## Fuel Economy Guide

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# Model Year <br>  

Now includes plug-in vehicles!
U.S. Department of Energy

SEPA
Office of Energy Efficiency and Renewable Energy
U.S. Environmental Protection Agency UPDATED: January 22, 2014


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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 DOE's Clean Cities Technical Response Service at 1-800-254-6735 or mail your request to: NREL - Fuel Economy Guide, 1617 Cole Boulevard, Golden, CO 80401

## Fuel Economy Estimates

Most vehicles in this Guide (other than plug-in hybrids) have three 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
- A "combined" estimate that represents a combination of city driving (55\%) and highway driving (45\%)

Estimates for all vehicles are based on laboratory testing under standardized conditions to allow for fair comparisons.

Flexible-fuel vehicles (FFVs), which can use gasoline and E85, have estimates for both fuels. Plug-in hybrid electric vehicles (PHEVs) have estimates for gasoline-only and electric-only operation and are discussed in more detail on page 27. 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)
- 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
- Use of remote starters

In addition, small variations in vehicle manufacturing can cause fuel economy 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 the first column under the model name. Additional attributes needed to distinguish among vehicles (e.g., fuel type, suggested fuel grade) are listed in the "Notes" column. A legend for abbreviations is provided on page 5.

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 for these vehicles.

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



## TAX INCENTIVES AND DISINCENTIVES

## Federal Tax Credits

You may be eligible for a federal income tax credit of up to $\$ 7,500$ if you purchase a qualifying electric or plug-in hybrid vehicle in 2011-2012

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 a "gas 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 $\$ 1,700$ in fuel costs each year by choosing the most fuelefficient vehicle in a particular class. This can add up to thousands of dollars 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-efficient vehicle can help reduce our dependence on petroleum. About 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 $\$ 269$ 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 human-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 $28 \%$ ( 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.

Annual $\mathrm{CO}_{2}$ Emissions by Vehicle MPG


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 petroleum 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 2,400 filling stations in the United States currently sell E85. Visit afdc.energy.gov/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, with a drop of 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.
More than 600 stations currently sell B20. Visit afdc.energy.gov/locator/stations/ for locations of service stations selling biodiesel.

## Premium- vs. Regular-Grade Gasoline

Regular unleaded is the recommended gasoline for most cars. Using a higheroctane 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 $\$ 3.30 / \mathrm{gallon}$ for regular unleaded gasoline and $\$ 3.66 /$ gallon for premium, $\$ 3.87$ for diesel, and $\$ .12 / \mathrm{kWh}$ for electricity. 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.

* Represents electric vehicles and plug-in hybrids. Fuel economy values for these vehicles are in miles per gallon gasoline equivalent (MPGe).


## MODEL YEAR 2012 FUEL ECONOMY LEADERS

Listed below are vehicles with the highest fuel economy in the most popular classes. In vehicle classes where the most fuel efficient vehicle is a plug-in hybrid (PHEV) or electric (EV), a conventional or regular hybrid vehicle is also listed. Rankings are based on combined city and highway fuel economy estimates which assume $55 \%$ city driving and $45 \%$ highway driving. Please note that many vehicle models come in a range of engine sizes and trim lines, resulting in different fuel economy values. If there is only one vehicle in the class, we do not list a fuel economy leader.

|  | Trans Type/ Speeds | Eng Size / <br> Cylinders | MPG Combined |  | Trans Type/ Speeds | Eng Size / Cylinders | $\begin{gathered} \text { MPG } \\ \text { Combined } \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| TWO-SEATER CARS |  |  |  | STANDARD PICKUP TRUCKS |  |  |  |
| HONDA |  |  |  | CHEVROLET |  |  |  |
| CR-Z | AV-S7 | 1.5/4 | 37 | Silverado 15 Hybrid 2WD | AV | 6.0/8 | 21 |
| MINICOMPACT CARS |  |  |  | Silverado 15 Hybrid 4WD <br> GMC |  |  |  |
| SCION |  |  |  | Sierra 15 Hybrid 2WD | AV | 6.0/8 | 21 |
| iQ | AV | 1.3/4 | 37 | Sierra 15 Hybrid 4WD | AV | 6.0/8 | 21 |
| SUBCOMPACT CARS |  |  |  | VANS, CARGO |  |  |  |
| MITSUBISHI |  |  |  | CHEVROLET |  |  |  |
| i-MiEV (EV) $\dagger$ | A-1 | NA | 112 | Express 1500 2WD Cargo | A-4 | 4.3/6 | 17 |
| Fiesta FWD |  |  |  | GMC |  |  |  |
|  | M-5 | 1.6/4 | 33 | Savana 1500 2WD (cargo) | A-4 4.3/6 |  | 17 |
|  | AM-6 | 1.6/4 | 33 |  |  |  |  |  |
| Fiesta SFE FWD | AM-6 | 1.6/4 | 33 | VANS, PASSENGER |  |  |  |
| COMPACT CARS |  |  |  | CHEVROLET |  |  |  |
| FORD <br> Focus BEV FWD (EV) $\dagger$ TOYOTA |  |  |  | Express 1500 2WD Passenger Express 1500 AWD Passenger FORD | $\begin{aligned} & \text { A-4 } \\ & \text { A-4 } \end{aligned}$ | $\begin{aligned} & 5.3 / 8 \\ & 5.3 / 8 \end{aligned}$ | $\begin{aligned} & 14 \ddagger \\ & 14 \ddagger \end{aligned}$ |
|  | AV | NA | 105 |  | A-4 |  |  |
|  |  |  |  |  | A-4 | 4.6/8 | 14 $\ddagger$ |
| Prius c | AV | 1.5/4 | 50 | E150 Wagon FFV <br> GMC |  |  |  |
| MIDSIZE CARS |  |  |  | Savana 1500 2WD (Passenger) | A-4 | 5.3/8 | $\begin{aligned} & 14 \ddagger \\ & 14 \ddagger \end{aligned}$ |
| NISSAN |  |  | 99 | Savana 1500 AWD (Passenger) | A-4 | 5.3/8 |  |
| Leaf (EV) $\dagger$ TOYOTA | A-1 | NA |  | MAZDA MINIVANS |  |  | 14主 |
|  |  |  |  |  |  |  |  |
| Prius | AV | 1.8/4 | 50 | 5 | M-6 | 2.5/4 | 24 |
|  | LARGE CARS |  |  | A-S5 |  | 2.5/4 | 24 |
| TESLA |  |  |  | SPORT UTILITY VEHICLES |  |  |  |
| Model S (EV) $\dagger$ | A-1 | NA | 89 | TOYOTA |  |  | 76 |
| HYUNDAI |  |  |  | RAV4 EV (EV) $\dagger$ | AV | NA |  |
| Sonata | M-6 | 2.4/4 | 28 | Ford |  |  |  |
|  | A-6 | 2.4/4 | 28 |  | AV | 2.5/4 | 32 |
| SMALL STATION WAGONS |  |  |  | SPECIAL PURPOSE VEHICLE |  |  |  |
| AUDI ${ }^{\text {a }}$ (dite |  |  |  | AZURE DYNAMICS |  |  |  |
| A3 (diesel) | A-S6 | 2.0/4 | 34 | Transit Connect Electric Van (EV) $\dagger$ Transit Connect Electric Wagon (EV) $\dagger$ FORD | $\begin{aligned} & \text { A-1 } \\ & \text { A-1 } \end{aligned}$ | NA | 62 |
| VOLKSWAGEN |  |  |  |  |  | NA | 62 |
| Jetta SportWagen (diesel) | M-6 | 2.0/4 | 34 |  |  |  |  |
| MIDSIZE STATION WAGONS |  |  |  | Transit Connect Wagon FWD | A-4 | 2.0/4 | 24 |
| TOYOTA |  |  |  |  |  |  |  |
| Prius v | AV | 1.8/4 | 42 |  |  |  |  |
| SMALL PICKUP TRUCKS |  |  |  |  |  |  |  |
| TOYOTA |  |  |  |  |  |  |  |
| Tacoma 2WD | M-5 | 2.7/4 | 22 |  |  |  |  |

