



Your next backup battery may be in your driveway.

Vehicle-to-home power: a practical guide
for Massachusetts homeowners



PHOTO: TESLA / HOME CHARGING

Charging photo illustrates the connection, not confirmed V2H eligibility.

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An electric vehicle can serve two purposes: transportation and, in a supported system, stored energy for your home. The opportunity is substantial. The useful question is how much backup your household can actually depend on.

What Tesla has documented

Tesla’s updated Powershare pages confirm that eligible Model 3, Model Y and Cybertruck vehicles can extend home backup with Powerwall 3 and a Universal Wall Connector or Wall Connector 3. New Model 3/Y orders after October 1, 2026 in the U.S. and Puerto Rico are covered; some earlier vehicles also qualify. Check the vehicle’s Powershare Support indication. [6, 7]

BD’s position

Treat the vehicle, home battery, charging equipment and backed-up circuits as one system. Begin with compatibility and essential loads, preserve driving energy, and decide what must keep running when the vehicle leaves.

What this paper provides	What the reader should verify
A worked energy-budget example and a framework for comparing backup options.	Exact vehicle support, installed equipment, enabled features and local requirements before ordering.

This is a planning paper, not a completed BD V2H case study. Numerical examples are illustrative engineering scenarios, not measured customer results or Tesla battery specifications. Product documentation reviewed October 6, 2026.

Three uses. Different requirements.

Term	Purpose	Planning implication
V2L: vehicle-to-load	Supplies individual appliances or tools.	An outlet accessory does not establish home-panel backup capability.
V2H: vehicle-to-home	Supplies supported home circuits through an integrated backup system.	Requires compatible equipment and controlled separation from the utility during an outage.
V2G: vehicle-to-grid	Exports electricity to the utility network.	Requires separate support and approvals; do not assume compensation from V2H capability.

The adapter distinction matters

Tesla’s Model Y outlet-adapter instructions explicitly prohibit using that adapter to power an electrical panel. A plug-in appliance feature should never be marketed as a substitute for an approved home-backup installation. [3]

What needs to be checked at the property

BD’s proposed assessment starts with separate confirmation of V2H eligibility and the vehicle’s support indication, charger model and circuit, existing Powerwall configuration, service equipment, essential circuits and physical cable route. The equipment combination must follow the applicable manufacturer design and commissioning instructions. [1 , 5]

For Massachusetts homeowners, heating is a first-order design question. Gas or oil heating may still need electricity for controls, circulation and blowers. Electric resistance heat and heat pumps can change the energy budget substantially. Well and sump pumps require attention to motor starting as well as daily consumption.

A large battery answers “how much energy?” Output capacity answers “what can run together?” Neither question replaces the other.

Start with the energy you can spare.

Illustrative scenario: a hypothetical compatible EV has 75 kWh of usable battery capacity. It arrives home at 80% charge. The homeowner reserves 30% for driving. Assume 90% delivery efficiency, with no solar contribution.

75 kWh × (80% – 30%) × 90% = 33.75 kWh

Estimated energy available to household loads. This is not a specification for any Tesla model.

Illustrative daily load	Calculated runtime	Interpretation
10 kWh/day	81 hours / 3.4 days	A tightly managed essential-load scenario.
20 kWh/day	40.5 hours / 1.7 days	Twice the consumption halves runtime.
40 kWh/day	20.3 hours / 0.8 days	High consumption can exhaust the usable reserve within a day.

Arrival charge changes the result

At 50% arrival charge with the same 30% reserve, available energy falls to 13.5 kWh. At 20 kWh/day, runtime is about 16.2 hours. The same vehicle can therefore provide very different backup depending on when the outage begins.

Assumptions and limits

Runtime = available delivered energy ÷ daily load × 24. The 90% factor is a simplified allowance, not measured performance. Separate standby and thermal-management consumption, temperature effects, battery aging, changing loads and actual discharge limits can reduce runtime. A site-specific model must include them. Power and motor-starting limits can prevent a load from operating even when energy remains.

Solar can extend backup only if the installed system supports solar operation and energy coordination while islanded. Do not assume that rooftop panels will recharge the vehicle during an outage. [4, 5]

Plan for the hours the car is away.

