Fuel Economy Estimates

The purpose of EPA’s fuel economy estimates is to provide a reliable basis for comparing vehicles.

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 (1) electric-only or blended electric and gasoline operation and (2) gasoline-only operation. PHEVs are discussed in more detail on page 38. For answers to frequently asked questions about fuel economy estimates, visit fueleconomy.gov.

Annual Fuel Cost Estimates

This guide provides annual fuel cost estimates, rounded to the nearest $50, 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 $2.18/gallon for mid-grade unleaded gasoline, $2.59/gallon for regular unleaded gasoline, and $2.83/gallon for premium. Cost-per-gallon assumptions for vehicles that use other fuel types are discussed at the beginning of those vehicle sections.

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

Your Fuel Economy Will Vary

EPA’s fuel economy values are good estimates of the fuel economy a typical driver will achieve under average driving conditions and provide a good basis to compare one vehicle to another. Still, your fuel economy may be slightly higher or lower than EPA’s estimates. Fuel economy varies, sometimes significantly, based on driving conditions, driving style, and other factors.

To ensure that estimates are consistent across different makes and models, the EPA estimates are based on a standardized, repeatable testing procedure. These tests model an “average” driver’s environment and behavior based on real world conditions, such as stop-and-go traffic.

However, it is impossible for a single test 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 (speeding and hard acceleration and hard braking)
- Excessive idling, accelerating, and braking in stop-and-go traffic
- Cold weather (engines are more efficient when warmed up). The impact is greater for short trips.
- Driving with a heavy load or with the air conditioner running
- Improperly tuned engine or under-inflated tires
- Driving on mountainous or hilly terrain
- High-performance or snow 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).

With fuel-efficient driving techniques, drivers may also achieve better fuel economy than the EPA estimates. See “Improve Your Fuel Economy” on page 5 for tips on maximizing your fuel economy.

The EPA ratings are a useful tool for comparing vehicles because they are always done in precisely the same way under the same set of conditions. However, they may not accurately predict the fuel economy 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 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 3 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 separately. 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 or suggested fuel grade) are listed in the “Notes” column. A legend for abbreviations is provided on page 7.

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 of these vehicles.

The most fuel-efficient vehicles in each class and alternative fuel vehicles are indicated with special markings (see the 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.

Each vehicle listing includes a greenhouse gas (GHG) rating on a scale of 1 (worst) to 10 (best). This rating is a comparison of the tailpipe GHG emissions of the vehicle to those of other vehicles of the same model year.

Highway vehicles account for about 24% (1.6 billion tons) of U.S. greenhouse gas emissions each year. The average recent-model vehicle causes the release of 6 to 9 tons of GHGs each year. Switching from a vehicle that gets 20 miles per gallon (MPG) to one that gets 25 MPG can reduce GHG emissions by 1.7 tons per year.

WHY SOME VEHICLES ARE NOT LISTED

Light-duty fuel economy regulations 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, manufacturers do not have to estimate their fuel economy, and fuel economy labels are not posted on their windows.

Also, fuel economy information on some vehicles was not available in time to be included in this guide. More up-to-date information can be found at fueleconomy.gov.
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 2018-19.

Visit 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-duty trucks.

FUEL ECONOMY SAVES YOU MONEY

The average household spends about one-fifth of its total family expenditures on transportation, making it the second most expensive category after housing. You could save as much as $1,000 (or more) in fuel costs each year by choosing the most fuel-efficient 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 1). The Find and Compare Cars tool at 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 more accurate fuel cost information for your vehicle.

FUELING OPTIONS

Ethanol Blends—E85 and E10
Ethanol is a domestically produced, renewable fuel made primarily from corn and sugar cane. The use of ethanol as a vehicle fuel can reduce greenhouse gas (GHG) emissions and U.S. dependence on imported petroleum.

E10 is a blend of 10% ethanol and 90% gasoline and is legal for use in any gasoline-powered vehicle. Most of the gasoline sold in the U.S. contains up to 10% ethanol to boost octane, meet air quality requirements, or satisfy the federal Renewable Fuel Standard. As of 2011, EPA began allowing the use of E15 in model year 2001 and newer gasoline vehicles. Ethanol contains about one-third less energy than gasoline. So, vehicles will typically go 3%–4% fewer miles per gallon on E10 and 4%–5% fewer miles per gallon on E15 than on 100% gasoline. While E10 is available everywhere, E15 is currently available at about 1,000 stations in the United States.

E85 is a high-level ethanol-gasoline blend containing 51%–83% ethanol, depending on the season and geographic location. Drivers can use E85 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 whether 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 3,000 filling stations in the United States currently sell E85. Visit afdc.energy.gov/locator/stations/ to find stations near you.

FFVs typically experience a 15%–30% drop in fuel economy when operating on E85 instead of regular gasoline due to ethanol’s lower energy content and other factors, assuming gasoline typically contains about 10% ethanol. Drivers should notice no degradation in performance. In fact, some FFVs produce more torque and horsepower when fueled with higher-level ethanol blends.

Biodiesel
Biodiesel is a domestically produced renewable fuel manufactured from vegetable oils or animal fats for use in diesel vehicles. Using biodiesel in place of petroleum diesel can reduce GHG emissions and contributes to national energy security.

Biodiesel can be blended with petroleum diesel at any percentage. The most common biodiesel blend is B20, which contains 20% biodiesel and 80% petroleum diesel. B5 (5% biodiesel and 95% petroleum diesel) is another common blend. All vehicle manufacturers have approved biodiesel blends up to and including B5 for use in all diesel engines, and some have approved the use of blends up to B20 in a few recent model year vehicles. Keep in mind that using higher-level biodiesel blends may affect your vehicle warranty. Check your owner’s manual or check with your vehicle manufacturer to determine the right blend for your vehicle.

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.

Close to 200 stations currently dispense B20. Visit afdc.energy.gov/locator/stations/ to find service stations selling biodiesel near you.

