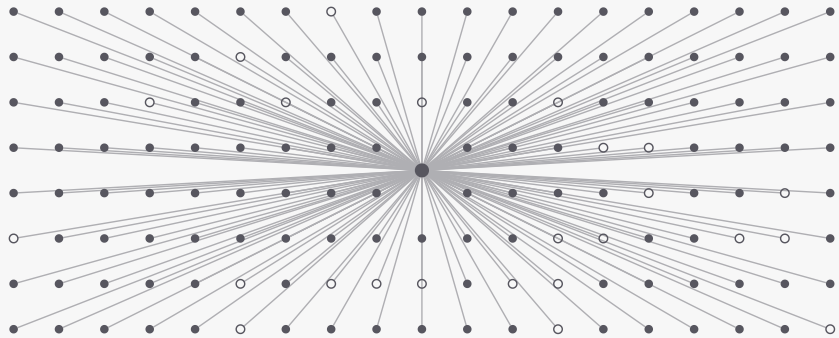




ONROUTE INTELLIGENCE. WHITEPAPER. 21 SEP 2026. OI-WP-003

SO IT GOES TO WORK.



This paper is about the future of AI in Onroute Intelligence: one job from enquiry to paperwork, what the AI will read, what it will do on its own, what waits for a person, and what changes for everyone.

DRAWN NS	CHECKED ____	APPROVED ____	ISSUE DRAFT
----------	--------------	---------------	-------------

18 min

TEN PAST FOUR ON A TUESDAY

It's 10 past 4 on a Tuesday and the installer pulls off the drive. The panels are on the roof and the battery is on the garage wall, and the job is finished. The work is not, because someone in the office now has to type up tonight everything the installer knew at three o'clock, from what is on their phone and in their head. One house owes eight documents to five bodies,^[1] and this one had to ask the electricity network before the work began, since a solar roof with a battery on its own inverter put this one over the legal line.^[2] And that was only the end of the day. The enquiry took three calls to reach. The survey took a morning in the van. The quote was typed twice, and the customer rang to ask where the installer was. Every regulated trade works like this: the paperwork is half the job, and it is done by people re-typing what someone already knew.

Onroute Intelligence is the software a firm runs on. It holds the whole job, from the first message to the handover pack, and does the work that follows from it: it reads, works out what the job owes, fills in, grades, plans, books and drafts, and leaves the decisions to the people whose names go on them. Before the installer sets off, the customer photographs the roof, the meter, the fuse box and the garage wall, and Onroute Intelligence reads the photographs, fills in the survey, asks only what the pictures cannot show, and works out which forms this job will need. There is nothing to connect: the intelligence layer is part of Onroute Intelligence, not something bolted on to it. It can do all of that because of what it knows at the moment it acts. It knows the job: the customer's photographs and answers, the survey, the quote, and the installer's readings and notes, entered once on site. It knows the firm: its price list, its own way of writing to a customer, who works for it and with what qualifications and scheme memberships, and the automations it has described. And it knows the rules: for each trade, which forms a job owes, to whom, with what evidence, under which rule and from which day. That is the context it works in.

When the installer marks the job complete, Onroute Intelligence reads what they found and what is missing. So it goes to work. It works out which forms this roof owes and to whom, under the rules in force that day, fills each one in the words that form expects, grades the evidence, and hands the office one list: what is ready to send, and what still needs a person. One photograph of the fuse box fills in the survey, goes on the network's application and into the customer's pack, so nobody photographs it twice and nobody drives out to look at it. On its own, Onroute Intelligence tells, asks, reminds, books and drafts. Anything that puts the firm's name to a price, a payment, a certificate or an application waits for a person to press send.

The rest of the day runs through it too. It answers the enquiry and sends the survey. It prices the job, and a person sends the quote. When a job falls through it re-plans the afternoon, and when the customer rings to ask where the van is, it has already told them. It drafts tomorrow's messages in the firm's own tone and books the service calls that are due. Describe an automation in a sentence and it builds it. Ask it anything about a job, in the app, on the phone, or from an assistant you already use.

The rules do not sit still. The technologies this trade fits are part of a global climate revolution, and the rules around them are young and still being written: the grant, the scheme, the standard, the planning rule, each on its own timetable, and every firm is expected to notice. So when a rule changes we change it once, and every firm on Onroute Intelligence has it by morning. The same steps hold for fire alarms, gas and heating, chargers, heat pumps and every trade in the country: add the steps, and you have added the trade.

