

Company Directive

STANDARD TECHNIQUE: SD5G (Part 2)

Relating to the Connection of Electric Vehicle Charging Points with a Capacity > 32A per phase

Policy Summary

This document defines Company policy for processing notifications and applications from customers or installers for the connection of individual or multiple Electric Vehicle Charging Points where individual equipment has a rating > 32A per phase onto WPD's low voltage distribution system.

Author: Seth Treasure

Implementation Date: September 2018

Approved by



Policy Manager

Date:

5 September 2018

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IMPLEMENTATION PLAN

Introduction

This document details the approach for managing Electric Vehicle Charging Point applications for individual or multiple equipment (installed beyond the same point of supply) where any installed item is rated greater than 32A per phase onto Western Power Distribution's (WPD's) low voltage distribution network.

Main Changes

The original document ST: NC1AA has been withdrawn and replaced with two separate documents relating to the installation of car charging installations. Standard Technique: SD5G (Part 1) details the required processes and requirements for installations of individual or multiple Charging Points each with a rating of up to 32A per phase. Standard Technique: SD5G (Part 2) details the required processes and requirements for installations of individual or multiple Charging Points each with a rating > 32A per phase. This document also includes information regarding pre assessed Electric Vehicle Charging Points with a DC output (i.e. 'Mode 4' Charging where the AC/DC conversion is facilitated within the Charging Point and not onboard the Electric Vehicle)

Impact of Changes

The new standard technique includes an analysis method for multiple Electric Vehicle Charging Points rated greater than 32 amps per phase.

Implementation Actions

Team Managers shall ensure that appropriate staff are aware of, and follow, the requirements of this document.

Implementation Timetable

This Standard Technique shall be implemented with immediate effect for new or modified connections involving Electric Vehicle Charging.

Where there is a discrepancy between different policies, this policy shall take precedence.

REVISION HISTORY

Document Revision & Review Table		
Date	Comments	Author
September 2018	<ul style="list-style-type: none">ST:NC1AA/1 has been removed and replaced by this document	Seth Treasure

1.0 INTRODUCTION

- 1.1 This Standard Technique describes WPD policy for processing applications from customers, or their nominated installer, for the installation and connection of individual or multiple Electric Vehicle (EV) Charging Points (installed beyond the same point of supply) where any have a rating greater than 32A per phase, onto WPD's low voltage distribution system.
- 1.2 WPD will use the information provided by the customer or installer to assess the suitability of the existing network to supply the Electric Vehicle charging infrastructure. Suitability will be based upon the network's susceptibility to voltage fluctuations, flicker and harmonic voltage distortion, as well as ensuring it is kept within the designated thermal and voltage limits.
- 1.3 This Standard Technique should be read in conjunction with ST:SD5A, ST:SD5C, ST:SD5E, ST:SD5K, ST:SD5O, ST:SD5R, ST:SD6J, ST:TP21E, and ST:NC1P.
- 1.4 Where this document and associated calculation tools do not cover the proposed installation of Electric Vehicle Charging Points, the regional power quality expert shall be consulted.

2.0 IET CODE OF PRACTICE FOR ELECTRIC VEHICLE CHARGING EQUIPMENT INSTALLATION

- 2.1 The IET Code of Practice has been created to assist the installer in ensuring the installation of Electric Vehicle charging equipment complies with the relevant requirements of BS7671:2008 (as amended) and the Electricity Safety, Quality and Continuity Regulations 2002 (as amended).
- 2.2 The Code of Practice requires that the installer of any Electric Vehicle charging infrastructure shall follow the Application process when there is identified adequacy or safety concerns with the property's existing service equipment or where the post installation maximum demand is greater than 60 amps.

WPD's Application form is detailed within Appendix E.

3.0 CONNECTIONS

- 3.1 Connections for Electric Vehicle Charging Points shall be designed in accordance with ST: SD5A or ST: SD5E as appropriate.
- 3.2 Connections including Electric Vehicle Charging Points shall be designed with a network impedance that meets the requirements of this document at the point of common coupling (PCC).
- 3.3 Connections including Electric Vehicle Charging Points shall not be connected via a service loop. *See clause 10.4.*
- 3.4 Where a connection supplies more than one charging point no diversity shall be allowed unless load control is provided and verified by the Charging point installer to prevent the service and cut-out from being overloaded.

