



Zero-Emission and Hybrid Vehicle Manufacturer Guide to HVIP Telematics Reporting

Updated 1/2/2019

What is the Telematics Reporting requirement for HVIP?

Vehicle Manufacturers participating in HVIP are required to provide a summary of GPS-based telematics vehicle data every quarter. HVIP telematics reporting is required for vehicles with vouchers requested April 1, 2016 and later. Telematics reporting applies to all HVIP vehicles except Low NOx vehicles.

HVIP Implementation Manual Description of the Telematics Reporting Requirement:

“Telematics data for Disadvantaged Communities: All vehicles, except military vehicles and vehicles equipped with low NOx engines, shall be equipped with a data acquisition system capable of collecting vehicle GPS data and vehicle mileage. Telematics requirements for ePTO vehicles are covered separately in section C.6. Each vehicle manufacturer shall be responsible for providing quarterly reports for the aggregated fleet of vehicles to the Grantee. Each quarterly report shall have current quarterly and cumulative data listing the following information:

- i. Hours and percentage of total time when the vehicles are operating (operating would mean vehicle is “key on”) within a disadvantaged community or a zip code containing a disadvantaged community (DAC) for the last quarter and cumulative.
- ii. Percentage of days when Location and time of first key on and last key off of the work day is in a DAC.
- iii. Total miles and percentage of total miles when the vehicles are driving within a DAC disadvantaged community for the last quarter and cumulative.
- iv. Each report shall be broken into two groups:
 - a. Vehicles domiciled in a DAC.
 - b. Vehicles not domiciled in a DAC.
- v. Grantee shall provide manufacturer a list of vehicles for each quarterly report.
- vi. Vehicle manufacturers shall provide a minimum of three years of data for vehicles from the date of voucher payment.”

What is a Disadvantaged Community?

Disadvantaged Communities (DACs) are those communities that are in the top 25 percent of the highest scoring census tracts using the California Communities Environmental Health Screening Tool (CalEnviroScreen) 3.0, and includes an additional 22 census tracts that score in the highest 5 percent of the CalEnviroScreen’s Pollution Burden but do not have an overall CalEnviroScreen score due to insufficient socioeconomic and health data.

DAC Map

CARB has a web site map tool that identifies DACs: [Click Here](#)

The map tool identifies SB 535 Disadvantaged Communities by address. They are shown in the map as pink and pink-striped areas. The data for the DAC census tracts is also available for download in Geodatabase, KMZ, and Excel files on the webpage linked above. Telematics providers can integrate the telematics data from the vehicle with the DAC boundary mapping data to identify when the vehicle is in a DAC.

Why does CARB want this information?

CARB wants to understand the extent to which trucks and buses are used in DACs. California HVIP utilizes California Climate Investments (CCI) funding, which requires that at least 25% of all funding benefits DACs. There is not a requirement for operators to use trucks in DACs.

The Process for Submission of Telematics Reports

- 1) At the beginning of each quarter (January 1, April 1, July 1, October 1) the HVIP team will supply each HVIP-participant-OEM with two documents:
 - A Reporting Form: this is a four-row spreadsheet for providing the telematics data gathered during the **upcoming quarter**. Individual vehicle data is not to be reported. See example below.
 - A document listing the VIN numbers of all vehicles that our records indicate a given OEM is responsible for providing telematics reporting **for the upcoming quarter**.
- 2) The reporting form should be completed and submitted to JVollmer@CALSTART.org, with the subject line: **“CompletedTelematicsReport_Q1_2018_<Manufacturer Name Here>”**.
- 3) All reports should be submitted to Joey Vollmer within one month of the conclusion of the quarter (May 1, August 1, November 1, February 1) Once the report is submitted to Joey Vollmer, the data will then be compiled into a report which is then submitted to CARB.

Example of a Complete HVIP Telematic Report:

A properly completed Telematic Reporting Document will be one to four rows of aggregated data submitted on a spreadsheet to Joey Vollmer (JVollmer@CALSTART.org)

HVIP Quarterly Telematics Report - 2018 Quarter 3 - Due October 31, 2018

DAC Status:	Reporting on Activity from 7/1/18 through 9/30/18								
	Vehicle Manufacturer	No. of Vehicles Queried	% Days with Key On in DAC	Hours of Operation in DAC	Total Hours of Operation	% of Total Operation in DAC	Miles Driven in DAC	Total Miles Driven	% of Total Miles Driven in DAC
Trucks w/ DAC Plus Up	Clean Car Co.	12	86%	576.62	720.18	80.10%	25,920	32,402	80.00%
Trucks w/o DAC Plus Up	Clean Car Co.	8	65%	390.32	550.23	70.94	17,550	25071	70%
Buses w/ DAC Plus Up	Clean Car Co.	22	96%	576.62	720.18	80.10%	25,920	32,402	80.00%
Buses w/o DAC Plus Up	Clean Car Co.	14	12%	390.32	550.23	70.94	17,550	25071	70%

For Manufacturers That Cannot Meet the Telematics Reporting Requirement:

The HVIP Team is aware that there are HVIP-participating OEMs that are not yet able to meet Telematics Reporting Requirements.

These groups should submit, in place of a complete Telematics Reporting Form, a document detailing the issues that the OEM is having meeting requirements. Such a document should include:

- A)** Designation of the point of contact at the OEM for discussing the plan to meet the Telematics Reporting Requirement moving forward.
- B)** Actions being taken to meet the Telematics Reporting Requirement moving forward – including changing telematic hardware or service provider if need be.
- C)** The timeframe for when the OEM will be able to meet the telematic reporting requirement, including actionable steps to be accomplished before the next reporting period.

Questions? Contact Joey Vollmer – CALSTART Inc, HVIP Program Assistant

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