Now that's a pretty different way to work. The installer drives home. The office reads in the morning instead of typing at night. The customer has the pack before the van has turned the corner. Nothing waits for Monday. Nothing is typed twice. The job is finished. So is the work.

WHAT IT WORKS FROM

Everything in that Tuesday rests on what the system knows about the job, the firm and the rules at the moment it is asked to do anything. The model matters less than that.

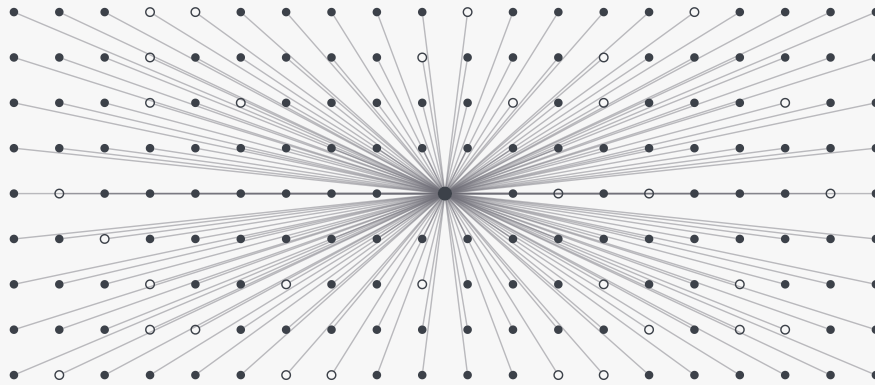
Look at where the documents from that Tuesday come from. The application to the network operator wants the inverter's rating, which was on the quote. The installation document wants the make and model of what was fitted, which the installer read off the label at two o'clock. The MCS certificate wants the installed capacity and the roof's pitch and orientation, which the design had carried since the quote. The electrical installation certificate wants the test results, which were written on a sheet on the kitchen table. The handover pack wants all of it, and the customer wants the handover pack. Nothing on any of them is new. Every field was known by somebody, at some point in the job, then had to be found again by somebody else.

EVERY FIELD WAS KNOWN BY SOMEBODY,
AT SOME POINT IN THE JOB, THEN HAD
TO BE FOUND AGAIN BY SOMEBODY ELSE.

That is the office's problem on a regulated job. The person typing at seven in the evening never had what the installer had at three: the photograph, the reading, the thing the customer said at the door. They type from whatever reached them, and the form had none of it either. Most attempts to fix this move the typing rather than remove it. The reading is entered on the drive, entered again on the form and entered a third time in the pack, by a person who already knew it, or worse, by a person who did not.

Onroute Intelligence holds the job's context in one place, from the first message to the handover pack, and that is what its AI works from. There are three kinds of it. The job: the customer's photographs and answers, the survey, the quote and what it itemised, the booking, and the installer's readings, test results, photographs and notes, each entered once, on site, on the job. The firm: its price list; its own way of writing to a customer, learned from the messages it has already sent; who works for it, with which qualifications and which scheme memberships; the automations it has described; which bodies it notifies and under which account. And the rules: for each trade, the steps, which forms a job like this one owes, to which body, with what evidence, under which rule, and the day that rule took effect, written once by somebody who knows the trade and kept current for every firm at the same time. The rules are the only part that is

shared. The job and the firm are the firm's own, held under its account and read for nobody else.



ONE LIST. EVERYTHING A DAY PRODUCES, ARRIVING IN ONE PLACE.

With those three in front of it, filling a form is copying with a check: take what the job holds, put it where the body expects it, in the words that body uses, and say what is missing. That is also why it can grade the evidence. The rules say what each form needs, the job says what was captured, and the difference between the two is the list. It works from what is on the job and nothing else: a reading that was never taken is not invented, it is asked for; a rule that has not been written into the steps is not guessed at, the form waits for a person. There is nothing to connect: the intelligence layer is part of Onroute Intelligence, and the reading, the filling in and the drafting work from the same record the diary and the quote already keep.

BEFORE THE VAN IS LOADED

The job starts with the customer's photographs. Before anyone sets off, the customer is sent a link and photographs the roof, the meter, the fuse box with the door open, and the wall where the battery will go. Onroute Intelligence reads the photographs, fills in the survey from them, and asks the customer only what the pictures cannot show: whether the loft is boarded, where the van can park, whether the meter cupboard is locked and who holds the key.

