



Carl Moyer Program Advisory 04-003

Eligibility of Engines in On-Road Vehicles with Glider Kits

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What is a Glider Kit?

A glider kit is a replacement chassis and cab for on-road heavy-duty vehicles. Glider kits provide road-worn long haul trucks with a new body. The original engine and drive train are installed in the glider kit. Glider kits are identified in the VIN with the starting letters of "gl."

Are glider kits an eligible item under the Carl Moyer Program?

No, glider kits are not an eligible expense under the Carl Moyer Program. The Carl Moyer Program is an incentive program for the replacement of heavy-duty diesel engines, not for the replacement of vehicle or equipment bodies.

Are engine repowers in a vehicle with a glider kit eligible?

Yes, engine repowers for glider kit vehicles are eligible, as long as they meet all other Carl Moyer Program guidelines. As per ARB's engine change policy (please see <http://www.arb.ca.gov/msprog/aftermkt/replace.htm> under the subheadings "Replacement Engines and Engine Changes") engine repowers must be with engines that are as new or newer than the chassis (glider kit). For example, a 1985 engine in a 1995 glider kit may be replaced with a 1995 or newer engine, as long as all other Carl Moyer Program requirements are met.

What year is used as the baseline when calculating the emissions benefits for a repower of an engine in a glider kit?

One of the most important data points when completing the calculations for emissions benefits for an engine repower in a glider kit is correctly determining the baseline year. When calculating the emissions benefits, the baseline for a project is the chassis year or the old engine, whichever is newer (Carl Moyer Program Guidelines On-Road section, example one). For example, in calculating emissions benefits for a repower of a 1985 engine in a 1995 glider kit, 1995 would be the baseline year. Due to the very nature of glider kits, the glider kit would typically be newer than the engine and determine the baseline year.

What other potential caveats should be addressed when funding a repower of an engine in a glider kit?

Repowers in vehicles with glider kits must meet all of the other Carl Moyer Program Guidelines. For example, once the baseline year is determined and the emissions reduction is calculated, the next step would be to assure the project meets the Carl Moyer Program threshold requirement of reducing emissions by at least fifteen percent.

Often an owner with a glider kit vehicle will want to replace the engine with a newer, instead of a new engine. Using a newer engine is allowed as long as it meets the Carl Moyer Program Guidelines, especially related to OEM and Non-OEM rebuilders (see Policy Advisory number 04-004 - Protocol for Demonstrating Functional Equivalency for Non-OEM Rebuilders).