Texas Commission on Environmental Quality
Texas Natural Gas Vehicle Grant Program
List of Eligible Natural Gas Vehicles and Engines
Updated – February 14, 2019

Purpose

To qualify under the Texas Natural Gas Vehicle Grant Program (TNGVGP), a vehicle, engine, or conversion system must operate solely on natural gas, including compressed natural gas (CNG), liquefied natural gas (LNG), or liquefied petroleum gas (LPG), or operate on a combination of diesel fuel and natural gas (dual-fuel) and capable of at least 60% displacement of diesel fuel use in dual-fuel operation. The qualifying vehicle or engine must also meet current U.S. Environmental Protection Agency (EPA) standards or criteria for nitrogen oxides (NOx) emissions as listed below.

- List A. On-Road Heavy-Duty Natural Gas Engines – new purpose-built heavy-duty engines powered by CNG, LNG, or LPG, and certified by the EPA to the current federal emission standards.
- List B. Chassis-Certified Natural Gas Vehicles – new purpose-built chassis-certified heavy-duty vehicles and medium-duty passenger vehicles powered by CNG, LNG, or LPG, and certified by the EPA to the current federal emission standards.
- List C. Chassis-Certified Vehicle Conversion Systems – systems to convert a chassis-certified heavy-duty vehicle or medium-duty passenger vehicle powered by CNG, LNG, or LPG, and certified by the EPA to the current federal emission standards.
- List D. On-Road Heavy-Duty Engine Conversion Systems – systems to convert an existing on-road heavy-duty diesel or gasoline engine to operate on an eligible fuel, or a combination of the eligible fuel and diesel fuel (dual-fuel). The converted engine must be certified by the EPA to the current federal emission standards.
- List E. Chassis-Certified Vehicle Conversion Systems not Certified to the Current Federal Emission Standard – systems to convert an existing chassis-certified heavy-duty vehicle or medium-duty passenger vehicle to operate on an eligible fuel under the repower category. The conversion must result in a reduction in NOx emissions of at least 25% compared to the unconverted vehicle. The vehicle conversion must have been tested using the EPA Federal Test Procedure (FTP) and result in NOx emissions less than the current federal emission standards. Requires documentation of EPA-approved testing.
- List F. Heavy-Duty Engine Conversion Systems not Certified to the Current Federal Emission Standards – systems to convert an existing heavy-duty diesel or gasoline engine to operate on an eligible fuel or a combination of the eligible fuel and diesel fuel (dual-fuel) under the repower category by converting the existing engine or removing and replacing the existing engine with a converted engine. The engine conversion or replacement of the existing engine with a converted engine must result in a reduction in NOx emissions of at least 25% compared to the baseline engine. The engine conversion must have been tested...
using the EPA FTP and result in NO\(_X\) emissions less than the current federal emission standards. Requires documentation of EPA-approved testing.

This document lists engine family names for heavy-duty on-road vehicle engines and vehicle test group names for medium-duty passenger vehicles and chassis-certified heavy-duty vehicles that may be eligible under the program. Inclusion on these lists **DOES NOT** mean that a project involving one of the vehicles or engines included on the list is eligible for a grant. Certification to the required EPA emissions standard is only one of the criteria that must be met for a project to be eligible.

**How to Update the List**

If a manufacturer has determined that a vehicle, engine, or conversion system not included on this list meets the eligibility criteria, the manufacturer or applicant should contact the TCEQ for instructions on how to submit the required information. Instructions for manufacturers may be found at the following website:


If the TCEQ confirms that the vehicle, engine, or conversion system meets the eligibility criteria, the TCEQ will update the table with the applicable test group or engine family. The TCEQ will hold processing of an application for a vehicle, engine, or conversion system that is not on the approved list until the manufacturer documentation is received, reviewed, and approved.

**Statement Regarding After-Market Vehicle Conversions**

As further outlined in the Request for Grant Applications (RFGA), a natural gas vehicle purchased under the Replacement Project category must be 'new.' Under this requirement, if a newly-manufactured vehicle must be converted from conventional fuel to natural gas, that conversion must occur as part of the purchase of the vehicle.

After-market conversions to natural gas of a vehicle already owned, leased, or otherwise commercially financed by the applicant may be considered under the Repower Project category. The vehicle being repowered must have been owned or leased for at least two years prior to submission of the application.

