Mobilise

FAQS

Mobilise 27 Competition

ADVANCED PROPULSION CENTRE UK

ZENZIC

Contents

Application Process 1

What is the deadline for applications to be submitted into the competition? 2

Can universities, research technology organisations or large companies apply? 2

Can sole traders, partnerships or self-employed individuals apply into the competition? 2

Can non-UK SMEs/micro companies apply? 2

Assessment process 2

When are the interview panels being held? 2

When will I know if my application has been successful? 3

If my application is successful, are Phase 1 and Phase 2 guaranteed? 3

Why is there a Gateway at the end of Phase 1 (Market Focus)? 3

Project Developments & Requirements 3

When can I start building my prototype system / product? 3

How much eligible cost will you consider as part of the accelerator? 3

What level of grant support is available? 4

When does the Mobilise accelerator programme start and complete? 4

When are the grant payments made? 4

What are the Technology Readiness Level & Manufacturing Readiness Level expectations for this competition? 4

How innovative does the project have to be? 5

Scope Questions 5

How are you defining what UK Zero (tailpipe) Emission Vehicles (ZEV) are? 5

What vehicle types are in scope? 5

Are bicycles in scope? 6

Are hybrid specific vehicles & systems in scope? 6

Is the conversion of existing vehicles to a zero-tailpipe emissions propulsion system in scope? 6

Are component level projects which are applicable to both EV and ICE vehicles in scope? 6

For light-weighting or aerodynamics focussed projects, how are you defining what a "significant" vehicle-level benefit is? 6

I have a project which includes the application of a fuel cell system into a vehicle . 7

Are battery cooling systems or fluids in scope? 7

Are off vehicle charging solutions or vehicle to grid in scope? 7

Are the development of simulation tools in scope? 7

My CAM project isn't for one of the on-vehicle or off-vehicle innovation areas listed 8

Support, Coaching & Mentoring 8

Why are there compulsory coaching and mentoring sessions included as part of the accelerator? 8

Will there be a charge for the workshop sessions? 9

Do I have to attend all of the coaching and workshop sessions? What happens if I'm not available on the day that particular session is being run? 9

Project Costs, Grants & Financial Rules 9

How should contractors be treated in terms of defining the project costs? 9

Are grants from this competition treated as a subsidy? 9

What is the financial due diligence process that you go through? 10

What are the reporting requirements during the project? 10

What written outputs am I expected to deliver at the end of the accelerator programme? 11

What cost information am I expected to provide to support my grant claim? 11

What is the Industrial Contribution Fee & when do I have to pay it? 12

Can I claim the Industrial Contribution Fee back through the grant? 12

What happens if I don't pay the Industrial Contribution Fee? 12

Further Guidance & Enquiries 12

What should I do if I have a question about the competition scope and eligibility criteria? 12

Application Process

What is the deadline for applications to be submitted into the competition?

The competition opens for applications from Monday 2nd November 2026, and **applications must be submitted no later than 11:00 GMT on Monday 11th January 2027**. We strongly encourage all applicants not to leave their submission to the last minute, as there will no extensions permitted beyond the deadline.

Can universities, research technology organisations or large companies apply?

No, applicants can only be a **micro, small or medium size business (SME)**, as defined in the latest GOV.UK company accounts guidance.

Can sole traders, partnerships or self-employed individuals apply into the competition?

No, we can only accept applications from UK-registered limited companies. You must be registered at the time of application.

Can non-UK SMEs/micro companies apply?

No, we can only accept applications from UK-registered companies.

Assessment process

What are the stages of assessment?

- Stage 1: Written application assessment
- Stage 2: Successful written application will progress to Stage 2 Interview Assessment
- Stage 3: Following Interview assessment, all projects are ranked and considered at a portfolio level

- Stage 4: Notifications issues and funding approval granted for successful applications

When are the interview panels being held?

Interviews will be held virtually, between Monday 8th March and Friday 19th March 2027.

When will I know if my application has been successful?

It is our intention that all applicants will be notified of the initial outcome of their application by 11th February 2027.

Shortlisted applicants who are subsequently invited to the second stage interview panel will then be notified if they have been selected or unsuccessful with their bid week commencing 19th April 2027.

All funding and timing is subject to funder approval.

If my application is successful, are Phase 1 and Phase 2 guaranteed?

No, participation in Phase 2 is subject to successfully passing the Market Focus Gateway Assessment at the end of Phase 1.

Why is there a Gateway at the end of Phase 1 (Market Focus)?

