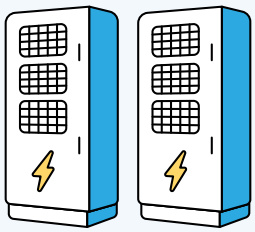
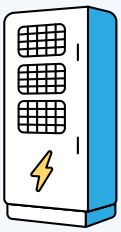
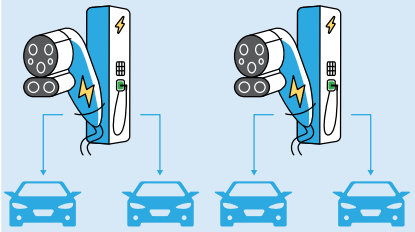
Equipment Eligibility Resource Guide

CALeVIP 2.0 - Golden State Priority Project (GSPP)

CALeVIP BUILDING EV INFRASTRUCTURE

CALeVIP rebates help cover costs of installing electric vehicle (EV) charging stations. While many companies manufacture EV chargers, only equipment that specifically meets Golden State Priority Project requirements is eligible to receive rebates. This resource guide contains a breakdown of the maximum rebate you can receive per connector, an equipment eligibility checklist to see if your EV charging equipment meets GSPP 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	 2 Dispensers	1 Power Cabinet
Active Connectors	4 Active Connectors	1 Active Connector
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 Rebate per Active Connector

Rebates for eligible equipment may equal **up to 50%** of the project's total approved costs subject to these rebate maximums:

Guaranteed Output per Active Connector	Rebate Caps per Active Connector
150 kW-274.99 kW	$55,000
275 kW+	$100,000

Eligible Rebate per Active Connector

The **GSPP 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 has at one point been unboxed, installed on site, wired and energized or damaged will not be considered as eligible equipment.

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.

☐ Tesla and CHAdeMO connectors may be installed but will not be considered when determining the maximum rebate amount for the 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.
2. Collect charging session data.
3. Be covered by a networking agreement for a minimum of 5 years.

Provides at least a 150-kW guaranteed power output at each active connector.

☐ An active connector is defined as the number of connectors that can simultaneously supply the rebated guaranteed output at any one time.

Uses an implementation of the Open Charge Point Protocol (OCPP) version 1.6 or later.

☐ Compliance with this requirement is verified via self-attestation on the product specification sheet.

If payment is required, these payment options must be physically located on the charger or on a kiosk serving the charger.
☐ 1. An EMV chip reader. 2. A mobile payment device. 3. A toll-free number.
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 GSPP Eligible Equipment Dashboard.
☐ To add new DCFC to the GSPP Eligible Equipment Dashboard, log in to your CALeVIP 2.0 equipment portal or contact us at **EVCharging@energycenter.org**. The GSPP Eligible Equipment Dashboard will be updated monthly and is available at **https://calevip.org/calevip-eligible-equipment**.

Frequently Asked Questions (FAQs)

I am unsure/overwhelmed with the equipment requirements, where can I go to get more information on all the equipment that qualifies?
The **GSPP Eligible Equipment Dashboard** contains a list of all equipment that qualifies for the Golden State Priority Project. 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 **GSPP Eligible Equipment Dashboard** qualifies for rebates. To add new DCFC to the GSPP 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 a rebate, 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 a GSPP rebate.

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, rebate amounts for GSPP are based on the number of CCS connectors installed.

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 GSPP (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 an active connector?
Active 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 electrical vehicle at a time, it has one active connector. If the charger has two connectors and can simultaneously charge two EVs, it has two active connectors.

If a charger has one CHAdeMO/Tesla connector and one CCS connector, how much will the reserved rebate amount be?
Only the CCS connector will be considered in the rebate amount. For example, a charger model with a single active connector and one CHAdeMO/Tesla 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+.

Is this project just for DCFCs or are Level 2 rebates available?
The CALeVIP 2.0 Golden State Priority Project is for DCFC only. If you are looking for Level 2 chargers, please review **CALeVIP 1.0 projects** for available funding or visit the **Communities in Charge** project website that details more information on their Level 2 charger rebates.

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 active connector 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 **GSPP 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 active connector to be eligible for the Golden State Priority Project.

How much rebate will a 300-kW dual port charger receive if it can charge two vehicles simultaneously at 150 kW each?
This charger configuration will be defined as having two active connectors, each with a guaranteed output of 150 kW. Two rebates of $55,000 (the 150 kW-274.99 kW rebate level) would be reserved for this charger.

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 GSPP 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 rebates, which is 20 active connectors.

If equipment is ordered ahead of time because of supply chain issues, would that mean it's still eligible for rebate costs?
For the application window opening on January 24, 2023, rebates can help cover any eligible costs incurred on or after September 1, 2022.

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