LTA's C&F List

LTA's List of Certificates and Forms for the Installation, Certification, and Inspection of EV Chargers

Explanatory Note

- If you are installing/certifying (i) a new EV charger for the first time or (ii) relocated EV charger, use Forms 1 to 3.
- 2. If you are conducting periodic inspection and maintenance on an EV charger, use Forms A to E.
- 3. If you are conducting an inspection for a modified EV charger, use Forms 1A to 3A.
- 4. Please refer to the Table of Forms for the relevant forms to be used.

Table of Forms

Purpose	Location Installed	Type of EV Charger	Form
Installation of	Restricted Access	Fixed EV Charger less than 200kW	1
New EV Charger	Location	without thermal management system	
		Fixed EV Charger more than 150kW	2
Relocation of EV	Non-Restricted	with thermal management system	
Charger	Access Location	Non-Fixed EV Charger	3
Periodic	Restricted Access	Fixed EV Charger less than 200kW	А
Inspection	Location	without thermal management system	
(Every 24		Non-Fixed EV Charger	В
months)		Fixed EV Charger more than 150kW	С
		with thermal management system	
Periodic	Non-Restricted	Fixed EV Charger less than 200kW	А
Inspection	Access Location	without thermal management system	
(Every 6		Non-Fixed EV Charger	В
months)		Fixed EV Charger more than 150kW	С
		with thermal management system	
Periodic	Non-Restricted	Fixed EV Charger less than 200kW	D
Inspection	Access Location	without thermal management system	
(Every Year)		Fixed EV Charger more than 150kW	Е
		with thermal management system	
Modified EV	Restricted Access	Fixed EV Charger less than 200kW	1A
Charger that are	Location	without thermal management system	
registered		Fixed EV Charger more than 150kW	2A
	Non-Restricted	with thermal management system	
	Access Location	Non-Fixed EV Charger	3A

Contents

Certificate of Fitness for the Installation and Certification of an EV Charger

1.3 Form 3: Certificate of Fitness for the certification of a non-fixed EV Charger......23

Certificate of Continued Fitness for Inspection and Maintenance of an EV Charger

2.1	Form A: Certificate for the maintenance of a fixed EV Charger (power rating of	
	<200kW) without any Thermal Management System	.30
2.2	Form B: Certificate for the maintenance of a non-fixed EV Charger	.36
2.3	Form C: Certificate for the maintenance of a fixed high-powered (power rating of	
	>150kW) EV Charger with a Thermal Management System	41
2.4	Form D: Certificate for the periodic inspection (every year) of a fixed EV Charger	
	(power rating of <200kW) without any Thermal Management System	.47
2 5	Form E: Cortificate for the periodic inspection (over year) of a fixed high new are	d

2.5 Form E: Certificate for the periodic inspection (every year) of a fixed high-powered
(power rating of >150kW) EV Charger with a Thermal Management System.......51

Form for the Inspection of a Modified EV Charger

(Applicable only for registered EV Charger that have been modified.)

3.1	Form 1A: Form for the safety check of a modified fixed EV Charger (power rating	of
	<200kW) without any Thermal Management System	.54
3.2	Form 2A: Form for the safety check a modified fixed high-powered (>150kW) EV	
	Charger with a Thermal Management System	.64
3.3	Form 3A: Form for the safety check of a modified non-fixed EV Charger	73

<u>Form 1:</u>

Certificate of Fitness for the installation and certification of a fixed EV Charger (power rating of <200kW) without any Thermal Management System

Form 1: Certificate of Fitness for the installation and certification of a fixed EV Chargers (power rating of <200kW) without any Thermal Management System

This certificate, which contains the checklist, is to be used for certifying an EV Charger as fit for charging.

Purpose of use: Installation and Certification of:

(Please tick accordingly)

- □ A new EV Charger
- □ A relocated EV Charger

Details of the installation of the EV Charger

- a. EV Charger brand and model: ______
- b. EV Charger manufacturer serial number: ______
- c. EV Charger type-approval ID (if applicable): ______
- d. Name of the person who i) has charge and control of the EV Charger (for a non-registered EV Charger) or ii) is the Registered Responsible Person (RRP) (for registered EV Charger):
- e. Address where the EV Charger is installed: (Please indicate the carpark lot number and the floor level where applicable)

This checklist is to be completed by the Equipment Specialist¹ (ES)

Adapted from TR 25: 2022 Part 1: Annex B Electrical safety and general requirements with permission from Enterprise Singapore

C – Compliant

NC – Not Compliant

NA – Not Applicable

	Description	Compliance		nce	Remarks/
		С	NC	NA	measurement value [^]
Α	Authority Requirement				
A1	Letter of no objection (LNO) is obtained from relevant				
	authority;				

¹ Equipment Specialists are the prescribed competent persons under section 23 of the Electric Vehicles Charging Act (EVCA) that certifies that the chargers are fit for use.

A2	LTA Approval Label affixed to the EV charger. Please				
	provide serial number of Approval Label found on the				
	respective label under Remarks				
A3	For building with Energy Market Authority Electrical				
	Installation License, letter of consent is obtained from				
	building Licensed Electrical Worker (LEW).				
В	External and environmental checks (with EV Charger pro-	ower	TURN	ED-OF	F at isolator)
B1	Installed outside hazardous zones where flammable				
	or combustible gas or material may be present.				
B2	Enclosure is not dented, damaged, corroded or in any				
	rusty condition.				
B3	Space around the EV Charger is adequate for easy				
	access and maintenance work.				
B4	Sealing rubber of all doors are in order, and doors				
	including lockset (if any) can be opened and closed				
B2	No sign of insects inside EV Charger. Openings or				
D.C.	vents are not blocked, no excess foreign particles.				
86	Detachable parts are not loose or failing off and not in				
D7	_a rusty condition.				
D7	the EV Charger and connector charging his				
DQ	Eloor or wall mounting of EV Charger remains rigid				
DO	and strong				
R9	Vehicle connector cable mounting and support is				
55	secured and not damaged.				
B10	Electrical warning labels is clear and prominent.				
	F = 1 = 1 = 1 = 1 = 1 = 1 = 1 = 1 = 1 =				
B11	Source of Distribution Box (DB) for EV Charger is				
	clearly labelled and electrical source DB is accessible				
	for operation.				
B12	Bollards or continuous kerb(s) or other means of				
	crash protection is installed to provide adequate				
	protection against moving vehicles.				
B13	Charger specification plate is clear, legible, and				
	prominent according TR25 requirement.				
B14	RRP, Person who has charge and control or Operator				
	(where applicable) of EV Charger contact details label				
	is legible, and prominent.				
B15	Fail-safe emergency stop button (in red and yellow) is				
	prominent and not damaged. For outdoor installation				
	It shall be weatherproof. Clear directional signs shall				
D1C	be provided for multiple charger installations.				
R10	Adequate lighting for charging operation.				
B17	Inspection label provided as below.				Last inspection date:
	50mm				
	E Date of this inspection				
	Date of next inspection				
	(As recommended in TR25)				

B18	EV Charger's display and all User Interface accessories				
010	(e.g. press button BEID reader etc.) are not damaged				
	and are working properly				
R10	Incoming power supply cable including circuit				
015	notective conductor connections and termination(s)				
	are properly made and tightened				
	are property made and tightened.				
B20	Measurement of Proximity Pin (PP) – Protective Earth				PP-PE: (Ohm)
	(PE) resistance value and to be compared with the				
	given value in the IEC Standard.				
B21	Manufacturer handbook and instruction manuals				
	given to the RRP, Person who has charge and control				
	and Operator (where applicable) of the EV Charger				
С	Functionality checks and tests (with EV Charger power	TURN	I-ON a	t isola	tor)
C1	Inspect Residual Current Circuit Breaker(s) (RCCB(s))				
	protecting connecting points shall be at least type A				
	\sim				
	30mA of symbol and perform manual trip test				
	to all RCCB(s) for Mode 2/2A*/2B*/3 chargers. For				
	mode 4 chargers, earth leakage protection device trip				
	setting should comply with requirements in 411.5.3L				
	of SS 638:2018.				
	*Modes 2A and 2B chargers with galvanic				
	isolation shall be at least type AC				
C2	Perform the sequence of normal start and stop on				
	every charging point.				
C3	While charging, check EV ventilation fan (if any) is				
	working.				
C4	While charging, test all the fail-safe emergency stop				
	button(s) to ensure it is functioning.				
	(EVSE shall reset to state A upon releasing)				
C5	Perform control pilot short fault simulation for every				
	charging point.				
	(EVSE shall reset to state A when fault is cleared)				
C6	(For AC charger) – connector 1				
	Perform functionality test for mode 2/2A/2B/3				
	charging point.				
	EV Charger is able to complete energisation and				
	deenergisation sequence.				
C7	(For AC charger) – connector 2 (if any)				
	Perform functionality test for mode 2/2A/2B/3				
	charging point.				
	EV Charger is able to complete energisation and				
	deenergisation sequence.				
C8	(For DC charger) – connector 1				
	Perform functionality test for mode 4 charging point				
	(refer to IEC 61851-23).				
	EV Charger is able to complete energisation and				
	deenergisation sequence.				
C9	(For DC charger) – connector 2 (if any)				

	Perform functionality test for mode 4 charging point (refer to JEC 61851-23)				
	EV Charger is able to complete energisation and				
	deenergisation sequence.				
D	Additional items not listed but required in the manufacturer's instructions				
	(Please list accordingly or indicate as NA where appropi	riate)			
D1					
D2					
כח					

^Measured values where required shall be recorded in this report

If there are more tests carried out on the EV Charger than indicated in this form — for instance, functionality test for three or more connectors or under more test required by manufacturer's instruction — please append the results of these tests separately as annexes to this certificate.

Requirements for the emergency main isolation shut-off switch (to be completed by the Equipment Specialist)

First Schedule of the Electric Vehicles Charging (Electric Vehicle Chargers) Regulations 2023 (Applicable only for EV Chargers installed in <u>non-restricted access locations</u>)

	Description	С	NC	NA	Remarks
1.	Requirements relating to emergency main				
	isolation shut-off switch as found in the First				
	schedule of the Electric Vehicles Charging (Electric				
	Vehicle Chargers) Regulations 2023				

This checklist is to be completed by the Licensed Electrical Worker² (LEW)

Adapted from TR 25: 2022 Part 1: Annex B Electrical safety and general requirements with permission from Enterprise Singapore

	Description	Compliance		nce	Remarks/
		С	NC	NA	measurement
Е	Electrical checks and tests				Value
E1	Perform earth loop impedance test and record value				Ohm
E2	Record the incoming power supply and charging cable insulation resistance value is more than 1 M-ohm.				M-Ohm
E3	Tripping time of 30 mA RCCB type A (min) as measured by an RCCB tester using AC and DC injection curve is acceptable according to SS 97 tripping time for mode 2 and mode 3 chargers. For mode 4 charger, the trip setting should comply with 411.5.3L of SS 638:2018.				0 deg: ms 180 deg: ms
E4	EV Charger installation tally with single line diagram (SLD) provided by the RRP, person who has charge and control or operator (where applicable) of EV Charger. Means of isolation, lockable at OFF position (2P for 1 Phase and 3P/4P for 3 Phase), is provided for maintenance switching.				
E5	Rating of incoming cable from source DB and charging cable are adequate for max rated charging current.				

[^]Measured values where required shall be recorded in this report

Note: Any EV Charger installed in petrol kiosks shall comply with SCDF's requirements

General remarks:

² LEWs are the prescribed persons under section 24 of the Electric Vehicles Charging Act (EVCA) that ensure that the installation of a fixed charger is compliant with the relevant safety standards.

Please note the following:

Inspection and maintenance checks must be carried out based on the following frequencies:

Location of EV Charger	Qualified Personnel Required	Type of Check	Frequency
Non-restricted access locations [#]	Equipment Specialists	Maintenance	6 months
	Equipment Specialists and LEWs	Inspection	12 months
Restricted access locations*	Equipment Specialists	Maintenance	24 months

[#]Refers to any other location besides restricted access locations

*Refers to bungalows, detached and semi-detached houses, terrace houses that are not strata titled

Date of next inspection : ___

(Based on Inspection Frequency as per the table above)

Endorsed by LEW

The results obtained in E (Electrical checks and tests) are acceptable to the best of my knowledge and the EV charger has been installed together with the apparatus and fittings required by TR25:2022.

Name of LEW: _		Licence No.:	
----------------	--	--------------	--

Date signature of LEW		Date of installation:	
-----------------------	--	-----------------------	--

Endorsed by ES

I have inspected and tested the EV Charger. To the best of my knowledge, I declare that the EV Charger is *fit and safe / unfit and unsafe for charging EVs. (Please delete as appropriate)

Name of ES:	
Company:	Designation:
Dated signature of ES:	Date of certification:

Please ensure that the LEW and ES have endorsed this checklist.

