

Frequently Asked Questions

If you have questions about the 2019 School Bus Rebate Program, please review the following FAQ. If your questions still have not been answered, please send your questions or concerns by email to NDEQ.VWSettlement@Nebraska.gov.

Please continue to refer to this document as it will be updated as questions are received.

1.0 APPLICATION PROCESS AND APPLICANT ELIGIBILITY

1.1 Are we eligible for a rebate if we have already purchased a new vehicle or equipment?

No, you would not be eligible for a rebate. This rebate program is not retroactive and is for qualifying applicants that have not yet purchased a new vehicle or equipment.

1.2 Can I lease a replacement bus?

No. Leased school buses are not eligible for this funding opportunity.

1.3 Can we apply for more than one school bus rebate?

No. The program allows for only one application for one bus per school or company.

1.4 We have multiple subsidiaries. If the bus being replaced is owned and operated by one of our wholly-owned subsidiaries, who should submit the application?

The application must be submitted by the parent company. Please submit a letter of explanation with the application if the name on the bus title is different than the name on the application and include the relationship between the parent company and the subsidiary.

1.5 Can a parent company with several wholly-owned subsidiaries submit applications for more than one of the wholly-owned subsidiaries?

No. The applicant in this case is the parent company and may submit only one application for one rebate.

1.6 Are we guaranteed to receive a rebate if the application is complete and submitted on-time?

No. Funding is not guaranteed as there may be more applicants than available funding. For school bus rebates, a drawing will be held of all eligible applicants to choose the applicants who will receive rebates. For other rebates, rebate recipients will be selected based on scoring of applications for public health benefit, emissions reductions, and cost-effectiveness.

1.7 Can we obtain our purchase order before the grant agreement is signed?

No. Purchase orders cannot pre-date the grant agreement's signature. However, you may accept bids prior to signing the grant agreement.

1.8 How will school bus rebate applications be selected to receive funding?

The School Bus Rebate program is noncompetitive. All eligible and complete applications submitted by the application deadline will be included in a random selection process. Each applicant that has not received a previous Clean Diesel Rebate will have two entries in the drawing, while each previous rebate recipient will have one entry in the drawing. Applicant names will be drawn and placed in corresponding order (omitting duplications) until the number of available rebates is reached. The remaining applicant names will be drawn and placed in order on an alternate list.

1.9 If funding is offered in future years, will awards be made from the current alternate list?

No. If funding is available in future years, NDEQ will issue a new announcement and applicants will need to reapply.

1.10 How many school bus rebates will be available?

The NDEQ anticipates awarding 32 rebate in 2019. NDEQ may adjust the number of rebate awards based on the number of applications received and the replacement bus types proposed.

1.11 How will I get my rebate payment?

Before a rebate payment will be processed, the *Request for Reimbursement Form* and *Final Report Form* must be completed and payment and scrappage documentation provided. All payments will be made electronically via electronic funds transfer (EFT) processing.

1.12 How long do I have to purchase the new vehicle or equipment?

Recipients must complete their project by August 30, 2020. The vehicle or equipment must be purchased and received, the old vehicle or equipment must be scrapped, and the *Final Report* and *Request for Reimbursement Form* with all supporting documentation must be submitted by this date.

1.13 What costs are eligible for a school bus rebate?

The only eligible costs are the base cost of the bus.

1.14 What costs are ineligible for a school bus rebate?

Ineligible costs are any costs not relating to the base cost of the bus. Ineligible costs include, but are not limited to:

- a. Shipping costs
- b. The cost of operating the new bus
- c. The cost of maintaining the new bus
- d. Accessories that are in addition to the basic cost of the bus

1.15 Are applicants allowed to accept grant program money from other federal, state, or local programs to pay for vehicles in this program?

Yes. The applicant portion of funding (mandatory cost-share) may consist of funds from federal, state, and local grant programs, or other third-party funding and financing.

1.16 If we are selected for a rebate, can I purchase the vehicle/equipment prior to signing the grant agreement?

No. Grant recipients cannot order/purchase their vehicle or equipment until the grant agreement has been signed and returned to NDEQ.

1.17 We have several schools within our district. As the district is the owner of the school buses, can the district apply for one school bus rebate for each school?

No. Since the district is the owner of the school buses and the applicant must be the owner of the school bus, the district is eligible for one rebate only.

1.18 Can the capacity size of the new school bus increase or decrease?

Yes. The passenger capacity does not have to remain the same as the old bus.

2.0 VEHICLE ELIGIBILITY

2.1 My school bus is registered in another state, not in the state of Nebraska. Am I still eligible?

Yes, as long as your company has an operational base in Nebraska and the replacement bus will remain in Nebraska. Applicants must certify this on the application form. NDEQ reserves the right to conduct a compliance audit to ensure the grant requirements have been met before and after reimbursement.

2.2 Would we qualify for this program if we did a lease-purchase for a bus instead of purchasing one outright?

No. Lease-purchases are not eligible for this funding opportunity.

2.3 Is the conversion of a school bus from diesel to CNG eligible for this rebate?

No. The School Bus Replacement Rebate Program is for replacements only and not conversions.

2.4 Can I purchase a new gasoline-fueled bus as a replacement vehicle?

No. New gasoline-powered buses are not eligible for this program.

2.5 Do school buses that operate on alternate fuels such as propane qualify as an eligible replacement vehicle?

Yes. Eligible replacement school buses may operate using conventional diesel (ULSD), propane, or compressed natural gas.

