

## APPENDIX B: Vehicle Eligibility Applications

### Vehicle Eligibility Application Submittal Instructions for Original Vehicle Manufacturers

Please submit the vehicle eligibility application to Patrick Chen by e-mail at [Patrick.Chen@arb.ca.gov](mailto:Patrick.Chen@arb.ca.gov) and provide a signed electronic copy of the application. There is no deadline for application submittal. Vehicle eligibility applications will be evaluated in the order they are received.

Applications for HVIP eligibility must match the corresponding Executive Order including vehicle model year, vehicle model name, chassis, chassis model year, and configuration. Voucher requests that are not identical to the corresponding Executive Order and HVIP Approval Letter may be subject to cancellation. The exception to this is when a letter of attestation is provided addressing Vehicle – EO MY alignment. Specifically, in instances where the Model Year of the VIN for an HVIP-funded vehicle will not match the Model Year on the corresponding CARB Executive Order, a letter of attestation must be provided by the OEM on company letterhead a minimum of 30 calendar days in advance of the voucher request to [voucherprocessing@tetrattech.com](mailto:voucherprocessing@tetrattech.com) with the following information: 1) identifying the EO that covers the vehicle for which funds are being requested, 2) listing which Vehicle Models are covered by the corresponding EO, 3) listing which Vehicle MYs are covered by the MY of the corresponding EO, and 4) stating the OEM's understanding that if the OEM delivers an HVIP-funded vehicle that is not covered by the EO and HVIP Approval Letter, the OEM will be responsible for returning HVIP funds and covering any penalties issued by CARB, if applicable.

Questions regarding submittal of the vehicle eligibility application or application requirements should be directed to the CARB Project Liaison at [patrick.chen@arb.ca.gov](mailto:patrick.chen@arb.ca.gov).

All vehicles eligible for HVIP are required to be certified at the vehicle level. Zero-Emission Powertrain Certification (ZEP Cert) is additional requirement for all new HVIP vehicle eligible applications submitted to CARB, for all applicable zero-emission powertrains and the trucks and buses they are installed in. More information is at <https://ww2.arb.ca.gov/our-work/programs/zero-emission-powertrain-certification>

The timeline from when a complete and accurate eligibility application is received by CARB to when the vehicle is available in the HVIP Eligible Vehicles Catalog and Voucher Processing Center (VPC) is an average of 75 days. This includes 60 days for CARB's review and 15 days for HVIP staff to update the Catalog and VPC

Manufacturers should be aware that voucher information regarding their technologies (i.e., quantity by dealer), may be released to the public at [www.californiahvip.org](http://www.californiahvip.org) and by other mechanisms.

**Note:** If the MY of an HVIP-funded vehicle changes in the time between when the voucher was requested and when the voucher was redeemed (i.e., MY2022 requested and MY2023 delivered), this does not affect the voucher status / redemption or the purchase order, if the subsequent model year is covered by a CARB Executive Order or letter of attestation as described above. It will be acceptable for the voucher request and purchaser order / sales agreement even if it is not included in the HVIP Vehicle Catalog.

**APPENDIX B4: WORK VEHICLE WITH ePTO ELIGIBILITY APPLICATION**

**Part I: Original Manufacturer Information**

1. Company Name/Organization Name/Individual Name: Tax Identification Number:		
2. Contact Name and Title:		
3. Business Mailing Address:		
City:	State:	Zip Code:
Phone:	E-mail:	

**Part II: Vehicle Description**

Please identify the vehicle and its applicable ePTO system proposed for HVIP eligibility in Tables 1 and 2, respectively. **Table 1: Aerial Boom Vehicle Information**

Vehicle MY Note: ePTO systems are approved for HVIP eligibility with specific vehicle model year(s)	
Vehicle Make and Model	
Engine Make and Model	
Boom Maximum Working Height (ft)	
Gross Vehicle Weight Range (lbs)* * including ePTO system.	

ePTO for Vehicle Model Year(s)	ePTO Make and Model	Gross Vehicle Weight Range	ePTO Voucher Amount
2020-2025	Odyne Plug-in Hybrid System (ePTO) for Digger Derrick Application Battery Capacity: 35.4 kWh	Class 5-8 (16,000 - 33,000 lbs)	Up to \$40,000

**Table 2: ePTO Information**

Battery Manufacturer	
Battery Chemistry	
Battery Capacity (kWh)	
Battery Manufacturer Recommended Minimum State-of-ePTO Make and Model	
Regenerative Braking	<input type="checkbox"/> Yes <input type="checkbox"/> No
Alternator Charging	<input type="checkbox"/> Yes <input type="checkbox"/> No
Battery State-Of-Charge (SOC) at Engine Auto-Start	

What is the typical California pre-tax cost with normal dealer profit of the truck identified in Table 1 with traditionally powered PTO (i.e. vehicle engine idles to power bucket)?

