

Class 7 Trucks (GVWR: 26,001-33,000 pounds)

Government Replacement or Repower Projects

			Model Year and Emission Standard of Old Engine ³					
Old Ignition Type ¹	New Ignition Type ¹	New Emission Rate ² (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	\$84,800	\$48,546	\$40,173	\$28,994	\$17,860	\$6,681
	CI	0.02	\$84,800	\$50,183	\$42,183	\$31,555	\$20,881	\$10,207
	SI	0.2	\$110,400	\$63,202	\$52,301	\$37,747	\$23,251	\$8,697
	SI	0.02	\$110,400	\$65,332	\$54,932	\$41,082	\$27,185	\$13,288

Non-Government Replacement Projects

			Model Year and Emission Standard of Old Engine ³					
Old Ignition Type ¹	New Ignition Type ¹	New Emission Rate ² (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	\$26,500	\$15,171	\$12,554	\$9,061	\$5,581	\$2,088
	CI	0.02	\$26,500	\$15,682	\$13,184	\$9,861	\$6,525	\$3,190
	SI	0.2	\$34,500	\$19,751	\$16,344	\$11,796	\$7,266	\$2,718
	SI	0.02	\$34,500	\$20,416	\$17,163	\$12,838	\$8,495	\$4,152

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

²The 0.2 g/bhp-hr NO_x emission rate is the current EPA federal standard for new on-road heavy-duty vehicles. The 0.02 g/bhp-hr NO_x emission rate is an optional California low-NO_x standard.

³The 2010 EPA NO_x 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_x emission rates. If the EPA certified emission rate for an engine manufactured between 2007 and 2009 falls between one of the NO_x emission rate values listed on the table, round up to the nearest listed value for the purposes of determining an eligible grant amount.

Class 7 Trucks

Non-Government Repower Projects

			Model Year and Emission Standard of Old Engine ³					
Old Ignition Type ¹	New Ignition Type ¹	New Emission Rate ² (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	\$42,400	\$24,273	\$20,087	\$14,497	\$8,930	\$3,340
	CI	0.02	\$42,400	\$25,091	\$21,094	\$15,778	\$10,441	\$5,103
	SI	0.2	\$55,200	\$31,601	\$26,150	\$18,874	\$11,626	\$4,349
	SI	0.02	\$55,200	\$32,666	\$27,462	\$20,541	\$13,592	\$6,644

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

²The 0.2 g/bhp-hr NO_x emission rate is the current EPA federal standard for new on-road heavy-duty vehicles. The 0.02 g/bhp-hr NO_x emission rate is an optional California low-NO_x standard.

³The 2010 EPA NO_x 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_x emission rates. If the EPA certified emission rate for an engine manufactured between 2007 and 2009 falls between one of the NO_x emission rate values listed on the table, round up to the nearest listed value for the purposes of determining an eligible grant amount.