Implementation Manual

Fiscal Year 2026-2027

Clean Off-Road Equipment Voucher Incentive Project (CORE)

Released July 15, 2026

CALIFORNIA CLIMATE INVESTMENTS

CALIFORNIA AIR RESOURCES BOARD

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Executive Summary

The Clean Off-Road Equipment Voucher Incentive Project (CORE) is designed to encourage California businesses to purchase or lease zero-emission off-road equipment. CORE offers a streamlined voucher process for purchasers to receive funding to help offset the higher upfront cost of zero-emission off-road equipment. Vouchers are available on a first-come, first-served basis. Additionally, CORE provides enhanced incentives for small businesses.

The program benefits California residents by accelerating the deployment of zero-emission off-road vehicles and equipment, thereby improving community health through immediate air pollution reductions, reducing greenhouse-gas emissions to support state climate goals, and delivering substantial economic benefits.

CORE is implemented through a partnership between the California Air Resources Board (CARB) and a Grantee selected via a competitive CARB grant solicitation.

This Implementation Manual is intended for use by all participating manufacturers, dealers, and purchasers. It describes all elements of the project including terms and conditions for participation. CARB staff evaluate, at least annually, the need for formal updates to this Implementation Manual.

CORE targets commercial-ready zero-emission equipment that have not yet achieved a significant market foothold. Currently, eligible equipment types include:

1. Transport Refrigeration Units and Generator Sets
2. Large Forklifts,
3. Cargo Handling Equipment,
4. Airport Cargo Loaders and Aircraft Tugs,
5. Aircraft Ground Power Units (GPU),
6. Railcar Movers and Freight Locomotives,
7. Construction Equipment1,
8. Agricultural Equipment,
9. Commercial Harbor Craft (CHC)
10. Mobile Power Unit (MPU)2

[1]Includes mining equipment

[2]Excluding MPUs with lead-acid batteries

These groupings support funding access across diverse equipment categories while accommodating a wide range of operational uses. If additional funding becomes available, CARB may revisit eligible categories.

Program Updates for Fiscal Year (FY) 2026-27

This Implementation Manual update reflects the following changes:

- Purchaser eligibility is no longer limited to small businesses and public agencies in an effort to expand program participation and support broader market adoption of CORE-funded equipment.
- The steps outlining a typical CORE equipment purchase have been revised and consolidated to improve clarity, replacing the previously referenced Figure 1.
- Manufacturer warranty hour requirements have been reduced from 6,500 to 5,000 hours to better align with industry standards.
- In response to strong voucher deployment in DAC and LIC communities and to better stretch limited funding and to maximize overall equipment deployments, the DAC/LIC funding enhancement has been removed.
- New language has been added to address situations where an updated version of an approved equipment model may be delivered, in cases where the original model is no longer eligible at redemption.
- Eligibility language has been added for hydrogen MPUs as infrastructure to clarify that units must be hard piped or permanently fixed to a hydrogen source and considered on a case-by-case basis.
- The curb weight requirement has been removed for both Narrowbody and Widebody Aircraft Tugs to enable participation by a broader range of eligible equipment.
- Eligibility has been expanded to include MPUs used to power or charge on road vehicles, offroad equipment, event power applications, and emergency response activities.
- A mandatory annual dealer training requirement has been established to ensure consistent program understanding and compliance.
- The timeline for submitting an Extended Downtime Report has been shortened from 30 days to 14 days, with an additional report required if repairs are not completed within the initial 14 day period.
- Provisions have been added to allow CORE-funded equipment to be temporarily relocated outside of California during declared state or national emergencies without prior approval from CARB.
- Purchase Orders are now required to include the equipment sale price to support program transparency and verification.

- Purchasers are now permitted to request a manufacturer switch when production capacity limitations prevent timely equipment delivery.
- A second refund calculation option, based on usage hours, has been added for cases in which the purchaser forfeits voucher funds.
- The requirement for dealers to provide proof of a valid lease agreement at redemption has been removed for leased CORE-funded equipment.
- A manufacturer with a record of poor delivery performance may have their program participation limited and/or eligibility revoked at CARB's discretion. Telematics data requirements have been expanded to include reporting on the percentage of time equipment operates within California.
- Manufacturer terms and conditions have been formally added to clarify obligations and program expectations.
- Compact sweepers have been added as an eligible equipment type within the construction category.
- Documentation to verify proof of order from the equipment manufacturer is now required within 60 days of voucher creation.

All iterations and updates to the Implementation Manual can be found at **http://californiacore.org/resources/**. Project participants are responsible for checking the CORE website on an ongoing basis for the latest program updates.

CARB has sole discretion to determine eligibility for CORE funding and participation.

Errata Update for July 15, 2026 Implementation Manual

The IM published on July 15, 2026, inadvertently omitted a portion of a table in Attachment A: CORE Equipment Eligibility Application. The corrected table has been restored in the current version. Additionally, minor copyediting corrections that do not affect the meaning of the document have been made.

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A. Project Overview

1. Background

The Clean Off-Road Equipment Voucher Incentive Project (CORE) has received funding through a series of State legislative and budgetary actions intended to accelerate the deployment of zero-emission off-road equipment.

In 2017, Governor Brown signed Assembly Bill (AB) 134 (Committee on Budget, Chapter 14, Statutes of 2017), appropriating up to $140 million from the Greenhouse Gas Reduction Fund (GGRF) for advanced freight equipment demonstrations and pilot commercial deployments.

Following legislative action, each fiscal year CARB staff submits a proposed Funding Plan to the Board for approval that serves as the blueprint for expending (GGRF), General Fund, and Air Quality Improvement Program (AQIP) funds appropriated to CARB in the State budget. More specifically, the plan establishes CARB's priorities for the funding cycle, describes the programs CARB intends to fund, and sets funding targets for each project/program. Of the $140 million appropriated, the Fiscal Year (FY) 2017-18 Funding Plan for Clean Transportation Incentives, approved by CARB in December 2017, allocated $40 million to launch CORE.

In FY 2018-19, CORE received an additional $4.6 million from GGRF pursuant to SB 856 (Committee on Budget and Fiscal Review, Chapter 30, Statutes of 2018).

Governor Newsom reinforced the State's commitment to zero-emission transportation in Executive Order N-79-20, which calls for 100 percent zero-emission off-road vehicles and equipment by 2035, where feasible. Supporting this goal, the FY 2021-22 Funding Plan allocated $194.45 million to CORE, including $108.5 million from the Low Carbon Transportation program and $86.5 million from the Air Pollution Control Fund.

Additionally, $30 million was appropriated through SB 170 in FY 2021-22 (Skinner, Chapter 240, Statutes of 2021) to support the purchase of zero-emission small off-road equipment used in professional landscaping by small businesses and sole proprietors.

The FY 2022-23 Funding Plan continued this momentum by allocating $273 million from the Low Carbon Transportation program to CORE. To prevent market disruption and assist with market recovery, $77 million of that allocation was reserved for funding vouchers on a contingency list. This was consistent with contingency provisions outlined in the FY 2020-21 Funding Plan, which authorized the CARB Executive Officer to allocate limited funds to avoid interruptions in voucher and rebate programs.

Separately, AQIP, created under AB 118 (Nunez, Chapter 750, Statutes of 2007), continues to provide critical support for clean transportation initiatives. AB 8 (Perea, Chapter 401, Statutes of 2013) reauthorized the fees funding AQIP through 2023, and AB 126 (Reyes, Chapter 254, Statutes of 2023) extended those fees through 2035. AB 126 also directed CARB to prioritize zero-emission technologies, heavy-duty projects, and benefits in nonattainment areas, particularly those with extreme designations. In line with this directive the Board approved $14.3 million in AQIP funding for CORE in November 2023.

In FY 2024-25, the California Legislature appropriated $34.94 million from the Air Quality Improvement Fund to the Air Quality Improvement Program (AQIP) through the Budget Act of 2024 (Assembly Bill 107, Gabriel, Chapter 22, Statutes of 2024), as amended by Senate Bill 108 (Wiener, Chapter 35, Statutes of 2024). Of the $34.94 million, the Board allocated $14.97 million for CORE in November 2024.

In FY 2025-26, the budget bills passed by the Legislature and signed by the Governor appropriated $34.94 million to the Air Quality Improvement Fund (AQIF) for AQIP (Senate Bill (SB) 101 (Wiener, Chapter 4, Statutes of 2025); SB 127 (Committee on Budget and Fiscal Review, Chapter 15, Statutes of 2025); and SB 105 (Wiener, Chapter 104, Statutes of 2025)). CARB allocated $34.94 million for CORE in June 2026.

In FY 2026–27, the budget bills passed by the Legislature and signed by the Governor appropriated $34.94 million to the Air Quality Improvement Fund (AQIF) for AQIP (AB 109 (Gabriel, Chapter 19, Statutes of 2026); AB 111 (Committee on Budget); and SB 111 (Committee on Budget and Fiscal Review, Chapter 21, Statutes of 2026)). CARB allocated $34.94 million for CORE in June 2026.

2. Project Description

CORE promotes the purchase of off-road freight and other heavy-duty off-road vehicles and equipment powered by zero-emission technology by offering vouchers that help offset the higher costs of such equipment. CORE is designed to support the expansion of zero-emission operations among California's off-road fleets. The program benefits Californians by reducing air pollution and greenhouse gas emissions. Additionally, the program helps deploy and advance critical technologies necessary for California to meet its long-term air- quality and climate goals.

Initially established under AB 134 and the FY 2017–18 Funding Plan, CORE funding was limited to zero-emission freight equipment. The FY 2021–22 Funding Plan significantly expanded eligibility to include additional heavy-duty off-road sectors such as construction, agriculture, and commercial harbor craft. In alignment with SB 170, zero-emission professional landscape equipment also became eligible through separate one-time funding for small professional landscaping businesses. Programmatic details for landscape equipment eligibility were published in Attachment D of the Implementation Manual on November 7, 2022. All funding for professional landscaping equipment has been exhausted.

A key barrier to widespread adoption of zero-emission off-road equipment is limited production volume, which drives up costs and reduces cost competitiveness. These higher upfront costs often discourage investment, even when long-term benefits are anticipated. CORE addresses this barrier by offsetting the incremental cost of zero-emission equipment, making cleaner alternatives more accessible to fleets.

Voucher amounts are determined based on a methodology that considers incremental cost, market penetration, and anticipated incentive needs. CORE may also support infrastructure incentives when applicable.

Participation in CORE does not require the scrappage of existing internal combustion equipment. However, if other incentive programs used in combination with CORE require scrappage, those conditions still apply. While CORE allows for "stacking" of funding with other public incentive programs, applicants must ensure compatibility with the terms and conditions of each program. Importantly, CORE does not permit the total incentive funding—regardless of source—to exceed the equipment's total cost (excluding taxes and fees). If total combined incentives surpass that amount, the CORE Base Voucher may be reduced accordingly.

Applicants may also pursue separate infrastructure funding from other sources, provided those funds do not duplicate costs already covered by CORE.

3. Project Framework

Manufacturers that would like to participate in CORE are required to complete and submit to CARB a CORE Equipment Eligibility Application (See Attachment A) for each equipment or conversion-kit[3] model they would like added to the program's catalog. Once an equipment or conversion-kit model has been deemed eligible (i.e., CARB has determined that all the eligibility requirements set forth in Attachment A to this Implementation Manual have been met by issuing an approval letter), said model will be added to the CORE Eligible Equipment Catalog (EEC) by the Project Administrator. The EEC, which is posted on the **CORE website**,[4] lists all equipment and conversion-kit models eligible for CORE funding[5]

The EEC also includes the funding amounts for the base voucher to each eligible model. In addition, other information provided by the manufacturer in the eligibility application process, such as battery capacity, load capacity, gross vehicle weight rating, may also be posted. The EEC is continually updated by the Project Administrator as CARB issues decisions on CORE Equipment Eligibility Applications and as the eligibility of existing equipment and conversion-kits models expires.

In addition to the EEC, the CORE website can also be used to request and redeem vouchers and obtain other information about the program, such as available funding. Once an equipment or conversion-kit model is added to the EEC, a business will be able to purchase said model through the CORE voucher process.

[3]A conversion kit contains the required components (e.g., battery pack, electric motors, etc.) to "repower" an existing internal-combustion equipment piece with a zero-emission powertrain. Conversion kits will also require an Executive Order from CARB Aftermarket Parts Section

[4]**http://californiacore.org**

[5]If a model is not listed on the EEC, it is not eligible for CORE funding

The steps outlined below illustrate a hypothetical equipment sale and voucher reimbursement transaction.

1. The purchaser works with a CORE-approved dealer to identify CORE-eligible equipment for purchase.
2. The dealer submits the voucher request application and required documentation on behalf of the purchaser through the Voucher Processing Center (VPC).
3. The purchaser and dealer sign the **CORE Terms and Conditions Form**.
4. Once the application is approved, the dealer and purchaser are notified to proceed with ordering and delivering the equipment (and infrastructure, if applicable).
5. The equipment is delivered, and the purchaser pays the dealer the purchase price minus the approved voucher amount.
6. The dealer submits all required information and documentation through the VPC prior to the voucher expiration date.
7. The purchaser and dealer sign the **CORE Redemption Form**.
8. The dealer receives payment for the voucher amount.
9. The purchaser must comply with the three-year project participation period requirements.

Once a piece of CORE-funded equipment has been deployed, the manufacturer, dealer, and purchaser are required to continue to abide by all applicable CORE terms and conditions for the duration of the project participation period.

The project participation period starts once the voucher redemption is approved in the VPC. The project participation period ends 3 years following the start date.

4. Disadvantaged and Low-Income Communities and California Native American Tribes

For Disadvantaged and Low-Income Community applicants:

In 2014, the California Environmental Protection Agency (CalEPA) identified disadvantaged communities for the purposes of SB 535 using the **California Communities Environmental Health Screening Tool (CalEnviroScreen)**[6], which was developed by the California Office of Environmental Health Hazard Assessment (OEHHA) to help CalEPA prioritize its work in the states most burdened communities. In 2017, CalEPA updated the list of disadvantaged communities and identified low-income communities for the purposes of implementing AB 1550. More information on priority populations, such as those in disadvantaged and low-income communities, is available on **CARB's website**[7].

