

Roll-Off Trucks

Government Replacement or Repower Projects

| | | | Model Year and Emission Standard of Old Vehicle 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 | \$143,695 | \$82,243 | \$68,075 | \$49,161 | \$30,248 | \$11,335 |
| | CI | 0.02 | \$143,695 | \$85,047 | \$71,486 | \$53,425 | \$35,397 | \$17,337 |
| | SI | 0.2 | \$222,856 | \$127,551 | \$105,577 | \$76,244 | \$46,912 | \$17,579 |
| | SI | 0.02 | \$222,856 | \$131,898 | \$110,867 | \$82,857 | \$54,897 | \$26,887 |

Non-Government Replacement Projects

| | | | Model Year and Emission Standard of Old Vehicle 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 | \$44,905 | \$25,701 | \$21,273 | \$15,363 | \$9,453 | \$3,542 |
| | CI | 0.02 | \$44,905 | \$26,577 | \$22,339 | \$16,696 | \$11,062 | \$5,418 |
| | SI | 0.2 | \$69,642 | \$39,859 | \$32,993 | \$23,826 | \$14,660 | \$5,493 |
| | SI | 0.02 | \$69,642 | \$41,218 | \$34,646 | \$25,893 | \$17,155 | \$8,402 |

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.

Roll-Off Trucks

Non-Government Repower Projects

| | | | Model Year and Emission Standard of Old Vehicle 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 | \$71,848 | \$41,122 | \$34,038 | \$24,581 | \$15,124 | \$5,667 |
| | CI | 0.02 | \$71,848 | \$42,524 | \$35,743 | \$26,713 | \$17,698 | \$8,668 |
| | SI | 0.2 | \$111,428 | \$63,775 | \$52,788 | \$38,122 | \$23,456 | \$8,790 |
| | SI | 0.02 | \$111,428 | \$65,949 | \$55,433 | \$41,429 | \$27,448 | \$13,444 |

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.

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