4.0 MINIMUM CUSTOMER INFORMATION

- 4.1 The installer shall submit a completed Application form (Appendix E), Power Quality (PQ) forms C and D relating to [Harmonics](#) and [Flicker](#) respectively (unless information has already been collated i.e. Known EV Charging Spreadsheet).
- 4.2 Installers not meeting the minimum information requirements shall be contacted to provide the missing information.

5.0 CONNECTION PROCEDURE

- 5.1 For all Electric Vehicle Charging Point applications, the Records Team will attach the submitted forms to an unclassified connection enquiry marked ****EV**** and pass to the local teams.
- 5.2 The local Planner will assess the connection and system for;
- Customer earthing arrangements
 - Segregation of earthing systems
 - Harmonic emission concerns
 - Flicker concerns
 - Thermal capacity
 - Suitability of positioning
- 5.3 The connection shall not be made via a looped service (either via the first cut-out or the subsequent looped cut-outs).
- 5.4 A list of letters for the interaction with installers / customers is provided within [N:\Connections\Guidance & Overview\Low Carbon Technology\EV Letter Templates](#)

6.0 EARTHING ARRANGEMENTS

- 6.1 In accordance with The IET Wiring Regulations (Eighteenth Edition) BS 7671 and ST:TP21E, " A PME earthing facility shall not be used as the means of earthing for the protective conductor contact of a charging point located outdoors or that might reasonably be expected to be used to Charging a Vehicle located outdoors unless one of the following methods is used" :-
- The charging point forms part of a three phase installation where all of the demand including the Charging point/s are balanced over all of the available phases.
 - The car charging installation includes an earth electrode of sufficient resistance to ensure that the Rise of Earth Potential (ROEP) will be limited to a maximum of 70 volts during a broken neutral event.
 - Protection against Electric shock is provided by a device which disconnects the charging point from the live conductors of the supply and from protective earth within 5 s in the event of a broken neutral.

- 6.2 In view of the possible future conversion of SNE networks to PME, a SNE Earth Terminal shall not normally be offered for a supply solely for Charging of Electric Vehicles. A SNE earth terminal may only be provided to a Charging Pillar when the supply originates from a dedicated distribution transformer which will guarantee the complete separation of Neutral and Earth conductors.
- 6.3 TT earthing arrangements shall be utilised by Electric Vehicle Charging Points that do not meet the PME requirements specified in clause 6.1.
- 6.4 The customers buried TT earthing system shall be segregated from the WPD buried earthing system (including buried LV metalwork and traditional Paper Insulated Lead Covered cables) by the required distance detailed in Table 1:

Connection:	Single Phase or Unbalanced 3 Phase Connection	Balanced Three Phase Connection
Minimum Segregation	3.6m	0.3m

Table 1 – Segregation requirement between Earthing Zones

- 6.5 The Electric Vehicle Charging Point (whole installation) shall be segregated (above ground) from metalwork connected to PME or SNE earthing systems by at least 2.5m e.g. metallic street lights and steel frame buildings.

7.0 IMPEDANCE REQUIREMENTS FOR ELECTRIC VEHICLE CHARGING POINTS

7.1 Unless otherwise stated within the power quality assessment forms ^{(1) (2)} completed by the installer, the individual connection of Electric Vehicle Charging Points rated at $\leq 75A$ shall comply with the requirements of Table 2 detailed below.