[6] **https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40**

[7] **https://gis.carb.arb.ca.gov/portal/apps/experiencebuilder/experience/?id=e746df40e39144029cd1f9fd748c81b2**

CalEPA designated the 25 percent highest scoring census tracts in CalEnviroScreen 4.0 as disadvantaged communities. More information is available at:

http://calepa.ca.gov/EnvJustice/GHGInvest/. AB 1550 defines low-income communities as "census tracts with median household incomes at or below 80 percent of the statewide median income, or with median household incomes at or below the threshold designated as low income" by California Department of Housing and Community Developments list of State income limits. CARB staff will continually assess CORE throughout the project term to ensure sufficient funds are being provided to disadvantaged and low-income communities. CARB tracks where these funds are spent so that the portion that is spent in disadvantaged and low-income communities can be calculated and reported in future annual reports to the Legislature. If data show that CORE is not meeting SB 535 and AB 1550 goals, funding may be set aside for equipment deployed in disadvantaged and low-income communities.

For California Native American tribe applicants:

Resolution: Prior to execution of the agreement, all tribal applicants shall provide a resolution from the highest-level leadership within the tribe, such as tribal council or tribal chairperson, (a) approving of the Project, (b) agreeing to comply with the terms of the Agreement, (c) identifying the tribal laws or ordinances providing authority to take relevant actions (where applicable); (d) authorizing the Limited Waiver of Sovereign Immunity (where applicable), and (e) confirming whether Bureau of Indian Affairs (BIA) consent is required (where applicable).

BIA Consent: Prior to execution of the Agreement, federally recognized tribal applicants shall obtain BIA consent to the applicant's execution and recordation (if applicable) for all required documents subject to 25 C.F.R. Section 152.34 or 25 C.F.R. Section 162.12 or provide written confirmation that BIA approval is not required pursuant to federal law.

Limited Waiver of Sovereign Immunity: Before or concurrent with the execution of the Agreement, federally recognized tribal applicants and federally recognized tribally controlled entity applicants shall provide an executed limited waiver of sovereign immunity, in favor of CARB and for the term of the Agreement and least four years after the term of the Agreement, expressly consenting to personal and subject matter jurisdictions of state court with respect to activities performed under the Project for the duration of the Agreement related to: (a)any action in law or equity with respect to the Tribe's participation in CORE; (b) any claim against the tribe for breach of contract involving the Agreement or performance of the Agreement; or (c) to enforce the indemnification provision of the Agreement. The limited waiver of sovereign immunity shall apply to all tribal employees and elected officials.

Sovereign immunity waiver language shall be included in the Agreement, any sub-agreements, or loan agreements when determined to be applicable by CARB after a case-by-case review with the Tribe. The limited waiver of sovereign immunity does not waive sovereign immunity as to any third party and does not grant rights or interests to any third party.

For the purposes of CORE, the Agreement refers to the signed redemption form. Applicants that require a limited waiver of sovereign immunity can submit a voucher request through the same process as all other applicants; however, the applicant must sign terms and conditions and provide a signed limited waiver of sovereign immunity before a voucher will be created.

B. Eligible Equipment Types

CORE vouchers are intended for off-road equipment that is:

- Zero-emission, defined as a vehicle, piece of equipment, or vessel that itself produces no emissions of pollutants (including carbon dioxide, carbon monoxide, hydrocarbons, oxides of nitrogen, and particulates) when stationary or operating.
- Commercial-ready[8], and
- Commonly used in freight applications and other heavy-duty off-road sectors such as agriculture, construction, and commercial harbor craft.
- Eligible equipment must have a drive and power motor nominal rating of at least 19 kW[9], or, for battery electric mobile power units (MPUs), a minimum energy capacity of 40 kWh[10].
- Eligible equipment types must be approved by CARB, see section C.5.

The primary function of the piece of equipment will be used to determine eligibility and equipment type. If the primary function does not fall into one of the existing equipment categories listed below, then that product is not eligible for CORE.

Specifically, CORE focuses on the following zero-emission equipment[11] categories:

- Transport Refrigeration Units (TRU)[12] and Generator Sets;
- Large Forklifts (8,001 pounds or greater lift capacity);
- Cargo Handling Equipment with a lift capacity of 33,000 pounds or greater (rubber-tired gantry (RTG) cranes, straddle carriers, reach stackers, side picks, and top picks);

[8]Commercial-ready means equipment which is no longer in the demonstration or pilot phase of equipment development and is currently for sale to the general public with at least one sale already transpired.

[9]TRUs can have less than 19kW

[10]Lead-acid systems are not eligible. Chemistries other than lithium will be evaluated on a case-by-case basis. Fuel cell equipment that does not have on-board hydrogen storage will be considered on a case-by-case basis.

[11]Equipment with a petroleum-fueled range extender, auxiliary power system, or heating system is not eligible for CORE.

[12]TRUs capable of range extension by drawing power directly from and creating an additional load for an internal combustion engine are not eligible for funding. [4];

- Airport Ground Support Equipment (AGSE)[13] such as:
    - Airport Cargo Loaders;
    - Wide- body and Narrow-body Aircraft Tugs;
    - Aircraft ground power units (GPU)[14]
- Railcar Movers and Freight Locomotives;
- Construction Equipment (excavators, dozers, skid-steers, loaders, back hoes, mining equipment and other construction equipment types);
- Agricultural Equipment (agricultural harvesting equipment and agricultural tractors);
- Commercial Harbor Craft[15];
- Mobile Power Units (MPU);
- Small off-road landscaping equipment (when specific funding is available).

In addition, zero-emission conversion kits for all CORE-eligible equipment categories are also eligible for CORE vouchers. For all conversion kits that remove an internal combustion engine, an Aftermarket Parts Executive Order is required to advertise, sell, and install the zero-emission conversion. Therefore, manufacturers must apply for and receive an Aftermarket Parts Executive Order prior to CORE voucher redemption, more information can be found here: **https://ww2.arb.ca.gov/road-vehicles- engines-and-equipment**.

C. Voucher Amounts

1. Determination of Voucher Amounts

The base voucher amounts are set by CARB staff to help offset the higher cost of purchasing and deploying zero-emission equipment. The voucher amount is based on the equipment's incremental cost compared to its internal combustion counterpart. Factors such as sale price, market data, typical industry costs for that type of equipment, the need for incentives, and information provided in the manufacturer's CORE Equipment Eligibility Application or obtained through other sources are also taken into consideration to determine the base voucher amounts. See Section C.5, Voucher Amounts by Equipment Type, for more details on voucher amounts.

[13]AGSE does not include: carts, including lavatory carts, baggage belt loaders, and baggage tractors.

[14]Lithium-ion battery energy storage and fuel-cell technology only.

[15]Vessel types subject to the CHC Regulation (17 CCR 93118.5); vouchers available for equipment that performs work equivalent to an internal combustion powered piece of equipment with ≥ 19kW.

CORE funding may not be used to pay for any taxes or fees associated with the acquisition of the equipment, or in the case of a conversion kit, with the acquisition and installation of said kit. Any federal, state or local taxes as well as any municipal, local, dealer, or Department of Motor Vehicle (DMV) fees (if applicable), must be paid by the purchaser. Sales tax must be calculated on the pre-voucher amount on the invoice. While CORE will not cover taxes, fees, and non-equipment costs such as accessories, those costs must be clearly itemized on the invoice.

Note: The methodologies used to determine voucher amounts are subject to change as additional information about costs and pricing becomes available.

2. Additional Funding and Voucher Enhancements

Additional Funding for Small Business

For a piece of equipment or conversion kit purchased by a small business the purchaser may qualify for an additional 15% voucher enhancement.

Purchasers who are unsure of their small business designation are encouraged to waive their voucher enhancement, to avoid the possibility of non-compliance.

Small Business Definition:

"Small business" is defined in CORE as: [An] independently owned and operated business that is not dominant in its field of operation, the principal office of which is located in California, the officers of which are domiciled in California, and which, together with affiliates, averages annual gross receipts of fifteen million dollars ($15,000,000) or less over the previous three years.

Small Business Verification:

If a small business enhancement is requested, purchasers must verify their small business status by providing the following information: the total revenue, receipts, and sales reported to the Internal Revenue Service in your most recent filing. This information may be reported in Box 1c of IRS Form 1120, Box 1c of IRS Form 1065, or Box 3 of IRS Schedule C (Form 1040).

Infrastructure Enhancement:

CORE offers a voucher enhancement to offset certain costs associated with the purchase and installation of electric vehicle supply equipment (EVSE) units, inductive charging, and hydrogen fueling infrastructure. In the case of battery-electric equipment, the enhancement is intended to cover the capital costs of the EVSE purchase and the costs of basic installation, as determined by CARB. For fuel-cell equipment, the enhancement is intended to cover costs associated with the purchase and installation of on-site fuel storage and/or production equipment. The enhancement is not intended to cover "make-ready" costs, such as costs of transformers, trenching, or conduit, or in the case of fuel-cell applications, fuel delivery costs.

To qualify for this voucher enhancement, dealers, on behalf of the fleet purchaser, must provide detailed information about the infrastructure to be installed in the voucher request. The information may include, but is not limited to, infrastructure specifications, site maps, facility information, permit applicability and status, current utility company information, and current fleet information. Projected infrastructure equipment and installation costs must also be provided. The Project Administrator may request additional information to validate the enhancement request. The information provided must demonstrate a high probability that the infrastructure necessary to support the CORE-funded equipment will be installed by the time the equipment is deployed. Within 30 calendar days of the completion of the infrastructure, the dealer, on behalf of the purchaser, shall provide the Project Administrator with documentation describing actual costs.

Only one infrastructure enhancement is allowed per piece of CORE-funded equipment. However, CORE may provide enhancements for up to three EVSE units per battery-electric TRU to address application-specific operational needs[16]. TRU-equipped trailers are capable of transporting both dry goods and goods that require a climate-controlled environment. Because battery electric TRUs are expected to recharge during loading and unloading events, warehouses with both dry and cold storage areas may need EVSE installed at the dock doors in both areas. In addition, trailers often queue in staging areas for extended periods of time while waiting to be loaded or unloaded, resulting in the potential need for EVSE in those areas as well.

When multiple equipment vouchers and multiple infrastructure enhancements are requested by the same purchaser these may be combined to purchase fueling systems according to user needs as long that the final system fuels the same number of equipment units at similar or greater power levels. Any third party to the infrastructure purchase, who is not party to the equipment purchase (for example property owners or financing companies), must be listed on the infrastructure enhancement voucher request form.

MPUs are an eligible infrastructure enhancement for all equipment categories. MPUs deployed as part of an infrastructure enhancement must be CORE-eligible MPUs[17], tethered to the grid[18], and stationary residing at a location for more than 12 consecutive months. MPUs utilized as an enhancement are eligible for a $30,000 voucher.

The grand total amount of a voucher request consists of a model-specific base voucher amount and additional funding. If the purchaser is a small business, then the base voucher amount is multiplied by the quantity of equipment requested plus infrastructure enhancements (if applicable).

[16]Trailer-mounted fuel-cell TRUs and all truck-mounted TRUs are limited to one infrastructure enhancement per voucher.

[17]If the MPU does not maintain CORE eligibility from voucher request submission to voucher redemption approval is subject to case-by-case basis.

[18]MPUs that use hydrogen must be connected to an external hydrogen source or storage tank and will be considered on a case-by-case basis.

Example Calculation 1: Voucher Grand Total After Enhancements	
Base Voucher Amount	$15,000
Small Business Enhancement (15%)	$2,250
Quantity of Equipment Requested	2
Voucher Request Total Prior to Infrastructure	$34,500
Total Infrastructure Enhancement	$6,000 ($3,000 per piece of equipment)
Grand Total Voucher Request Amount	$40,500

3. Maximum Allowable Voucher Amount

CORE vouchers, including additional funding for small businesses and infrastructure enhancements, are capped at $500,000 per unit, except for forklifts with a lift capacity of 54,001 lbs. or more, cargo handling equipment (CHE), commercial harbor craft (CHC), and locomotives, which have a higher cap of $1,000,000. No individual voucher can exceed these caps or the total cost of the equipment (excluding taxes and fees).

While CORE does not prohibit combining its vouchers with other incentive programs, the total combined public funding (i.e., "stacking") cannot exceed 100% of the total equipment cost, or, in the case of conversion kits, 100% of the cost of the kit plus installation (excluding taxes and fees).

Example Calculation 2: Voucher with External Funding	
Cost of equipment excluding taxes and fees and accessories	$120,000
CORE Voucher Amount	$18,000
Total External Funding	$30,000
Total Funding (CORE + External)	$48,000
Total funding above equipment cost	$0
New CORE voucher Amount	$18,000 (No change to voucher amount)

Example Calculation 3: Voucher exceeding Funding Cap	
CORE Base Voucher Amount	$900,000
Small Business Enhancement	$135,000
Infrastructure Enhancement	$30,000
Total CORE funding requested	$1,065,000
Total funding above max amount	$65,000
New CORE voucher amount	$1,000,000

4. Funding Categories

In order to promote broad application of CORE funding, individual equipment types have been grouped into funding categories. Funding categories will be funded based on market demand. For the purposes of funding allocation in FY 2025-26, six funding categories have been identified and are listed below.

Visit **https://californiacore.org/ticker/** for funding categories allocations.

The Funding Categories are:

1. Construction and Agriculture Equipment
2. Mobile Power Units (MPUs)
3. Large Forklifts, Generator Sets, and Transport Refrigeration Units (TRUs),
4. Cargo Handling Equipment and Railcar Movers and Freight Locomotives
5. Commercial Harbor Craft
6. Airport Ground Support Equipment

5. Maximum Voucher Amounts by Equipment Type

The tables in this section present the maximum CORE voucher amounts for eligible equipment types (or conversions of such equipment types, if applicable), as well as the maximum amounts for infrastructure enhancements. Equipment purchased and operated by a small business may also be eligible for an enhancement of 15% of the base voucher amount. Enhancements are cumulative and are added to the base voucher amounts. See Section C.2. for more details.

The primary function of the equipment will be used to determine eligibility and equipment category. If the primary function does not fall into one of the existing equipment types, that product is not eligible for CORE. Additionally, CORE does not fund equipment attachments beyond what is standard equipment. No individual voucher may exceed these caps or the total cost of the equipment (excluding taxes and fees). All CORE vouchers, regardless of enhancements, are subject to the $500,000 or $1,000,000 caps, described in Section C.3. above.

