

Water Trucks

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 | \$115,724 | \$66,234 | \$54,824 | \$39,592 | \$24,360 | \$9,128 |
| | CI | 0.02 | \$115,724 | \$68,492 | \$57,571 | \$43,026 | \$28,507 | \$13,962 |
| | SI | 0.2 | \$141,324 | \$80,886 | \$66,951 | \$48,350 | \$29,749 | \$11,148 |
| | SI | 0.02 | \$141,324 | \$83,643 | \$70,306 | \$52,544 | \$34,813 | \$17,050 |

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 | \$36,164 | \$20,698 | \$17,132 | \$12,372 | \$7,613 | \$2,853 |
| | CI | 0.02 | \$36,164 | \$21,404 | \$17,991 | \$13,446 | \$8,908 | \$4,363 |
| | SI | 0.2 | \$44,164 | \$25,277 | \$20,922 | \$15,109 | \$9,297 | \$3,484 |
| | SI | 0.02 | \$44,164 | \$26,139 | \$21,971 | \$16,420 | \$10,879 | \$5,328 |

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.

Water 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 | \$57,862 | \$33,117 | \$27,412 | \$19,796 | \$12,180 | \$4,564 |
| | CI | 0.02 | \$57,862 | \$34,246 | \$28,785 | \$21,513 | \$14,253 | \$6,981 |
| | SI | 0.2 | \$70,662 | \$40,443 | \$33,476 | \$24,175 | \$14,875 | \$5,574 |
| | SI | 0.02 | \$70,662 | \$41,822 | \$35,153 | \$26,272 | \$17,406 | \$8,525 |

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).

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