The Speed-Charging Playbook

What fifteen minutes really buys, the science of fast charging, and the on-demand dispatch model

Charge Quickie — First Edition — July 2026

This e-book is editorial and educational commentary published by Charge Quickie in July 2026. It summarizes publicly reported industry developments as an aid to EV drivers, fleet operators, and venue managers; it is not legal, engineering, or financial advice, and it does not replace a licensed electrician, your vehicle manufacturer's charging guidance, or a qualified energy professional. Charging speeds vary by vehicle and conditions; industry figures and programs change. Always verify against current primary sources. No statement here guarantees a specific charge time, range gain, or service outcome.

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Foreword

Speed is the whole promise of Charge Quickie, but speed is also the most misunderstood thing in electric-vehicle charging. Drivers hear "fifteen minutes" and picture a gas-pump-style fill; engineers hear it and immediately ask which vehicle, at what battery state, at what temperature. Both are right, and the gap between them is exactly what this book is about.

Charge Quickie is built on a simple bet: that for a large and growing group of drivers, the scarce resource is not energy but time, and a service that delivers meaningful range fast — and comes to them — is worth more than the cheapest possible electrons. This playbook explains what fast charging really is, what fifteen minutes honestly buys, and why the on-demand dispatch model fits a time-pressured world.

Everything here reflects the industry landscape as of July 2026, grounded in figures reported by national sources. Read it once to understand the speed game, then use the checklists to judge where quick charging fits your life or your operation. The future of fueling belongs to whoever respects the customer's time — and tells the truth about physics.

Chapter 1 — The Case for Speed

Every refueling model reflects a theory of what the customer values most, and speed charging bets on time. For the gasoline era, the pump won by being fast: pull in, fill up, leave in minutes. Early EV charging inverted that, asking drivers to trade time for the benefits of electric, and for many that trade was uncomfortable. The case for speed charging is that the market is now large enough, and impatient enough, to reward whoever narrows the time gap.

Consider who actually values speed. The commuter with a packed schedule does not want to organize their day around a charging session. The traveler on a tight itinerary needs range now, not in an hour. The professional between meetings has a narrow window and a full calendar. For all of them, a quick, meaningful top-off is not a compromise — it is the only version of charging that fits their life. They are not price-shopping electrons; they are buying back minutes.

This is a different customer from the one optimizing for the lowest cost per kilowatt-hour. That driver will happily sit at a slow charger to save money, and that is a legitimate choice. But a meaningful and growing segment values their time more than the marginal cost of a fast charge, and serving that segment well is a real business. Speed is not a universal virtue; it is a specific value proposition for a specific, time-pressured customer.

The honest framing matters. Speed charging does not claim to be the cheapest or to fully replace an unhurried overnight charge. It claims to solve the time problem — to get you meaningful range and get you gone — for people whose scarcest asset is the clock. Understanding that keeps expectations aligned and the value proposition sharp.

Field Checklist

- Identify time, not cost, as the value speed charging sells
- Match the service to time-pressured drivers, not price optimizers
- Set the honest claim: meaningful range fast, not cheapest or fullest

Chapter 2 — Why Fifteen Minutes Isn't Fifteen Minutes for Everyone

Here is the truth that separates an honest fast-charging service from a marketing gimmick: the same fifteen minutes delivers wildly different results depending on the vehicle and the conditions. Any service that promises an identical outcome to every driver is either ignorant of the physics or hoping you are.

Every EV has its own maximum charging rate, determined by its battery and onboard systems. A vehicle engineered to accept a high charging rate will gain far more range in fifteen minutes than one with a lower ceiling, even at the same charger. This is not the charger's fault or the driver's; it is the car's design. Two EVs plugged into the identical source can walk away with very different amounts of

range from the same clock.

Battery state changes everything, too. Batteries accept energy fastest when they are relatively empty and slow down markedly as they fill — a curve, not a straight line. This is why fast charging is most efficient as a top-off from a low state rather than a push to a full battery: those first minutes from a low charge are the most productive, while the last stretch to full is the slowest and least rewarding. Fifteen minutes from twenty percent buys far more than fifteen minutes from eighty percent.

Temperature is the quiet third factor. Batteries have preferred operating temperatures, and one that is too cold or too hot will charge more slowly as its management system protects it. The same vehicle, same charger, and same battery level can charge at different speeds on a frigid morning versus a mild afternoon.

The takeaway is not discouraging — it is empowering. Understand your own EV's charging characteristics, and fifteen minutes becomes a predictable, useful tool rather than a mystery. An honest service sets expectations around your specific vehicle and situation instead of quoting one number to everyone. Fast charging works best for the driver who knows what their particular car can actually do.

