GUIDELINES FOR THE SUPPLY OF ELECTRIC VEHICLE CHARGERS

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1. Approval of Electric Vehicle (EV) Chargers

1. A key objective of the Electric Vehicles Charging Act ("EVCA") is to ensure that electric vehicle (EV) chargers supplied in Singapore are safe for use. Under the EVCA, EV chargers that can be used to charge the battery of an electric vehicle, which include a plug-in hybrid vehicle, must be approved by LTA before they can be supplied[1], installed, or certified as fit for charging any electric vehicle in Singapore.

2. EV chargers must comply with the safety and performance standards under the Technical Reference 25 (TR25) – the national EV charging standard that sets out technical safety requirements for EV chargers – before they can be type approved in Singapore.

3. Chargers that are supplied solely for the purposes of export out of Singapore do not require an approval from LTA.

1.1. Technical Reference 25 (TR 25)

4. Current versions of the TR25 standards that are accepted by LTA for type approval are: the TR25:2022 and TR25:2022 + A1:2025. Type approval applications using test report(s) based on any other versions of TR25 (i.e. TR25:2016 or TR25:2016 + A1:2020) will not be approved.

5. The types of EV chargers accepted under TR25:2022 and TR25:2022+A1:2025 are summarised in Table 1.

Table 1: Types of EV chargers under TR25 standard accepted by LTA

TR25:2022 or TR25:2022+A1:2025	
Mode 2 Chargers	Non-fixed AC Chargers that have a power rating of 3.6kW to 22kW (Restricted)
Mode 2A Chargers	Fixed AC Chargers up to 2.3kW
	Non-Fixed AC Chargers up to 2.3kW
Mode 2B Chargers	Fixed DC Chargers up to 2.3kW
	Non-fixed DC Chargers up to 2.3kW
Mode 3 Chargers	Fixed AC Charger (restricted)
	Fixed AC Charger (non-restricted)
Mode 4 Chargers	Fixed DC Charger up to 500kW

[1] "Supply" of an EV charger includes selling, bartering, exchanging, or giving away the EV charger.

1.2. Application for EV Charger Type Approval

Submission of a type approval application

6. Applications for type approval can be made via the OneMotoring website. Payment of the application fee of $1,700 will be required during the submission.

7. Documents to be submitted for a type approval application are as follows (Table 2):

Table 2: Documents required for a type approval application

Documents to be submitted		Provided by
Test Reports	Certification for ISO 17025	Test Lab
	Scope of accreditation of the test lab	
	Test Report(s) (see *Table 4*)	
Certification of Conformity	Certification for ISO 17065	Certification Body
	Scope of accreditation of the certification body	
	Certificate of Conformity of the EV charger	
Photographs of EV charger	a. Front view (including the proposed position on the EV charger where the LTA-issued approval label will be affixed on); b. Left, right, top, and internal view; c. Information Plate; d. Critical component list; e. EV charger documents (e.g. user manual for installation and operation); f. Any additional documents	Applicant

8. During the review process, LTA may request for clarifications and further documentary proof to be provided. Applicants may expect a response from LTA requesting for clarifications, if any, within 3 weeks from the date of submission.

Type approval applications that may cover several charger submodels/variants

9. EV chargers that have significant differences affecting charger safety must undergo separate type approval. A separate type approval application is required when chargers differ in the following properties:
    a. Rated voltage
    b. Rated power
    c. Mode of charging (e.g. AC, DC)
    d. Type of connector(s) (e.g. Type 2, CCS 2, CHAdeMO)
    e. Single or multiple connectors

10. A single type approval application may cover several variants or sub-models of an EV charger model, when there are no material differences in the safety characteristics of

the EV chargers. Such variations include (but are not limited to) colour of enclosure, type of connectivity (e.g. Wifi, 4G), and whether there is a display screen for the EV charger(s). Applicants must submit a list of all variants or sub-models, along with their differences, in the application.

