

Implementation Manual

Addendum to Appendix G: Zero-Emission School Bus and Infrastructure Incentives

Effective October 8, 2024

Note: Unless specified in this addendum, all requirements noted in CARB's Zero-Emission School Bus and Infrastructure (ZESBI) Implementation Manual published April 30, 2024 (April 30, 2024 Implementation Manual), remain in effect.

Section 5.1: Application Window

ZESBI's first application window to submit the initial part of a ZESBI application (Application Part A) opened on Tuesday, May 14, 2024 at 10:00am Pacific Time and remained open until September 30, 2024 at 5:00pm Pacific Time. ZESBI reopened with a second application window (Application Part A) to receive additional applications on Tuesday, October 8, 2024 at 10:00am Pacific Time and will close on Friday, November 22, 2024 at 5:00 pm Pacific Time.

Section 3.1: Purchaser Cap

The purchaser cap for the maximum combined total number of Zero Emission (ZE) vehicles requested from standard HVIP and ZESBI has been removed for Application Part A submissions received during the second application window, solely for the purposes of the Fiscal Year 23-24 ZESBI application. Beginning October 8, 2024, eligible applicants can apply for more than 50 zero-emission school buses and their supporting charging infrastructure. The removal of the purchaser cap criteria applies for all applications received during the second application window, as well as those who had previously applied and would like to request additional ZE school buses beyond their initial request, regardless of the number of ZE school buses previously requested. Any applicant that submitted an application during the first application window and would like to apply for additional old school bus replacements not previously submitted for replacement, must submit a new application for the additional school buses requested for replacement.

The standard HVIP purchaser cap requirements still apply. No more than 30 vehicles can be requested through standard HVIP alone per calendar year. For additional information on standard HVIP, refer to the [HVIP Implementation Manual](#).

Section 3.3: Determining Grantees

The April 30, 2024 Implementation Manual indicates that during an extended application period, applications will be accepted on a first-come, first-served basis until all funding has

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been requested. This is rescinded for the second application window. All eligible applications that were received during the first ZESBI application window between May 14, 2024 and September 30, 2024 will be funded first. With the remaining funds, applications received during the second application window will then be prioritized by tiers and funded in accordance with the prioritization procedures as described in Section 3.2 of the April 30, 2024 Implementation Manual.

The update below supersedes the previous ZESBI Implementation Manual requirements for the new zero-emission school bus, published April 30, 2024. Updates are in bold.

Section 4.3: New Zero-Emission School Bus Requirements:

The new school buses must be zero-emission and meet all HVIP eligibility requirements included in the Implementation Manual. The new school bus(es) must:

- Have a Gross Vehicle Weight Rating (GVWR) greater than 10,000 pounds
- Not have any fossil fuel fired heaters installed on the school bus
- **Each school bus must be capable of vehicle-to-grid (V2G) bi-directional charging and discharging via use of type 1 combined charging system (CCS) at a minimum of 60 kW. Eligible school buses may also use North American Charging Standards (NACS), at a minimum of 60 kW.**
- **Each school bus must be capable of bidirectional charging via Direct Current (DC) pins using application layer messages described in ISO 15118-20. This includes the communication messages and sequence requirements for bidirectional power transfer specified in ISO 15118-20.**
- **The school bus must be designed so that no hardware or firmware changes are necessary to allow the bus to immediately serve demand that is independent of the utility grid (e.g. vehicle-to-load functions that are “islanded” or electrically separated from the utility system).**
- **The school bus must be able to receive a remote update enabling grid-interconnected V2G functions (e.g. vehicle-to-building functions connected to the utility system), upon completion of applicable requirements for safe electrical interconnection.**

More information about the HVIP eligibility process is at www.californiahvip.org/sellers. Purchasers can discern whether a specific HVIP-eligible school bus is included as ZESBI eligible by viewing the indication on each bus’s listing at www.californiahvip.org/vehicle-category/school-bus. A purchaser intending to purchase a school bus that is not indicated as ZESBI eligible, may instead participate in standard HVIP on a first-come, first-served basis, including utilizing the voucher amounts and rules included in the standard HVIP Implementation Manual.