By the end of Phase 1, applicants are expected to have considered and developed details as to how the results of the industrial research can be delivered into a market offering and value proposition, identified what their unique selling properties (USP) are, and have a better understanding of the competitor landscape. The Market Focus Gateway Assessment review is held at this point to ensure that applicants remain fully engaged with the programme, and that the technology has a solid technical and commercial basis to proceed with. Any applicants not meeting a suitable standard at this stage will not be approved to proceed to Phase 2.

Project Developments & Requirements

When can I start building my prototype system / product?

Applicants are free to develop prototypes whenever they wish to, the costs for doing so are eligible as part of Phase 1 and Phase 2 activities.

How much eligible cost will you consider as part of the accelerator?

We will support total eligible costs of up to £257,000, with the limits in each Phase being:

- Phase 1 – Market Validation (June 2027 – September 2027) = up to £57,000
- Phase 2 – Technology Validation (October 2027 – May 2028) = up to £200,000

What level of grant support is available?

For industrial research projects, you can get funding for your eligible project costs of:

- up to 70% if you are a micro or small organisation
- up to 60% if you are a medium sized organisation

For experimental development projects which are nearer to market, you can get funding for your eligible project costs of:

- up to 45% if you are a micro or small organisation
- up to 35% if you are a medium sized organisation

When does the Mobilise accelerator programme start and complete?

Successful applicants are expected to **commence Phase 1 (Market Focus) on 1st June 2027**, and all applicants must **complete Phase 2 (Technical Validation) no later than 31st May 2028**.

When are the grant payments made?

All grant payments are made monthly in arrears – subject to submission of the grant claim and a suitable invoice on the online Gateway. Once approved for payment, each grant claim can then take up to 30 working days to be processed and transferred to the recipient's bank account. There is no facility for any up-front payments, so **all applicants should ensure they have sufficient cashflow and internal funding to cover their eligible costs during and immediately after completion of the project**.

Payment of the final grant claim is also conditional on the submission of the final report. Final claims will not be paid until the final report is received and approved.

What are the Technology Readiness Level & Manufacturing Readiness Level expectations for this competition?

We are looking for projects entering at TRL 2-5 / MRL 1-3, which can advance to TRL 3-6 / MRL 2-4 by completion, based on published Automotive Technology and Manufacturing Readiness Levels. The claimed maturity level must be able to be evidenced.

How innovative does the project have to be?

We are looking for ambitious, high growth potential businesses that are looking to deliver significant technical and commercial innovation. To be eligible for funding, the research and development activity undertaken in the project must be novel, creative, uncertain in terms of outcomes, and systemic / transferable / reproducible. We cannot fund projects that are 'business as usual' or routine in terms of periodic product updates.

Scope Questions

How are you defining what UK Zero (tailpipe) Emission Vehicles (ZEV) are?

For this competition, this includes any UK built vehicle using a battery electric (BEV) or fuel cell battery electric (FCEV) propulsion system.

What vehicle types are in scope?

Powered, wheeled or tracked UK zero (tailpipe) emission vehicles used on-road or off-highway, in the following categories:

- EPAC – Cargo carrying / last mile delivery ONLY
- L1 – L7 (Motor vehicles with less than four wheels – includes quadricycles)
- M1 – M3 (Power-driven vehicles having at least four wheels and used for the carriage of passengers)
- N1 – N3 (Power-driven vehicles having at least four wheels and used for the carriage of goods)
- 'Special Purpose' (Motor caravans, ambulances & hearses)
- T (Agricultural vehicles)
- Non-road mobile machinery

- Driverless vehicles and PODs

Are bicycles in scope?

The development of electric pedal assist (EPAC) bicycles specifically for the transport of cargo with a 100kg+ payload (excluding the rider) are in scope. All other forms of bicycles and their associated hardware – whether electrically powered or 'conventional' pedal only (without electric assist) – are not in scope.

Are hybrid specific vehicles & systems in scope?

No, hybrid vehicles or systems – including range extenders – are NOT in scope for this competition.

Is the conversion of existing vehicles to a zero-tailpipe emissions propulsion system in scope?

Yes – new or retro-fit BEV or FCEV conversions of eligible UK niche vehicles (including UK classic cars) are in scope. However, all activities involving the conversion of an ICE to run on hydrogen, 'net zero', e-fuels or other liquid or gaseous fuels are NOT in scope.

Are component level projects which are applicable to both EV and ICE vehicles in scope?