Applicants should contact the TCEQ with any questions regarding the eligibility of systems to convert an existing vehicle to run on natural gas.
List A
On-Road Heavy-Duty Natural Gas Engines

The following on-road heavy-duty natural gas engine families have been issued an EPA Certificate of Conformity indicating the engines are certified to the required federal emissions standard of 0.2 grams per brake horsepower-hour (g/bhp-hr) of NO\textsubscript{x} or better.

New vehicles with one of these engines installed may be eligible for purchase to replace an older conventional fuel vehicle. In addition, these engines may be available for repower of an existing conventional fuel vehicle. The replacement or repower must result in at least a 25% reduction in NO\textsubscript{x} emissions.

This list does not distinguish between engine families that may be available on new vehicles and an engine family that may be available for repower of an existing heavy-duty vehicle. Applicants should work with their selected dealer to ensure that an engine family is applicable to the type of activity being applied for.

Only recent model year engines are listed. See the section entitled How to Update the List for information on submitting certificates for engines not on the list.

The TCEQ understands that, in some cases, by the time a purchase is completed, the vehicle and/or engine purchased may be a newer model than was originally listed in the application. Refer to the TNGVGP Request for Grant Applications (RFGA) and contract documents for criteria and directions regarding this situation.

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<thead>
<tr>
<th>Manufacturer</th>
<th>Model Year</th>
<th>Engine Model</th>
<th>Engine Family Name/Code</th>
<th>Fuel Type</th>
<th>Displacement Liters (L)</th>
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<td>CNG</td>
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</tr>
<tr>
<td>Manufacturer</td>
<td>Model Year</td>
<td>Engine Model</td>
<td>Engine Family Name/Code</td>
<td>Fuel Type</td>
<td>Displacement Liters (L)</td>
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<tr>
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<td>--------------</td>
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</tr>
<tr>
<td>IMPCO Technologies Inc.</td>
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<td>E-Series</td>
<td>HZ9XE06.8DC2</td>
<td>CNG</td>
<td>6.8L</td>
</tr>
<tr>
<td>IMPCO Technologies Inc.</td>
<td>2017</td>
<td>F-Series</td>
<td>HZ9XE06.8DC6</td>
<td>CNG</td>
<td>6.8L</td>
</tr>
<tr>
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<td>2014</td>
<td>L96 LC8</td>
<td>ELDRE06.0C10</td>
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<td>6.0 L</td>
</tr>
<tr>
<td>Landi Renzo USA</td>
<td>2014</td>
<td>6.8L</td>
<td>ELDRE06.8B10</td>
<td>CNG</td>
<td>6.8 L</td>
</tr>
<tr>
<td>Landi Renzo USA</td>
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<td>L96 LC8</td>
<td>FLDRE06.0C10</td>
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<td>6.0 L</td>
</tr>
<tr>
<td>Landi Renzo USA</td>
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<td>FLDRE06.8C10</td>
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<td>6.8 L</td>
</tr>
<tr>
<td>Landi Renzo USA</td>
<td>2015</td>
<td>6.8 L</td>
<td>FLDRE06.8B10</td>
<td>CNG</td>
<td>6.8 L</td>
</tr>
<tr>
<td>Landi Renzo USA</td>
<td>2016</td>
<td>6.8 L</td>
<td>GLDRE06.8B10</td>
<td>CNG</td>
<td>6.8 L</td>
</tr>
<tr>
<td>Landi Renzo USA</td>
