

# Class 6 Trucks (GVWR: 19,501-26,000 pounds)

## 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	\$78,698	\$45,022	\$37,270	\$26,900	\$16,582	\$6,212
	CI	0.02	\$78,698	\$46,582	\$39,178	\$29,273	\$19,368	\$9,512
	SI	0.2	\$91,498	\$52,344	\$43,332	\$31,275	\$19,279	\$7,222
	SI	0.02	\$91,498	\$54,158	\$45,550	\$34,034	\$22,518	\$11,060

## 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	\$24,593	\$14,069	\$11,647	\$8,406	\$5,182	\$1,941
	CI	0.02	\$24,593	\$14,557	\$12,243	\$9,148	\$6,053	\$2,973
	SI	0.2	\$28,593	\$16,358	\$13,541	\$9,774	\$6,025	\$2,257
	SI	0.02	\$28,593	\$16,924	\$14,234	\$10,636	\$7,037	\$3,456

<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.

# Class 6 Trucks

## 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	\$39,349	\$22,511	\$18,635	\$13,450	\$8,291	\$3,106
	CI	0.02	\$39,349	\$23,291	\$19,589	\$14,636	\$9,684	\$4,756
	SI	0.2	\$45,749	\$26,172	\$21,666	\$15,638	\$9,639	\$3,611
	SI	0.02	\$45,749	\$27,079	\$22,775	\$17,017	\$11,259	\$5,530

<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.