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# Tips for Vermont Tesla Owners

By Todd Lockwood, Tesla Community Organizer in Vermont

As one of Vermont's first Tesla owners, I'm pleased to offer you some useful tips and tricks that will help you get the most out of your Tesla.

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## Using Your Tesla's Charge Port

I'm starting with this topic because I've met several new Tesla owners who unintentionally damaged their Tesla's charge port the first time they tried to unplug the charge connector.

**The car's charge port incorporates an electric locking mechanism that prevents the charge connector from being unplugged when the car is locked. However, unlocking the car will not automatically unlock the charge port.** That requires an additional step. Hold down the button on the charge connector handle until the charge port light turns white. Then pull the charge connector handle out of the charge port.

If you try to force the charge connector handle out of the charge port while it's locked, the locking mechanism can become physically damaged, and the car's charge port will have to be replaced.

## Understanding Charging

**First, it's important to understand that you'll be doing most of your daily charging at home when you're asleep.** Every morning, you're greeted by a charged battery, ready to go. Since Teslas have such large batteries, it's unlikely that you'll ever need to use a charging station near home.

**Plug your car in every night, even if the previous charge has only been partially used up.** There is no harm in short-cycling your Tesla's battery. Its lithium-ion cells will not develop memory as other types of rechargeable cells can. There is no benefit in waiting until your battery is low before charging it.

**Tesla's Superchargers come into play when you go out of town.** They can charge your car up to 20 times as fast as a 240 Volt outlet in your garage. If there's a Tesla Supercharger near where you live, you can certainly use it, but it's really intended for cars passing through your area.

**Always use the Tesla's navigation system when driving to a Supercharger.** Doing so will automatically precondition the battery for the fastest charging speed. This is particularly important in the winter.

**When going on a trip, use the Schedule feature in the Tesla app to preset your departure time.** Do this at least one hour before you leave. Preconditioning while the car is still plugged in will save you a lot of energy during the first hour of your drive, especially in the winter.

**The Navigation System in your Tesla will help you plan your journey, including Supercharger stops along the way.** While charging at a Supercharger, your Tesla will

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let you know when you have enough energy in the battery to get on your way. However, if the next stop is your destination, you may want to charge to 90%.

**Avoid charging your Tesla's battery to 100% on a daily basis.** Doing so will accelerate degradation of the battery's cells, resulting in a loss of range.

**Tesla recommends setting the Charge Limit in your Tesla to 90% for all types of driving.** (Elon tweeted that 80% is fine too, but no lower.) Set the charge limit in the Charging window on the touchscreen or in the Tesla app.

**It is actually counterproductive to charge beyond 90% while on a trip because the charge speed tapers steeply after 90%.** It will take as long to get from 90% to 100% as it did to get from 60% to 90%. It's more efficient to just get on your way.

**You can charge your Tesla to 100% when absolutely necessary, but it's important that you don't let the car sit for a long time with a 100% charge.** Drive the car soon after completing a 100% charge and be sure to reset the Charge Limit to 90% again. Note: when your Tesla's battery is 100% full, you will notice a reduction in regenerative braking until some of the energy in the battery has been depleted.

A recent study found that a Tesla battery can last 500,000 miles if used properly. At 250,000 miles, a Tesla battery will typically retain about 85% of its original range.

## Setting Up For Home Charging

There are four options to consider for home charging:

1. **240 Volt Outlet** — Have a 240 Volt outlet installed in your garage or parking area, ideally near the left-rear corner of your Tesla. The type of outlet is referred to as a **NEMA 14-50**. It is similar but not identical to the type of outlet used for an electric clothes dryer or an electric stove. A NEMA 14-50 outlet will require a dedicated 50 Amp circuit in your home's electric panel, though your Tesla will draw a maximum of 40 Amps when charging. I recommend that you request #6 gauge solid copper wire for the connection between the panel and the garage outlet. This will eliminate any potential voltage loss. The outlet must be installed by a licensed electrician. You will also need a **Tesla Corded Mobile Connector** to connect the NEMA 14-50 outlet to your Tesla. <https://shop.tesla.com/product/corded-mobile-connector> (NOTE: this is not the same product as a regular Tesla Mobile Connector.)
2. **Tesla Wall Connector** — For a more wear-resistant installation, consider a Tesla Wall Connector. A Tesla Wall Connector offers slightly higher charging speeds and also offers the ability to share a charging circuit with additional Tesla Wall Connectors, so you can charge more than one Tesla at a time. (This feature requires Gen 3 Tesla Wall Connectors) <https://shop.tesla.com/product/wall-connector> The

