Tap-N-Charge and Connect 10

Two ways to run the same chargers. The choice is not about the hardware — it is whether you want a stranger to plug in and pay in seconds, or whether you need to decide who charges and at what price.

	Tap-N-Charge TAP AND GO	Connect 10 ANNUAL	Connect 10 MONTHLY
HOW DRIVERS PAY			
Tap to pay at the charger — credit card or mobile pay, on the Nayax terminal	✓	—	—
Works with no app, no account, no sign-up	✓	—	—
Stay-N-Charge or ChargeHub app	—	✓	✓
RFID card you issue	—	✓	✓
WHAT YOU CONTROL			
One posted price for everyone	✓	✓	✓
Driver fee structuring — idle fees, time-of-use pricing, taxes and more	✓	✓	✓
Member accounts — residents, staff and public kept apart	—	✓	✓
Tiered pricing by group	—	✓	✓
Load balancing and power management, across ports and across units	—	✓	✓
WHAT IT COSTS			
Utilization fee, including payment processing	**6.9%**	**10%**	**15%**
Driver session fee	**$0.75**	—	—
Software licence	—	**$199/yr site + $199/yr per charger**	**$19.99/mo per charger, deducted from session revenue**
Onboarding	—	—	**$199 one time**
Commitment	**none**	**annual**	**none, cancel monthly**

Choose Tap-N-Charge

when the drivers are guests, customers or the public. Nothing to download, nothing to sign up for, and one posted price for everyone. Hotels and retail usually land here.

Choose Connect 10

when you need residents apart from visitors, staff on their own rate, access limited to a known group, or load balancing to fit more stalls onto the panel capacity you already have.



Tap-N-Charge 80 A Dual-Plug
Two ports, up to 19.2 kW each.
Card reader on the pedestal.



EVS QC-910 Dual-Port
Two ports, up to 19.2 kW each.
Wall or pedestal mount.



QC-700TS Single-Port
One port, up to 19.2 kW.
Wall or pedestal mount.

Billing per kWh in California? The meter has to be on the state's CTEP approved list. That is a property of the charger, not the platform — it is available on the QC-910 when the CTEP variant is named on the order, and is not yet in place on the Tap-N-Charge unit. Tell us at quoting and we will put the right one on the build. Outside California it is not a constraint.

Either platform runs on either charger; the pairings above are the usual ones.
Utilization fees include payment processing. Licence scales with the number of chargers.