Commercial harbor craft and shore-side electric charging or zero-emission bunkering equipment voucher amounts can be found in Attachment E.

a. Transport Refrigeration Units and Generator Sets

Table 1 below sets forth the maximum voucher amounts for TRUs and Generator Sets. Base voucher amounts shall not exceed the incremental cost of the equipment. TRUs capable of range extension by drawing power directly from and creating an additional load for the engine are not eligible for CORE funding. Range extension through recapture of waste braking energy or solar-power generation is allowed. TRU conversion kits must remove the entire engine and fuel tank and replace them with zero-emission unit. A TRU Generator Set (gen set) is defined as a generator set that is designed and used to provide electric power to temperature-controlled ocean containers when they are not plugged into ocean-going vessel electric power or the electric grid at seaport facilities.

Table 1: Transport Refrigeration Units and Generator Sets		**Amount ($)**
Base Voucher	Truck-Mounted TRU	Up to $50,000
	Trailer-Mounted TRU	Up to $65,000
	Generator Sets	Up to $150,000
Infrastructure Enhancement	Charging	Up to $3,000[19]
	Hydrogen Fueling	Up to $9,000

b). Large Forklifts

Table 2, below, sets forth the maximum voucher amounts for large forklifts with minimum 24” load center.

[19]Up to three units per trailer-mounted battery-electric TRU funded through CORE (based on facility justification)

Table 2: Large Forklifts			Amount ($)
Base Voucher	New Forklift 8,001-12,000 Pound Lift Capacity (Lead Acid Battery)		Up to $10,000
	New Forklift 8,001-12,000 Pound Lift Capacity		Up to $15,000
	New Forklift 12,001-20,000 Pound Lift Capacity		Up to $20,000
	New Forklift 20,001-29,999 Pound Lift Capacity		Up to $80,000
	New Forklift 30,000-34,000 Pound Lift Capacity		Up to $100,000
	New Forklift 34,001-36,000 Pound Lift Capacity		Up to $200,000
	New Forklift Lift Capacity > 36,001 Pounds		Up to $500,000
	New Forklift Lift Capacity > 54,001 Pounds		Up to $1,000,000
Infrastructure Enhancement	Charging < 50kW		Up to $3,000
	Charging ≥ 50 kW	≤ 20,000 Pound Lift Capacity	Up to $3,000
		>20,000 Pound Lift Capacity	Up to $30,000
	Hydrogen Fueling		Up to $30,000

c). Cargo Handling Equipment

Table 3, below, sets forth the maximum voucher amounts for cargo handling equipment. Cargo handling equipment is limited to rubber-tired gantry (RTG) cranes, straddle carriers, reach stackers, side picks, and top picks.

Table 3: Cargo Handling Equipment		Amount ($)
Base Voucher	New Equipment or Conversion Kit >33,000 Pound Lift Capacity	Up to $1,000,000
Infrastructure Enhancement	Charging < 50kW	Up to $3,000
	Charging ≥ 50 kW	Up to $30,000
	Hydrogen Fueling	Up to $30,000

d). Airport Cargo Loaders

Table 4, below, sets forth the maximum voucher amounts for airport cargo loaders. Base voucher amounts shall not exceed the incremental cost of the equipment.

Table 4: Airport Cargo Loader		Amount ($)
Base Voucher	New Equipment or Conversion Kit 10,000-20,000 Pound Capacity	Up to $50,000
	New Equipment or Conversion Kit >20,000 Pound Capacity	Up to $100,000
Infrastructure Enhancement	Charging < 50kW	Up to $3,000
	Charging ≥ 50 kW	Up to $30,000
	Hydrogen Fueling	Up to $30,000

e). Narrow-Body and Wide-Body Aircraft Tugs

Table 5, below, sets forth the maximum voucher amounts for narrow-body and wide-body aircraft tugs.

Table 5: Wide-Body and Narrow-Body Aircraft Tug		Amount ($)
Base Voucher (New Equipment or Conversion Kit)	Lead Acid	Up to $80,000
	Lithium or Fuel Cell	Up to $200,000

Table 5: Wide-Body and Narrow-Body Aircraft Tug		Amount ($)
Infrastructure Enhancement	Charging < 50kW	Up to $3,000
	Charging ≥ 50 kW	Up to $30,000
	Hydrogen Fueling	Up to $30,000

f). Railcar Movers and Freight Locomotives

Table 6, below, sets forth the maximum voucher amounts for railcar movers.

Table 6: Railcar Movers and Freight Locomotives		Amount ($)
Base Voucher (New Equipment or Conversion Kit)	20,000-35,000 Pound-Force Tractive Effort	Up to $225,000
	>35,000 Pound-Force Tractive Effort	Up to $1,000,000
Infrastructure Enhancement	Charging < 50kW	Up to $3,000
	Charging ≥ 50 kW	Up to $30,000
	Hydrogen Fueling	Up to $30,000

g). Mobile Power Units and Aircraft Ground Power Units

Table 7 below sets forth the maximum voucher amounts for MPUs and GPUs. MPUs or GPUs that use lead-acid battery technology as their primary energy storage are not eligible for CORE funding[20]. To qualify for CORE, MPUs must have a minimum energy capacity of 40 kWh and must be used to power or charge on-road vehicles, off-road equipment, event power applications, and/or emergency response activities. Eligible MPUs must be stand-alone and self-contained, and may not be tethered to the power grid while in use. Additionally, MPUs may not use on-site diesel, propane, or other combustion-based sources to regenerate batteries or fuel cells.

Table 7: MPUs and GPUs		Amount ($)
Base Voucher (New Equipment Only)	Battery-(Lithium)	$400 / kWh up to $300,000 total
	Fuel Cell	Up to $300,000
Infrastructure Enhancement	Charging < 50kW	Up to $3,000
	Charging ≥ 50kW	Up to $30,000
	Hydrogen Fueling	Up to $30,000

[20]Grid tied or tethered MPUs or GPUs are not CORE eligible

h). Construction Equipment

Table 8, below, sets forth the maximum voucher amounts for construction equipment. Construction equipment includes excavators, dozers, skid-steers, loaders, back hoes and compact sweepers. Other construction equipment will be reviewed for eligibility on a case-by-case basis by CARB. Construction equipment does not include scissor lifts.

Table 8: Construction Equipment		**Amount ($)**
Base Voucher	New Equipment or Conversion Kit ≥ 19 kW (nominal) Internal Combustion Equipment Powered Equivalent	Up to $500,000
Infrastructure Enhancement	Charging < 50kW	Up to $3,000
	Charging ≥ 50 kW	Up to $30,000
	Hydrogen Fueling	Up to $30,000

i). Construction Equipment

Table 9, below, sets forth the maximum voucher amounts for agricultural equipment. Agricultural equipment includes agricultural harvesting equipment, tractors, and other equipment used in agricultural operations. Agricultural equipment does not include All Terrain Vehicles (ATV) or Utility Terrain Vehicles (UTV).

Table 9: Agricultural Equipment		**Amount ($)**
Base Voucher	New Equipment or Conversion Kit ≥ 19 kW (nominal) Internal Combustion Equipment Powered Equivalent	Up to $500,000
Infrastructure Enhancement	Charging < 50kW	Up to $3,000
	Charging ≥ 50 kW	Up to $30,000
	Hydrogen Fueling	Up to $30,000
	Extra Battery[21]	$400/kWh up to $20,000

[21] Lithium-ion battery only

6. Manufacturer Self-Purchase

Manufacturers are not eligible purchasers and do not qualify for CORE vouchers. Purchases will also be considered ineligible if: (1) the purchaser holds any equity interest in the manufacturer (or vice versa); (2) the purchaser and manufacturer are partially or wholly owned by a third party; or (3) the purchaser and manufacturer share corporate officials responsible for the overall direction of both entities. In such cases, the purchase is considered to be made by the manufacturer and does not qualify for CORE voucher funding.

7. AB 794 Attestation to Compliance with Labor Laws

Pursuant to Assembly Bill 794 (AB 794), beginning with FY 2023–24, a fleet purchaser of new on-road terminal tractors is eligible to participate in an incentive program if it can demonstrate that it does not have any applicable law violation at the time of applying for the incentive, is not on the list maintained by the Division of Labor Standards Enforcement under Section 2810.4 of the Labor Code, and attests it will retain direct control over the manner and means for performance of any individual using or driving the vehicle. Prior to submitting voucher requests, on-road terminal tractor fleets of 1 or larger, must submit a public attestation online at that they are in full compliance with all labor laws including Section 2810.4 of the Labor Code and in compliance with all AB 794 conditions. Complaints received against fleets alleging labor law violations or false attestations will be investigated and referred to the state labor law agencies, as appropriate.

Attestations must be renewed annually, for the duration of the project participate period, while participating in the incentive program; failure to do so will result in future ineligibility in the incentive program.

D. Manufacturer And Dealer Terms And Conditions

1. Manufacturer and Dealer Level Responsibilities

a. For the purposes of CORE, a “dealer” is defined as a vendor of a fully assembled and completed equipment piece, or a vendor that sells and/or installs conversion kits. The following entities may be considered eligible dealers for the purposes of CORE:
    i. An equipment dealership that has a written agreement with the manufacturer to sell (and install, if applicable) the manufacturers’ equipment or conversion-kit models, and which has an official dealer number (if applicable)
    ii. A manufacturer of CORE-eligible equipment pieces or conversion kits that sells (and installs, if applicable) such equipment or conversion kits directly to businesses
    iii. A manufacturer that has a written agreement to sell (and install, if applicable) equipment or conversion kits from another manufacturer;
    iv. An entity authorized by a manufacturer to sell and install the manufacturers conversion-kit model(s); and

v. General Services Administration (GSA) Dealers - GSA approved means that a company or organization is allowed to sell products or services to the U.S. government through a GSA Schedule contract. GSA Schedules are multiple-award Indefinite Delivery, Indefinite Quantity (IDIQ) contracts providing federal, state, and local government access to over 11 million products and services. Entities may use GSA vendors, but the vendors must register as CORE certified dealers and must be listed in the CORE voucher request.

b. Manufacturers are required to ensure their participating dealers meet CORE requirements, which include, but are not limited to:

i. Becoming familiar with and agreeing to be bound by CORE terms and conditions;

ii. Participating in dealer training, and refresher courses, covering the voucher application and redemption processes, as appropriate;

iii. Providing accurate information to purchasers, the Project Administrator, CARB, and, if applicable, the Project Administrator's or CARB's designee;

iv. Providing accurate and complete documentation to the Project Administrator of the equipment, conversion kit, and/or infrastructure funded through CORE;

v. Providing reasonable assistance to CARB or its designee to obtain updated purchaser information, inspect pieces of equipment (purchased as new and converted), and review CORE-related records; and

vi. Maintaining written records of purchase transactions and providing CARB, the Project Administrator, or their designee with these records within 30 calendar days upon request. These records could include, but are not limited to, invoices, proofs of purchase, DMV records, payment information and related bank records, and purchaser information.

c. Annual Dealer Training Requirement

i. All existing dealers are required to complete the annual refresher training to maintain continued understanding of, and compliance with, current program policies and administrative requirements. The refresher training covers policy updates and administrative changes implemented since the prior program year and incorporated into the most recent version of this Implementation Manual. The refresher training will be distributed by the Project Administrator.

ii. To maintain account access and eligibility to submit voucher request applications upon project reopening, dealers must complete the required refresher training. Refresher training will be available beginning on the date the Implementation Manual is published.

iii. Dealers who do not complete the refresher training within this required timeframe will be ineligible to submit new voucher request applications until the training requirement has been satisfied.

iv. Newly enrolled dealers who have completed the standard enrollment training that includes current policy and administrative updates are not required to complete the annual refresher training for that program year.

Because of the specialized nature of certain off-road equipment, it is understood that some manufacturers will be "direct sellers" and serve as both the manufacturer and dealer. In these cases, the dealer requirements and commitments set forth in this document are to be met by the manufacturer as it is acting as both manufacturer and dealer.

2. Conversion Kits

a. Manufacturers must ensure that the installation of CORE-funded conversion kits are only performed by manufacturer-approved installers.

b. Manufacturers must ensure conversion-kit installers submit documentation to the Project Administrator for each installation demonstrating that said conversion kit was installed in a piece of equipment with an existing internal combustion engine. The conversion-kit manufacturer or dealer may request CARB to consider specific equipment older than 20 years. A written agreement signed by the dealer/installer, manufacturer, and purchaser shall be submitted to the Project Administrator for review. The request may include, at a minimum:

   i. An assessment of the structural integrity of the equipment or chassis, or vessel

   ii. Warranty repair records, and

   iii. Serviceability and performance limitations impacted by age and condition of equipment, and if deemed necessary, the Project Administrator may request additional information before making a determination.

Zero-emission conversion kits for all CORE-eligible equipment types are eligible for CORE vouchers. For all conversion kits that remove an internal combustion engine, an aftermarket exemption executive order is required to advertise, sell, and install the zero-emission conversion. Therefore, manufacturers must apply for and receive an executive order prior to CORE voucher redemption.

3. Sales Disclosure

Manufacturers must ensure the purchaser is notified, before the order is placed, of the following:

a. CORE purchaser terms and conditions (see Section E, Purchaser Eligibility and Operation Requirements, and Attachment B);

b. Capabilities of the service-and-repair network (e.g., number of locations, distance/proximity to location of intended use, etc.);

c. The process that must be followed in order to obtain service or repair for funded equipment or conversion kit;

d. Estimated operating time or range (if applicable);
e. Projected infrastructure costs and requirements (such as permit requirements) for EVSE purchase and installation or installation of on-site hydrogen fuel production and/or storage; and
f. Most-current build times and estimated delivery dates of equipment.

4. Extended Downtime Report

The manufacturer must prepare and submit an Extended Downtime Report (EDR) to the Project Administrator, for failures of warranted parts (as listed in Section P.2) during the warranty period that prevent the CORE-funded equipment from operating as per the manufacturers specifications and that require the equipment to be out of service for any period of time.