Tesla Wall Connector is weatherproof and can be located outdoors. This unit gets hard-wired to your electric panel, so no outlet is required. If your home's electric panel has enough spare capacity, a Tesla Wall Connector can be connected to a more powerful circuit—up to 60 Amps, allowing for 48 Amp charging.

3. **Third Party Wall Charger** — Some utilities, such as Green Mountain Power, are offering generic wall chargers that the utility can control remotely, reducing the load during peak demand periods. Typically, the customer receives a lower electric rate when using this type of charger. Third party chargers do not have a Tesla plug on the charger cable and require a Tesla SAE J1772 charging adapter. <https://shop.tesla.com/product/sae-j1772-charging-adapter> NOTE: Even when power is unrestricted, a generic wall charger may be slower than a Tesla Wall Connector.
4. **Ordinary 120 Volt Outlet** — It is possible to charge a Tesla (very slowly!) using an ordinary 120 Volt outlet and a Tesla Mobile Connector with a NEMA 5-15 adapter, but the charging speed will be limited to 2 to 3 mph. A full charge will take several days instead of overnight. This is not a practical solution, and will limit features such as Battery Preconditioning in the winter.

**Peck Electric** in South Burlington has installed many NEMA 14-50 outlets and Tesla Wall Connectors for Tesla owners in the area. Call (802) 658-3378.

**Green Mountain Power** offers a variety of charging options for home use, as well as EV Rebates for GMP customers. <https://greenmountainpower.com/rebates-programs/electric-vehicles/>

## When To Charge

For the health of the electric grid please schedule charging to take place after 10pm (or later) if possible. Starting a charge when you get home at 5 or 6 pm puts extra strain on the electric grid. Also, charging after 10 pm is greener because a smaller percentage of Vermont's energy is generated with natural gas at night. You can set up scheduled charging in your vehicle's charging window on the touchscreen.

## More About Superchargers

When you pull into a Tesla Supercharger Station, you will typically see 6 to 12 Supercharger stalls, although some stations have as many as 20. Note that the stalls are numbered in pairs: 1A & 1B, 2A & 2B, etc. If another Tesla is already plugged into Supercharger 1A and you plug into Supercharger 1B, the car that was plugged in first will receive full power, and your car will receive reduced power until the first car leaves. From that point, your car will get priority if someone else plugs into Supercharger 1A.

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So it makes sense to pick a Supercharger stall that is not next to someone who is already charging.

In 2019, Tesla introduced a new v3 Supercharger which has a 250kW output, as opposed to the v2 at 150kW. All Teslas models will benefit from the increased charging speed, but the Model 3, Model Y and newer Teslas will benefit the most. You can tell if a Supercharger is a v3 by its skinny connector cable. The v3 Superchargers have a skinnier charge cable thanks to liquid cooling inside the cable, allowing for smaller diameter wires. The v3 Superchargers are **not** subject to the variable output mentioned in the above paragraph. Plugging in next to another vehicle has no effect on charging speed.

If your Tesla's battery is cold when you plug in at a Supercharger, the charger will limit the charge speed until the car's heater has warmed-up the battery. In very cold weather, this can take a while. **Tesla recommends that you always use Navigation to drive to a Supercharger.** Doing so will automatically activate **Battery Preconditioning** while you are en route.