Premium- vs Regular-Grade Gasoline
Regular unleaded (87 octane) is the recommended fuel for most gasoline vehicles. Using a higher-octane gasoline than recommended by the owner’s manual does not improve performance or fuel efficiency under normal conditions. Check your owner’s manual for the recommended grade of fuel for your vehicle, and visit fueleconomy.gov for more information about selecting the right octane for your vehicle.
**VEHICLE CLASSES USED IN THIS GUIDE**

<table>
<thead>
<tr>
<th>Class</th>
<th>CARS</th>
<th>TRUCKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>TWO-SEATER CARS</td>
<td>Passenger and Cargo Volume (cu. ft.)</td>
<td>Gross Vehicle Weight Rating* (pounds)</td>
</tr>
<tr>
<td>SEDANS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minicompact</td>
<td>Under 85</td>
<td>PICKUP TRUCKS</td>
</tr>
<tr>
<td>Subcompact</td>
<td>85 to 99</td>
<td>Small</td>
</tr>
<tr>
<td>Compact</td>
<td>100 to 109</td>
<td>Standard</td>
</tr>
<tr>
<td>Midsize</td>
<td>110 to 119</td>
<td>Under 6,000</td>
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<td>120 or more</td>
<td>Under 10,000</td>
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<td>VANS</td>
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<tr>
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<td>Under 130</td>
<td>Passenger</td>
</tr>
<tr>
<td>Midsize</td>
<td>130 to 159</td>
<td>Cargo</td>
</tr>
<tr>
<td>Large</td>
<td>160 or more</td>
<td>Under 8,500</td>
</tr>
</tbody>
</table>

| Class               |                                                                 | MINIVANS                                                              |
|---------------------|----------------------------------------------------------------|                                                                      |
| SPORT UTILITY VEHICLES |                                                             | Under 8,500                                                          |
| Small               |                                                                 | SPECIAL PURPOSE VEHICLES                                             |
| Standard            |                                                                 | Under 6,000                                                          |
|                                                                                  | *Gross vehicle weight rating = vehicle weight plus carrying capacity. |

**ANNUAL FUEL COST RANGES FOR VEHICLE CLASSES**

The graph below provides the annual fuel cost ranges for the vehicles in each class so you can see where a given vehicle’s cost falls within its class. Annual fuel costs assume that you travel 15,000 miles each year, drive 55% in the city and 45% on the highway, and that fuel costs $2.18/gallon for regular unleaded gasoline, $2.83/gallon for premium, $2.42/gallon for diesel, and $0.13/kWh for electricity. Visit fueleconomy.gov to calculate the annual fuel cost for a specific vehicle based on your own driving conditions and fuel prices.

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

Manufacturers are using advanced technologies to improve fuel economy in many of their vehicles. Along with hybrids, plug-in hybrids, and all-electric vehicles, new technologies are also being used to make conventional vehicles more efficient. Some of these fuel-saving technologies are described below. For more information, visit fueleconomy.gov.

Start-Stop Systems
Start-stop systems (sometimes called “idle-stop”, “smart start”, or other manufacturer-specific names) save fuel by turning off the engine when the vehicle comes to a stop and automatically starting it back up when you step on the accelerator. Start-stop can improve fuel economy by 4%–5% and provides the biggest benefit in conditions where the engine would otherwise be idling, such as stop-and-go city driving. These systems are currently available on all hybrids and on over 515 conventional vehicle models.

Cylinder Deactivation
Cylinder deactivation “turns off” some of the engine’s cylinders when they are not needed. This temporarily and seamlessly turns an 8- or 6-cylinder engine into a more efficient 4- or 3-cylinder engine.

Turbocharging
Turbocharging increases engine power, allowing a smaller, more fuel-efficient engine to be used in place of a larger one. Replacing an 8-cylinder engine with a turbocharged 6-cylinder or a 6-cylinder engine with a turbocharged 4-cylinder can save fuel and still provide extra power when needed.

Advanced Transmissions
The advanced electronics in today’s vehicles can optimize gear shifting for improved fuel efficiency. Six-, 7-, and 8-speed automatic transmissions are becoming common, and some have even more gears. Continuously variable transmissions (CVTs) can change seamlessly through an infinite number of “gears.” Transmissions with more gears allow the engine to run at its most efficient speed more often, improving fuel economy.

Improved Aerodynamics
Reducing a vehicle’s aerodynamic drag (wind resistance) improves fuel economy, especially at higher speeds. Many manufacturers are improving aerodynamics by refining vehicle shapes or by employing external moving parts such as “shutters” that close off the grill, allowing air to flow smoothly around the vehicle instead of into the engine compartment, where it produces more drag.

Lighter Vehicles
Reducing vehicle weight improves fuel economy, so manufacturers are beginning to redesign vehicles to weigh less while maintaining performance and safety. For example, replacing a steel body with one made from a lighter-weight material, such as aluminum, can reduce vehicle weight by hundreds of pounds.

CHARGING YOUR ELECTRIC OR PLUG-IN HYBRID VEHICLE

Electric vehicle (EV) and plug-in hybrid owners have several charging options. Many owners will do most of their charging at home. Some workplaces, businesses, and multi-unit dwellings (condos/apartments) provide charging, and there are about 18,600 public charging stations across the country.

There are three basic types of charging:

• Level 1 charging: You can plug into a regular 120-volt (V) outlet—the kind found in your home. This is the slowest type of charging—about 2 to 5 miles of range per hour of charging—but requires no special charger or outlet type. Most, if not all, plug-in vehicles are equipped with a cord to allow this type of charging.

• Level 2 charging: These chargers supply current at 240 V (or 208 V) and provide 10 to 30 miles of range per hour of charging. Most public chargers are Level 2 chargers. You can also have a Level 2 charger installed at home. Most public chargers use a standard plug type that is compatible with all vehicles from major manufacturers. Tesla charging stations use a different plug type that cannot be used by other vehicles. However, Tesla provides an adaptor that allows its vehicles to use both Tesla and standard Level 2 charging stations.

• Fast charging: Also called DC (direct current) fast charging or DC quick charging, this is the fastest kind of charging, providing 50 or more miles of range to the battery in 20 minutes. Not all vehicles can accept fast charging, nor do all vehicles use the same type of plug for DC fast charging, so check your owner’s manual. Quick charging stations are usually located along heavy traffic corridors. Due to expense and electric current requirements, they are not practical for home installation.

Note: Charge rate can vary based on vehicle model. So, check the owner’s manual for estimated charge time. Charge rate also depends on other factors, such as the battery’s state of charge and the ambient temperature. Visit https://www.afdc.energy.gov/fuels/electricity_infrastructure.html for more information.
**IMPROVE YOUR FUEL ECONOMY**

**Drive More Efficiently**

- Aggressive driving (speeding and rapid acceleration/braking) can lower your gas mileage by roughly 15%–30% at highway speeds and 10%–40% in stop-and-go traffic.

  Driver feedback devices can help you drive more efficiently, improving fuel economy by up to 10%.