Such a report must be prepared within 14 calendar days of the failure of the warranted part(s). If the repair is not completed within 14 calendar days a second EDR must be submitted to the Project Administrator upon completion of the repair. An EDR requires the following:

a. Name and contact information of purchaser;
b. Description of equipment;
c. Voucher number;
d. An explanation of the cause of the failure(s);
e. An explanation of delay(s) in repair;
f. Method(s) of repair;
g. Charges paid by the purchaser for repair;
h. How much time was needed to complete the repair(s) (including the time for equipment tear down, part(s) allocation, repair, and reassembly); and
i. Explanation of any necessary revisions to the manufacturers' service-and-repair protocols (e.g., user training, part modification, etc.).

Note: EDR information is not considered confidential and may be made available to the public upon request or through other means.

Models exhibiting multiple failures with excessive periods of non-operation due to needed repairs, may have their eligibility revoked at CARB's discretion.

Down time due to recommended or scheduled maintenance is not considered part of the "down time" count.

5. Replacement Parts

Manufacturers must make a good faith effort to stock replacement parts, and make them readily available to dealers, other manufacturer-authorized service providers, purchasers with manufacturer-trained in-house technicians, and if appropriate, through the secondary market.

6. Telematics Reporting

The manufacturer shall process and transmit the required telematics data (see Section P.2) collected from the telematics system to the Project Administrator, or their designee, in a format agreed upon by the Project Administrator and CARB. For each CORE-funded equipment piece, the manufacturer shall be responsible for uploading the telematics data bi-annually (twice a year) until the data covering the entire project participation period of said equipment piece or conversion kit has been reported to CARB.

E. Purchaser Eligibility And Operation Requirements

1. Eligibility Requirements for Fiscal Year 2026-27 Funding

a. All equipment purchased through CORE is required to perform specific commercial activities such as transporting freight, supporting freight operations, construction, agricultural or commercial harbor craft activities. Purchasers may be asked to affirm that the equipment fulfills this requirement.

b. The purchaser must show proof of business operations in the State of California for a minimum of one year prior to voucher request. This must include proof of valid registration with the Secretary of State for the business entity (CARB or its designee may utilize the California Secretary of State Business Search portal **https://bizfileonline.sos.ca.gov/search/business** to determine validity of business entity registration) or provide a valid business license issued by the municipality the purchaser operates within.

As aforementioned in Section C.6, Manufacturers may not self-purchase as they are not eligible purchasers and do not qualify for CORE vouchers. Purchases will also be considered ineligible if:

(1) the purchaser holds any equity interest in the manufacturer (or vice versa);

(2) the purchaser and manufacturer are partially or wholly owned by a third party; or (3) the purchaser and manufacturer share corporate officials responsible for the overall direction of both entities. In such cases, the purchase is considered to be made by the manufacturer and does not qualify for CORE voucher funding.

CARB reserves the right to revisit and revise this purchaser eligibility policy in future CORE funding cycles, contingent upon program performance, available funding, and statewide fiscal conditions.

2. General Purchaser and Operations Requirements

In order to participate in CORE, purchasers must agree to be bound by the following conditions (See Terms and Conditions for requirements):

a. Purchasers must be available for follow-up inspections, if requested by the Project Administrator, CARB, or CARB's designee.

b. Purchasers must operate CORE-funded equipment for a minimum of 200 usage hours annually (three-year average) during the project participation period. For MPUs, hours of operation are hours of dispensing power.

c. Purchasers unable to meet this requirement due to unforeseen circumstances must advise the Project Administrator, in writing, as to why the equipment was unable to meet its usage target. In such situations, CARB, in consultation with the Project Administrator, will evaluate fleet-use data and determine appropriate actions. Failure to meet the minimum usage condition, or justify limited use, may restrict purchasers from future participation in the program.

d. Furthermore, purchasers should carefully consider the time required to install the infrastructure necessary to support CORE-funded equipment. Failing to install necessary infrastructure in advance of equipment deployment is not an acceptable basis for failing to meet the 200-hour usage condition.

e. Purchasers may not make or allow any modifications to the equipment's or conversion kit's control systems, hardware, or software calibrations. Modifications during the project participation period may void the warranty and result in forfeiture of voucher funds. This restriction excludes user controls designed into the equipment piece or conversion kit.

f. Purchasers must operate the CORE-funded equipment exclusively within California for the duration of the project participation period (i.e., the three-year period from the date of redemption approval in the VPC). With prior written approval from the Project Administrator, equipment may accrue up to 25 percent of its annual usage (machine hours) outside of California. A written request from the purchaser should be submitted to **californiacore@tetratech.com** for approval at the time of purchase or at least 30 calendar days before operating the equipment outside of California.

    i. For declared state or national emergencies, the CORE-funded equipment can be moved immediately but a notice needs to be submitted within 30 days to **californiacore@tetratech.com**. The request should include the following:

        - Location of Emergency
        - Description of the Emergency Situation
        - Estimated Date Range for Emergency Use
        - Quantity of CORE-Funded Equipment Proposed to be Moved
        - Equipment Manufacturer and Model Name(s)
        - VIN, Serial Number, or HIN(s)

g. Purchasers must maintain insurance as required by law. If the CORE-funded equipment is destroyed or otherwise deemed permanently inoperable due to an accident or for any other reason, the purchaser must notify the Project Administrator, in writing, within two weeks of the equipment being destroyed or becoming inoperable. The written notification must adequately substantiate that the specific piece of equipment has become inoperable. The Project Administrator, CARB, or their designee may request supporting evidence, such as photographs of the inoperable piece of equipment showing the license plate number or other identifying markings, relevant insurance or law-enforcement documentation. Recovery of CORE funds for such losses may be required during the project participation period.

h. Purchasers must respond in a timely manner to CORE surveys from the dealer, manufacturer, CARB, the Project Administrator, or their designee, on equipment experience and usage. Purchasers that fail to submit accurate and timely information in response to annual usage surveys may be restricted from future CORE participation.

i. Purchasers must be in good standing with all federal, state, and local air quality rules and regulations, including reporting requirements, if applicable. As such, "CARB regulatory compliance checks" will be part of each voucher process and could occur at the time of voucher request or voucher redemption, or both. Furthermore, a purchaser may be required to provide additional information (e.g., an explanation of a purchaser's claim of regulatory exemption) during a compliance check before a voucher request or redemption is approved. Purchasers are required to be in full compliance with all applicable regulatory requirements prior to submitting a voucher request application. If the Project Administrator requests documentation to verify compliance or a valid exemption, and the purchaser fails to provide such documentation within 30 calendar days, the voucher request may be subject to cancellation. Purchasers may submit a new voucher request for CORE funding once compliance is demonstrated. Purchasers must provide CARB, the Project Administrator, or their designee with all requested information related to any purchases made using a CORE voucher (including purchase, lease, or rental agreements) within 30 calendar days of receiving a written request. Purchasers must allow the manufacturer to collect, aggregate, and transmit specified telematics data—as described in Section D.6 Telematics Reporting—to the Project Administrator, CARB, or their designee. Purchasers must operate and maintain the equipment as recommended by the manufacturer to ensure equipment durability, efficiency, and reliability. A purchaser must disclose if said purchaser and the manufacturer/dealer hold an equity interest in one another, are owned partially or wholly by a third party, or have one or more common corporate officers who are responsible for the overall direction of both the purchaser and the manufacturer/dealer. All equipment purchased through CORE is required to perform specific activities such transporting freight, supporting freight operations, construction, agricultural or commercial harbor craft activities. Purchasers may be asked to affirm that the equipment fulfills this requirement.

j. Purchaser payment is not required for a CORE voucher to be valid. Payment for CORE funded equipment is not required until redemption processing. Any payment made by a purchaser prior to equipment delivery is at the purchaser's discretion and is not required by CORE.

Failing to conform with any of the above conditions, or providing false, inaccurate, or misleading information, could result in forfeiture of voucher funds and in the purchaser being restricted from future participation in CARB funding programs.

F. Voucher Requests

1. Voucher Request Conditions

a. Each voucher request must be tied to a valid and completed purchase order of eligible equipment or a conversion-kit.

b. Vouchers must be requested for new purchases only. The submitted purchase order must be signed or executed no more than 60 calendar days before the voucher request date.

c. Government entities and public agencies may submit a letter of intent (LOI) in lieu of a purchase order when procurement policies are prohibitive. A voucher request must be submitted with a LOI that has been signed or executed no more than 60 calendar days prior to the voucher submittal date. The purchaser must provide the corresponding purchase order within 365 calendar days of the voucher submission. A "public agency" or government entity means and includes every public office, public officer or official, institution, board, commission bureau, council, department, authority, or other unit of government of the State or any county, unit, special district, or other political subdivision of government.

d. Purchasers who are combining CORE with another award (through stacking or matching funds) that restricts the issuance of a purchase order must provide supporting documentation at the time of the voucher request. This may include proof of application submission, an award letter, or other supporting documentation. The purchaser must provide proof that they have been awarded funds within 365 calendar days of the voucher request submittal date.

e. All purchase orders must include the purchaser and dealer names, issued date, equipment model name as listed in the CORE Eligible Equipment Catalog, the sale price of the equipment, the CORE voucher amount being applied as a discount toward the purchase of the equipment, and the purchaser's signature.

f. The dealer is responsible for ensuring the accuracy of the equipment, conversion-kit (if applicable), and dealership information on all voucher request forms it submits to the Project Administrator. Submission of false or inaccurate information may result in cancellation of the voucher request, recapture of funds, and the restriction from further participation in CORE. In addition, CARB may seek other remedies available under the law.

g. The use of automated tools, including bots, scripts, macros, or any other form of artificial automation, to submit voucher requests through the Voucher Processing Center (VPC) is strictly prohibited. All voucher requests must be submitted manually by an authorized CORE dealer to preserve the accuracy, integrity, and security of the application process. Automated submissions may lead to data inconsistencies, system instability, unfair processing advantages, and a heightened risk of fraud or misuse. To maintain a fair and transparent process, any voucher request determined to have been submitted using automated means may be rejected. In addition, the submitting dealer may be subject to investigation, suspension, or permanent removal from CORE.

   CARB and the Project Administrator reserve the right to monitor system activity and take corrective action in response to any unauthorized or suspicious behavior.

2. Voucher Request Process

To begin the voucher request process, a purchaser (i.e., fleet) may request a CORE voucher for eligible equipment or a conversion-kit model listed on the Eligible Equipment Catalog (EEC) from an approved dealer. To be considered complete, the voucher request must include all required information and documentation outlined in the Voucher Processing Center (VPC), including any materials supporting applicable voucher enhancements, and must be submitted within the specified time frames.

a. Submitting the Voucher Request

Voucher requests shall be submitted electronically by a participating dealer via the VPC on the CORE website, which the Project Administrator, in coordination with CARB staff, will develop and maintain. The CORE website will include all the information necessary for a dealer, in conjunction with an equipment purchaser, to complete and submit a voucher request. The CORE website will provide a system for dealers to request and redeem vouchers quickly, effectively, and transparently.

The Project Administrator will review voucher request forms for eligibility. Only completed and accurate voucher request forms shall be accepted.

Voucher requests are non-transferable and must remain assigned to the purchaser that submitted the application. Voucher requests are accepted into the queue in the order received from the VPC.

CORE voucher request status definitions:

i. Submitted: Dealer submits the voucher request application in the VPC. Quantity of equipment is compiled in a single voucher request.

ii. Queued: (Preliminary Review) Staff verifies application completeness, checks funding availability, and reviews eligibility. After the preliminary review, if funding is available, the voucher request moves to “Under Review.” If not, it is placed on the “Waitlist.”

iii. Waitlist: Voucher request is placed on a waitlist if funding is unavailable. If funding becomes available, the request moves to “Under Review.”

iv. Under Review: In-depth verification conducted including compliance checks. If issues arise, the applicant is contacted for resolution. Once review is completed and approved, the voucher request moves to “Accepted-Pending Signed Forms.”

v. Accepted-Pending Signed Forms: The CORE Terms & Conditions form is sent via email to both the dealer and purchaser for signature, with a 30-calendar day deadline for completion. If not signed by the deadline, the voucher request is subject to cancellation. Once the form is signed by both parties and verified, a 12-month (24-month for CHC) voucher expiration date is assigned.

vi. Vouchers Created: The voucher request has been approved for funding, and individual vouchers are issued for each piece of equipment. The “voucher request” process is closed. Each equipment is assigned an individual voucher (VR).

vii. Next Step: The “voucher” stages begin.

CORE voucher status definitions:

i. Accepted-Pending Confirmation: Within 180 to 365 calendar days of voucher creation, dealers provide the estimated delivery date, the base price of the equipment, and disclose any additional outside public funding combined with CORE.

ii. Approved: Dealers provide the actual delivery date the delivered price of the equipment, and the Vehicle Identification Number (VIN), Hull Identification Number (HIN), or serial number.

iii. Redemption Processing: Dealers must upload all required supporting documents for staff review prior to the voucher expiration date. Documents can be uploaded as they become available, even during earlier voucher stages. The CORE Redemption Form is sent to the dealer and purchaser for signature and must be completed within 30 calendar days of receipt.

iv. Redemption Approved: The payment request is submitted for processing.

v. Completed Paid: The dealer receives the payment. Payment details are recorded in the VPC. The voucher is officially redeemed.

CORE infrastructure voucher status definitions:

If a voucher request is submitted with an infrastructure enhancement, the VPC will create an infrastructure voucher, which is associated with the equipment voucher. The vouchers are processed separately but are assigned the same expiration date.

Dealers and purchasers must ensure information requests from the Project Administrator are met within 14 calendar days. Failure to participate in or supply information to issue a voucher can result in the voucher being cancelled.