Unlike a gas station, it is not necessary to stay with your Tesla while it's charging. You will be alerted through the Tesla smartphone app when your car is about 10 minutes away from being done. **Be forewarned, however, that Tesla may charge you for idle time if you don't move your car promptly after it's done charging.** Under the current rules Tesla will only charge you idle fees of \$0.50/min if the station is 50% full or more, and \$1/min if 100% full (US Pricing). <https://www.tesla.com/support/supercharger-idle-fee>

Tesla has made a point of locating its Supercharger Stations near food, shopping and rest rooms. It's pretty easy to plan meals around Supercharging stops. On a highway trip, Supercharging stops will vary from 15 to 60 minutes, depending on the charge speed and the distance to the next stop. If you are using Tesla's navigation, your vehicle will alert you when it has enough energy to get to your next stop. If that next stop is your destination, you may wish to stay longer and charge to 90%.

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## Tesla's Supercharging Policy

NOTE: This policy only applies to vehicles with free supercharging.

*To help ensure that Superchargers are available for their intended use, unless you charge on a pay per use basis, we ask that you not charge your vehicle using a Supercharger if your vehicle is being used:*

- *as a taxi;*
- *for ridesourcing or ridesharing (through Uber, Lyft or similar services);*
- *to commercially deliver or transport goods;*
- *for government purposes; or*
- *for any other commercial venture.*

*If you charge your vehicle in a manner that does not comply with this Supercharger Fair Use Policy, we may ask you to modify this behavior. We may also take additional action to protect the availability of Superchargers for their intended purpose, such as limiting or blocking your vehicle's ability to use Supercharger stations.*

*This Policy applies to all Superchargers worldwide and all Tesla vehicles purchased, either new or used, whether from Tesla or a third party, after December 15, 2017. Tesla may choose to exclude certain Supercharger stations or occasional trips from the scope of this Policy, such as to accommodate specific local circumstances.*

### Charging Alternatives

*We encourage the commercial use of Tesla vehicles while using appropriate charging solutions. Please reach out to your local sales contact to explore vehicle and charging options that suit your needs. For questions related to home charging, please contact [charginginstallation@tesla.com](mailto:charginginstallation@tesla.com).*

<https://www.tesla.com/about/legal?redirect=no#supercharger-fair-use>

## Preconditioning Your Tesla's Battery Before A Trip

In cold winter climates, it's a good idea to **precondition** (preheat) your Tesla's battery before you leave on a trip. That way, you won't be using a lot of extra energy during the first hour of your drive.

Here's how to do it: While your Tesla is still plugged in, open the Tesla app and select **Schedule** from the main menu. Select **Departure** at the top and enter your desired departure time. Then turn on **Precondition**. In the winter, your departure time should be at least 30 minutes from the current time to allow the battery to warm up. This feature will precondition your battery daily until you turn off **Precondition**.

## **Loss or Reduction In Regenerative Braking**

When you drive with a cold battery, which can easily happen during local winter driving, you may notice a reduction in regenerative braking. The reason for this is that the car is protecting the battery from large amounts of energy being pushed back into it during regenerative braking. Regenerative braking will return to normal once the battery warms up. You can prevent this by **preconditioning** your battery while your car is still plugged in.

You'll notice a similar reduction in regenerative braking after you do a 90% or higher charge. Since the battery is full, it has to limit incoming energy until some of the stored energy is depleted. Otherwise, the cells could become overheated.

## **Preconditioning Your Battery In Winter**

**Preconditioning** is a very good idea before a long drive in the winter. To set it up, go to **Schedule** on the Tesla phone app. Doing this will give you much better range during the first hour of your drive.

**NOTE:** If you set up **preconditioning** on the Tesla app, it will continue to warm up your battery at the selected time every day. So, remember to turn it off if that is not your intention.



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## Using CCS High-Speed Charging Stations

Tesla has been selling a CCS charging adapter in Korea, and you can now order it directly from the Korean distributor. Tesla is not selling this adapter in the US and Canada. However, it is compatible with CCS high-speed chargers in North America, such as those found at Electrify America charging stations. It works with Model 3 and Model Y vehicles. (It may also be compatible with 2021 and newer Model S and Model X vehicles, as their internal charging systems are now identical to the Model 3 and Model Y. I suggest inquiring at the link below.) Many of the Electrify America stations operate at 350kW, so they should be at least as fast as a 250kW Tesla Supercharger.