- Observe the speed limit. Each 5 MPH you drive over 60 MPH can reduce your fuel economy by 7%. For a personalized estimate of the effect of speeding on your fuel economy, visit fueleconomy.gov.

- Avoid idling. Idling gets 0 miles per gallon and costs as much as $0.02 per minute.

- Using cruise control on the highway helps you maintain a constant speed and, in most cases, will save gas.

**Keep Your Car in Shape**

- Servicing a car that is noticeably out of tune can improve your gas mileage by about 4%.

- Keeping tires inflated to the recommended pressure can typically improve fuel economy by 0.6%.

  The manufacturer’s recommended tire pressure can be found on the tire information placard and/or vehicle certification label located on the vehicle door edge, doorpost, glove-box door, or inside the trunk lid.

- Using the recommended grade of motor oil can improve your fuel economy by 1%–2% if you’ve been using the wrong grade.

- Keep your tires aligned and balanced.

- Replacing a clogged air filter can improve gas mileage on older cars with carbureted engines.

**Plan and Combine Trips**

- A warmed-up engine is more fuel-efficient than a cold one. Many short trips taken from a cold start can use twice as much fuel as one multipurpose trip covering the same distance.

  **Note:** Letting your car idle to warm up doesn’t help your fuel economy: it actually uses more fuel and creates more pollution.

**Other Solutions**

- Avoid carrying unneeded items. An extra 100 pounds can decrease fuel economy by about 1%.

- Avoid carrying cargo on your roof. A large, blunt rooftop cargo box, for example, can reduce fuel economy by 2%–8% in city driving, 6%–17% on the highway, and 10%–25% at interstate speeds (65 to 75 MPH).

  Rear-mount cargo boxes or trays reduce fuel economy by much less (1%–2% in city driving and 1%–5% on the highway).

- Use the “economy mode” feature if your vehicle has one.

  For more tips on improving fuel economy, such as cold-weather tips; hot-weather tips; and tips for hybrids, plug-in hybrids, and all-electric vehicles, visit fueleconomy.gov.

**Tips for Electric and Hybrid Vehicles**

Most of the driving tips for conventional vehicles will also help increase the range of electric vehicles and hybrids. In addition to those driving tips, the tips below will help you get the most out of your electric or hybrid vehicle.

1. **Read your owner’s manual.** The automaker knows how to operate and maintain your vehicle to maximize fuel economy, driving range, and battery life. So, consult the owner’s manual for tips specific to your vehicle.

2. **Use the economy (Eco) mode.**

   Many of these vehicles come with an “economy mode” or similar feature to improve fuel economy. You can often turn on this feature by just pressing a button.

3. **Avoid hard braking.**

   Anticipate stops and brake gently or moderately. This allows the regenerative braking system to recover energy from the vehicle’s forward motion and store it as electricity. Hard braking causes the vehicle to use its conventional friction brakes, which do not recover energy.

4. **Keep the battery charged.**

   Keeping your plug-in hybrid’s battery charged helps you use as much electricity and as little gasoline as possible, saving you fuel and money and extending the vehicle’s range. For EVs, it helps maximize your driving range.

5. **Use Accessories wisely.**

   Using accessories such as heating, air conditioning, and entertainment systems can lower fuel economy more for electric vehicles and hybrids than for conventional vehicles. So, keep that in mind when trying to maximize fuel economy or electric range. Pre-heating or pre-cooling the cabin of a plug-in hybrid or EV while it’s plugged in, for example, can extend its electric range.
**FUEL ECONOMY LEADERS**

Listed below are vehicles with the highest fuel economy in the most popular classes. For each vehicle class, we list the most fuel-efficient plug-in hybrid (PHEV) or all-electric vehicle (EV) and the most fuel-efficient conventional vehicle. 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 a class, a fuel economy leader is not listed.

### TWO-SEATER CARS

<table>
<thead>
<tr>
<th>Trans Type / Speeds</th>
<th>Eng Size / Cylinders</th>
<th>MPG(e) Combined</th>
</tr>
</thead>
<tbody>
<tr>
<td>SMART</td>
<td></td>
<td></td>
</tr>
<tr>
<td>EO fortwo (coupe) (EV)</td>
<td>A-1</td>
<td>108°</td>
</tr>
<tr>
<td>FIAT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>124 Spider</td>
<td>M-6 . . . 1.4L/4cyl</td>
<td>30</td>
</tr>
<tr>
<td>MAZDA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MX-5</td>
<td>A-S6 . . . 2.0L/4cyl</td>
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</table>

### MINICOMPACT CARS

<table>
<thead>
<tr>
<th>Trans Type / Speeds</th>
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<th>MPG(e) Combined</th>
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</thead>
<tbody>
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<td>FIAT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>500e (EV)</td>
<td>A-1</td>
<td>112°</td>
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<tr>
<td>MINI</td>
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<td></td>
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<tr>
<td>Cooper Convertible</td>
<td>M-6 . . . 1.5L/3cyl</td>
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### SUBCOMPACT CARS

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<td>i3 (EV)</td>
<td>A-1</td>
<td>113°</td>
</tr>
<tr>
<td>i3s (EV)</td>
<td>A-1</td>
<td>113°</td>
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<tr>
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<tr>
<td>Spark</td>
<td>AV . . . 1.4L/4cyl</td>
<td>33</td>
</tr>
<tr>
<td>Spark</td>
<td>M-5 . . . 1.4L/4cyl</td>
<td>33</td>
</tr>
<tr>
<td>Spark ACTIV</td>
<td>AV . . . 1.4L/4cyl</td>
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<td>VOLKSWAGEN</td>
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<tr>
<td>e-Golf (EV)</td>
<td>A-1</td>
<td>119°</td>
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<tr>
<td>TOYOTA</td>
<td></td>
<td></td>
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<tr>
<td>Prius c (hybrid)</td>
<td>AV . . . 1.5L/4cyl</td>
<td>46</td>
</tr>
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### COMPACT CARS

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<td>HYUNDAI</td>
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<tr>
<td>Ioniq Electric (EV)</td>
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<td>136°</td>
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<tr>
<td>TOYOTA</td>
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<td></td>
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<tr>
<td>Prius Eco (hybrid)</td>
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<td>56</td>
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### MIDSIZE CARS

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<tr>
<td>HYUNDAI</td>
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<td>Ioniq Blue (hybrid)</td>
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### SMALL STATION WAGONS