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## 2012 MODEL YEAR VEHICLES

This section contains the fuel economy values for 2012 model year vehicles. Additional information for alternative fuel vehicles can be found on pages 25-35. Alternative fuel vehicles are highlighted with a medium blue background, 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 vehicles in each class are listed in blue boldface type and marked with a blue pointer ( $>$ ).

| ManufacturerModelConfiguration(trans, eng size, cyl) | MPG |  | Annual Fuel Cost | Notes | ManufacturerModelConfiguration(trans, eng size, cyl) | MPG |  | Annual Fuel Cost | Notes |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | City/Hwy | Comb |  |  |  | City/Hwy | Comb |  |  |
| TWO SEATERS |  |  |  |  | CHEVROLET <br> Corvette |  |  |  |  |
| ASTON MARTIN V12 Vantage |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  | A-S6, 6.2L, 8cyl | 15/25 | 18 | \$2,750 |  |
|  |  |  |  |  | M-6, 6.2L, 8cyl | 16/26 | 19 | \$2,600 |  |
| V8 Vantage |  |  |  |  | M-6, 6.2L, 8cyl | 14/21 | 17 | \$3,250 | P S Tax |
| AM-6, 4.7L, 8cyl | 14/20 | 16 | \$3,450 | P Tax | FERRARI <br> 458 Italia Coupe |  |  |  |  |
| AM-7, 4.7L, 8cyl | 14/21 | 16 | \$3,450 | P Tax |  |  |  |  |  |  |  |
| M-6, 4.7L, 8cyl | 13/19 | 15 | \$3,650 | P Tax |  |  |  |  |  |  |  |
| V8 Vantage S |  |  |  |  | AM-7, 4.5L, 8cyl 12/18 14 |  |  | \$3,900 | P Tax SS |
| AM-7, 4.7L, 8cyl | 14/21 | 16 | \$3,450 | P Tax | 458 Italia Spider |  |  |  |  |
| AUDIR8 |  |  |  |  | AM-7, 4.5L, 8cyl | 12/18 | 14 | \$3,900 | P Tax SS |
|  |  |  |  |  | AM-7, 4.5L, 8cyl | 12/17 | 14 | \$3,900 | P Tax |
| AM-6, 4.2L, 8cyl | 13/21 | 16 | \$3,450 | P Tax | California |  |  |  |  |
| M-6, 4.2L, 8cyl | 11/20 | 14 | \$3,900 | P Tax | AM-7, 4.3L, 8cyl | 13/19 | 15 | \$3,650 | P Tax SS |
| AM-6, 5.2L, 10cyl | 13/19 | 15 | \$3,650 | P Tax | AM-7, 4.3L, 8cyl | 13/19 | 15 | \$3,650 | P Tax |
| M-6, 5.2L, 10cyl | 12/19 | 14 | \$3,900 | P Tax | HONDA CR-Z |  |  |  |  |
| R8 Spyder |  |  |  |  |  |  |  |  |  |  |  |
| AM-6, 4.2L, 8cyl | 13/21 | 16 | \$3,450 | P Tax |  |  |  |  |  |  |  |
| M-6, 4.2L, 8cyl | 11/20 | 14 | \$3,900 | P Tax | -AV-S7, 1.5L, 4cyl | 35/39 | 37 | \$1,350 | HEV |
| AM-6, 5.2L, 10cyl | 13/19 | 15 | \$3,650 | P Tax | M-6, 1.5L, 4cyl | 31/37 | 34 | \$1,450 | HEV |
| TT Roadster quattro |  |  |  |  | Aventador Coupe |  |  |  |  |
| A-S6, 2.0L, 4cyl | 23/31 | 26 | \$2,100 | PT | A-S7, 6.5L, 12cyl | 11/17 | 13 | \$4,200 | P Tax |
| BENTLEY |  |  |  |  | Gallardo Coupe |  |  |  |  |
| Continental Supersports |  |  |  |  | AM-6, 5.2L, 10 cyl | 13/20 | 16 | \$3,450 | P Tax |
| A-S6, 6.0L, 12cyl | $\begin{gathered} 12 / 19 \\ 8 / 14 \end{gathered}$ | $\begin{aligned} & 14 \\ & 10 \end{aligned}$ | $\begin{aligned} & \$ 3,900 \\ & \$ 4,550 \end{aligned}$ | $\begin{aligned} & \text { Gas T Tax } \\ & \text { E85 } \end{aligned}$ | Gallardo Spyder |  |  |  |  |
| BMW <br> Z4 sDrive28i |  |  |  |  | AM-6, 5.2L, 10cyl | 13/20 | 16 | \$3,450 | P Tax |
|  |  |  |  |  | M-6, 5.2L, 10cyl | 12/20 | 14 | \$3,900 | P Tax |
| A-8, 2.0L, 4cyl | 22/32 | 26 | \$2,100 | PT | LEXUS LFA |  |  |  |  |
| Z4 sDrive35i |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  | A-S6, 4.8L, 10cyl | 11/16 | 12 | \$4,550 | P Tax |
| A-S7, 3.0L, 6cyl | 17/24 | 19 | \$2,900 | PT | MAZDA |  |  |  |  |
| M-6, 3.0L, 6cyl $19 / 26$ 21 $\$ 2,600$ PT <br> Z4 sDrive35is     |  |  |  |  | MX-5 |  |  |  |  |
|  |  |  |  |  | A-S6, 2.0L, 4cyl | 21/28 | 23 | \$2,400 | P |
| A-S7, 3.0L, 6cyl | 17/24 | 19 | \$2,900 | PT | M-5, 2.0L, 4cyl | 22/28 | 25 | \$2,200 | P |
| BUGATTI |  |  |  |  | M-6, 2.0L, 4cyl | 21/28 | 24 | \$2,300 | P |