This CCS adapter could be useful if you do a lot of long distance travel in your Tesla, giving you more high-speed charging options. However, the Electrify America (and other non-Tesla charging stations) will not show up on your Tesla's navigation screen. You might want to use an iPad to locate CCS stations (using the Electrify America app), and then save their locations as favorites in your Tesla's navigation. You could also use the Electrify America app. Your Tesla will not automatically start Battery Preconditioning when navigating to a non-Tesla charging station. So, this CCS option may not be as useful in winter.

<https://www.harum.io/products/tesla-ccs-combo-1-adapter-chademo-adapter?variant=41710709571736>



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## Essential Voice Commands

Having trouble finding essential controls? Use these Voice Commands instead.

**To initiate a voice command, press the right-hand scroll wheel (on the steering wheel) until you hear a beep, then release. Now speak your command...**

“Open Glove Box”

“Turn on (or off) Defroster” (to defrost the windshield)

“Turn on Rear Defroster” (to defrost the rear window)

“Set driver seat heater to medium”

“Set passenger seat heater to high.”

“Set temperature to 68” (if the left and right temp settings are linked)

“Set driver (or passenger) temperature to 68” (if the temp settings are unlinked)

“Navigate to home” (to navigate to your home address)

“Navigate to work”

“Navigate to 54 Main Street” (include to town or city if you are located somewhere else)

“Navigate to Staples in Williston” (use the town name if there is more than one such business in the area)

“Navigate to Williston Supercharger” (add Vermont if you are located out of state)

“Navigate to Hooksett New Hampshire Supercharger” (after using a supercharger command, you will be asked to select the correct supercharger from a list)

## Over The Air Software Updates

One of the unique things about Tesla is that they keep improving the software in their vehicles, not just to fix bugs, but also to add new features. Those improvements are shared with the entire Tesla fleet at no charge to Tesla owners. **Tesla vehicles that are connected to wifi while parked at night are given higher priority for receiving these updates.** So, be sure to log into your home wifi network from your Tesla. The vehicle will remember your wifi username and password, so you only need to do this once.

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## **Tesla Service For Vermont**

At this time, Tesla does not have sales or service facilities in Vermont. For years, a Vermont law has required that all automobile service centers must be locally owned, but Tesla owns all of its sales and service centers. In 2020, the Vermont State Legislature amended the statute to allow automakers that only sell Electric Vehicles, to own and operate service facilities in Vermont.

So, now it's just a waiting game until Tesla opens up a service center in Vermont. I believe it's likely that it will be located in the greater Burlington area, since that's where the majority of Tesla vehicles are located. In the meantime, Vermont Tesla owners are using service centers in New York, Massachusetts, and Quebec. And when appropriate, **Tesla Mobile Service** can come right to your home.

**To set up an appointment for Tesla Mobile Service or a Tesla Service Center, use the Tesla smartphone app. Service reservations are no longer taken by telephone.**

When you open up the Tesla app on your smartphone, simply choose the SCHEDULE SERVICE option in the first window. The app will ask you to select the type of service you require from a list of twenty or so options. You can select more than one item from the list, if you have multiple issues. Then it asks you for a brief description of each problem.

**Next, the app will ask you to choose a Tesla Service Center, and a date and time. Go ahead and choose one, even if you prefer to use Tesla's Mobile Service.**

**Based on the type of repair and your location, Tesla's scheduling system will determine whether to schedule a Mobile Service or Service Center appointment.** The next available days and times are displayed. Simply pick the one you want.

If you have questions, you can go to the Support Page on Tesla's web site: [www.tesla.com/support](http://www.tesla.com/support) and click the **Chat** button at the bottom of the window. (You must be signed-in to your account on the Tesla website to use the Chat button.) This will connect you to a live person via text.

