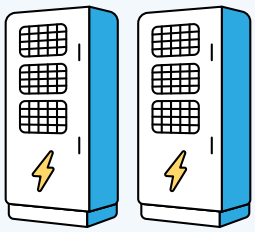
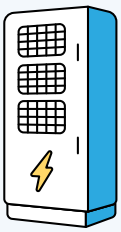
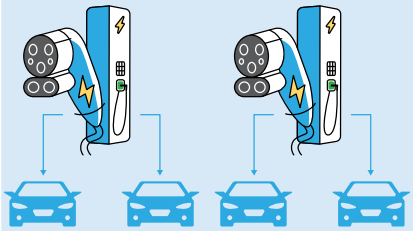
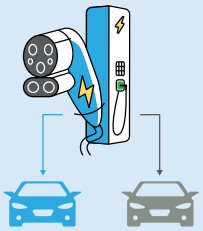
Equipment Eligibility Resource Guide

CALeVIP 2.0 - Fast Charge California Project (FCCP-1)

CALeVIP incentives helps cover costs of installing electric vehicle (EV) charging stations. While many companies manufacture EV chargers, only equipment that specifically meets Fast Charge California Project requirements is eligible to receive incentives. This resource guide contains a breakdown of the maximum incentive you can receive per connector, an equipment eligibility checklist to see if your EV charging equipment meets FCCP requirements and answers to frequently asked questions.

DCFC Charging Station Nomenclature

Charger	Charger Model A	Charger Model B
Simultaneous Charging Available	Yes	No
Power Cabinet	 2 Power Cabinets	 1 Power Cabinet
Dispenser Charging Ports	 2 Dispensers 4 Charging Ports	 1 Dispenser 1 Charging Port
Total Number of Connectors	4 total connectors, all can be used at the same time	2 total connectors, only one can be used at a time

Eligible Incentive per Charging Port

Incentives for eligible equipment may equal **up to 100%** of the project's total approved costs subject to these incentive maximums:

Guaranteed Output per Charging Port	Incentive Caps per Charging Port
150 kW-274.99 kW	$55,000
275 kW+	$100,000

Equipment Eligibility Requirements

The **CALeVIP 2.0 Eligible Equipment Dashboard** is the easiest way to verify that the DCFC you plan to install is eligible equipment. All DCFCs displayed on the dashboard are eligible equipment and meet these criteria:

Is new equipment, installed for the first time.

☐ Any charger that is resold, rebuilt, rented, received from warranty insurance claims or with new parts installed is ineligible. Equipment received as a gift or prize also is ineligible.

Is installed on infrastructure that is new or stub-out/make-ready -OR- is installed as a replacement for an existing DCFC.

☐

1. A new infrastructure installation is one where there is none of the required wiring or conduit is currently in place.
2. Stub-out/make-ready infrastructure refers to a site where some or all the required wiring or conduit is currently in place, but no charger is installed.
3. DC fast chargers (DCFC) already installed on a site are eligible for replacement only if their power output is below 40 kW. Non-DC fast chargers are not eligible for replacement.

Uses Combined Charging System (CCS) connectors and/or CCS adapters fully integrated into the charger so they cannot be removed from the site.

☐ North American Connector Standard (NACS) and CHAdeMO connectors may be installed but will not be considered when determining the incentive cap for the proposed installation.

Can be networked via Wi-Fi, ethernet or cellular connection (4G and above).

☐ Networked means that the DCFC must:

1. Connect to a back-end network and be capable of “over-the-air” updates, remote diagnostics, remote start, and utilization data collection.
2. Collect charging session data.
3. Be covered by a networking agreement for a minimum of 6 years.

Provides at least a 150-kW guaranteed power output at each charging port.

☐ An charging port is defined as the number of connectors that can simultaneously supply the minimum guaranteed output at any one time.

Be certified from OCA to OCPP version 2.0.1 or later.

☐ Equipment must meet the minimum certificates of OCPP 2.0.1 Core Profile and OCPP 2.0.1 Advanced Security Profile.

If payment is required, the charger must comply with all relevant laws and regulations pertaining to payment accessibility.

- ☐ Check California and your local laws and regulations on payment methods. A subscription or membership cannot be required to dispense energy.

Is certified by a Nationally Recognized Testing Laboratory (NRTL) to either UL 2202 or UL 9741.

- ☐ The NRTL certificate number must be provided. However, if the certificate number cannot be verified via the issuing NRTL's certificate lookup, a copy of the certificate may be required.

Is registered on the CALeVIP 2.0 Eligible Equipment Dashboard.

- ☐ To add new DCFC to the CALeVIP 2.0 Eligible Equipment Dashboard, log in to your CALeVIP 2.0 equipment portal or contact us at **EVCharging@energycenter.org**. The CALeVIP 2.0 Eligible Equipment Dashboard will be updated biweekly and is available at **https://calevip.org/calevip-eligible-equipment**.

Be ISO-15118 "Hardware Ready" via self-attestation on the product specification sheet which includes:

- ☐
  1. Powerline carrier (PLC) based high-level communication as specified in ISO 15118-3.
  2. Secure management and storage of keys and certificates.
  3. Transport Layer Security (TLS) version 1.2; additional support for TLS 1.3 or subsequent versions recommended to prepare for future updates to the ISO 15118 standard.
  4. Remotely receiving updates to activate or enable ISO 15118 use cases.
  5. Connection to a back-end network.

Be certified by the California Type Evaluation Program (CTEP).