11. EV charger models with a single connector should be submitted for type approval separately from EV charger models with multiple (i.e. more than one) connectors. Where an EV charger model is supplied with different number of multiple connectors (e.g. two connectors and four connectors), these variants/sub-models can be included in the same type approval application for a charger model with multiple connectors.

12. If an applicant is unsure on whether separate type approvals are required, they can email EVCS_Applications@lta.gov.sg for advice.

13. When an application for type approval covers several variants/sub-models of an EV charger model, they should submit these variants/sub-models in an excel template which you may request by writing to EVCS_application@lta.gov.sg. The application can be submitted using a "model type reference" representative of the variants/sub-models included in the same application. Applicants must provide details of the sub-models/variants, such as the model name and technical/non-technical difference(s), within the same application.

Table 3: Illustrative table for EV Charger model type reference

Model name	Technical/Non-technical Difference	Application for type approval
XXX-7-A	Power rating of 7 kW; has Wi-Fi capability	Applicant can use the model type reference (XXX-7-[x]) for a single type approval application, which can include both XXX-7-A and XXX-7-B. The model type reference used is different from the model type reference indicated in the test report.
XXX-7-B	Power rating of 7 kW; comes with RFID reader	
XXX-22-A	Power rating of 22 kW; has Wi-Fi capability	Chargers with 22kW power rating need to be **submitted for type approval separately**. Applicant can use the model type reference (XXX-22-[x]) for a single type approval application, which can include both XXX-22-A and XXX-22-B. The model type reference used is different from the model type

		reference indicated in the test report.

Technical Compliance Checklist for Type Approval of EV chargers

14. The following table sets out the technical requirements for the different types of EV chargers that must comply with TR25:2022 or TR25:2022+A1:2025. The relevant test reports specified at Table 4 will be required for submission.

Table 4: Technical requirements for EV chargers based on charger type.

S/N	Charger Type	Applicable Standards
1.	**Fixed AC charger**: AC chargers (Mode 3) which may be wall-mounted, or floor-standing.	TR 25-1:2022 or TR25:2022+A1:2025
2.	**Portable AC charger**: AC chargers with an In-cable control and protection device (IC-CPD) with rated power output between 3.6kW and 22kW (Mode 2).	TR 25-1:2022 or TR25-1:2022+A1:2025, which should include the following test report; a) IEC 62752 (only Case B1 complying with TR 25:2022 Mode 2 charging Clause 5.3.2.2 is allowed)
3.	**Fixed DC charger:** Combined Charging System (CCS) and CHAdeMo DC off-board charger (Mode 4) with rated power output not exceeding 200kW. *Please refer to No. 7 for fixed DC charger with rated power output exceeding 150kW, using thermal management systems or automated connection device for high power charging.*	TR 25-1:2022 or TR25-1:2022+A1:2025
6.	**Portable low-power charger (rated power output not exceeding 2.3kW)** which can be either: 1. Low-power AC charger with an IC-CPD (Mode 2A), or 2. Low-power DC off-board charger (Mode 2B)	1. TR 25-1:2022 or TR25-1:2022+A1:2025, and 2. TR 25-2:2022, which should include the following test reports: a) For Mode 2A – IEC 62752 (only Case B1), or b) For Mode 2B – IEC 60335-2-29.
7.	**Fixed high-power charger (rated power output exceeding 150kW**) which can be either: 1. Combined Charging System (CCS) and CHAdeMo DC off-board charger (mode 4) with an output voltage and current up to	1. TR 25-1:2022 or TR25-1:2022+A1:2025, and 2. TR 25-3:2022.

	1500VDC and 500A respectively, and uses thermal sensing with or without thermal transport and thermal exchange, or 2. DC charging system with an ACD (Automated Connection Device) for conductive connection with the electric vehicle, supply voltage either up to 1000VAC or 1500VDC, and output voltage up to 1500VDC	
8.	**Battery swapping systems intended to be used for electric motorcycles** which can be either a: 1. Battery Charge and Swap Station (BCSS) that can store and charge swappable Rechargeable Energy Storage System (RESS) and is permanently connected to the supply mains. 2. Battery Store and Swap Station (BSSS) that can only store RESS.	1. For BCSS: TR 25-1:2022 or TR25:2022+A1:2025, and TR 25-4:2022, or 2. For BCSS: TR 25-4:2022.

