

# Roll-Off Trucks

## Government Replacement or Repower Projects

			Model Year and Emission Standard of Old Engine <sup>3</sup>					
Old Ignition Type <sup>1</sup>	New Ignition Type <sup>1</sup>	New Emission Rate <sup>2</sup> (g/bhp-hr)	<2002-2003	2004-2007	2007-2009 2.0 (g/bhp-hr)	2007-2009 1.5 (g/bhp-hr)	2007-2009 1.0 (g/bhp-hr)	2007-2009 0.5 (g/bhp-hr)
CI	CI	0.2	\$143,695	\$82,243	\$68,075	\$49,161	\$30,248	\$11,335
	CI	0.02	\$143,695	\$85,047	\$71,486	\$53,426	\$35,397	\$17,337
	SI	0.2	\$222,856	\$127,551	\$105,577	\$76,244	\$46,912	\$17,579
	SI	0.02	\$222,856	\$131,898	\$110,867	\$82,857	\$54,897	\$26,887

## Non-Government Replacement Projects

			Model Year and Emission Standard of Old Engine <sup>3</sup>					
Old Ignition Type <sup>1</sup>	New Ignition Type <sup>1</sup>	New Emission Rate <sup>2</sup> (g/bhp-hr)	<2002-2003	2004-2007	2007-2009 2.0 (g/bhp-hr)	2007-2009 1.5 (g/bhp-hr)	2007-2009 1.0 (g/bhp-hr)	2007-2009 0.5 (g/bhp-hr)
CI	CI	0.2	\$44,905	\$25,701	\$21,273	\$15,363	\$9,453	\$3,542
	CI	0.02	\$44,905	\$26,577	\$22,339	\$16,695	\$11,061	\$5,418
	SI	0.2	\$69,643	\$39,860	\$32,993	\$23,826	\$14,660	\$5,493
	SI	0.02	\$69,643	\$41,218	\$34,646	\$25,893	\$17,155	\$8,402

<sup>1</sup>Ignition Types are as follows: CI = Compression-Ignition (e.g., Diesel), SI = Spark-Ignition (e.g., LPG, CNG), Zero = Zero emission vehicle (e.g., electric).

<sup>2</sup>The 0.2 g/bhp-hr NO<sub>x</sub> emission rate is the current EPA federal standard for new on-road heavy-duty vehicles. The 0.02 g/bhp-hr NO<sub>x</sub> emission rate is an optional California low-NO<sub>x</sub> standard.

<sup>3</sup>The 2010 EPA NO<sub>x</sub> emission rate standard for heavy-duty, compression ignition, on-road vehicles was phased-in from 2007 thru 2010. Engines produced during these years may have a range of NO<sub>x</sub> emission rates. If the EPA certified emission rate for an engine manufactured between 2007 and 2009 falls between one of the NO<sub>x</sub> emission rate values listed on the table, round up to the nearest listed value for the purposes of determining an eligible grant amount.

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## Non-Government Repower Projects

			Model Year and Emission Standard of Old Engine <sup>3</sup>					
Old Ignition Type <sup>1</sup>	New Ignition Type <sup>1</sup>	New Emission Rate <sup>2</sup> (g/bhp-hr)	<2002-2003	2004-2007	2007-2009 2.0 (g/bhp-hr)	2007-2009 1.5 (g/bhp-hr)	2007-2009 1.0 (g/bhp-hr)	2007-2009 0.5 (g/bhp-hr)
CI	CI	0.2	\$71,848	\$41,122	\$34,037	\$24,581	\$15,124	\$5,667
	CI	0.02	\$71,848	\$42,523	\$35,743	\$26,713	\$17,698	\$8,668
	SI	0.2	\$111,428	\$63,775	\$52,788	\$38,122	\$23,456	\$8,790
	SI	0.02	\$111,428	\$65,949	\$55,433	\$41,429	\$27,448	\$13,444

<sup>1</sup>Ignition Types are as follows: CI = Compression-Ignition (e.g., Diesel), SI = Spark-Ignition (e.g., LPG, CNG), Zero = Zero emission vehicle (e.g., electric).

<sup>2</sup>The 0.2 g/bhp-hr NO<sub>x</sub> emission rate is the current EPA federal standard for new on-road heavy-duty vehicles. The 0.02 g/bhp-hr NO<sub>x</sub> emission rate is an optional California low-NO<sub>x</sub> standard.

<sup>3</sup>The 2010 EPA NO<sub>x</sub> emission rate standard for heavy-duty, compression ignition, on-road vehicles was phased-in from 2007 thru 2010. Engines produced during these years may have a range of NO<sub>x</sub> emission rates. If the EPA certified emission rate for an engine manufactured between 2007 and 2009 falls between one of the NO<sub>x</sub> emission rate values listed on the table, round up to the nearest listed value for the purposes of determining an eligible grant amount.