APPENDIX B	Checklists for Dwelling Installations (Code of Practice: EV Charging Equipment Installation 5th Edition)
Included with EDIS Certificate Number:	

(Form to be included with forms for certification given to person ordering the work

Arrangements prior to installation - Dwelling installations

CoF Ref	CHECK	Yes	No	N/A
3.3, 6.2	Is the existing supply adequate for the additional demand?			
6.3	Has the earthing arrangement of the incoming power supply been established?			
	Are the existing earthing and bonding arrangements complaint with BS 7671?			
6.5 and 6.6	Is the supply TN-C-S (PME) or TN-S?			
6.4	Is the supply TT?			
6.6	If TN-C-S or TN-S, have the precautions necessary been identified? (for example, isolating transformer/ electrical seperation, open-PEN detection			
5.1.2, 5.3.3, 6.6.3, 6.7 and Appendices G, H and I	Has a simultaneous contact and earthing arrangements assessment been carried out? See form B1			
3.7	Has the installer reviewed the installation instructions provided by the charging equipment manufacturer?			
3.8	Has planning permission and/ or Building Regulations approval been granted for the EV charging equipment installation?			
3.10	Have any constraints or difficulties of the proposed installation been discussed and agreed with the client?			
	Have any necessary repairs to the existing installation been agreed with the client?			
5.6 and 6.10	Has the correct type of RCD been selected in relation to the charging equipment (Type B for Mode 3 or Mode 4 charging equipment, unless the equipment has in-built DC residual current protection; Type A or Type F in all other cases)?			
11.2	If the installation has V2X capability, has a G98 or G99 request been approved?			

Physical installation requirements - Dwelling installations

CoF Ref	CHECK	Yes	No	N/A
4.3	Has the charging equipment been installed in an optimum location with respect to the intended vehicle parking position?			
4.4	Has the EV charging equipment been installed in a location to minimize the likliehood of vehicle impact damage?			
	If required, have protective barriers been provided?			
4.5	Are the main operating controls and any socket-outlets at an appropriate height?			
4.6	Is there sufficient space around the charging equipment to open all equipment doors and covers?			
4.7	Is there sufficient space around the charging equipment for ventilation and cooling purposes?			
4.6	Have all trip hazards been considered and, where possible, avoided?			
4.8	Have any BS 1363 socket-outlets intended for EV charging been labelled as EV connecting points, and checked to see that they are marked 'BS 1363/EV' on the rear in accordance with BS 1363-2?			

Electrical installation requirements - Dwelling installations

CoF Ref	CHECK	Yes	No	N/A
	Pre-work survey of installation carried out including: • rating and condition of existing equipment • suitability for additional load • earthing and bonding			
	Pre-work tests of installation carried out including: • earth continuity, polarity and insulation resistance • earth fault loop impedance • operation of RCDs			
	Isolation of installation			
	Precautions taken to prevent inadvertent energizing			
	Defects in existing installation identified and notified to the client			

	Electrical installation Certificate to hand, with preliminaries complete, including signatures for design			
	Installation isolated and precautions to prevent inadvertnet switching on taken			
9	Preceding testing, inspection carried out on disconnected installation			
9	Inspection carried out as per BS 7671 Schedule of Inspections			
9	Schedule of Inspections completed			
9	Dead tests carried out as required by BS 7671 *prior to* energizing, and appropriate parts of the test schedule completed			
9	Remaining tests carried out as required by BS 7671 *after* energizing, and appropriate parts of the test schedule completed			
9	Electrical Installation Certificate completed, complete with schedule of inspections and schedule of test results			
9	Copy of certificates issued to the person ordering the work			
9	Customer advised in writing of any defects in the electrical installation not rectified			
9	Competent person scheme provider notified of completion			
9.3	Correct operation of the charing equipment demonstrated to the client			
9.4	Client provided with the instruction manual for the equipment and informed of any maintenance requirements			
11	DNO notification form for the installation submitted via the Energy Networks Association website and, for V2X capability, post-installation notification to the DNO in accordance with G98/G99?			

Risk Assessment form B1 IET Standards

Premise with PME supply and vehicel charging equipment to be installed outdoors where a TT system is proposed to be adopted for charging equipment only

(Form to be included with forms for certification given to person ordering the work

EDIS certificate 0

Step	Text	**Record**
1	**Identify the hazards**	
a	Does the bulding from which the charging supply is to be obtained have a PME (TN-C-S) or public TN-S Supply?	
b	Is the vehicle charging equipment to be installed outdoors?	
c	Is a TT system to be adopted for the vehicle charging equipment only?	
	If the answer to the above questions is YES, the hazard will be:	
		If the answer to all three of the above questions is **Yes,** The hazard will be: In the event of an open-circuit neutral in the PME supply system, all conductive-parts connected to the main PME earthing terminal, e.g. any exposed-or extraneous-conductive-parts that may be directly, or indirectly, or otherwise connected to this earthing terminal, may become raised to a dangerous voltage relative to true Earth.
2	**Simultaneous contact - Decide who might be harmed and how**	Any person who can simultaneously touch any conductive-parts or conductor that might be connected to the main PME earth terminal of the building, e.g. a water tap, or metallic gas/water or fuel pipe, or metallic conduit, or item of Class I electrical equipment such as an outside light, switch or socket-outlet, or a boiler flue, or structural steel work, etc., AND the vehicle being charged OR any other conductive-parts or conductor that might be directly or indirectly or otherwise connected to the TT earth terminal of the vehicle charging equipment.
3	**Simultaneous contact - evaluate the risks and decide on precautions**	
	(1) Is it possible to simultaneously touch any conductive-parts or conductor that might be connected to the main PME (TN-C-S) or public TN-S earthing terminal AND the vehicle being charged OR any conductive-parts or conductor that might be connected to the TT earth terminal of the vehicle charging equipment? NB: All possible locations and positions of the vehicle on charge, and the charging lead and connector must be considered here.	If the answer to question 1 is **NO**, retain the following text; If **Yes**, delete the following text: 'THIS RISK ASSESSMENT SHOWS THAT IT IS NOT CURRENTLY NECESSARY TO TAKE ANY PRECAUTIONS TO PREVENT RIST OF SIMULTANEOUS CONTACT BETWEEN ANY CONDUCTIVE-PARTS OR CONDUCTOR THAT MIGHT BE CONNECTED TO THE MAIN PME EARTHING TERMINAL AND THE VEHICLE BEING CHARGED OR ANY

	(2) If the answer to question (1) is Yes, can this simultaneous contact be reliably prevented, e.g. by fitting an insulating section into any pipe or conduit, or replacing any item of Class I equipment with Class II equipment, or by providing a permanent barrier or enclosure, or by applying permanent insultation, etc.?	Yes/No If the answer to question 1 and question 2 are both Yes, record here the essential precautions required to prevent the possibility(ies) of simultaneous contact identified by question (2):
		.....
		.....
		.....
		.....
		.....
		And
		If the answer to question 1 is **Yes** and the answer to question 2 is **NO**, retain the following text here (otherwise delete): 'THIS RISK ASSESSMENT SHOWS THAT IT IS NOT CONSIDERED TO BE SAFE TO PROVIDE A TT EARTHED OUTDOOR VEHICLE CHARGING POINT AT THE CHOSEN LOCAITON AND/OR TO CHARGE A TT EARTHED EV AT THE CHOSEN LOCATION. THIS HAS BEEN MADE KNOWN TO THE CUSTOMER IN WRITING.'
4	Seperation of earthing systems - decide who might be harmed and how	Any person who may be touching the vehicle being charged OR any other conductive-parts or conductor that might be directly or indirectly or otherwise connected to the TT earth terminal of the vehicle charging equipment, under either of the following conditions: (a) buried metalwork connected to the PME earthing system is not adequately separated from earth electrode(s) or buried metalwork connected to the TT earthing system, in accordance with Table H1; or (b) the potential of the ground on which they are standing is subject to rise of earth potential during a PME neutral conductor fault, as described in Appendix G, Clause G5.
5	Seperation of earthing systems - evalute the risks and decide on precautionsls adequate seperation of the TT earthing system available, and the risk of return of PME touch voltage assessed to be negligible?	Yes/No If the answer to question is **NO**, retain the following text here (otherwise delete): 'THIS RISK ASSESSMENT SHOWS THAT IT IS NOT CONSIDERED TO BE SAFE TO PROVIDE A TT EARTHED OUTDOOR VEHICLE CHARGING POINT AT THE CHOSEN LOCATION AND/OR TO CHARGE A TT EARTHED EV AT THE CHOSEN LOCATION. THIS HAS BEEN MADE KNOWN TO THE CUSTOMER IN WRITING.'
6	Record your findings and implement them If the precautions are inadequate, is it less of a risk to convert the complete installation to TT? If precautions are likely to be adequate, consider the risks associated with the conservation of the complete installation to TT, considering, for example, adjoining properties on TN-C-S or TN-S, or adjoining properties with extraneous-conductive-parts or exposed-conductive-parts within reach of a vehicle on charge.	All precautions required by step 3 completed and included as part of work carried out in EDIS certificate (www.electricalcertificates.co.uk):
7	Review the assessment and update if necessary	To be reviewed whenever further work is carried out on the installation, including any inspection and testing