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<td>CHEVROLET</td>
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<td></td>
</tr>
<tr>
<td>Bolt EV</td>
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<td>119°</td>
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<tr>
<td>KIA</td>
<td></td>
<td></td>
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<td>Niro FE (hybrid)</td>
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### MIDSIZE STATION WAGONS

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<td>V90 FWD</td>
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### SMALL PICKUP TRUCKS

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<tr>
<td>Colorado 2WD (diesel)</td>
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<tr>
<td>GMC</td>
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<td></td>
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<tr>
<td>Canyon 2WD (diesel)</td>
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### STANDARD PICKUP TRUCKS

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<tbody>
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<td>FORD</td>
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<td></td>
</tr>
<tr>
<td>F150 Pickup 2WD (diesel)</td>
<td>A-S10 . . . 3.0L/6cyl</td>
<td>25</td>
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### MINIVANS

<table>
<thead>
<tr>
<th>Trans Type / Speeds</th>
<th>Eng Size / Cylinders</th>
<th>MPG(e) Combined</th>
</tr>
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<tbody>
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<td>48°†</td>
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<tr>
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<tr>
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<tr>
<td>Sienna 2WD</td>
<td>A-S8 . . . 3.5L/6cyl</td>
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### SMALL SPORT UTILITY VEHICLES

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<td>Kona Electric (EV)</td>
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### STANDARD SPORT UTILITY VEHICLES

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<td>RX 450h AWD (hybrid)</td>
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* This is an 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).

† 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 both city and highway driving and gasoline and electric energy use.
### 2019 MODEL YEAR VEHICLES

This section contains the fuel economy values for 2019 model year vehicles. Additional information for alternative fuel vehicles can be found on pages 36–41 and 44–45. Alternative fuel vehicles are highlighted with a light 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 vehicles per class are listed in boldface type and marked with a blue pointer (\[blue\]).

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Model</th>
<th>Configuration (trans, eng size, cyl)</th>
<th>MPG</th>
<th>Fuel Cost</th>
<th>GHG Rating</th>
<th>Notes</th>
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<td>BUGATTI</td>
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**ABBREVIATIONS:**

- **X**\[red\]...........Highest MPG in class
- 2WD.........Two-Wheel Drive
- 4WD.........Four-Wheel Drive
- A.............Automatic Transmission
- AS............Automatic Transmission-Select Shift
- AM............Automated Manual
- AM-S........Automated Manual-Select Shift
- AV...........Continuously Variable Transmission
- AV-S.........Continuously Variable Transmission with Select Shift
- AWD..........All-Wheel Drive
- City.........MPG on City Test Procedure
- Cyl...........Cylinders
- Comb........Combined
- D.............Ultra-Low Sulfur Diesel
- E85............85% Ethanol/15% Gasoline
- Eng Size......Engine Volume in Liters
- EV............Electric Vehicle
- FCV...........Flexible Fuel Vehicle
- FFV...........Flexible Fuel Vehicle
- FWD...........Front-Wheel Drive
- Gas..........Regular Gasoline
- GHG.........Greenhouse Gas
- GVWR........Gross Vehicle Weight Rating
- HP............Horsepower
- HEV.........Hybrid-Electric Vehicle
- Hwy.........MPG on Highway Test Procedure
- Li-Ion.......Lithium Ion
- LWB.........Long Wheel Base
- M.............Manual Transmission
- Md...........Midgrade Gasoline
- Mode.........Multimode Transmission
- MPG.........Miles per Gallon
- NA.........Not Available
- Ni-MH........Nikkel-Metal Hydride
- P.........Premium Gasoline Recommended
- PHEV.......Plug-in Hybrid Electric Vehicle
- PR..........Premium Gasoline Required
- PT.........Part-time 4WD
- RWD........Rear Wheel Drive
- S............Supercharger
- SS...........Stop-Start Technology
- T............Turbocharger
- XFE...........GM Optional Technology Package

### TWO-SEATER CARS

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<tr>
<th>Manufacturer</th>
<th>Model</th>
<th>Configuration (trans, eng size, cyl)</th>
<th>MPG</th>
<th>Fuel Cost</th>
<th>GHG Rating</th>
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<td>See page 38.</td>
<td>PHEV SS</td>
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<td>Configuration (trans, eng size, cyl)</td>
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<td>GHG Rating</td>
<td>Notes</td>
<td>Manufacturer</td>
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<td>Model</td>
<td>Configuration (trans, eng size, cyl)</td>
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<td>Annual Fuel Cost</td>
<td>GHG Rating</td>
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<td>19 16/25</td>
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<td>2 P S Tax</td>
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<td>M-6, 6.2L, 8cyl</td>
<td>16 13/21</td>
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<td>A-S6, 2.7L, 6cyl</td>
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<td>25 21/31</td>
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<td>5 T SS</td>
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<td>5</td>
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<td>Q50</td>
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**SMALL PICKUP TRUCKS 2WD**

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### STANDARD PICKUP TRUCKS 2WD

