## Fuel Economy Guide

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U.S. Department of Energy

Office of Energy Efficiency and Renewable Energy


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## USING THE FUEL ECONOMY GUIDE

The U.S. Environmental Protection Agency (EPA) and U.S. Department of Energy (DOE) produce the Fuel Economy Guide to help car buyers choose the most fuel-efficient vehicle that meets their needs. The Guide is published in print and on the Web at www.fueleconomy.gov. For additional print copies, please call the EERE Information Center at 1-877-337-3463 or mail your request to EERE Information Center, 20440 Century Boulevard, Suite 150, Germantown, MD 20874.

## Fuel Economy Estimates

Each vehicle in this guide has two fuel economy estimates:

- A city estimate that represents urban driving, in which a vehicle is started in the morning (after being parked all night) and driven in stop-and-go traffic
- A highway estimate that represents a mixture of rural and interstate highway driving in a warmed-up vehicle, typical of longer trips in free-flowing traffic

These fuel economy estimates are based on laboratory testing. All vehicles are tested in the same manner to allow fair comparisons. For answers to frequently asked questions about fuel economy estimates, visit www.fueleconomy.gov.

## Annual Fuel Cost Estimates

This Guide provides annual fuel cost estimates for each vehicle. The estimates are based on the assumptions that you travel 15,000 miles per year ( $55 \%$ under city driving conditions and $45 \%$ under highway conditions) and that fuel costs \$3.30/gallon for regular unleaded gasoline and $\$ 3.66 /$ gallon for premium. Cost-pergallon assumptions for vehicles that use other fuel types are discussed at the beginning of those vehicle sections. The fuel costs were determined in advance to allow time for printing fuel economy labels and the Guide and may not reflect current fuel prices.

Visit www.fueleconomy.gov to personalize fuel costs based on current fuel prices and your driving habits.

## Your Fuel Economy Will Vary

Even though EPA recently improved its methods for estimating fuel economy, your vehicle's fuel economy will almost certainly vary from EPA's estimate. Fuel economy is not a fixed number; it varies significantly based on where you drive, how you drive, and other factors. Thus, it is impossible for one set of estimates to predict fuel economy precisely for all drivers in all environments. For example, the following factors can lower your vehicle's fuel economy:

- Aggressive driving (hard acceleration and braking)


Check the fuel economy label on the vehicle at the dealer showroom for its specific fuel economy (MPG) ratings. The ratings may vary slightly from the values in this guide because of engine and fuel system differences not listed here.

- Excessive idling, accelerating, and braking in stop-and-go traffic
- Cold weather (engines are more efficient when warmed up)
- Driving with a heavy load or with the air conditioner running
- Improperly tuned engine or underinflated tires

In addition, small variations in vehicle manufacturing can cause MPG variations in the same make and model, and some vehicles don't attain maximum fuel economy until they are "broken in" (around $3,000-5,000$ miles).

So, please remember that the EPA ratings are a useful tool for comparing vehicles when car buying, but they may not accurately predict the MPG you will get. This is also true for annual fuel cost estimates. For more information on fuel economy ratings and factors that affect fuel economy, visit www.fueleconomy.gov.

## UNDERSTANDING THE GUIDE LISTINGS

We hope you'll find the Fuel Economy Guide easy to use! Fuel economy and
annual fuel cost data are organized by vehicle class (see page 2 for a list of classes). Within each class, vehicles are listed alphabetically by manufacturer and model.

Vehicle models with different features, such as engine size or transmission type, are listed as different vehicles-engine and transmission attributes are shown in columns 2 and 3 . Additional attributes needed to distinguish among vehicles are listed in the "Notes" column (e.g., fuel type, suggested fuel grade). A legend for abbreviations is provided on page 6 .

A "P" in the "Notes" column indicates that the manufacturer recommends that the vehicle be fueled with premium-grade gasoline, and a "PR" indicates that the manufacturer requires premium. The higher price of premium fuel is reflected in the annual fuel cost.

The most fuel-efficient vehicles in each class and alternative fuel vehicles are indicated with special markings (see diagram below). Vehicles that can use more than one kind of fuel have an entry for each fuel type.

Interior passenger and cargo volumes are located in the index at the back of the Guide.

## WHY SOME VEHICLES ARE NOT LISTED

Fuel economy regulations currently do not apply to

- Sport utility vehicles (SUVs) and passenger vans with a gross vehicle weight rating (GVWR) of more than 10,000 pounds-GVWR is the vehicle weight plus carrying capacity
- Other vehicles with a GVWR of 8,500 pounds or more or a curb weight over 6,000 pounds

Therefore, those vehicles are not tested, and fuel economy labels are not posted on their windows.

Also, for some vehicles, fuel economy information is not available in time to be printed in the Guide. However, you can find more up-to-date information at www.fueleconomy.gov.