The **primary focus of your project must be application to a zero emission (EV or FCEV) UK manufactured vehicle** and the associated benefits in terms of range extension and improved efficiency. If there is a secondary application of the component with benefits for other vehicle types – including those powered by hybrids or ICE powertrains – you are free to mention them, but your application must focus on the applicability for zero emission vehicles.

For light-weighting or aerodynamics focussed projects, how are you defining what a "significant" vehicle-level benefit is?

Is the benefit categorised in terms of range extension, reduced energy consumption, and/or negating the weight impact of adopting zero tailpipe emissions propulsion systems?

We are not specifying a minimum value or percentage for what might constitute a "significant" benefit in order to create opportunities for innovation. However, we are not looking to fund projects which only deliver marginal improvements at component or vehicle level. Therefore, any light-weighting or aerodynamic projects are expected to justify and quantify how they could deliver a **measurable, real-world benefit at vehicle level** compared to the current/incumbent approach or solution.

I have a project which includes the application of a fuel cell system into a vehicle

Can I also include the other 'balance of plant' systems/hardware?

Yes, associated systems such as high-pressure hydrogen storage vessels/cylinders are in scope.

Are battery cooling systems or fluids in scope?

Innovative solutions which allow for the extended operation or life of batteries and/or range extension are in scope – but applicants must be able justify and sufficiently explain how such benefits would be quantified and deliver a measurable, real-world benefit compared to the current/incumbent approach or solution. We are not looking to fund battery cooling system focused projects which could be deemed as 'business as usual'.

Are off vehicle charging solutions or vehicle to grid in scope?

The development and application of interfaces / modules for charging and/or bi-directional charging or power export (V2X) systems are in scope.

Are the development of simulation tools in scope?

For ZEV focused project**,** digital tools that support improvements in manufacturing competitiveness & reductions in embedded carbon (such as the use of AI, digital twins, vision systems and Internet of Things IoT), and the development of electrical and electronic software platforms & hardware design that support advanced vehicle

functionality & future on-vehicle technologies (including digital twins & in the loop (xIL) for validation and verification, as well as embedded software development) are in scope.

For CAM focused projects**,** digital tools that support connectivity and data (connectivity & cybersecurity, data storage, management and sharing, mapping services), development tools including the development and application of Artificial Intelligence (AI) and Machine Learning (ML) (model-based systems engineering & software development tools, virtual tools, models & digital twins) and technical services (verification and validation of virtual tools and processes, virtual testing services, safety case development and audit) are in scope.

For both ZEV and/or CAM focused projects, the development of other design & simulation tools (such as FEA, CFD/aerodynamics, cooling systems, suspension systems etc) are not in scope. The use of proprietary software simulation tools to carry out a vehicle level modelling is permissible (and can be treated as a 'Materials' cost) but we are not looking to fund the creation or development of general vehicle development simulation tools.

My CAM project isn't for one of the on-vehicle or off-vehicle innovation areas listed

Does this mean I have less chance of being successful with my funding application?

The listed on-vehicle and off-vehicle innovation areas have been identified to address specific areas of need to help advance the CAM supply chain, functionality, operation and deployment, and we are therefore interested to see if there are viable solutions to address these needs. All applications into the competition will go through the same initial assessment process (as described in the Application Guidance Notes) with no special 'weighting' applied to any technology area.

Support, Coaching & Mentoring

Why are there compulsory coaching and mentoring sessions included as part of the accelerator?

To assist applicants better understand what might be required to get their product to market after completion of the accelerator programme, a series of workshop style sessions and one-to-one mentoring will be run in parallel with the technology

development, covering a variety of practical topics. The content of these workshop style sessions is being developed based on successes and failures from previous cohorts, including observed issues that have prevented SME businesses from successfully scaling up and securing investment, as well direct feedback from OEMs, Tier 1s and fleet operators about some of the difficulties & challenges they experience in working with SMEs. It is hoped that the content of these sessions will assist businesses to accelerate their route to market.

Will there be a charge for the workshop sessions?

No, the sessions will be arranged and paid for directly by the APC/Zenzic.

Do I have to attend all of the coaching and workshop sessions? What happens if I'm not available on the day that particular session is being run?

It is expected that **at least one person from each organisation will attend ALL of the workshop sessions**. This is a fundamental part of the Mobilise programme. Whilst it's appreciated that unforeseen situations and/or emergencies may arise, persistent non-attendance at sessions will result in your participation in the accelerator programme being suspended and/or terminated, and no further grant funding being received.

Project Costs, Grants & Financial Rules

How should contractors be treated in terms of defining the project costs?