Equipment Rating (A)	Equipment rating (kVA)			Minimum short circuit power (kVA)			Minimum fault current (A)			Maximum source impedance at PCC (ohms)		
	1 phase	split phase	three phase	1 phase	split phase	three phase	1 phase	split phase	three phase	1 phase (3)	split phase (4)	three phase (5)
33	7.590	15.18	22.863	250.470	500.94	754.481	1089	1089	1089	0.211	0.422	0.212
34	7.820	15.64	23.556	258.060	516.12	777.344	1122	1122	1122	0.205	0.410	0.206
35	8.050	16.10	24.249	265.650	531.3	800.207	1155	1155	1155	0.199	0.398	0.200
36	8.280	16.56	24.942	273.240	546.48	823.070	1188	1188	1188	0.194	0.387	0.194
37	8.510	17.02	25.634	280.830	561.66	845.933	1221	1221	1221	0.188	0.377	0.189
38	8.740	17.48	26.327	288.420	576.84	868.796	1254	1254	1254	0.183	0.367	0.184
39	8.970	17.94	27.020	296.010	592.02	891.659	1287	1287	1287	0.179	0.357	0.179
40	9.200	18.40	27.713	303.600	607.2	914.522	1320	1320	1320	0.174	0.348	0.175
41	9.430	18.86	28.406	311.190	622.38	937.385	1353	1353	1353	0.170	0.340	0.171
42	9.660	19.32	29.098	318.780	637.56	960.249	1386	1386	1386	0.166	0.332	0.167
43	9.890	19.78	29.791	326.370	652.74	983.112	1419	1419	1419	0.162	0.324	0.163
44	10.120	20.24	30.484	333.960	667.92	1005.975	1452	1452	1452	0.158	0.317	0.159
45	10.350	20.70	31.177	341.550	683.1	1028.838	1485	1485	1485	0.155	0.310	0.156
46	10.580	21.16	31.870	349.140	698.28	1051.701	1518	1518	1518	0.152	0.303	0.152
47	10.810	21.62	32.563	356.730	713.46	1074.564	1551	1551	1551	0.148	0.297	0.149
48	11.040	22.08	33.255	364.320	728.64	1097.427	1584	1584	1584	0.145	0.290	0.146
49	11.270	22.54	33.948	371.910	743.82	1120.290	1617	1617	1617	0.142	0.284	0.143
50	11.500	23.00	34.641	379.500	759	1143.153	1650	1650	1650	0.139	0.279	0.140
51	11.730	23.46	35.334	387.090	774.18	1166.016	1683	1683	1683	0.137	0.273	0.137
52	11.960	23.92	36.027	394.680	789.36	1188.879	1716	1716	1716	0.134	0.268	0.135
53	12.190	24.38	36.719	402.270	804.54	1211.742	1749	1749	1749	0.132	0.263	0.132
54	12.420	24.84	37.412	409.860	819.72	1234.605	1782	1782	1782	0.129	0.258	0.130
55	12.650	25.30	38.105	417.450	834.9	1257.468	1815	1815	1815	0.127	0.253	0.127
56	12.880	25.76	38.798	425.040	850.08	1280.331	1848	1848	1848	0.124	0.249	0.125
57	13.110	26.22	39.491	432.630	865.26	1303.194	1881	1881	1881	0.122	0.245	0.123
58	13.340	26.68	40.184	440.220	880.44	1326.057	1914	1914	1914	0.120	0.240	0.121
59	13.570	27.14	40.876	447.810	895.62	1348.921	1947	1947	1947	0.118	0.236	0.119
60	13.800	27.60	41.569	455.400	910.8	1371.784	1980	1980	1980	0.116	0.232	0.117
61	14.030	28.06	42.262	462.990	925.98	1394.647	2013	2013	2013	0.114	0.229	0.115
62	14.260	28.52	42.955	470.580	941.16	1417.510	2046	2046	2046	0.112	0.225	0.113
63	14.490	28.98	43.648	478.170	956.34	1440.373	2079	2079	2079	0.111	0.221	0.111
64	14.720	29.44	44.340	485.760	971.52	1463.236	2112	2112	2112	0.109	0.218	0.109
65	14.950	29.90	45.033	493.350	986.7	1486.099	2145	2145	2145	0.107	0.214	0.108
66	15.180	30.36	45.726	500.940	1001.88	1508.962	2178	2178	2178	0.106	0.211	0.106
67	15.410	30.82	46.419	508.530	1017.06	1531.825	2211	2211	2211	0.104	0.208	0.104
68	15.640	31.28	47.112	516.120	1032.24	1554.688	2244	2244	2244	0.102	0.205	0.103
69	15.870	31.74	47.805	523.710	1047.42	1577.551	2277	2277	2277	0.101	0.202	0.101
70	16.100	32.20	48.497	531.300	1062.6	1600.414	2310	2310	2310	0.100	0.199	0.100
71	16.330	32.66	49.190	538.890	1077.78	1623.277	2343	2343	2343	0.098	0.196	0.099
72	16.560	33.12	49.883	546.480	1092.96	1646.140	2376	2376	2376	0.097	0.194	0.097
73	16.790	33.58	50.576	554.070	1108.14	1669.003	2409	2409	2409	0.095	0.191	0.096
74	17.020	34.04	51.269	561.660	1123.32	1691.866	2442	2442	2442	0.094	0.188	0.095
75	17.250	34.50	51.962	569.250	1138.5	1714.730	2475	2475	2475	0.093	0.186	0.093

The values represented are required at the Point of Common Coupling (PCC).