Field Checklist

- Learn your EV's maximum charging rate, not a generic number
- Charge from a low state to make the fifteen minutes most productive
- Account for temperature's effect on charging speed

Chapter 3 — The Science of a Fast Charge

A little battery science turns fast charging from a black box into something you can reason about, and it protects you from both false promises and needless worry. At its core, charging is the controlled movement of energy into a battery, and "fast" means moving that energy at a high rate — which the battery and its management system will allow only within safe limits.

The charging curve is the concept to internalize. Rather than accepting energy at a constant rate, a battery takes it quickly at low states of charge and progressively slows as it fills, tapering off as it approaches full. This is deliberate and protective: pushing maximum energy into a nearly full battery would stress it, so the system throttles down. The practical consequence is that fast charging delivers most of its value in the early, low portion of the curve — precisely the top-off zone. The physics itself favors the quick, from-low top-off model over the slow crawl to one hundred percent.

Heat is the constant companion of speed. Moving energy fast generates heat, and batteries have temperature limits they will defend. A sophisticated battery management system continuously balances speed against thermal safety, slowing the charge if things get too warm. This is a feature, not a flaw — it is what keeps fast charging safe and preserves battery health — but it means real-world speed reflects live conditions, not a lab-perfect maximum.

Understanding this reframes the whole service. A responsible fast charge is not about brute-forcing maximum energy regardless of consequences; it is about delivering meaningful range quickly within the limits the vehicle sets for its own protection. When a service respects the charging curve and the battery's thermal boundaries, "fast" and "safe" are not in tension — they are the same disciplined

thing. The driver who grasps the science trusts the process and uses it well.

Field Checklist

- Understand the charging curve: fast when low, slower when full
- Recognize heat management as a protective feature, not a defect
- Judge a service by whether it respects the battery's safe limits

Chapter 4 — The On-Demand Dispatch Model

Speed of charging is only half of Charge Quickie's promise; the other half is speed of arrival. The on-demand dispatch model treats charging like an emergency service or a ride-hail — you request it, and it comes to you fast — and this model is as much about logistics as electrons.

The premise is that the fastest charge in the world is useless if you cannot get to it. On-demand dispatch removes the "getting there" entirely: instead of the driver traveling to a charger, a charger travels to the driver, ideally within minutes of the request. For the time-pressured customer this model was built for, the total time that matters is not just the charging window but the whole span from "I need a charge" to "I'm back on the road." Dispatch speed is a huge part of that equation, and it is where an on-demand service either delivers or falls apart.

Executing this well is a genuine operational discipline. It means positioning to respond quickly, routing efficiently, and treating response time as a core metric rather than an afterthought. The service that can shrink the gap between request and plug-in — through smart dispatch, good coverage, and relentless attention to response time — is the one that actually delivers on the speed promise. A fast charge that arrives an hour late is not a fast service.

The model also unlocks flexibility a fixed station cannot match. On-demand dispatch can serve a driver wherever they happen to be — a parking lot, a workplace, a roadside — rather than only where infrastructure was installed. It combines the speed of a quick charge with the reach of coming to you, which is precisely the combination the time-pressured customer wants: not just fast charging, but fast charging that shows up where and when they need it, without a detour.

Field Checklist

- Measure total time from request to back-on-road, not just charge time
- Treat dispatch and response time as core service metrics
- Value the reach of come-to-you dispatch over fixed-location speed

Chapter 5 — Workplaces, Hotels, and Captive Time

Some of the smartest applications of speed charging are not about emergencies at all — they are about capturing time the driver was going to spend anyway. Workplaces and hotels are the prime examples, because in both the vehicle sits idle for a predictable stretch while its owner does something else. That idle time is an opportunity.

The workplace case is elegant. Employees park for hours, and their vehicles do nothing during that time. A scheduled charging route that visits company parking lets workers arrive, park, and return to a topped-off vehicle without ever leaving to hunt for a charger or interrupting their day. For the

employee, charging becomes invisible — it happens while they work. For the employer, offering it is a low-friction perk that supports EV-driving staff without the capital project of installing fixed infrastructure across the lot. The charging fits into captive time that was otherwise wasted.

Hotels follow the same logic on a different rhythm. A guest's vehicle sits in the lot while they dine, sleep, or attend an event, and that window is ample for a meaningful charge. Guest charging becomes a premium amenity — travelers increasingly choose accommodations that let them arrive with low range and leave ready to go, without planning a separate charging stop into their trip. For the property, it is a differentiator that signals hospitality to a growing segment of EV-driving guests; for the guest, it removes a logistical worry from the trip.

The unifying insight is that the best charging is charging that costs the customer no additional time. When the vehicle charges during hours it was already parked — at work, at a hotel — the entire time cost of charging disappears. Speed charging into captive time is arguably the model's highest-leverage use: it solves the range need while asking the driver to give up nothing they were not already giving up. That is convenience at its purest.

