electric Drive until 2016, Ford C-Max, Fisker Karma, Mitsubishi iMiev & Outlander, Cadillac ELR, Honda Accord Plug-In, all Volvo plug-in cars, Toyota Plug-In Prius / Prime, ZERO motorcycle (2015 and newer with J1772),

30 amps:

VW eGolf, Kia Soul EV, BMW i3 and i8, Ford Focus Electric, Fiat 500e, Honda Fit EV, Fiat 500e, Smart (2017 - newer), Nissan **LEAF** (2013 and newer with "6.6kW" charger)

32 amps:

Chevrolet **Bolt EV**, Tesla Model 3 & Y Standard Range and Mid Range, Jaguar i-Pace, Karma Revero, Porsche Cayenne & Panamera, Mini Electric, Hyundai Kona Electric, Hyundai Ioniq, Kia Niro Electric, Honda Clarity Electric

40 amps:

Tesla Model S (2012-2015), **except** with "Twin Chargers"
Mercedes B-Class ED / B250e
Toyota RAV4 EV (2012-2014)
Audi e-Tron



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DO NOT USE JDAPTER STUB with a 40 amp limit WITH THE FOLLOWING VEHICLES:

JDapter Stub™ with a 40 amp rating is **NOT** safe to use with the following cars. *Damage to “JDapter Stub™ 40 amp” is possible when used with the following vehicles, as well as possible fire, property damage, personal injury or death.*

***NOTE: the actual amp setting on charge station
Is NOT important; the capability of the vehicle is***

48 amps:

Tesla Model 3 & Y Long Range and Performance, Tesla Model S, model year 2016 and newer,
Tesla Model X (all)

70 amps:

Tesla Roadster (requires firmware update to use any charge station over 70 amps)

72 amps:

Tesla Model X and Model S (2016 and newer) with optional 72 amp charger

80 amps:

Tesla Model S with optional "twin chargers" (2012-2015)

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*Again, the **80 amp** version of JDapter Stub™ is safe with all J1772 equipped vehicles, including those listed above. The **40 amp** version is limited to cars listed as using **40 amps** or less. The charge station power rating is not important for these limits. Only Tesla cars have the possibility of consuming over 40 amps. All known non-Tesla cars sold in North America are 40 amps or less.*