

MCE RFQ 2026-05  
for OEM Integration with MCE VPP Program and eDERMS  
Responses to Questions Submitted

1. *OEM and Firmware/Software Ownership (Appendix E, Section 1): The RFQ requires respondents to be "the original manufacturer of the equipment or the owner of the firmware/software stack that enables load/schedule dispatch and transmittal of telemetry." If our hardware is manufactured in-house but dispatch and telemetry run through a monitoring platform, would this satisfy the ownership requirement, or does MCE expect the specific dispatch-control entity to be named separately in the application?*

Yes, this approach is sufficient, but contractual agreement and willingness to collaborate through the integration process may be needed between both parties if the telemetry is facilitated by a separate firm/organization/subcontractor.

2. *OpenADR Implementation Model (Attachment 1, Section E.4): OpenADR certification is not required prior to selection, though implementation is required for participation. Our current dispatch and telemetry architecture is a cloud-based platform (not a native device-level OpenADR VEN). Would a cloud-based VEN operated by a contracted integration partner on our behalf be acceptable, or does MCE require the OEM itself to hold the direct VEN registration and relationship with MCE's VTN?*

Contractual agreement and willingness to collaborate through the integration process is needed between participating parties if the telemetry is facilitated by a separate firm/organization/subcontractor.

3. *Aggregator Pathway Applicability: If a contracted integration partner operates the VEN on our behalf solely for our own equipment (not a multi-OEM portfolio), does that arrangement require the integration partner to separately apply under MCE's Aggregator pathway, or does it remain within the scope of the OEM qualification should the OEM apply as an Aggregator?*

This scenario seems best fit for a response to this OEM Solicitation

4. *Exclusivity with PG&E and state programs (Section VI): MCE customers receive distribution service from PG&E. How does the exclusivity requirement apply to equipment enrolled in PG&E's V2X Program or the CEC's Demand Side Grid Support (DSGS) program? Specifically, may a customer who received a PG&E V2X upfront incentive enroll in MCE's VPP, provided the device is not enrolled in another dispatch program at the same time?*

Customers in PG&E's V2X program and the DSGS program are not currently eligible to participate.

## CUSTOMER COMPENSATION

5. *DC bidirectional chargers (Appendix A, RMAP Product Menu): The tariff lists a \$20/month credit for an "eligible bi-directional (V2B, V2G, V2X) Level 2 EV charger." Does a bidirectional DC charger qualify for this credit? If not, which category applies?*

Note that we have the Residential Tariff and Commercial Tariff, RMAP and CMAP respectfully. We did not anticipate residential DC Chargers at the time of tariff creation. We would consider applying the \$20/month credit if this equipment is able to integrate. If your question is about a commercial or non-residential deployment, please refer to the CMAP tariff, which has different compensation structures. Multi-family may also be eligible for the CMAP Tariff.

6. *Multi-function equipment (Appendix A): Ara combines a bidirectional EV charger, solar inverter, and battery integration in one unit. Is each function treated as a separate enrolled measure (subject to the monthly maximum), or is the unit enrolled as a single measure?*

We would consider these multiple measures for the purposes of the Residential Flat Tariff bill credits if the device is deployed in a single-family residential setting. If your equipment is at non-residential or multi-family facilities, we would leverage the CMAP to compensate on a per-kWh basis.

7. *Residential performance option (Appendix A; Appendix B, Section G): Appendix B lists Tier 3 as a "Residential or Commercial Performance Rate" of \$0.11 per verified kWh, but Appendix A describes the performance rate only for commercial and industrial customers. May residential customers elect Tier 3, and if so, what maximum monthly credit applies?*

MCE will approve tier 3 residential compensation on a case-by-case basis.

8. *Grid export (Appendix A): Is performance measured on load reduction only, or does energy exported to the grid (V2G) count toward verified kWh of load shift?*

Exports do count. However, under current market rules the total export cannot exceed the load of the meter the V2G device is behind.

9. *VPP FLEX Grant Funding (Appendix B, Section F): What are the eligibility criteria, per-project amounts, and total budget for VPP FLEX Grant Funding for new residential installations such as a bidirectional EV charger? Is this funding available to non-low-income residential customers purchasing OEM-qualified equipment, or only to projects delivered through the Developer pathway (RFQ 2026-06)?*

MCE VPP FLEX is not directly planning on funding BTM Residential EV Charging at this time.

10. *MCE Financier Loan (Appendix B, Section E): Is the MCE Financier Loan available to residential customers purchasing OEM-qualified equipment before the Financier pathway solicitation (anticipated April 2027)?*

Yes. Current NEIF offering parameters are available in [this staff report](#), pages 6–170.

## TECHNICAL INTEGRATION

11. *OpenADR version (Section III; Appendix D): Is OpenADR 3.0 the only accepted protocol, or will OpenADR 2.0b or IEEE 2030.5 (CSIP) be accepted during a transition period?*

MCE provides limited support for OpenADR 2.0b. Acceptance depends on the DER type and whether the proposed implementation supports all required dispatch, control, and telemetry functions. Some DERs may require additional payloads or functionality beyond those supported by OpenADR 2.0b.

If your device or platform meets all applicable MCE integration requirements using OpenADR 2.0b and successfully completes testing and validation, MCE can support that integration.

12. *Integration architecture (Section III): May OEMs integrate via a cloud-to-cloud VEN (OEM cloud platform receiving signals on behalf of all enrolled devices), rather than device-level VENs?*

Yes. A cloud-based VEN managed by the OEM or its agent is an expressly permitted implementation model. Individual device-level VENs are not required.

The proposed architecture must support identification and mapping of enrolled resources, dispatch execution, event responses, required telemetry, customer overrides, and secure communications. Production participation requires successful completion of MCE's integration testing and validation.

References: Appendix E, Section 2; Attachment 1, Section E.4.

13. *Integration timeline (Section VI): What is MCE's expected timeframe for "short-term" initial integration and validation after selection?*

Integration work will begin at the close of this RFQ, integrations are anticipated to take place over the first quarter of 2027.

## CONTRACTUAL

14. *Cybersecurity insurance (Section XI): Is the \$5,000,000 Cybersecurity Liability Insurance requirement negotiable for OEMs in the initial integration phase, or scalable based on the number of enrolled devices?*

The published requirement is \$5 million in cybersecurity liability insurance, with proof of the required coverage provided before contracting with MCE.

The RFQ does not provide an automatic reduction during integration or a coverage scale based on enrolled device count. Respondents may identify requested exceptions or proposed contract modifications in their submissions, but should not assume that an exception will be approved.

References: RFQ Section XI; Attachment 1, Section A.4–5.

15. *Customer support term (Section V; Appendix C): If the MOU terminates (it runs through December 31, 2029, and either party may end it on 30 days' notice), what are the OEM's support obligations for customers still within their 5-year VPP agreement terms?*

Termination of the MOU will terminate participation of enrolled customers associated with that MOU.