<td>2016</td>
<td>6.8 L</td>
<td>GLDRE06.8C11</td>
<td>CNG</td>
<td>6.8 L</td>
</tr>
<tr>
<td>Landi Renzo USA</td>
<td>2016</td>
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<td>GLDRE06.8C10</td>
<td>CNG</td>
<td>6.0 L</td>
</tr>
<tr>
<td>Landi Renzo USA</td>
<td>2017</td>
<td>6.8L</td>
<td>HLDRE06.8B10</td>
<td>CNG</td>
<td>6.8L</td>
</tr>
<tr>
<td>Landi Renzo USA</td>
<td>2017</td>
<td>6.8L</td>
<td>HLDRE06.8C10</td>
<td>CNG</td>
<td>6.0 L</td>
</tr>
<tr>
<td>Landi Renzo USA</td>
<td>2017</td>
<td>6.8 L</td>
<td>JLDRE06.8B10</td>
<td>CNG</td>
<td>6.8 L</td>
</tr>
<tr>
<td>Landi Renzo USA</td>
<td>2018</td>
<td>6.8 L</td>
<td>JLDRE06.8C11</td>
<td>CNG</td>
<td>6.8 L</td>
</tr>
<tr>
<td>Power Solutions International Inc.</td>
<td>2015</td>
<td>PSI CNG</td>
<td>FPSIE08.8CNG</td>
<td>CNG</td>
<td>8.8 L</td>
</tr>
<tr>
<td>Power Solutions International Inc.</td>
<td>2016</td>
<td>PSI CNG</td>
<td>GPSIE06.0CNG</td>
<td>CNG</td>
<td>6.0 L</td>
</tr>
<tr>
<td>Power Solutions International Inc.</td>
<td>2016</td>
<td>PSI CNG</td>
<td>GPSIE08.8CNG</td>
<td>CNG</td>
<td>8.8 L</td>
</tr>
<tr>
<td>Power Solutions International Inc.</td>
<td>2017</td>
<td>PSI CNG</td>
<td>HPSIE06.0CNG</td>
<td>CNG</td>
<td>6.0L</td>
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<td>HPSIE06.0LPG</td>
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<td>6.0L</td>
</tr>
<tr>
<td>Power Solutions International Inc.</td>
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<td>8.8L CNG</td>
<td>HPSIE08.8CNG</td>
<td>CNG</td>
<td>8.8L</td>
</tr>
<tr>
<td>Power Solutions International Inc.</td>
<td>2017</td>
<td>8.8L LPG</td>
<td>HPSIE08.8LPG</td>
<td>LPG</td>
<td>8.8L</td>
</tr>
<tr>
<td>Power Solutions International Inc.</td>
<td>2019</td>
<td>8.8L LPG</td>
<td>KPSIE08.8LPG</td>
<td>LPG</td>
<td>8.8L</td>
</tr>
<tr>
<td>Roush Industries Inc.</td>
<td>2016</td>
<td>6.8L</td>
<td>GRIIE06.8BWZ</td>
<td>LPG</td>
<td>6.8L</td>
</tr>
<tr>
<td>Roush Industries Inc.</td>
<td>2016</td>
<td>6.8L</td>
<td>GRIIE06.8BWL</td>
<td>LPG</td>
<td>6.8L</td>
</tr>
<tr>
<td>Roush Industries Inc.</td>
<td>2017</td>
<td>6.8L</td>
<td>HRIIE06.8BWL</td>
<td>LPG</td>
<td>6.8L</td>
</tr>
<tr>
<td>Roush Industries Inc.</td>
<td>2017</td>
<td>6.8L</td>
<td>HRIIE06.8BWZ</td>
<td>LPG</td>
<td>6.8L</td>
</tr>
<tr>
<td>Roush Industries Inc.</td>
<td>2017</td>
<td>6.8L</td>
<td>HRIIE06.8BWC</td>
<td>CNG</td>
<td>6.8L</td>
</tr>
<tr>
<td>Roush Industries Inc.</td>
<td>2018</td>
<td>6.8L</td>
<td>JRIIE06.8BW2</td>
<td>LPG</td>
<td>6.8L</td>
</tr>
<tr>
<td>Roush Industries Inc.</td>
<td>2018</td>
<td>6.8L</td>
<td>JRIIE06.8BWL</td>
<td>LPG</td>
<td>6.8L</td>
</tr>
<tr>
<td>Roush Industries Inc.</td>
<td>2018</td>
<td>6.8L</td>
<td>JRIIE06.8BWZ</td>
<td>LPG</td>
<td>6.8L</td>
</tr>
<tr>
<td>Roush Industries Inc.</td>
<td>2019</td>
<td>6.8L</td>
<td>KRIIE06.8BWZ</td>
<td>LPG</td>
<td>6.8L</td>
</tr>
<tr>
<td>Roush Industries Inc.</td>
<td>2019</td>
<td>6.8L</td>
<td>KRIIE06.8BWL</td>
<td>LPG</td>
<td>6.8L</td>
</tr>
<tr>
<td>Roush Industries Inc.</td>
<td>2019</td>
<td>6.8L</td>
<td>KRIIE06.8BWC</td>
<td>CNG</td>
<td>6.8L</td>
</tr>
<tr>
<td>Roush Industries Inc.</td>
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<td>6.8L</td>
<td>KRIIE06.8BC1</td>
<td>CNG</td>
<td>6.8L</td>
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<tr>
<td>Westport Dallas Inc.</td>
<td>2017</td>
<td>V-10</td>
<td>HBAFE06.8BW6</td>
<td>CNG</td>
<td>6.8L</td>
</tr>
</tbody>
</table>
List B
Chassis-Certified Natural Gas Vehicles