The certification was witnessed by the Registered Responsible Person (RRP) or the person who has charge and control of the EV Charger.

Name and dated signature of the RRP or person who has charge and control of the EV Charger:

Manaa	Datad Cianatura.
Name:	Dared Signature:

Note 1 – It is the responsibility of the RRP or person who has charge and control of the EV Charger to perform the necessary maintenance routines as recommended by the equipment specialist or manufacturer to ensure the safe use of the EV Charger and any potential hazard due to lack of maintenance.

Note 2 – Fault reporting procedure

If any EV Charger is found to be unsafe or unsuitable for operation, the following steps shall be taken:

- a. The supply to the equipment shall be switched off;
- b. The means of isolation shall be off and locked to prevent re-connection of supply;
- c. A clear label notifying users that the equipment is out of service shall be displayed prominently; and
- d. The RRP or person who has charge and control of the EV Chargers shall be informed immediately.

Annex A (Optional)

This annex is optional. It may be appended to the main certificate if there are more tests carried out on the EV Charger than indicated on the main certificate, for instance, functionality test for three or more connectors or under most test required by manufacturer's instruction.

	Description	Cor	npliar	ice	Remarks/
		С	NC	NA	measurement
					value [^]
1					
2					
3					
I				1	

<u>Form 2:</u>

Certificate of Fitness for the installation and certification of a fixed high-powered (power rating of >150kW) EV Charger with a Thermal Management

Form 2: Certificate of Fitness for the installation and certification of a fixed high-powered (power rating of >150kW) EV Charger with a Thermal Management

This checklist is to be used for the purposes of installing and certifying a high-powered EV Charger.

Purpose of use: Installation and certification of

(Please tick accordingly)

- □ A new high-powered EV Charger
- □ A relocated high-powered EV Charger

Details of the installation of the EV Charger

- a. EV Charger brand and model: ______
- b. EV Charger manufacturer serial number:_____
- c. EV Charger type-approval ID (if applicable):_____
- d. Name of the person who i) has charge and control (for non-registered EV Charger) or ii) is the Registered Responsible Person (RRP) (for registered EV Charger)
- e. Address of where EV Charger is installed: (Please indicate the carpark lot number and the floor level where applicable)

To be conducted by the Equipment Specialist³ (ES)

Adapted from TR 25: 2022 Part 3: Annex D High Powered Charging with permission from Enterprise Singapore

C – Compliant

NC – Not Compliant

NA – Not Applicable

	Description	Cor	npliar	ice	Remarks/
		С	NC	NA	measurement value [^]
Α	Authority Requirement				
A1	Letter of no objection (LNO) is obtained from relevant authority;				

³ Equipment Specialists are the prescribed competent persons under section 23 of the Electric Vehicles Charging Act (EVCA) that certifies that the chargers are fit for use.

A2	LTA Approval Label affixed to the EV charger.			
	found on the respective label under Demarks			
<u>۸</u> 2	For building with Energy Market Authority		 	
AS	Flortrical Installation License, lotter of consent is			
	abtained from building Licensed Electrical Worker			
B	External and environmental checks (with EV Charge	r nowe		OFE at isolator)
B1	Installed outside bazardous zones where			
DT	flammable or compustible gas or material may be			
	natimable of combustible gas of material may be			
B.2	Enclosure is not dented damaged corroded or in			
02	any rusty condition			
B 3	Space around the EV C Charger is adequate for			
55	easy access and maintenance work.			
B4	Sealing rubber of all doors are in order, and doors			
	including lockset (if any) can be opened and closed			
	easily.			
B5	No sign of insects inside EV C Charger. Openings or			
	vents are not blocked, no excess foreign particles.			
B6	Detachable parts are not loose or falling off and			
	not in a rusty condition.			
B7	No visible moisture, waterlogging or burnt marks at			
	the EV C Charger and connector charging pins.		 	
B8	Floor or wall mounting of EV Charger remains rigid			
	and strong.			
B9	Vehicle connector cable, mounting and support is			
	secured and not damaged.			
B10	Electrical warning labels is clear and prominent.			
B11	Source of Distribution Box for EV C Charger is			
	clearly labelled and electrical source Distribution			
	Board (DB) is accessible for operation.			
B12	Bollards or continuous kerb(s) or other means of			
	crash protection is installed to provide adequate			
	protection against moving vehicles.			
B13	Charger specification plate is clear, legible, and			
	prominent according TR25 requirement.			
B14	RRP, Person who has charge and control or			
	Operator (where applicable) of EV C Charger			
	contact details label is legible, and prominent.			
B15	Fail-safe emergency stop button (in red and yellow)			
	is prominent and not damaged. For outdoor			
	installation it shall be weatherproof. Clear			
	directional signs shall be provided for multiple			
	charger installations.			
B16	Adequate lighting for charging operation.			
B17	Inspection label provided as below.			Last inspection date:

		50mm					
	_	Date of this inspection					
	5mn	Date of this inspection					
	2	Date of next inspection					
		(As recommended in TR25)					
B18	EV	Charger 's display and all UI access	ories (e.g.				
	pre	ss button, RFID reader etc.) are no	ot damaged				
	and	are working properly.					
B19	Inco	oming power supply cable includin	g circuit				
	pro	tective conductor connections and					
D 20	teri	mination(s) are properly made and	tightened.				
B20	Ne	asurement of Proximity Pin -Prote	ctive Earth				PP-PE: (Ohm)
	res	Istance value and to be compared	with the				
D 2 1	give	en value in the IEC Standard.	ion monuolo				
BZT		nuracturer nandbook and instruction to the BBD, person who has sha	ion manuals				
	give	en to the RRP, person who has that	rge and				
	Ch	itroi and Operator (where applicat	De) of the EV				
C	Fur	ortionality checks and tests (with F	V Charger now	or THE		at ic	alator)
C1	Insi	pect RCCB(s) protecting connecting	a noints shall			at 130	
	113						
	be a	at least type A 30mA of symbol 🗳	and				
	per	form manual trip test to all RCCB(s	s). For mode 4				
	cha	rgers, earth leakage protection de	vice trip				
	set	ting should comply with requireme	ents in				
	411	L.5.3L of SS 638:2018.					
C2	Per	form the sequence of normal start	and stop on				
	eve	ery charging point.					
C3	Wh	ile charging, check EV ventilation f	an (if any) is				
	wo	rking.					
C4	Wh	file charging, test all the fail-safe er	mergency				
	sto	p button(s) to ensure it is function	ing.				
CF	(EV	SE shall reset to state A upon relea	asing)				
5	Per	form control pilot short fault simu	lation for				
	eve (EV	ry charging point. SE shall reset to state A when fault	t is cleared)				
6	(Ev	r DC charger) = connector 1	t is cleared)				
CO	Per	form functionality test for mode 4	charging				
	noi	nt (refer to IEC 61851-23)	charging				
	FV	Charger is able to complete energi	sation and				
	dee	energisation sequence.					
C7	(Fo	r DC charger) – connector 2 (if any)				
	Per	form functionality test for mode 4	, charging				
	poi	nt (refer to IEC 61851-23).	2 0				
	EV	Charger is able to complete energi	sation and				
	dee	energisation sequence.					
D	Ар	plicable for high powered chargers	s with thermal i	manag	emen	t usir	ng liquid-cooled
	cab	les					
D1	Do	or interlock test – open respective	door of the				
	cha	rger and all its peripherals and the	e system shall				
	sho	w that the charger is unavailable.					

D2	Emergency stop check – Start charging the EV,				
	press open one of the doors during charging. Did				
	the charge session stop immediately and did the				
	system display an error screen?				
D3	Insulation monitoring device for DC – EVSE OEM				
	to provide system status/report on site and shall				
	comply to 6.4.3.106 of IEC 61851-23.				
D4	Surge protection device – Test/confirm that Type 1				
	or Type 2 protection is still active and available.				
D5	Cooling unit – Are the inlet and outlet of the				
	cooling unit connected in the right order to the				
	cable?				
D6	Cooling unit – via visual inspection of the cooling				
	unit, no coolant/oil shall be leaking.				
D7	Verify that all connections of CCS cables are				
	tightened.				
Ε	Additional items not listed but required in the man	ufactu	rer's iı	nstru	ctions
	(Please list accordingly or indicate as NA where appro	opriate	?)		
E1					
E2					
E3					

^Measured values where required shall be recorded in this report

If there are more tests carried out on the EV Charger than indicated in this form — for instance, functionality test for three or more connectors or under more test required by manufacturer's instruction — please append the results of these tests separately as annexes to this certificate.

Requirements for the emergency main isolation shut-off switch (to be completed by the Equipment Specialist)

First Schedule of the Electric Vehicles Charging (Electric Vehicle Chargers) Regulations 2023 (Applicable only for EV Chargers installed in non-restricted access locations)

	Description	С	NC	NA	Remarks
1.	Requirements relating to emergency main				
	isolation shut-off switch as found in the First				
	schedule of the Electric Vehicles Charging (Electric				
	Vehicle Chargers) Regulations 2023				

To be conducted by the Licensed Electrical Worker⁴ (LEW)

Adapted from TR 25: 2022 Part 3: Annex D High Powered Charging with permission from Enterprise Singapore

	Description	Со	mplia	nce	Remarks/
		С	NC	NA	measurement
					value [^]
F	Electrical checks and tests				
F1	Perform earth loop impedance test and record value				Ohm
	complies with SS 638 (For TT and TNS system).				
F2	Record the incoming power supply and charging cable				M-Ohm
	insulation resistance value is more than 1 M-ohm.				
F3	Tripping time of 30 mA RCCB type A (min) as measured by				0 deg:
	an RCCB tester using AC and DC injection curve is				ms
	acceptable according to SS 97 tripping time For mode 4				180 deg:
	charger, the trip setting should comply with 411.5.3L of SS				ms
	638:2018.				
F4	EV Charger installation tally with single line diagram (SLD)				
	provided by the RRP, person who has charge and control or				
	operator (where applicable) of EV Charger . Means of				
	isolation, lockable at OFF position (2P for 1 Phase and				
	3P/4P for 3 Phase), is provided for maintenance switching.				
F5	Rating of incoming cable from source DB and charging				
	cable are adequate for max rated charging current.				

[^]Measured values where required shall be recorded in this report

Note: Any EV Charger installed in petrol kiosks shall comply with SCDF's requirements

General remarks:

⁴ LEWs are the prescribed persons under section 24 of the Electric Vehicles Charging Act (EVCA) that ensure that the installation of a fixed charger is compliant with the relevant safety standards.

Please note the following:

Inspection and	maintenanc	e checks must be carried out b	ased on the following free	uencies:

Location of EV Charger	Competent Persons Required	Type of Check	Frequency
Non-restricted access	Equipment Specialists	Maintenance	6 months
locations [#]	Equipment Specialists and LEWs	Inspection	12 months
Restricted access locations*	Equipment Specialists	Maintenance	24 months

[#]Refers to any other location besides restricted access locations

*Refers to bungalows, detached and semi-detached houses, terrace houses that are not strata titled

Date of next inspection : _____

Endorsed by LEW

The results obtained in F (Electrical checks and tests) is acceptable to the best of my knowledge and the EV charger has been installed together with the apparatus and fittings required by TR25:2022.

Name of LEW: Licence No.:

Date signature of LEW:	 Date of installation:	
0		

Endorsed by ES

I have inspected and tested the EV Charger. To the best of my knowledge, I declare that the EV Charger is *fit and safe / unfit and unsafe for charging EVs. (Please delete as appropriate) Name of ES: ______ Designation: ______ Dated signature of ES: ______ Date of certification: ______

Please ensure that the LEW and ES have endorsed this checklist.

The certification was witnessed by the RRP or person who has charge and control of the EV Charger.

Name and dated signature of the RRP or person who has charge and control of the EV Charger:

Name:		Dated Signature:	
-------	--	------------------	--

Note 1 – It is the responsibility of the RRP or the person who has charge and control of the EV Charger to perform the necessary maintenance routines as recommended by the equipment specialist or manufacturer to ensure the safe use of the EV Charger and any potential hazard due to lack of maintenance.

Note 2 – Fault reporting procedure

If any EV Charger is found to be unsafe or unsuitable for operation, the following steps shall be taken:

- e. The supply to the equipment shall be switched off;
- f. The means of isolation shall be off and locked to prevent re-connection of supply;
- g. A clear label notifying users that the equipment is out of service shall be displayed prominently; and
- h. The RRP or person who has charge and control of the EV Chargers shall be informed immediately.

Annex A (Optional)

This annex is optional. It may be appended to the main certificate if there are more tests carried out on the EV Charger than indicated on the main certificate, for instance, functionality test for three or more connectors or under most test required by manufacturer's instruction.