Table 2 – Minimum Fault level/Maximum Impedance at PCC for $R_{sc}=33$

- Notes;** (1) To ensure that a device complies with the power quality standards, some installations may require a lower impedance / higher fault level.
- (2) Any Electric Vehicle Charging Points that have been pre assessed shall comply with the requirements provided on the “known” car charging spreadsheet. See clause 7.3
- (3) Phase to Neutral impedance
- (4) Phase to Phase impedance
- (5) Phase impedance (line impedance)

7.2 Connections including more than one installation of Electric Vehicle Charging Points rated $\leq 75A$ installed beyond the same point of supply shall comply with the impedance requirements detailed by using the “Impedance Calculator” found via the [following Link](#).

7.3 Electric Vehicle Charging Points that have been pre assessed by WPD are detailed on the spreadsheet found via the [following link](#). The connection requirements detailed within the spreadsheet supersede any other impedance or fault level requirement noted within this document or from a third party source.

7.4 Electric Vehicle Charging Points rated greater than 75A per phase and not detailed within the “known” EV Charging spreadsheet shall:

Be assessed utilising the Power Quality data collection forms (C&D) where the installer has provided information regarding the required network characteristics.

Or

Where the installer is unable to provide Power Quality data the “+75A Impedance Calculator” shall be used and is available via the [following link](#).

See Figure 1 for guidance

8.0 DEMAND REQUIREMENTS FOR ELECTRIC VEHICLE CHARGING POINTS

8.1 When undertaking an assessment of the service and cut out (sole use equipment) for thermal capacity, no diversity factor shall be applied.

8.2 When undertaking an assessment of the network capacity (transformers and mains conductors) for thermal capacity, the diversity factor as detailed within Standard Technique: SD5A shall be applied. This is currently set at a 50%.

8.3 Customer load management schemes for Electric Vehicle Charging Points will be accepted if the principles of Standard Technique: SD1E (ENA ER G100) are followed.

9.0 POWER QUALITY REQUIREMENTS FOR ELECTRIC VEHICLE CHARGING POINTS

9.1 The Electric Vehicle Charging point/s shall comply with the requirements of BSEN 61000-3-12 or BSEN 61000-3-4 regarding Harmonic emissions.

9.2 The Electric Vehicle Charging point/s shall comply with the requirements of Energy Network Association Engineering Recommendation P28 regarding Voltage Fluctuations (Flicker).

9.3 The Electric Vehicle Charging point/s shall comply with the requirements of Energy Network Association Engineering Recommendation P29 regarding Voltage Unbalance.

Note: By following the processes within this document, the installation will be deemed compliant with the above Engineering Recommendations.

10.0 REINFORCEMENT FOR ELECTRIC VEHICLE CHARGING POINTS (> 32A per phase) ⁽¹⁾

10.1 Where it has been determined that the installation of an Electric Vehicle Charging Point will thermally overload sole use items – transformer, conductors, cut out, metering tails or meter⁽²⁾ the item(s) of concern shall be upgraded to a sufficient capacity and due to the item(s) being sole use the customer shall fully fund the required reinforcement works.

10.2 If any shared use conductor or apparatus requires reinforcement works due to thermal constraints only. The reinforcement cost of upgrading the shared use item shall be apportioned in accordance with ST: NC1P. The reinforcement costs shall be split across Budget Code 10 and 19.

10.3 If reinforcement works of shared use conductors or apparatus are required for thermal and power quality concerns;

The installation will first be analysed ignoring any PQ requirement – any required reinforcement works for thermal constraints will be apportioned.

Thereafter,

The connection will be re analysed for power quality concerns and any additional reinforcement works required to mitigate any Harmonic emissions or the impact of Flicker will be fully Charged to the customer / installer.

The apportionment rules do not apply to reinforcement works required solely to mitigate the effects of “Disturbing loads”. See ST: NC1P clause 10.

10.4 Services that have been looped via the incoming terminals of a cutout shall be removed at WPD’s cost and shall be allocated to Budget Code 49 – Service Replacement. Where a service has been looped by an alternative method, the connection shall be analysed for compliance with thermal and voltage requirements (SD5A and SD5K etc.) and each customer connection shall be individually fused.