The following heavy-duty vehicle and medium-duty passenger vehicle test groups have been issued a certificate of conformity meeting the required emissions standards of 0.2 g/mi of NOₓ or better for heavy-duty vehicles 8,501 - 10,000 GVWR, 0.4 g/mi of NOₓ or better for heavy-duty vehicles 10,001 - 14,000 GVWR, or 0.07 g/mi of NOₓ or better for medium-duty passenger vehicles.

A natural gas vehicle purchased under the TNGVGP must be new. Therefore, only recent certificates are listed. See the section entitled How to Update the List for information on submitting certificates for vehicles not on the list.

The TCEQ understands that, in some cases, by the time a purchase is completed the vehicle and/or engine purchased may be a newer model than was originally listed in the application. Refer to the TNGVGP RFGA and contract documents for criteria and directions regarding this situation.

<table>
<thead>
<tr>
<th>Vehicle Model(s)</th>
<th>Model Year</th>
<th>Manufacturer</th>
<th>Test Group/Code</th>
<th>Fuel Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ford F350 2WD Bed Delete and Incomplete, Ford F350 4WD Bed Delete and Incomplete, Ford F350 Pickup 2WD and 4WD.</td>
<td>2019</td>
<td>Landi Renzo USA</td>
<td>KLDRD06.2C12</td>
<td>CNG</td>
</tr>
<tr>
<td>Ford E350 Cutaway and Strip Chassis, Ford E450 Cutaway and Strip Chassis</td>
<td>2019</td>
<td>Landi Renzo USA</td>
<td>KLDRD06.2E10</td>
<td>CNG</td>
</tr>
</tbody>
</table>

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List C
Chassis-Certified Vehicle Conversion System

The following heavy-duty natural gas vehicle and medium-duty passenger vehicle conversion system test groups have been issued a certificate of conformity meeting the required emissions standards of 0.2 g/mi of NO\textsubscript{X} or better for heavy-duty vehicles 8,501 – 10,000 GVWR, 0.4 g/mi of NO\textsubscript{X} or better for heavy-duty vehicles 10,001 – 14,000 GVWR, or 0.07 g/mi of NO\textsubscript{X} or better for medium-duty passenger vehicles.

A natural gas vehicle purchased under the TNGVGP must be new. Therefore, only recent certificates are listed. See the section entitled *How to Update the List* for information on submitting certificates for conversion systems not on the list.

The TCEQ understands that, in some cases, by the time a purchase is completed the vehicle and/or engine purchased may be a newer model than was originally listed in the application. Refer to the TNGVGP RFGA and contract documents for criteria and directions regarding this situation.

<table>
<thead>
<tr>
<th>Conversion System Manufacturer</th>
<th>Conversion Test Group/ Family Code</th>
<th>Conversion Fuel Type</th>
<th>Vehicle Model(s)</th>
<th>Vehicle Class</th>
<th>Model Year(s)</th>
<th>Vehicle Manufacturer</th>
<th>Test Group Name/Code</th>
<th>Fuel Type</th>
</tr>
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<tbody>
<tr>
<td>AGA Systems LLC</td>
<td>JAGTD06.039P (006, 007, 009)</td>
<td>LPG</td>
<td>Chevrolet: C25/C35 Silverado 2WD, K25/K35 Silverado 4WD, G2500 Express 2WD Cargo/Passenger, G3500 Express 2WD Cargo/Passenger/ Cutaway, GMC: G2500 Savanna 2WD Cargo/Passenger, C25/C35 Sierra 2WD, K25/K35 Sierra 4WD, G3500 Savanna 2WD Cargo/Passenger/ Cutaway.</td>
<td>HD-2b</td>
<td>2018</td>
<td>General Motors</td>
<td>JGMXD06.0394 JGMXD06.0395</td>
<td>Gasoline</td>
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<tr>
<td></td>
<td>JAGTD06.0D95 (001)</td>
<td>CNG</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