The four closest service centers for Vermonters are:

Tesla Service Latham  
326 Old Niskayuna Road  
Latham NY 12110

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Tesla Service Peabody  
210 Andover Street  
Peabody MA 01960

Tesla Service Watertown  
457 Pleasant St.  
Watertown MA 02472

Tesla Service Montreal  
5350 Ferrier Street  
Montreal QC H4P 1L9

Tesla Service Centers can often supply you with a loaner car while yours is being repaired. Be sure to request a loaner when you make your appointment.

### **Independent Tesla Service**

For non-warranty service work, such as Annual Service checkups (described below), there is a new independent shop in the northeast region that features **factory-trained Tesla service technicians**. It's called **The Electrified Garage**. They are located in Seabrook, NH, very close to the Seabrook Supercharger.

The Electrified Garage  
10 Dows Lane  
Seabrook, NH 03874  
603-665-0020

These guys do excellent work, as this video shows...  
<https://www.youtube.com/watch?v=9h3W-0iWYvc>

Tesla does not yet certify independent service facilities, such as The Electrified Garage. The only certification Tesla offers is for body shops. Tesla certified body shops can be found in Boston, Montreal and Colonie, NY. (More on body shops is below.)

Nate's Automotive  
[42 River Road](#)  
[Essex Junction VT 05452](#)  
[\(802\) 879-0115](#)  
[Service Manager: Cory](#)

[Nate's is capable of providing limited non-warranty service for your Tesla. They have access to many Tesla parts and can provide service for areas of the vehicle that are purely mechanical, such as brakes, suspension and wheels. Nates has a Road Force](#)

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[wheel balancing machine \(the same type used by Tesla Service\), and they know how to use it. This is a great place to get tires changed and wheels balanced.](#)

## Annual Service Checkups

Tesla used to recommend an annual service every 12 months or 12,500 miles. This has been changed to every 2 years for the Model S and Model X. If you skip a service, it will not affect your warranty. The Model 3 and Model Y do not require annual services, but getting your car checked at a Tesla Service Center every two years would be prudent. In our cool climate, it is particularly important to get the brake fluid changed every three years.

**Brake fluid is hygroscopic, meaning that it absorbs moisture, and this moisture can cause internal corrosion to various parts of the braking system. Replacing those parts will be much more costly than a brake fluid change. Brake fluid should be changed every three years.**

Tesla also uses these services as an opportunity to make factory hardware updates to your car. These are provided free of charge.

You can save some money by prepaying for multiple checkups on Tesla's web site or at a Tesla Service Center.

## Tesla Training Videos

**Model S:** <https://www.tesla.com/support/model-s-videos>

**Model X:** <https://www.tesla.com/support/model-x-videos>

**Model 3:** <https://www.tesla.com/support/model-3-videos>

**Model Y:** <https://www.tesla.com/support/model-Y-videos>

## Tesla Do-It-Yourself Tips

*Tesla owners who wish to perform basic procedures or maintenance on their vehicle can do so without having to schedule a Service appointment. Only perform a procedure if you feel comfortable doing so, and always follow all provided instructions. — Tesla*

Model S: <https://www.tesla.com/support/do-it-yourself-model-s>

Model X: <https://www.tesla.com/support/do-it-yourself-model-x>

Model 3: <https://www.tesla.com/support/do-it-yourself-model-3>

Model Y: Use Model 3 Tips

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## **Finding Tesla Stores, Service Centers, Superchargers and Destination Chargers**

This link will take you to the “Find Us” map on Tesla’s web site. Use the buttons at the bottom of the page to turn off and on particular items. Zoom using the +/- buttons.

<https://www.tesla.com/findus>

**Destination Charging** refers to Tesla Wall Connectors that have been installed at hotels, parking garages, and other public facilities. Destination chargers typically offer 30 to 60 miles of range per hour. In some instances, access to Destination Chargers is limited to patrons of the business where they’re located.

If no Tesla charging options are available nearby, you can use a generic Level 2 charger, such as a **ChargePoint**. Your Tesla was delivered with an SAE J1772 charging adapter, so that you can use generic Level 2 charging stations.