Field Checklist

- Target captive idle time at workplaces and hotels
- Offer charging as a low-friction amenity without fixed installation
- Prioritize uses where charging costs the customer no extra time

Chapter 6 — Events and Fleets at Speed

Two higher-volume applications show speed charging operating at scale: events, where many vehicles need service in a compressed window, and fleets, where charging speed directly governs how much a vehicle can work. Both push the model beyond the individual driver.

Events concentrate demand. A festival, conference, or wedding brings dozens or hundreds of EV drivers to a venue that was never built to charge them, and often within overlapping timeframes. Speed and throughput both matter here — the ability to deliver meaningful range quickly, to many vehicles, during the event window. For organizers, offering guest charging turns a common attendee frustration into a signal that the event respects its EV-driving crowd; for guests, it means enjoying the event instead of worrying about the drive home. The compressed, high-demand nature of events is exactly where fast, come-to-you charging earns its keep.

Fleets make speed a bottom-line variable. For a business whose vehicles generate revenue only when they are working, charging time is downtime, and downtime is cost. Fast charging between routes — a quick, meaningful top-off that gets a vehicle back into service rather than parking it for a long session — directly increases how much work each vehicle can do in a day. The fleet manager's calculation is concrete: every minute shaved off charging is a minute the vehicle can spend earning. Speed charging, integrated into route logistics, becomes a tool for maximizing fleet utilization, not just a convenience.

Both cases reward the same disciplines the rest of this book has emphasized: honest expectations about what fast charging delivers per vehicle, respect for the physics that governs real-world speed, and operational excellence in dispatch and throughput. At event scale and fleet scale, the margin for

empty promises shrinks — the results are visible and countable. Speed charging that performs at scale is speed charging that has earned its claims.

Field Checklist

- Plan for throughput, not just per-vehicle speed, at events
- Treat fleet charging time as directly convertible to downtime cost
- Integrate quick top-offs into route logistics to lift utilization

Chapter 7 — The 2026 Fast-Charging Landscape

Speed charging operates inside a national fast-charging system that is expanding but still full of gaps, and understanding its 2026 state clarifies where the quick, on-demand model adds value. As reported by national sources, the U.S. public charging network passed a quarter-million ports in 2026, including tens of thousands of DC fast chargers — on the order of 73,000 — across roughly 80,000 stations. Fast-charging capacity is the backbone of quick service, and it is genuinely growing.

But the fast network's growth has been uneven. The federal NEVI program, aimed at building out fast-charging corridors, restarted in 2026 after updated guidance, with a comparatively modest number of funded fast-charging points operational across a portion of states by spring and additional state plans approved for the fiscal year. Corridor build-out is proceeding, but gradually, which leaves many locations and many moments underserved by fixed fast chargers — precisely the gaps an on-demand quick-charge service is built to fill. Some states have also moved on the policy front in ways that legitimize mobile charging as part of the ecosystem, including treating mobile charging as a recognized form of roadside support.

On the demand side, EV adoption has continued through some turbulence, with plug-in vehicles reaching several percent of new-vehicle sales through 2026. More EVs means more drivers who, at some point, need range fast and cannot conveniently reach a working fast charger — the exact customer the speed-and-dispatch model serves.

The strategic read is consistent with the whole book. Fixed fast charging is expanding but will remain uneven and gap-ridden for years; corridor build-out is real but slow; and the EV population keeps growing and diversifying. In that landscape, a service combining fast charging with on-demand dispatch is not competing with the fast network so much as covering the times and places it does not reach. Watch DC fast-charger growth, the pace of NEVI corridor build-out, and continued policy recognition of mobile charging; each shapes the space quick, come-to-you service occupies.

Field Checklist

- Note the network passed ~250,000 ports and ~73,000 DC fast chargers in 2026
- Track uneven NEVI corridor build-out and mobile-charging policy recognition
- Watch EV adoption growth as it widens the need for fast top-offs

Conclusion: In and Out

Speed charging comes down to a single customer promise: get you meaningful range, get you gone, and do it where you already are. Every chapter here serves that promise — the case for valuing time

over cost, the honest science of what fifteen minutes really buys, the dispatch model that shrinks the wait to arrival, and the high-leverage uses where charging costs the customer no extra time at all.

The discipline that makes it real is respect — for the customer's time and for the physics. A service that tells the truth about the charging curve, sets expectations around each specific vehicle, and treats response time as a core metric is one that can actually deliver "fast" instead of merely promising it. Speed without honesty is a gimmick; speed with honesty is a genuine service.

The 2026 landscape — a growing but uneven fast network, gradual corridor build-out, and a still-expanding EV population — leaves ample room for a service that respects both time and truth. For the driver whose scarcest asset is the clock, the winning proposition is not the cheapest charge or the fullest battery. It is the one that shows up fast, charges fast, and gets them moving. In and out. That is the whole game.

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Devin Lockett is the founder and entrepreneur behind this title and the wider BiomedRx family of companies-spanning healthcare technology, wellness, media, and community initiatives. He builds brands focused on quality, service, and independent ownership.