## VEHICLE CLASSES USED IN THIS GUIDE

|  | CARS |  |
| :--- | :---: | :--- | :---: |
| Passenger and Cargo Volume |  |  |
| (cu. ft.) |  |  |$\quad$ TRUCKS | Gross Vehicle Weight Rating* |
| :---: |
| (pounds) |

## TAX INCENTIVES AND DISINCENTIVES

## Federal Tax Credits

You may be eligible for a federal income tax credit if you purchase one of the following vehicle types in 2010-11.

| Vehicle Type | Credit |
| :---: | :---: |
| Hybrid or Diesel <br> (purchased before 2011) | Up to <br> $\$ 3,400$ |
| Alternative Fuel Vehicle <br> (purchased before 2011) | $\$ 4,000$ |
| Plug-in Electric Drive <br> Vehicle (e.g., plug-in hybrid <br> or battery electric vehicle) | Up to <br> $\$ 7,500$ |

*As of this publication, compressed natural gas (CNG) vehicles are the only commercially available alternative fuel vehicles that qualify for this incentive. Flexible fuel vehicles (FFVs) are not eligible.
Visit www.fueleconomy.gov for more information on qualifying models, credit amounts, and phase-out dates.

## Gas Guzzler Tax

The Energy Tax Act of 1978 requires auto companies to pay agas guzzler tax on the sale of cars with exceptionally low fuel economy. Such vehicles are identified in the guide by the word "Tax" in the "Notes" column. In the dealer showroom, the words "Gas Guzzler" and the tax amount are listed on the vehicle's fuel economy label. The tax does not apply to light trucks.

## WHY CONSIDER FUEL ECONOMY?

## Save Money

You could save as much as $\$ 1,400$ in fuel costs each year by choosing the most fuel-
efficient vehicle in a particular class. This can add up to thousands over a vehicle's lifetime. Fuel-efficient models come in all shapes and sizes, so you need not sacrifice utility or size.
Each vehicle listing in the Fuel Economy Guide provides an estimated annual fuel cost (see page i). The online guide at www.fueleconomy.gov features an annual fuel cost calculator that allows you to insert your local gasoline prices and typical driving conditions (percentage of city and highway driving) to obtain the most accurate fuel cost information for your vehicle.

## Reduce Oil Dependence Costs

Buying a more fuel-effi cient vehicle can help reduce our dependence on petroleum. More than half of the oil used to produce the gasoline you put in your tank is imported. The United States uses about 19 million barrels of oil per day, two-thirds of which is used for transportation. Petroleum imports cost us about \$207 billion a year-that's money that could be used to fuel our own economy.

## Reduce Climate Change

Climate change is widely viewed as the most significant long-term threat to the global environment, and man-made emissions of greenhouse gases are very likely the cause of most of the observed global warming over the last 50 years.
Burning fossil fuels such as gasoline and diesel releases carbon dioxide $\left(\mathrm{CO}_{2}\right)$ and other greenhouse gases (GHGs) into the atmosphere, contributing to global climate change. $\mathrm{CO}_{2}$ is the most important humanmade GHG, and highway vehicles account for $27 \%$ ( 1.5 billion tons) of U.S. $\mathrm{CO}_{2}$ emissions each year.

Every gallon of gasoline your vehicle burns puts about 20 pounds of $\mathrm{CO}_{2}$ into the atmosphere-the average vehicle emits around 6 to 9 tons of $\mathrm{CO}_{2}$ each year. Unlike other forms of vehicle pollution, $\mathrm{CO}_{2}$ emissions cannot be reduced by pollution control technologies. They can only be reduced by burning less fuel or by burning fuel that contains less carbon.
One of the most important things you can do to reduce your contribution to climate change is to buy a vehicle with better fuel economy. The difference between 25 miles per gallon and 20 miles per gallon can prevent the emission of 10 tons of $\mathrm{CO}_{2}$ over a vehicle's lifetime, more than a year's worth of use.


You can also reduce your contribution to climate change by

- Getting the best fuel economy out of your car
- Using a low-carbon fuel, such as compressed natural gas (CNG) or electricity from a renewable resource such as wind or hydropower
- Walking, biking, or taking public transit more often
New fuel economy and $\mathrm{CO}_{2}$ tailpipe emissions standards will go into effect starting with model year 2012 vehicles.


## FUELING OPTIONS

## Ethanol Blends - E85 \& E10

Ethanol is an alcohol fuel made by fermenting and distilling starch crops, such as corn. It may also be made from "cellulosic biomass" such as trees and grasses in the near future. The use of ethanol can reduce U.S. dependence on foreign oil and reduce greenhouse gases.

E10 or "gasohol" is a blend of $10 \%$ ethanol and $90 \%$ gasoline sold in many parts of the country. All auto manufacturers approve the use of blends of $10 \%$ ethanol or less in their gasoline vehicles.
E85, a blend of $85 \%$ ethanol and $15 \%$ gasoline, can be used in flexible fuel vehicles (FFVs), which are specially designed to run on gasoline, E85, or any mixture of the two. FFVs are offered by several vehicle manufacturers. To determine if your vehicle is an FFV, check the inside of your car's fuel filler door for an identification sticker or consult your owner's manual. More than 2,000 filling stations in the United States currently sell E85. Visit
http://www.afdc.energy.gov/afdc/locator /stations/ for locations near you.
There is no noticeable difference in vehicle performance when low-level ethanol blends are used. However, FFVs operating on E85 usually experience a $25-30 \%$ drop in MPG due to ethanol's lower energy content.

