

# Water Trucks

## Government Replacement or Repower Projects

			Model Year and Emission Standard of Old Engine <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	\$115,724	\$66,234	\$54,824	\$39,592	\$24,360	\$9,128
	CI	0.02	\$115,724	\$68,492	\$57,571	\$43,026	\$28,507	\$13,962
	SI	0.2	\$141,324	\$80,886	\$66,951	\$48,350	\$29,749	\$11,148
	SI	0.02	\$141,324	\$83,643	\$70,306	\$52,544	\$34,813	\$17,050

## Non-Government Replacement Projects

			Model Year and Emission Standard of Old Engine <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	\$36,164	\$20,698	\$17,132	\$12,372	\$7,613	\$2,853
	CI	0.02	\$36,164	\$21,404	\$17,991	\$13,446	\$8,908	\$4,363
	SI	0.2	\$44,164	\$25,277	\$20,922	\$15,109	\$9,297	\$3,484
	SI	0.02	\$44,164	\$26,139	\$21,971	\$16,420	\$10,879	\$5,328

<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.

# Water Trucks

## Non-Government Repower Projects

			Model Year and Emission Standard of Old Engine <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	\$57,862	\$33,117	\$27,412	\$19,796	\$12,180	\$4,564
	CI	0.02	\$57,862	\$34,246	\$28,785	\$21,513	\$14,253	\$6,981
	SI	0.2	\$70,662	\$40,443	\$33,476	\$24,175	\$14,875	\$5,574
	SI	0.02	\$70,662	\$41,822	\$35,153	\$26,272	\$17,406	\$8,525

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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.