



**AMENDMENT TO H.R. 2776, AS REPORTED
OFFERED BY MR. INSLEE OF WASHINGTON**

Page 41, line 8, strike “section 30B(f)(4)” and insert “section 30B(g)(4)”.

Page 42, line 8, strike “section 30B(h)” and insert “section 30B(i)”.

Page 44, line 8, strike “section” and all that follows through “30B(g)” on line 9 and insert “section 30B(h), as redesignated by subsection (f),”.

Page 44, after line 19, insert the following:

1 (f) CREDIT FOR CONVERSION OF HYBRID MOTOR
2 VEHICLES TO PLUG-IN HYBRID MOTOR VEHICLES.—

3 (1) IN GENERAL.—Subsection (a) of section
4 30B (relating to the alternative motor vehicle credit)
5 is amended by striking “and” at the end of para-
6 graph (3), by striking the period at the end of para-
7 graph (4) and inserting “, and”, and by adding at
8 the end the following new paragraph:

9 “(5) the plug-in battery module conversion
10 credit determined under subsection (f).”.

11 (2) PLUG-IN BATTERY MODULE CONVERSION
12 CREDIT.—Section 30B is amended by redesignating

1 subsections (f) through (j) as subsections (g)
2 through (k), respectively, and by inserting after sub-
3 section (e) the following new subsection:

4 “(f) PLUG-IN BATTERY MODULE CONVERSION
5 CREDIT.—

6 “(1) IN GENERAL.—For purposes of subsection
7 (a), the plug-in battery module conversion credit de-
8 termined under this subsection with respect to any
9 qualified plug-in battery module placed in service by
10 the taxpayer during the taxable year is 35 percent
11 of the cost of such module (including reasonable
12 labor costs for installation).

13 “(2) LIMITATION.—The amount of the credit
14 allowed under this subsection shall not exceed
15 \$4,000 with respect to any qualified plug-in battery
16 module.

17 “(3) DEFINITIONS AND SPECIAL RULES.—For
18 purposes of this subsection—

19 “(A) QUALIFIED PLUG-IN BATTERY MOD-
20 ULE.—The term ‘qualified plug-in battery mod-
21 ule’ means any plug-in battery module—

22 “(i) the original use of which com-
23 mences with the taxpayer,

24 “(ii) which is acquired for use or lease
25 by the taxpayer and not for resale, and

1 “(iii) which is installed in a new quali-
2 fied hybrid motor vehicle (as defined in
3 subsection (d), determined without regard
4 to subparagraph (A)(v) thereof) of the tax-
5 payer, but only if such vehicle was not
6 equipped with a plug-in battery module at
7 any time prior to such installation.

8 “(B) PLUG-IN BATTERY MODULE.—The
9 term ‘plug-in battery module’ means, with re-
10 spect to any new qualified hybrid motor vehicle,
11 an electro-chemical storage device of a stand-
12 ardized, mass-produced design of a battery
13 manufacturer, which—

14 “(i) has a traction battery capacity of
15 not less than 2.5 kilowatt hours,

16 “(ii) can be energized and recharged
17 by plugging into an external 120 volt
18 source of electric power,

19 “(iii) has been tested, as installed in
20 a new qualified hybrid motor vehicle of the
21 same make and model year, by the Na-
22 tional Highway Transportation Safety Ad-
23 ministration, and determined by such Ad-
24 ministration to be in compliance with
25 motor vehicle and motor vehicle equipment

1 safety standards applicable to that make
2 and model year vehicle when installed in
3 such motor vehicle by a mechanic with
4 standardized training in protocols estab-
5 lished by the battery manufacturer as part
6 of a nationwide distribution program,

7 “(iv) has been tested, as installed in a
8 new qualified hybrid motor vehicle of the
9 same make and model year, by a testing
10 laboratory approved the Environmental
11 Protection Agency, and such testing con-
12 firmed no effect on compliance with the
13 emission standards applicable to such vehi-
14 cle, and

15 “(v) is certified by a battery manufac-
16 turer as meeting the requirements of
17 clauses (i) through (iv).”.

18 (3) NO RECAPTURE FOR VEHICLES CONVERTED
19 TO QUALIFIED CONVERSION HYBRID VEHICLES.—
20 Paragraph (8) of section 30B(i), as redesignated by
21 this section, is amended by adding at the end the
22 following: “For purposes of the preceding sentence,
23 a new qualified hybrid motor vehicle shall not be
24 treated as ceasing to be eligible for the credit allow-
25 able under subsection (a) solely by reason of the in-

1 stallation of a qualified plug-in battery module de-
2 scribed in subsection (f).”.

3 (4) TERMINATION.—Subsection (k) of section
4 30A, as redesignated by this section, is amended by
5 striking “and” at the end of paragraph (3), by strik-
6 ing the period at the end of paragraph (4) and in-
7 serting “, and”, and by adding at the end the fol-
8 lowing new paragraph:

9 “(5) in the case of a qualified plug-in battery
10 module (as described in subsection (f)), December
11 31, 2010.”.

Page 44, line 20, strike “(f)” and insert “(g)”.

Page 45, line 5, strike “(g)” and insert “(h)”.