

Drayage Trucks (GVWR: Greater than 33,001 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	\$105,408	\$60,330	\$49,936	\$36,063	\$22,189	\$8,315
	CI	0.02	\$105,408	\$62,386	\$52,439	\$39,190	\$25,965	\$12,717
	SI	0.2	\$147,130	\$84,209	\$69,702	\$50,336	\$30,971	\$11,606
	SI	0.02	\$147,130	\$87,079	\$73,194	\$54,702	\$36,243	\$17,751

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	\$65,880	\$37,706	\$31,210	\$22,539	\$13,868	\$5,197
	CI	0.02	\$65,880	\$38,991	\$32,774	\$24,494	\$16,228	\$7,948
	SI	0.2	\$91,956	\$52,631	\$43,564	\$31,460	\$19,357	\$7,254
	SI	0.02	\$91,956	\$54,425	\$45,746	\$34,189	\$22,652	\$11,094

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.

Drayage 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	\$52,704	\$30,165	\$24,968	\$18,031	\$11,094	\$4,157
	CI	0.02	\$52,704	\$31,193	\$26,219	\$19,595	\$12,983	\$6,359
	SI	0.2	\$73,565	\$42,104	\$34,851	\$25,168	\$15,486	\$5,803
	SI	0.02	\$73,565	\$43,540	\$36,597	\$27,351	\$18,121	\$8,875

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.