

Light Duty CAFE Credit Status (In Gallon Equivalents) for Model Years 2008 - 2011

Disclaimer: This report may not represent consumer fuel savings

NHTSA requires manufacturers of passenger cars and light trucks produced for sale in the U.S. to meet Corporate Average Fuel Economy ("CAFE") standards, expressed in miles per gallon (mpg). NHTSA sets separate standards each model year for passenger cars and for light trucks, and manufacturers' compliance obligations are based on the vehicles that they produce for sale in that year. Once a manufacturer's CAFE standard is calculated for each of its fleets, based on the vehicles it produced, NHTSA compares the manufacturer's actual mpg against the applicable standard. If a manufacturer's actual average mpg level for a given fleet exceeds the applicable standard, then the manufacturer earns "credits." A credit equals 1/10 of the difference between the standard mpg and the actual mpg for each vehicle in the fleet. On the other hand, if a manufacturer's actual average mpg level for a given fleet does not meet the applicable standard, then the manufacturer has a "shortfall" for that fleet. Shortfalls can be satisfied in several ways: manufacturers can "carry forward" credits earned in a prior model year; "transfer" credits from one of their fleets to the fleet with the shortfall; "trade" for credits (purchase credits) from another manufacturer; provide NHTSA with a plan to make up the difference in the next three years; or pay a civil penalty. Because fuel economy performance is calculated annually, CAFE credits and shortfalls are also calculated annually. Credit holdings represent the credit balance after all flexibilities have been exercised. For more details on credit holdings and options available to manufacturers please see the Light Duty CAFE Credit Status Report.

Reporting CAFE energy savings by credits calculated in tenths of an mpg may not give the public a clear sense of how much energy consumption is affected by the CAFE standards. Therefore, NHTSA has translated manufacturers' credit holdings to actual gallons of fuel saved. For purposes of determining the gallon-equivalent value of credits, NHTSA established in 49 CFR Part 536 that the vehicle miles traveled (VMT) for MY 2011 was 150,922 for passenger cars and 172,552 for light trucks (see equation below). Because the VMT for cars and trucks for model years prior to 2011 vehicles are not defined, we used the same values for MY 2008-2010 for purposes of this report. On-road fuel economy tends to be about 20% lower than calculated for CAFE compliance due to differences between real-world driving and test procedure driving. To account for this difference, NHTSA multiplies the standard and CAFE value by 0.8. When the manufacturer had a shortfall and used one of the compliance flexibilities noted above, the gallon balance is shown with an asterix. The gallon balance is left blank for manufacturers that did not build vehicles subject to the listed standard in the given model year or an explanation is provided in a footnote.

$$\text{Gallons Saved} = (\text{VMT}/(\text{CAFE} \times \text{ORA})) - (\text{VMT}/(\text{Standard} \times \text{ORA})) \times \text{Production}$$

The data in this report has also been provided on the NHTSA website in Excel format

<u>Manufacturer</u>	<u>Fleet</u>	<u>MY 2008</u>	<u>MY 2009</u>	<u>MY 2010</u>	<u>MY 2011</u>	<u>Total</u>
Aston Martin (1)	Import Passenger					
BMW	Import Passenger	*	36,000,740	44,478,185	*	80,478,925
BMW	Light Truck	4,780,553	*	1,041,815	*	5,822,368

* denotes the manufacturer complied with the standard by exercising a compliance flexibility as outlined in the header of this report (pay fine, trade, transfer or carry forward credits, or submit a plan to make up the difference in the next three model years)

<u>Manufacturer</u>	<u>Fleet</u>	<u>MY 2008</u>	<u>MY 2009</u>	<u>MY 2010</u>	<u>MY 2011</u>	<u>Total</u>
Daimler	Import Passenger	*	*	*	*	*
Daimler	Light Truck	*	*	*	*	*
Fiat (2)	Domestic Passenger	220,273,539	32,207,761	69,722,376	74,808,857	397,012,533
Fiat (2)	Domestic Passenger Bank				160,246,833	160,246,833
Fiat (2)	Import Passenger	*				*
Fiat (2)	Light Truck	404,370,535	186,203,889	241,805,166	*	832,379,590
Ford	Domestic Passenger	414,770,714	366,915,120	765,460,896	467,030,476	2,014,177,206
Ford	Import Passenger	161,051,023	785,878			161,836,901
Ford	Light Truck	565,786,756	332,786,259	290,211,901	221,094,387	1,409,879,303
GM	Domestic Passenger	615,277,706	720,472,434	555,421,870	354,405,684	2,245,577,694
GM	Import Passenger	93,834,719	61,116,482	53,272,896	45,814,912	254,039,009
GM	Light Truck	884,531,505	411,724,345	858,528,946	223,187,177	2,377,971,973
Honda	Domestic Passenger	694,641,658	827,149,361	821,254,108	354,581,901	2,697,627,028
Honda	Import Passenger	579,664,576	289,730,399	385,638,652	149,244,515	1,404,278,142
Honda	Light Truck	690,524,909	426,744,656	557,249,739	154,145,684	1,828,664,988
Hyundai (3)	Import Passenger	363,256,477	425,795,221	522,171,826		1,311,223,524
Hyundai (3)	Light Truck	130,613,289	91,935,875	172,448,132		394,997,296
Jaguar Land Rover	Import Passenger	*	*	*	*	*
Jaguar Land Rover	Light Truck	*	*	*	-117,725,985	-117,725,985