Option	Strongest reason to consider it	Question to resolve
Compatible EV backup	Uses stored energy in a vehicle you already need.	Is the vehicle home, connected and charged when needed?
Stationary battery	Remains at the property when the car leaves.	What loads and outage duration can the installed capacity support?
Standby generator	Can support extended outages while suitable fuel remains available.	What are the fuel, service, siting and operating requirements?
Coordinated system	Can combine different backup strengths.	Is the exact combination supported and how do controls hand off?

Evaluate the incremental cost

Compare equipment, installation, service modifications, permitting, commissioning and ongoing costs for the same backed-up loads. If a compatible EV is already owned, evaluate the added cost of home integration. If a vehicle purchase is necessary, include that decision separately. Do not assign bill savings or grid-service revenue without verified operating modes, tariffs and program eligibility.

What to bring to a BD assessment

Your vehicle year and configuration; the Powershare support screen; charger and home-energy equipment details; recent electricity use; essential appliances; desired outage duration; and the driving reserve you need. A photo of the service equipment helps start the discussion.

Our recommendation

Evaluate V2H as part of your electrical and energy plan. A useful proposal should define what stays on, what gets curtailed, how much driving energy remains, and what happens when the car leaves.

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Powershare now extends to Model 3 and Model Y.

Tesla’s updated U.S. Powershare pages confirm home-backup support with Powerwall 3 for eligible Model 3, Model Y and Cybertruck vehicles. The scope is broader than the original Cybertruck offering, but does not include every Tesla ever built. [6, 7]

Vehicle / order timing	Published Powershare eligibility
Cybertruck	All trims ever produced.
New Model 3 and Model Y orders in the U.S. and Puerto Rico	Orders after October 1, 2026 are covered by Tesla’s support-page statement.
Model 3 and Model Y produced before October 1, 2026	Some qualify. Check the vehicle’s Powershare Support indication; model year alone is insufficient.
Model S and Model X	Not listed in the current Powershare compatibility table.

Tesla’s product FAQ says “October 1, 2026 or later,” while its footnote and support page say “after October 1.” Confirm an order placed on October 1 directly with Tesla. [6, 7]

Hardware capability and software activation

Tesla identifies PCS2 in Cybertruck and PCS2 Lite in Model 3/Y as the bidirectional inverters. Compatible vehicle hardware, enabled software and supported home equipment all matter. For an existing Model 3/Y, open Software → Additional Vehicle Information and look for Powershare Support enabled. Tesla has not published a complete older-model-year cutoff in these pages. Do not assume an update makes an unsupported vehicle eligible. [6, 7]

The Powerwall 3 installation path

Use a Powerwall 3 system with a Universal Wall Connector or Wall Connector 3. Tesla requires Powerwall and Wall Connector on the same Wi-Fi network, registered to the same site and paired; then contact Tesla Support to enable Powershare. Powerwall 2 and Powerwall+ are listed as coming soon. The no-Powerwall configuration remains Cybertruck with Powershare Gateway and Universal Wall Connector. [6, 7]

Sources and boundaries

This revision reflects Tesla's live Powershare product and support pages reviewed October 6, 2026. These pages now confirm Model 3/Y home backup with Powerwall 3 and supersede the Cybertruck-only wording encountered in earlier search results. The Outlet Adapter production-date list is not used to determine home-backup eligibility. [6, 7]

Verify the specific vehicle, enabled software, regional availability and installed home configuration before quoting. The Model Y manual lists firmware 2026.32.6+ and Tesla app 4.60.0+ for Powershare with Powerwall; these are additional prerequisites for supported vehicles. Follow Tesla's current commissioning and activation requirements. [1, 7]

References: reviewed October 6, 2026

1. [Tesla Model Y: Powershare Home Backup](#)
2. [Tesla Outlet Adapter: U.S. compatibility and specifications](#)
3. [Tesla Model Y: Powering Devices Using the Charge Port](#)
4. [Tesla: Bidirectional Charging 101](#)
5. [Tesla Powershare System Installation Manual](#)
6. [Tesla Powershare: current specifications and eligibility](#)
7. [Tesla Powershare Support: eligibility and activation](#)

The energy-budget example in Section 02 remains a hypothetical calculation, not a Tesla specification or manufacturer runtime guarantee. No completed BD V2H installation, incentive entitlement or utility approval is implied.

Confirm current eligibility and installation requirements when preparing a customer proposal.