



HVIP Program Definitions Guide

“CARB-Certified” for the purposes of HVIP and Low NOx Engine Incentives means a vehicle that has been certified and issued an Executive Order by CARB in accordance with the provisions of *California Interim Certification Procedures for 2004 and Subsequent Model Hybrid-Electric and Other Hybrid Vehicles, in the Urban Bus and Heavy-Duty Vehicle Classes*, amended by CARB on October 21, 2014, or subsequent revisions (<http://www.arb.ca.gov/regact/2013/hdghg2013/hdghgfrohybridinterimcp.pdf>).

“CARB Project Liaison” for the purposes of this program is CARB staff person named in this Implementation Manual that serves as the point of contact for coordination with HVIP and Low NOx Engine Incentives Grantee.

“Aerial boom vehicle” for the purposes of the program means an on-road vehicle equipped with a fully integrated, mounted bucket at the end of an on-board hydraulic system used to raise personnel to complete work at an elevated height.

“Commercial vehicle” for the purposes of this program means any vehicle used by a business, public or governmental agency, or non-profit to carry people, property, or hazardous materials.

“Common ownership or control” for the purposes of this program means being owned by the same person, corporation, partnership, limited liability company, or association. In addition, vehicles managed day to day by the same directors, officers, or managers, or by corporations controlled by the same majority stockholders are considered to be under common control even if their title is held by different business entities. See Appendix D of this Implementation Manual for more information.

“Dealer” for the purposes of HVIP and Low NOx Engine Incentives means the vendor of the fully assembled and completed vehicle (not the vendor of the vehicle chassis) or vendor that sells and installs low NOx engines in existing vehicles and includes dealerships, manufacturers, and TEMs that sell new medium- or heavy-duty vehicles directly to a vehicle purchaser.

“Disadvantaged Communities” for the purposes of this program are identified by the

California Environmental Protection Agency (CalEPA).¹ To determine whether a project qualifies as located in a disadvantaged community, the Grantee must use the criteria in Assembly Bill 1550.²

“Earned interest” for the purposes of this program means any interest generated from State AQIP funds provided to the Grantee and held in an interest-bearing account.

“Expend” for the purpose of this program means the payment of funds on an invoice for an eligible vehicle.

“Exportable power” for the purposes of the program means AC electrical power generated by a commercial plug-in vehicle, typically to power electric tools, lighting, or other accessories at a job site.

“Fast charge compatible” for the purposes of the program means battery-electric fast-charge compatible vehicles must: 1) be equipped to utilize direct current Level 3 fast chargers; 2) be capable of charging from 15 percent state-of-charge to 85 percent state-of-charge within one-half hour (.5hr); and 3) demonstrate that typical operating time is at least 8x typical charging time (i.e. a vehicle must be capable of operating for 8 minutes for each minute of charge time).

“Fleet” Fleet means vehicles traveling in California owned by a person, business, non-profit or government agency and consists of one or more vehicles. Vehicles under common ownership or control that share a common TIN or CA # are considered part of a single fleet even if they are part of different subsidiaries, divisions, or other organizational structures of a company or government agency.

“g/bhp-hr” for the purposes of this program means grams/brake horsepower-hour.

“Grantee” for the purposes of this program means the entity selected by CARB via competitive solicitation to administer HVIP and Low NOx Engine Incentives. The responsibilities of the Grantee are described in this Implementation Manual and in the grant agreement between CARB and the Grantee. The Grantee is responsible for ensuring it and its HVIP and Low NOx Engine Incentives subcontractors meet all project requirements.

“Gross vehicle weight rating (GVWR)” for the purposes of this program means the vehicle weight described on the original manufacturer Line Setting Ticket provided to the vehicle dealer.

¹ The identified disadvantaged community census tracts are available at:
<http://www.calepa.ca.gov/EnvJustice/GHGInvest/> .

² Assembly Bill 1550 Implementation, contains the criteria for determining whether a project is located within a disadvantaged community. This Guidance is available at:
<https://www.arb.ca.gov/cc/capandtrade/auctionproceeds/communityinvestments.htm>

“Hybrid vehicle” for the purposes of this program means any vehicle that can draw propulsion energy from both of the following on-vehicle sources of stored energy: 1) consumable fuel, and 2) a rechargeable energy storage system.

“Hybrid vehicle conversions” for the purpose of this program means installing a hybrid driveline and other advanced technology to a newly manufactured vehicle or chassis.

“Hydrogen Fuel Cell Vehicle” for the purposes of this program means a ZEV that is fueled primarily by hydrogen, but may also have off-vehicle charge capability.

“Low NOx Engines” for the purposes of this program means any engine meeting the Optional Low NOx emission standards approved by CARB.

“Incremental cost” for the purposes of this program for new hybrid or zero-emission vehicle means the difference in cost between HVIP eligible vehicle and a comparable new conventionally fueled vehicle that would be purchased to perform the same function. For Low NOx Engine Incentives, the incremental cost means the difference in cost between a baseline vehicle/engine and vehicle/engine certified to the low NOx standard utilizing the same fuel type.