15. All test reports issued for the purpose of a type approval application must bear the accreditation body's mark, accreditation certificate number and be traceable to the model and make of the EV charger. The report must be issued by a local or overseas laboratory accredited by the Singapore Accreditation Council (SAC) or its Mutual Recognition Arrangement (MRA) partners from the International Laboratory Accreditation Cooperation (ILAC).

16. Certificates of Conformity (CoCs) should be issued by a certification body accredited by SAC or its MRA partners from the International Accreditation Forum (IAF).

Accredited test labs

17. All test reports must be issued by test labs which have been accredited by the Singapore Accreditation Council[2] or its International Laboratory Accreditation Cooperation-Mutual Recognition Agreement (ILAC-MRA) partners[3].

18. All test reports issued must bear the accreditation body's mark, accreditation certificate number and must be traceable to the model and make of the EV charger. A test laboratory that is accredited to test a product for compliance with a certain standard, will be granted the use of the ILAC-MRA mark on the test reports it issues. The ILAC-MRA mark (Image 1) is to be displayed alongside with the mark of the accreditation body in the test report.

Image 1: ILAC-MRA mark used by accredited test laboratories

19. Please refer to LTA's website for the latest list of accredited TICs.

1.3. Classes of Approval

20. An EV charger will be approved for a specific class based on its classification under the TR 25, as specified in the test report submitted to LTA. The class of approval will determine where the EV charger can be installed and/or used subsequently (see section 2 on definitions for restricted access use and non-restricted access use).

[2]The Singapore Accreditation Council (SAC) was formed in 1996 as the national authority for the independent accreditation of Conformity Assessment Bodies (CABs). SAC's primary function is to accredit conformity assessment services such as testing, calibration, inspection, and certification. It also builds trust in Singapore products and services by strengthening Singapore's technical infrastructure for conformity assessments and forging Mutual Recognition Agreements (MRAs) with our economic partners. MRAs are agreements among accreditation bodies (from different countries and economies), to recognise the reports and certificates issued by one another's accredited conformity assessment bodies (CABs), in their scope of accreditation.

[3]The International Laboratory Accreditation Cooperation (ILAC) is an international organisation for recognised accreditation bodies involved in the accreditation of CABs including calibration, testing, medical testing laboratories and inspection bodies. ILAC Mutual Recognition Arrangement (ILAC MRA) provides technical underpinning to international trade, which helps promote cross-border stakeholder confidence and acceptance of accredited laboratory data and inspection results.

Table 5: Classes of approval

Type of EV Charger	Charger Classification (under TR25)	Class of Approval (under the EV Charging Act)
Non-fixed EV Charger	Restricted Access	Restricted Access Use
Fixed-EV Charger	Restricted Access	Restricted Access Use
	Non-Restricted Access	Non-Restricted Access Use + Restricted Access Use
Battery Charge and Swap Station (Fixed EV Charger)	Non-Restricted Access	Non-Restricted Access Use + Restricted Access Use

1.4. Approval Labels for Approved EV Chargers

21. Successful applicants who have received LTA's approval for type approval must apply for approval label(s) from LTA and affix the label(s) onto the EV charger(s) before they can be supplied, installed, or certified as fit for charging in Singapore. Applications for approval label can be made via the OneMotoring website, subject to a fee of $2 per label (with GST). Upon successful application, the applicant will receive an e-letter via the OneMotoring inbox. LTA will also issue a hard copy letter and the approval label(s) by mail.

