C2, AND THE TEST THAT SEPARATES IT FROM C1

CABLE SHEATH STOPS OUTSIDE THE BOARD. WHAT CODE?

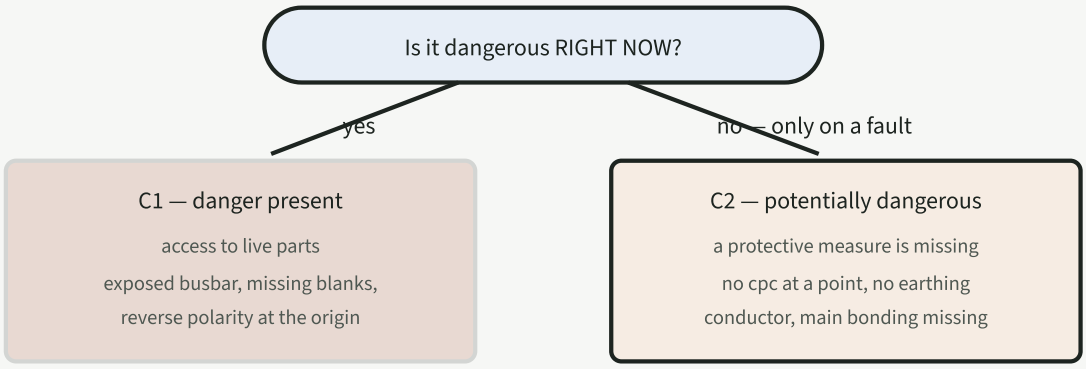
One question does most of the work:

> `Is it dangerous now, under normal conditions — or only dangerous if a fault occurs?`

	C1 — DANGER PRESENT	C2 — POTENTIALLY DANGEROUS
When is it dangerous	**Right now**, in normal use	**Only when a fault occurs**
Typical	Access to live parts	Protective measures missing or ineffective
Examples	Missing blanks, exposed busbar, broken accessory with conductors reachable, reverse polarity at the origin	Missing earthing conductor, missing CPC at a point, main bonding missing

Why a missing earthing conductor is a C2 and not a C1.
Under normal operation the earthing system does nothing at all — the installation works and is safe. It only becomes dangerous the moment there is an earth fault. Dangerous-when-faulted is the definition of C2.

✋ **The general rule for earthing and bonding defects: C2.** Anything wrong with the earthing conductor or main protective bonding is C2 — unless a serious fault has actually been detected on the system, which changes the picture. Bonding that is in place but connected to branch pipework is coded differently in the guide: see number 2 in the scenarios.



Under normal conditions nobody is hurt by a C2 — the danger needs a fault to appear first. That one distinction decides most coding questions.

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