

# Garbage and Recycling Trucks

## Government Replacement or Repower Projects

			Model Year and Emission Standard of Old Vehicle <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	\$185,061	\$105,919	\$87,672	\$63,314	\$38,956	\$14,598
	CI	0.02	\$185,061	\$109,529	\$92,065	\$68,805	\$45,587	\$22,327
	SI	0.2	\$277,694	\$158,937	\$131,556	\$95,006	\$58,455	\$21,905
	SI	0.02	\$277,694	\$164,354	\$138,148	\$103,246	\$68,405	\$33,503

## Non-Government Replacement Projects

			Model Year and Emission Standard of Old Vehicle <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	\$57,832	\$33,100	\$27,398	\$19,786	\$12,174	\$4,562
	CI	0.02	\$57,832	\$34,228	\$28,770	\$21,502	\$14,246	\$6,977
	SI	0.2	\$86,780	\$49,668	\$41,111	\$29,689	\$18,267	\$6,845
	SI	0.02	\$86,780	\$51,361	\$43,171	\$32,265	\$21,377	\$10,470

<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.

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## Non-Government Repower Projects

			Model Year and Emission Standard of Old Vehicle <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	\$92,530	\$52,959	\$43,836	\$31,657	\$19,478	\$7,299
	CI	0.02	\$92,530	\$54,764	\$46,032	\$34,402	\$22,793	\$11,164
	SI	0.2	\$138,847	\$79,468	\$65,778	\$47,503	\$29,228	\$10,952
	SI	0.02	\$138,847	\$82,177	\$69,074	\$51,623	\$34,203	\$16,752

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<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.