## Biodiesel

Biodiesel is a commercially available diesel-replacement fuel manufactured from vegetable oils or animal fats. It produces fewer greenhouse gases than petroleum diesel and, since it is made domestically from renewable resources, increases national energy security.
Biodiesel can be blended at any ratio with petroleum diesel, but it is most commonly sold at ratios of $2 \%, 5 \%$, or $20 \%$, denoted as B2, B5, and B20. The vehicle manufacturers that produce the diesels listed in the Fuel Economy Guide currently approve the use of biodiesel blends of up to $5 \%$ (B5) in their vehicles and state that vehicle damage caused by using higher blends will not be covered under the
manufacturer's warranty. Check your owner's manual or with your vehicle manufacturer to determine the right blend for your vehicle.

Use of biodiesel blends may reduce fuel economy slightly, less than $1 \%$ for B5.
Purchase commercial-grade biodiesel from a reputable dealer. Never refuel with recycled grease or vegetable oil that has not been converted to biodiesel. It will damage your engine.

## Visit

http://www.afdc.energy.gov/afdc/locator /stations/ for locations of service stations selling biodiesel.

## Premium- vs. Regular-Grade Gasoline

The recommended gasoline for most cars is regular unleaded. Using a higher-octane gasoline than recommended by the owner's manual does not improve performance or fuel efficiency; it only costs more money. Check your owner's manual to determine the lowest grade of fuel you can use.

## FUEL ECONOMY AND ANNUAL FUEL COST RANGES FOR VEHICLE CLASSES

The graph below provides the fuel economy and annual fuel cost ranges for the vehicles in each class so you can see where a given vehicle's fuel economy and cost fall within its class. Combined city and highway MPG estimates are used; these assume you will drive $55 \%$ in the city and $45 \%$ on the highway. Annual fuel costs assume you travel 15,000 miles each year and fuel costs $\$ 3.30 /$ gallon for regular unleaded gasoline and $\$ 3.66 /$ gallon for premium. Visit www.fueleconomy.gov to calculate annual fuel cost for a specific vehicle based on your own driving conditions and per-gallon fuel costs.


Fuel economy estimates on this chart do not include vehicles operating on compressed natural gas (CNG), electricity, or E85.

## MODEL YEAR 2011 FUEL ECONOMY LEADERS

Listed below are vehicles with the highest fuel economy in the most popular classes, including vehicles with both automatic and manual transmissions. Please note that many vehicle models come in a range of engine sizes and trim lines, resulting in different fuel economy values.

|  |  |  |  | $\begin{array}{r} \text { ס } \\ \text { O. } \\ \text { 슬 } \\ 0 \\ 0 \end{array}$ |
| :---: | :---: | :---: | :---: | :---: |
| TWO-SEATER CARS |  |  |  |  |
| SMART |  |  |  |  |
| fortwo electric drive cabriolet | A-1 | --- | 94/79 | 87\# |
| fortwo electric drive coupe | A-1 | --- | 94/79 | 87 $\ddagger$ |
| HONDA |  |  |  |  |
| CR-Z | M-6 | 1.5/4 | 31/37 | 34 |
| MINICOMPACT CARS |  |  |  |  |
| MINI |  |  |  |  |
| Cooper | M-6 | 1.6/4 | 29/37 | 32 |
|  | A-S6 | 1.6/4 | 28/36 | 31 |
| SUBCOMPACT CARS |  |  |  |  |
| BMW |  |  |  |  |
| Active E | A-1 | -/- | 107/96 | 102† |
| TOYOTA |  |  |  |  |
| Yaris | M-5 | 1.5/4 | 29/36 | 32 |
| COMPACT CARS |  |  |  |  |
| CHEVROLET |  |  |  |  |
| Volt § | AV | 1.4/4 | 35/40 | 37* $\ddagger$ |
|  |  |  | 95/90 | 93† |
| VOLKSWAGEN |  |  |  |  |
| Golf (diesel) | M-6 | 2.0/4 | 30/42 | 34 |
| Jetta (diesel) | M-6 | 2.0/4 | 30/42 | 34 |
| MIDSIZE CARS |  |  |  |  |
| NISSAN |  |  |  |  |
| Leaf | A-1 | -/- | 106/92 | 99† |
| CHEVROLET |  |  |  |  |
| Cruze Eco | M-6 | 1.4/4 | 28/42 | 33 |
| LARGE CARS |  |  |  |  |
| HYUNDAI |  |  |  |  |
| Sonata | M-6 | 2.4/4 | 24/35 | 28 |
| HONDA |  |  |  |  |
| Accord | A-5 | 2.4/4 | 23/34 | 27 |
| SMALL STATION WAGONS |  |  |  |  |
| AUDI |  |  |  |  |
| A3 (diesel) | A-S6 | 2.0/4 | 30/42 | 34 |
| VOLKSWAGEN |  |  |  |  |
| Jetta SportWagen (diesel) | M-6 | 2.0/4 | 30/42 | 34 |
| MIDSIZE STATION WAGONS |  |  |  |  |
| KIA |  |  |  |  |
| Rondo | A-4 | 2.4/4 | 20/27 | 22 |
| SMALL PICKUP TRUCKS |  |  |  |  |
| FORD |  |  |  |  |
| Ranger 2WD | M-5 | 2.3/4 | 22/27 | 24 |
| toyota |  |  |  |  |
| Tacoma 2WD | A-4 | 2.7/4 | 19/25 | 21 |