February 14, 2019
<table>
<thead>
<tr>
<th>Conversion System</th>
<th>Original Vehicle</th>
</tr>
</thead>
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<td><strong>Conversion Manufacturer</strong></td>
<td><strong>Conversion Test Group/ Family Code</strong></td>
</tr>
<tr>
<td>AGA Systems LLC</td>
<td>JAGTD06.0B99 (018, 019, 020, 021) JAGTD06.0D99 (017)</td>
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<tr>
<td>AGA Systems LLC</td>
<td>JAGTD06.0D17</td>
</tr>
<tr>
<td>AGA Systems LLC</td>
<td>KAGTD06.039P (005, 006, 007)</td>
</tr>
<tr>
<td>Conversion System</td>
<td>Original Vehicle</td>
</tr>
<tr>
<td>-------------------</td>
<td>------------------</td>
</tr>
<tr>
<td><strong>Conversion System</strong></td>
<td><strong>Original Vehicle</strong></td>
</tr>
<tr>
<td>Conversion Manufacturer</td>
<td>Conversion Test Group/ Family Code</td>
</tr>
<tr>
<td>Altech-Eco</td>
<td>HAECT03.75HA (008)</td>
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<tr>
<td>Altech-Eco</td>
<td>HAECD03.76BA (009, 010)</td>
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<tr>
<td>Altech-Eco</td>
<td>HAEC03.77BA (011, 012)</td>
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<td>Altech-Eco</td>
<td>HAEC06.27BA (024-R01, 025-R01, 026-R01, 028-R01)</td>
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<td>Altech-Eco</td>
<td>JAECDT03.75HA (035, 035-R01, -R02, -R03)</td>
</tr>
<tr>
<td>Altech-Eco</td>
<td>JAECD03.76BA (027, 027-R01, 028, 028-R01)</td>
</tr>
<tr>
<td>Conversion System</td>
<td>Original Vehicle</td>
</tr>
<tr>
<td>-------------------</td>
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</tr>
<tr>
<td><strong>Conversion System</strong></td>
<td><strong>Original Vehicle</strong></td>
</tr>
<tr>
<td>Conversion Manufacturer</td>
<td>Conversion Test Group/ Family Code</td>
</tr>
<tr>
<td>Altech-Eco</td>
<td>JAECD03.77BA (029, 030)</td>
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<td>Altech-Eco</td>
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</tr>
<tr>
<td>Altech-Eco</td>
<td>KAECT03.75HA</td>
</tr>
<tr>
<td>Altech-Eco</td>
<td>KAEC03.76BA (021, 021-R01, 022, 022-R01)</td>
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<td>Altech-Eco</td>
<td>KAEC03.77BA (023, 024)</td>
</tr>
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<td>Altech-Eco</td>
<td>KAEC06.26BA (001, 008, 009, 010) KAEC06.27BA (002, 003, 004, 005, 006)</td>
</tr>
<tr>
<td>Conversion System</td>
<td>Original Vehicle</td>
</tr>
<tr>
<td>-------------------</td>
<td>------------------</td>
</tr>
<tr>
<td><strong>Conversion System</strong></td>
<td><strong>Original Vehicle</strong></td>
</tr>
<tr>
<td><strong>Conversion Manufacturer</strong></td>
<td><strong>Conversion Test Group/ Family Code</strong></td>
</tr>
<tr>
<td>ICOM North America</td>
<td>HICMD03.762M (012, 013)</td>
</tr>
<tr>
<td>ICOM North America</td>
<td>HICMD03.763M (015, 015-R01)</td>
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<td>ICOM North America</td>
<td>HICMD03.772M (018, 023)</td>
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<tr>
<td>ICOM North America</td>
<td>HICMD03.773M (021, 022)</td>
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February 14, 2019
<table>
<thead>
<tr>
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<td><strong>Conversion Manufacturer</strong></td>
<td><strong>Conversion Test Group/ Family Code</strong></td>
</tr>
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<td>ICOM North America</td>
<td>JICMD03.782M (012, 013)</td>
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<td>ICOM North America</td>
<td>JICMD03.783M (016, 017)</td>
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<tr>
<td>Landi Renzo USA</td>
<td>JLDRT06.2C15 (006)</td>
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<td>Landi Renzo USA</td>
<td>JLDRT06.2C16 (007-010)</td>
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<td>Landi Renzo USA</td>
<td>JLDRT06.2C17 (001)</td>
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</tr>
<tr>
<td>Conversion System</td>
<td>Original Vehicle</td>
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<tr>
<td>------------------</td>
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</tr>
<tr>
<td><strong>Conversion Manufacturer</strong></td>
<td><strong>Conversion Test Group/ Family Code</strong></td>
</tr>
<tr>
<td>Westport Dallas Inc.</td>
<td>HBAFD03.76BX (001)</td>
</tr>
<tr>
<td>Westport Dallas Inc.</td>
<td>HBAFD06.26BC (008)</td>
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<tr>
<td>Westport Dallas Inc.</td>
<td>JBAFD03.76BX</td>
</tr>
<tr>
<td>Westport Dallas Inc.</td>
<td>JBAFD06.26BC (007) JBAFD06.2CNG (002 - 006)</td>
</tr>
<tr>
<td>Westport Dallas Inc.</td>
<td>KBAFD06.26BC</td>
</tr>
</tbody>
</table>
List D
On-Road Heavy-Duty Engine Conversion Systems