- ☐ Type evaluation from the National Type Evaluation Program (NTEP) are acceptable if the model is certified to a 0.0001 kWh display resolution. CTEP certified chargers can be found here: https://apps.cdfa.ca.gov/CTEP/default.aspx?srchCertificateNumber=&srchDateSearchType=equal&srchEffective=&srchApplicant=&srchModels=&srchDeviceType=61, and NTEP certified chargers can be found here: https://www.ncwm.com/ntep-certificates.

Frequently Asked Questions (FAQs)

Where can I go to get more information on all the equipment that qualifies?
The **CALeVIP 2.0 Eligible Equipment Dashboard** contains a list of all equipment that qualifies. This dashboard allows you to compare different configurations and provides links to individual product pages.

Can I double check that the equipment I selected fulfills all the requirements?
Yes, all equipment that is listed on the **CALeVIP 2.0 Eligible Equipment Dashboard** qualifies for incentives. To add new DCFC to the CALeVIP 2.0 Eligible Equipment Dashboard, please contact us at **EVCharging@energycenter.org**.

Can I choose equipment that is not listed on the dashboard?
No. For equipment to be eligible for an incentive, it must be verified to meet minimum requirements by CALeVIP. If a charger is not listed, it means it has not been verified yet.

How can a charger become verified and listed on the eligible equipment dashboard?
If you want to use a charger that isn't on the dashboard but believe is qualified, contact us at **EVCharging@energycenter.org**.

Can I buy my charger from a third party and still qualify?
Yes, you can buy your charger from a third party on the condition that it is new and has not been used before.

Can I buy a used charger?
No. Used chargers do not qualify for an FCCP incentive.

Why do only CCS connectors qualify?
As the electric vehicle industry matures, all new electric vehicle models sold in California can use CCS connectors. To keep up with this trend, incentive amounts are based on the number of CCS connectors installed. If you wish, you may still install CHAdeMO and J3400 charging ports as they will count towards the total project costs but will not be considered when determining the incentive cap.

What does UL 2202 or UL 9741 mean?
Both UL 2202 and UL 9741 are safety certifications. A Nationally Recognized Testing Laboratory (NRTL) can certify chargers to this standard. While UL 2202 is for traditional one-way charging, UL 9741 certifications are for bidirectional chargers. For FCCP (CALeVIP 2.0), chargers only need one of the certifications depending on their directional charging capabilities.

What is the difference between a connector, port and plug?
CALeVIP considers these terms as interchangeable and referring to the same charger part. However, CALeVIP exclusively uses the term "connector." The connector is the charger equipment component that plugs into an electrical vehicle directly to supply power. For questions on DC fast charger parts and nomenclature, refer to the diagram above: DCFC Charging Station Nomenclature.

What is a charging port?
Charging port indicates the number of connectors that can simultaneously supply the guaranteed maximum output at any one time. If a charger has two connectors but can only charge one electric vehicle (EV) at a time, it has one charging port. If the charger has two connectors and can simultaneously charge two EVs, it has two charging ports.

If a charger has one CHAdeMO/NACS connector and one CCS connector, how much will the reserved incentive amount be?
Only the CCS connector will be considered in the incentive amount. For example, a charger model with a single charging port and one CHAdeMO/NACS and one CCS connector would qualify for $55,000 if it provides 150 kW-274.99 kW in guaranteed output and $100,000 if it provides 275 kW+. Please note that a minimum of four CCS charging ports must be installed to be an eligible FCCP-1 project.

Is this project just for DCFCs or are Level 2 incentives available?
CALeVIP 2.0 is for DCFC only. If you are looking for Level 2 EVSE, please visit the **Communities in Charge** project website that details more information on their Level 2 EVSE incentives.

Will dual port stations that can charge simultaneously and split power between two cars remain eligible? For instance, 200 kW to one car and 100 kW to two cars simultaneously. If not, does the site host have to disable the second connector and only allow one car to charge at a time?
Program requirements dictate that each charging port must provide at least a 150-kW guaranteed power output to be eligible. In this case, only one connector that provides 200 kW of power would be eligible. The **CALeVIP 2.0 Eligible Equipment Dashboard** will only display eligible configurations and will detail specific modifications that must be made to the stock charger in order to be eligible.

Are 50-kW or even 120-kW chargers still eligible?
No. The DCFC must provide at least 150 kW of guaranteed output per charging port to be eligible for CALeVIP 2.0.

How much will a 300-kW dual port charger receive in incentives if it can charge two vehicles simultaneously at 150 kW each?
This charger configuration will be defined as having two charging ports, each with a guaranteed output of 150 kW. Two incentives of $55,000 (the 150 kW-274.99 kW incentive level) would be reserved for this charger. Please note that a minimum of four CCS charging ports must be installed to be an eligible FCCP-1 project. For this example to be eligible, two additional CCS charging ports would have to be installed.

What if a charger is decommissioned and is no longer operable? Will there be an issue if the manufacturer replaces it with one not on the list? Will this affect data sharing compliance?
It is the applicant's responsibility to ensure that the charger complies with FCCP-1 requirements and remains operable for a minimum of five years. If a situation arises where the charger is no longer operable, it will be the applicant's responsibility to replace the charger with a charger that has similar specifications and considered as eligible equipment.

How many chargers can you install per application?
Every application is eligible for a maximum of 20 incentives, which is 20 charging ports.

If equipment is ordered ahead of time because of supply chain issues, would that mean it's still eligible for incentive costs?
Each application window will list a specific date after which costs are considered eligible for the incentive calculation. Please check the webpage and implementation manual for the latest application window for the relevant dates. You can find all of the FCCP-1 application window at: **calevip.org/fast-charge-california-project**.

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