Notes: (1) *Western Power Distribution’s policy regarding the charging methodology for the reinforcement of the distribution system is detailed within Standard Technique: NC1P.*

(2) *Where the meter or meter tails of an installation are deemed to be thermally overloaded, the customer’s supplier shall be informed. The installation will remain disconnected until the supplier has confirmed that reinforcement works have been completed.*

See Figure 2 for guidance

11.0 ARRANGEMENTS FOR FUEL FILLING STATIONS

- 11.1 A separate supply shall not be provided to an Electric Vehicle Charge Point installation positioned (entirely or partially) within the boundary of a Fuel Filling Station. The supply shall be fed via the existing Fuel Filling Station Connection Point to ensure that normal and emergency isolation is provided at one position only.
- 11.2 The installer shall ensure that the Electric Vehicle Charge Point installation including the full extent of connected cable and charging vehicle shall not be positioned within the noted hazardous area associated with a Fuel Filling Station forecourt.

12.0 MULTIPLE CONNECTIONS

- 12.1 WPD normally provides a single point of connection to each site or premises but in some cases the customer may require more than one connection, for example, where:

- enhanced security is required
- the site is large and fragmented and there is no electrical interconnection between separate parts of the site

- 12.2 With the exception of fuel filling stations, where EV charge points are proposed one or more additional points of connection may also be requested to supply the charge points, however, multiple connections introduce a number of challenges, including:

- a risk of paralleling WPD's connections through the customer's network
- complex earthing / bonding issues
- added complexity (e.g. means of electrically isolating the site under emergency conditions or when work is carried out)

(a) Risk of Paralleling:

It is essential that the multiple connections are not paralleled through the customer's network. If this were to occur this could adversely affect the protection performance and/or cause current to flow through the customer's network. This flow of current could overload cables, switchgear etc. or give rise to unexpected power flow through the metering.

In order to prevent the customer's network from being paralleled the customer shall either:

- Physically segregate the network supplied by each connection so that interconnection is impossible.
- Fit interlocking to prevent paralleling. This interlocking shall either consist of mechanical interlocking (without over-ride facilities) and/or fail-safe electrical (hard wired) interlocking. Where electrical interlocking is provided any mechanical closing facilities must be disabled to prevent it from being bypassed.

Software interlocking provided by programmable logic controllers (PLCs), programmable relays or equivalent are not acceptable.

(b) Complex Earthing / Bonding:

The earthing systems of each connection may be derived from different earth electrodes / earthing systems. This could cause differences in potential between items of equipment, including charge points, connected / bonded to different connections, if adequate precautions are not taken.

Precautions shall include either:

- Ensuring metalwork and items of equipment that are connected / bonded to the earth terminal of different connections are physically segregated from each other to prevent anyone touching both items of equipment at the same time. Where this approach is used any item of equipment that could possibly transfer the potential from one earth zone to another must be removed / isolated (e.g. pipes, wiring, fences, communication cables etc.); or
- Ensure the earthing systems associated with each connection are common (i.e. physically bonded together). Where this approach is taken each connection must utilise the same type of earthing and it is not acceptable to bond different earthing types together. The only exception is that a PME connection may be bonded to a “SNE connection derived from a CNE network” since both options are considered to be a type of TN-C-S. Any such bonding must be rated for the current that is expected to flow through it. For LV installations the bonding shall satisfy the requirements for main equipotential bonding within the IET Wiring Regulations (BS7671).

All connections that are bonded together shall comply with the requirements of Section 6.

Multiple connections provided at different voltages (e.g. one connection provided at 11kV and one at LV) should be avoided, where possible. Where this cannot be avoided precautions shall be taken to prevent earth potential rise caused by faults on the high voltage network from causing danger in the low voltage system. The simplest way of achieving this is to physically segregate the buildings / metalwork / equipment supplied by each connection.

Further guidance on earthing is included in ST: TP21D.

(c) Isolation Requirements:

Where multiple connections are provided, the means of disconnecting and isolating the customer’s network will be more complex than normal. Appropriate schematic drawings and labels / notices shall be provided at each connection point that clearly state i) that more than one connection point is provided and ii) describe where the other points of disconnection / isolation are.

13.0 IDNO NETWORKS

- 13.1 The responsibility for the connection of EV charge points within an IDNO network lies with the IDNO and not with WPD.
- 13.2 Under the requirements of ENA EREC G88 IDNOs are obliged to provide WPD with technical details of the disturbing load that is connected to, or proposed to be connected to, their network. In this context disturbing load is demand or generation that is outside of the scope of stage 1 of ENA EREC G5, P28 or P29 (i.e. typically equipment rated > 75A per phase).