From the same photographs it works out which forms this job will need. The solar inverter's rating and the battery's own inverter put the house over the sixteen-amp line, so this job needs an application to the network operator before the work, and it is flagged as needing one on the day it is quoted, not on the day the installer finds out. The competent person scheme's notification, the MCS certificate and the customer's pack are

listed against the job with the evidence each one will want, so the installer sets off knowing which photographs to take and which readings to write down, and the office knows what the job owes before it is booked.

DOCUMENT	TO	WHEN
CONNECTION APPLICATION	NETWORK OPERATOR	BEFORE THE WORK
INSTALLATION DOCUMENT	NETWORK OPERATOR	28 DAYS
MCS CERTIFICATE	MCS DATABASE	30 DAYS, OR 10 WORKING
BUILDING REGS NOTICE	COMPETENT PERSON SCHEME, FOR THE COUNCIL	21 OR 30 DAYS
ELECTRICAL CERTIFICATE	THE CUSTOMER	AT HANDOVER
COMMISSIONING RECORDS	THE CUSTOMER	AT HANDOVER
HANDOVER PACK	THE CUSTOMER	AT HANDOVER
WRITTEN GUARANTEE	THE CUSTOMER	AT HANDOVER
WHAT ONE HOUSE OWES, AND TO WHOM.		
NOTE	A BATTERY THAT RUNS THROUGH THE SAME INVERTER AS THE PANELS DOES NOT COUNT TOWARDS THE SIXTEEN AMPS. A BATTERY WITH AN INVERTER OF ITS OWN DOES, AND THIS ONE DID.	

The quote follows from the survey rather than from a phone call. It is itemised from the firm's own price list, and it carries what the survey found: the earth rod where the supply gives no earth, the longer cable run, the extra lift of scaffold the roof height demands. It is typed by nobody and read once, by the person who sends it. A chargepoint or a battery on its own can skip the survey visit if the firm allows it: the photographs answer what a visit would have looked at, and the readings a visit would have taken are taken on the day, before the work starts. A roof still gets one, and the person who climbs into the loft arrives with the brief already written.

The quote goes out with a link, and the diary behind that link is run by two agents. The scheduling agent holds who can do the job, the trade and the qualifications it needs, the patch, the hours, the time off already booked, and where each crew will be on each day, so it knows which slots are real. The capacity balancing agent looks across the weeks: which days are light and which are full, where a job fits with the least driving, when to open a slot and when to hold one back for the service calls that are due. Between them they offer the customer the times the firm can actually keep, and no others. The customer picks one, pays there, and the job lands in the diary with its crew, its window and its route already set. Nobody rings to arrange it, and nobody types the booking in.

Some customers will not photograph their own meter, and the job still runs. The survey visit is booked as it always was, and whoever makes it takes the photographs the customer did not, into the same survey, so that from that point the job runs like every other.

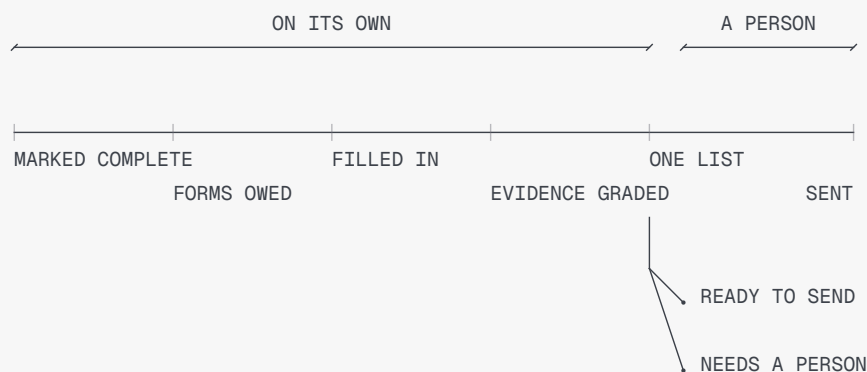


ONE PHOTOGRAPH, THREE PLACES. THE BOARD, PHOTOGRAPHED ONCE BY THE CUSTOMER, FILLS THE SURVEY, GOES ON THE NETWORK OPERATOR'S APPLICATION AND INTO THE CUSTOMER'S PACK.

WHEN THE JOB IS MARKED COMPLETE

At ten past four the installer marks the job complete on their phone, before the van has moved. Onroute Intelligence reads what they found and what is missing, and goes to work.