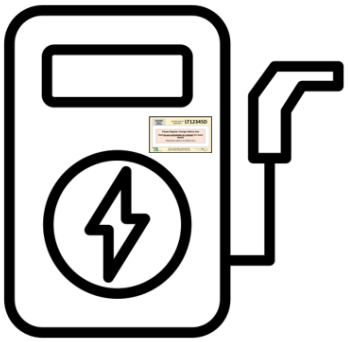
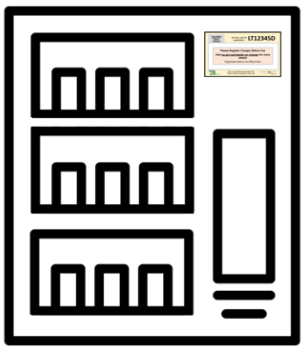
22. Each approval label will have a unique type approval ID indicated on it, which will be required for subsequent registration of the EV charger. Should the original labels be lost or destroyed, suppliers may choose to apply for replacement label(s) on the OneMotoring website, subject to a fee of $2 (before GST) per replacement label.

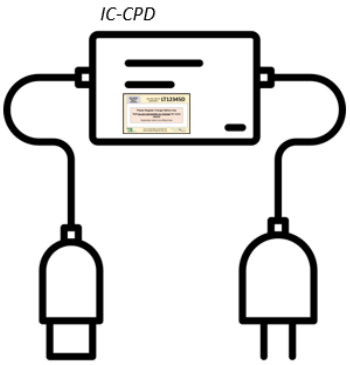
23. Approval labels will only be given to applicants who have obtained LTA's approval for type approval. Under the EVCA, it will be an offence to affix approval labels on charger models that are different from that submitted to LTA for type approval, and for which the labels are issued.

Image 2: Approval label issued by LTA

24. Each approval label must be affixed on the EV chargers in an upright position and must not obscure the manufacturer's information plate. The label must be affixed at a prominent location and clearly visible to all users, as per the illustration in Table 6. Removal of the labels affixed to an EV charger is an offence.

Table 6: Locations for Approval Labels on EV chargers

Type of Charger	Reference
Fixed EV charger (including BCSS and pantograph EV charger)	Approval labels must be affixed either at the front or the side panel of the EV charger, as seen below.  *Fixed EV Charger*  *Battery Charge and Swap Station* Specifically for pantograph EV chargers, approval labels must be affixed at the top right-hand corner of the power cabinet.
Non-fixed EV charger	Approval labels must be affixed on the In-cable Control and Protection Device (IC-CPD) of the EV charger, or on the off-board EV charger.

	 *Non-fixed EV Charger*

2. Installation and Certification of EV Chargers

25. Under the EVCA, EV chargers must be installed (for fixed EV chargers) and certified as fit for charging EVs according to requirements specified, before they can be registered with LTA. In addition, EV chargers can only be installed and/or used in certain locations depending on their class of approval and EV connector type.

2.1. Locations for Installation or Use of EV Chargers

Classes of Approval: Restricted and Non-Restricted Access Use

26. Under the EVCA, restricted access use chargers refer to chargers that are strictly meant for use in restricted access locations.
    a. Restricted access location refers to any parking space or location that is within, or contiguous to a landed dwelling-house (i.e. detached, semi-detached, terrace, linked house, strata title cluster house or townhouse) and forms part of the same property ownership.
    b. Charger owners of strata title landed dwelling-houses are required to submit the details of their EV chargers via http://go.gov.sg/strata-landed-ev-charger. LTA will review the information and notify charger owners if the EV charger is installed in a "restricted access" location. For more information, please refer to http://go.gov.sg/revised-restricted-access.
    c. EV chargers approved for restricted access use (Table 5) may only be installed and/or used at a restricted access location.

27. Non-restricted access use chargers refer to chargers that can be used in both restricted and non-restricted access locations.