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<td>A-S7, 5.6L, 8cyl</td>
<td>17</td>
<td>15/20</td>
<td>$1,900</td>
<td>3</td>
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<tr>
<td>RAM</td>
<td>1500 4WD</td>
<td>A-8, 3.6L, 6cyl</td>
<td>21</td>
<td>19/24</td>
<td>$1,550</td>
<td>4</td>
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<td>A-8, 5.7L, 8cyl</td>
<td>19</td>
<td>17/22</td>
<td>$2,050</td>
<td>3</td>
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<tr>
<td></td>
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<td>A-8, 5.7L, 8cyl</td>
<td>17</td>
<td>15/21</td>
<td>$2,300</td>
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<td>1500 Classic 4WD</td>
<td>A-8, 3.0L, 6cyl</td>
<td>22</td>
<td>19/27</td>
<td>$1,650</td>
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<td>A-8, 3.6L, 6cyl</td>
<td>19</td>
<td>16/23</td>
<td>$1,700</td>
<td>3</td>
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<tr>
<td></td>
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<td>A-8, 3.6L, 6cyl</td>
<td>13</td>
<td>11/16</td>
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<td>3</td>
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<td>A-8, 5.7L, 8cyl</td>
<td>17</td>
<td>15/21</td>
<td>$2,300</td>
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<td>ROUSH PERFORMANCE</td>
<td>F150 Pickup 4WD</td>
<td>A-S10, 5.0L, 8cyl</td>
<td>12</td>
<td>11/15</td>
<td>$3,550</td>
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<tr>
<td>TOYOTA</td>
<td>Tundra 4WD</td>
<td>A-S6, 4.6L, 8cyl</td>
<td>16</td>
<td>14/18</td>
<td>$2,050</td>
<td>2</td>
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<tr>
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<td></td>
<td>A-S6, 5.7L, 8cyl</td>
<td>14</td>
<td>13/17</td>
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<td>Tundra 4WD FFV</td>
<td>A-S6, 5.7L, 8cyl</td>
<td>15</td>
<td>13/17</td>
<td>$2,200</td>
<td>2</td>
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<td>A-S6, 5.7L, 8cyl</td>
<td>10</td>
<td>9/12</td>
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<td>VANS, PASSENGER TYPE</td>
<td>Transit T150 Wagon</td>
<td>A-S6, 3.5L, 6cyl</td>
<td>16</td>
<td>15/19</td>
<td>$2,050</td>
<td>2</td>
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<td>A-S6, 3.7L, 6cyl</td>
<td>15</td>
<td>14/18</td>
<td>$2,200</td>
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<td>Manufacturer</td>
<td>Model</td>
<td>Configuration (trans, eng size, cyl)</td>
<td>Comb City/Hwy</td>
<td>Annual Fuel Cost</td>
<td>GHG Rating</td>
<td>Notes</td>
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<td>Transit T150 Wagon FFV</td>
<td>A-S6, 3.7L, 6cyl</td>
<td>15/14/18 $2,200</td>
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<td></td>
<td>11/10/13 $2,400</td>
<td>2 E85</td>
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<td>CADILLAC</td>
<td>XTS Hearse</td>
<td>A-S6, 3.6L, 6cyl</td>
<td>17/15/21 $1,900</td>
<td>3</td>
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<td>XTS Limo</td>
<td>A-S6, 3.6L, 6cyl</td>
<td>17/15/21 $1,900</td>
<td>3 Tax</td>
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<tr>
<td>CHEVROLET</td>
<td>Colorado Cab Chassis 2WD</td>
<td>A-8, 3.6L, 6cyl</td>
<td>15/15/20 $2,200</td>
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<tr>
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<td>Silverado C10 Cab Chassis 2WD</td>
<td>A-6, 4.3L, 6cyl</td>
<td>17/15/19 $1,900</td>
<td>3</td>
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<tr>
<td></td>
<td></td>
<td>A-6, 5.3L, 8cyl</td>
<td>16/14/19 $2,050</td>
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<tr>
<td>FORD</td>
<td>Ranger 2WD Incomplete</td>
<td>A-S10, 2.3L, 4cyl</td>
<td>18/19/18 $1,800</td>
<td>3 T SS</td>
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<td>Trans Connect USPS</td>
<td>A-S6, 2.5L, 4cyl</td>
<td>22/20/27 $1,500</td>
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<tr>
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<td>Trans Connect Van 2WD</td>
<td>A-S6, 2.0L, 4cyl</td>
<td>25/24/27 $1,300</td>
<td>5 SS</td>
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<td>Trans Connect Van FFV</td>
<td>A-S6, 2.0L, 4cyl</td>
<td>25/24/27 $1,300</td>
<td>5 Gas</td>
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<tr>
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<td>Trans Connect Wagon LWB FFV</td>
<td>A-S8, 2.0L, 4cyl</td>
<td>26/24/29 $1,250</td>
<td>5 Gas</td>
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<tr>
<td></td>
<td>Trans Connect Wagon LWB FWD</td>
<td>A-S8, 2.0L, 4cyl</td>
<td>26/24/29 $1,250</td>
<td>5 SS</td>
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<tr>
<td></td>
<td></td>
<td>A-S6, 2.5L, 4cyl</td>
<td>22/20/26 $1,500</td>
<td>4</td>
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<tr>
<td>GMC</td>
<td>Canyon Cab Chassis 2WD</td>
<td>A-8, 3.6L, 6cyl</td>
<td>15/15/15 $2,200</td>
<td>2 SS</td>
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<tr>
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<td>Sierra C10 Cab Chassis 2WD</td>
<td>A-6, 4.3L, 6cyl</td>
<td>17/15/19 $1,900</td>
<td>3</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>A-6, 5.3L, 8cyl</td>
<td>16/14/19 $2,050</td>
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<tr>
<td>MERCEDES-BENZ</td>
<td>Metris (Cargo Van)</td>
<td>A-7, 2.0L, 4cyl</td>
<td>22/21/24 $1,950</td>
<td>4 PR T</td>
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<tr>
<td></td>
<td>Metris (Cargo Van, LWB)</td>
<td>A-7, 2.0L, 4cyl</td>
<td>22/21/24 $1,950</td>
<td>4 PR T</td>
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<td>Metris (Passenger Van)</td>
<td>A-7, 2.0L, 4cyl</td>
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<tr>
<td>NISSAN</td>
<td>NV200 Cargo Van</td>
<td>AV, 2.0L, 4cyl</td>
<td>25/24/26 $1,300</td>
<td>5</td>
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<td>NV200 NYC Taxi</td>
<td>AV, 2.0L, 4cyl</td>
<td>24/23/26 $1,350</td>
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<tr>
<td>RAM</td>
<td>Promaster City</td>
<td>A-9, 2.4L, 4cyl</td>
<td>24/21/28 $1,350</td>
<td>5</td>
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<tr>
<td>SPECIAL PURPOSE VEHICLES 4WD</td>
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<tr>
<td>CHEVROLET</td>
<td>Silverado K10 Cab Chassis 4WD</td>
<td>A-6, 4.3L, 6cyl</td>
<td>15/14/17 $2,200</td>
<td>2</td>
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<tr>
<td></td>
<td></td>
<td>A-6, 5.3L, 8cyl</td>
<td>15/14/17 $2,200</td>
<td>2</td>
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<tr>
<td>GMC</td>
<td>Sierra K10 Cab Chassis 4WD</td>
<td>A-6, 4.3L, 6cyl</td>
<td>15/14/17 $2,200</td>
<td>2</td>
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<tr>
<td>LINCOLN</td>
<td>MKT Hearse AWD</td>
<td>A-6, 3.5L, 6cyl</td>
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<td>2 T</td>