\$ \_\_\_\_\_

What is the typical California pre-tax cost with normal dealer profit of the bucket truck identified in Table 1 when equipped with the ePTO system identified in Table 2?

\$ \_\_\_\_\_

Make and model of vehicle telematics system: \_\_\_\_\_

Which HVIP-approved -dealers currently sell this vehicle? See [www.californiahvip.org/dealerlist](http://www.californiahvip.org/dealerlist).

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**Part III: Self-Certification of Vehicle, Engine and ePTO Parameters**

Please check the box next to each statement if the statement is correct. **Do not check the box if the statement is not correct.**

- The vehicle complies with applicable air quality provisions of California and federal law.
- The vehicle complies with motor vehicle safety provisions of 49 USC Sections 30101 through 30169.
- The vehicle meets the original engine manufacturer's build requirements.
- No modifications have been made to the engine hardware or after-treatment device(s).
- No modifications have been made to the engine's original software calibrations.
- The vehicle meets HVIP minimum three year warranty requirements, as described in Section C(1)(a) of the HVIP Implementation Manual
- The vehicle manufacturer agrees to the telematics requirement as stated in Sections C(1)(m) and C(6)(h) of the HVIP Implementation Manual.
- The ePTO battery is capable of recharging from the manufacturer specified battery cut-off voltage to full charge within twelve hours.
- The battery manufacturer recommended minimum state-of-charge for the ePTO make/model identified in this application equals that in the aerial boom vehicle provided for consumer purchase and intended for the vehicle in-use for a minimum of three years from date of voucher redemption.
- There is at least one service provider for the vehicle in California. Please provide name and city of primary service provider: \_\_\_\_\_
- The vehicle and ePTO system meet all the requirements of the HVIP, including those identified in this application and the HVIP Implementation Manual.

**Part IV: Application Attachments to be Provided by Original Vehicle Manufacturer**

- Warranty provisions.
- After sales service provisions.
- MSRP price sheets.
- Manufacturer's vehicle marketing flyer, including vehicle and exportable power specifications and justification for export power usage in proposed vehicle vocation (if requesting HVIP approval of exportable power option).
- If any of the statements in Part III are not true and correct (i.e. if any of the boxes above are not checked), please attach a narrative explaining why.
- Briefly describe what information is provided to vehicle dealers/purchasers regarding proper disposal of the ePTO battery and how this information is conveyed.

**Part V: Demonstration of ePTO System**

The intent of the ePTO system demonstration is to verify that the ePTO will function entirely on battery power over the course of a typical work day.

The applicant shall work with the CARB Project Liaison or his or her designee to determine an applicable method to demonstrate the ePTO system to ensure that the vehicle completes a typical work day duty cycle without the need for the engine to recharge the battery (i.e. the battery manufacturer recommended minimum state-of-charge is not reached). The use of video conferencing and/or telematics data collection will be required unless specified by the CARB Project Liaison. The CARB Project Liaison may also require in-person demonstration of the ePTO system. The CARB Project Liaison and applicant will agree on the testing method on a case-by-case basis. For more information on ePTO demonstration, see Section C(5) of the Implementation Manual.

The CARB Project Liaison is: Patrick Chen, [patrick.chen@arb.ca.gov](mailto:patrick.chen@arb.ca.gov)

Which HVIP-approved -dealers currently sell this vehicle? See [www.californiahvip.org/dealerlist](http://www.californiahvip.org/dealerlist).

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**Part VI: Applicant Signature**

I certify under penalty of perjury that all information provided in this application and any attachments are true and correct.

Printed Name of Responsible Party:	Title:
Signature of Responsible Party:	Date:
City:	State: