

State of California  
California Environmental Protection Agency

AIR RESOURCES BOARD

**GUIDELINES FOR IMPLEMENTING THE ALTERNATIVE FUEL  
VEHICLE INCENTIVE PROGRAM**



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## 1.0 INTRODUCTION

A number of recent state policy directives call for California to reduce its dependence on petroleum-based fuels and to expand substantially its use and production of non-petroleum based alternative fuels. To support these policy directives, Assembly Bill (AB) 1811 (Chapter 48, Statutes of 2006) authorized the creation of the Alternative Fuel Incentive Program (AFIP) and the appropriation of \$25 million to be expended pursuant to a plan jointly developed by the California Air Resources Board (ARB or Board) and the California Energy Commission (CEC) for the following purposes:

- Market-based incentives for purchasers of high efficiency, high mileage, clean alternative fuel, light, medium, and heavy-duty vehicles in both individual and public fleets in California; and
- Production incentives for clean alternative fuel production in California;
- Market-based incentives for the construction of publicly accessible clean alternative refueling stations, including E85 refueling stations;
- Research, development, and testing of alternative fuels and vehicle technology;
- Incentives to replace the state vehicle fleet with clean, high mileage alternative fuel vehicles.

This report constitutes the ARB guidelines for the implementation of the Alternative Fuel Vehicle Incentive Program (AFVIP). Zero emission vehicles (ZEVs), plug-in hybrid electric vehicles (PHEVs) and other alternative fuel vehicles (AFVs) are an integral part of California's efforts to meet health-based air quality standards. These vehicles also present an opportunity to address two ancillary negative impacts of conventionally-fueled cars and small trucks – global climate change and dependence on petroleum-based fuels.

The purpose of this incentive program is to offset a portion of the higher cost of advanced automotive technologies found in ZEVs, PHEVs and other AFVs that make the vehicles cost more than comparable conventionally fueled vehicles. This in turn helps with commercialization of these technologies and supports the critical ramp-up in AFV production that is necessary to meeting our clean air goals. The program provides grants of up to \$5,000 to qualified individuals, businesses, public agencies and entities, and non-profit organizations that purchase or lease an eligible AFV from May 24, 2007 through March 31, 2009. The grants reduce the incremental cost of new AFVs. Up to ten percent of the program funds may be used for grant program administration.

Other aspects of AB 1811, e.g., to provide incentives for the development, production, and commercialization of clean, alternative fuels, will be administered and implemented separately.

This guideline document establishes the administrative process and both applicant and vehicle eligibility criteria. A timetable listing critical program dates is shown in Table 1 below.

**Table 1: Important Program Dates**

<b>Date or Time Period</b>	<b>Action Item</b>
January 2008	Guidelines finalized; Program kick-off
May 24, 2007	Earliest lease or purchase eligibility date
Through March 31, 2009 or until program funds are no longer available, whichever comes first	Grant applications accepted

## **2.0 AFVIP ADMINISTRATION**

This chapter outlines the roles and responsibilities of the California Center for Sustainable Energy (CCSE) Program Administrator and describes how the program will operate from the consumer's perspective, including how consumers will get information about the program, how they will apply for grants and how grants will be distributed.

### **2.1 Program Access**

It is important that incentive program information be centrally available to the public and other interested parties. The CCSE has an established website for disseminating this information ([www.fuelingalts.energycenter.org](http://www.fuelingalts.energycenter.org)) and a toll-free information line (866.984.CLEAN) to provide access to AFVIP information. CCSE staff will direct callers to the ARB's DriveClean web site ([www.driveclean.ca.gov](http://www.driveclean.ca.gov)) or the appropriate staff person at the ARB, CEC, or local air district for questions about non-AFVIP incentive programs.

### **2.2 CCSE Program Administrator**

CCSE was selected to administer the AFVIP through a competitive request for grant proposals and has extensive experience administering grant funding. CCSE will be responsible for administering the program in a manner consistent with these guidelines.

CCSE, as Program Administrator, will:

- Communicate with customers via email and a toll-free phone number
- Review and approve or disapprove grant applications
- Verify that all required information has been submitted prior to grant distribution
- Authorize grant distribution
- Track program status, including funding allocations
- Submit quarterly reports on program status to the ARB Program Manager
- Recommend changes to the guidelines, as needed
- Prepare outreach and educational materials in consultation with ARB staff

- Provide information, upon request, to individuals or organizations that wish to appeal a grant denial to the ARB Program Manager
- Coordinate with ARB and vehicle dealers to assist buyers in receiving all other incentives that may apply to the vehicle (buy-down, infrastructure, HOV etc).

## **2.3 Overview: Grant Payment Process and Effective Dates**

At any time, a potential consumer may access the program as described in section 2.1 to receive program eligibility information. The websites and toll-free information line are designed to assist consumers with their purchase or lease decisions by providing information on vehicle eligibility and maximum grant amounts.

### **2.3.1 Payment of Grant to Vehicle Lessee/Owner**

Consumers that purchase or lease an eligible AFV on or after May 24, 2007, may apply for an AFVIP grant. On a first-come, first-served basis (receipt of application forms by CCSE) and contingent upon funding being available, consumers will receive a grant payment directly from the CCSE Program Administrator.

The purchaser or lessee must submit the grant application so that the CCSE Program Administrator receives it on or before March 31, 2009 or before funding is no longer available, whichever comes first. A grant application package may be downloaded from [www.fuelingalts.energycenter.org](http://www.fuelingalts.energycenter.org) or requested from the CCSE Program Administrator via telephone (866.984.CLEAN (2532)) or email (mary.venables@energycenter.org). The applicant must submit a signed hard copy of the completed application to the CCSE Program Administrator, along with the required supporting documentation of the purchase or lease, such as a copy of the sales or lease contract, along with an itemization of discounts, incentives and credits received, and appropriate proof of permanent or temporary vehicle registration. Upon review and approval of the application package, the CCSE Program Administrator will issue a grant check to the qualified owner or lessee.

The grant recipient agrees to hold harmless, indemnify, and defend ARB, its officers, employees, agents, representatives, and successors-in-interest against any and all loss, damage, cost or expenses which ARB, its officers, employees, agents, representatives, and successors-in-interest may incur or be required to pay by reason of any injury or property damage caused or incurred by the grant recipient, its employees, subcontractors, or agents as a result of the performance of this grant and use of the subject vehicle.

### **2.3.2 Reversion and Assignment of Grant Allotments**

The intent of this program is to encourage the deployment of AFVs in the 2007-2009 timeframe with users who intend to make use of these AFVs for at least 3 years. The ARB realizes that circumstances beyond the control of buyers may cause some vehicles to be resold or returned to a dealer within the first 36 months after purchase or

lease initiation. If, within 36 months of purchase or lease, a vehicle is resold or the lease is terminated, respectively, staff requires the grant awardee to return a prorated portion of his or her grant benefit, in an amount equivalent to the original grant amount divided by 36 months and then multiplied by the number of months remaining in the original 36 month period (rounded to the nearest month) to the CCSE Program Administrator.

The retention requirement for leased demonstration vehicles may be set at 24 months with the prior approval of the ARB Program Manager. If a demonstration vehicle lease is terminated within 24 months of lease initiation, staff will require the grant awardee to return a prorated portion of his or her grant benefit, in an amount equivalent to the original grant amount divided by 24 months and then multiplied by the number of months remaining in the original 24 month period (rounded to the nearest month) to the CCSE Program Administrator.

Eligible applicants must accept the grant directly – the AFVIP does not provide applicants an option to assign their grant payment to a lessor (vehicle dealer or manufacturer).

### **2.3.3 Appeal Process**

If an application is denied, the CCSE Program Administrator shall provide the applicant with the reason for the denial in writing. Any applicants who feel that they have been unfairly denied a grant may submit an appeal to the ARB Program Manager. Such an appeal must be signed by the applicant and submitted in writing via postal mail within 30 days of the date shown on the written denial letter to:

ARB Program Manager  
ZEV Implementation Section  
P.O. Box 2815  
Sacramento, CA 95812  
Attn: AFVIP Appeals

Appeals made by e-mail, fax or phone will not be considered. A written response to the appeal will be provided by the ARB Program Manager within 60 days of receipt.

## **3.0 ELIGIBILITY CRITERIA**

This chapter describes which applicants and vehicles are eligible for the grants provided by this program.

The program is authorized to provide grants to all entities purchasing or leasing an eligible AFV. Applicants must meet the eligibility criteria specified in Section 3.1.

Section 3.2 specifies AFVIP eligibility criteria. Vehicles must meet all of the criteria to be eligible for AFVIP Grants. ARB has posted an Initial List of Eligible Vehicle Models

based upon these eligibility criteria (see either of the websites in section 2.1), and will update the list to reflect new additions as they become available. Vehicle manufacturers are responsible for providing the ARB with sufficient information to determine a vehicle's eligibility.

### 3.1 Criteria for Applicant Eligibility

To be eligible to receive an incentive grant, an applicant must:

- **Be a California resident** - The following entities are eligible for an AFVIP grant:
  - Individuals,
  - Federal, state, regional or local government entities or agencies,
  - Organizations, or
  - Companies.
- **Lease or purchase the new AFV within the grant eligibility window.** The new vehicle must be purchased or leased on or after May 24, 2007. The grant application must be received by the CCSE Program Administrator by March 31, 2009 or before funding is no longer available, whichever comes first. For the purposes of this program, the date of purchase shall be the day of sale. Typically, a sale is deemed completed and consummated when the purchaser of the vehicle has paid the purchase price, or, in lieu thereof, has signed a purchase contract or security agreement and taken physical possession or delivery of the vehicle. For purposes of this program, a vehicle shall be deemed to be leased on the date upon which the lease of the vehicle commences, as specified in the signed lease agreement.
  - **If leased, the vehicle must be leased for a minimum term of 36 months.** For a leased vehicle, the grant applicant shall be the lessee. Vehicles leased or offered for lease for a minimum term of less than 36 months are not eligible, with the exception that demonstration vehicles may be leased for a minimum term of 24 months with the prior approval of the ARB Program Manager.
- **Register the AFV in California at the time of lease or purchase.** The vehicle must meet DMV registration requirements and be registered with the California DMV for use in California. Appropriate proof of permanent vehicle registration must be submitted with the grant application. Local, state and federal agencies and entities may submit other documents with the prior approval of the CCSE Program Administrator.
- **Be prepared to demonstrate that the vehicle will be registered in and driven in California for at least 36 months.** AFVIP grants assume at least 36 months of vehicle operation within California. Applicants may be prompted by the ARB Program Manager or the CCSE Program Administrator to demonstrate that the eligible vehicle was registered and driven in California for a continuous period of 36 months from the time of lease or purchase. In the case of leased demonstration vehicles, the applicant must be prepared to demonstrate that the vehicle was

registered and driven in California for a continuous period of 24 months from lease inception. Grant recipients that cannot demonstrate that the vehicle was continuously registered and driven in California for the required period of time may be asked to return a prorated portion of the grant to the State of California.

## **3.2 Criteria for Vehicle Eligibility**

This section discusses the general categories of passenger cars and light duty trucks (as defined in Appendix A) that are eligible for grant funding under the AFVIP and the specific individual criteria that a vehicle model must meet to be considered eligible.

### **3.2.1 Vehicle Categories**

There are three general categories of AFVs eligible for grant funding under the AFVIP. They are ZEVs, PHEVs, and other AFVs.

#### **ZEVs**

The ZEV category is subdivided into Full Function Zero Emission Vehicles (FFZEVs), City Zero Emission Vehicles (CEVs) Neighborhood Zero Emission Vehicles (NEVs) and Zero Emission Motorcycles (ZEMs).

- **Full-Function Zero Emission Vehicle (Full Function ZEV or FFZEV)**  
Vehicle models placed in the FFZEV category are usually electric-drive zero emission passenger cars and light-duty trucks. They are powered by batteries and/or a hydrogen fuel cell and are capable of operation on freeways. FFZEVs may be used in normal passenger car and light-duty truck applications. Current and past FFZEV models include two-seat pickup trucks, two-seat coupes, sedans, sport utility vehicles and minivans. For a vehicle model that is not yet ARB-certified as a New ZEV, the OEM or its authorized licensee may apply to ARB for the necessary certification. See <http://www.arb.ca.gov/msprog/onroad/cert/cert.php> for additional information. The ARB vehicle certification approval process for ZEVs takes approximately four weeks, provided a complete application with the results of applicable test procedures<sup>1</sup> is submitted. Staff recommends that manufacturers of new vehicle models, in particular models not previously available for sale in California, also contact the DMV Registration Operations Division to ensure that the vehicle models meet all California vehicle requirements.
- **City Zero Emission Vehicle (City ZEV or CEV) These vehicles are subject to the same eligibility criteria as FFZEVs**  
Vehicle models placed in the CEV category may be similar to FFZEVs and may be suitable for many of the same applications. They are typically equipped with smaller battery packs than full-function BEVs, reducing vehicle production costs. As a

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<sup>1</sup> The results of tests specified in, and in conformance with, "California Exhaust Emission Standards and Test Procedures for 2005 and Subsequent Model Zero-Emission Vehicles, and 2001 and Subsequent Model Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes," adopted August 5, 1999, and last amended on December 19, 2003.

result, they are usually smaller in size, seat fewer passengers, and have a shorter driving range (miles that the vehicle can travel when starting with fully charged batteries) and lower top speeds than FFZEVs. CEVs are suitable for use as local commute vehicles in urban and city centers. Vehicle models that have manufacturer-imposed limitations or restrictions on their operation on freeways will be placed in the CEV category.

- **Neighborhood Zero Emission Vehicle (Neighborhood ZEV or NEV)**

Vehicles placed in the NEV category are zero emission vehicles that are also categorized as low speed vehicles. California Vehicle Code (CVC) Section 385.5, defines a low speed vehicle as a motor vehicle with four wheels on the ground and an unladen weight of 3,000 pounds or less, that is capable of propelling itself at a minimum speed of 20 miles per hour and a maximum speed of 25 miles per hour on a paved level surface. NEVs may be legally operated on public streets with maximum speed limits of 35 mile per hour or lower. Therefore, NEVs are particularly suited for operation in residential neighborhoods, planned communities, campus environments, business parks, and, possibly, transportation centers. Low speed vehicles are subject to a DOT safety standard (49 CFR 571.500) that requires ten specific items of safety equipment. Under the AFVIP, NEV manufacturers need not retire or forego California ZEV regulatory credits earned from the production of a vehicle offered for sale in California and the placement of the vehicle into service on or after May 24, 2007. This differs from the previous ARB incentive programs which required the manufacturer to enter into an agreement with the ARB to retire or forego the ZEV regulatory credits earned by a specific vehicle model on a model year basis in order to make the NEV eligible for a grant.

- **Zero Emission Motorcycles (ZEMs)**

Fully-enclosed zero emission vehicles designed to travel on three wheels and two-wheel electric motorcycles meeting the provisions of CVC Section 400 are motorcycles in the ZEM category.

## **PHEVs**

- **Plug-in Hybrid Electric Vehicle (PHEV)**

Also known as Grid-connected HEVs or GHEVs, PHEVs have zero emission vehicle range capability, an on-board electrical energy storage device, an on-board charger, and are rechargeable from an external connection to an off-board electrical source.

## **Other AFVs**

- **Other Alternative Fuel Vehicles (AFVs)**

Vehicle models placed in the other AFV category must be freeway capable and have functionality similar to the typical passenger car or light-duty truck on the road. They have an internal combustion engine with a dedicated fuel system that operates solely on a single alternative fuel. "Other Alternative Fuel Vehicles" means those with dedicated hydrogen, or natural gas fueling systems. Vehicles using dedicated petroleum-based alternative fuels such as methanol or petroleum bi-fuel systems such as ethanol (E85), are not eligible for incentive grants under this program

because Assembly Bill 1811 prohibits grant funding from being used for fuels derived from petroleum, petroleum coke, or coal.

### 3.2.2 Eligible Vehicle Models

Vehicle manufacturers must meet the following criteria for their vehicles to be eligible for AFVIP grants:

- **Be new.** To be eligible, the vehicle shall be a new vehicle as defined in CVC Section 430.<sup>2</sup> The Original Equipment Manufacturer (OEM) or its authorized licensee must manufacture the vehicle. Vehicles considered new vehicles solely for determination of compliance with state emissions standards pursuant to Health and Safety Code, Article 1.5, Prohibited Transactions, (Sections 43150-43156) and CVC Section 4000.2, Registration of Out-of-State Vehicles, are not eligible vehicles.
  - If the vehicle is not new, has been re-leased, is the subject of a lease assumption or has been transferred into California after previously having been registered out-of-state, the vehicle is not eligible for AFVIP grants.
- **Be certified.** The vehicle model, with the exception of ZEMs, has been certified by the ARB as a new AFV or has received an experimental permit to operate as an advanced technology demonstration program vehicle. The manufacturer must also certify that the vehicle model complies with all applicable federal safety standards for new motor vehicles and new motor vehicle equipment issued by the National Highway Traffic Safety Administration (NHTSA). A table summarizing the federal motor vehicle safety standards (FMVSS) for a number of vehicle categories is provided in Appendix D. The FMVSS are found in Title 49 of the Code of Federal Regulations (CFR) Part 571. If a written statement and documentation have been previously provided to ARB in the course of applying for ARB approval/certification of the vehicle model, no additional written statement is required.
- **Be capable of prescribed performance, emissions, and service thresholds:**
  - **FFZEVs and CEVs** must be certified as Type I, II or III ZEVs as defined in the California ZEV Regulation (which is incorporated by reference in Section 1962(e), Title 13, CCR).
  - **PHEVs and AFVs** must meet SULEV emission standards as defined in the California ZEV Regulation (which is incorporated by reference in Section 1962(e), Title 13, CCR).
  - **FFZEVs, CEVs, PHEVs, and other AFVs.** For the purpose of this program, the ARB may request that a vehicle manufacturer provide a written statement declaring whether or not the vehicle is capable of operation on the freeway. Per CVC Section 22400 (Minimum Speed Law), no person shall drive upon a highway at such a slow speed as to impede or block the normal and reasonable movement of traffic. In order

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<sup>2</sup> Per Section 430 of the California Vehicle Code, a "new vehicle" is a vehicle constructed entirely from new parts that have never been the subject of a retail sale, or registered with the department, or registered with the appropriate agency or authority of any other state, District of Columbia, territory or possession of the United States, or foreign State, province, or country.

for a vehicle to be considered capable of operation on a freeway, it must be in compliance with CVC Section 22400. CEVs may be considered freeway capable assuming they are not subject to any of the circumstances listed below. A vehicle shall be presumed not capable of operation on the freeway if any one of the following circumstances apply:

- The vehicle is a low-speed vehicle as defined by CVC Section 385.5;
  - The vehicle is prohibited by law from being operated on the freeway or is only capable of limited operation on the freeway;
  - The manufacturer has required, or will require, the purchaser or lessee to sign an agreement that limits, or prevents, the operation of the vehicle on the freeway; or
  - There is a written manufacturer's statement or recommendation (which can include the owner's manual for the vehicle) that the vehicle should not be operated on the freeway or should have limited operation on the freeway.
- **NEVs.** NEV manufacturers must ensure that each NEV model for which they are requesting AFVIP grant eligibility meets the “Neighborhood Electric Vehicle” definition in Appendix A of these guidelines, has been evaluated for baseline performance in accordance with United States Department of Energy (U.S. DOE) NEV America guidelines (successful completion of the NEV America assessment), is equipped with sealed, maintenance free batteries, and is covered by a minimum level of after sales service as described below.
- Successful completion of the NEV America assessment means the NEV meets: (1) all of the minimum vehicle requirements specified in the NEV America Technical Specifications (Revision 2, dated December 1, 2004), and (2) the acceleration, top speed, and constant speed range performance specification in sections 5.1 through 5.3 of the same document. NEVs that successfully completed the NEV America assessment prior to Revision 2 of the Technical Specifications are still eligible for AFVIP grants provided that the vehicle model applying for incentives is sufficiently similar to the vehicle model that completed the assessment. The Specifications are available at: <http://avt.inl.gov/pdf/nev/nevtechspec.pdf>
  - Each manufacturer must demonstrate to the ARB Program Manager that they have a program to offer convenient and time-sensitive warranty and maintenance service to the vehicle owner. An acceptable service program will have readily available parts, trained service technicians, and the ability to either send a technician to an owner’s home or pick up and transport the vehicle to an authorized repair facility.
- **ZEMs.** ZEM manufacturers must ensure that each ZEM model for which they are requesting AFVIP grant eligibility meets the “Zero Emission

Motorcycle” definition in Appendix A of these guidelines, has been evaluated for baseline performance in accordance with an ARB-recommended evaluation procedure (successful completion of the Zero Emission Motorcycle Evaluation Procedure, has sealed batteries, and is covered by a minimum level of after sales service as described below.