	Description	Compliance		ice	Remarks/
		С	NC	NA	measurement
					value [^]
1					
2					
3					
I				1	

<u>Form 3:</u>

Certificate of Fitness for the certification of a nonfixed EV Charger

Form 3: Certificate of Fitness for the certification of a non-fixed EV Charger

This checklist is to be used for the purposes of certifying a non-fixed EV Charger as fit for charging.

Purpose of use: Certification for:

(Please tick accordingly)

- A new EV Charger
- □ A relocated EV Charger

Details of the installation of the EV Charger

a. EV Charger brand and model: ______

- b. EV Charger manufacturer serial number: ______
- c. EV Charger type-approval ID (if applicable): ______
- d. Name of the person who i) has charge and control (for non-registered EV Charger) or ii) is the Registered Responsible Person (RRP) (for registered EV Charger)
- e. Address where the EV Charger will be primarily be used at:

To be conducted by the Equipment Specialist⁵ (ES)

Adapted from TR 25: 2022 Part 1: Annex B Electrical safety and general requirements with permission from Enterprise Singapore

C – Compliant

NC – Not Compliant

MA = MOLADDICADIC

	Description	Compliance			Remarks/
		С	NC	NA	measurement
					value [^]
Α	Authority Requirement				
A1	Letter of no objection (LNO) is obtained from				
	relevant authority;				

⁵ Equipment Specialists are the prescribed competent persons under section 23 of the Electric Vehicles Charging Act (EVCA) that certifies that the chargers are fit for use.

A2	LTA Approval Label affixed to the EV charger. Please			
	provide serial number of Approval Label found on			
	the respective label under Remarks			
A3	For building with Energy Market Authority Electrical			
7.0	Installation License letter of consent is obtained			
	from building Licensed Electrical Worker (LEW).			
A4	Fixed installation of the EV Charger that connects it			
	to the grid is carried out by an LEW.			
В	External and environmental checks (with EV Charger	power	IED-C	OFF at switched-
	socket outlet)	•		
B1	Installed outside hazardous zones where flammable			
	or combustible gas or material may be present.			
B2	Enclosure is not dented, damaged, corroded or in			
	any rusty condition.			
B3	Space around the EV Charger is adequate for easy			
	access and maintenance work.			
B4	Sealing rubber of all doors are in order, and doors			
	including lockset (if any) can be opened and closed			
	easily.			
B5	No sign of insects inside EV Charger. Openings or			
	vents are not blocked, no excess foreign particles.			
B6	Detachable parts are not loose or falling off and not			
	in a rusty condition.			
B7	No visible moisture, waterlogging or burnt marks at			
	the EV Charger and connector charging pins.			
B8	Floor or wall mounting of EV Charger remains rigid			
	and strong.			
B9	Vehicle connector cable, mounting and support is			
	secured and not damaged.			
B10	Electrical warning labels is clear and prominent.			
B11	Source of Distribution Box (DB) for EV Charger is			
	clearly labelled and electrical source DB is			
	accessible for operation.			
B12	Bollards or continuous kerb(s) or other means of			
	crash protection is installed to provide adequate			
	protection against moving vehicles.			
В13	Charger specification plate is clear, legible, and			
D 4.4	prominent according TR25 requirement.			
В14	KKP, Person who has charge and control or			
	details label is legible, and prominent			
D1E	Cellais label is legible, and prominent.			
D12	is prominent and not damaged. For outdoor			
	is prominent and not damaged. FOI Odluoon			
	directional signs shall be provided for multiple			
	charger installations			
B16	Adequate lighting for charging operation			
510				
B17	Inspection label provided as below.			Last inspection
				date:

		50mm			
	E	Date of this inspection			
	5mr				
		Date of next inspection			
B18	EV	Charger's display and all User Interface			
	acc	cessories (e.g. press button, RFID reader etc.) are			
D10	no	t damaged and are working properly.			
B13	Inc	coming power supply cable including circuit			
	pro	otective conductor connections and			
D 20	ter	mination(s) are properly made and tightened.			
B20		easurement of Proximity Pin (PP) – Protective			PP-PE : (Onm)
	Ear	rth (PE) resistance value and to be compared with			
D21		given value in the IEC Standard.			
BZI	IVI c	anulacturer handbook and instruction manuals			
	giv	en to the RRP, person who has charge and			
	COI	htrol and Operator (where applicable) of the EV			
<u> </u>	Cha E	arger		ot ico	latar)
	ru	nectonality checks and tests (with EV charger powe		at iso	lator)
	IIIS	pect Residual Current Circuit Breaker(s) (RCCB(s))			
	pro	Steeling connecting points shall be at least type A			
	30	mA of symbol and perform manual trip			
	tes	t to all RCCB(s) for Mode 2/2A*/2B*/3 chargers.			
	*N	lodes 2A and 2B chargers with galvanic			
	iso	lation shall be at least type AC			
C2	Pe	rform the sequence of normal start and stop on			
	eve	ery charging point.			
C3	Wł	nile charging, check EV ventilation fan (if any) is			
	wo	rking.			
C4	Wł	nile charging, test all the fail-safe emergency stop			
	but	tton(s) to ensure it is functioning.			
	(E∖	/SE shall reset to state A upon releasing)			
C5	Pe	rform control pilot short fault simulation for			
	eve	ery charging point.			
	(E∖	/SE shall reset to state A when fault is cleared)			
C6	(Fo	or AC charger) – connector 1			
	Pe	rform functionality test for mode 2/2A/2B/3			
	cha	arging point.			
	EV	Charger is able to complete energisation and			
	de	energisation sequence.			
C7	(Fo	or AC charger) – connector 2 (if any)			
	Pe	rform functionality test for mode 2/2A/2B/3			
	cha	arging point.			
	EV	Charger is able to complete energisation and			
	de	energisation sequence.			
C8	(Fo	or DC charger) – connector 1			
	Pe	rform functionality test for mode 4 charging			
	ро	int (refer to IEC 61851-23).			

-						
	EV Charger is able to complete energisation and					
	deenergisation sequence.					
C9	(For DC charger) – connector 2 (if any)					
	Perform functionality test for mode 4 charging					
	point (refer to IEC 61851-23).					
	EV Charger is able to complete energisation and					
	deenergisation sequence.					
D	Additional items not listed but required in the manu	factur	er's in	struc	tions	
	(Please list accordingly or indicate as NA where appro	priate,)			
D1						
D2						
D3						

^Measured values where required shall be recorded in this report

If there are more tests carried out on the EV Charger than indicated in this form - for instance, functionality test for three or more connectors or under most test required by manufacturer's instruction — please append the results of these tests separately as annexes to this certificate.

General remarks:

Please note the following:

Inspection and maintenance checks must be carried out based on the following frequencies:

Location of EV Charger	Competent Persons Required	Type of Check	Frequency
Restricted access locations*	Equipment Specialists	Maintenance	24 months

*Refers to bungalows, detached and semi-detached houses, terrace houses that are not strata titled

Date of next inspection : ____

(Based on Inspection Frequency as per the table above)

Endorsed by ES

I have inspected and tested the EV Charger. To the best of my knowledge, I declare that the EV Charger is *fit and safe / unfit and unsafe for charging EVs. (Please delete as appropriate)

Name of ES: ______

Company: _____ Designation: _____

Dated signature of ES: _____ Date of certification: _____

Please ensure that the ES has endorsed this checklist.

The certification was witnessed by the RRP or person who has charge and control of the EV Charger.

Name and dated signature of the RRP or person who has charge and control of the EV Charger:

NI	nn	201	
11	an	ie.	

_____ Dated Signature: _____

Note 1 – It is the responsibility of the RRP or person who has charge and control of the EV Chargers to perform the necessary maintenance routines as recommended by the equipment specialist or manufacturer to ensure the safe use of the EV Charger and any potential hazard due to lack of maintenance.

Note 2 – Fault reporting procedure

If any EV Charger is found to be unsafe or unsuitable for operation, the following steps shall be taken:

- a. The supply to the equipment shall be switched off;
- b. The means of isolation shall be off and locked to prevent re-connection of supply;
- c. A clear label notifying users that the equipment is out of service shall be displayed prominently; and
- d. The RRP or person who has charge and control of the EV Chargers shall be informed immediately.

Annex A (Optional)

This annex is optional. It may be appended to the main certificate if there are more tests carried out on the EV CHARGER than indicated on the main certificate, for instance, functionality test for three or more connectors or under most test required by manufacturer's instruction.

	Description	Compliance		ice	Remarks/
		С	NC	NA	measurement
					value [^]
1					
2					
3					
I				1	

<u>Form A:</u> Certificate for the maintenance of a fixed EV Charger (power rating of <200kW) without any Thermal Management System

Form A: Certificate for the maintenance of a fixed EV Charger (power rating of <200kW) without any Thermal Management System

This checklist is to be used for the purposes of maintenance for an EV Charger.

Details of the maintenance check for the EV Charger

a. EV Charger brand and model: _____

b. EV Charger manufacturer serial number: _____

- c. EV Charger type-approval ID (if applicable): _____
- d. Name of the registered responsible person (RRP) of the EV Charger: The RRP refers to the person that has applied for the registration for the EV Charger.
- e. Address where the EV Charger is installed (*Please indicate the carpark lot number and the floor level where applicable*)

To be conducted by the Equipment Specialist⁶ (ES)

Adapted from TR 25: 2022 Part 1: Annex C Electrical safety and general requirements with permission from Enterprise Singapore

- C Compliant
- NC Not Compliant
- NA Not Applicable

	Description	Compliance		ice	Remarks/
		С	NC	NA	measurement
					value [^]
Α	Authority Requirement				
A1	No parts replacement or modification to EV				
	Charger installation.				
В	External and environmental checks (with EV Charger power TURN-OFF at isolator)				
B1	Installed outside hazardous zones where				
	flammable or combustible gas or material may be				
	present.				
B2	Enclosure is not dented, damaged, corroded or in				
	any rusty condition.				
B3	Space around the EV Charger is adequate for easy				
	access and maintenance work.				

⁶ Equipment Specialists are the prescribed competent persons under section 23 of the Electric Vehicles Charging Act (EVCA) that certifies that the chargers are fit for use.

B4	Sealing rubber of all doors are in order, and doors			
	including lockset (if any) can be opened and closed			
	easily.			
B5	No sign of insects inside EV Charger, Openings or			
23	vents are not blocked no excess foreign particles			
DC	Detected are not losse or felling off and			
во	Detachable parts are not loose of failing off and			
	not in a rusty condition.			
B7	No visible moisture, waterlogging or burnt marks at			
	the EV Charger and connector charging pins.			
B8	Floor or wall mounting of EV Charger remains rigid			
	and strong.			
RQ	Vehicle connector cable mounting and support is			
55	secured and net damaged			
D10	Secureu and not uamageu.			
B10	Electrical warning labels is clear and prominent.			
B11	Source of Distribution Box (DB) for EV Charger is			
	clearly labelled and electrical source DB is			
	accessible for operation.			
B12	Bollards or continuous kerb(s) or other means of			
	crash protection is installed to provide adequate			
	protection against moving vehicles			
P12	Charger specification plate is clear legible and			
DID	prominent according TD25 requirement			
544	prominent according TR25 requirement.			
B14	RRP or Operator of EV Charger contact details label			
	is legible, and prominent.			
B15	Fail-safe emergency stop button (in red and yellow)			
	is prominent and not damaged. For outdoor			
	installation it shall be weatherproof. Clear			
	directional signs shall be provided for multiple			
	charger installations.			
B16	Adequate lighting for charging operation			
DIO	Adequate lighting for charging operation.			
D17	Increation label are vided as helew			
B11				Last inspection date:
	Somm			
	E Date of this inspection			
	52m			
	Date of next inspection			
	(As recommended in 1R25)			
B18	EV Charger's display and all User Interface			
	accessories (e.g. press button, RFID reader etc.) are			
	not damaged and are working properly.			
B19	Incoming power supply cable including circuit			
010	nrotective conductor connections and			
	termination(s) are preparly made and tightened			
D 20	termination(s) are properly made and tightened.			
B20	ivieasurement of Proximity Pin (PP) – Protective			PP-PE : (Onm)
	Earth (PE) resistance value and to be compared			
	with the given value in the IEC Standard.			
С	Functionality checks and tests (with EV Charger pow	<u>er TU</u>	<u>RN-ON at</u>	isolator)
C1	Inspect RCCB(s) protecting connecting points shall			Quarterly trip test
	\sim			sticker (to SS 638) to
	he at least type A 30mA of symbol and			

	perform manual trip test to all RCCB(s) for Mode				be pasted next to
	2/2A*/2B*/3 chargers. For mode 4 chargers, earth				the RCCB
	leakage protection device trip setting should				
	comply with requirements in 411.5.3L of SS				
	638:2018.				
	*Modes 2A and 2B chargers with galvanic				
	isolation shall be at least type AC				
C2	Perform the sequence of normal start and stop on				
	every charging point.				
C3	While charging, check EV ventilation fan (if any) is				
	working.				
C4	While charging, test all the fail-safe emergency				
	stop button(s) to ensure it is functioning.				
	(EVSE shall reset to state A upon releasing)				
C5	Perform control pilot short fault simulation for				
	every charging point.				
	(EVSE shall reset to state A when fault is cleared)				
C6	(For AC charger) – connector 1				
	Perform functionality test for mode 2/2A/2B/3				
	charging point.				
	EV Charger is able to complete energisation and				
	deenergisation sequence.				
C7	(For AC charger) – connector 2 (if any)				
	Perform functionality test for mode 2/2A/2B/3				
	charging point.				
	EV Charger is able to complete energisation and				
	deenergisation sequence.				
C8	(For DC charger) – connector 1				
	Perform functionality test for mode 4 charging				
	point (refer to IEC 61851-23).				
	EV Charger is able to complete energisation and				
	deenergisation sequence.				
C9	(For DC charger) – connector 2 (if any)				
	Perform functionality test for mode 4 charging				
	point (refer to IEC 61851-23).				
	EV Charger is able to complete energisation and				
	deenergisation sequence.				
D	Additional items not listed but required in the man	ufactu	rer's i	nstru	ctions
	(Please list accordingly or indicate as NA where appropriate)				
D1					
D2					
D3		T	Γ	[