A Level 2 ChargePoint charger will typically give you 22 miles of range per hour. ChargePoints and other generic charging stations can be located using the **CarStations** smartphone app. You may want to create an account at [www.ChargePoint.com](http://www.ChargePoint.com). This will make using ChargePoint stations more seamless when you occasionally need one.

## **How to report a bug or make a suggestion to Tesla**

1. In the Model S and Model X, press and hold the upper right steering wheel button, or in the Model 3 and Model Y, press and hold the right scroll wheel.
2. After the beep, say “Bug Report” followed by a brief description of the problem—shorter the better. No need to say the software version you’re using. The vehicle will include that information with your message.

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## Getting Tire And Wheel Work Done In The Burlington Area

For mounting and balancing, many Tesla owners in the area have been using **Nate's Automotive** in Essex Junction. Ask for Cory. Nate's has loaner cars and a shuttle van. Nate's is a dealer in a wide range of tire brands, including Michelin, Nokian, and Continental. They also have a Road Force wheel balancing machine, the same type used at Tesla Service. (Be sure to request Road Force balancing.)

Nates can also perform other services on Teslas, and they have the ability to order most Tesla vehicle parts.

Nate's Automotive  
42 River Road  
Essex Junction, VT 05452  
(802) 879-0115

**Automaster BMW Service** used to offer tire and wheel service for Tesla vehicles, but they have discontinued it.

An option for owners in central Vermont is **Wilson Tire Company** in Lebanon, NH. Ask for Michael Devers. They also have locations in Randolph VT and Plymouth NH. Wilson is a dealer in a wide range of tire brands, including Michelin, Nokian, and Continental. They also have a Road Force wheel balancing machine, the same type used at Tesla Service. (Be sure to request Road Force balancing.)

Wilson Tire Company  
35 Old Etna Road  
Lebanon, NH 03766  
(603) 448-4541

It is important that the shop you use offers **Road Force Balancing**, and all of these shops do. This is the same type of wheel balancer Tesla Service uses. You must request "Road Force balancing" when you drop your car off, otherwise they will use their default balancer.

**When getting tire or wheel work done on your Tesla locally, be sure to remind the service manager that the lug nut torque spec is 129 lb/ft. This is quite a bit higher than most gasoline cars. Tire pressure is typically 45 psi on a Tesla, but check the sticker on the driver's doorjamb to be sure.** (Larger performance tires, such as the 21-inch tires available for the Model S require 42 psi.)

**If you drive a Model S or Model X with adjustable air suspension, it is VERY IMPORTANT that the suspension is set to Very High and the car is placed in Jack Mode prior to lifting the vehicle. If the vehicle is lifted without taking these precautions, suspension damage can result.**

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**CAUTION:** I highly recommend **against** taking your Tesla to **Vermont Tire** on Williston Road in South Burlington. You can purchase tires there, but DO NOT have them mounted there.

### **Separate Wheels For Winter Use?**

Some Tesla owners have invested in a separate set of wheels for winter use. This particularly makes sense if your summer wheels are “staggered” — which means wider wheels in the rear than in the front. You can confirm this by checking the sizes on your summer tires. If the rear tires are wider than the front tires, your wheels are staggered. I recommend using non-staggered wheels & tires in winter.

If you use 21-inch wheels on your Model S in the summer, you may find it advantageous to buy a separate set of 19-inch aftermarket wheels for winter use. Likewise, if you use 20-inch wheels on your Model 3 or Model Y in the summer, you may want to get a separate set of 18 or 19-inch aftermarket wheels for winter. Taking this approach will give you more snow tire choices, and it will make seasonal changeovers quicker and considerably less costly.

I purchased a set of 19-inch gray turbine wheels for my Model S that look exactly like Tesla’s 21-inch turbine wheels that I use in the summer. There is an 18-inch version of this wheel available for the Model 3 and a 19-inch version for the Model Y. You can find them here: <https://tsportline.com>

**Special Consideration for the Model 3 Performance:** The Performance version of the Model 3 uses a special wheel mount that will only work with compatible aftermarket wheels. Be sure to confirm that the wheels you are buying are compatible with the Model 3 Performance.