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<tr>
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<td>MKT Limo AWD</td>
<td>A-6, 3.5L, 6cyl</td>
<td>15/14/19 $2,200</td>
<td>2 T</td>
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<tr>
<td></td>
<td>MKT Livery AWD</td>
<td>A-6, 3.7L, 6cyl</td>
<td>16/18/30 $1,800</td>
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<tr>
<td>MINIVANS 2WD</td>
<td>Pacifica</td>
<td>A-9, 3.6L, 6cyl</td>
<td>22/19/28 $1,500</td>
<td>4 SS</td>
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<tr>
<td></td>
<td>Pacifica Hybrid</td>
<td>A-9, 3.6L, 6cyl</td>
<td>22/19/28 $1,500</td>
<td>4 PHEV SS</td>
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<tr>
<td>DODGE</td>
<td>Grand Caravan</td>
<td>A-6, 3.6L, 6cyl</td>
<td>20/20/28 $2,000</td>
<td>5 E85</td>
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<tr>
<td></td>
<td></td>
<td>A-6, 3.6L, 6cyl</td>
<td>20/20/28 $1,650</td>
<td>4 Gas</td>
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<tr>
<td></td>
<td></td>
<td>A-6, 3.6L, 6cyl</td>
<td>14/20/24 $1,900</td>
<td>4 E85</td>
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<tr>
<td>HONDA</td>
<td>Odyssey</td>
<td>A-S10, 3.5L, 6cyl</td>
<td>22/19/28 $1,500</td>
<td>4 SS</td>
<td></td>
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</tr>
<tr>
<td></td>
<td></td>
<td>A-S9, 3.5L, 6cyl</td>
<td>22/19/28 $1,500</td>
<td>4 PHEV SS</td>
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</tr>
<tr>
<td>KIA</td>
<td>Sedona</td>
<td>A-S8, 3.3L, 6cyl</td>
<td>21/18/24 $1,550</td>
<td>4</td>
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<tr>
<td>TOYOTA</td>
<td>Sienna 2WD</td>
<td>A-S8, 3.5L, 6cyl</td>
<td>22/19/27 $1,500</td>
<td>4</td>
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<tr>
<td>MINIVANS 4WD</td>
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<tr>
<td>TOYOTA</td>
<td>Sienna AWD</td>
<td>A-S8, 3.5L, 6cyl</td>
<td>20/18/24 $1,650</td>
<td>4</td>
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<tr>
<td>Manufacturer</td>
<td>Model</td>
<td>Configuration (trans, eng size, cyl)</td>
<td>MPG: Comb City/Hwy</td>
<td>Fuel Cost</td>
<td>GHG Rating</td>
<td>Notes</td>
</tr>
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<td><strong>SMALL SPORT UTILITY VEHICLES 2WD</strong></td>
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<td><strong>ACURA</strong></td>
<td>MDX FWD</td>
<td>A-S9, 3.5L, 6cyl</td>
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<td>22/28/28</td>
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<td>A-S10, 2.0L, 4cyl</td>
<td>22/27</td>
<td>$1,750</td>
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<td>P T SS</td>
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<tr>
<td><strong>ALFA ROMEO</strong></td>
<td>Stelvio</td>
<td>A-8, 2.0L, 4cyl</td>
<td>22/29</td>
<td>$1,700</td>
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<td>P T SS</td>
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<tr>
<td><strong>BUICK</strong></td>
<td>Encore</td>
<td>A-S6, 1.4L, 4cyl</td>
<td>26/31</td>
<td>$1,150</td>
<td>6</td>
<td>T SS</td>
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<td></td>
<td>A-S6, 1.4L, 4cyl</td>
<td>25/30</td>
<td>$1,200</td>
<td>6</td>
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<td>Envision FWD</td>
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<td>22/29</td>
<td>$1,300</td>
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<td>XT4 FWD</td>
<td>A-S9, 2.0L, 4cyl</td>
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<td>$1,650</td>
<td>5</td>
<td>PR T SS</td>
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<td>19/26</td>
<td>$1,500</td>
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<td>22/27</td>
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<td>SS</td>
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<td>A-9, 3.6L, 6cyl</td>
<td>20/26</td>
<td>$1,500</td>
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<td>A-6, 1.6L, 4cyl</td>
<td>28/39</td>
<td>$1,150</td>
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<td>D T SS</td>
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<td>A-9, 2.0L, 4cyl</td>
<td>22/29</td>
<td>$1,700</td>
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<td>PR T SS</td>
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<td>Trax</td>
<td>A-S6, 1.4L, 4cyl</td>
<td>26/31</td>
<td>$1,150</td>
<td>6</td>
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<td><strong>DODGE</strong></td>
<td>Journey</td>
<td>A-4, 2.4L, 4cyl</td>
<td>19/25</td>
<td>$1,550</td>
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<td>A-6, 3.6L, 6cyl</td>
<td>17/25</td>
<td>$1,700</td>
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<td>Gas</td>
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<td></td>
<td></td>
<td></td>
<td>12/18</td>
<td>$1,900</td>
<td>4</td>
<td>E85</td>
</tr>
<tr>
<td><strong>FORD</strong></td>
<td>EcoSport FWD</td>
<td>A-S6, 1.0L, 3cyl</td>
<td>28/27</td>
<td>$1,150</td>
<td>6</td>
<td>T SS</td>
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<td>Edge FWD</td>
<td>A-S8, 2.0L, 4cyl</td>
<td>22/29</td>
<td>$1,300</td>
<td>5</td>
<td>T SS</td>
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<td>Escape FWD</td>
<td>A-S6, 1.5L, 4cyl</td>
<td>26/30</td>
<td>$1,250</td>
<td>5</td>
<td>T SS</td>
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<td></td>
<td>A-S6, 2.0L, 4cyl</td>
<td>22/29</td>
<td>$1,300</td>
<td>5</td>
<td>T SS</td>
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<tr>
<td></td>
<td></td>
<td>A-S6, 2.5L, 4cyl</td>
<td>24/21</td>
<td>$1,350</td>
<td>5</td>
<td></td>
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<tr>
<td></td>
<td>Escape FWD FFV</td>
<td>A-S6, 2.5L, 4cyl</td>
<td>21/29</td>
<td>$1,350</td>
<td>5</td>
<td>Gas</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>15/22</td>
<td>$1,450</td>
<td>5</td>
<td>E85</td>
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<tr>
<td><strong>GMC</strong></td>
<td>Terrain FWD</td>
<td>A-9, 1.5L, 4cyl</td>
<td>28/20</td>
<td>$1,150</td>
<td>6</td>
<td>T SS</td>
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<tr>
<td></td>
<td></td>
<td>A-6, 1.6L, 4cyl</td>
<td>32/28</td>
<td>$1,150</td>
<td>6</td>
<td>D T SS</td>
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<tr>
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<td></td>
<td>A-9, 2.0L, 4cyl</td>
<td>24/22</td>
<td>$1,750</td>
<td>5</td>
<td>PR T SS</td>
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<td><strong>HYUNDAI</strong></td>
<td>Kona Electric</td>
<td>A-1</td>
<td>120/132/108</td>
<td>$550</td>
<td>10</td>
<td>EV</td>
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<td>Kona FWD</td>
<td>AM-7, 1.6L, 4cyl</td>
<td>30/28</td>
<td>$1,100</td>
<td>7</td>
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SMALL SPORT UTILITY VEHICLES 4WD