## Veyron

A-S7, 8.0L, 16cyl 8/15 $10 \quad \$ 5,500$ PT Tax


| Di..................Direct Injection | MPG............. Miles per Gallon |
| :---: | :---: |
| E85................85\% Ethanol/15\% Gasoline | NA............... Not Available at Press Time |
| Elec...............ELectricity | Ni-MH........... Nickel-Metal Hydride |
| Eng Size........ Engine Volume in Liters | ORP............. Off-Road Package |
| EV................Electric Vehicle | P.................. Premium Gasoline Recommended |
| FFV...............Flexible Fuel Vehicle | Phev............. Plug-in Hybrid |
| FWD..............Front-Wheel Drive | PR............... Premium Gasoline Required |
| Gas...............Regular Gasoline | PT4WD.......... Part-time 4WD |
| HEV.............. Hybrid-Electric Vehicle | S.................. Supercharger |
| HP................ Horsepower | SIDI.............. Spark Ignition Direct Injection |
| Hwy...............MPG on Highway Test Procedure | SS................ Stop-Start Option |
| Li-Ion.............Lithium Ion | ST............... Sport Transmission |
| LWB..............Long Wheel Base | T.................. Turbocharger |
| M................. Manual Transmission | Tax............... Subject to Gas Guzzler Tax |
| Mid............... Midgrade Gasoline | Trans............. Transmission |
| Mode.............Multi Model Transmission | VCM............. Variable Cylinder Management |



| Manufacturer Model | MPG |  | Annual Fuel Cost | Notes | ManufacturerModelConfiguration(trans, eng size, cyl) | MPG |  | Annual Fuel Cost | Notes |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Configuration (trans, eng size, cyl) | City/Hwy | Comb |  |  |  | City/Hwy | Comb |  |  |
| John Cooper Works Convertible |  |  |  |  | New 911 Carrera |  |  |  |  |
| M-6, 1.6L, 4cyl | 25/33 | 28 | \$1,950 | PT | AM-S7, 3.4L, 6cyl | 20/28 | 23 | \$2,400 | P |
| MITSUBISHI Eclipse Spyder |  |  |  |  | M-7, 3.4L, 6cyl | 19/27 | 22 | \$2,500 | P |
|  |  |  |  |  | New 911 Carrera Cabriolet |  |  |  |  |
| A-S4, 2.4L, 4cyl | 20/27 | 23 | \$2,150 |  | AM-S7, 3.4L, 6cyl | 20/28 | 23 | \$2,400 | P |
| A-S5, 3.8L, 6cyl | 16/24 | 19 | \$2,900 | P | M-7, 3.4L, 6cyl | - 19/27 | 22 | \$2,500 | P |
| PORSCHE911 C4 GTS |  |  |  |  | New 911 Carrera S |  |  |  |  |
|  |  |  |  |  | AM-S7, 3.8L, 6cyl | 19/27 | 22 | \$2,500 | P |
| A-7, 3.8L, 6cyl | 18/26 | 21 | \$2,600 | P | M-7, 3.8L, 6cyl <br> New 911 Carrera | S Cabrio | et ${ }^{22}$ | \$2,500 | P |
| 911 C4 GTS Cabriolet |  |  |  |  | AM-S7, 3.8L, 6cyl | 19/27 | 22 | \$2,500 | P |
|  |  |  |  |  | M-7, 3.8L, 6cyl | 19/27 | 22 | \$2,500 | P |
| A-7, 3.8L, 6cyl | 18/27 | 21 | \$2,600 | P | $\begin{aligned} & \text { SCION } \\ & \text { iQ } \end{aligned}$ |  |  |  |  |
| 911 Carrera |  |  |  | P |  |  |  |  |  |  |  |
| A-7, 3.6L, 6cyl | 19/27 | 22 | \$2,500 | P | -AV, 1.3L, 4cyl 36/37 37 |  |  | \$1,350 |  |
| M-6, 3.6L, 6cyl $18 / 25$ 21 $\$ 2,600$ $P$ |  |  |  |  | SUBCOMPACT CARS |  |  |  |  |
|  |  |  |  |  | ASTON MARTIN Rapide |  |  |  |  |
| A-7, 3.6L, 6cyl | 18/26 | 21 | \$2,600 | P |  |  |  |  |  |  |  |
| M-6, 3.6L, 6cyl | 18/24 | 21 | \$2,600 | P |  |  |  |  |  |  |  |
| 911 Carrera 4 Cabriolet |  |  |  |  | A-S6, 5.9L, 12cyl | 13/19 | 15 | \$3,650 | P Tax |
| A-7, 3.6L, 6cyl | 18/26 | 21 | \$2,600 | P | AUDI <br> A5 Cabriolet |  |  |  |  |
| M-6, 3.6L, 6cyl | 18/25 | 21 | \$2,600 | P |  |  |  |  |  |  |  |
| 911 Carrera 4 Targa |  |  |  |  | AV, 2.0L, 4cyl | 22/30 | 25 | \$2,200 | PT |
| A-7, 3.6L, 6cyl | 18/26 | 21 | \$2,600 | P | A5 Cabriolet quattro |  |  |  |  |
| M-6, 3.6L, 6cyl | 18/25 | 21 | \$2,600 | P | A-S8, 2.0L, 4cyl | 21/29 | 24 | \$2,300 | PT |
| 911 Carrera 4S |  |  |  |  | A5 quattro |  |  |  |  |
| A-7, 3.8L, 6cyl | 18/26 | 21 | \$2,600 | P | A-S8, 2.0L, 4cyl | 21/29 | 24 | \$2,300 | PT |
| M-6, 3.8L, 6cyl | 18/25 | 21 | \$2,600 | P | M-6, 2.0L, 4cyl | 21/31 | 25 | \$2,200 | PT |
| 911 Carrera 4S Cabriolet |  |  |  |  | S5 |  |  |  |  |
| A-7, 3.8L, 6cyl | 18/27 | 21 | \$2,600 | P | A-S6, 4.2L, 8cyl | 16/24 | 19 | \$2,900 | P |
| M-6, 3.8L, 6cyl | 17/25 | 20 | \$2,750 | P | M-6, 4.2L, 8cyl | 14/22 | 17 | \$3,250 | P Tax |
| 911 Carrera 4S Targa |  |  |  |  | S5 Cabriolet |  |  |  |  |
| A-7, 3.8L, 6cyl | 18/27 | 21 | \$2,600 | P | A-S7, 3.0L, 6cyl | 17/26 | 20 | \$2,750 | PS |
| M-6, 3.8L, 6cyl | 17/25 | 20 | \$2,750 | P | TT Coupe quattro |  |  |  |  |
| 911 Carrera Cabriolet |  |  |  |  | A-S6, 2.0L, 4cyl | 23/31 | 26 | \$2,100 | PT |
| A-7, 3.6L, 6cyl | 19/27 | 21 | \$2,600 | P | TT RS Coupe |  |  |  |  |
| M-6, 3.6L, 6cyl | 18/26 | 21 | \$2,600 | P | M-6, 2.5L, 5cyl | 18/25 | 20 | \$2,750 | PT |
| 911 Carrera S |  |  |  |  | BENTLEY <br> Continental GTC |  |  |  |  |
| A-7, 3.8L, 6cyl | 19/26 | 22 | \$2,500 | P |  |  |  |  |  |  |  |
| 911 Carrera S Cabriolet |  |  |  |  | A-S6, 6.0L, 12cyl | 11/19 | 14 | \$3,900 | Gas T Tax |
|  |  |  |  |  | 8/13 | 10 | \$4,550 | E85 |  |
| A-7, 3.8L, 6cyl | 19/27 | 21 | \$2,600 | P |  | Continental Supersports Convertible |  |  |  |  |
| 911 GTS |  |  |  |  | A-S6, 6.0L, 12cyl |  |  |  |  |
|  |  |  |  |  | $\begin{gathered} 12 / 19 \\ 8 / 14 \end{gathered}$ | 14 10 | $\$ 3,900$ | E85 |  |
| A-7, 3.8L, 6cyl | 19/26 | 22 | \$2,500 | P |  |  |  |  |  |  |
| M-6, 3.8L, 6cyl | t $18 / 25$ | 911 GTS Cabriolet |  | P | 128ci Convertible |  |  |  |  |
| 911 GTS Cabriolet |  |  |  |  | A-S6, 3.0L, 6cyl | 18/27 | 21 | \$2,600 | P |
| A-7, 3.8L, 6cyl | $19 / 27$ $18 / 26$ | 21 | \$2,600 | P | M-6, 3.0L, 6cyl | 18/28 | 22 | \$2,500 | P |
| 911 Turbo Cabriolet |  |  |  |  | 128i |  |  |  |  |
| A-7, 3.8L, 6cyl | 16/24 | 19 | \$2,900 | PT | A-S6, 3.0L, 6cyl | 18/28 | 21 | \$2,600 | P |
| M-6, 3.8L, 6cyl <br> 911 Turbo Coupe | 16/24 | 19 | \$2,900 | PT | $\begin{aligned} & \text { M-6, 3.0L, 6cyl } \\ & \text { 135i } \end{aligned}$ | 18/28 | 22 | \$2,500 | P |
| A-7, 3.8L, 6cyl | 17/25 | 19 | \$2,900 | PT | A-S7, 3.0L, 6cyl | 18/25 | 21 | \$2,600 | PT |
| M-6, 3.8L, 6cyl | 16/24 | 19 | \$2,900 | PT | M-6, 3.0L, 6cyl | 20/28 | 23 | \$2,400 | PT |
| 911 Turbo S Cabriolet |  |  |  |  | 135i Convertible |  |  |  |  |
| A-7, 3.8L, 6cyl | 16/24 | 19 | \$2,900 | PT | A-S7, 3.0L, 6cyl | 18/25 | 20 | \$2,750 | PT |
| 911 Turbo S Coupe |  |  |  |  | M-6, 3.0L, 6cyl | 19/28 | 22 | \$2,500 | PT |
| A-7, 3.8L, 6cyl | 17/25 | 19 | \$2,900 | PT |  |  |  |  |  |