CONNECTING AN ELECTRIC VEHICLE CHARGINGPOINT TO AN LV NETWORK

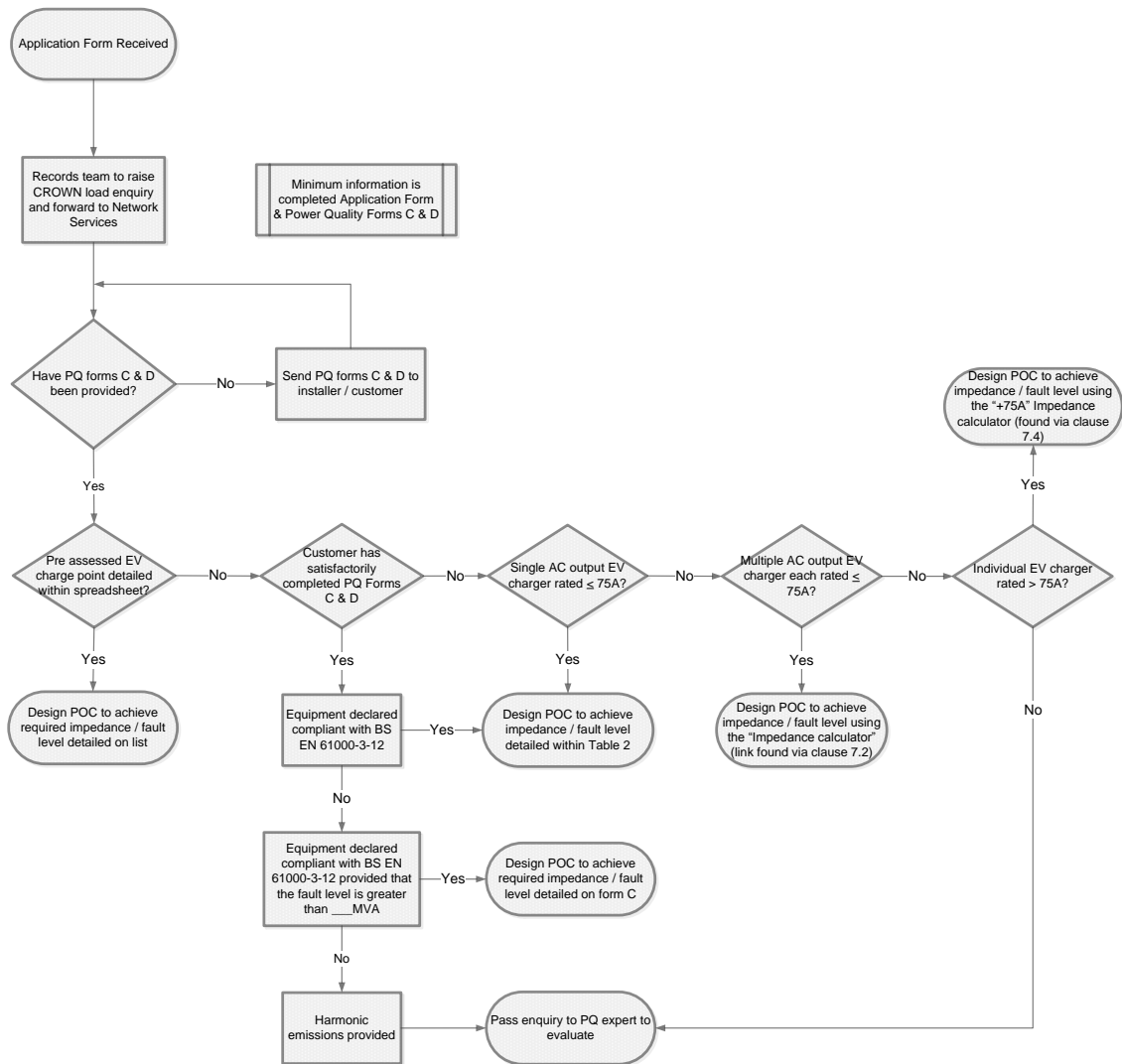


Figure 1 – EV Charging point Connection Process

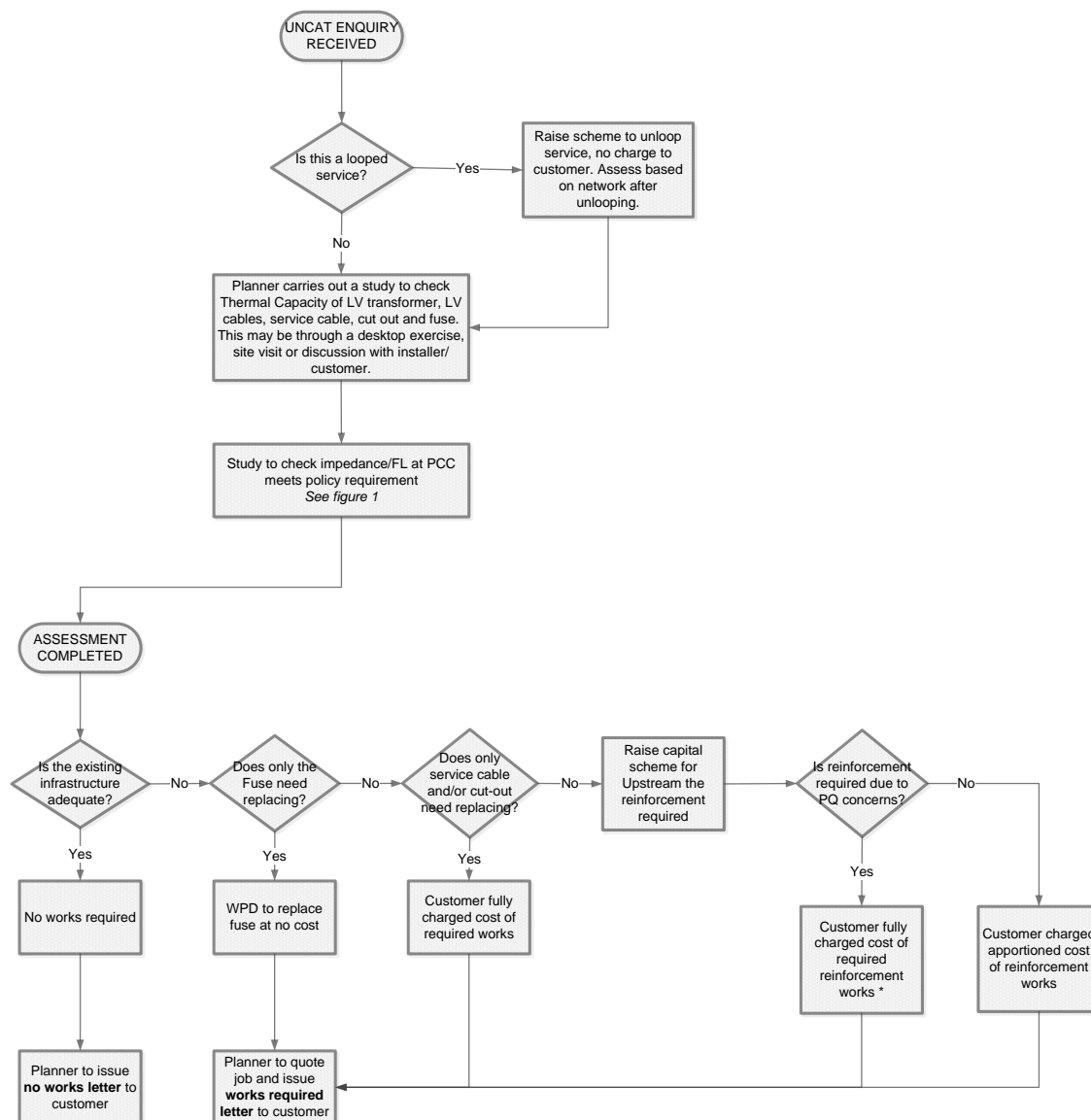


Figure 2 – WPD EV Charging Point Charging Methodology (EV rated > 32A)

A.1 RECORDING INFORMATION IN CROWN

- A.1.1 The Records Team will raise an unclassified connection enquiry and attach all documentation to the enquiry.
- A.1.2 The Planner will assess the network and if acceptable, the Planner will record the connected Charging point/s in CROWN (Appendix D).
- A.1.3 The conversion of demand from Amperes to Power on the LV network shall use 230VAC as a base.
- A.1.4 For cases where a supply upgrade is required, the Planner will raise a quotation and issue to the customer. This will also be required for non-Chargingable schemes, where a nil-cost quote will be issued.
- A.1.5 The Electric Vehicle Charging point will be recorded within CROWN and where the overall connection demand is > 45kVA or where specific conditions apply, a Connection Agreement will be required.

A.2 MONITORING CHARGINGPOINT LEVELS

- A.2.1 The Policy Team shall monitor and review the levels of Electric Vehicle Charging Points connected on the LV network using the CROWN reporting function and will inform Network Services of Low Carbon Technology hot spots as per ST:SD1D.