^Measured values where required shall be recorded in this report

Note: Any EV Charger installed in petrol kiosks shall comply with SCDF's requirements

General remarks:

Please note the following:

Inspection and maintenance checks must be carried out based on the following frequencies:

Location of EV Charger	Competent Persons	Type of Check	Frequency		
	Required				
Non-restricted access locations [#]	Equipment Specialists	Maintenance	6 months		
	Equipment Specialists and LEWs	Inspection	12 months		
Restricted access locations*	Equipment Specialists	Maintenance	24 months		

[#]Refers to any other location besides restricted access locations

*Refers to bungalows, detached and semi-detached houses, terrace houses that are not strata titled

Date of next inspection : _____

Endorsed by ES

I have inspected and tested the EV Charger. To the best of my knowledge, I declare that the EV Charger is *fit and safe / unfit and unsafe for charging EVs. (Please delete as appropriate)

Name of ES:	

Company: _____ Designation: _____

Dated signature of ES: ______ Date of inspection: ______

The maintenance check was witnessed by the RRP.

Name and dated signature of the RRP of the EV Charger:

Name: _____ Dated Signature: _____

Note 1 – It is the responsibility of the RRP or person who has charge and control of the EV Chargers to perform the necessary maintenance routines as recommended by the equipment specialist or manufacturer to ensure the safe use of the EV Charger and any potential hazard due to lack of maintenance.

Note 2 – Fault reporting procedure

If any EV Charger is found to be unsafe or unsuitable for operation, the following steps shall be taken:

- a. The supply to the equipment shall be switched off;
- b. The means of isolation shall be off and locked to prevent re-connection of supply;
- c. A clear label notifying users that the equipment is out of service shall be displayed prominently; and
- d. The RRP shall be informed immediately.

Form B: Certificate for the maintenance of a non-fixed EV Charger

Form B: Certificate for the maintenance of a non-fixed EV Charger

This checklist is to be used for the purposes of maintenance of a non-fixed EV Charger.

Details of the maintenance check for the EV Charger

To be conducted by the Equipment Specialist⁷ (ES)

Adapted from TR 25: 2022 Part 1: Annex C Electrical safety and general requirements with permission from Enterprise Singapore

C – Compliant

NC – Not Compliant

NA – Not Applicable

	Description	Compliance		nce	Remarks/
		С	NC	NA	measurement
					value [^]
Α	Authority Requirement				
A1	No parts replacement or modification to EV				
	Charger.				
В	External and environmental checks (with EV Charger power TURN-OFF at switched socket-				
	outlet)				
B1	Installed outside hazardous zones where				
	flammable or combustible gas or material may be				
	present.				
B2	Enclosure is not dented, damaged, corroded or in				
	any rusty condition.				
B3	Space around the EV Charger is adequate for easy				
	access and maintenance work.				

⁷ Equipment Specialists are the prescribed competent persons under section 23 of the Electric Vehicles Charging Act (EVCA) that certifies that the chargers are fit for use.
B4	Sealing rubber of all doors are in order, and doors			
	easily.			
B5	No sign of insects inside EV Charger. Openings or			
	vents are not blocked, no excess foreign particles.			
B6	Detachable parts are not loose or falling off and			
	not in a rusty condition.			
B7	No visible moisture, waterlogging or burnt marks at			
D 0	the EV Charger and connector charging pins.			
88	and strong.			
B9	Vehicle connector cable, mounting and support is			
	secured and not damaged.			
B10	Electrical warning labels is clear and prominent.			
B11	Source of DB for EV Charger is clearly labelled and			
	electrical source DB is accessible for operation.			
B12	Bollards or continuous kerb(s) or other means of			
	crash protection is installed to provide adequate			
	protection against moving vehicles.			
B13	Charger specification plate is clear, legible, and			
B1/	PPD's or Operator contact details label is legible			
D14	and prominent.			
B15	Fail-safe emergency stop button (in red and yellow)			
	is prominent and not damaged. For outdoor			
	installation it shall be weatherproof. Clear			
	directional signs shall be provided for multiple			
B 16	Adequate lighting for charging operation			
BIO				
B17	Inspection label provided as below.			Last inspection date:
	50mm			
	E Date of this inspection			
	Date of next inspection			
	(As recommended in TR25)			
B18	EV Charger's display and all User Interface			
	accessories (e.g. press button, RFID reader etc.) are			
	not damaged and are working properly.			
B19	Incoming power supply cable including circuit			
	protective conductor connections and termination(s) are properly made and tightened			
B20	Measurement of Provimity Pin (PP) – Protective			PP_PF · (Ohm)
020	Earth (PE) resistance value and to be compared			
	with the given value in the IEC Standard.			
С	Functionality checks and tests (with EV Charger pow	er TURN-	ON at is	olator)
C1	Inspect RCCB(s) protecting connecting points shall			Quarterly trip test
	he at least turns & 20m & of symbol			sticker (to SS 638) to
	be at least type A sumA of symbol $= -1$ and perform manual trip test to all $BCCP(s)$ for Mode			be pasted next to
			1	the RCCB

	2/2A*/2B*/3 chargers. For mode 4 chargers, earth				
	leakage protection device trip setting should				
	comply with requirements in 411.5.3L of SS				
	638:2018.				
	*Modes 2A and 2B chargers with galvanic				
	isolation shall be at least type AC				
C2	Perform the sequence of normal start and stop on				
	every charging point.				
C3	While charging, check EV ventilation fan (if any) is				
	working.				
C4	While charging, test all the fail-safe emergency				
	stop button(s) to ensure it is functioning.				
	(EVSE shall reset to state A upon releasing)				
C5	Perform control pilot short fault simulation for				
	every charging point.				
	(Charger shall reset to state A when fault is				
	cleared)				
C6	(For AC charger) – connector 1				
	Perform functionality test for mode 2/2A/2B/3				
	charging point.				
	EV Charger is able to complete energisation and				
	deenergisation sequence.				
C7	(For AC charger) – connector 2 (if any)				
	Perform functionality test for mode 2/2A/2B/3				
	charging point.				
	EV Charger is able to complete energisation and				
	deenergisation sequence.				
D	Additional items not listed but required in the man	ufactu	er's ii	nstru	ctions
	(Please list accordingly or indicate as NA where appro	opriate)	1	1
D1					
D2					
D3					

^Measured values where required shall be recorded in this report

Note 1: Any EV Charger installed in petrol kiosks shall comply with SCDF's requirements

General remarks:

Please note the following:

Inspection and maintenance checks must be carried out based on the following frequencies:

Location of EV Charger	Competent Persons	Type of Check	Frequency
	Required		

Restricted access	Equipment Specialists	Maintenance	24 months
locations*			

*Refers to bungalows, detached and semi-detached houses, terrace houses that are not strata-titled

Date of next inspection : _____

Endorsed by ES

I have inspected and tested the EV Charger. To the best of my knowledge, I declare that the EV Charger is *fit and safe / unfit and unsafe for charging EVs. (Please delete as appropriate)

Name of ES:		
Company:	Designation:	

Dated signature of ES: ______ Date of inspection: _____

The maintenance check was witnessed by the RRP.

Name and dated signature of the RRP of the EV Charger:

Name: _____ Dated Signature: _____

Note 1 – It is the responsibility of the RRP or person who has charge and control of the EV Chargers to perform the necessary maintenance routines as recommended by the equipment specialist or manufacturer to ensure the safe use of the EV Charger and any potential hazard due to lack of maintenance.

Note 2 – Fault reporting procedure

If any EV Charger is found to be unsafe or unsuitable for operation, the following steps shall be taken:

- e. The supply to the equipment shall be switched off;
- f. The means of isolation shall be off and locked to prevent re-connection of supply;
- g. A clear label notifying users that the equipment is out of service shall be displayed prominently; and
- h. The RRP shall be informed immediately.

Form C:

Certificate for the maintenance of a fixed highpowered (power rating of >150kW) EV Charger with a Thermal Management System

Form C: Certificate for the maintenance of a fixed high-powered (power rating of >150kW) EV Charger with a Thermal Management System

This checklist is to be used for the purposes of maintenance for a high-powered EV Charger.

Details of the maintenance check for the EV Charger

To be conducted by the Equipment Specialist⁸ (ES)

Adapted from TR 25: 2022 Part 3: Annex E High Powered Charging with permission from Enterprise Singapore

C – Compliant

NC – Not Compliant

NA – Not Applicable

	Description	Compliance		ice	Remarks/
		С	NC	NA	measurement
					value [^]
Α	Authority Requirement				
A1	No parts replacement or modification to EV				
	Charger				
	installation.)				
В	External and environmental checks (with EV Charge	r powe	er TUR	NED-	OFF at isolator)
B1	Installed outside hazardous zones where				
	flammable or combustible gas or material may be				
	present.				
B2	Enclosure is not dented, damaged, corroded or in				
	any rusty condition.				
B3	Space around the EV Charger is adequate for easy				
	access and maintenance work.				

⁸ Equipment Specialists are the prescribed competent persons under section 23 of the Electric Vehicles Charging Act (EVCA) that certifies that the chargers are fit for use.

B4	Sealing rubber of all doors are in order, and doors		
	including lockset (if any) can be opened and closed		
	easily.		
B5	No sign of insects inside EV Charger. Openings or		
	vents are not blocked, no excess foreign particles.		
B6	Detachable parts are not loose or falling off and		
	not in a rusty condition.		
B7	No visible moisture, waterlogging or burnt marks at		
	the EV Charger and connector charging pins.		
B8	Floor or wall mounting of EV Charger remains rigid		
	and strong.		
B9	Vehicle connector cable mounting and support is		
23	secured and not damaged		
B10	Electrical warning labels is clear and prominent		
010	Licerical warning labels is clear and prominent.		
B11	Source of Distribution Box (DB) for EV Charger is		
011	clearly labelled and electrical source DB is		
	accessible for operation		
B12	Bollards or continuous kerb(s) or other means of		
DIZ	crash protection is installed to provide adequate		
	protection against moving vehicles		
B13	Charger specification plate is clear legible and		
013	prominent according TR25 requirement		
D1/	PPD or Operator of EV/SE's contact details label is		
D14	logible and prominent		
D15	Eail safe emergency step butten (in red and vellow)		
512	is prominent and not damaged. For outdoor		
	is profilment and not damaged. For outdoor		
	directional signs shall be provided for multiple		
	charger installations		
D16	Adoquate lighting for charging operation		
DIO	Adequate lighting for charging operation.		
B 17	Inspection label provided as below		Last inspection date:
D1/	50mm		Last inspection date.
	*		
	E Date of this inspection		
	Date of next inspection		
	(As recommended in TR25)		
B18	EV Charger's display and all User Interface		
010	accessories (e.g. press button BEID reader etc.) are		
	not damaged and are working properly.		
B19	Incoming power supply cable including circuit		
015	nrotective conductor connections and		
	termination(s) are properly made and tightened		
B20	Measurement of Provimity Pin -Protective Farth		PP-PE· (Ohm)
020	resistance value and to be compared with the		
	given value in the IFC Standard		
C	Eunctionality checks and tests (with EV Charger new		isolator)
	Inspect RCCR(s) protecting connecting points shall		
	he at least type A 30mA of symbol and		