### **Snow Tires**

There are several very good snow tires on the market that offer the correct load rating for a Tesla. My favorite is the **Nokian Hakkapeliitta R5** (previously the R3). It has very low rolling resistance, runs very quiet and is terrific on snow and ice. They are actually quieter on dry pavement than my summer tires!

There are various Nokian tire dealers around the area who can also sell you these tires, but I recommend getting them put on by one of the shops mentioned above. Nates Automotive can order Nokian tires for you.



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Some Tesla owners prefer a snow tire with a beefier tread, such as the **Michelin X-ICE XI3**, though these may be a bit noisier on dry pavement. The advantage to these tires would be increased traction in extreme winter conditions, such as slush.

A third option that I have used myself is a **Dunlop SP Winter Sport 3D**. This tire is similar to the Nokian R5, very quiet and smooth running, and less expensive than the R5.

### **Vermont State Inspections In The Burlington Area**

I recommend **Oil & Go** for Vermont state inspections. They're fast and they deal with a lot of Teslas. An appointment is recommended.

Oil n Go  
1691 Shelburne Road  
South Burlington, VT 05403  
(802) 951-0290

### **Vermont Front License Plate Law**

Vehicles issued two plates in Vermont are required to bear both plates. It's a \$76 fine for no front plate.

Law: <https://legislature.vermont.gov/statutes/section/23/007/00511>

Inspection stations won't reject your inspection for no front plate but should advise if the plate is missing.

Reference: VT Inspection Manual page 29  
[https://dmv.vermont.gov/sites/dmv/files/documents/VN-113-Periodic Inspection Manual.pdf](https://dmv.vermont.gov/sites/dmv/files/documents/VN-113-Periodic%20Inspection%20Manual.pdf)

### **Tesla-friendly Car Wash In The Burlington Area**

**Champ Car Wash** at 2 Harbor View Road in South Burlington is a quality, touchless car wash with a nice staff. They have a ridiculously good **monthly plan** for regulars which costs about the same as three washes, but you can go every day if you like! They have another location at 124 Pearl Street in Essex Junction.

In the warmer months, I suggest taking a clean towel with you to get the last drops of water off the car.

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Champ Car Wash  
1801 Shelburne Road  
South Burlington, VT 05403  
(802) 864-5666

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## Paint Protection For Your Tesla

**Kleentech** is an auto detailing franchise located at 200 Boyer Circle in Williston. They offer Opti-Coat ceramic coatings, in addition to window film and Xpel paint protection film. They also do paint chip repair, using original factory paint.

Opticoat is a ceramic paint-protection coating for all Teslas. Personally, I am not a big fan of using Xpel film on large painted surfaces, though it can be useful in spots where rock damage is more likely, especially if you live on a gravel road.

Kleentech does offer shuttle service. When you call, ask for Joe Lillquist, and tell him I sent you. <https://www.kleentechvt.com>

Kleentech  
200 Boyer Circle  
Williston, VT 05495  
(802) 598-0038

**Matt's Wash & Wax** is a full service auto detailer in Jericho. Most importantly, they offer ceramic coating which is the best way to protect your car's paint from the elements and repeated car washing. Ceramic coatings last much longer than traditional car wax. They're typically good for 2 to 3 years.

I spoke to Matt Martelle, the proprietor, and he certainly seems to know his trade. For Tesla owners who have the new white interior, he recommends a sealant that will keep the white vegan leather looking bright.

Matt's offers car pickup and delivery service, customer shuttle service, and they have one Subaru loaner car that is available by appointment. <https://www.autodetailingvt.com>

Matt's Wash & Wax  
127 Route 15  
Jericho, VT 05465  
(802) 373-8492

**VT AUTO SPA** in East Montpelier offers detailing, hand washing, and ceramic coating services. This shop came highly recommended by a friend with a rare 1984 Ferrari 512 Boxer. He recently had the car detailed and ceramic coated at VT AUTO SPA. I saw it right after this service was completed, and the paint looks fantastic.

