

# Vehicle-to-everything (V2X) pilot checklist





Thank you for helping lead our collective clean energy future.

We created this checklist to help guide you through the V2X eligibility requirements. Before you get started, we recommend you read through the entire checklist and note the documents you will need to upload as part of your application for the V2X Pilots.

## 1. Get an electrical assessment

Have an electrician assess your electrical service (to determine whether you'll need to upsize your electrical panel or service) and tour the site to understand where your bidirectional electric vehicle (EV) equipment will be installed. Let them know which breakers you'd like backed up in case of an outage, and they can help you understand what additional work may be required (e.g., trenching or load relocation, which your electrician may not do themselves).

### Select a qualified EV electrician:

- ☐ Contact the company you'll purchase the charger from—if they provide installation services, they may have an electrician who can perform the site audit, or they may have a recommendation for you.
- ☐ Verify contractor licenses with the [Contractors State Licensing Board](#) 
- ☐ Check that they are certified through the [Electric Vehicle Infrastructure Training Program \(EVITP\)](#)   
This program provides training and certification for electricians installing electric vehicle supply equipment (EVSE). Their website hosts a database of certified electricians.

**\*Unless you will be using an existing 208/240-volt outlet, to qualify for the incentive, you will need an electrician who has been EVITP certified.**

## 2. Pick an eligible vehicle

Select a vehicle from the approved products list

## 3. Pick a compatible charger

**Purchase a charger** that works with your vehicle from the approved products list

**Save the following document to upload as part of your application:**

- ☐ EVSE purchase receipt or invoice


## 4. Get your system installed

**Work with your electrician** to install your bidirectional system.

**Before starting the work**, the electrician will need a permit from the Authority Having Jurisdiction (e.g., your city or county building department) indicating that they approve of the system design and that it meets their specific rules. This could take a few days to several weeks.

**Save the following documents to upload as part of your application:**

☐ Permit/Plan-set for EVSE Installation

**Your system will need approval** to connect to the grid to participate in [Hourly Flex Pricing](#)  as part of the V2X Pilots. Systems that are only capable of operating when there is an outage on the utility grid can be installed as backup generation only.

**Here's what your installer should know:** [Contractor FAQs](#) 


**Save the following documents to upload as part of your application:**

☐ Receipt or paid invoice from EVSE installer

☐ Electrician-completed [EVITP affidavit](#) 

## 5. Sign up for additional incentives

### Enroll in the Emergency Load Reduction Program (ELRP)

- To help California, ELRP compensates customers for reducing their load or exporting power when called upon in times of high demand.
- Enrollment in this program is a requirement for participation in the V2X Pilots.
- Who your aggregator (who shares data between the utility and your bidirectional system) will be is determined based on your vehicle, charger, and electric vehicle service provider. Find your aggregator and their enrollment link here: [Getting Started](#) 
- Alternatively, if your system can export more than 25 kW (even if all of this is consumed on-site with no export past the meter), you have the option to direct enroll in ELRP: [PG&E ELRP Direct Customer Enrollment](#) 