|  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
| STANDARD PICKUP TRUCKS |  |  |  |  |
| CHEVROLET |  |  |  |  |
| Silverado 15 Hybrid 2WD | AV | 6.0/8 | 20/23 | 21 |
| Silverado 15 Hybrid 4WD | AV | 6.0/8 | 20/23 | 21 |
| GMC |  |  |  |  |
| Sierra 15 Hybrid 2WD | AV | 6.0/8 | 20/23 | 21 |
| Sierra 15 Hybrid 4WD | AV | 6.0/8 | 20/23 | 21 |
| SPORT UTILITY VEHICLES |  |  |  |  |
| FORD |  |  |  |  |
| Escape Hybrid FWD | AV | 2.5/4 | 34/31 | 32 |
| MAZDA |  |  |  |  |
| Tribute Hybrid 2WD | AV | 2.5/4 | 34/31 | 32 |
| MERCURY |  |  |  |  |
| Mariner Hybrid FWD | AV | 2.5/4 | 34/31 | 32 |
| MITSUBISHI |  |  |  |  |
| Outlander Sport 2WD | M-5 | 2.0/4 | 24/31 | 26 |
| MINIVANS |  |  |  |  |
| HONDA |  |  |  |  |
| Odyssey | A-6 | 3.5/6 | 19/28 | 22 |
| VANS, CARGO |  |  |  |  |
| CHEVROLET |  |  |  |  |
| Express 1500 2WD Cargo | A-4 | 4.3/6 | 15/20 | 17 |
| GMC |  |  |  |  |
| Savana 1500 2WD (cargo) | A-4 | 4.3/6 | 15/20 | 17 |
| VANS, PASSENGER |  |  |  |  |
| CHEVROLET |  |  |  |  |
| Express 1500 2WD Passenger | A-4 | 5.3/8 | 13/17 | 14* |
| Express 1500 AWD Passenger | A-4 | 5.3/8 | 13/17 | 14* |
| GMC |  |  |  |  |
| Savana 1500 2WD (Passenger) | A-4 | 5.3/8 | 13/17 | 14* |
| Savana 1500 AWD (Passenger) | A-4 | 5.3/8 | 13/17 | 14* |
| * When operated on gasoline. |  |  |  |  |
| $\dagger$ When operated on electricity. |  |  |  |  |
| $\neq$ Mileage figures are expressed as Miles per gallon equivalent (MPGe -- 1 gallon of gasoline $=33.7 \mathrm{kWh}$ ). |  |  |  |  |
| § The Chevrolet Volt is ranked based on a combined electricity and gasoline value of 60 MPGe. |  |  |  |  |

## MODEL YEAR 2011 FUEL ECONOMY LEADERS

Listed below are vehicles with the highest fuel economy in the most popular classes, including vehicles with both automatic and manual transmissions. Please note that many vehicle models come in a range of engine sizes and trim lines, resulting in different fuel economy values. DOES NOT include plug-in hybrids nor electric vehicles.