The forms it owes are the forms of that day, not of the day the firm's template was written, and each is filled in the words its body expects: the operator's installation document in the operator's terms, the MCS certificate in the scheme's, ready to lodge on its database, the notification in the competent person scheme's. Then the evidence is graded. The photograph of the serial number is there; the photograph of the earth rod is not, and the installer is asked for it while they are still on the drive. A test result outside its limit is flagged, not filed. What the office gets is one list: what is ready to send, and what still needs a person.



THE LIST. EVERYTHING FROM MARKING THE JOB COMPLETE TO THE LIST IS DONE ON ITS OWN. SENDING IS NOT.

The make and model the installer read at two o'clock is on the installation document, the MCS certificate and the handover pack, typed by nobody.

ON SITE

THE INSTALLER IS ASKED FOR THE MISSING PHOTOGRAPH ON THE DRIVE, NOT ON MONDAY, AND THE LIST ON THEIR PHONE SHORTENS AS EACH ONE LANDS.

Five things it does without asking. It tells the customer the van is running late. It asks the installer for the photograph that is missing. It reminds the office that the operator's twenty-eight days end on Thursday. It books the service call that falls due, for the customer to confirm. It drafts the message that goes out with the handover pack. A price, a payment, a certificate or an application waits for a person to press send. Anything the firm can be held to does.

A PRICE, A PAYMENT, A CERTIFICATE
OR AN APPLICATION WAITS
FOR A PERSON TO PRESS SEND.

That line is the whole design. The list is what the firm is about to say, drafted from the job, with the evidence attached and the missing pieces named. The person who presses send is still the person whose name is on it. The form goes out under that person's name, as it always has, which is

why nothing leaves without them reading it, and why what it was filled from goes with it, so the reader can check the reading against the photograph before they sign. What has changed is that they are the first person to read the form, not the third person to type it.

THE REST OF THE DAY

Onroute Intelligence answers the enquiry in the firm’s words, with the survey link in the reply, so the three calls become one. It prices the job from the firm’s own price list, itemised, and a person sends the quote. When a service call falls through at nine in the morning, the capacity balancing agent re-plans the afternoon around the hole, moves the jobs the firm has said can move, and tells the installers whose day has changed. The customer does not ring at eleven to ask where the van is, because it has already told them.

It drafts tomorrow’s messages in the firm’s own tone, from the firm’s own jobs: the reminder for the survey that has not been done, the note that goes with the certificate, the follow-up a month after the install. The scheduling agent books the service calls that are due, at the interval the firm set, in the gaps the capacity balancing agent has left for them, and asks the customer to confirm the slot. A person reads them in the morning and presses send on the ones the firm can be held to.

Describe an automation in a sentence and Onroute Intelligence builds it and runs it. When a quote is accepted, book the survey for the next free morning and tell the customer. The day before a service call, send the reminder and ask for a photograph of the unit. And from the app, the phone, or an assistant you already use, signed in to the firm’s own account so that nothing on the job leaves it, you ask it what is outstanding on the Hartley job, which installs this week still owe the operator a document, who has a heat pump service due in March.

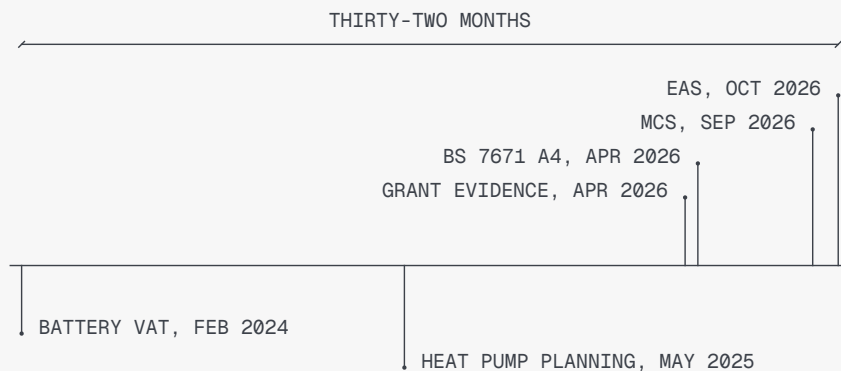
None of this is new work for the office. It is the same work, done before anyone arrives and left on the list to decide. The morning starts with what is ready to send, not with what needs typing.