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<th>Annual Fuel Cost</th>
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**STANDARD SPORT UTILITY VEHICLES 2WD**

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**Notes:**
- **E85:** Flex Fuel
- **PR:** Premium
- **T:** Tango
- **SS:** Standard
- **PHEV:** Plug-in Hybrid Electric Vehicle

**Configuration:**
- **Comb:** Combined MPG
- **City:** City MPG
- **Hvy:** Highway MPG
- **Fuel Cost:** Annual Fuel Cost
- **GHG Rating:** Greenhouse Gas Rating
- **Notes:** Additional information or notes for each vehicle model.
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<th>Configuration</th>
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<th>MPG</th>
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<th>GHG Rating</th>
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<td>A-9, 4.0L, 8cyl</td>
<td>14</td>
<td>13/15</td>
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<tr>
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<td>A-9, 3.0L, 6cyl</td>
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<td>14/18</td>
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<td>Model</td>
<td>Configuration</td>
<td>MPG</td>
<td>Annual Fuel Cost</td>
<td>GHG Rating</td>
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<td>A-S8, 3.0L, 6cyl</td>
<td>See page 38.</td>
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<td>P T PHEV SS</td>
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<td>15/19</td>
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<td>23</td>
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<td>$1,400</td>
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<td>AV-S8, 2.4L, 4cyl</td>
<td>22</td>
<td>20/26</td>
<td>$1,500</td>
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<td></td>
<td>A-1</td>
<td>96</td>
<td>99/93</td>
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<td>A-1</td>
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<td>17/20</td>
<td>$1,800</td>
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<td>A-S5, 4.0L, 6cyl</td>
<td>18</td>
<td>17/20</td>
<td>$1,800</td>
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<td>A-S8, 3.5L, 6cyl</td>
<td>22</td>
<td>20/26</td>
<td>$1,500</td>
<td>4 SS</td>
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<td>A-S8, 3.5L, 6cyl</td>
<td>22</td>
<td>19/26</td>
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<td>4</td>
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<td>A-S8, 3.5L, 6cyl</td>
<td>22</td>
<td>19/26</td>
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<td>5</td>
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<td>29/27</td>
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<td>6 HEV SS</td>
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<td>A-S8, 3.5L, 6cyl</td>
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<td>30/28</td>
<td>$1,150</td>
<td>6 HEV SS</td>
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<td><strong>SEQUOIA 4WD</strong></td>
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<td></td>
<td></td>
<td>A-S6, 5.7L, 8cyl</td>
<td>14</td>
<td>13/17</td>
<td>$2,350</td>
<td>1 PT4</td>
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<tr>
<td>Atlas 4motion</td>
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<td>17/23</td>
<td>$1,700</td>
<td>3 SS</td>
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<td><strong>VOLVO</strong></td>
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<tr>
<td>XC90 AWD</td>
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<td>A-S8, 2.0L, 4cyl</td>
<td>23</td>
<td>20/27</td>
<td>$1,850</td>
<td>5 PR T SS</td>
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<tr>
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<td>19/26</td>
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<td>XC90 AWD PHEV</td>
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<td>A-S8, 2.0L, 4cyl</td>
<td>See page 38.</td>
<td></td>
<td></td>
<td>PR T S PHEV SS</td>
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</tr>
</tbody>
</table>

**Notes:**
- **Comb:** Combined fuel economy
- **City/Hwy:** City and highway fuel economy
- **Fuel Cost:** Annual fuel cost
- **GHG Rating:** Greenhouse gas rating
- **Notes:** Additional notes or special features
Diesel-powered vehicles are typically more fuel efficient than comparable vehicles powered by gasoline. Diesel engines are inherently more energy-efficient, and diesel fuel contains roughly 10%–15% more energy per gallon than gasoline. In addition, new advances in diesel engine technology have improved performance, reduced engine noise and fuel odor, and decreased emissions of harmful air pollutants. Ultra-low sulfur diesel fuels also help reduce emissions from these vehicles.

Annual fuel costs below are estimated assuming 15,000 miles of travel each year (55% city and 45% highway) and a diesel fuel cost of $2.42 per gallon.

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Model</th>
<th>Configuration (trans, eng size, cyl)</th>
<th>MPG</th>
<th>Annual Fuel Cost</th>
<th>GHG Rating</th>
<th>Notes</th>
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<td><strong>COMPACT CARS</strong></td>
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<td>Cruze</td>
<td>A-9, 1.6L, 4cyl</td>
<td>37</td>
<td>31/48</td>
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<tr>
<td>JAGUAR</td>
<td>XE</td>
<td>A-S8, 2.0L, 4cyl</td>
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<td>32/42</td>
<td>$1,000</td>
<td>7</td>
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<tr>
<td></td>
<td>XE AWD</td>
<td>A-S8, 2.0L, 4cyl</td>
<td>34</td>
<td>30/40</td>
<td>$1,050</td>
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<td><strong>MIDSIZE CARS</strong></td>
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<tr>
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<td>XF</td>
<td>A-S8, 2.0L, 4cyl</td>
<td>35</td>
<td>31/42</td>
<td>$1,050</td>
<td>7</td>
</tr>
<tr>
<td></td>
<td>XF AWD</td>
<td>A-S8, 2.0L, 4cyl</td>
<td>34</td>
<td>30/40</td>
<td>$1,050</td>
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<tr>
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</tr>
<tr>
<td>CHEVROLET</td>
<td>Colorado 2WD</td>
<td>A-6, 2.8L, 4cyl</td>
<td>23</td>
<td>20/30</td>
<td>$1,600</td>
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<tr>
<td>GMC</td>
<td>Canyon 2WD</td>
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<td>23</td>
<td>20/30</td>
<td>$1,600</td>
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<td><strong>SMALL PICKUP TRUCKS 4WD</strong></td>
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<tr>
<td>CHEVROLET</td>
<td>Colorado 4WD</td>
<td>A-6, 2.8L, 4cyl</td>
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<td>19/28</td>
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<tr>
<td>CHEVROLET</td>
<td>Equinox FWD</td>
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<tr>
<td>GMC</td>
<td>Terrain FWD</td>
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<td>28/39</td>
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<td>28/38</td>
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<td>Range Rover Velar</td>
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<td>26/30</td>
<td>$1,300</td>
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</table>
### FUEL CELL VEHICLES