|  |  |  |  |  |  |  |  | 药 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| TWO-SEATER CARS |  |  |  |  | STANDARD PICKUP TRUCKS |  |  |  |  |
| HONDA |  |  |  |  | CHEVROLET |  |  |  |  |
| CR-Z | AV-S7 | 1.5/4 | 35/39 | 37 | Silverado 15 Hybrid 2WD | AV | 6.0/8 | 20/23 | 21 |
|  | M-6 | 1.5/4 | 31/37 | 34 | Silverado 15 Hybrid 4WD | AV | 6.0/8 | 20/23 | 21 |
| MINICOMPACT CARS |  |  |  |  | GMC |  |  |  |  |
| MINI |  |  |  |  | Sierra 15 Hybrid 2WD | AV | 6.0/8 | 20/23 | 21 |
| Cooper | M-6 | 1.6/4 | 29/37 | 32 | Sierra 15 Hybrid 4WD | AV | 6.0/8 | 20/23 | 21 |
|  | A-S6 | 1.6/4 | 28/36 | 31 | SPORT UTILITY VEHICLES |  |  |  |  |
| SUBCOMPACT CARS |  |  |  |  | FORD |  |  |  |  |
| FORD |  |  |  |  | Escape Hybrid FWD | AV | 2.5/4 | 34/31 | 32 |
| Fiesta SFE | AM-6 | 1.6/4 | 29/40 | 33 | MAZDA |  |  |  |  |
| TOYOTA |  |  |  |  | Tribute Hybrid 2WD | AV | 2.5/4 | 34/31 | 32 |
| Yaris | M-5 | 1.5/4 | 29/36 | 32 | MERCURY |  |  |  |  |
| COMPACT CARS |  |  |  |  | Mariner Hybrid FWD | AV | 2.5/4 | 34/31 | 32 |
| LEXUS |  |  |  |  | MITSUBISHI |  |  |  |  |
| CT 200h | AV | 1.8/4 | 43/40 | 42 | Outlander Sport 2WD | M-5 | 2.0/4 | 24/31 | 26 |
| VOLKSWAGEN |  |  |  |  | MINIVANS |  |  |  |  |
| Golf (diesel) | M-6 | 2.0/4 | 30/42 | 34 | HONDA |  |  |  |  |
| Jetta (diesel) | M-6 | 2.0/4 | 30/42 | 34 | Odyssey | A-6 | 3.5/6 | 19/28 | 22 |
| MIDSIZE CARS |  |  |  |  | VANS, CARGO |  |  |  |  |
| TOYOTA |  |  |  |  | CHEVROLET | , CAR |  |  |  |
| Prius | AV | 1.8/4 | 51/48 | 50 | Express 1500 2WD Cargo | A-4 | 4.3/6 | 15/20 | 17 |
| CHEVROLET | M-6 | 1.4/4 | 28/42 |  | GMC |  |  |  |  |
| LARGE CARS |  |  |  |  | Savana 1500 2WD (cargo) | A-4 | 4.3/6 | 15/20 | 17 |
|  |  |  |  |  | VANS, PASSENGER |  |  |  |  |
| HYUNDAI |  |  |  |  | CHEVROLET |  |  |  |  |
| Sonata | M-6 | 2.4/4 | 24/35 | 28 | Express 1500 2WD Passenger | A-4 | 5.3/8 | 13/17 | 14* |
| HONDA |  |  |  |  | Express 1500 AWD Passenger | A-4 | 5.3/8 | 13/17 | 14* |
| Accord | A-5 | 2.4/4 | 23/34 | 27 | GMC |  |  |  |  |
| SMALL STATION WAGONS |  |  |  |  | Savana 1500 2WD (Passenger) | A-4 | 5.3/8 | 13/17 | 14* |
| AUDI |  |  |  |  | Savana 1500 AWD (Passenger) | A-4 | 5.3/8 | 13/17 | 14* |
| A3 (diesel) | A-S6 | 2.0/4 | 30/42 | 34 | * When operated on gasoline. |  |  |  |  |
| VOLKSWAGEN |  |  |  |  |  |  |  |  |  |
| Jetta SportWagen (diesel) | M-6 | 2.0/4 | 30/42 | 34 |  |  |  |  |  |
| MIDSIZE STATION WAGONS |  |  |  |  |  |  |  |  |  |
| KIA |  |  |  |  |  |  |  |  |  |
| Rondo | A-4 | 2.4/4 | 20/27 | 22 |  |  |  |  |  |
| SMALL PICKUP TRUCKS |  |  |  |  |  |  |  |  |  |
| FORD |  |  |  |  |  |  |  |  |  |
| Ranger 2WD | M-5 | 2.3/4 | 22/27 | 24 |  |  |  |  |  |
| toyota |  |  |  |  |  |  |  |  |  |
| Tacoma 2WD | A-4 | 2.7/4 | 19/25 | 21 |  |  |  |  |  |

## 2011 MODEL YEAR VEHICLES

This section contains the fuel economy values for 2011 model year vehicles. Additional information for alternative fuel vehicles can be found on pages 18-28. Alternative fuel vehicles are highlighted with a blue bar, and those that can use two kinds of fuel, such as flexible fuel vehicles, have an entry for each fuel type. The most fuel-efficient automatic and manual vehicles per class are listed in black boldface type and marked with a black pointer ( - ).