| Manufacturer Model | MPG |  | Annual Fuel Cost | Notes | ManufacturerModelConfiguration(trans, eng size, cyl) | MPG |  | Annual Fuel Cost | Notes |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Configuration (trans, eng size, cyl) | City/Hwy | Comb |  |  |  | City/Hwy | Comb |  |  |
| 328ci Convertible |  |  |  |  | INFINITI |  |  |  |  |
| A-S6, 3.0L, 6cyl | 18/27 | 21 | \$2,600 | P |  |  |  |  |  |  |  |
| M-6, 3.0L, 6cyl $17 / 26$ 20 $\$ 2,750$ $P$ <br> 328i Coupe     |  |  |  |  | A-S7, 3.7L, 6cyl | 17/25 | 20 | \$2,750 | P |
|  |  |  |  |  | M-6, 3.7L, 6cyl | 16/24 | 19 | \$2,900 | P |
| A-S6, 3.0L, 6cyl | 18/28 | 21 | \$2,600 | P | G37 Coupe |  |  |  |  |
| 328i Coupe xDrive |  |  |  |  | A-S7, 3.7L, 6cyl | 19/27 | 22 | \$2,500 | P |
|  |  |  |  |  | M-6, 3.7L, 6cyl | 17/25 | 19 | \$2,900 | P |
| A-S6, 3.0L, 6cyl | 17/25 | 20 | \$2,750 | P | G37x Coupe |  |  |  |  |
| 335ci Convertible |  |  |  |  | A-S7, 3.7L, 6cyl | 18/25 | 20 | \$2,750 | P |
|  |  |  |  |  | LEXUS <br> IS 250 AWD |  |  |  |  |
| A-S6, 3.0L, 6cyl | 18/28 | 22 | \$2,500 | PT |  |  |  |  |  |  |  |
| M-6, 3.0L, 6cyl $19 / 28$ 22 $\$ 2,500$ PT <br> 335i Coupe     |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  | A-S6, 2.5L, 6cyl $20 / 27$ 22 $\$ 2,500$ <br> IS 250/IS 250C    |  |  |  |  |
| A-S6, 3.0L, 6cyl | 18/28 | 22 | \$2,500 | PT |  |  |  |  |  |  |  |
| M-6, 3.0L, 6cyl $19 / 28$ 22 <br> 335i Coupe xDrive  $\$ 2,500$ <br> PT T      <br>     |  |  |  |  | A-S6, 2.5L, 6cyl | 21/30 | 25 | \$2,200 | P |
|  |  |  |  |  | M-6, 2.5L, 6cylIS 350 AWD |  |  | \$2,500 | P |
| A-S6, 3.0L, 6cyl | 18/27 | 21 | \$2,600 | PT |  |  |  |  |  |
| M-6, 3.0L, 6cyl | 19/27 | 22 | \$2,500 | PT | A-S6, 3.5L, 6cyl | 18/26 | 21 | \$2,600 | P |
| 335is Convertible |  |  |  |  | IS 350/IS 350C |  |  |  |  |
| A-S7, 3.0L, 6cyl | 17/24 | 19 | \$2,900 | PT | A-S6, 3.5L, 6cyl | 19/27 | 22 | \$2,500 | P |
| M-6, 3.0L, 6cyl | 18/26 | 21 | \$2,600 | PT | IS F |  |  |  |  |
| 335is Coupe |  |  |  |  | A-S8, 5.0L, 8cyl | 16/23 | 18 | \$3,050 | P |
| A-S7, 3.0L, 6cyl | 17/24 | 19 | \$2,900 | PT | MASERATI |  |  |  |  |
| M-6, 3.0L, 6cyl | 18/26 | 21 | \$2,600 | PT | GranTurismo |  |  |  |  |
| M3 Convertible |  |  |  |  | A-6, 4.7L, 8cyl | 13/21 | 15 | \$3,650 | P Tax |
| A-S7, 4.0L, 8cyl | 14/20 | 16 | \$3,450 | P Tax | GranTurismo Convertible |  |  |  |  |
| M3 Coupe |  |  |  |  | A-6, 4.7L, 8cyl | 13/20 | 15 | \$3,650 | P Tax |
|  |  |  |  |  | MERCEDES-BENZ |  |  |  |  |
| A-S7, 4.0L, 8cyl | 14/20 | 16 | \$3,450 | P Tax | C250 Coupe |  |  |  |  |
| M-6, 4.0L, 8cyl | 14/20 | 16 | \$3,450 | P Tax | A-7, 1.8L, 4cyl | 21/31 | 25 | \$2,200 | PT |
| CODA AUTOMOTIVE CODA |  |  |  |  | C350 4matic Coupe |  |  |  |  |
|  |  |  |  |  | A-7, 3.5L, 6cyl | 19/28 | 22 | \$2,500 | P |
| A-1 | 77/68 | 73 | \$850 | Elec | C350 Coupe ${ }^{\text {a }}$ (9/28 |  |  |  |  |
| FISKER <br> Karma |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  | C63 AMG Black Series Coupe |  |  |  |  |
| A-1, 2.0L, 4cyl See page 29 |  |  |  |  | A-7, 6.2L, 8cyl | 13/19 | 15 | \$3,650 | P Tax |
| FORD |  |  |  |  | C63 AMG Coupe |  |  |  |  |
|  |  |  |  |  | A-7, 6.2L, 8cyl $13 / 19 \quad 15$ $\$ 3,650$ P Tax |  |  |  |  |
| -AM-6, 1.6L, 4cyl | 29/39 | 33 | \$1,500 |  | E350 4matic Coupe |  |  |  |  |
| >M-5, 1.6L, 4cyl |  |  |  |  | A-7, 3.5L, 6cyl | 19/28 | 22 | \$2,500 | P |
| Fiesta SFE FWD |  |  |  |  | A-7, 3.5L, 6cyl | 19/27 | 22 | \$2,500 | Gas |
| -AM-6, 1.6L, 4cyl | 29/40 | 33 | \$1,500 |  |  | 14/20 | 16 | \$2,850 | E85 |
| Mustang |  |  |  |  | E350 Convertible |  |  |  |  |
| A-6, 3.7L, 6cyl | 19/31 | 23 | \$2,150 |  | A-7, 3.5L, 6cyl | 19/28 | 22 | \$2,500 | P |
| M-6, 3.7L, 6cyl | 19/29 | 22 | \$2,250 |  | A-7, 3.5L, 6cyl | 19/28 | 22 | \$2,500 | Gas |
| A-6, 5.0L, 8cyl | 18/25 | 20 | \$2,500 |  |  | 13/19 | 16 | \$2,850 | E85 |
| M-6, 5.0L, 8cyl | 17/26 | 20 | \$2,500 |  | E350 Coupe |  |  |  |  |
| M-6, 5.4L, 8cyl | 15/23 | 17 | \$3,250 | PS | A-7, 3.5L, 6cyl | 19/29 | 22 | \$2,500 | P |
| Mustang Convertible |  |  |  |  | A-7, 3.5L, 6cyl | 20/28 | 23 | \$2,400 | Gas |
| A-6, 3.7L, 6cyl | 19/30 | 23 | \$2,150 |  |  | 15/21 | 17 | \$2,700 | E85 |
| HYUNDAI |  |  |  |  | E550 Convertible |  |  |  |  |
| Genesis Coupe |  |  |  |  | E550 Coupe |  |  |  |  |
| A-5, 2.0L, 4cyl | 20/30 | 23 | \$2,400 | PT |  |  |  |  |  |  |  |
| M-6, 2.0L, 4cyl | 21/30 | 24 | \$2,300 | PT | A-7, 4.7L, 8cyl | 17/27 | 21 | \$2,600 | PT |
| A-6, 3.8L, 6cyl | 17/27 | 20 | \$2,500 |  | MINI |  |  |  |  |
| M-6, 3.8L, 6cyl | 17/26 | 20 | \$2,500 |  | Cooper Clubman |  |  |  |  |
|  |  |  |  |  | A-S6, 1.6L, 4cyl | 27/35 | 30 | \$1,850 | P |
|  |  |  |  |  | M-6, 1.6L, 4cyl | 27/35 | 30 | \$1,850 | P |