If the voucher is cancelled/voided, an email will be sent out to the purchaser and dealer with the reason for cancellation.

b. Equipment Validation Information

The dealer must provide to the Project Administrator:

i. Within 60 days of voucher creation, the dealer must upload documentation of a proof of order submission to the VPC. Acceptable documentation includes, but is not limited to, an email confirmation from the equipment manufacturer verifying that an order has been placed, a manufacturer issued production schedule, or an initial invoice from the manufacturer that includes a delivery date. All submitted proof of order documentation must be provided by the manufacturer and include the name of the CORE purchaser, the name of the manufacturer, quantity of equipment, and estimated delivery timeframe. If the dealer is unable to provide acceptable verification, the situation will be reviewed on a case-by-case basis.

ii. Within 180 to 365 calendar days of voucher creation, the estimated delivery date, the "base price" of the equipment, and disclose any additional outside public funding combined with CORE.
    - This information confirms that the dealer has made an order.

iii. The VIN, serial number or HIN matching the equipment piece and/or conversion kit identified on the voucher request in order to redeem the voucher.

c. The Project Administrator, CARB, or their designee may verify the validity of a voucher through photos or by visual or physical inspection of the equipment piece, once delivered.

d. Utility Notification

Once a voucher has been requested, the Project Administrator will contact the local utility to advise them of the voucher request (if warranted). In coordination with the purchaser, the Project Administrator will provide any supporting documentation, including, but not limited to, the number of vouchers requested, site plans, manufacturer-recommended power supply and any other relevant documentation needed to provide the appropriate infrastructure support. These efforts will be undertaken in coordination with, and with the approval of, the purchaser.

3. Voucher Request Rejection

Failing to conform to any of the provisions above may result in the rejection of the voucher request. The Project Administrator will notify the dealer if a voucher request has been rejected, in writing, within ten calendar days of such determination. Any rejections will include the reason for a rejected voucher request.

4. Voucher Wait List

The VPC will maintain a contingency list of vouchers requested once the initial voucher project funding is fully subscribed to hold the positions of voucher requests should additional project funding become available. However, there is no guarantee that a voucher application on a contingency list will receive funding. While contingency lists will be managed by the Project Administrator, CARB reserves the right to set additional criteria, modify, or eliminate any contingency lists.

G. Voucher Redemption

1. Redemption Conditions

Once a piece of equipment or conversion kit (which has funding reserved under CORE) has been delivered and final payment has been made, the dealer shall submit the voucher and required documentation to the Project Administrator for redemption.

CORE voucher redemption requests must meet the following conditions:

a. The voucher redemption form is complete and accurate.
b. The equipment description (including the VIN, HIN, or serial number) and purchaser listed on the voucher request form match the information contained in the completed purchase transaction documentation. CARB and the Project Administrator are not responsible for payment on a voucher if the equipment or conversion-kit model number, VIN, HIN, or serial number, purchaser, or any other relevant information does not match that described on the voucher request form. If the dealer has a new purchaser for a piece of equipment or conversion kit (which has funding reserved under CORE), the dealer and new purchaser will have to request a new voucher. If a dealer delivers a newer or different model than the one listed on the CORE voucher, the replacement model must already be listed in the CORE eligible equipment catalog. The dealer must submit a written request to **californiacore@tetratech.com** for approval to deliver a model that differs from the voucher. Requests will be reviewed on a case-by-case basis. The voucher amount will remain the same or be reduced if the new model qualifies for a lower voucher amount.
c. The equipment has been delivered.
d. The purchaser has made final payment to the dealer (less the voucher amount).

e. The dealer has provided copies of the Bill of Lading and final invoice that confirm delivery and purchase specifications. The Bill of Lading and final equipment invoice must be signed and dated, and the final invoice must show that the voucher amount has been fully discounted from the equipment or conversion-kit purchase (and installation, if applicable) price.

f. The dealer has provided financial documentation identifying the method and date of final payment. Acceptable forms of documentation include a copied check or a transaction receipt showing an electronic money transfer. If lease or financial arrangements involve a third party, the dealer must provide a copy of the lease or financing contract with the title holder or lien holder clearly indicated.

g. Except for equipment receiving a conversion kit, the equipment must be new and have no more than 500 usage hours at the time of the final delivery inspection. Vouchers for equipment with more than 500 usage hours may be redeemed on a case-by-case basis at the sole discretion of CARB considering the evidence and explanation justifying such usage.

h. The original equipment inspection form signed by the dealer, or a third party designated by the dealer, must be provided by the dealer to the Project Administrator prior to voucher redemption.

i. The CORE Voucher Redemption Form has been signed by both the dealer and purchaser within 30 calendar days of receipt.

j. All documents submitted to the Project Administrator for processing the voucher redemption request clearly indicate the voucher number.

k. The dealer has submitted to the Project Administrator all voucher redemption documentation prior to the expiration of the voucher. Failure to provide all the required documentation by this deadline will nullify the voucher.

l. For conversion kits, the dealer has provided to the Project Administrator the final invoice documenting the detailed installation service within 14 calendar days of purchaser acceptance of the converted equipment.

The dealer is responsible for ensuring the accuracy of all information provided on voucher redemption forms submitted to the Project Administrator. Submission of false or inaccurate information may result in the cancellation of the voucher request, the recapture of funds, and/or the restriction from future participation in CORE or other CARB incentive programs. In addition, CARB may seek alternative remedies available under the law. If necessary, the Project Administrator shall support CARB's enforcement efforts, including the recapturing of funds, by providing CARB with any fleet information, purchaser information, documents, data, or other material needed to investigate or carry out such efforts.

2. Voucher Redemption Request Review and Payment

When project funding is available, it is the goal of CORE to provide payment to the dealer within 5 business days from the time the eligible voucher redemption form and all associated

documentation is received and approved by the Project Administrator. If the voucher payment is delayed for more than 10 business days from the time the eligible voucher redemption form and associated documentation are received, the Project Administrator will notify the dealer by phone or email at the earliest possible time of such delay.
Upon joint request from the dealer and purchaser, voucher checks may be made payable to a third party, for example, directly to the purchaser for equipment, or to the property owner for infrastructure enhancements. Such requests will be evaluated on a case-by-case basis, and CARB or the Project Administrator may require additional supporting documentation.

3. Voucher Redemption Request Appeals

A formal appeal must be submitted via email to **CORE@arb.ca.gov** within 30 calendar days of a cancelled voucher redemption request for CARB to consider the appeal. Disputing the CORE terms and conditions or the Implementation Manual is not a basis for an appeal. CARB may require further documentation to verify or substantiate any claims.

The appeal shall contain all facts and documentation upon which the appeal is based. Failure to supply this information shall be grounds for rejection of the appeal. A response to the appeal will be provided by CARB staff. CARB retains the authority to reject any vouchers if the documentation (for any reason) is deemed false, inaccurate, misleading, or inadequate, and CARB's decisions are final and binding.

H. Voucher Renewals

Vouchers are valid for one year from the voucher creation date in the VPC. However, in some cases, one year may not provide sufficient time for the dealer to deliver the CORE-funded equipment to the purchaser and receive final payment. To accommodate these situations, CORE allows participating dealers to request a voucher renewal prior to expiration, which may extend the voucher for up to eight additional months.

Dealers or purchasers may request a renewal in writing by emailing **californiacore@tetratech.com** at least 30 days prior to the to the original voucher expiration date. The requests will be evaluated on a case-by-case (CBC) basis by CARB and/or the Project Administrator. Supporting documentation will be required to submit a CBC renewal request.

Vouchers that are not renewed before their expiration date will be considered expired, and the associated funds will be reallocated to the next eligible participant. Vouchers may be renewed once for a period of up to eight months; however, no voucher may be extended beyond 20 months (608 calendar days) from the original voucher creation date.

Factors considered in extension requests/renewals include, but are not limited to, the following:

a. Projected equipment delivery date.
b. CORE project funding expenditure deadlines.

c. Demand for remaining available funding.
d. Whether delays in equipment delivery or final payment were reasonably unforeseen.
e. Whether the circumstances related to the delay were within the control of the purchaser, dealer, or manufacturer.

A purchaser may request to switch manufacturers due to manufacturer production capacity limitations, supported by documentation demonstrating that the equipment cannot be produced within the 12-month voucher time limit. Transfer of a voucher to another manufacturer may be permitted at CARB's sole discretion. Requests should be emailed to **californiacore@tetratech.com**.

I. Resale Of Equipment Within Project Participation

1. CARB Approval

Purchasers participating in CORE are expected to keep each piece of CORE-funded equipment and meet all applicable CORE Terms and Conditions for the duration of the project participation period. However, the resale of a piece of equipment may be allowed within this three-year period if necessitated by unforeseen or unavoidable circumstances. For these circumstances, the resale of a CORE-funded piece of equipment must receive CARB written approval prior to resale.

2. Resale Conditions

a. The original equipment or conversion-kit purchaser must notify the CARB Project Administrator in writing at **californiacore@tetratech.com** of its intent to sell the piece of equipment at least 7 business days prior to resale.
b. Prior to or at the time of resale:
    i. The original purchaser must inform the new purchaser, in writing, about the CORE voucher amount and applicable CORE terms and conditions; and
    ii. The new purchaser must agree, in writing, to be bound by all applicable CORE terms and conditions.
c. Within 7 business days after resale, the original purchaser must notify CARB that the piece of equipment has been resold and provide to the Project Administrator the resale price and the contact information of the new purchaser, including mailing address, phone number, and email (if applicable).
d. Within 30 calendar days of change of ownership, the new purchaser will be responsible for providing any relevant equipment, fleet, use, and ownership information to the Project Administrator.

3. Additional Documentation

The Project Administrator may require additional documents or information from the new purchaser, such as:

a. A copy of the new title documenting equipment ownership (if applicable), or other documentation demonstrating the change of ownership (such as an updated insurance policy);
b. A written commitment to meet the CORE terms and conditions;
c. A written commitment to complete and return annual usage surveys, as required by the original voucher; and
d. Transfer agreement that includes price, transfer date, and terms of the sales transaction.

4. Forfeiture Of Voucher Funds

If the piece of CORE-funded equipment is moved out of the state or resold, and the new equipment purchaser does not agree in writing to comply with all applicable CORE terms and conditions, the original purchaser must promptly refund a prorated portion of the voucher to the Project Administrator. The refund amount will be calculated by either of the below formulas; the final amount owed will be determined by CARB and/or the Project Administrator

Time-based formula: Forfeited Voucher Amount = (Original Voucher Amount ÷ 36 Months) x (36 – number of months since the voucher redemption approval date.).

Usage hour-based formula: Forfeited Voucher Amount = (Original Voucher Amount ÷ 600 hours) x (600 – number of usage hours since the voucher redemption approval date).

In addition, CARB reserves the right to pursue all remedies available under the law for noncompliance with the CORE requirements, terms and conditions.

J. Equipment Lease And Rental

Leasing and rental companies, who meet the definition of a purchaser, are eligible for voucher funding under CORE, subject to the following terms and conditions.

1. Obligations

The rental or leasing company will be considered the purchaser for the purposes of CORE and this Implementation Manual and will be bound by all applicable purchaser requirements for the full three-year project participation period, regardless of rental or lease term. Lease transactions involving CORE-funded equipment are considered purchases under the program.

In addition, the lease or rental agreement must clearly outline all commitments required of the lessee or renter to ensure the following:

a. The equipment operates 100 percent within California, as required by CORE;
b. The lessee or renter provides any information requested by the Project Administrator, CARB, or their designee necessary to verify compliance with all applicable CORE terms and conditions.

A rental or leasing company participating in CORE as a purchaser cannot act as its own dealer. They must use another dealer, or the manufacturer can be the dealer, there cannot be any common ownership or control between the purchaser and the dealer.

Equipment manufacturers are not permitted to lease or rent their own zero-emission equipment under CORE.

2. Verification

CARB reserves the right, either directly or through the Project Administrator, to review lease or rental agreements to confirm required disclosures are included. Leasing or rental companies that purchase equipment using a CORE voucher will be held responsible for ensuring compliance with all CORE purchaser terms and conditions. They will be liable for any noncompliance during the project participation period.

K. Battery Leasing

Arrangements in which a piece of equipment or conversion kit (with the exception of the battery) is purchased, and the battery is separately leased to the purchaser may be eligible for CORE funding on a CBC basis if the battery lease term is a minimum of three years. If applicable, the battery leasing must be part of an equipment voucher, and this arrangement shall be indicated on the voucher request form.

L. Project Nonperformance And Falsification

The CORE Equipment Eligibility Application, voucher request form, and voucher redemption form are legally binding and enforceable agreements. Nonperformance, or failure to comply with CORE terms and conditions may result in suspension from the program, cancellation of a voucher request; recovery of CORE funds; disqualification of equipment and conversion-kit models; and removal from the CORE Equipment Eligibility List. Failure to supply telematics reports and a lack of responsiveness for warranty support are considered nonperformance under these terms. In addition, CARB reserves the right to restrict participation in CORE (and other CARB funding programs) of any manufacturer, subcontractor, dealer, or purchaser if it is determined that such entity has repeatedly violated CORE terms and conditions.

Providing false, inaccurate, or misleading information to CARB, the Project Administrator, or their designees (such as submitting false information to artificially increase the voucher

amount) is strictly prohibited. If a participating manufacturer, subcontractor, dealer, or purchaser is found to have submitted false, inaccurate, or misleading information, it may result in suspension from the program; cancellation of a voucher request; recovery of CORE funds; disqualification of equipment and conversion-kit models; and removal from the CORE Equipment Eligibility List. Furthermore, if a violation is found in connection with a single voucher, CARB may, at its discretion, void any or all additional vouchers submitted by the same dealer or associated manufacturer. CARB's enforcement authority includes the ability to suspend or permanently bar future participation in CORE and other CARB funding programs. These actions may be taken regardless of whether the violation was intentional, negligent, or due to failure to meet program requirements.

CORE participation may be restricted for all entities involved in a transaction that led to CARB's determination of misconduct. CARB may pursue other remedies as allowed by law.

For the duration of the project, participating manufacturers, dealers, and purchasers may be subject to individual review by CARB staff, the Project Administrator, or their designees to assess performance (business and equipment), equipment durability, product support, project conformance, delivery cancellations etc. Manufacturers with a record of poor delivery performance may have their program participation limited and/or eligibility revoked at CARB's discretion.

If a dealer has not logged in to the VPC and/or had activity in the VPC for over a year, they will be deactivated as a dealer and become un-enrolled. Should they wish to participate as a CORE-approved dealer, they will be required to enroll as a new dealer and go through the dealer enrollment process. Dealers are responsible for keeping dealer and purchaser contacts up-to-date. Failure to keep information updated can result in voucher cancellation.

M. Military Equipment

The applicability of CORE terms and conditions on equipment to be deployed for military purposes shall be determined by CARB on a CBC basis.