- Successful completion of the Zero Emission Motorcycle Evaluation Procedure means that a recognized third-party vehicle standards organization has evaluated the ZEM using the procedures contained in Appendix E and the ARB has verified that the ZEM meets the specified range and, where applicable, acceleration requirements.
  - Each manufacturer must demonstrate to the ARB Program Manager that they have a program to offer convenient and time-sensitive warranty and maintenance service to the vehicle owner. An acceptable service program will have readily available parts, trained service technicians, and the ability to either send a technician to an owner’s home or pick up and transport the vehicle to an authorized repair facility.
- **Warranty provisions.** To be eligible for AFVIP grants, a vehicle drive train, including applicable energy storage tanks or a battery pack, must be covered by a manufacturer warranty.
    - FFZEVs, PHEVs, and other AFVs require, at a minimum, a warranty of 36 months; the first 12 months of the coverage period shall be a full warranty. If the extended warranty for the remaining 24 months is prorated, the percentage of the battery pack's original value to be covered or refunded must be at least as high as the percentage of the prorated coverage period still remaining. For the purpose of this computation, the age of the battery pack must be expressed in intervals no larger than three months.
    - NEVs and ZEMs require, at a minimum, a warranty of 24 months. At least four months of the first 12 months of the NEV/ZEM coverage period shall be a full warranty; the remainder of the first 12 months and all of the second 12 months of the coverage period may be covered under optional (available for purchase) extended warranties and may be prorated. If the extended warranty is prorated, the percentage of the battery pack's original value to be covered or refunded must be at least as high as the percentage of the prorated coverage period still remaining. For the purpose of this computation, the age of the battery pack must be expressed in intervals no larger than three months. Alternatively, a manufacturer may cover 50 percent of the original value of the battery pack for the full period of the extended warranty.
    - Prior to approving a vehicle model for addition to the List of Eligible Vehicles, the ARB Program Manager may request that the manufacturer provide copies of representative vehicle and battery warranties and a

description of the manufacturer's plans to provide warranty and routine vehicle service.

Vehicle models will be approved by ARB staff on a model year basis and placed on a List of Eligible Vehicle Models for AFVIP grants (see either of the websites listed in Section 2.1). Manufacturers of vehicle models not currently on the list should request in writing to the ARB Program Manager (at the address listed on the AFVIP website) that their vehicle model be considered for addition to the list of eligible vehicle models. The written request should include a description of the vehicle model and the manufacturer's certification that the vehicle model meets all applicable State and federal safety standards and the criteria prescribed above. It should also be accompanied by copies of the vehicle operation and service manuals and applicable owner warranty descriptions.

#### **4.0 INCENTIVE CALCULATION AND GRANT AWARD**

The ARB will establish a grant amount for each eligible vehicle model equal to either 10 percent of the manufacturer's suggested retail price (MSRP) or 50 percent of the incremental difference in cost between the eligible vehicle and a comparable internal combustion engine vehicle, whichever is greater, up to the maximum available grant amount for that vehicle type. Table 2 below lists the maximum grant amount per vehicle for each vehicle type. Specific grant amounts for each eligible vehicle model will be listed in the List of Eligible Vehicle Models. See either of the websites listed in section 2.1 for the initial list and subsequent list updates.

Grant awards will be made as soon as possible, but no later than 90 days after receipt and verification of the documentation required for approval of the grant application.

To ensure that one category of vehicles does not disproportionately benefit from the program, a cap of 50 percent of the total program funding will be placed on each category. When that cap is met, that category may no longer receive grants from the program until the ARB Program Manager determines that demand from the other categories is insufficient to deplete the remainder of the program funding.

The ARB will periodically review grant applicants and the award of grants to ensure, to the greatest extent possible, that all grant funds are used.

**Table 2: Summary of AFVIP Grants by Vehicle Category**

<b>Vehicle Category</b>	<b>Grant Amount</b>
<b>Full Function ZEV (Type II or Type III) (BEV or FCEV)</b>	Up to \$5,000
<b>PHEV</b>	Up to \$5,000
<b>Full Function ZEV (Type I) City ZEV (Type I, II or III) Other AFV (CNG or H2 fueled)</b>	Up to \$3,000
<b>Neighborhood ZEV</b>	Up to \$1,500
<b>Freeway capable Zero-Emission Motorcycle (ZEM)</b>	Up to \$1,500
<b>Zero-Emission Motorcycle (ZEM)</b>	Up to \$1,000