

Class 5 Trucks (GVWR: 16,001-19,500 pounds)

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	\$62,000	\$35,500	\$29,400	\$21,200	\$13,050	\$4,900
	CI	0.02	\$62,000	\$36,704	\$30,833	\$23,053	\$15,273	\$7,493
	SI	0.2	\$74,800	\$42,829	\$35,470	\$25,577	\$15,744	\$5,912
	SI	0.02	\$74,800	\$44,281	\$37,198	\$27,812	\$18,426	\$9,040

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	\$19,375	\$11,094	\$9,188	\$6,625	\$4,078	\$1,531
	CI	0.02	\$19,375	\$11,470	\$9,635	\$7,204	\$4,773	\$2,342
	SI	0.2	\$23,375	\$13,384	\$11,084	\$7,993	\$4,920	\$1,847
	SI	0.02	\$23,375	\$13,838	\$11,625	\$8,691	\$5,758	\$2,825

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.

Class 5 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	\$31,000	\$17,750	\$14,700	\$10,600	\$6,525	\$2,450
	CI	0.02	\$31,000	\$18,352	\$15,416	\$11,527	\$7,637	\$3,747
	SI	0.2	\$37,400	\$21,415	\$17,735	\$12,788	\$7,872	\$2,956
	SI	0.02	\$37,400	\$22,141	\$18,599	\$13,906	\$9,213	\$4,520

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.