

FY24 SPRY Maximum Eligible Grant Amount Tables

Replacement or Repower of Class 8B Haul Trucks

Texas Commission on Environmental Quality (TCEQ) Texas Emissions Reduction Plan (TERP)

Class 8b haul trucks have a gross vehicle weight rating of 60,001 pounds or more.

The grant recipient may be eligible for reimbursement of up to 80% of the eligible costs associated with the replacement or repower of the equipment, not to exceed the maximum grant amount listed in the Maximum Eligible Grant Amount Tables found on the [SPRY webpage](#). TCEQ may fund projects at less than the maximum grant amounts.

To be eligible, a drayage truck or cargo handling equipment must emit NO_x at a rate that is at least 25% less than the emissions rate of the engine on the equipment being replaced or repowered.

NOTE: In the tables below, "CI" and "SI" refers to the old engine's ignition type. CI engines are compression ignition engines that use diesel fuels. SI engines are spark ignition engines that use liquefied natural gas (LNG), liquefied petroleum gas (LPG), compressed natural gas (CNG), or gasoline fuels.

80% In-Area Commitment

At least 80% of the grant-funded on-road equipment's operation must occur in one or more of the eligible areas. See Appendix B of the RFGA for these areas. For more details about operational commitments, see Section 2.4 of the RFGA.

Model Year of Old Engine	Fuel Type of New Vehicle	Grant Amount
2003 ¹ or older (CI) 2004 or older (SI)	Diesel	\$176,000
2003 ¹ or older (CI) 2004 or older (SI)	LNG, LPG, CNG, Gasoline	\$216,000
2003 ¹ or older (CI) 2004 or older (SI)	Electric	\$400,000
2004 to 2006 (CI)	Diesel	\$104,498
2004 to 2006 (CI)	LNG, LPG, CNG, Gasoline	\$128,248
2004 to 2006 (CI)	Electric	\$237,496
2005 to 2008 (SI)	Diesel	\$54,999
2005 to 2008 (SI)	LNG, LPG, CNG, Gasoline	\$67,499
2005 to 2008 (SI)	Electric	\$124,999
2007 to 2009 ² (CI)	Diesel	\$43,998
2007 to 2009 ² (CI)	LNG, LPG, CNG, Gasoline	\$53,997
2007 to 2009 (CI)	Electric	\$99,995

¹Some 2003 engine manufacturers produced CI engines that met the more stringent 2.375 g/bhp-hr standard for NO_x. Vehicles with CI engines that meet the 2.375 g/bhp-hr NO_x standard should use the 2004-2006 (CI) grant amounts instead. Contact TERP if you are unsure of your grant amount for your 2003 vehicle.

²Certain CI engines do not qualify for a grant because their NO_x emission standard equals the current CI emission standard (i.e., 0.2 g/bhp-hr), resulting in no reduction in NO_x emissions. Contact TERP if you are unsure if your equipment is eligible to receive a grant.

50% In-Area Commitment

At least 50% of the grant-funded on-road equipment's operation must occur in one or more of the eligible areas. See Appendix B of the RFGA for these areas. For more details about operational commitments, see Section 2.4 of the RFGA.

Model Year of Old Engine	Fuel Type of New Vehicle	Grant Amount
2003 ¹ or older (CI) 2004 or older (SI)	Diesel	\$110,000
2003 ¹ or older (CI) 2004 or older (SI)	LNG, LPG, CNG, Gasoline	\$135,000
2003 ¹ or older (CI) 2004 or older (SI)	Electric	\$250,000
2004 to 2006 (CI)	Diesel	\$65,311
2004 to 2006 (CI)	LNG, LPG, CNG, Gasoline	\$80,155
2004 to 2006 (CI)	Electric	\$148,435
2005 to 2008 (SI)	Diesel	\$34,375
2005 to 2008 (SI)	LNG, LPG, CNG, Gasoline	\$42,187
2005 to 2008 (SI)	Electric	\$78,124
2007 to 2009 ² (CI)	Diesel	\$27,504
2007 to 2009 ² (CI)	LNG, LPG, CNG, Gasoline	\$33,755
2007 to 2009(CI)	Electric	\$62,509

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²Certain CI engines do not qualify for a grant because their NO_x emission standard equals the current CI emission standard (i.e., 0.2 g/bhp-hr), resulting in no reduction in NO_x emissions. Contact TERP if you are unsure if your equipment is eligible to receive a grant.