|  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
| 328ci xDrive | A-S6 | 3.0/6 | 17/26 | $\$ 2,750 \mathrm{P}$ |
|  | M-6 | 3.0/6 | 17/25 |  |
| 335 ci | A-S6 | 3.0/6 | 19/28 | \$2,500 P T |
|  | M-6 | 3.0/6 | 19/28 | \$2,500 P T |
| 335ci Convertible | A-S6 | 3.0/6 | 19/28 | $\$ 2,500 \mathrm{P} \mathrm{T}$$\$ 2,500 \mathrm{P}$ T |
|  | M-6 | 3.0/6 | 19/28 |  |
| $335 \mathrm{ci} \times$ Drive | A-S6 | 3.0/6 | 18/27 | \$2,600 P T |
|  | M-6 | 3.0/6 | 19/26 | \$2,000 P T |
| 335is Convertible | A-S7 | 3.0/6 | 17/24 |  |
|  | M-6 | 3.0/6 | 18/26 | $\$ 2,900 \mathrm{P} \mathrm{~T}$ |
| 335is Coupe | A-S7 | 3.0/6 | 17/24 | $\$ 2,900 \mathrm{P} \mathrm{~T}$$\$ 2.600 \mathrm{P}$ |
|  | M-6 | 3.0/6 | 18/26 |  |
| Active E | A-1 | --- | $107 / 96$ | $\begin{aligned} & \$ 2,600 \mathrm{P} \mathrm{~T} \\ & \$ 600 \text { Elec } \end{aligned}$ |
| M3 Convertible | A-S7 | 4.0/8 | 14/20 | \$3,450 P Tax |
|  | M-6 | 4.018 | 13/20 | \$3,450 P Tax |
| M3 Coupe | A-S7 | 4.0/8 | 14/20 | \$3,450 P Tax |
|  | M-6 | 4.018 | 14/20 | \$3,450 P Tax |
| CHEVROLET |  |  |  |  |
| Aveo 5 | A-4 | 1.6/4 | 25/34 | $\begin{aligned} & \$ 1,750 \\ & \$ 1,650 \end{aligned}$ |
|  | M-5 | 1.6/4 | 27/35 |  |
| FORD |  |  |  |  |
| Fiesta | AM-6 | 1.6/4 | 29/38 | $\$ 1,500$ |
|  | M-5 | 1.6/4 | 28/37 |  |
| Fiesta SFE Mustang | AM-6 | 1.6/4 | 29/40 | $\begin{aligned} & \$ 1,550 \\ & \$ 1,500 \end{aligned}$ |
|  | A-6 | 3.716 | 19/31 | \$2,150 |
|  | M-6 | 3.7/6 | 19/29 | \$2,250 |
|  | A-6 | 5.0/8 | 18/25 | \$2,350 |
|  | M-6 | 5.0/8 | $17 / 26$ | \$2,500 |
|  | M-6 | 5.4/8 | 15/23 | \$3,250 P S |
| Mustang Convertible | A-6 | 3.7/6 | 19/30 | \$2,150 |
| HONDA |  |  |  |  |
| Civic | A-5 | 1.8/4 | 25/36 | \$1,700 |
|  | M-5 | 1.8/4 | 26/34 |  |
|  | M-6 | 2.0/4 | 21/29 | $\$ 1,700$ $\$ 2,300 \mathrm{P}$ |
| Civic CNG | A-5 | 1.8/4 | 24/36 | \$1,100 CNG |
| HYUNDAI |  |  |  |  |
| Genesis Coupe | A-5 | 2.0/4 | 20/30 | $\begin{aligned} & \$ 2,400 \text { P T } \\ & \$ 2,300 \text { P } \end{aligned}$ |
|  | M-6 | 2.0/4 | 21/30 |  |
|  | A-6 | 3.8/6 | 17/27 | \$2,500 |
|  | M-6 | 3.8/6 | 17/26 | \$2,500 |
| INFINITI |  |  |  |  |
| G37 Convertible | A-S7 | 3.7/6 | 17/25 | \$2,750 P |
|  | M-6 | 3.716 | 16/24 | $\$ 2,900 \mathrm{P}$ |
| G37 Coupe | A-S7 | 3.716 | 19/27 |  |
|  | M-6 | 3.716 | 17/25 | $\begin{aligned} & \$ 2,500 \mathrm{P} \\ & \$ 2,900 \mathrm{P} \end{aligned}$ |
| G37x Coupe | A-S7 | 3.7/6 | 18/25 | \$2,750 P |
| LEXUS |  |  |  |  |
| IS 250 AWD IS 250/IS 250C | A-S6 | 2.5/6 | 20/27 | \$2,500 P |
|  | A-S6 | 2.5/6 | 21/30 | \$2,300 P |
|  | M-6 | 2.5/6 | 19/27 | \$2,500 P |
|  | A-S6 | 3.5/6 | 18/25 | \$2,750 P |
| IS 350/IS 350C | A-S6 | 3.5/6 | 20/27 | \$2,500 P |
| IS F | A-S8 | 5.0/8 | 16/23 | \$3,050 P |
| MASERATI |  |  |  |  |
| GranTurismo | A-6 | 4.2/8 | 13/20 | \$3,650 P Tax |
|  | A-6 | 4.718 | 13/20 | \$3,650 P Tax |
| GranTurismo Convertible | A-6 | 4.718 | 12/20 | \$3,650 P Tax |
| MAZDA |  |  |  |  |
| RX-8 | A-S6 | 1.3/2 | 16/23 | \$2,900 P |
|  | M-6 | 1.3/2 | 16/22 | \$3,050 P |
| MERCEDES-BENZ |  |  |  |  |
| E350 Convertible | A-7 | 3.5/6 | 17/25 | \$2,750 P |
| E350 Coupe | A-7 | 3.5/6 | 17/26 | \$2,750 P |
| E550 Convertible | A-7 | 5.5/8 | 15/22 | \$3,250 P |
| E550 Coupe | A-7 | 5.5/8 | 15/23 | \$3,050 P |
| MINI |  |  |  |  |
| Clubman | A-S6 | 1.6/4 | 27/36 | \$1,850 P |
|  | M-6 | 1.6/4 | 28/35 | \$1,750 P |
| Cooper S Clubman | A-S6 | 1.6/4 | 26/34 | \$1,900 P T |
|  | M-6 | 1.6/4 | 27/35 | \$1,850 P T |
| John Cooper Works Clubman | M-6 | 1.6/4 | 25/33 | \$1,950 P T |
| MITSUBISHI |  |  |  |  |
| Eclipse | A-S4 | 2.4/4 | 20/28 | \$2,150 |
|  | M-5 | 2.4/4 | 20/28 | \$2,150 |
|  | A-S5 | 3.8/6 | 17/25 | \$2,750 P |