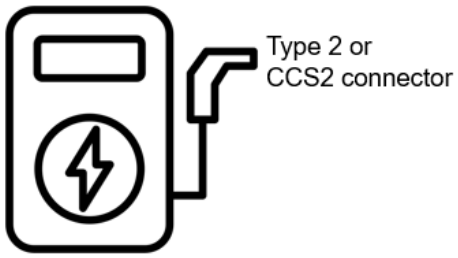
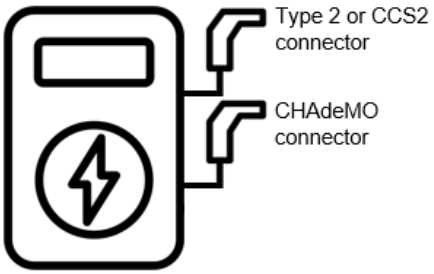
EV Connectors for Publicly Accessible Chargers

28. Publicly accessible chargers[4] refer to chargers that can be used by any member of the public (e.g. HDB carparks, malls, petrol kiosks), while non-publicly accessible chargers refer to those that can only be used by a selected group of users (e.g. condominiums that do not allow public access).

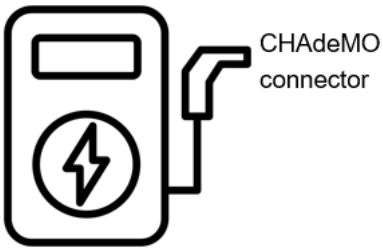
29. For publicly accessible locations, only fixed chargers that come with Type 2 AC and/or Combo-2 DC (or CCS2) connectors can be installed. CHAdeMO connectors may be provided as an alternative charging option, in addition to Type 2 and/or CCS2 connectors.

30. For non-publicly accessible locations, in addition to what is allowable for publicly accessible locations above, Type 1, CCS 1, or proprietary connectors that are covered under the TR25 may also be provided. Chargers with only CHAdeMO connectors (i.e., does not come with Type 2 or CCS 2 connector) may be provided as well.

Table 7: Illustration of EV connectors allowed

Scenarios	EV charger connector
Chargers with Type 2 AC or CCS2 DC connectors can be installed in **both publicly accessible and non-publicly accessible locations**.	
Chargers with CHAdeMO connectors, when provided together with Type 2 and/or CCS2 connectors, can be installed in **both publicly accessible and non-publicly accessible locations**.	

[4] Chargers that are publicly accessible will be reflected on LTA's MyTransport.Sg Mobile Application.

CHAdeMO-only chargers are **not allowed in publicly accessible locations**	

Chargers Installed in Residential Premises

31. For residential premises[5], EV chargers can only be installed and/or used at locations where a vehicle may ordinarily park, for example, in garages and carparks.

2.2. Requirements for Installation and Certification of an EV Charger

32. EV chargers must be installed (for fixed chargers) and certified as fit for charging EVs according to requirements under the EVCA. The Certificate of Fitness (CoF) issued after the installation and certification of an EV charger will need to be submitted as part of the application to register an EV charger.

33. Under the EVCA, the installation of a fixed charger must be carried out by a Licensed Electrical Worker (LEW).[6] Certification of EV chargers must be carried out by a certified charger equipment specialist.[7] A list of LEWs can be found at https://www.ema.gov.sg/Electricity_Search_for_Licensed_Workers.aspx. A list of certified ES is available at https://go.gov.sg/lta-es.

34. Only type approved EV charger models may be installed or certified as fit for charging EVs in Singapore. Fixed EV chargers approved for restricted access use (Table 5) may only be installed at a restricted access location.

35. EV chargers may only be certified as fit for charging EVs if:
    a. For fixed chargers – the charger has been installed in accordance with the TR 25:2022+A1:2025, and together with the essential apparatus and fittings required (Table 8).
    b. For non-fixed chargers – the charger satisfies the applicable safety and performance standards under the TR 25:2022+A1:2025.

[5] A residential premise refers to any part of any land that is zoned for residential purposes by the URA.
[6] LEWs are personnel licensed by the Energy Market Authority (EMA) to carry out electrical works.
[7] LEWs and charger equipment specialists may engage assistants to assist them in carrying out the installation or certifications works but must ensure that they supervise the assistants during the works.