| ManufacturerModelConfiguration(trans, eng size, cyl) | MPG |  | Annual Fuel Cost | Notes | ManufacturerModelConfiguration(trans, eng size, cyl) | MPG |  | Annual Fuel Cost | Notes |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | City/Hwy | Comb |  |  |  | City/Hwy | Comb |  |  |
| Cooper S Clubman |  |  |  |  | BMW |  |  |  |  |
| A-S6, 1.6L, 4cyl | 26/34 | 29 | \$1,900 | PT | 328i |  |  |  |  |
| M-6, 1.6L, 4cyl | 27/35 | 30 | \$1,850 | PT | A-S8, 2.0L, 4cyl | 23/33 | 26 | \$2,100 | PT |
| John Cooper Works Clubman |  |  |  |  | M-6, 2.0L, 4cyl | 23/34 | 27 | \$2,050 | PT |
| M-6, 1.6L, 4cyl | 25/33 | 28 | \$1,950 | PT | 335i |  |  |  |  |
| MITSUBISHI |  |  |  |  | A-S8, 3.0L, 6cyl | 23/33 | 26 | \$2,100 | PT |
| Eclipse |  |  |  |  | M-6, 3.0L, 6cyl | 20/30 | 23 | \$2,400 | PT |
| A-S4, 2.4L, 4cyl | 20/28 | 23 | \$2,150 |  | 640i Convertible |  |  |  |  |
| M-5, 2.4L, 4cyl | 20/28 | 23 | \$2,150 |  | A-S8, 3.0L, 6cyl | 20/30 | 24 | \$2,300 | PT |
| A-S5, 3.8L, 6cyl | 17/25 | 20 | \$2,750 | P | 640i Coupe |  |  |  |  |
| i-MiEV |  |  |  |  | A-S8, 3.0L, 6cyl | 23/33 | 26 | \$2,100 | PT |
| A-1 | 126/99 | 112 | \$550 | Elec | 650i Convertible |  |  |  |  |
| NISSAN |  |  |  |  | A-S8, 4.4L, 8cyl | 15/23 | 18 | \$3,050 | PT |
| Altima Coupe |  |  |  |  | M-6, 4.4L, 8cyl | 15/22 | 17 | \$3,250 | PT |
| AV-S6, 2.5L, 4cyl | 23/32 | 26 | \$1,900 |  | 650i Convertible | xDrive |  |  |  |
| M-6, 2.5L, 4cyl | 23/31 | 26 | \$1,900 |  | A-S8, 4.4L, 8cyl | 15/19 | 17 | \$3,250 | PT |
| AV-S6, 3.5L, 6cyl | 20/27 | 23 | \$2,150 |  | 650i Coupe |  |  |  |  |
| M-6, 3.5L, 6cyl | 18/27 | 21 | \$2,350 |  | A-S8, 4.4L, 8cyl | 15/23 | 18 | \$3,050 | PT |
| GT-R |  |  |  |  | M-6, 4.4L, 8cyl | 15/22 | 17 | \$3,250 | PT |
| AM-6, 3.8L, 6cyl | 16/23 | 19 | \$2,900 | PT | 650i Coupe xDriv |  |  |  |  |
| ROUSH PERFORMANCE Stage 3 Mustang |  |  |  |  | A-S8, 4.4L, 8cyl | 15/20 | 17 | \$3,250 | PT |
|  |  |  |  |  | M6 Convertible |  |  |  |  |
| A-6, 5.0L, 8cyl | 15/22 | 18 | \$3,050 | PS | A-S7, 4.4L, 8cyl | 14/20 | 16 | \$3,450 | P T Tax |
| M-6, 5.0L, 8cyl | 14/21 | 16 | \$3,450 | P S Tax | BUICK |  |  |  |  |
| SCION |  |  |  |  | Verano |  |  |  |  |

xD

| A-4, 1.8L, 4cyl | $27 / 33$ | 29 | $\$ 1,700$ |
| :--- | :--- | :--- | :--- |
| M-5, 1.8L, 4cyl | $27 / 33$ | 29 | $\$ 1,700$ |