All company PAYE employees should be treated as 'Labour'. Temporary workers or contractors brought in on short-term contracts to support projects (who are not on the company payroll) must be treated as 'Subcontracting' costs. Please be aware that there is a limit on the proportion of subcontracting costs – these cannot exceed 50% of TOTAL project costs, with a maximum of 30% for any single organisation.

Are grants from this competition treated as a subsidy?

Yes, grants under this programme will be awarded in accordance with the Subsidy Control Act 2022 and the Research, Development and Innovation Streamlined Route

(Subsidy Control Scheme reference SC10780). All grant awards are classified as a Subsidy under the Research Development and Innovation Streamlined Route.

Where an applicant or activity falls within scope of the Windsor Framework (Article 10) EU State aid rules may apply, and the grant may instead be awarded under the De Minimis Regulation which has a €300,000 limit. Please see the Windsor Framework to check if these rules apply to your organisation.

All subsides awarded over £100,000 will be uploaded to the transparency database.
EU State aid rules now only apply in limited circumstances.
More information can be found at De minimis rule – exemption of small amounts

If you are unsure about your obligations under the Subsidy Control Act 2022 or the State aid rules, you should take independent legal advice.
We are unable to advise on individual eligibility or legal obligations. You must always make sure that the funding awarded to you is compliant with all current Subsidy Control legislation applicable in the United Kingdom.

What is the financial due diligence process that you go through?

As part of our compliance with UK Subsidy Control regulations, we need to conduct financial viability and eligibility checks on all applicants shortlisted for interview and subsequently recommended for funding. This may include contacting you to ask for specific supporting information to enable us to complete those checks. If requested, please provide any requested supporting information as soon as possible – delays in the receipt of information may lead to your project being de-selected as suitable for funding. The APC/Zenzic and our funders are unable to award organisations that are considered to be in financial difficulty.

What are the reporting requirements during the project?

At the end of each month, all projects must provide a short status update – this is a combination of a green, amber, or red status along with some brief supporting comments for each of the identified categories.

At the end Phase 1, a formal progress report along with supporting documentation must be provided for the Market Focus Gateway Assessment, using templates that will be supplied by the APC/Zenzic project delivery team.

At the end of each quarter during Phase 2 – and on project completion – there will be a formal project monitoring meeting with the Monitoring Officer, where the applicant must report on their progress, as well as any issues encountered. Guidance will be given in advance as to the format and structure of those quarterly monitoring reviews.

What written outputs am I expected to deliver at the end of the accelerator programme?

All projects must provide a final report to detail the objectives of the study, the work that was undertaken, key learning and outputs from the study, conclusions (technical and commercial) and what follow-on activity will be conducted. Each applicant will also need to complete an updated Economic Monitoring form, providing figures relating to current & future recruitment, staff upskilling, spend and investment, and Technology maturation. The final report & Economic Monitoring form are treated as confidential and will not be published. More details concerning the Economic Monitoring requirements can be found in the 'Economic Monitoring' section of the Application Guidance Notes.

In addition to the final report, all projects must provide a public domain case study, which will be published on the APC/Zenzic website.

What cost information am I expected to provide to support my grant claim?

The requirements are outlined in the Application Guidance Notes.

With each claim, all applicants are required to provide a breakdown of all costs incurred and defrayed for labour, travel & subsistence, software, capital equipment usage, materials & sub-contracts. Copies of timesheets, invoices, receipts, expense claims and payment confirmations will be requested by the Monitoring Officer as evidence to support your claims.

At the end of the project, all applicants are required to provide (depending on grant size) either an Independent Accounts Report (IAR) or formal Statement of Expenditure (SoE), covering all eligible costs incurred and defrayed.

What is the Industrial Contribution Fee & when do I have to pay it?

The industrial contribution fee supports the operation and activities of the APC, including the delivery of this and other competitions, creation and delivery of tech trend reports and industrial roadmaps and other such activity. The fees are payable after receipt of your grant payments at the start of Phase 1 and Phase 2.

Can I claim the Industrial Contribution Fee back through the grant?

No, it is not an eligible cost.

What happens if I don't pay the Industrial Contribution Fee?

Payment of the fee is part of the terms and conditions associated with your grant. Non-payment of the fee may result in your project being suspended or terminated, and legal proceedings being initiated for continued non-payment.

Further Guidance & Enquiries

What should I do if I have a question about the competition scope and eligibility criteria?

Please ensure that you read in full the Applicant Guidance Documents and these FAQs, as these should provide the answers to most applicant questions.

However, if you still have an outstanding question or query, you can contact us by email at mobilise@apcuk.co.uk.