LIMIT	NOTHING REACHES A CUSTOMER THE FIRM DID NOT DECIDE TO SEND, ON THE DAY OR IN A RULE IT WROTE. AN AUTOMATION IT HAS NOT DESCRIBED DOES NOT EXIST; A NEW ACCOUNT STARTS WITH NONE.
-------	--

THE RULES DO NOT SIT STILL

The rules the house on the drive had to meet are not the rules of two years ago. Had the battery gone in a year after the panels, or on its own, it would have carried the standard rate of VAT before 1 February 2024; since then a battery is zero-rated in its own right.^[3] The MCS certificate is due in thirty calendar days because the scheme was redeveloped on 8 September 2026; before that the solar rule was ten working days, and for a firm not yet moved across it still is.^[4] From 1 October 2026 the competence rule for the same work changes again.^[5] Had the job been a heat pump in England, the planning rule for where the unit may stand changed in May 2025; had it been a chargepoint, the photographs the grant wants changed in April 2026;^[6] and the wiring regulations themselves took their fourth amendment the same month.^[7]

RULE	FROM	WHAT CHANGES
BATTERY VAT	1 FEB 2024	STANDALONE AND RETROFIT BATTERIES ZERO-RATED
HEAT PUMP PLANNING	29 MAY 2025	BOUNDARY RULE GONE, BIGGER UNITS
GRANT PHOTOGRAPHS	1 APR 2026	FOUR PHOTOGRAPHS WITH EVERY CLAIM
BS 7671 A4	15 APR 2026	NEW EDITION; THE CERTIFICATE CITES IT
MCS CERTIFICATE	8 SEP 2026	30 CALENDAR DAYS, NOT 10 WORKING
EAS COMPETENCE	1 OCT 2026	COMPETENCE RULE BINDS FOUR CATEGORIES
SIX RULES THAT CHANGE INSIDE THIRTY-TWO MONTHS.		



SIX RULES IN THIRTY-TWO MONTHS, DRAWN TO ONE SCALE.

32 months

Six changes in thirty-two months, five made and one dated, to rules that decide what a job like this one owes, what evidence it has to show and what the firm has to be able to show to do it. None of them was announced to the person typing the form. Each was published by its own body, on its own page, in its own words, and at every firm in the country it was somebody's job to notice.

So when a rule changes, we change it once, and every firm on Onroute Intelligence has it by morning. A job completed on 30 September is done under the rules of 30 September; one completed on 2 October, under the rules of 2 October, and the job says what the firm has to hold, on that day, to be recognised for it. The bulletin still comes, and the firm still reads it. What the software keeps is which forms a job owes, to whom, by when, under which edition and with what evidence; what an amendment says about how the work is done is the installer's to know, as it always was. What is different is that the form already agrees with it, and says whose rule it is, where it was published and the day it took effect, so the person pressing send checks the rule and not our word for it.

NONE OF THEM WAS ANNOUNCED TO
THE PERSON TYPING THE FORM.

WHAT IT BRINGS TO EVERYONE

Each part of that Tuesday has a person in it, and each gets something different back.

The people in the job

Each of them keeps something. The installer is asked for a photograph once, on site, while they are standing in front of the thing, and nobody rings them at seven for the serial number; the installation certificate is still theirs to sign, because the results on it are theirs. The person who held the firm together by knowing where every job really was still knows, and is no longer the only place it is written down; the office's morning begins with the list, and its judgement goes on the things that need it. The customer is asked once, books themselves in online at a time the firm can keep and pays there, is told before they ring, and ends the job with the certificate, the pack and a page of their own to fetch them from, on the day.

The business, and the brand it fits

For the business, what every job owes is known before it is booked, and the evidence for it is graded before anyone outside the firm looks at it. The network operator's document, the scheme's certificate and the building regulations notice go out inside their windows because the list says so, not because somebody remembered. A wasted trip is caught at the quote, where the photographs showed the supply. When a rule changes, the form already agrees with it before the bulletin arrives, and says whose rule it is. And a firm that runs more than one trade runs it as one job on one list rather than as one office per trade. A fire alarm has its own certificate and its own standard, a boiler its own register to notify, a chargepoint its grant and the photographs the grant wants, a heat pump its certificate and, in England, the sound calculation the planning rule now names. Each is a set of steps. Add the steps, and the software has the trade.

For a manufacturer or a national provider whose product is fitted by other people's installers, every firm's paperwork comes back the same way: the evidence in the form the scheme wants, the claim with the photographs it needs, the certificate lodged in its window, whichever firm was free on Thursday. The first paper in this series says your product's reputation is decided on someone else's ladder. This is how the paperwork stops being the part that lets it down.