## STANDARD PICKUP TRUCKS 4WD

CHEVROLET

| Silverado 15 Hybrid 4WD | AV | 6.0/8 | 20/23 | \$2,350 HEV |
| :---: | :---: | :---: | :---: | :---: |
| Silverado K15 4WD | A-4 | 4.3/6 | 14/18 | \$3,300 |
| Silverado K15 4WD | A-4 | 4.8/8 | $\begin{aligned} & 13 / 18 \\ & 10 / 13 \end{aligned}$ | $\begin{aligned} & \$ 3,300 \text { Gas } \\ & \$ 4,150 \text { E85 } \end{aligned}$ |
| Silverado K15 4WD | A-6 | 5.3/8 | $\begin{aligned} & 15 / 21 \\ & 11 / 16 \end{aligned}$ | $\begin{aligned} & \$ 2,900 \text { Gas } \\ & \$ 3,500 \text { E85 } \end{aligned}$ |
| Silverado K15 4WD | A-6 | 6.2/8 | $\begin{aligned} & 12 / 18 \\ & 9 / 13 \end{aligned}$ | $\begin{aligned} & \$ 3,550 \text { Gas } \\ & \$ 4,550 \text { E85 } \end{aligned}$ |
| DODGE <br> Dakota Pickup 4WD | A-4 | 3.7/6 | 14/18 | \$3,300 |
| Dakota Pickup 4WD | A-5 | 4.7/8 | $\begin{aligned} & 14 / 19 \\ & 9 / 13 \end{aligned}$ | $\begin{aligned} & \$ 3,300 \text { Gas } \\ & \$ 4,550 \text { E85 } \end{aligned}$ |
| Ram 1500 Pickup 4WD | A-5 | 5.7/8 | 13/19 | \$3,300 |


| Ram 1500 P |
| :--- |
| FORD |


| F150 Pickup 4WD | A-S6 | 3.5/6 | 15/21 | \$2,900 T |
| :---: | :---: | :---: | :---: | :---: |
|  | A-6 | 3.5/6 | 15/21 | \$2,900 T |
|  | A-S6 | 6.2/8 | 12/16 | \$3,800 |
| F150 Pickup 4WD FFV | A-S6 | 3.7/6 | $\begin{aligned} & 16 / 21 \\ & 12 / 15 \end{aligned}$ | $\begin{aligned} & \$ 2,750 \text { Gas } \\ & \$ 3,500 \text { E85 } \end{aligned}$ |
| F150 Pickup 4WD FFV | A-6 | 3.7/6 | $\begin{aligned} & 16 / 21 \\ & 12 / 15 \end{aligned}$ | $\begin{aligned} & \$ 2,750 \text { Gas } \\ & \$ 3.500 \text { E85 } \end{aligned}$ |
| F150 Pickup 4WD FFV | A-S6 | 5.0/8 | $\begin{aligned} & 14 / 19 \\ & 10 / 14 \end{aligned}$ | $\begin{aligned} & \$ 3,100 \text { Gas } \\ & \$ 3,800 \text { E85 } \end{aligned}$ |
| F150 Pickup 4WD FFV | A-6 | 5.0/8 | $\begin{aligned} & 14 / 19 \\ & 10 / 14 \end{aligned}$ | $\begin{aligned} & \$ 3,100 \text { Gas } \\ & \$ 3,800 \text { E85 } \end{aligned}$ |
| F150 Raptor Pickup 4WD | A-S6 | 6.2/8 | 11/14 | \$4,100 |
| GMC |  |  |  |  |
| Sierra 15 Hybrid 4WD | AV | 6.0/8 | 20/23 | \$2,350 HEV |
| Sierra K15 4WD | A-4 | 4.3/6 | 14/18 | \$3,300 |
| Sierra K15 4WD | A-4 | 4.8/8 | $\begin{aligned} & 13 / 18 \\ & 10 / 13 \end{aligned}$ | $\begin{aligned} & \$ 3,300 \text { Gas } \\ & \$ 4.150 \text { E85 } \end{aligned}$ |
| Sierra K15 4WD | A-6 | 5.3/8 | $\begin{aligned} & 15 / 21 \\ & 11 / 16 \end{aligned}$ | $\begin{aligned} & \$ 2,900 \text { Gas } \\ & \$ 3,500 \text { E85 } \end{aligned}$ |
| Sierra K15 4WD | A-6 | 6.2/8 | $\begin{aligned} & 12 / 18 \\ & 9 / 13 \end{aligned}$ | $\begin{aligned} & \$ 3,550 \text { Gas } \\ & \$ 4,550 \text { E85 } \end{aligned}$ |
| Sierra K15 AWD | A-6 | 6.2/8 | $\begin{aligned} & 12 / 18 \\ & 9 / 13 \end{aligned}$ | $\begin{aligned} & \$ 3,550 \text { Gas } \\ & \$ 4,550 \text { E85 } \end{aligned}$ |
| HONDA <br> Ridgeline Truck 4WD | A-5 | 3.5/6 | 15/20 | \$2,900 |
| $\begin{aligned} & \text { MAHINDRA } \\ & \text { TR40 } \end{aligned}$ | A-6 | 2.2/4 | 19/21 | \$2,900 D T |
| NISSAN <br> Titan 4WD | A-5 | 5.6/8 | 12/17 | \$3,550 |
| Titan 4WD FFV | A-5 | 5.6/8 | $\begin{aligned} & 12 / 17 \\ & 9 / 13 \end{aligned}$ | $\begin{aligned} & \$ 3,550 \text { Gas } \\ & \$ 4,550 \text { E85 } \end{aligned}$ |
| TOYOTA |  |  |  |  |
| Tundra 4WD | $\begin{aligned} & \text { A-S6 } \\ & \text { A-S6 } \end{aligned}$ | $\begin{aligned} & 4.6 / 8 \\ & 5.7 / 8 \end{aligned}$ | $\begin{aligned} & 14 / 19 \\ & 13 / 17 \end{aligned}$ | $\begin{aligned} & \text { \$3,100 PT4WD } \\ & \text { \$3,550 PT4WD } \end{aligned}$ |
| Tundra 4WD FFV | A-S6 | 5.7/8 | $\begin{aligned} & 13 / 17 \\ & 10 / 13 \end{aligned}$ | $\begin{aligned} & \$ 3,300 \text { Gas } \\ & \$ 4,150 \text { E85 } \end{aligned}$ |