2.6 What are the Gross Vehicle Weight Rating (GVWR) classes?

<i>Class</i>	<i>Gross Vehicle Weight Rating</i>
Class 4	14,001 – 16,000 lbs,
Class 5	16,001 – 19,500 lbs.
Class 6	19,501 – 26,000 lbs.
Class 7	26,001 – 33,000 lbs.
Class 8a	33,001 – 60,000 lbs.
Class 8b	60,001+ lbs.

2.7 Is a used bus eligible for the replacement bus?

Yes, as long as the used bus has a certified 2017 or newer engine model year.

2.8 What is the EPA Engine Family and how do I find it?

The EPA engine family is an 11 or 12 character number/letter designation included on the engine nameplate for all heavy-duty truck engines sold in the United States. In general, both the EPA engine family and model year can be found on the nameplate that is permanently affixed to the engine. The exact location and appearance of the nameplate varies by engine manufacturer.

If the engine label does not list the EPA-issued engine family or it is difficult to read, the manufacturer of your engine may be able to assist you in determining the engine family if you are able to supply information on the model year and make of the engine, or the engine serial number. Some manufacturers also have online tools to enter engine serial numbers and determine the EPA engine family.

Examples of engine labels with the EPA engine family are shown on the following page:

IMPORTANT ENGINE INFORMATION

2005 THIS ENGINE CONFORMS TO U.S. EPA AND CALIFORNIA
 505 REGULATIONS APPLICABLE TO **2005 MODEL YEAR** NEW HEAVY DUTY
 DIESEL CYCLE ENGINES. THIS ENGINE HAS A PRIMARY INTENDED
 SERVICE APPLICATION AS A HEAVY HEAVY DUTY ENGINE.

FUEL RATE AT ADV. HP 302.0 MM3/STROKE ADV. HP 515 AT 1300 RPM VALVE LASH
 INITIAL INJECTION TIMING 13 DEG. BTC DISP. 14.0L EXHAUST .506 MM
ENGINE FAMILY 500XH14.0ELY MIN. IDLE 500 RPM INTAKE .203 MM
 MODEL SERIES 50. 14.0L MFG. DATE APR 2005 L15117
 UNIT 06R0838490

CATERPILLAR INC. **IMPORTANT ENGINE INFORMATION /AVIS IMPORTANT**

ENGINE MODEL 3126 - DISPLACEMENT: 7.2 L VALVE LASH: 0.38 mm INT. 0.64 mm EXH / MODELE MOTEUR 3126 -CYL: 7

ENGINE FAMILY	FAMILLE DE MOTEURS	MAX. ADV. KW (HP)	MAXI PUBLIES	MAX. RATED SPEED (RPM)	MAXI. REGIME NOMINAL (tr/mn)	MAX. LOW IDLE SPEED (RPM)	MAXI. REGIME RALENTI (tr/mn)	FUEL RATE MAX kW (mm ³ /STROKE)	DEBIT D'INJ A PUIS. MAXI (mm ³ /STROKE) (PISTON)	MAX. INITIAL TIMING DEG. BTDC (AVAN)	MAXI. INITIAL (DEG)	ELECTRON
1CPXH0442HBF		246	(330)	2400		800		147				

THIS 3126 ENGINE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS APPLICABLE TO 2001 MODEL YEAR NEW HEAVY DUTY SERVICE APPLICATION AS A MEDIUM HEAVY-DUTY ENGINE. THIS ENGINE IS CERTIFIED TO OPERATE ON DIESEL FUEL AND TO THE NO_x...

Ce 3126 moteur diesel, essentiellement destine à des applications de Service mi-lourdes, est conforme aux réglementations de l'Agence américaine de Californie valable pour les nouveaux moteurs diesel lourds construits en 2001. Ce moteur est certifiée pour fonctionner avec le carburant diesel (FEL) pour familles de moteurs.

DATE OF MANUFACTURE MONTH / DE FABRICATION-MOIS: 05

Mack **IMPORTANT ENGINE INFORMATION** **MACK TRUCKS, INC.** **VALVE LASH (JEU SOUPAPES)**

ENGINE FAMILY: EVPTH12.8G01 **ENGINE MODEL: MP8-415C** **SERIAL NO.: 1066407**
FAMILLE DE MOTEURS: **MODELE MOTEUR:** **NO. SERIE:**

DISPLACEMENT CYLINDREE	ADVERTISED HP @ RPM	FUEL RATE @ ADVERTISED HP	IDLE SPEED	ENGINE BRAKE
	PUISS. SPEC. @ TOURS/MIN.	DEBIT DE CARB. @ PUISS. SPEC.	RALENTI	FREIN MOTEUR
12.8L	415/1500	268 mm ³ /STROKE mm ³ /COUP	550-700 RPM	POWERLEASH

THIS ENGINE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS APPLICABLE TO 2014 MODEL YEAR NEW HEAVY-DUTY ENGINES AND HAS A PRIMARY INTENDED SERVICE APPLICATION AS A HEAVY HEAVY-DUTY DIESEL ENGINE.

Ce moteur est conforme aux réglementations de Californie et de l'Agence de Protection de l'Environnement des Etats-Unis applicables aux nouveaux moteurs diesel Heavy duty (Gamme lourde) modélé 2014. La principale application s'adresse aux usages de type gamme lourde (Heavy-heavy-duty).

EXHAUST EMISSIONS CONTROL SYSTEM DISPOSITIF ANTI-POLLUTION THIS ENGINE IS CERTIFIED TO OPERATE ON ULTRA LOW SULFUR DIESEL FUEL ONLY.

TC, CAC, EGR, DDI, ECM, DOC, PTOX, SCR, AMOX

LABEL NO 22134451