WHO	STOPS DOING	STILL DECIDES
THE INSTALLER	THE SEVEN O'CLOCK PHONE CALL	THE INSTALLATION CERTIFICATE
THE OFFICE	RE-TYPING WHAT SOMEONE KNEW	WHAT LEAVES UNDER ITS NAME
THE CUSTOMER	PHOTOGRAPHING THE BOARD TWICE	WHETHER TO GO AHEAD, AND WHEN
THE BUSINESS	NOTICING WHEN A RULE CHANGES	THE PRICE LIST AND THE TONE
THE MANUFACTURER	CHASING ANOTHER FIRM'S PAPERWORK	WHICH INSTALLERS FIT ITS PRODUCT
WHAT EACH OF THEM STOPS DOING, AND WHAT STAYS THEIRS.		

WHERE ONROUTE INTELLIGENCE IS GOING

Onroute Intelligence today is field service management for the trades, worldwide, with country-specific compliance modules built in: jobs, quotes, invoices, payments, scheduling, messaging, job sharing across company lines, and an app that works with no signal. The customer's photographs produce the job notes the installer reads before setting off. Test results are typed once on site and the certificate is signed on the installer's phone. The handover pack is assembled on sign-off. The follow-up is a rule the firm writes, and the customer has a page of their own. The UK compliance set is built.

What this paper describes is the layer being built on top of that: the job's context held in one place and read by the AI, the forms a job will owe worked out from the customer's photographs before it is quoted, the forms that fill themselves in the words each body expects, the evidence graded before anyone looks at it, the one list, the two agents behind the diary that let a customer book themselves in and pay, the automations the firm describes in a sentence, and the assistant you already use. It is where Onroute Intelligence is going, and it is being built in the order this paper tells it: the photographs first, then the forms, then the list.

The office does not disappear in any of this. The person who used to type the serial number at seven in the evening is the person who reads the list at eight in the morning and decides what goes out under the firm's name. It is the same person, with the same name on the form, and the evening is theirs again.

This sheet is unsigned. It is signed at onroute.io/whitepapers, where the next paper comes to you when it is issued, with a walk through Onroute Intelligence if you ask for one. Nothing else is sent.

APPROVED AT [ONROUTE.IO/WHITEPAPERS](https://onroute.io/whitepapers).

WE KEEP AN ADDRESS FOR THIS SERIES ONLY AND SEND NOTHING ELSE.
UNSUBSCRIBE IN ONE TAP. PRIVACY POLICY: [ONROUTE.IO/LEGAL/PRIVACY-POLICY](https://onroute.io/legal/privacy-policy).

one email per paper

REFERENCES

- [1] The eight documents, each the rule's own, not ours. Network operator: where the aggregate capacity is above 16 A per phase the job is under ENA Engineering Recommendation G99 Issue 2 (10 March 2025), which takes an application on Form A1-2 before the equipment is connected (clause 16.2.6) and an Installation Document on Form A3-2 within 28 days of commissioning; at or under it, G98 Issue 2 takes a single notification within 28 days (clause 8.3.1). MCS: the certificate is raised on the MCS Installation Database within 30 calendar days of commissioning (Installer Operating Requirements, MCS:2025, Issue 2.0, 8 September 2026, clause 6.4); a firm not yet moved across by its certification body stays on its legacy standard, for solar PV MIS 3002 Issue 6.0, 10 working days. Building regulations: under regulation 20 of the Building Regulations 2010 the person carrying out self-certified work gives the occupier a copy of the certificate and the building control authority notice within 30 days of completion; a competent person scheme does the giving, and NAPIT requires its members to notify it within 21 days so that it can (Installer Scheme Rules, NAP/REQ/010 v2.0, April 2026, clauses 11.1 to 11.5; v1.7 carried the same rule), NICEIC mirroring the statutory 30. The customer: the Electrical Installation Certificate (BS 7671 Regulation 644.4, which sets no time for it, and Approved Document P 2013, paragraph 3.3), the commissioning records and handover pack (Installer Operating Requirements, clauses 6.10 and 6.11) and the written

guarantee with its financial protection (MCS Customer Commitment, Issue 1.1, 8 September 2026, clause 5f). The five bodies are those four and the local authority, which the scheme reaches for the installer (regulation 20(6A)). The Smart Export Guarantee application is the householder's, made to a licensed supplier with the MCS certificate (Ofgem, Smart Export Guarantee: Guidance for Generators, December 2019, paragraphs 1.7 to 1.13); TrustMark lodgement applies to government-funded work; neither is counted.