Table 8: Apparatus and fittings required for EV chargers

Type of EV charger	Installation location	Apparatus and fittings required
Fixed EV charger	Non-restricted access	Emergency main isolation shut-off switch that complies with the following requirements: 1.1. An emergency main isolation shut-off switch for an EV charger must be located so that a person does not have to travel more than 15 metres from the EV charger and its associated parking lot, to reach the switch. 1.2. If there is more than one EV charger, one or more than one emergency main isolation shut-off switch may be shared between EV chargers within the same storey. Such switch or switches must be located so that a person does not have to travel more than 15 metres from any EV charger and its associated parking lot to reach the switch. 1.3. Every emergency main isolation switch for an EV charger must be located on the same storey as the EV charger, so that there is a safe means of isolating the main electrical power supply to the entire electric vehicle charging system on the same storey upon activation of any one of those switches. Those switches must be capable of being activated manually without the use of a key or tool, or any special knowledge or effort. 1.4. Subject to paragraph 1.5 below, the nearest edge of an emergency main isolation shut off switch must be located at least 3 metres away from an EV charger and its associated parking lot. 1.5. An emergency isolation shut off switch may be located less than 3 metres away from an EV charger and its associated parking lot, if there is at least another emergency main isolation shut-off switch located at least 3 metres away but within 15 metres of that EV charger and its associated parking lot. 1.6. An emergency main isolation shut-off switch must be located between 800 millimetres and 1.2 metres (inclusive of both measurements) above the finished floor level. 1.7. An emergency main isolation shut-off switch must be in a clearly visible and easily accessible location, and be clearly labelled. 1.8. There must be clear instructions (however indicated) on how an emergency main isolation shut-off switch may be operated.

		1.9. There must be one or more than one signage, on which any letter must bear a height of at least 50 millimetres and that is displayed in a prominent location from the emergency main isolation shut-off switch, directing a person on how the switch is to be operated. 1.10. Where an emergency main isolation shut-off switch cannot be seen clearly from, or is not within the line of sight of, an EV charger and its associated parking lot, any number of additional signages as may be necessary must be displayed for the purpose of directing persons to the emergency main isolation shut off switch.
		Apparatus and fittings required under TR 25:2022+A1:2025.
	Restricted access	Apparatus and fittings required under TR 25:2022+A1:2025.
Non-fixed charger	Restricted access	Apparatus and fittings required under TR 25:2022+A1:2025.

36. Following the installation of an EV charger, the LEW must complete and endorse the applicable checklist found in LTA's C&F list[8] and provide the Certificate of Fitness to the charger owner and charger equipment specialist who is carrying out the certification of the charger.

37. Following the certification of an EV charger, the charger equipment specialist must complete and endorse the applicable checklist found at LTA C&F list and issue the Certificate of Fitness to the charger owner for the purpose of registering the charger.

38. A summary of the requirements for qualified personnel pertaining to installation and/or certification of an EV charger is at Table 9.

Table 9: Requirements for qualified personnel

Charger Type	**Process**	**Qualified personnel**	**Obligations/duties under EVCA**
Fixed Charger	**Installation**	**LEWs**	• Ensure only type approved EV charger model is installed • Ensure that EV chargers approved for restricted access use is only be installed at a restricted access location • Install charger according to TR25:2022+A1:2025 • Endorse relevant sections of the Certificate of Fitness • Cooperate with a charger equipment specialist who is carrying out certification of EV charger
	Certification	**Equipment Specialists**	• Ensure only type approved EV charger model is certified • Confirm that EV charger is installed according to TR25:2022+A1:2025, and together with the essential apparatus and fittings required • Issue the Certificate of Fitness
Non- Fixed Charger	**Certification**	**Equipment Specialists**	• Ensure only type approved EV charger model is certified • Confirm that EV charger complies with the TR25:2022+A1:2025 • Issue the Certificate of Fitness

[8] LTA's list of certificates and forms for certification, installation and inspection of EV chargers.