N. List Of Acronym

Acronym	Definition
AB	Assembly Bill
AQIP	Air Quality Improvement Plan
ATV	All-Terrain Vehicle
BIA	Bureau of Indian Affairs
CalEPA	California Environmental Protection Agency
CARB	California Air Resources Board
CBC	Case-by-Case

Acronym	Definition
CHC	Commercial Harbor Craft
CHE	Cargo Handling Equipment
CORE	Clean Off-Road Equipment Voucher Incentive Project
DAC	Disadvantaged Community
DMV	Department of Motor Vehicle
EDR	Extended Downtime Report
EEC	Eligible Equipment Catalog
EPA	Environmental Protection Agency
EV	Electric Vehicle
EVSE	Electric Vehicle Supply Equipment
FY	Fiscal Year
GGRF	Greenhouse Gas Reduction Fund
GPU	Ground Power Unit
GSA	General Services Administration
HIN	Hull Identification Number
ICE	Internal Combustion Engine
IDIQ	Indefinite Quantity
kWh	Kilowatt-Hour
LOI	Letter of Intent
MPU	Mobile Power Unit
MSRP	Manufacturer Suggested Retail Price
OEHHA	California Office of Environmental Health Hazard Assessment
OEM	Original Equipment Manufacturer
RTG	Rubber-Tired Gantry
SB	Senate Bill
TRU	Transport Refrigeration Unit
UTV	Utility Terrain Vehicle
VIN	Vehicle Identification Number
VPC	Voucher Processing Center
VR	Voucher
ZE	Zero-Emission

O. Definitions

Aftermarket Parts Executive Order (EO): Document issued by CARB and required by manufacturers in to advertise, sell, and install zero-emission conversion kits in California.

Base Voucher Amounts: The voucher amounts set by CARB staff before any additional funding and enhancements are applied.

CARB Project Liaison: A CARB staff person named in this Implementation Manual who serves as the point of contact for coordination with CORE grantee.

California Native American Tribal Government: Includes all federally recognized tribes in California listed on the most recent notice of the Federal Register, and non-federally recognized tribes, including those listed on the California Tribal Consultation List maintained by the California Native American Heritage Commission.

Commercial Equipment: Any equipment used by a business, public or governmental agency, or non-profit commonly used in freight applications and other heavy-duty off-road sectors such as agriculture, construction, and commercial harbor craft.

Commercial-Ready: Equipment that has completed the demonstration or pilot phase of development and is currently available for sale to the general public, with at least one completed sale. To establish commercial readiness, manufacturers must provide historical sales information, equipment testing results, operational data, user experience information, and other relevant documentation as part of the equipment eligibility application package for review by CARB staff.

Common Ownership or Control: A relationship between entities in which the same individual or organization has the power to own, manage, direct, or influence the operations or decision-making of those entities, whether through ownership, management authority, or controlling interest.

Conversion Kit: All propulsion and powertrain components (battery pack, electric motor, etc.) required to repower an existing internal combustion engine piece of equipment to operate with a fully zero-emission power train; must include removal of the internal combustion engine or rendering it permanently inoperable. Funding is contingent upon an Executive Order from CARB Aftermarket Parts.

Dealer or CORE-Approved Dealer: The vendor of the eligible equipment or vendor that sells and installs eligible conversion kit technologies in existing equipment and includes dealers or manufacturers that sell directly to a purchaser.

Domicile: For the purposes of this program is defined as the equipment's "home base" location; where the equipment stays overnight, returns after its route, or is parked when it is not working.

Disadvantaged Communities: Communities identified by the California Environmental Protection Agency (CalEPA) to determine whether a project qualifies as located in a disadvantaged community, the grantee must use the criteria in Assembly Bill 1550.10

For the DAC identification, the domicile address must fall in one of the following areas of the mapping tool **California Climate Investments Priority Populations Mapping Tool 4.0**

- Disadvantaged communities
- Disadvantaged and low-income communities

- Low-income communities within ½ mile of a disadvantaged community
- Low-income households within ½ mile of a disadvantaged community

Eligible Equipment Catalog (EEC): lists all equipment and conversion kit models deemed eligible for CORE funding, posted on the CORE website.

Funding Categories: Grouping of individual equipment types into categories for the purpose of allocating funding.

Incremental Cost: The difference in cost between a CORE-eligible vehicle or equipment and a comparable new conventionally fueled vehicle or equipment intended to perform the same function. For conversion kits, incremental cost means the difference in cost between a baseline vehicle or engine and a zero-emission vehicle or engine certified to the applicable standard and utilizing the same fuel type. Incremental cost shall be determined on a case-by-case basis based on a manufacturer's CORE eligibility application submittal, CORE voucher redemption data, and any other relevant data or information.

New Propulsion System: A propulsion system is defined as motor propulsion and power components meant to be installed in new vessels only. These may be designed for specific unique boat builds. Installation of a propulsion system in used vessels is only allowed for the conversion kit pathway. OEMs may apply for the new and conversion kit pathways.

Original Equipment Manufacturer: Designs, builds, and provides the warranty on the CORE eligible equipment.

Provisional Approval letter: A letter issued to manufacturers for conversion kit equipment that has not yet received an Aftermarket Parts EO.

Purchaser: A purchaser for the purposes of CORE is responsible for ensuring the Terms and Conditions are met, including ensuring operation in California for at least three years.

Rental Company: Businesses that manage, own, or operate commercial equipment fleets, for the purpose of rentals and/or, short or long-term leasing to other businesses or individuals.

Repower: Removing an existing engine and replacing it with a new, certified replacement engine. In CORE, repower refers to zero-emission conversions.

Self-Purchase: Situations where purchases are considered ineligible if: (1) the purchaser holds any equity interest in the manufacturer (or vice versa); (2) the purchaser and manufacturer are partially or wholly owned by a third party; or (3) the purchaser and manufacturer share corporate officials responsible for the overall direction of both entities. In such cases, the purchase is considered to be made by the manufacturer and does not qualify for CORE voucher funding.

Small Business: An independently owned and operated business that is not dominant in its field of operation, the principal office of which is located in California, the officers of which

are domiciled in California, and which, together with affiliates, averages annual gross receipts of fifteen million dollars ($15,000,000) or less over the previous three years.

Telematics: A data acquisition system capable of collecting GPS data, hours of operation, and energy used and energy discharged while in operation.

Zero Emission: A vehicle, piece of equipment, or vessel that produces no emissions of pollutants (including carbon dioxide, carbon monoxide, hydrocarbons, oxides of nitrogen, and particulates) when stationary or operating.

P. Manufacturer Application And Equipment Model Eligibility Criteria

1. Application Process to Establish Equipment Eligibility

To establish eligibility for specific equipment models, the original equipment manufacturers (OEMs), must follow the steps outlined below:

Step 0: *For conversion kits only: Apply to obtain an Executive Order from CARB Aftermarket Parts in parallel to submitting the CORE Equipment Eligibility Application.*[22]

Step 1: Manufacturers seeking equipment eligibility must ensure their equipment is listed as an eligible equipment type (Section B) and it meets the minimum eligibility criteria (section P.2).

Step 2: Submit the completed CORE Equipment Eligibility Application (Attachment A).

Step 3: CARB staff conducts a comprehensive review of the application.

- Review can take up to 45 calendar days from date of submitting a complete application.
- If an application is incomplete, CARB staff will notify the applicant and hold the application until all necessary documents are provided. This will initiate an iterative process between CARB staff and OEM until the application is deemed complete.

Step 4: A CARB approval letter is issued for eligible equipment.

- The CARB approval letter will include equipment types, voucher amounts, and eligibility length.

Step 5: The CARB approval letter is then shared with the OEM requesting equipment eligibility and CORE project administrator.

Step 6: Eligible equipment is added to the Eligible Equipment Catalog (EEC) on the CORE website.

Step 7: Eligible equipment becomes available for purchase in the Voucher Processing System.

[22] https://ww2.arb.ca.gov/road-vehicles-engines-and-equipment

Step 8: The equipment purchaser(s) and dealer(s) must then follow the steps outlined in Section A.3. for the voucher applications and redemptions.

2. Equipment Model-Eligibility Criteria

OEMs seeking eligibility for equipment or conversion-kit eligibility must ensure they meet the minimum criteria specified below before applying. Failure to meet minimum requirements may result in rejection of equipment eligibility requests.

To see what constitutes a complete application, please refer to Appendix A. Appendix A includes a complete list of application requirements to establish the minimum criteria listed here as well as additional equipment information and equipment user experience reviewed prior to issuing CARB approval letters.

General Criteria

The equipment model must meet all applicable local, state, and federal laws, ordinances, and requirements, including, but not limited to relevant safety and air quality regulations. The equipment must also have a functioning on-board, non-resettable hour meter.

For conversion kits only

In addition to the requirements listed above, the model must 1) be covered by an effective Executive Order from CARB Aftermarket Parts, 2) have a separate Executive Order from CARB Aftermarket Parts, for modified CARB certified powertrains, even if new, and 3) be used on internal combustion equipment that is no older than 20 years. Older equipment may be considered on a case-by-case basis with adequate justification from OEMs.

Commercial Readiness

The manufacturer requesting eligibility must be able to demonstrate that the proposed equipment model is commercially ready. A commercially ready model is one that has undergone sufficient testing and demonstration to prove it is reliable and effective in its intended application(s). In other terms the model has progressed beyond the prototype or demonstration stage and is currently for sale to the general public.

To establish commercial readiness, manufacturers must provide, at a minimum, historical sales information of the equipment model outside of CORE. Additional documentation including, but not limited to testing results, operational data, user experience information will be requested as part of the application package and will be reviewed by CARB staff to make a determination of commercial readiness of the equipment.

Once a model is declared commercial-ready by the manufacturer, and receives CORE eligibility approval from CARB staff, it is no longer eligible for new funding under CARB-funded demonstration or pilot projects.

Equipment Warranty

The warranty period is, at minimum, three years or 5,000 usage hours (whichever comes first). Usage is defined as the movement or propulsion of the drive-train. For an equipment model, all applicable powertrain components (including, but not limited to, the energy storage system, fuel-cell stack, motors, and powertrain and thermal management systems); electronic components; telematics components; on-board charging or fueling components; all components along driveline (except for maintenance items, such as tires); and the equipment, chassis, or vessel (including, but not limited to, the frame, cross members, and cab structure) shall be warranted against defects, workmanship, and corrosion for the full warranty period.

The warranty shall cover all parts and labor costs. Additionally, the warranty shall be fully transferrable to subsequent purchasers for the full warranty period. The warranty shall be included in the price of the equipment and that pricing must be available to the purchaser regardless of whether they are utilizing CORE funding. Extended warranties that are only available to purchasers utilizing CORE funds are not allowed.

For conversion kits only

For a conversion-kit model, all components of the conversion kit as well as all the work and equipment, chassis, or vessel components modified or replaced to enable the integration of the conversion kit shall be warranted against defects and workmanship for the full warranty period. The warranty shall also cover corrosion damage for all conversion components as well as equipment, chassis, or vessel components that experience greater exposure to moisture and other environmental conditions due to the integration of the conversion kit.

Damage that occurs because of an incorrectly sized powertrain or other incompatibility between the powertrain and the equipment, chassis, or vessel (e.g., driveline failures due to excess torque) shall be covered for the full warranty period.

After Sale Services and Repairs

The manufacturer must demonstrate at least one service-and-repair facility in the state of California. Below are some alternatives that can satisfy this requirement:

- Having a manufacturer-approved dealer with a service center within California.
- Offering service-and-repair training to fleets as part of an equipment or conversion-kit purchase.
- Maintaining a team of factory-trained technicians that can respond to service-and-repair requests within a reasonable time frame.

Telematics

The model is installed with a telematics system that can collect and transmitting the parameters below to the manufacturer. Telematics data must include, at a minimum, the following parameters[23]:

i. Cumulative Time in Use (hours)
ii. Cumulative Energy Used (kWh)
iii. Percent of Time Operating in (%)[24]
    1. SB 535 Disadvantaged Communities
    2. AB 1550 Low-income Communities
    3. SB 535 Disadvantaged Communities and AB 1550 Low-income Communities
    4. AB 1550 Low-income Communities within a 1/2 mile of a SB 535 Disadvantaged Community
    5. Potential Low-income Households within ½ Mile of Disadvantaged Community
vi. Percent of Time Operating in the state of California (%)
vii. Average Energy Discharge Rate During Non-Idle Operation (kW)

Note: Throughout the project's duration, the Project Administrator will prepare bi-annual reports for CARB presenting the data collected for items i. through v., above, as applicable. The report may also include information on performance anomalies, recommendations for future data-collection activities, and recommendations to streamline the collection, storage, and analyses of future data sets. As described in Attachment A and Section D.6, Telematics Reporting, it is the responsibility of the manufacturer to ensure the required data are submitted (in the appropriate format) to the Project Administrator.

3. Equipment Eligibility Application General Instructions

This section outlines the application requirements and information a manufacturer needs to submit to the California Air Resources Board (CARB) to initiate the review of equipment or conversion kit for eligibility for the Clean Off-Road Equipment Voucher Incentive Project (CORE). A step-by-step process of the manufacturer application submission and CARB review and approval process is outlined in P.1. Please direct any questions regarding the CORE Equipment Eligibility Application and completed applications to CORE@arb.ca.gov.

[23]CARB reserves the sole right to adjust the telematics criteria at any time, including, but not limited to: parameters collected, frequency of collection, and reporting format.
[24]Results shall be based on mapping data of each of the four categories found at CARB's website: **https://oehha.ca.gov/calenviroscren/report/calenviroscreen**

Please submit one CORE Equipment Eligibility Application per equipment model name, per year. If an equipment model has multiple, but substantially similar, battery-pack and/or fuel-cell energy storage capacity options, these may be submitted as part of the same application. For example, an equipment model with different battery-pack size options may be included on one application if all battery packs share the same architecture, management strategies, and thermal controls. If a manufacturer has a family of equipment models, they wish to group for submission for program eligibility, this is allowed, but please contact staff to discuss before preparing the application and/or submitting.