## VANS, CARGO TYPE

## CHEVROLET

| PExpress 1500 2WD Cargo | A-4 | $\mathbf{4 . 3 / 6}$ | $\mathbf{1 5 / 2 0}$ | $\$ 2,900$ |
| :--- | :--- | :--- | :--- | :--- |
| Express 1500 2WD Cargo |  |  |  |  |
|  | A-4 | $5.3 / 8$ | $13 / 18$ <br> $10 / 13$ | $\$ 3,300$ Gas <br> $\$ 4,150$ E85 |
| Express 1500 2WD Conversion |  |  |  |  |
| Cargo |  |  |  |  |
|  | A-4 | $5.3 / 8$ | $13 / 17$ | $\$ 3,550$ Gas |
|  |  |  | $10 / 13$ | $\$ 4,150$ E85 |

Express 1500 AWD Conversion

| Cargo | A-4 | 5.3/8 | $\begin{aligned} & 13 / 17 \\ & 9 / 12 \end{aligned}$ | \$3,550 Gas <br> \$4,550 E85 |
| :---: | :---: | :---: | :---: | :---: |
| Express 2500 2WD Cargo MDPV | A-6 | 6.0/8 | $\begin{aligned} & 10 / 16 \\ & 8 / 12 \end{aligned}$ | $\begin{aligned} & \$ 4,100 \text { Gas } \\ & \$ 5,050 \text { E85 } \end{aligned}$ |
| Express 2500 2WD Conversion |  |  |  |  |
| Cargo | A-6 | 6.0/8 | $\begin{aligned} & 10 / 16 \\ & 8 / 12 \end{aligned}$ | $\begin{aligned} & \$ 4,100 \text { Gas } \\ & \$ 5,050 \text { E85 } \end{aligned}$ |
| Express 3500 2WD Cargo MDPV | A-6 | 6.0/8 | $\begin{aligned} & 10 / 16 \\ & 8 / 12 \end{aligned}$ | $\begin{aligned} & \$ 4,100 \text { Gas } \\ & \$ 5,050 \text { E85 } \end{aligned}$ |
| FORD |  |  |  |  |
| E150 Van FFV | A-4 | 4.6/8 | $\begin{aligned} & 13 / 17 \\ & 10 / 12 \end{aligned}$ | $\begin{aligned} & \$ 3,300 \text { Gas } \\ & \$ 4,150 \text { E85 } \end{aligned}$ |
| E150 Van FFV | A-4 | 5.4/8 | $\begin{aligned} & 12 / 16 \\ & 9 / 12 \end{aligned}$ | $\begin{aligned} & \$ 3,550 \text { Gas } \\ & \$ 4,550 \text { E85 } \end{aligned}$ |
| E250 Van FFV | A-4 | 4.6/8 | $\begin{aligned} & 13 / 17 \\ & 10 / 12 \end{aligned}$ | $\begin{aligned} & \$ 3,300 \text { Gas } \\ & \$ 4,150 \text { E85 } \end{aligned}$ |
| E250 Van FFV | A-4 | 5.4/8 | $\begin{aligned} & 12 / 16 \\ & 9 / 12 \end{aligned}$ | $\begin{aligned} & \$ 3,800 \text { Gas } \\ & \$ 4,550 \text { E85 } \end{aligned}$ |
| E350 Van | A-5 | 6.8/10 | 10/14 | \$4,100 |
| E350 Van FFV | A-4 | 5.4/8 | $\begin{aligned} & 12 / 15 \\ & 9 / 12 \end{aligned}$ | $\begin{aligned} & \$ 3,800 \text { Gas } \\ & \$ 4,550 \text { E85 } \end{aligned}$ |
| GMC |  |  |  |  |
| Savana 1500 AWD (cargo) | A-4 | 5.3/8 | $\begin{aligned} & 13 / 17 \\ & 10 / 13 \end{aligned}$ | $\begin{aligned} & \$ 3,550 \text { Gas } \\ & \$ 4,150 \text { E85 } \end{aligned}$ |

Savana 1500 AWD Conversion

| (cargo) | A-4 | $5.3 / 8$ | $13 / 17$ <br> $9 / 12$ | $\$ 3,550$ Gas <br> $\$ 4,550 ~ E 85$ |
| :--- | :--- | :--- | :--- | :--- |
| Savana 1500 2WD (cargo) | A-4 | $\mathbf{4 . 3 / 6}$ | $\mathbf{1 5 / 2 0}$ | $\$ 2,900$ |




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