## VOLKSWAGEN

Beetle

| A-S6, 2.0L, 4cyl | $22 / 30$ | 25 | $\$ 2,200$ | P T |
| :--- | :--- | :--- | :--- | :--- |
| M-6, 2.0L, 4cyl | $21 / 30$ | 24 | $\$ 2,300$ | P T |
| A-S6, 2.5L, 5cyl | $22 / 29$ | 25 | $\$ 2,000$ |  |
| M-5, 2.5L, 5cyl | $22 / 31$ | 25 | $\$ 2,000$ |  |
| Eos |  |  |  |  |
| A-S6, 2.0L, 4cyl | $22 / 30$ | 25 | $\$ 2,200$ | PT |
| VOLVO <br> C70 FWD |  |  |  |  |
| A-S5, 2.5L, 5cyl | $18 / 28$ | 21 | $\$ 2,350$ | T |

COMPACT CARS

TSX

| A-S5, 2.4L, 4cyl | $22 / 31$ | 26 | $\$ 2,100$ | P |
| :--- | :--- | :--- | :--- | :--- |
| M-6, 2.4L, 4cyl | $21 / 29$ | 24 | $\$ 2,300$ | P |
| A-S5, 3.5L, 6cyl | $19 / 28$ | 23 | $\$ 2,400$ | P |

AUDI
A4

| AV, 2.0L, 4cyl | $22 / 30$ | 25 | $\$ 2,200$ | PT |
| :---: | :---: | :---: | :---: | :---: |
| A4 quattro |  |  |  |  |
| A-S8, 2.0L, 4cyl | $21 / 29$ | 24 | $\$ 2,300$ | PT |
| M-6, 2.0L, 4cyl | $21 / 31$ | 25 | $\$ 2,200$ | PT |
| S4 |  |  |  |  |
| A-S7, 3.0L, 6cyl | $18 / 28$ | 21 | $\$ 2,600$ | PS |
| M-6, 3.0L, 6cyl | $18 / 27$ | 21 | $\$ 2,600$ | PS |

## BENTLEY

## Continental GT

| A-S6, 6.0L, 12cyl | $12 / 19$ | 14 | $\$ 3,900$ | Gas T Tax |
| :--- | :---: | :---: | :---: | :--- |
|  | $8 / 14$ | 10 | $\$ 4,550$ | E85 |


| A-S6, 2.4L, 4cyl | $21 / 32$ | 25 | $\$ 2,000$ | Gas |
| :--- | :--- | :--- | :--- | :--- |
|  | $15 / 23$ | 18 | $\$ 2,550$ | E85 |

## CHEVROLET

Camaro

| A-S6, 3.6L, 6cyl | $18 / 29$ | 22 | $\$ 2,250$ |  |
| :--- | :--- | :--- | :--- | :--- |
| A-6, 3.6L, 6cyl | $19 / 30$ | 22 | $\$ 2,250$ |  |
| M-6, 3.6L, 6cyl | $17 / 28$ | 20 | $\$ 2,500$ |  |
| A-S6, 6.2L, 8cyl | $15 / 24$ | 18 | $\$ 2,750$ |  |
| A-S6, 6.2L, 8cyl | $12 / 18$ | 14 | $\$ 3,550$ | S Tax |
| M-6, 6.2L, 8cyl | $16 / 24$ | 19 | $\$ 2,600$ |  |
| M-6, 6.2L, 8cyl | $14 / 19$ | 16 | $\$ 3,450$ | PS Tax |
| Sonic |  |  |  |  |
| A-S6, 1.4L, 4cyl | $27 / 37$ | 31 | $\$ 1,600$ | T |
| M-6, 1.4L, 4cyl | $29 / 40$ | 33 | $\$ 1,500$ | T |
| A-S6, 1.8L, 4cyl | $25 / 35$ | 28 | $\$ 1,750$ |  |
| M-5, 1.8L, 4cyl | $26 / 35$ | 29 | $\$ 1,700$ |  |
| Volt |  |  |  |  |
| AV, 1.4L, 4cyl |  | See page 29 |  |  |

CHRYSLER
200 Convertible

| A-6, 2.4L, 4cyl | $18 / 29$ | 22 | $\$ 2,250$ |  |
| :--- | :--- | :--- | :--- | :--- |
| A-6, 3.6L, 6cyl | $19 / 29$ | 22 | $\$ 2,250$ | Gas |
|  | $14 / 21$ | 16 | $\$ 2,850$ | E85 |

FORD
Focus BEV FWD

| AAV | $110 / 99$ | 105 | $\$ 600$ | Elec |
| :--- | :--- | :--- | :--- | :--- |
| Focus FWD |  |  |  |  |
| AM-S6, 2.0L, 4cyl | $27 / 37$ | 31 | $\$ 1,600$ |  |
| AM-6, 2.0L, 4cyl | $28 / 38$ | 31 | $\$ 1,600$ |  |
| M-5, 2.0L, 4cyl | $26 / 36$ | 30 | $\$ 1,650$ |  |