To qualify a specific equipment or conversion-kit model for CORE, manufacturers must complete and submit the CORE Equipment Eligibility Application (Attachment A) to CARB. Submission of the application signifies agreement to all applicable CORE terms and conditions. CARB will determine eligibility for funding based on all applicable criteria, requirements, terms, and conditions outlined in this Implementation Manual, Attachment A and Attachment F; the applicable directives set forth in funding plan(s) and legislation; and historical information about the manufacturer, its dealers, and the subject equipment or conversion-kit model. CARB will also determine the appropriate base voucher amount(s) for the model.

4. Designating Application Information As Confidential

If you wish to designate any information submitted as confidential information, please note the following:

CARB's regulations in Title 17, California Code of Regulations, sections 91000 to 91022, and the California Public Records Act (Gov. Code §§ 7920.000 et seq.), address submission of public comments and confidential information. Information provided to CARB may be released (1) to the public upon request, except trade secrets that are not emissions data or other information that is exempt from disclosure or the disclosure of which is prohibited by law; and (2) to the Federal Environmental Protection Agency (EPA), which protects trade secrets as provided in section 114(c) (of the Clean Air Act and amendments thereto (42 U.S.C. §§ 7401 et seq.) and in federal regulation (Cal. Code of Regs., tit. 17, § 91010) and (3) to other public agencies provided that those agencies preserve the protections afforded to information that is identified as a trade secret, or otherwise exempt from disclosure by law (Health & Saf. Code, §39660, subd(e)(2)).

Trade secrets as defined in Government Code section 7924.510 are not public records and, therefore, will not be released to the public. However, the California Public Records Act provides that air pollution emission data are always public records, even if the data falls within the definition of trade secrets (Gov. Code § 7924.510(d)). On the other hand, the information used in calculating emission information may be considered a trade secret (Gov. Code § 7924.510(d)).

If any company believes that any of the information it may provide is a trade secret or otherwise exempt from disclosure under any other provision of law, it must identify the confidential information as such at the time of submission to CARB and must provide the name, address, and telephone number of the individual to be contacted if CARB receives a request for disclosure or seeks to disclose the data claimed to be confidential (Cal. Code of Regs, tit. 17, § 91011). CARB may ask the company to provide documentation of its claim of trade secret or exemption at a later date. Data identified as confidential will not be disclosed unless CARB determines, in accordance with the above-mentioned regulations, that the records do not qualify for a legal exemption from disclosure.

5. Terms Of Equipment Approval For Core Funding

a. Equipment or conversion-kit model eligibility is valid for a maximum of 18 months, starting from the date the equipment is deemed eligible for CORE. Manufacturers who desire to have their equipment be eligible to receive incentive funding in subsequent years must submit a renewal letter for CORE Equipment Eligibility. Eligibility remains effective for 18 months unless revoked by CARB or updated by the manufacturer through a renewal letter. If the eligibility letter expires, a new CORE Equipment Eligibility Application must be submitted for the applicable model for consideration into the program again.

b. The manufacturer may not make any hardware or software changes that alter a piece of CORE-funded equipment such that it is no longer accurately described by the information provided in the applicable CORE Equipment Eligibility Application until a new CORE Equipment Eligibility Application reflecting the changes has been submitted to CARB and approved. Making such changes without such approval may lead to loss of eligibility and removal of any listed equipment and conversion-kit models from CORE.

c. Changes other than those described above are allowed without a new application, but such changes must be reported to CARB within 30 calendar days of the expiration of the CORE equipment eligibility letter. This written report shall contain a cover letter and be sent to CORE@arb.ca.gov the cover letter must include CORE approval number(s), and the model(s) affected. The written report must contain a detailed description of each change.

d. Submitting false, inaccurate, or misleading information (e.g., artificially inflated cost data) may lead to loss of eligibility and removal of any listed equipment or conversion kit in CORE.

Consistently failing to respond to warranty claims in a timely manner may lead to loss of eligibility and removal of all eligible equipment/conversion kits from CORE.

Attachment A: Clean Off-Road Equipment Voucher Incentive Project (CORE) Equipment Eligibility Application

To submit a complete application for equipment eligibility review and approval, manufacturers must submit, at a minimum, all items listed in sections A and B below. If the item listed is not applicable to your equipment/application, please proceed to submit the requested items with a brief explanation/description to clearly indicate why a specific requirement is not applicable to your equipment type. Please note, that CARB has the authority to request additional information as needed to establish equipment eligibility.

All items listed here apply to conversion kits with additional requirements clearly called out. To ensure your application is received and reviewed in a timely manner, please submit your completed applications with all items listed here to **CORE@arb.ca.gov** with the following Subject Line: "Request for Equipment Review for CORE Eligibility."

Application Section A – Manufacturer And Equipment Information

1. **Cover Letter**
   Please include a cover letter on company letter head and sign and date. The cover letter should include the following information:
   a. Total Number of Pages of Application (Including Cover Letter, Application and Attachments)
   b. General Business Information:
      i. Name of manufacturer
      ii. If applicable, Doing Business As (DBA) name
      iii. Federal Tax Identification Number
      iv. Name and title of contact person
      v. Contact person physical mailing address
      vi. Contact person phone number
      vii. Contact person email address
   c. Equipment Model Information:
      viii. Number of models/equipment configurations in the application
      ix. Individually list Model Number(s)
      x. Equipment Category Type
      xi. General Description of Equipment or Conversion Kit
      xii. Indicate whether each model is new or conversion kit equipment
2. **Self-Attestation**

Please copy and paste the subsections listed here into a stand-alone document with company letter head.

a. “I have read and understand all elements of the Implementation Manual, and agree to abide by all CORE criteria, terms and conditions.”

b. “All information provided in this application package is complete, true, and correct.”

c. Manufacturer attests to the adherence to safety regulations (e.g., National Highway Traffic Safety Administration, Occupational Safety and Health Administration, etc.) and/or testing certifications (e.g., Underwriters Laboratories, Electrical Testing Laboratories, etc.), if applicable.

d. Signature Line Information:

   i. Responsible Official Name

   ii. Responsible Official Title

   iii. Responsible Official Signature

   iv. Application Submittal Date

3. **Application Table of Contents**
   Each application must include a Table of Contents with page numbers reflecting, at minimum, the following titles of each subpart in the application as listed below:

   a. Cover Letter

   b. Self-Attestation

   c. Application Section A
   Equipment Cost
   Equipment or Conversion-Kit Model Description
   Testing Methodologies and Results
   Warranty Information
   List of Equipment/Conversion Modifications Since Previous Application

   d. Application Section B
   Information on Commercial Readiness
   Information on Dealers, Conversion-Kit Installers, and Service and Repair Facilities
   Telematics and Data Collection System(s)
   Information Distributed to the End-User
   End-of-Life Disposal Plan

   e. Appendix and Attachment Sections
   Please include any attachments to this application in the Table of Contents, such as user manuals and equipment brochures. Please reference the appropriate page number(s) for these sections when answering questions (if applicable).

4. Equipment Cost

When submitting a new piece of equipment for manufacturer evaluation and/or reestablishing eligibility for existing equipment in the CORE catalog, pricing for both zero-emission (ZE) equipment and equivalent internal combustion equipment (ICE) is used to determine CORE voucher amounts. Please populate the table shown here and provide an explanation stating how the ICE piece of equipment is equivalent to the ZE model under review as part of application package. If more than one piece of equipment is submitted for review, please add rows to the table shown here.

ZE Manufacturer	ZE Model	ZE Wholesale Price (dealer)	ZE MSRP	ICE Equivalent Manufacturer	ICE Equivalent Model

Explanation of Equivalence:

Please provide an explanation stating how the ICE piece of equipment is equivalent to the ZE model under review here

Note that cost information must comply with the following: Pricing must be based on the current year MSRP.

a. MSRP provided must be from pricing within the past 30 days of the submission of the application.
b. The pricing provided must be for non-discounted amounts. For example, quantity discounts cannot be used as the baseline pricing for the ICE-equivalent price of equipment.
c. Pricing must be for base models without options and accessories.
d. Pricing cannot include delivery, installation, sales tax, etc.
e. Pricing must include all warranties; CORE does not allow extended warranties that are only available to purchasers utilizing CORE funds.
f. When a manufacturer applying for equipment eligibility does not offer an ICE-equivalent, the OEM must identify a similar piece of equipment and include pricing information of equivalent equipment, regardless of manufacturer. If CARB believes the ICE-equivalent listed in the application is not comparable, CARB will use an alternative ICE-equivalent piece of equipment to determine voucher amounts.

g. No ongoing or additional fees (such as subscriptions or extended warranties) may be charged to the purchaser to meet CORE's minimum requirements.

5. Equipment or Conversion-Kit Model Description

Please provide the following technical specifications and any necessary supporting documentation (reports, data, diagrams, etc.) for all the equipment/conversion-kit model(s):

a. Model number and trade name.
b. Total historical sales of the specific piece of equipment or conversion-kit model included in the application (Units sold).
c. Years the applicable equipment or conversion-kit model has been offered for sale.
d. Equipment/conversion-kit model specification sheet (brochure/sales-level information).
e. Intended commercial application(s) of the equipment model/s.
f. Corresponding expected useful life (hours of use within lifetime of the battery).
g. Zero-emission technical specifications (Power train and work motors, if applicable):
h. Description of propulsion (traction) and work motors
    i. Peak Power (kW)
    ii. Continuous Power (Nominal output, kW)
i. Description of technology type (battery electric, fuel cell)
j. For battery electric technology:
    i. Battery Power (kW) (how fast the battery can deliver energy)
    ii. Energy Capacity (kWh) (total usable energy and rated capacity)
    iii. Voltage (how much power the energy can push to the motor)
    iv. Chemistry Type (NMC, LFP)
k. For fuel cell technology:
    i. Storage tank capacity (kg)
    ii. Storage tank capacity volume (gal)
    iii. Storage tank capacity pressure capacity (PSI)
l. Estimated operating time (or other work metric) of equipment per complete charge before needing to recharge. Include an evaluation of the impacts of ambient temperature and/or other environmental factors on performance, as applicable.
m. Expected longevity (in units of hours, energy throughout, charge cycle, or other appropriate metric) of the equipment or conversion kit components as applicable (energy storage system, fuel system, inverter, and motors) application.
n. Charging or fueling standards that are compatible with the model.
o. Time (minutes) necessary to charge the battery pack(s) or fill the hydrogen tank from empty to full, as applicable.

p. Description of the monitoring and diagnostic system (faults and conditions that will trigger an alert to the operator), data connector (e.g., Society of Automotive Engineers standard, wired/wireless, etc.), and the controller area network protocol (e.g., Society of Automotive Engineers Standard J1939)

q. Image of equipment identification label(s) describing the equipment technical specifications (data plate/tag/stamp that is permanently attached to the equipment with details such as model year, serial numbers, capacity, etc.)

r. If a Forklift, provide a description of:

   i. Lift capacity; and

   ii. Load center

s. If a conversion kit:

   i. Description of equipment on which the conversion-kit model can be installed.

   ii. Description of diesel-removal process.

   iii. CARB Executive Order Number.

   iv. Executive Order from CARB's Aftermarket Parts section.

6. Testing Methodologies and Results

Description of tests performed on the equipment or conversion-kit model (i.e UL9540, NFPA855, coast guard). Testing is to be performed at system level, not at component level. Subcomponent level results may not accurately represent equipment performance during normal use. Please include the method(s) of determination (internal or third-party testing), testing parameters, actual test data (examples of reports), and results for the following (as applicable and if available):

a. Usable battery capacity testing (state of charge over time)*

b. Rated output testing (in kWh) for battery packs, fuel-cell stacks, and electric motors

c. Battery/fuel-cell useful life testing (degradation)

d. Vibration testing

e. Shock testing

f. Thermal testing

g. Safety-related testing

h. Real-world miles or usage-hours testing.

* Because some manufacturers have expressed concerns regarding proprietary information, CARB has allowed manufacturers to request a voucher amount up to the rated energy capacity of their battery system for specific equipment categories. The EEC will indicate the battery capacity for the purposes of CORE funding and whether the indicated is the rated, advertised, and/or usable energy capacity.

7. Warranty Information

Description of the warranty terms and coverage for the equipment/conversion-kit model and powertrain, including the specific terms and coverage for battery-pack and/or fuel-cell stack degradation, as applicable. Include information on how an end-user would initiate a warranty claim.

a. Include a copy of the warranty certificate that the end-user receives.
b. If OEM produces ICE equivalent equipment, describe the standard warranty for ICE equipment.

8. List of Equipment/Conversion Modifications Since Previous Application (if applicable)

For an equipment model that has previously received CORE eligibility, manufacturers shall provide a list of modifications, if any, made to the equipment or conversion-kit model since the previous CORE Equipment Eligibility Application for the model was submitted. This section is applicable to equipment that has been modified and is now seeking new approval or equipment that has lost previous approval status in CORE.

Application Section B – Required Programmatic Information

1. Information on Commercial Readiness

Manufacturers must provide the necessary information to demonstrate that the equipment or conversion-kit model is commercial-ready as defined in Section P.2. of the IM. Information of individual components may not be sufficient to meet commercially readiness definition for the equipment or conversion kit. Please include actual test data and results. If unable, please provide an explanation for why the section is not applicable. Please provide information on:

a. Historical sales

i. Provide proof sales or delivery and use of the equipment for its intended purpose.
ii. Provide a Digital photo of delivered/finished equipment.
iii. Yearly Manufacturing Capacity (number of units produced each year).

b. Testing results of the entire system

i. Provide a summary of applicable laws or ordinances being met, examples of certifications, safety tests, simulation models.

c. Operational Data and User experience

i. Provide information on the operation of the equipment such as performance of equipment under variable conditions, lessons learned during deployment of the equipment in the field, and end-user feedback as applicable.

2. Information on Dealers, Conversion Kit Installers, and Service-and-Repair Facilities

Provide information for each participating dealer, authorized conversion kit installers for conversion kit applications, and authorized service-and-repair facilities in California. Provide a brief description of the services provided to the end-user at each facility.

Service Facility Name	Physical Address	Phone Number	Email	Is this an OEM or a Third-Party Facility?	Services Provided (e.g., sales, full service and repairs, battery services, etc.)

a. If the OEM does not have a California service location identified, please indicate the alternative method to satisfy this requirement (e.g., remote services)

b. Repairability Resources:

   i. Yes/No/Not Applicable: The repair manual and diagnostic software is available to end users and third-party repair facilities.

   ii. If yes, describe the process and cost to an end user or third-party repair facility to gain access to the repair manual and diagnostic software, if applicable.

   iii. Yes/No/Not Applicable: Proprietary tools (e.g., physical tools, software, computer/electronic hardware, or others) are needed to service and repair the equipment.

   iv. Yes/No/Not Applicable: Proprietary repair tools are available to end users and third-party repair facilities.