2.3. Certification Course for EV Charger Equipment Specialist

39. The Certification Course for EV Charger Equipment Specialist has been introduced to ensure that equipment specialists are equipped with the necessary knowledge on regulatory requirements and standards for charger certification and inspection. It is an intermediate level course designed for personnel involved in installation, maintenance, or inspection of EV charging stations. Personnel who complete this certification course, and pass the associated completion test, will be accredited as equipment specialists to certify and inspect EV chargers. A list of certified equipment specialists is available here https://go.gov.sg/es-list.

40. The course will cover the essential aspects of EV charging standards in Singapore. Participants will gain a comprehensive understanding of the relevant regulations, test and inspection procedures, and compliance requirements. The course will also provide hands-on demonstration on charger components and theory quiz. A Certificate of Achievement will be awarded to participants who complete the course and pass the completion test. Basic understanding in electrical engineering and proficiency in English are required.

Table 10: Certification Course for EV Charger Equipment Specialist

Course Title	Certification Course for Electric Vehicle Charger Equipment Specialist
Course Highlights	• Coverage of EV charging standards in Singapore • Practical demonstrations of test and inspection procedures • Understanding of compliance requirements • Reference to TR25 and the Electric Vehicles Charging (Electric Vehicle Chargers) Regulations 2023
Course Provider	Institute of Technical Education

3. Alteration of Approved EV Chargers

41. Under the EVCA, alteration or modification of a type approved EV charger will require LTA's prior approval to ensure safety. Alteration or modification of an EV charger refers to any change to the EV charger from the model that was originally type approved by LTA, which will include any change in component, feature, functionality, or performance of the EV charger. This includes works to rectify any damage to the EV charger, or to return the EV charger to its original operable condition.

42. For avoidance of doubt, replacement of any part of the EV charger using components that have been previously type approved will not constitute an alteration. Replacement using any components that were not part of the EV charger model

originally type approved by LTA will constitute an alteration that requires LTA's approval.

43. Alteration or modification may be carried out to either (i) a type approved charger that has yet to be registered, or (ii) a registered charger of a type approved model.

3.1. Application for Alteration of Type Approved EV Chargers

44. Applications for alteration approval can be made via the OneMotoring website, which also contains a step-by-step guide. Payment of the application fee of $800 will be required during the submission.

45. Where an EV charger model was type approved based on the TR25:2016 or TR25:2016+A1:2020 standard prior to 7 June 2024, any application for alteration approval of the EV charger submitted to LTA will be assessed based on the same TR 25 standard used for its original type approval application.

46. Applicants have to submit necessary information including the scope of the proposed alteration, type approval ID(s) and manufacturer's serial number(s) for the charger units to undergo the proposed alteration, related documentation, as well as details such as the location where the alteration works will be carried out.

47. During the review process, LTA may request for clarifications and further documentary proof, including appropriate test lab documentation and certification, to be provided. Applicants may expect a response from LTA requesting for clarifications, if any, within 3 weeks from the date of submission.

3.2. Alteration-Approved Labels for Altered EV Chargers

48. Successful applicants who have received LTA's approval for EV charger alteration must then apply for alteration-approved label(s) from LTA and affix the label(s) onto the EV charger(s). Applications for the alteration-approved label can be made via the OneMotoring website, subject to a fee of $2 per label (with GST). Upon successful application, the applicant will receive an e-letter via the OneMotoring inbox. LTA will also issue a hard copy letter and the alteration-approved label(s) by mail.

49. Each alteration-approved label will have a unique alteration-approval ID indicated on it. Should the alteration-approved labels be lost or destroyed, an application for replacement label(s) can be made on the OneMotoring website, subject to a fee of $2 (before GST) per replacement label.