	perform manual trip test to all RCCB(s). For mode 4						
	chargers, earth leakage protection device trip						
	setting should comply with requirements in						
	411.5.3L of SS 638:2018.						
C2	Perform the sequence of normal start and stop on						
	every charging point.						
C3	While charging, check EV ventilation fan (if any) is						
	working.						
C4	While charging, test all the fail-safe emergency						
	stop button(s) to ensure it is functioning.						
	(EVSE shall reset to state A upon releasing)						
C5	Perform control pilot short fault simulation for						
	every charging point.						
	(EV Charger shall reset to state A upon releasing)						
C6	(For DC charger) – connector 1						
	Perform functionality test for mode 4 charging						
	point (refer to IEC 61851-23).						
	EV Charger is able to complete energisation and						
67	deenergisation sequence.						
U/	(For DC charger) – connector 2 (II any)						
	point (refer to IEC 61951-22)						
	FV Charger is able to complete energisation and						
	deepergisation sequence						
	Applicable for high powered chargers with thermal	manad	tomor	t ucir	a liquid	cooled	
U	Applicable for high powered chargers with thermal	manag	semer	it usii	ig ilquiu	cooleu	
	cables						
D1	cables						
D1	cables Door interlock test – open respective door of the charger and all its peripherals and the system shall						
D1	cables Door interlock test – open respective door of the charger and all its peripherals and the system shall show that the charger is unavailable.						
D1	cables Door interlock test – open respective door of the charger and all its peripherals and the system shall show that the charger is unavailable. Emergency stop check – Start charging the EV.						
D1 D2	cablesDoor interlock test – open respective door of the charger and all its peripherals and the system shall show that the charger is unavailable.Emergency stop check – Start charging the EV, press open one of the doors during charging. Did						
D1 D2	cablesDoor interlock test – open respective door of the charger and all its peripherals and the system shall show that the charger is unavailable.Emergency stop check – Start charging the EV, press open one of the doors during charging. Did the charge session stop immediately and did the						
D1 D2	cablesDoor interlock test – open respective door of the charger and all its peripherals and the system shall show that the charger is unavailable.Emergency stop check – Start charging the EV, press open one of the doors during charging. Did the charge session stop immediately and did the system display an error screen?						
D1 D2 D3	cablesDoor interlock test – open respective door of the charger and all its peripherals and the system shall show that the charger is unavailable.Emergency stop check – Start charging the EV, press open one of the doors during charging. Did the charge session stop immediately and did the system display an error screen?Insulation monitoring device for DC – EVSE OEM						
D1 D2 D3	cablesDoor interlock test – open respective door of the charger and all its peripherals and the system shall show that the charger is unavailable.Emergency stop check – Start charging the EV, press open one of the doors during charging. Did the charge session stop immediately and did the system display an error screen?Insulation monitoring device for DC – EVSE OEM to provide system status/report on site and shall						
D1 D2 D3	cablesDoor interlock test – open respective door of the charger and all its peripherals and the system shall show that the charger is unavailable.Emergency stop check – Start charging the EV, press open one of the doors during charging. Did the charge session stop immediately and did the system display an error screen?Insulation monitoring device for DC – EVSE OEM to provide system status/report on site and shall 						
D1 D2 D3 D4	cablesDoor interlock test – open respective door of the charger and all its peripherals and the system shall show that the charger is unavailable.Emergency stop check – Start charging the EV, press open one of the doors during charging. Did the charge session stop immediately and did the system display an error screen?Insulation monitoring device for DC – EVSE OEM to provide system status/report on site and shall comply to 6.4.3.106 of IEC 61851-23.Surge protection device – Test/confirm that Type 1						
D1 D2 D3 D4	cablesDoor interlock test – open respective door of the charger and all its peripherals and the system shall show that the charger is unavailable.Emergency stop check – Start charging the EV, press open one of the doors during charging. Did the charge session stop immediately and did the system display an error screen?Insulation monitoring device for DC – EVSE OEM to provide system status/report on site and shall comply to 6.4.3.106 of IEC 61851-23.Surge protection device – Test/confirm that Type 1 or Type 2 protection is still active and available.						
D1 D2 D3 D4 D5	cablesDoor interlock test – open respective door of the charger and all its peripherals and the system shall show that the charger is unavailable.Emergency stop check – Start charging the EV, press open one of the doors during charging. Did the charge session stop immediately and did the system display an error screen?Insulation monitoring device for DC – EVSE OEM to provide system status/report on site and shall comply to 6.4.3.106 of IEC 61851-23.Surge protection device – Test/confirm that Type 1 or Type 2 protection is still active and available.Cooling unit – Are the inlet and outlet of the						
D1 D2 D3 D4 D5	cablesDoor interlock test – open respective door of the charger and all its peripherals and the system shall show that the charger is unavailable.Emergency stop check – Start charging the EV, press open one of the doors during charging. Did the charge session stop immediately and did the system display an error screen?Insulation monitoring device for DC – EVSE OEM to provide system status/report on site and shall comply to 6.4.3.106 of IEC 61851-23.Surge protection device – Test/confirm that Type 1 or Type 2 protection is still active and available.Cooling unit – Are the inlet and outlet of the cooling unit connected in the right order to the						
D1 D2 D3 D4 D5	cablesDoor interlock test – open respective door of the charger and all its peripherals and the system shall show that the charger is unavailable.Emergency stop check – Start charging the EV, press open one of the doors during charging. Did the charge session stop immediately and did the system display an error screen?Insulation monitoring device for DC – EVSE OEM to provide system status/report on site and shall comply to 6.4.3.106 of IEC 61851-23.Surge protection device – Test/confirm that Type 1 or Type 2 protection is still active and available.Cooling unit – Are the inlet and outlet of the cooling unit connected in the right order to the cable?						
D1 D2 D3 D4 D5 D6	cablesDoor interlock test – open respective door of the charger and all its peripherals and the system shall show that the charger is unavailable.Emergency stop check – Start charging the EV, press open one of the doors during charging. Did the charge session stop immediately and did the system display an error screen?Insulation monitoring device for DC – EVSE OEM to provide system status/report on site and shall comply to 6.4.3.106 of IEC 61851-23.Surge protection device – Test/confirm that Type 1 or Type 2 protection is still active and available.Cooling unit – Are the inlet and outlet of the cooling unit connected in the right order to the cable?Cooling unit – via visual inspection of the cooling						
D1 D2 D3 D4 D5 D6	cablesDoor interlock test – open respective door of the charger and all its peripherals and the system shall show that the charger is unavailable.Emergency stop check – Start charging the EV, press open one of the doors during charging. Did the charge session stop immediately and did the system display an error screen?Insulation monitoring device for DC – EVSE OEM to provide system status/report on site and shall comply to 6.4.3.106 of IEC 61851-23.Surge protection device – Test/confirm that Type 1 or Type 2 protection is still active and available.Cooling unit – Are the inlet and outlet of the cooling unit connected in the right order to the cable?Cooling unit – via visual inspection of the cooling unit, no coolant/oil shall be leaking.						
D1 D2 D3 D4 D5 D6 D7	cablesDoor interlock test – open respective door of the charger and all its peripherals and the system shall show that the charger is unavailable.Emergency stop check – Start charging the EV, press open one of the doors during charging. Did the charge session stop immediately and did the system display an error screen?Insulation monitoring device for DC – EVSE OEM to provide system status/report on site and shall comply to 6.4.3.106 of IEC 61851-23.Surge protection device – Test/confirm that Type 1 or Type 2 protection is still active and available.Cooling unit – Are the inlet and outlet of the cooling unit connected in the right order to the cable?Cooling unit – via visual inspection of the cooling unit, no coolant/oil shall be leaking.Verify that all connections of CCS cables are						
D1 D2 D3 D4 D5 D6 D7	cablesDoor interlock test – open respective door of the charger and all its peripherals and the system shall show that the charger is unavailable.Emergency stop check – Start charging the EV, press open one of the doors during charging. Did the charge session stop immediately and did the system display an error screen?Insulation monitoring device for DC – EVSE OEM to provide system status/report on site and shall comply to 6.4.3.106 of IEC 61851-23.Surge protection device – Test/confirm that Type 1 or Type 2 protection is still active and available.Cooling unit – Are the inlet and outlet of the cooling unit connected in the right order to the cable?Cooling unit – via visual inspection of the cooling unit, no coolant/oil shall be leaking.Verify that all connections of CCS cables are tightened.						
D1 D2 D3 D4 D5 D6 D7 E	cablesDoor interlock test – open respective door of the charger and all its peripherals and the system shall show that the charger is unavailable.Emergency stop check – Start charging the EV, press open one of the doors during charging. Did the charge session stop immediately and did the system display an error screen?Insulation monitoring device for DC – EVSE OEM to provide system status/report on site and shall comply to 6.4.3.106 of IEC 61851-23.Surge protection device – Test/confirm that Type 1 or Type 2 protection is still active and available.Cooling unit – Are the inlet and outlet of the cooling unit connected in the right order to the cable?Cooling unit – via visual inspection of the cooling unit, no coolant/oil shall be leaking.Verify that all connections of CCS cables are tightened.Additional items not listed but required in the mane cooling unit tems not listed but required in the mane cooling unit tems not listed but required in the mane cooling unit tems not listed but required in the mane cooling unit tems not listed but required in the mane cooling unit tems not listed but required in the mane cooling unit tems not listed but required in the mane	ufactu	rer's in	nstruc	ctions		
D1 D2 D3 D4 D5 D6 D7 E	cablesDoor interlock test – open respective door of the charger and all its peripherals and the system shall show that the charger is unavailable.Emergency stop check – Start charging the EV, press open one of the doors during charging. Did the charge session stop immediately and did the system display an error screen?Insulation monitoring device for DC – EVSE OEM to provide system status/report on site and shall comply to 6.4.3.106 of IEC 61851-23.Surge protection device – Test/confirm that Type 1 or Type 2 protection is still active and available.Cooling unit – Are the inlet and outlet of the cooling unit connected in the right order to the cable?Cooling unit – via visual inspection of the cooling unit, no coolant/oil shall be leaking.Verify that all connections of CCS cables are tightened.Additional items not listed but required in the mane (Please list accordingly or indicate as NA where approx	ufactur	rer's in	nstruc	ctions		
D1 D2 D3 D4 D5 D6 D7 E1	cablesDoor interlock test – open respective door of the charger and all its peripherals and the system shall show that the charger is unavailable.Emergency stop check – Start charging the EV, press open one of the doors during charging. Did the charge session stop immediately and did the system display an error screen?Insulation monitoring device for DC – EVSE OEM to provide system status/report on site and shall comply to 6.4.3.106 of IEC 61851-23.Surge protection device – Test/confirm that Type 1 or Type 2 protection is still active and available.Cooling unit – Are the inlet and outlet of the cooling unit connected in the right order to the cable?Cooling unit – via visual inspection of the cooling unit, no coolant/oil shall be leaking.Verify that all connections of CCS cables are tightened.Additional items not listed but required in the many (Please list accordingly or indicate as NA where approx	ufactur	rer's in	nstruc	ctions		
D1 D2 D3 D4 D5 D6 D7 E1 E1 E2	cablesDoor interlock test – open respective door of the charger and all its peripherals and the system shall show that the charger is unavailable.Emergency stop check – Start charging the EV, press open one of the doors during charging. Did the charge session stop immediately and did the system display an error screen?Insulation monitoring device for DC – EVSE OEM to provide system status/report on site and shall comply to 6.4.3.106 of IEC 61851-23.Surge protection device – Test/confirm that Type 1 or Type 2 protection is still active and available.Cooling unit – Are the inlet and outlet of the cooling unit connected in the right order to the cable?Cooling unit – via visual inspection of the cooling unit, no coolant/oil shall be leaking.Verify that all connections of CCS cables are tightened.Additional items not listed but required in the many (Please list accordingly or indicate as NA where approx	ufactu	rer's in	nstruc	ctions		

^Measured values where required shall be recorded in this report

Note: Any EV Charger installed in petrol kiosks shall comply with SCDF's requirements.

General remarks:

Please note the following:

Inspection and maintenance checks must be carried out based on the following frequencies:

Location of EV	Competent Persons	Type of Check	Frequency
Charger	Required		
Non-restricted	Equipment Specialists	Maintenance	6 months
access locations#			
	Equipment Specialists	Inspection	12 months
	and LEWs		
Restricted access	Equipment Specialists	Maintenance	24 months
locations*			

[#]Refers to any other location besides restricted access locations

*Refers to bungalows, detached and semi-detached houses, terrace houses that are not strata titled

Date of next inspection : _____

Endorsed by Equipment Specialist⁹

I have inspected and tested the EV Charger. To the best of my knowledge, I declare that the EV Charger is *fit and safe / unfit and unsafe for charging EVs. (Please delete as appropriate)

Name of ES: ______

Company: _____ Designation: _____

Dated signature of ES: ______ Date of certification: _____

The inspection was witnessed by the RRP of the EV Charger.