| Manufacturer Model | MPG |  | Annual Fuel Cost | Notes | Manufacturer Model Configuration (trans, eng size, cyl) | MPG |  | Annual Fuel Cost | Notes |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{gathered} \text { Configuration } \\ \text { (trans, eng size, cyl) } \end{gathered}$ | City/Hwy | Comb |  |  |  | City/Hwy | Comb |  |  |
| Focus FWD FFV |  |  |  |  | 3 |  |  |  |  |
| AM-S6, 2.0L, 4cyl | 28/38 | 31 | \$1,600 | Gas | A-S5, 2.0L, 4cyl | 24/33 | 27 | \$1,850 |  |
|  | 19/28 | 22 | \$2,100 | E85 | M-5, 2.0L, 4cyl | 25/33 | 28 | \$1,750 |  |
| AM-6, 2.0L, 4cyl | 28/38 | 31 | \$1,600 | Gas | A-S5, 2.5L, 4cyl | 22/29 | 25 | \$2,000 |  |
|  | 19/28 | 22 | \$2,100 | E85 | M-6, 2.5L, 4cyl | 20/28 | 23 | \$2,150 |  |
| M-5, 2.0L, 4cyl | 26/36 | 30 | \$1,650 | Gas | 3 DI 4-Door |  |  |  |  |
|  | 19/26 | 22 | \$2,100 | E85 | A-S6, 2.0L, 4cyl | 28/40 | 33 | \$1,500 |  |
| Focus SFE FWD |  |  |  |  | M-6, 2.0L, 4cyl | 27/39 | 31 | \$1,600 |  |
| AM-6, 2.0L, 4cyl | 28/40 | 33 | \$1,500 |  | MERCEDES-BE |  |  |  |  |
| Focus SFE FWD FFV |  |  |  |  | C250 |  |  |  |  |
| AM-6, 2.0L, 4cyl | 28/40 | 33 | \$1,500 | Gas | A-7, 1.8L, 4cyl | 21/31 | 25 | \$2,200 | PT |
|  | 20/28 | 23 | \$2,000 | E85 | C300 4matic |  |  |  |  |
| HONDA Accord Coupe |  |  |  |  | A-7, 3.0L, 6cyl | 17/24 | 20 | \$2,750 | P |
|  |  |  |  |  | A-7, 3.0L, 6cyl | 18/25 | 20 | \$2,750 | Gas |
| A-5, 2.4L, 4cyl | 22/33 | 26 | \$1,900 |  |  | 13/18 | 15 | \$3,050 | E85 |
| M-5, 2.4L, 4cyl | 23/32 | 26 | \$1,900 |  | C350 |  |  |  |  |
| A-S5, 3.5L, 6cyl | 19/29 | 23 | \$2,150 |  | A-7, 3.5L, 6cyl | 20/29 | 23 | \$2,400 | P |
| M-6, 3.5L, 6cyl | 17/26 | 21 | \$2,350 |  | A-7, 3.5L, 6cyl | 19/29 | 23 | \$2,400 | Gas |
| Civic |  |  |  |  |  | 15/22 | 17 | \$2,700 | E85 |
| A-5, 1.8L, 4cyl | 28/39 | 32 | \$1,550 |  | C63 AMG |  |  |  |  |
| M-5, 1.8L, 4cyl | 28/36 | 31 | \$1,600 |  | A-7, 6.2L, 8cyl | 13/19 | 15 | \$3,650 | P Tax |
| M-6, 2.4L, 4cyl | 22/31 | 25 | \$2,200 | P | CL550 4matic |  |  |  |  |
| Civic HF |  |  |  |  | A-7, 4.7L, 8cyl | 15/24 | 18 | \$3,050 | PT |
| A-5, 1.8L, 4cyl | 29/41 | 33 | \$1,500 |  | CL600 |  |  |  |  |
| Civic Hybrid |  |  |  |  | A-5, 5.5L, 12cyl | 12/18 | 14 | \$3,900 | P T Tax |
| AV, 1.5L, 4cyl | 44/44 | 44 | \$1,100 | HEV | CL63 AMG |  |  |  |  |
| Civic Natural Gas |  |  |  |  | A-7, 5.5L, 8cyl | 15/22 | 18 | \$3,050 | PT |
| A-5, 1.8L, 4cyl | 27/38 | 31 | \$1,000 | CNG | CL65 AMG |  |  |  |  |
| Insight |  |  |  |  | A-5, 6.0L, 12cyl | 12/18 | 14 | \$3,900 | P T Tax |
| AV-S7, 1.3L, 4cyl | 41/44 | 42 | \$1,200 | HEV | CLS550 |  |  |  |  |
| AV, 1.3L, 4cyl | 41/44 | 42 | \$1,200 | HEV | A-7, 4.7L, 8cyl | 17/25 | 20 | \$2,750 | PT |
| HYUNDAI Accent |  |  |  |  | CLS550 4matic |  |  |  |  |
|  |  |  |  |  | A-7, 4.7L, 8cyl | 16/25 | 19 | \$2,900 | PT |
| A-6, 1.6L, 4cyl | 28/37 | 31 | \$1,600 |  | CLS63 AMG |  |  |  |  |
| Veloster |  |  |  |  | A-7, 5.5L, 8cyl | 16/25 | 19 | \$2,900 | PT |
|  |  |  |  |  | MINI <br> Cooper Countryman |  |  |  |  |
| AM-6, 1.6L, 4cyl | 27/35 | 30 | \$1,650 |  |  |  |  |  |  |  |  |
| M-6, 1.6L, 4cyl | 27/37 | 31 | \$1,600 |  |  |  |  |  |  |  |  |
| KIA <br> Forte Koup |  |  |  |  | A-S6, 1.6L, 4cyl |  | 27 30 | \$2,050 $\$ 1,850$ | P |
|  |  |  |  |  | Cooper S Countryman |  |  |  |  |
| A-6, 2.0L, 4cyl | 25/34 | 29 | \$1,700 |  | A-S6, 1.6L, 4cyl | 25/32 | 28 | \$1,950 | PT |
| M-6, 2.0L, 4cyl | 24/33 | 28 | \$1,750 |  | M-6, 1.6L, 4cyl | 26/32 | 29 | \$1,900 | PT |
| A-6, 2.4L, 4cyl | 23/31 | 26 | \$1,900 |  | Cooper S Countr | yman All4 |  |  |  |
| M-6, 2.4L, 4cyl | 22/32 | 26 | \$1,900 |  | A-S6, 16L 4cyl $23 / 30$ |  |  |  | PT |
| Rio |  |  |  |  | A-S6, 1.6L, 4cyl M-6, 1.6L, 4cyl | 25/31 | 28 | \$2,100 | PT |
| A-6, 1.6L, 4cyl | 28/36 | 31 | \$1,600 |  | MITSUBISHI |  |  |  |  |
| $\begin{array}{lll}\text { M-6, 1.6L, } 4 \text { cyl } & \text { 29/37 } & 32\end{array}$ |  |  |  |  |  |  |  |  |  |  |  |
| LEXUS |  |  |  |  | Lancer |  |  |  |  |
| CT 200h |  |  |  |  | AM-6, 2.0L, 4cyl | 18/25 | 20 | \$2,750 | PT |
| AV, 1.8L, 4cyl | 43/40 | 42 | \$1,200 | HEV | AV-S6, 2.0L, 4cyl | 26/34 | 29 | \$1,700 |  |
| HS 250h |  |  |  |  | M-5, 2.0L, 4cyl | 25/34 | 28 | \$1,750 |  |
| AV, 2.4L, 4cyl | 35/34 | 35 | \$1,400 | HEV | M-5, 2.4L, 4cyl | 22/31 | 26 | \$1,900 |  |
| MAZDA$\mathbf{2}$ |  |  |  |  | Lancer AWD |  |  |  |  |
|  |  |  |  |  | AV-S6, 2.4L, 4cyl | 22/29 | 25 | \$2,000 |  |
| A-4, 1.5L, 4cyl | 28/34 | 30 | \$1,650 |  | Lancer Evolution |  |  |  |  |
| M-5, 1.5L, 4cyl | 29/35 | 32 | \$1,550 |  | AM-6, 2.0L, 4cyl | 17/22 | 19 | \$2,900 | PT |
|  |  |  |  |  | M-5, 2.0L, 4cyl | 17/23 | 19 | \$2,900 | PT |