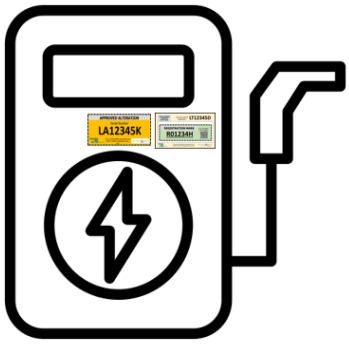
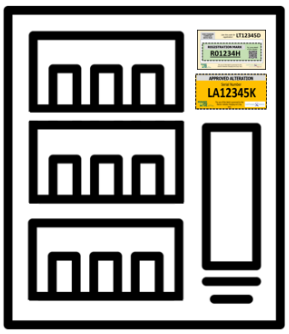
50. Alteration-approved labels will only be given to applicants who have obtained LTA's approval for EV charger alteration. Under the EVCA, it will be an offence to affix

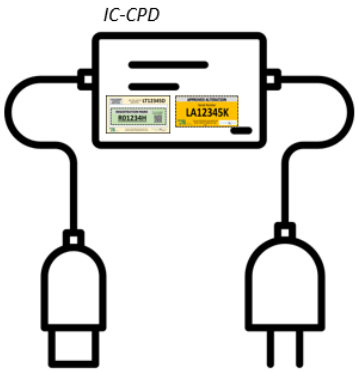
alteration-approved labels on charger models that are different from that submitted to LTA for EV charger alteration, and for which the labels are issued.

Image 3: Alteration approval label

51. Alteration-approved labels must be affixed on the EV chargers in an upright position and does not obscure the manufacturer's information plate. The label must be affixed at a prominent location and clearly visible to all users, as per the illustration in Table 11. Removal of the label affixed to an EV charger is an offence.

Table 11: Locations for Alteration-Approved Labels on EV chargers

Type of Charger	Reference
Fixed EV Charger (including BCSS and pantograph EV charger)	Alteration-approved labels must be affixed **either at the front or the side panel of the EV charger**, as seen below.  *Fixed EV Charger*  *Battery Charge and Swap Station* Specifically for pantograph EV chargers, alteration-approved labels must be affixed at the **top right-hand corner of the power cabinet**.
Non-fixed EV Charger	Alteration-approved labels must be affixed **on the In-cable Control and Protection Device (IC-CPD)** of the EV charger, or **on the off-board EV charger**.

	 *Non-fixed EV Charger*

4. Advertising of EV Chargers

52. Only EV charger models that have been approved by LTA (i.e. type approved EV charger models) can be advertised for sale or supply in Singapore. Advertisement of any unapproved EV charger model in Singapore is strictly prohibited. This includes advertisements in all forms, whether through print, mass media or other digital platforms.

5. Exemptions of EV Chargers

Conditions for exemption

53. Certain exemptions may be granted for unregistered EV charger(s) that are used solely to charge "specified EVs". A specified EV refers to either an (i) EV that is not used on any public road, or road which the public has access to, or an (ii) EV that is not intended for use on any public road, or road which the public has access to. Chargers used to charge cement mixers, concrete pumps and mobile cranes will be covered under the EVCA.

54. The list of exempted persons as well as their exemptions are highlighted under table 12 below.

Table 12: List of exempted persons and the respective exemptions

Exempted Persons	Exempted Requirements From
Person supplying an unregistered EV charger for the sole purpose of charging a specified EV, if a written undertaking on the purpose of the EV charger (i.e. to charge a specified EV) has been obtained before supply	Requirement for EV charger to be type approved by LTA (Paragraphs 3, 5, and 11)

Person supplying an unregistered EV charger to an accredited test laboratory or accredited certification body for the sole purpose of determining whether the EV charger complies with TR 25 standards	
Person advertising an unregistered EV charger for the sole purpose of charging a specified EV	
Person altering or modifying an unregistered EV charger used for the sole purpose of charging a specified EV	Requirement for alterations or modifications of EV charger to be approved by LTA (Paragraph 4)
Person altering or modifying an unregistered EV charger for the sole purpose of determining whether the EV charger complies with TR 25 standards	Requirement for alterations or modifications of EV charger to be approved by LTA (Paragraph 13)

55. Should you have any further queries, please contact LTA_EV_charging@lta.gov.sg.