RECORDING ELECTRIC VEHICLE CHARGINGPOINT INFRASTRUCTURE ON CROWN

1) Find the MPAN record for the customer and click on the 'LCT' button.

MPAN View

MPAN: 1100050301860 Home Tel: 01332827827

Name: WESTERN POWER DISTRIBUTION (EAST MIDLANDS) PLC Meter Present

Address: WESTERN POWER DISTRIBUTION, PEGASUS, HERALD WAY, EAST MIDLANDS AIRPORT, CASTLE C

Grid Ref: Cleaned Date: 28/06/2012 Status: Manual Green Deal: No

Substation Number: 874379 Btx: 0 Feeder: 0001 Grid Ref: SK465087254654 Connection Type:

Agent Details Data Last Refreshed From MPRS: 16-JAN-2016 02:09:07

Supplier: PGEN - EON ENERGY SOLUTIONS LTD Date From: 21/12/1999 Date To: LCT

Meter Operator: SWEB - EDF ENERGY PLC 01/06/2012 Cut Out

Data Collector: SSIL - STARK SOFTWARE INTERNATIONAL 01/06/2012 DEFECTS

Data Agregator: SSIL - STARK SOFTWARE INTERNATIONAL 01/06/2012

Configuration Details

Profile: - Date From: Date To: Meters

LLF/Duos: 58 - LV HALF HOURLY 11/04/2000 CT/VT

Meter/Timeswitch Class: 845 - HH COP5 AND ABOVE WITH COMMS 21/12/1999 Generator

Stnd Settlement Config: - Readings

Energisation Status: Energized 01/02/2007 Flows

Metering Point Status: Traded 21/12/1999

Measurement Class: HH metered in 100kW Premises 21/12/1999

Customer Enquiries

Generated on Enquiry Existing Raise New Complaints Team Search Close

Record: 1/1 <OSC>

Done Local intranet | Protected Mode: Off 100%

2) Insert the details for the EV Charging point, including commissioning date.

LCT Details

Low Carbon Technologies
To add a new record please select **Add** and complete all information. To confirm, click **Save** and **Close**.
Press **Cancel** to clear unsaved changes.

Type	Size (KW)	No Of Phases	Commissioning Date	Decommissioned Date
Heat Pump	7	Single Phase	01/01/2016	
EV Charge Point	3.68	Single Phase	01/02/2016	

Add Save Close

Record: 1/1 <OSC>

Done Local intranet | Protected Mode: Off 100%

3) Save the record

WPD ELECTRIC VEHICLE CHARGINGPOINT APPLICATION FORM

Use this form when WPD needs to be contacted **prior to installation**

CROWN Ref. No.: (if applicable)	MPAN¹ (21/13-digits):
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Customer/Charging point Owner
Address (where equipment is to be installed)

Installer
Contact Details

Period	Existing Maximum Demand <input type="checkbox"/> kW/ <input type="checkbox"/> kVA	Additional Maximum Demand <input type="checkbox"/> kW/ <input type="checkbox"/> kVA	Required Maximum Capacity ² (kVA)
Day³
Night⁴	

Proposed EV Chargingpoint Details	
Nominal VoltageV
Phases	<input type="checkbox"/> 1 phase <input type="checkbox"/> split phase or <input type="checkbox"/> 3 phase
Make
Model
Technology type	A.C. Output <input type="checkbox"/> , 6 pulse rectifier <input type="checkbox"/> , 12 pulse rectifier <input type="checkbox"/> , Active front end / infeed converter <input type="checkbox"/> , unknown <input type="checkbox"/>
Rating or Aggregate Rating <input type="checkbox"/> kW/ <input type="checkbox"/> kVA/ <input type="checkbox"/> A

Signed on behalf of customer
Please PRINT name
Date

¹ Unique identifying number for the electricity meter at a property.

² The Maximum Capacity required after diversity.

³ Day = 7am to 11pm.

⁴ Night = 11pm to 7am.

APPENDIX F

SUPERSEDED DOCUMENTATION

This Document supersedes ST:NC1AA/1 dated April 2017 which has now been withdrawn.

APPENDIX G

ASSOCIATED DOCUMENTATION

Electricity Act 1989 (as amended by the Utilities Act 2000), ESQCR 2006, ST:SD5A, ST:SD5K, ST:SD5O, ST:SD6J, ST:TP21E and ST:NC1P.

The Code of Practice for Electric Vehicle Charging Equipment Installation

APPENDIX H

KEY WORDS

EV, Notification, Application, Electric Vehicle Charging point