| Manufacturer Model | MPG |  | Annual Fuel Cost | Notes | Manufacturer Model Configuration (trans, eng size, cyl) | MPG |  | Annual Fuel Cost | Notes |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{gathered} \text { Configuration } \\ \text { (trans, eng size, cyl) } \end{gathered}$ | City/Hwy | Comb |  |  |  | City/Hwy | Comb |  |  |
| HYUNDAI Elantra |  |  |  |  | LINCOLN |  |  |  |  |
|  |  |  |  |  | MKZ AWD |  |  |  |  |
| A-6, 1.8L, 4cyl | 28/38 | 32 | \$1,550 |  | A-S6, 3.5L, 6cyl | 17/25 | 19 | \$2,600 |  |
| M-6, 1.8L, 4cyl | 28/38 | 32 | \$1,550 |  | MKZ FWD |  |  |  |  |
| Sonata Hybrid |  |  |  |  | A-S6, 3.5L, 6cyl | 18/27 | 21 | \$2,350 |  |
| A-6, 2.4L, 4cyl | 34/39 | 36 | \$1,400 | HEV | MKZ Hybrid FWD |  |  |  |  |
| INFINITI G25 |  |  |  |  | AV, 2.5L, 4cyl | 41/36 | 39 | \$1,250 | HEV |
|  |  |  |  |  | MAZDA |  |  |  |  |
| A-S7, 2.5L, 6cyl | 20/29 | 23 | \$2,400 | P | 3 DI 5-Door |  |  |  |  |
| G25x |  |  |  |  | A-S6, 2.0L, 4cyl | 28/39 | 32 | \$1,550 |  |
| A-S7, 2.5L, 6cyl | 19/27 | 22 | \$2,500 | P | M-6, 2.0L, 4cyl | 27/38 | 31 | \$1,600 |  |
| G37 |  |  |  |  | 6 |  |  |  |  |
| A-S7, 3.7L, 6cyl | 19/27 | 22 | \$2,500 | P | A-S5, 2.5L, 4cyl | 22/31 | 25 | \$2,000 |  |
| M-6, 3.7L, 6cyl | 17/25 | 19 | \$2,900 | P | M-6, 2.5L, 4cyl | 21/30 | 24 | \$2,050 |  |
| G37x |  |  |  |  | A-S6, 3.7L, 6cyl | 18/27 | 21 | \$2,350 |  |
| A-S7, 3.7L, 6cyl | 18/25 | 20 | \$2,750 | P | Speed 3 |  |  |  |  |
| M35h |  |  |  |  | M-6, 2.3L, 4cyl | 18/25 | 21 | \$2,600 | PT |
| A-S7, 3.5L, 6cyl | 27/32 | 29 | \$1,900 | HEV P | MERCEDES-BE | NZ |  |  |  |
| M37 |  |  |  |  | E350 |  |  |  |  |
| A-S7, 3.7L, 6cyl | 18/26 | 21 | \$2,600 | P | A-7, 3.5L, 6cyl | 20/30 | 23 | \$2,400 | P |
| M37x |  |  |  |  | E350 4matic |  |  |  |  |
| A-S7, 3.7L, 6cyl | 17/24 | 20 | \$2,750 | P | A-7, 3.5L, 6cyl | 19/29 | 23 | \$2,400 | P |
| M56 |  |  |  |  | E350 Bluetec |  |  |  |  |
| A-S7, 5.6L, 8cyl | 16/24 | 19 | \$2,900 | P | A-7, 3.0L, 6cyl | 21/32 | 25 | \$2,300 | DT |
| M56x |  |  |  |  | E550 4matic |  |  |  |  |
| A-S7, 5.6L, 8cyl | 16/23 | 18 | \$3,050 | P | A-7, 4.7L, 8cyl | 16/26 | 20 | \$2,750 | PT |
| JAGUAR |  |  |  |  | E63 AMG |  |  |  |  |
|  |  |  |  |  | A-7, 5.5L, 8cyl | 16/24 | 19 | \$2,900 | PT |
| A-S6, 5.0L, 8 cyl | 16/23 | 19 | \$2,900 | P | MITSUBISHI |  |  |  |  |
| A-S6, 5.0L, 8cyl | 15/21 | 17 | \$3,250 | PS | Galant |  |  |  |  |
| KIA |  |  |  |  | A-S4, 2.4L, 4cyl | 21/30 | 24 | \$2,050 |  |
| Forte |  |  |  |  | NISSAN |  |  |  |  |
| A-6, 2.0L, 4cyl | 26/36 | 29 | \$1,700 |  | Altima |  |  |  |  |
| M-6, 2.0L, 4cyl | 25/34 | 29 | \$1,700 |  | AV-S6, 2.5L, 4cyl | 23/32 | 27 | \$1,850 |  |
| A-6, 2.4L, 4cyl | 23/32 | 26 | \$1,900 |  | AV-S6, 3.5L, 6cyl | 20/27 | 23 | \$2,150 |  |
| M-6, 2.4L, 4cyl | 22/32 | 26 | \$1,900 |  | Leaf |  |  |  |  |
| Forte Eco |  |  |  |  | A-1 | 106/92 | 99 | \$600 | Elec |
| A-6, 2.0L, 4cyl | 27/37 | 30 | \$1,650 |  | Maxima |  |  |  |  |
| Optima |  |  |  |  | AV-S6, 3.5L, 6cyl | 19/26 | 22 | \$2,500 | P |
| A-6, 2.0L, 4cyl | 22/34 | 26 | \$1,900 | T | Sentra |  |  |  |  |
| A-6, 2.4L, 4cyl | 24/35 | 28 | \$1,750 |  |  |  |  |  |  |
| M-6, 2.4L, 4cyl | 24/35 | 28 | \$1,750 |  | AV, 2.0L, 4cyl | $27 / 34$ $24 / 31$ | 30 | \$1,650 $\$ 1,850$ |  |
| Optima Hybrid |  |  |  |  | M-6, 2.0L, 4cyl | $24 / 31$ $24 / 30$ | 27 | \$1,850 |  |
| A-6, 2.4L, 4cyl | 34/39 | 36 | \$1,400 | HEV | M-6, 2.5L, 4cyl | 21/28 | 24 | \$2,300 | P |
| $\begin{aligned} & \text { LEXUS } \\ & \text { ES } 350 \end{aligned}$ |  |  |  |  | SAAB <br> 9-5 Sedan |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| A-S6, 3.5L, 6cyl | 19/28 | 22 | \$2,250 |  | A-S6, 2.0L, 4cyl | 18/28 | 22 | \$2,250 | Gas T |
| LS 460 |  |  |  |  |  | 13/21 | 16 | \$2,850 | E85 |
| A-S8, 4.6L, 8cyl | 16/24 | 19 | \$2,900 | P | M-6, 2.0L, 4cyl | 20/33 | 25 | \$2,000 | Gas T |
| LS 460 AWD |  |  |  |  |  | 15/23 | 18 | \$2,550 | E85 |
| A-S8, 4.6L, 8 cyl | 16/23 | 18 | \$3,050 | P | 9-5 Sedan AWD |  |  |  |  |
| LS 460 L |  |  |  |  | A-S6, 2.8L, 6cyl | 17/27 | 20 | \$2,500 | T |
| A-S8, 4.6L, 8cyl | 16/24 | 19 | \$2,900 | P | SUBARU <br> Legacy AWD |  |  |  |  |
| LS 460 L AWD |  |  |  |  |  |  |  |  |  |  |  |
| A-S8, 4.6L, 8cyl | 16/23 | 18 | \$3,050 | P | AV, 2.5L, 4cyl | 23/31 | 26 | \$1,900 |  |
| LS 600h L |  |  |  |  | M-6, 2.5L, 4cyl | 19/27 | 22 | \$2,250 |  |
| AV-S8, 5.0L, 8cyl | 19/23 | 20 | \$2,750 | HEV P | M-6, 2.5L, 4cyl | 18/25 | 21 | \$2,600 | PT |
|  |  |  |  |  | A-S5, 3.6L, 6cyl | 18/25 | 20 | \$2,500 |  |




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[^0]:    * This vehicle is a plug-in hybrid, which runs on both gasoline and electricity. Since electricity is not measured in gallons, a conversion factor is used to translate the fuel economy when running on electricity into miles per gallon of gasoline equivalent (MPGe). The combined MPGe estimate includes a mix of gasoline and electric energy use.
    $\dagger$ This is an all-electric vehicle. Since electricity is not measured in gallons, a conversion factor is used to translate the fuel economy into miles per gallon of gasoline equivalent (MPGe).
    $\ddagger$ When operated on gasoline