- [2] The line is 16 A per phase at low voltage, regulation 22(2)(a) of the Electricity Safety, Quality and Continuity Regulations 2002, which ENA Engineering Recommendation G98 Issue 2 (10 March 2025) gives as 3.68 kW on a single-phase supply and 11.04 kW on three-phase (Section 2, Scope). It is the aggregate of every micro-generator at the premises, and G98's definition of a micro-generator includes electricity storage. A battery that runs through the same inverter as the panels adds nothing to the registered capacity, which G98 defines as the lesser of the inverter rating or the source (Section 4; G99 Issue 2, Figure 4.6); a battery with an inverter of its own is added (G99, Figure 4.7: a 3.68 kW solar inverter and a 3.68 kW battery inverter are 7.36 kW). Above the line, G99 clause 16.2.3 bars connection until the application is approved, and on the small-installation route for solar with storage clause 6.2.2.3 says nothing is to be installed or commissioned before the operator's assessment is complete, with a 10 working day response. Regulation 22(1)(d) of the 2002 Regulations puts it as no person installing or operating the source without first agreeing requirements with the distributor.

- [3] The Value Added Tax (Installation of Energy-Saving Materials) Order 2024, SI 2024/24, in force 1 February 2024, added electrical storage batteries to Group 23 of Schedule 8 to the Value Added Tax Act 1994 in their own right, so a battery retrofitted to an existing system or installed on its own to store electricity from the grid is zero-rated; before it, HMRC relieved a battery only as part of a single supply with a qualifying material such as solar panels (VAT Notice 708/6, section 2.19, updated 31 January 2024; the summary of responses of 11 December 2023). The zero rate runs to 31 March 2027 and the reduced rate of 5 per cent applies from 1 April 2027, as legislated at 21 September 2026.

- [4] MCS Installer Operating Requirements, MCS:2025, Issue 2.0, 8 September 2026, clause 6.4: the certificate within 30 calendar days of commissioning. The legacy solar PV standard, MIS 3002 Issue 6.0: registration on the MCS Installation Database no later than 10 working days after commissioning. MCS puts the end of the transition between the two at 31 March 2027 (its Redeveloped Installer Scheme page, read 21 September 2026). OI-WP-001 in this series carries the same window in the note to its figure 2.

- [5] From 1 October 2026 a business assessed under the Electrotechnical Assessment Specification must show competence in four low carbon work categories, EV charging, solar PV, electric energy storage and micro wind, to be recognised by a certification or registration body. The categories themselves were written in by the October 2024 edition (cover reference EAS 24-527B), which states the date; the June 2026 edition (EAS 26-016) carries the requirement. Both are published by the Institution of Engineering and Technology. OI-WP-002 in this series reads the two editions against each other.
- [6] Heat pumps: the Town and Country Planning (General Permitted Development) (England) (Amendment) Order 2025, SI 2025/560, in force 29 May 2025, amended Schedule 2, Part 14, Class G of the 2015 Order: the rule that refused permitted development to an air source heat pump within 1 metre of the boundary is omitted, the outdoor unit may be 1.5 cubic metres on a dwellinghouse, a detached house may have two, and the planning standard is MCS 020 a), Issue 1.1, 14 April 2025, adopted by reference. Chargepoints: GOV.UK, Changes to electric vehicle chargepoint grant schemes from 1 April 2026, and the installer guidance: a claim must include a close-up photograph of the chargepoint, one showing its model and serial number, one with its parking space and a wide shot of the building.
- [7] BS 7671:2018+A4:2026, Requirements for Electrical Installations, published by the IET and BSI on 15 April 2026 and implementable from that day, with the previous edition, BS 7671:2018+A2:2022+A3:2024, withdrawn on 15 October 2026; Amendment 4 adds a chapter on stationary secondary batteries, a section on functional earthing for information technology equipment, Section 716 on power over Ethernet and a revised Section 710 on medical locations. Amendment 3 was issued on 31 July 2024.

ONROUTE INTELLIGENCE INC.

[ONROUTE.IO/LEGAL/PRIVACY-POLICY](#). [ONROUTE.IO/LEGAL/TERMS-CONDITIONS](#).