The following on-road heavy-duty natural gas engine conversion systems have been issued a certificate of conformity meeting the required emissions standards of 0.2 g/bhp-hr of NO\textsubscript{X} or better.

See the section entitled *How to Update the List* for information on submitting certificates for engines not on the list.

<table>
<thead>
<tr>
<th>Conversion System</th>
<th>Original Vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Conversion Manufacturer</strong></td>
<td><strong>Conversion Engine Family Name/Code</strong></td>
</tr>
<tr>
<td>Impco Technologies Inc.</td>
<td>HZ9XE06.8DC6</td>
</tr>
<tr>
<td>Roush Industries Inc.</td>
<td>JRIIE06.8BWL</td>
</tr>
<tr>
<td>Westport Dallas Inc.</td>
<td>HBAFE06.8BWZ</td>
</tr>
<tr>
<td>Westport Dallas Inc.</td>
<td>JBAFE06.8BW6 (002)</td>
</tr>
<tr>
<td>Westport Dallas Inc.</td>
<td>JBAFE06.8BWZ (001)</td>
</tr>
<tr>
<td>Westport Dallas Inc.</td>
<td>KBAFE06.8BW6</td>
</tr>
</tbody>
</table>
List E
Chassis-Certified Vehicle Conversion Systems not Certified to the Current Federal Emission Standards

The following heavy-duty natural gas vehicle and medium-duty passenger vehicle conversion system test groups have been evaluated by the TCEQ and determined to have been tested under Federal Test Procedures (FTP) to required emissions 0.2 g/mi of NOₓ or better for heavy-duty vehicles 8,501 – 10,000 GVWR, 0.4 g/mi of NOₓ or better for heavy-duty vehicles 10,001 – 14,000 GVWR, or 0.07 g/mi of NOₓ or better for medium-duty passenger vehicles.

See the section entitled How to Update the List for information on submitting information on vehicle conversion systems not on the list.

<table>
<thead>
<tr>
<th>Conversion System</th>
<th>Conversion Test Group/ Code</th>
<th>Conversion Fuel Type</th>
<th>Vehicle Model(s)</th>
<th>Vehicle Class</th>
<th>Model Year(s)</th>
<th>Vehicle Manufacturer</th>
<th>Test Group Name/Code</th>
<th>Fuel Type</th>
</tr>
</thead>
</table>

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List F
Heavy-Duty Engine Conversion Systems not Certified to the Current Federal Emission Standards

The following on-road heavy-duty natural gas engine conversion systems have been evaluated by the TCEQ and determined to have been tested under Federal Test Procedures (FTP) to required emissions of 0.2 g/bhp-hr of NO\textsubscript{x} or better.

See the section entitled How to Update the List for information on submitting certificates for engines not on the list.

<table>
<thead>
<tr>
<th>Conversion System</th>
<th>Original Vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Conversion Manufacturer</td>
<td>Conversion Engine Family Name/Code</td>
</tr>
<tr>
<td>Conversion Engine Family Name/Code</td>
<td>Conversion Fuel Type</td>
</tr>
<tr>
<td>Engine Model(s)</td>
<td>Displacement</td>
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<td>Model Year(s)</td>
<td>Engine Manufacturer</td>
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<tr>
<td>Engine Family Name/Code</td>
<td>Fuel Type</td>
</tr>
</tbody>
</table>

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