VT AUTO SPA  
4423 US Route 2  
East Montpelier, VT 05651  
(802) 223-3393

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## **Windshield Replacement**

It is very important that the shop you use for windshield replacement has prior experience replacing windshields on Teslas. The autopilot camera unit that is mounted at the top of the windshield must be attached very precisely. Otherwise, you may have problems with Autopilot. For this reason, my recommendation is to have this done at a Tesla Service Center. Tesla typically schedules windshield replacements on a particular day of the week.

If using a Tesla Service Center is not a practical option for you, there are independent services that can handle it.

Safelite AutoGlass in Williston, Vermont is a good choice. Several members of our Tesla group have had new windshields installed there.

Safelite AutoGlass  
7 Adams Drive  
Williston, VT 054095  
(802) 318-4560

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## **Body Shops**

For minor scrapes and scratches, any quality body shop will suffice. However, if your Tesla is a Model S or Model X, be certain that the shop you use is properly set up for working with aluminum. Not all body shops are. I recommend **Washburn's Autobody** in Williston. They have handled quite a few minor Tesla repairs, and their paint work is first class.

Washburn's Autobody  
204 Boyer Circle  
Williston VT 05495  
(802) 863-1383

## **Tesla-authorized Body Shops**

**For body repair involving anything structural, you'll need to use a Tesla Certified body shop. Tesla will not sell structural or mechanical parts to non-certified body shops.**

A very good Tesla certified body shop in our region is:

Cole's Collision Center of Colonie  
1517 Central Avenue  
Colonie, NY 12205  
(518) 213-2070  
<https://colescollision.com/collision-repair-colonie/>

Cole's has a second Tesla certified body shop near Saratoga, NY:

Cole's Collision Center of Wilton  
601 Maple Avenue  
Wilton, NY 12866  
(518) 583-1306

You can find other Tesla-authorized Body Shops at this link:

<https://www.tesla.com/support/body-shop-support>

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## **Tesla Parts Catalog**

Tesla now makes its Parts Catalog available outside its own service network. Independent repair shops can apply to get parts ordering authorization. Anyone can view the catalog, which can be helpful when seeking service.

<https://epc.tesla.com/en/landingpage>

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## **Insuring Your Tesla**

A word of caution here. DO NOT buy the cheapest insurance coverage you can find. If your Tesla gets into an accident and suffers structural or mechanical damage, you will quickly realize why that discount insurance was so cheap.

If your Tesla is damaged below the skin, a Tesla-certified body shop must perform the repairs, and these shops can be expensive. Tesla will not sell structural or mechanical parts to non-certified body shops.

A discount insurance company like Progressive or Geico will come up with their own repair estimate, based on repairs of average vehicles, but it might only cover 50% of a \$10,000 repair at a Tesla-certified body shop. You'll be stuck paying for the rest of it.

Here's a suggestion: Call a Tesla-certified body shop and ask them which insurance companies they recommend for insuring a Tesla. Tesla-certified body shops can be found here: <https://www.tesla.com/support/body-shop-support>

## **Trading In a Vehicle Toward a New Tesla**

You'll find everything you need to know about trading in your old vehicle toward the purchase of a new Tesla at this link: <https://www.tesla.com/support/trade-ins>

## **Purchasing an Extended Service Agreement For Your Tesla**

If you're likely to keep your Tesla beyond its base warranty period, you may want to purchase an Extended Service Agreement. You must purchase this agreement no more than 30 days or 1,000 miles after the expiration of your Tesla's original warranty. <https://www.tesla.com/support/extended-service-agreement> *Extended Service Agreements are not currently available for the Model 3 or Model Y.*



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## **Vermont Tesla Owners Email List**

If you'd like to be included in our Vermont Tesla Owners email list, or if you have any corrections, additions or suggestions for this document, please contact me by email.

Todd R. Lockwood  
[toddrlockwood@gmail.com](mailto:toddrlockwood@gmail.com)

Thanks to Bill Purdy, Michael Frank, Bill Stetson, and Phil Lintilhac for their suggestions.

**The product and business recommendations made in this document are my own and do not constitute an endorsement by Tesla.**

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