This cost is determined on a case-by-case basis based upon a manufacturer’s HVIP and Low NOx Engine Incentives eligibility application submittal, HVIP and Low NOx Engine Incentives voucher redemption data, discussions with fleets and other stakeholders, and other relevant data and information. The additional incentive of up to \$10,000 for a fleet’s first three vouchers is not included in incremental cost calculations.

“In-kind services” for the purposes of this program means payments or contributions made in the form of goods and services, rather than direct monetary contributions.

“Line setting ticket” for the purposes of this program means the factory build or construction sheet created when the vehicle order is sent to the vehicle manufacturer. The Line Setting Ticket typically includes the new vehicle’s VIN, all the codes for standard equipment and options the salesman used to create this vehicle for his purchaser. After the factory assembles the vehicle and the vehicle is shipped and sold, the Line Setting Ticket identifies such things as the gross vehicle weight rating, engine type, transmission type, drive line, paint codes, gear ratio, and standard and optional equipment, specific to that vehicle.

“Match funding” for the purposes of this program, means those funds contributed by the Grantee directly to HVIP and Low NOx Engine Incentives for the sole purposes of funding additional vehicles or low NOx engines or increasing the vehicle or low NOx engine voucher amount.

“Non-profit agency” for the purposes of this program means an agency or corporation that does not distribute corporate income to shareholders and is exempt from federal income taxes under Section 501 of the Internal Revenue Code (26 U.S.C.A. § 501).

“Plug-in hybrid electric vehicle” (also known as a Grid-connected HEV or GHEV) means a hybrid electric vehicle that has:

- zero emission vehicle range capability
- on-board electrical energy storage device with useful capacity equivalent to greater than or equal to ten miles of Urban Dynamometer Driving Schedule range on electricity alone
- is equipped with an on-board charger, and is
- rechargeable from an external connection to an off-board electrical source

“Public fleet” for the purposes of this program includes all federal, state, city and government fleets plus public universities, public airports, public school districts, California public ports and special districts such as water, utility, and irrigation districts.

“Public transit bus” for the purposes of this program means an on-road vehicle greater than 8,500 pounds GVWR normally powered by a heavy-duty engine fueled by diesel or alternative fuel, owned or operated by a transit agency, and which is not an urban bus.

“Manufacturer recommended minimum state-of-charge” for the purposes of this program means the minimum allowable battery capacity recommended by the battery manufacturer to ensure the most efficient and durable battery operation, as a percent of the maximum battery capacity.

“Renewable fuel” for the purposes of this program is comprised of definitions of alternative fuels from the Low Carbon Fuel Standard (LCFS), California Code of Regulations Section 95481.

Section 95481(79) defines transportation fuel as any fuel used or intended for use as a motor vehicle fuel or for transportation purposes in a non-vehicular source. For HVIP and Low NOx Engine Incentives, transportation fuel, as defined above, must satisfy Section 95481(11) that defines Bio-CNG as biogas-derived biomethane which has been compressed to CNG. Additionally, fuel may be produced out-of-state as defined in Section 95481(66) that defines Producer as the entity that made or prepared the fuel. This definition of Producer includes “out-of-state” producers where the production facility is out of the State of California and the entity has opted into the LCFS pursuant to section 95483.1.

As more engines that use renewable fuels other than renewable natural gas become available, CARB will expand this definition to include those renewable fuels.

“Repower” for the purposes of this program means the replacement of an existing engine with a new engine certified to any tier of the Optional Low NOx emission standard approved by CARB instead of rebuilding the existing engine to its original specifications.

“Telematics” for the purposes of this program means a data acquisition system

capable of collecting vehicle GPS data, vehicle mileage and hours of operation.

“Truck Equipment Manufacturer (TEM)” for the purposes of this program means a company that installs equipment on a truck or bus chassis. The TEM bears full responsibility for any vehicle defects under federal law and is responsible for certifying that the vehicle meets all applicable federal safety standards.

“UDDS” means urban dynamometer driving schedule as set forth Appendix I of title 40, Code of Federal Regulations, Part 86.

“Zero-emission power take-off (ePTO)” for the purposes of this program means a method for taking power from an on-vehicle source (typically a battery) that produces no emissions of pollutants (including carbon dioxide, carbon monoxide, hydrocarbons, oxides of nitrogen, and particulates) and which can be used to power to aerial boom.

“Zero-emission vehicle (ZEV)” means a vehicle that itself produces no emissions of pollutants (including carbon dioxide, carbon monoxide, hydrocarbons, oxides of nitrogen, and particulates) when stationary or operating.

“Zero-Emission Vehicle Conversions” for the purpose of this program means removing any type of existing propulsion system and replacing it with a zero-emission propulsion system, such as battery or hydrogen fuel cell powered electric drive train.