Name and dated signature of the RRP.

Name: _____ Dated Signature: _____

⁹ Equipment Specialists are the prescribed competent persons under section 23 of the Electric Vehicles Charging Act (EVCA) that certifies that the chargers are fit for use.

Note 1 – It is the responsibility of the RRP or person who has charge and control of the EV Chargers to perform the necessary maintenance routines as recommended by the equipment specialist or manufacturer to ensure the safe use of the EV Charger and any potential hazard due to lack of maintenance.

Note 2 – Fault reporting procedure

If any EV Charger is found to be unsafe or unsuitable for operation, the following steps shall be taken:

- a. The supply to the equipment shall be switched off;
- b. The means of isolation shall be off and locked to prevent re-connection of supply;
- c. A clear label notifying users that the equipment is out of service shall be displayed prominently; and
- d. The RRP shall be informed immediately.

Form D:

Certificate for the periodic inspection (every year) of a fixed EV Charger (power rating of <200kW) without any Thermal Management System

Form D: Certificate for the periodic inspection of a fixed EV Charger (power rating of <200kW) without any Thermal Management System

This checklist is to be used for the purposes of inspecting an EV Charger (applicable only for EV Charger in **non-restricted access locations**)

Details of the annual inspection of the EV Charger

a. EV Charger brand and model: ______

b. EV Charger manufacturer serial number:_____

- c. EV Charger type-approval ID (if applicable):_____
- d. Name of the registered responsible person (RRP) of the EV Charger: The RRP refers to the individual that has applied for the registration for the EV Charger.
- e. Address of where the EV Charger is installed: (Please indicate the carpark lot number and the floor level where applicable)

To be conducted by the Licensed Electrical Worker¹⁰ (LEW)

Adapted from TR 25: 2022 Part 1: Annex D Electrical safety and general requirements with permission from Enterprise Singapore

- C Compliant
- NC Not Compliant
- NA Not Applicable

	Description	Со	mplia	nce	Remarks/
		C NC NA		NA	measurement
					value [^]
Α	Electrical checks and tests				
A1	Incoming power supply cable including circuit protective				
	conductor connections and termination are properly made				
	and tightened.				
A2	Perform earth loop impedance test and record value				Ohm
	complies with SS 638.				
A3	Record the charging cable insulation resistance value is				M-ohm
	more than 1 M-Ohm.				

¹⁰ LEWs are the prescribed persons under section 24 of the Electric Vehicles Charging Act (EVCA) that ensure that the installation of a fixed charger is compliant with the relevant safety standards.

A4	Tripping time of 30 mA RCCB type A (min) as measured by			
	an RCCB tester using AC and DC injection is acceptable			
	according to manufacturer tripping curve.			
A5	Earthing and bonding for EV Charger complies with SS 638.			

[^]Measured values where required shall be recorded in this report

Note: Any EV Charger installed in petrol kiosks shall comply with SCDF's requirements

General remarks:

Please note the following:

Inspection and maintenance checks must be carried out based on the following frequencies:

Location of EV Charger	Competent Persons	Type of Check	Frequency
	Required		
Non-restricted access locations [#]	Equipment Specialists	Maintenance	6 months
	Equipment Specialists and LEWs	Inspection	12 months
Restricted access locations*	Equipment Specialists	Maintenance	24 months

*Refers to any other location besides restricted access locations

*Refers to bungalows, detached and semi-detached houses, terrace houses that are not strata titled

Date of next inspection : _____

Endorsed by LEW

The results obtained in A (Electrical checks and tests) is acceptable to the best of my knowledge.

Name of LEW: ______ Licence No.: ______

Date signature of LEW: ______ Date of installation: ______

Endorsed by Equipment Specialist(ES)¹¹

I have inspected and tested the EV Charger. To the best of my knowledge, I declare that the EV Charger is *fit and safe / unfit and unsafe for charging EVs. (Please delete as appropriate)

Name of ES:	
Company:	_ Designation:
Dated signature of ES:	_ Date of certification:
The inspection was witnessed by the RRP of the EV Charge Name and dated signature of the RRP of the EV Charger:	ger.

Name: _____ Dated Signature: _____

Note 1 – It is the responsibility of the RRP or person who has charge and control of the EV Chargers to perform the necessary maintenance routines as recommended by the equipment specialist or manufacturer to ensure the safe use of the EV Charger and any potential hazard due to lack of maintenance.

Note 2 – Fault reporting procedure

If any EV Charger is found to be unsafe or unsuitable for operation, the following steps shall be taken:

- e. The supply to the equipment shall be switched off;
- f. The means of isolation shall be off and locked to prevent re-connection of supply;
- g. A clear label notifying users that the equipment is out of service shall be displayed prominently; and
- h. The RRP shall be informed immediately.

¹¹ Equipment Specialists are the prescribed competent persons under section 23 of the Electric Vehicles Charging Act (EVCA) that certifies that the chargers are fit for use.

Form E:

Certificate for the periodic inspection (every year) of a fixed high-powered (power rating of >150kW) EV Charger with a Thermal Management System

Form E: Certificate for the periodic inspection (every year) of a fixed high-powered (power rating of >150kW) EV Charger with a Thermal Management System

This checklist is to be used for the purposes of inspecting a high-powered EV C Charger (applicable only for EV Chargers in **non-restricted access locations**)

Details of the annual inspection for the EV Charger

a. EV Charger brand and model: ______

b. EV Charger manufacturer serial number:_____

- c. EV Charger type-approval ID (if applicable):_____
- d. Name of the registered responsible person (RRP) of the EV Charger: The RRP refers to the person that has applied for the registration for the EV Charger.
- e. Address of where the EV Charger is installed: (Please indicate the carpark lot number and the floor level where applicable)

To be conducted by the Licensed Electrical Worker¹² (LEW)

Adapted from TR 25: 2022 Part 3: Annex D Electrical safety and general requirements with permission from Enterprise Singapore

C – Compliant

NC – Not Compliant

NA – Not Applicable

	Description	Со	Compliance		Remarks/
		С	NC	NA	measurement
					value [^]
Α	Electrical checks and tests				
F1	Incoming power supply cable including circuit protective				
	conductor connections and termination are properly made				
	and tightened.				
F2	Perform earth loop impedance test and record value				Ohm
	complies with SS 638.				
F3	Record the charging cable insulation resistance				M-Ohm
	value is more than 1 M-Ohm				

¹² LEWs are the prescribed persons under section 24 of the Electric Vehicles Charging Act (EVCA) that ensure that the installation of a fixed charger is compliant with the relevant safety standards.

F4	Tripping time of 30 mA RCCB type A (min) as measured by an RCCB tester using AC & DC injection curve is acceptable according to SS 97 tripping time for mode 2 and mode 3 chargers. For mode 4 charger, the trip setting shall comply with 411.5.3L of SS 638:2018		
F5	Earthing and bonding for EV Charger complies with SS 638		

[^]Measured values where required shall be recorded in this report

Note: Any EV Charger installed in petrol kiosks shall comply with SCDF's requirements

General remarks:

Please note the following:

Inspection and maintenance checks must be carried out based on the following frequencies:

Location of EV Charger	Competent Persons	Type of Check	Frequency	
	Required			
Non-restricted access locations [#]	Equipment Specialists	Maintenance	6 months	
	Equipment Specialists and LEWs	Inspection	12 months	
Restricted access locations*	Equipment Specialists	Maintenance	24 months	

[#]Refers to any other location besides restricted access locations

*Refers to bungalows, detached and semi-detached houses, terrace houses that are not strata titled

Date of next inspection : _____

Endorsed by LEW

I have inspected and tested the EV Charger in accordance with the procedure and standard set out in the checklist above.

Name of LEW:	 Licence No.:

Date signature of LEW: ______ Date of installation: _____

Endorsed by ES						
I have inspected and tested the EV Charger. To the best of my knowledge, I declare that the EV						
Charger is *fit and safe / unfit and unsafe for charging EVs.						
(Please delete as appropriate)						
Name of ES:						
Company:	Designation:					
Dated signature of ES:	Date of inspection:					
The annual inspection was witnessed by the RRP of the EV Charger. Name and dated signature of the RRP of the EV Charger:						
Name:	Dated Signature:					

Note 1 – It is the responsibility of the RRP or person who has charge and control of the EV Chargers to perform the necessary maintenance routines as recommended by the equipment specialist or manufacturer to ensure the safe use of the EV Charger and any potential hazard due to lack of maintenance.

Note 2 – Fault reporting procedure

If any EV Charger is found to be unsafe or unsuitable for operation, the following steps shall be taken:

- a. The supply to the equipment shall be switched off;
- b. The means of isolation shall be off and locked to prevent re-connection of supply;
- c. A clear label notifying users that the equipment is out of service shall be displayed prominently; and
- d. The RRP shall be informed immediately.

Form 1A:

Checklist for the safety check of a modified fixed EV Charger (power rating of <200kW) without any Thermal Management System

Form 1A: Checklist for the safety check of a modified fixed EV Charger (power rating of <200kW) without any Thermal Management System

Purpose of use: Safety checks for any modified fixed EV Charger before it is first used to charge an Electric Vehicle

Details of the EV Charger

a. EV Charger brand and model: ______

b. EV Charger manufacturer serial number:______

- c. EV Charger type-approval ID (if applicable):_____
- d. Name of the registered responsible person (RRP) of the EV Charger:
- e. Address where EV Charger is installed: (*Please indicate the carpark lot number and the floor level where applicable*)

To be conducted by the Equipment Specialist¹³ (ES)

Adapted from TR 25: 2022 Part 1: Annex B Electrical safety and general requirements with permission from Enterprise Singapore

- C Compliant
- NC Not Compliant

NA – Not Applicable

	Description	Complian		nce	Remarks/
		С	NC	NA	measurement value [^]
Α	Authority Requirement				
A1	LTA Alteration Approval Label affixed to the EV				
	charger. Please provide Alteration Approval Code				
	found on the respective label under Remarks.				
A2	For building with Energy Market Authority Electrical				
	Installation License, letter of consent is obtained				
	from building Licensed Electrical Worker (LEW).				
В	External and environmental checks (with EV Charger	r power TURNED-OFF at isolator)			
B1	Installed outside hazardous zones where flammable				
	or combustible gas or material may be present.				

¹³ Equipment Specialists are the prescribed competent persons under section 23 of the Electric Vehicles Charging Act (EVCA) that certifies that the chargers are fit for use.

B2	Enclosure is not dented, damaged, corroded or in			
	any rusty condition.			
B3	Space around the EV Charger is adequate for easy			
	access and maintenance work.			
B4	Sealing rubber of all doors are in order, and doors			
	including lockset (if any) can be opened and closed			
	easily.			
B5	No sign of insects inside EV Charger. Openings or			
	vents are not blocked, no excess foreign particles.			
B6	Detachable parts are not loose or falling off and not			
	in a rusty condition.			
B7	No visible moisture, waterlogging or burnt marks at			
	the EV Charger and connector charging pins.			
B8	Floor or wall mounting of EV Charger remains rigid			
	and strong.			
B9	Vehicle connector cable, mounting and support is			
	secured and not damaged.			
B10	Electrical warning labels is clear and prominent.			
B11	Source of Distribution Box (DB) for EV Charger is			
	clearly labelled and electrical source DB is			
	accessible for operation.			
B12	Bollards or continuous kerb(s) or other means of			
	crash protection is installed to provide adequate			
	protection against moving vehicles.			
B13	Charger specification plate is clear, legible, and			
	prominent according TR25 requirement.			
B14	RRP or Operator (where applicable) of EV Charger			
	contact details label is legible, and prominent.			
B15	Fail-safe emergency stop button (in red and yellow)			
	is prominent and not damaged. For outdoor			
	installation it shall be weatherproof. Clear			
	directional signs shall be provided for multiple			
	charger installations.			
B16	Adequate lighting for charging operation.			
B1/	Inspection label provided as below.			Last inspection date:
	,			
	E Date of this inspection			
	Date of next inspection			
	(As recommended in TR25)			
B18	EV Charger's display and all User Interface			
	accessories (e.g. press button, RFID reader etc.) are			
	not damaged and are working properly.			
B19	Incoming power supply cable including circuit			
-	protective conductor connections and			
	termination(s) are properly made and tightened.			
B20	Measurement of Proximity Pin (PP) – Protective	1		PP-PE : (Ohm)
	Earth (PE) resistance value and to be compared with			
	the given value in the IEC Standard.			

B21	Manufacturer handbook and instruction manuals							
	given to the RRP and Operator (where applicable)							
	of the EV Charger							
С	Functionality checks and tests (with EV Charger power TURN-ON at isolator)							
C1	Inspect Residual Current Circuit Breaker(s) (RCCB(s))				,			
	protecting connecting points shall be at least type A							
	×.							
	30mA of symbol and perform manual trip							
	test to all RCCB(s) for Mode 2/2A*/2B*/3 chargers.							
	For mode 4 chargers, earth leakage protection							
	device trip setting should comply with requirements							
	IN 411.5.3L OF SS 638:2018.							
	*Modes 24 and 28 chargers with galvanic							
	isolation shall be at least type ΔC							
C2	Perform the sequence of normal start and stop on							
02	every charging point.							
C3	While charging, check EV ventilation fan (if any) is							
	working.							
C4	While charging, test all the fail-safe emergency stop							
	button(s) to ensure it is functioning.							
	(EVSE shall reset to state A upon releasing)							
C5	Perform control pilot short fault simulation for							
	every charging point.							
	(EVSE shall reset to state A when fault is cleared)							
C6	(For AC charger) – connector 1							
	Perform functionality test for mode 2/2A/2B/3							
	charging point.							
	EV Charger is able to complete energisation and							
67	deenergisation sequence.							
C/	(For AC charger) – connector 2 (If any)							
	Perform functionality test for mode 2/2A/2B/3							
	Charger is able to complete energisation and							
	deepergisation sequence							
68	(For DC charger) – connector 1							
	Perform functionality test for mode 4 charging							
	point (refer to IEC 61851-23).							
	EV Charger is able to complete energisation and							
	deenergisation sequence.							
C9	(For DC charger) – connector 2 (if any)							
	Perform functionality test for mode 4 charging							
	point (refer to IEC 61851-23).							
	EV Charger is able to complete energisation and							
	deenergisation sequence.							
D	Additional items not listed but required in the manu	factur	er's in	struc	tions			
	(Please list accordingly or indicate as NA where appro	priate,)		I			
D1								
D2								
D3		1	1					

^Measured values where required shall be recorded in this report

If there are more tests carried out on the EV Charger than indicated in this form — for instance, functionality test for three or more connectors or under most test required by manufacturer's instruction — please append the results of these tests separately as annexes to this certificate.

Requirements for the emergency main isolation shut-off switch (to be completed by the Equipment Specialist)

First Schedule of the Electric Vehicles Charging (Electric Vehicle Chargers) Regulations 2023 (Applicable only for EV Charger s installed in non-restricted access locations)

	Description	С	NC	NA	Remarks
1.	Requirements relating to emergency main				
	isolation shut-off switch as found in the First				
	schedule of the Electric Vehicles Charging (Electric				
	Vehicle Chargers) Regulations 2023				

To be conducted by the Licensed Electrical Worker¹⁴ (LEW)

Adapted from TR 25: 2022 Part 1: Annex B Electrical safety and general requirements with permission from Enterprise Singapore

	Description	Со	mplia	nce	Remarks/
		С	NC	NA	measurement
					value [^]
Ε	Electrical checks and tests				
E1	Perform earth loop impedance test and record value				Ohm
	complies with SS 638 (For TT and TNS system).				
E2	Record the incoming power supply and charging cable				M-Ohm
	insulation resistance value is more than 1 M-ohm.				
E3	Tripping time of 30 mA RCCB type A (min) as measured by				0 deg:
	an RCCB tester using AC and DC injection curve is				ms
	acceptable according to SS 97 tripping time for mode 2 and				180 deg:
	mode 3 chargers. For mode 4 charger, the trip setting				ms
	should comply with 411.5.3L of SS 638:2018.				
E4	EV Charger installation tally with single line diagram (SLD)				
	provided by the RRP or Operator. Means of isolation,				
	lockable at OFF position (2P for 1 Phase and 3P/4P for 3				
	Phase), is provided for maintenance switching.				
E5	Rating of incoming cable from source DB and charging				
	cable are adequate for max rated charging current.				

[^]Measured values where required shall be recorded in this report

Note: Any EV Charger installed in petrol kiosks shall comply with SCDF's requirements

General remarks:

¹⁴ LEWs are the prescribed persons under section 24 of the Electric Vehicles Charging Act (EVCA) that ensure that the installation of a fixed charger is compliant with the relevant safety standards.

Please note the following:

Inspection and maintenance checks must be carried out based on the following frequencies:

Location of EV Charger	Competent Persons Required	Type of Check	Frequency
Non-restricted access	Equipment Specialists	Maintenance	6 months
locations [#]	Equipment Specialists and	Inspection	12 months
	LEWs		
Restricted access	Equipment Specialists	Maintenance	24 months
locations*			

*Refers to any other location besides restricted access locations

*Refers to bungalows, detached and semi-detached houses, terrace houses that are not strata titled

Date of next inspection : _____

(Based on Inspection Frequency as per the table above)

Endorsed by LEW

The results obtained in E (Electrical checks and tests) is acceptable to the best of my knowledge and the EV charger has been installed together with the apparatus and fittings required by TR25:2022.

Name of LEW:	Licence No.:
-	

Date signature of LEW:		Date of installation:	
------------------------	--	-----------------------	--

Endorsed by ES

I have inspected and tested the EV Charger. To the best of my knowledge, I declare that the EV Charger is *fit and safe / unfit and unsafe for charging EVs. (Please delete as appropriate)

Name of ES: _____

Company: _____ Designation: _____

Dated signature of ES: ______ Date of certification: _____

Please ensure that the LEW and ES have endorsed this checklist.

The safety check was witnessed by the RRP of the EV Charger.

Name and dated signature of the RRP of the EV Charger:

Name:	Dated Signature:

Note 1 – It is the responsibility of the RRP or person who has charge and control of the EV Chargers to perform the necessary maintenance routines as recommended by the equipment specialist or manufacturer to ensure the safe use of the EV Charger and any potential hazard due to lack of maintenance.

Note 2 – Fault reporting procedure

If any EV Charger is found to be unsafe or unsuitable for operation, the following steps shall be taken:

- a. The supply to the equipment shall be switched off;
- b. The means of isolation shall be off and locked to prevent re-connection of supply;
- c. A clear label notifying users that the equipment is out of service shall be displayed prominently; and
- d. The RRP or person who has charge and control of the EV Chargers shall be informed immediately.

Annex A (Optional)

This annex is optional. It may be appended to the main certificate if there are more tests carried out on the EV Charger than indicated on the main certificate, for instance, functionality test for three or more connectors or under most test required by manufacturer's instruction.

	Description	Compliance		ice	Remarks/
		С	NC	NA	measurement
					value
1					
2					
3					

Form 2A:

Checklist for the safety check of a modified fixed high-powered (>150kW) EV Charger with a Thermal Management System

Form 2A: Checklist for the safety check of a modified fixed high-powered (>150kW) EV Charger with a Thermal Management System

Purpose of use: Safety checks for any modified fixed high-powered EV Charger before it is first used to charge an Electric Vehicle

Details of the installation of the EV Charger

a. EV Charger brand and model: ______

b. EV Charger manufacturer serial number:_____

- c. EV Charger type-approval ID (if applicable):_____
- d. Name of the registered responsible person (RRP) of the EV Charger:
- e. Address where EV Charger is installed: (*Please indicate the carpark lot number and the floor level where applicable*)

To be conducted by the Equipment Specialist¹⁵ (ES)

Adapted from TR 25: 2022 Part 3: Annex D High Powered Charging with permission from Enterprise Singapore

C – Compliant

NC – Not Compliant

NA – Not Applicable

	Description	Compliance		Compliance Rema	
		С	NC	NA	measurement
					value [^]
Α	Authority Requirement				
A1	LTA Alteration Approval Label affixed to the EV				
	charger. Please provide Alteration Approval Code				
	found on the respective label under Remarks.				
A2	For building with Energy Market Authority				
	Electrical Installation License, letter of consent is				
	obtained from building Licensed Electrical Worker				
	(LEW).				

¹⁵ Equipment Specialists are the prescribed competent persons under section 23 of the Electric Vehicles Charging Act (EVCA) that certifies that the chargers are fit for use.

В	External and environmental checks (with EV Charge	r powe	er TUR	NED-	OFF at isolator)
B1	Installed outside hazardous zones where				
	flammable or combustible gas or material may be				
	present.				
B2	Enclosure is not dented, damaged, corroded or in				
	any rusty condition.				
B3	Space around the EV Charger is adequate for easy				
	access and maintenance work.	<u> </u>			
B4	Sealing rubber of all doors are in order, and doors				
	including lockset (if any) can be opened and closed				
рг	edsily.	<u> </u>			
вэ	No sign of insects inside EV charger. Openings of				
PG	Petachable parts are not loose or falling off and				
БО	not in a rusty condition				
B7	No visible moisture, waterlogging or burnt marks at				
57	the FV Charger and connector charging pins.				
B8	Floor or wall mounting of EV Charger remains rigid				
	and strong.				
B9	Vehicle connector cable, mounting and support is				
	secured and not damaged.				
B10	Electrical warning labels is clear and prominent.				
B11	Source of Distribution Box for EV Charger is clearly				
	labelled and electrical source Distribution Board				
	(DB) is accessible for operation.				
B12	Bollards or continuous kerb(s) or other means of				
	crash protection is installed to provide adequate				
	protection against moving vehicles.				
B13	Charger specification plate is clear, legible, and				
	prominent according TR25 requirement.				
B14	RRP or Operator (where applicable) of EV Charger				
	contact details label is legible, and prominent.	<u> </u>			
B15	Fail-safe emergency stop button (in red and yellow)				
	is prominent and not damaged. For outdoor				
	directional signs shall be provided for multiple				
	charger installations				
B16	Adequate lighting for charging operation.				
010	nacquate ignalig for enalging operation.				
B17	Inspection label provided as below.				Last inspection date:
	50mm				
	E Date of this inspection				
	22				
	(As recommended in TR25)				
B18	EV Charger's display and all UI accessories (e.g.	<u> </u>		<u> </u>	
	press button, RFID reader etc.) are not damaged				
	and are working properly.				

B19	Incoming power supply cable including circuit				
	protective conductor connections and				
	termination(s) are properly made and tightened.				
B20	Measurement of Proximity Pin -Protective Earth				PP-PE: (Ohm)
	resistance value and and to be compared with the				
	given value in the IEC Standard.				
B21	Manufacturer handbook and instruction manuals				
	given to the RRP and Operator (where applicable)				
	of the EV Charger				
С	Functionality checks and tests (with EV Charger pow	er TUF	RN-ON a	at iso	olator)
C1	Inspect RCCB(s) protecting connecting points shall				
	$\mathbf{x}_{\mathbf{x}}$				
	be at least type A 30mA of symbol and				
	perform manual trip test to all RCCB(s). For mode 4				
	chargers, earth leakage protection device trip				
	setting should comply with requirements in				
	411.5.3L of SS 638:2018.				
C2	Perform the sequence of normal start and stop on				
	every charging point.				
C3	While charging, check EV ventilation fan (if any) is				
	working.				
C4	While charging, test all the fail-safe emergency				
	stop button(s) to ensure it is functioning.				
	(EVSE shall reset to state A upon releasing)				
C5	Perform control pilot short fault simulation for				
	every charging point.				
	(EVSE shall reset to state A when fault is cleared)				
C6	(For DC charger) – connector 1				
	Perform functionality test for mode 4 charging				
	point (refer to IEC 61851-23).				
	EV Charger is able to complete energisation and				
	deenergisation sequence.				
C7	(For DC charger) – connector 2 (if any)				
	Perform functionality test for mode 4 charging				
	point (refer to IEC 61851-23).				
	EV Charger is able to complete energisation and				
	deenergisation sequence.				
D	Applicable for high-powered chargers with thermal	mana	gement	usi	ng liquid-cooled
	cables				
D1	Door interlock test – open respective door of the				
	charger and all its peripherals and the system shall				
	show that the charger is unavailable.				
D2	Emergency stop check – Start charging the EV,				
	press open one of the doors during charging. Did				
	the charge session stop immediately and did the				
	system display an error screen?				
D3	Insulation monitoring device for DC – EVSE OEM				
	to provide system status/report on site and shall				
	comply to 6.4.3.106 of IEC 61851-23.				
D4	Surge protection device – Test/confirm that Type 1				
	or Type 2 protection is still active and available.				

D5	Cooling unit – Are the inlet and outlet of the cooling unit connected in the right order to the				
	cable?				
D6	Cooling unit – via visual inspection of the cooling				
	unit, no coolant/oil shall be leaking.				
D7	Verify that all connections of CCS cables are				
	tightened.				
Ε	Additional items not listed but required in the man	ufactu	rer's iı	nstru	ctions
	(Please list accordingly or indicate as NA where appropriate)				
E1					
E2					
E3					

^Measured values where required shall be recorded in this report

If there are more tests carried out on the EV Charger than indicated in this form — for instance, functionality test for three or more connectors or under more test required by manufacturer's instruction — please append the results of these tests separately as annexes to this certificate.