      • If yes, describe the process and cost to an end user or third-party repair facility to gain access to proprietary repair tools.

   v. Explanation of replacement parts availability, including if they are available at each service facility, and how long it takes to receive parts requested.

c. Service-Campaign History
Provide any information on previous service campaigns and/or repairs under warranty conducted for the equipment/conversion-kit model (include relevant information, such as duration of time from report of concern to failure identification, nature of the failures, repair times, etc.).

d. Service-and-Repair Plan
Manufacturers are required to develop and submit to CARB a written service-and-repair plan. This plan should include, at minimum

   i. Method for addressing service-and-repair needs anywhere the equipment is deployed in the state.

ii. Process for obtaining a repair or service.

iii. Method for communicating service-and-repair requirements to the end user.

iv. Expected labor times required for major and minor repairs (manufacturers shall include a description of what defines a major and minor repair); and

v. Projected costs of major and minor repairs outside of warranty.

3. Telematics and Data-Collection System(s) Information

a. Describe the monitoring, data-collection, and telematics systems of the equipment or conversion-kit model. Include schematics/engineering diagrams, and examples data-collection parameters.

b. Describe how performance, and telematics parameters will be collected/derived and saved on the equipment or conversion.

c. Describe how data will be transmitted from the equipment or conversion to the manufacturer, stored, and made available to the Project Administrator, CARB, or their designee (e.g., software, computer hardware, wireless networks, etc.).

d. Describe post-processing methodologies for monitored parameters.

e. Provide the actual costs to the manufacturer of implementing and maintaining active monitoring, data-collection, and telematics systems on a piece of equipment or conversion.

4. Information Distributed to the End-User

Provide a copy of the following information provided to the equipment end-user (e.g., equipment purchaser). Please include an image and/or indicate the page numbers to attachment documents (e.g., Owner's Manual) that describe this information.

a. Copy of the owner's manual.

b. Required equipment/conversion and powertrain maintenance schedules.

c. Copy of Sales Disclosure (see Section D.3, Sales Disclosure of the CORE Implementation Manual) or available draft.

d. Tell-tale Information.

Tell-tales (dashboard warning lights) serve as warning indicators for potential problems and notify users of necessary maintenance and/or required service. Manufacturers must describe all performance-based tell-tales that will be utilized in the equipment or conversion-kit model. Please include an explanation of each situation in which a tell-tale will be triggered and how the tell-tale will be displayed, or otherwise communicated, to the operator. Images of tell-tales warning indicators displayed on remote devices (such as a tablet or phone) may be included.

Information on Charge, Fuel, and Range Indicators: The manufacturer must provide a description or image of how the equipment or conversion-kit model displays, or otherwise communicates, information on (as applicable) remaining charge, fuel, and range to the operator.

Additionally, a description of charging or refueling procedures and any fast-charging capability, including plug/connector type information must be provided.

End-of-Life Disposal Plan

Manufacturers must provide an end-of-life disposal plan for the batteries and/or fuel cell stacks (if applicable) used in the equipment or conversion-kit model.

Approval of Conversion-Kit Installers

Manufacturers must describe the criteria and process for becoming an approved conversion-kit installer, including required staff training and certifications to install, service, and repair all conversion kit components. In addition, provide a copy of all materials provided to an approved conversion kit installer, covering information on installation and repair of the conversion-kit model.

Attachment B: Purchaser/Lessee Terms and Conditions for the Clean Off-Road Equipment Voucher Incentive Project

In order to participate in the California Air Resources Boards (CARB) Clean Off-Road Equipment Voucher Incentive Project (CORE), the purchaser or lessee (as applicable) must agree to all of the following terms and conditions at the time of a voucher request:

1. I agree:
    a. To retain ownership/lease of the CORE-funded equipment for the duration of the project participation period (i.e., the three-year period from the date of voucher redemption approval in the VPC), unless given explicit prior written approval by CARB to sell the piece of equipment;
    b. To operate the equipment/conversion such that 100 percent of its use will be in California for the duration of the project participation period, except as provided for in Section E.2.f of the CORE Implementation Manual;
    c. To operate the equipment for a minimum of 200 hours annually (three-year average), for the project participation period;
    d. Not to modify the equipment or conversion kits powertrain or software calibrations, except as allowed by the manufacturer;
    e. To maintain insurance for the CORE-funded equipment as required by law;
    f. To respond in a timely manner to annual CORE usage and experience surveys or questionnaires conducted by the manufacturer or Project Administrator;
    g. To remain in compliance with all applicable federal, state, and local air quality rules and regulations;
    h. To register the equipment (except for military vehicles) in California with the Department of Motor Vehicles (DMV), if applicable;
    i. To allow CARB, the Project Administrator, or their designee to verify registration through the DMV;
    j. To operate and maintain the equipment as recommended by the manufacturer to ensure equipment durability, efficiency, and reliability;
    k. To make available the equipment for follow-up inspections by CARB, the Project Administrator or their designee, if requested;
    l. To provide CARB, the Project Administrator, or their designee all requested information related to any equipment purchased or leased with a CORE voucher (including purchase, lease, or rental agreements) within thirty calendar days of written request for such information;
    m. To allow the manufacturer to access the equipment or conversions monitoring, data-collection, and telematics systems, so that the manufacturer is able to fulfill its reporting obligation to CARB (as outlined in Sections D.6., Telematics

Reporting, and P.2.of the CORE Implementation Manual). Such information could include aggregated data on the equipment location to determine operating time within disadvantaged and low-income communities;

n. For equipment purchased through CORE designated as freight equipment, the purchaser must provide assurances the equipment will perform or support freight activities. For all other off-road eligible equipment types in CORE the purchaser must provide assurances the equipment will perform or support off-road activities; and

o. All commercial harbor craft purchased through CORE are required to perform commercial harbor craft activities. Purchasers may be asked to affirm that commercial harbor craft purchased through CORE fulfill this requirement.

2. Issuance of a CARB Executive Order is required for voucher payment on CORE funded conversion kits. The voucher is contingent on final equipment eligibility approval and voucher determination from CARB.
3. The information provided for this voucher request, including all supporting documentation, is complete, true, and correct.
4. I have the legal authority to apply for incentive funding for the purchasing entity described in this agreement.
5. I understand that I may only track or combine CORE funding with other public funding programs if the total received funds do not exceed the equipment cost.
6. I understand that I will be required to repay any CORE voucher funds received if I fail to comply with the CORE terms and conditions, agreements, and requirements.
7. I understand that I will be required to repay any CORE voucher funds received in excess of a voucher cap, including all expended funds.
8. I have read, understand, and agree to all provisions in the CORE Implementation Manual.
9. I understand that CARB reserves all rights and remedies available under the law to enforce the terms of this agreement.

By signing the CORE Voucher Request and Terms and Conditions Form, I acknowledge that I have read and understand, and agree to be bound by, the terms and conditions as outlined above. I certify under penalty of perjury that the information provided is accurate.

Name of Equipment Purchaser/Lessee:
Signature of Equipment Purchaser/Lessee:
Date:

Attachment C: Dealer Terms and Conditions

For the Clean Off-Road Equipment Voucher Incentive Project

In order to request a voucher under the California Air Resources Boards (CARB) Clean Off-Road Equipment Voucher Incentive Project (CORE), the dealer must agree with all the following terms and conditions:

I have read, understand and agree to all provisions in the CORE Implementation Manual.

1. All information identified on this form and in the voucher request is true, correct, and complete.
2. I understand that this CORE voucher request is only valid for this specific purchaser/lessee and this specific equipment piece or conversion kit. I also understand that any voucher provided based on this voucher request will be canceled if the purchaser/lessee or equipment or conversion kit identified herein changes prior to voucher redemption or if the manufacturer, dealer, or purchaser violates any of the applicable terms and conditions of CORE. If any voucher funds have been provided, the dealer must return the voucher funds to CARB within 15 calendar days of cancelation notification.
3. For conversion kits only, I am authorized by the manufacturer to install the conversion kit referenced in this voucher request.
4. For conversion kits only, I understand that manufacturers must submit the CARB Aftermarket Parts Executive Order (EO) prior to voucher expiration date and that an EO is required for final voucher payment.
5. I have not inflated the price of the CORE funded equipment, and I agree to deduct 100% of the requested voucher amount from the price of the equipment.
6. I am authorized by the manufacturer to participate in CORE as the dealer described in this agreement.
7. I am authorized by the purchaser/lessee described in this agreement to apply for a CORE voucher on behalf of said purchaser/lessee.
8. I agree not to share my Voucher Processing Center login credentials with any other individual.
9. I agree to participate in dealer training, and refresher courses, covering the voucher application and redemption processes.
10. I agree to maintain written records of the equipment/conversion kit purchases/leases for the duration of the project participation period (i.e., the three-year period from the date of voucher redemption approval) and providing CARB, the Project Administrator, or their designee with these records within 30 calendar days of their request. These records could include, but are not limited to, the equipment invoice, proof of purchase, lease agreement (if applicable), DMV records, equipment payment information and related bank records, and purchaser/lessee fleet information.

11. I understand that I may only stack or combine CORE funding with other public funding programs if the total received funds do not exceed the equipment costs.
12. I understand that I will be required to repay any CORE voucher funds received in excess of the voucher cap, including all expended funds.
13. I understand that CARB reserves all rights and remedies available under the law to enforce the terms of this agreement.

By signing the CORE Voucher Request and Terms and Conditions form, I acknowledge that I have read and understand, and agree to be bound by, the terms and conditions as outlined above. I certify under penalty of perjury that the information provided is accurate.

Name of Equipment Dealer:
Signature of Equipment Dealer:
Date:

Attachment D: Small Off-Road Equipment

(published separately from this document)

Launched in November 2022, the Professional Landscape Service Equipment segment of the CORE Project was funded through Senate Bill 170 (Skinner, Chapter 240, Statutes of 2021), which allocated $30 million to support the transition to clean landscaping technology. Funding for the CORE Professional Landscape Service Equipment project has been exhausted.

Visit the website for more information: **https://californiacore.org**

Attachment E: Commercial Harbor Craft

(published separately from this document)

The FY 2021-22 Funding Plan expanded CORE to cover heavy-duty off-road eligible and commercial harbor craft. The goal of CORE is to overcome the most significant barrier to entry of zero-emissions equipment by lowering the purchase price and making cleaner technologies more achievable. In addition, CORE aims to support eligible purchasers that are going beyond the minimum requirements of the California Commercial Harbor Craft Regulation Amendments by purchasing fully zero-emissions vessels. Attachment E: Commercial Harbor Craft will be published separately and outlines eligibility and project requirements. Any information or requirements not provided in Attachment E will default to the guidelines outlined in the CORE Implementation Manual.

Stay informed about upcoming CORE workgroups by registering for the following list serves today: **https://public.govdelivery.com/accounts/CARB/subscriber/new?topic_id=CORE** **https://californiacore.org/contact-outreach/**

Visit our website:
https://californiacore.org/ **https://ww2.arb.ca.gov/our-work/programs/clean-off-road-equipment-voucher-incentive-project**

Attachment F: Manufacturer Terms and Conditions

1. I have read, understand, and agree to all provisions in the CORE Implementation Manual.
2. I attest that the equipment model(s) are commercially ready as defined by CARB and have a functioning on-board, non-resettable hour meter.
3. I agree that the eligible models meet all applicable local, state, and federal laws, ordinances, and requirements, including, but not limited to relevant safety and air quality regulations.
4. I agree to maintain the eligible equipment under warranty during the project participation period. The warranty period is, at minimum, three years or 5,000 usage hours (whichever comes first). The warranty shall cover all parts and labor costs. Additionally, the warranty shall be fully transferable to subsequent purchasers for the full warranty period.
5. I agree to have at least one service-and-repair facility in the state of California. This requirement may be satisfied with alternative service-and-repair offerings as approved by CARB.
6. I will ensure that any conversion kit model removes the diesel component from internal combustion equipment that is up to 20 years old. Conversion kit models (including modified CARB-certified power trains, even if new) will be covered by an effective Executive Order from CARB Aftermarket Parts.
7. I will ensure that conversion-kit installers submit documentation to the Project Administrator for each installation demonstrating that said conversion kit was installed in a piece of equipment with an existing internal combustion engine.
8. I will ensure that the installation of CORE-funded conversion kits are only performed by manufacturer-approved installers.
9. I agree to prepare and submit an Extended Downtime Report (EDR) to the Project Administrator for failures of warranted parts (as listed in Section P.2.) during the warranty period that prevent the CORE-funded equipment from operating as per the manufacturers specifications and that require the equipment to be out of service for any period of time.
10. I will make a good faith effort to stock replacement parts and make them readily available to dealers, and other manufacturer-authorized service providers.
11. I agree to collect the telematics system data, process, and transmit the required telematics data to the Project Administrator biannually (twice a year) for the data covering the entire project participation period.
12. I agree that our participating dealers will meet the CORE requirements.
13. I agree to ensure the purchaser is notified, before the order is placed, of the following:
14. CORE purchaser terms and conditions;

- Capabilities of the service-and-repair network;
- The process that must be followed to obtain service or repair for funded equipment or conversion-kit;
- Estimated operating time or range;
- Projected infrastructure costs and requirements; and
- Most current build times and estimated delivery dates of equipment.

15. I understand that CARB may, at its sole discretion, suspend or revoke a manufacturer's eligibility for failure to comply with CORE terms and conditions or project nonperformance. Such actions may include disqualification of equipment and conversion-kit models; removal from the CORE Equipment

Eligibility List; cancellation of a voucher request; and recovery of CORE funds. CARB further reserves the right to pursue all remedies available under the law for noncompliance with the CORE requirements, terms and conditions.

By signing the Terms and Conditions form, I acknowledge that I have read and understand all elements of the Implementation Manual, and agree to abide by all CORE criteria, terms and conditions.

I certify under penalty of perjury that all information provided in the application package is complete, true, and correct.

Name of Manufacturer:
Signature of Manufacturer:
Date