

Class 4 Trucks (GVWR: 14,001-16,000 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	\$44,695	\$25,584	\$21,165	\$15,312	\$9,420	\$3,528
	CI	0.02	\$44,695	\$26,455	\$22,237	\$16,613	\$10,989	\$5,402
	SI	0.2	\$57,495	\$32,911	\$27,227	\$19,697	\$12,117	\$4,538
	SI	0.02	\$57,495	\$34,031	\$28,605	\$21,370	\$14,136	\$6,949

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	\$13,967	\$7,995	\$6,614	\$4,785	\$2,944	\$1,102
	CI	0.02	\$13,967	\$8,267	\$6,949	\$5,191	\$3,434	\$1,688
	SI	0.2	\$17,967	\$10,285	\$8,508	\$6,155	\$3,787	\$1,418
	SI	0.02	\$17,967	\$10,635	\$8,939	\$6,678	\$4,417	\$2,172

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 4 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	\$22,348	\$12,792	\$10,583	\$7,656	\$4,710	\$1,764
	CI	0.02	\$22,348	\$13,227	\$11,118	\$8,306	\$5,494	\$2,701
	SI	0.2	\$28,748	\$16,456	\$13,613	\$9,848	\$6,059	\$2,269
	SI	0.02	\$28,748	\$17,015	\$14,302	\$10,685	\$7,068	\$3,474

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.