Requirements for the emergency main isolation shut-off switch (to be completed by the Equipment Specialist)

First Schedule of the Electric Vehicles Charging (Electric Vehicle Chargers) Regulations 2023 (Applicable only for EV Charger's installed in non-restricted access locations)

	Description	С	NC	NA	Remarks
2.	Requirements relating to emergency main				
	isolation shut-off switch as found in the First				
	schedule of the Electric Vehicles Charging (Electric				
	Vehicle Chargers) Regulations 2023				

To be conducted by the Licensed Electrical Worker¹⁶ (LEW)

Adapted from TR 25: 2022 Part 3: Annex D High Powered Charging with permission from Enterprise Singapore

	Description	Со	mplia	nce	Remarks/
		С	NC	NA	measurement
					value^
F	Electrical checks and tests				
F1	Perform earth loop impedance test and record value				Ohm
	complies with SS 638 (For TT and TNS system).				
F2	Record the incoming power supply and charging cable				M-Ohm
	insulation resistance value is more than 1 M-ohm.				
F3	Tripping time of 30 mA RCCB type A (min) as measured by				0 deg:
	an RCCB tester using AC and DC injection curve is				ms
	acceptable according to SS 97 tripping time . For mode 4				180 deg:
	charger, the trip setting should comply with 411.5.3L of SS				ms
	638:2018.				
F4	EV Charger installation tally with single line diagram (SLD)				
	provided by the RRP or operator who has charge and				
	control of the EVSE. Means of isolation, lockable at OFF				
	position (2P for 1 Phase and 3P/4P for 3 Phase), is provided				
	for maintenance switching.				
F5	Rating of incoming cable from source DB and charging				
	cable are adequate for max rated charging current.				

[^]Measured values where required shall be recorded in this report

Note: Any EV Charger installed in petrol kiosks shall comply with SCDF's requirements

General remarks:

¹⁶ LEWs are the prescribed persons under section 24 of the Electric Vehicles Charging Act (EVCA) that ensure that the installation of a fixed charger is compliant with the relevant safety standards.

Please note the following:

Inspection and maintenance checks must be carried out based on the following frequencies:

Location of EV Charger	Competent Persons Required	Type of Check	Frequency
Non-restricted access locations [#]	Equipment Specialists	Maintenance	6 months
	Equipment Specialists and LEWs	Inspection	12 months
Restricted access locations*	Equipment Specialists	Maintenance	24 months

[#]Refers to any other location besides restricted access locations

*Refers to bungalows, detached and semi-detached houses, terrace houses that are not strata titled

Date of next inspection : _____

Endorsed by LEW

The results obtained in F (Electrical checks and tests) is acceptable to the best of my knowledge and the EV charger has been installed together with the apparatus and fittings required by TR25:2022.

Name of LEW: ______ Licence No.: _____

Date signature of LEW:	Date of installation:	
U		

Endorsed by ES

I have inspected and tested the EV Charger. To the best of my knowledge, I declare that the EV Charger is *fit and safe / unfit and unsafe for charging EVs. (Please delete as appropriate)

Name of ES: ______

Company: _____ Designation: ______

Date of safety check:

Please ensure that the LEW and ES have endorsed this checklist.

The safety check was witnessed by the RRP of the EV Charger.

Name and dated signature of the RRP of the EV Charger:

Name:	e: Dated Signature:	

Note 1 – It is the responsibility of the RRP person who has charge and control of the EV Charger to perform the necessary maintenance routines as recommended by the equipment specialist or manufacturer to ensure the safe use of the EV Charger and any potential hazard due to lack of maintenance.

Note 2 – Fault reporting procedure

If any EV Charger is found to be unsafe or unsuitable for operation, the following steps shall be taken:

- a. The supply to the equipment shall be switched off;
- b. The means of isolation shall be off and locked to prevent re-connection of supply;
- c. A clear label notifying users that the equipment is out of service shall be displayed prominently; and
- d. The RRP or person who has charge and control of the EV Chargers shall be informed immediately.

Annex A (Optional)

This annex is optional. It may be appended to the main certificate if there are more tests carried out on the EV Charger than indicated on the main certificate, for instance, functionality test for three or more connectors or under most test required by manufacturer's instruction.

	Description	Compliance		ice	Remarks/
		С	NC	NA	measurement value [^]
1					
2					
3					

<u>Form 3A:</u> Checklist for the safety check of a modified nonfixed EV Charger
Form 3A: Checklist for the safety check of a modified non-fixed EV Charger

Purpose of use: Safety checks for any modified non-fixed EV Charger before it is first used to charge an Electric Vehicle

Details of the EV Charger

- a. EV Charger brand and model: ______
- b. EV Charger manufacturer serial number:______
- c. EV Charger type-approval ID (if applicable):_____
- d. Name of the registered responsible person (RRP) of the EV Charger:
- e. Address where EV Charger is installed: (Please indicate the carpark lot number and the floor level where applicable)

To be conducted by the Equipment Specialist¹⁷ (ES)

Adapted from TR 25: 2022 Part 1: Annex B Electrical safety and general requirements with permission from Enterprise Singapore

- C Compliant
- NC Not Compliant
- NA Not Applicable

	Description	Compliance		ce	Remarks/	
		С	NC	NA	measurement	
					value [^]	
Α	Authority Requirement					
A1	LTA Alteration Approval Label affixed to the EV					
	charger. Please provide Alteration Approval Code					
	found on the respective label under Remarks.					
A2	For building with Energy Market Authority Electrical					
	Installation License, letter of consent is obtained from					
	building Licensed Electrical Worker (LEW).					
В	External and environmental checks (with EV Charger power TURNED-OFF at isolator)					
B1	Installed outside hazardous zones where flammable					
	or combustible gas or material may be present.					

¹⁷ Equipment Specialists are the prescribed competent persons under section 23 of the Electric Vehicles Charging Act (EVCA) that certifies that the chargers are fit for use.

Г				1	
	B2	Enclosure is not dented, damaged, corroded or in any			
ļ		rusty condition.			
	B3	Space around the EV Charger is adequate for easy access and maintenance work.			
ľ	B4	Sealing rubber of all doors are in order, and doors			
		including lockset (if any) can be opened and closed			
		easily			
ŀ	R5	No sign of insects inside EV Charger, Openings or			
	55	vents are not blocked no excess foreign particles			
	R6	Detachable parts are not loose or falling off and not in			
	БО	a rusty condition			
ŀ	B 7	No visible moisture, waterlogging or burnt marks at			
	Б7	the EV Charger and connector charging pinc			
ŀ	БО	Elear or wall mounting of EV Charger remains rigid			
	БО	and strong			
	DO	And strong.			
	В9	venicle connector cable, mounting and support is			
ŀ	54	secured and not damaged.			
	B1 0	Electrical warning labels is clear and prominent.			
ŀ	B1	Source of Distribution Box (DB) for EV Charger is			
	1	clearly labelled and electrical source DB is accessible			
	-	for operation.			
ŀ	R1	Bollards or continuous kerb(s) or other means of			
	2	crash protection is installed to provide adequate			
	2	protection against moving vehicles			
ŀ	B1	Charger specification plate is clear legible and			
	3	prominent according TR25 requirement			
ŀ	B1	BRP or Operator (where applicable) of EV Charger			
	4	contact details label is legible and prominent			
ŀ	B1	Fail-safe emergency stop buttop (in red and vellow) is			
	5	nrominent and not damaged. For outdoor installation			
	5	it shall be weather proof. Clear directional signs shall			
		he provided for multiple charger installations			
ŀ	B 1	Adequate lighting for charging operation			
	6	Adequate lighting for charging operation.			
	D1	Inspection label provided as below			Last inspection date:
	7	50mm			Last hispection date.
	'				
		E Date of this inspection			
		Date of next inspection			
		(As recommended in TR25)			
ľ	B1	EV Charger's display and all User Interface accessories			
	8	(e.g. press button, RFID reader etc.) are not damaged			
l	-	and are working properly.			
ľ	B1	Incoming power supply cable including circuit			
	9	protective conductor connections and termination(s)			
		are properly made and tightened.			
ŀ	B2	Measurement of Proximity Pin (PP) – Protective Earth		1	PP-PE : (Ohm)
	0	(PE) resistance value and to be compared with the			
ļ	-	given value in the IEC Standard.			
J.		-			1

B2	Manufacturer handbook and instruction manuals					
1	given to the RRP and Operator (where applicable) of					
	the EV Charger					
С	Functionality checks and tests (with EV Charger power TURN-ON at isolator)					
C1	Inspect Residual Current Circuit Breaker(s) (RCCB(s))					
	protecting connecting points shall be at least type A					
	\sim					
	30mA of symbol and perform manual trip test					
	to all RCCB(s) for Mode 2/2A*/2B*/3 chargers. For					
	mode 4 chargers, earth leakage protection device trip					
	setting should comply with requirements in 411.5.3L					
	01 55 638:2018.					
	*Modes 2A and 2B chargers with galvanic					
	isolation shall be at least type AC					
C2	Perform the sequence of normal start and ston on					
C2	every charging point					
C3	While charging, check FV ventilation fan (if anv) is					
	working.					
C4	While charging, test all the fail-safe emergency stop					
	button(s) to ensure it is functioning.					
	(EVSE shall reset to state A upon releasing)					
C5	Perform control pilot short fault simulation for every					
	charging point.					
	(EVSE shall reset to state A when fault is cleared)					
C6	(For AC charger) – connector 1					
	Perform functionality test for mode 2/2A/2B/3					
	charging point.					
	EV Charger is able to complete energisation and					
	deenergisation sequence.					
C7	(For AC charger) – connector 2 (if any)					
	Perform functionality test for mode 2/2A/2B/3					
	charging point.					
	EV Charger is able to complete energisation and					
	deenergisation sequence.					
68	(For DC charger) – connector 1					
	Perform functionality test for mode 4 charging point					
	(Telef to TEC 01851-23).					
	deenergication sequence					
<u>رم</u>	(For DC charger) - connector 2 (if any)					
	Perform functionality test for mode 4 charging point					
	(refer to IEC 61851-23)					
	EV Charger is able to complete energisation and					
	deenergisation sequence.					
D	Additional items not listed but required in the manufa	cturer	's inst	ructio	ons	
	(Please list accordingly or indicate as NA where appropriate)					
D1						
D2						
D3						

^Measured values where required shall be recorded in this report

If there are more tests carried out on the EV Charger than indicated in this form - for instance, functionality test for three or more connectors or under most test required by manufacturer's instruction — please append the results of these tests separately as annexes to this certificate. **General remarks:**

Please note the following:

Inspection and maintenance checks must be carried out based on the following frequencies:

Location of EV Charger	Competent Persons Required	Type of Check	Frequency
Restricted access	Equipment Specialists	Maintenance	24 months
locations*			

*Refers to bungalows, detached and semi-detached houses, terrace houses that are not strata titled

Date of next inspection : _____

(Based on Inspection Frequency as per the table above)

Endorsed by ES

I have inspected and tested the EV Charger. To the best of my knowledge, I declare that the EV Charger is *fit and safe / unfit and unsafe for charging EVs. (Please delete as appropriate)

Name of ES:			

Company: _____ Designation: _____

Dated signature of ES: ______ Date of safety check: ______

Please ensure that the ES has endorsed this checklist.

The safety check was witnessed by the RRP of the EV Charger.

Name and dated signature of the RRP of the EV Charger:

Name: _____ Dated Signature: _____

Note 1 – It is the responsibility of the RRP or person who has charge and control of the EV Chargers to perform the necessary maintenance routines as recommended by the equipment specialist or manufacturer to ensure the safe use of the EV Charger and any potential hazard due to lack of maintenance.

Note 2 – Fault reporting procedure

If any EV Charger is found to be unsafe or unsuitable for operation, the following steps shall be taken:

- a. The supply to the equipment shall be switched off;
- b. The means of isolation shall be off and locked to prevent re-connection of supply;
- c. A clear label notifying users that the equipment is out of service shall be displayed prominently; and
- d. The RRP or person who has charge and control of the EV Chargers shall be informed immediately.

Annex A (Optional)

This annex is optional. It may be appended to the main certificate if there are more tests carried out on the EV CHARGER than indicated on the main certificate, for instance, functionality test for three or more connectors or under most test required by manufacturer's instruction.

	Description	Compliance		ice	Remarks/	
		С	NC	NA	measurement	
					value [^]	
1						
2						
3						
I				1		