*** denotes the manufacturer complied with the standard by exercising a compliance flexibility as outlined in the header of this report (pay fine, trade, transfer or carry forward credits, or submit a plan to make up the difference in the next three model years)**

<u>Manufacturer</u>	<u>Fleet</u>	<u>MY 2008</u>	<u>MY 2009</u>	<u>MY 2010</u>	<u>MY 2011</u>	<u>Total</u>
Kia (3)	Import Passenger	210,856,818	233,269,245	374,697,416		818,823,479
Kia (3)	Light Truck	81,055,272	57,994,466	22,154,911		161,204,649
Lotus	Import Passenger	*	*	*	*	*
Mazda	Domestic Passenger		25,852,072		296,166	26,148,238
Mazda	Import Passenger		58,878,140	271,708,006	102,125,024	432,711,170
Mazda	Light Truck		56,323,572	108,290,440	*	164,614,012
Mitsubishi	Import Passenger	43,847,414	53,093,470	41,287,243	33,056,569	171,284,696
Mitsubishi	Light Truck	20,515,913	17,516,574	26,330,620	8,215,293	72,578,400
Nissan	Light Truck	50,709,248	267,307,367	156,551,683	*	474,568,298
Nissan (4)	Combined Passenger	*	*	*		*
Nissan (4)	Domestic Passenger				85,869,987	85,869,987
Nissan (4)	Import Passenger				14,844,363	14,844,363
Spyker (1)	Import Passenger					
Subaru	Domestic Passenger	9,327,831		35,401,637		44,729,468
Subaru	Import Passenger	20,311,376	27,489,535	12,628,264	*	60,429,175
Subaru	Light Truck	139,130,426	233,506,023	350,917,521	209,486,885	933,040,855
Suzuki	Import Passenger	61,165,960	27,118,716	28,452,564	10,347,772	127,085,012
Suzuki	Light Truck	19,699,080	9,251,517	8,528,628	*	37,479,225
Toyota	Domestic Passenger	631,634,901	445,340,215	1,403,972,393	577,608,632	3,058,556,141

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<u>Manufacturer</u>	<u>Fleet</u>	<u>MY 2008</u>	<u>MY 2009</u>	<u>MY 2010</u>	<u>MY 2011</u>	<u>Total</u>
Toyota	Import Passenger	1,280,750,888	1,651,695,261	1,435,134,310	571,287,704	4,938,868,163
Toyota	Light Truck	599,610,419	593,097,001	788,564,961	243,406,772	2,224,679,153
Volvo (5)	Import Passenger			*	*	*
Volvo (5)	Light Truck			*	*	*
VW (6)	Import Passenger	109,943,636	206,960,412	327,792,943	155,779,150	800,476,141
VW (6)	Light Truck	*	*	26,189,982	21,813,281	48,003,263

(1) - Manufacturer's petition for an alternate standard is pending

(2) - Fiat includes Alfa Romeo, Chrysler, Ferrari and Maserati. Gallons in the Domestic Passenger Bank are based on point of origin.

(3) - Gallons saved cannot be calculated for MY 2011 because EPA Final Reports have not been received

(4) - Exempt from two-fleet rule for model years 2006 to 2010

(5) - Part of Ford CAFE for MY 2008 and 2009

(6) - VW Includes Porsche

Per 49 CFR 536.5(d)(1) Credit values, and therefore gallons saved, are calculated based on CAFE data from the EPA. NHTSA has not received certified and reported CAFE data from the EPA for model years 2008 through 2011 for Coda, Fisker, McLaren, Mosler, Pagani, Tesla, Think, VPG and Wheego.

Tesla - Per 40 CFR 600.001(b)(1) Manufacturers that produce only electric vehicles are exempt from submitting CAFE information for MYs 2008 - 2011 and Tesla confirmed to the EPA it did not intend to sell credits from its MY 2008 - 2011 fleet. As such, confirmation by EPA of Tesla's vehicles was not performed and an EPA Final Report was not produced.

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