Though not yet available for the mass market, a limited number of fuel cell vehicles (FCVs) will be available for lease and sale in select regions of the country, mostly in California, in 2018–19. FCVs are propelled by electric motors powered by fuel cells, which produce electricity from the chemical energy of hydrogen. Fuel cell technology is more efficient than internal combustion engines and environmentally cleaner—the only by-product of a hydrogen fuel cell vehicle is water. However, several challenges must be overcome before FCVs are mass-marketed and sold across the country. For more information about FCVs, visit [fueleconomy.gov](http://fueleconomy.gov) and the Fuel Cell Technologies Program website at [www.energy.gov/eere/fuelcells/fuel-cell-technologies-office/](http://www.energy.gov/eere/fuelcells/fuel-cell-technologies-office/).

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<th>Fuel Cell Type</th>
<th>Battery Type &amp; Rating</th>
<th>Motor Type</th>
<th>Fuel Type</th>
<th>Fuel Economy Comb/City/Hwy</th>
<th>Driving Range (miles)</th>
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<td>Mirai††</td>
<td>PEM</td>
<td>113 kW AC Synchronous</td>
<td>245V Ni-MH</td>
<td>Hydrogen</td>
<td>MPGe 67 / 67 / 67</td>
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<td>MPK 66 / 66 / 66</td>
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<td>HONDA</td>
<td>Clarity†</td>
<td>PEM</td>
<td>130 kW PMSM</td>
<td>346V Li-Ion</td>
<td>Hydrogen</td>
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<td>MPK 60 / 64 / 56</td>
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**NOTES AND ABBREVIATIONS:**

*…………….Hyundai Nexo models will be introduced into commerce in December 2018 in the Los Angeles/Orange County, California area with plans to expand into other parts of California in 2019.

†………….Available for lease in California in the beginning of 2019

††…………..Available in California and Hawaii

AC..............Alternating current induction motor

IPMSM..........Interior permanent magnet synchronous motor

Li-Ion..........Lithium Ion

MPGe...........Miles per gallon gasoline equivalent

MPK..........Miles per kilogram

Ni-MH.........Nickel-metal hydride

PEM..........Proton exchange membrane

PMSM.........Permanent magnet synchronous motor
All-electric vehicles (EVs) are propelled by one or more electric motors powered by a rechargeable battery. EVs are energy-efficient and reduce our dependence on petroleum since electricity is produced from domestic resources. They emit no tailpipe pollutants, although the power plant producing the electricity may emit pollution.

Electric motors have several performance benefits. They are quiet, have instant torque for quick acceleration, enable regenerative braking, and require less maintenance than internal combustion engines.

Current EVs typically have a shorter driving range than comparable gasoline or hybrid vehicles, and their range is more sensitive to driving style, driving conditions, and accessory use. Fully recharging the battery pack can take several hours—though a “fast charge” to 80% capacity may take as little as 30 minutes. Charging options outside the home are expanding. More than 16,000 public charging stations are currently available, and more than 800 employers offer charging at work as of 2016. EVs are also more expensive than comparable conventional vehicles and hybrids due to the cost of the large battery. However, as manufacturers continue to improve the driving range and reduce the cost of these vehicles, they are becoming more practical and affordable for a wider range of consumers.

A federal income tax credit of up to $7,500 is currently available to consumers purchasing a qualifying EV. State and/or local incentives may also apply. For additional information on EVs, including tax incentives, visit fueleconomy.gov.

<table>
<thead>
<tr>
<th>Model</th>
<th>Motor</th>
<th>Battery Type</th>
<th>Fuel Economy (comb/city/hwy)</th>
<th>Driving Range* (miles)</th>
<th>Charge Time (hrs @ 240)</th>
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</table>

**NOTES AND ABBREVIATIONS:**
* ..................... Range for combined city/highway driving (55% city and 45% highway)
† ..................... Available for lease nationwide
‡ ..................... First value is time required for the 48A high power charger option; second value is with standard charger
§ ..................... First value is time required for the 80A dual charger option; second value is with standard charger
AC ...................... Alternating current
AC Induction .......... Alternating current Induction Motor
ACPM ............ Alternating current permanent magnet
DCPM ............ Direct current permanent magnet motor
IPMSM ............. Interior permanent magnet synchronous motor
Li-Ion ............ Lithium Ion
MPGe .......... Miles per Gallon Equivalent
NA ................ Not available
PMSM ............ Permanent magnet synchronous motor

37
PLUG-IN HYBRID ELECTRIC VEHICLES

Plug-in hybrid electric vehicles (PHEVs) are hybrids that can be charged both by plugging them into an electrical outlet or charging station. Plug-in hybrids can store enough electricity from the power grid to significantly reduce their imported petroleum consumption under typical driving conditions.

There are two basic plug-in hybrid configurations:

- **Series PHEVs, also called Extended Range Electric Vehicles (EREVs).** The electric motor of these vehicles is the only power source that turns the wheels; the gasoline engine only generates electricity. Series PHEVs can run solely on electricity until the battery needs to be recharged. The gasoline engine will then generate the electricity needed to power the electric motor. For short trips, these vehicles may not use any gasoline.

- **Parallel or Blended PHEVs.** Both the engine and electric motor are mechanically connected to the wheels, and both may propel the vehicle. The vehicle may operate using both electricity and gasoline at the same time, using electricity only, or using gasoline only.

Plug-in hybrids also have different battery capacities, allowing some to travel farther on electricity than others. PHEV fuel economy, like that of EVs and regular hybrids, can be sensitive to driving style, driving conditions, and accessory use. When operating in pure electric mode, PHEVs emit no tailpipe pollutants, although the power plant producing the electricity may emit pollution.

Charging a PHEV’s battery typically takes several hours. They can be charged at home or at an increasing number of workplaces or public locations. However, PHEVs don’t have to be plugged in to be driven. They can be fueled solely with gasoline, like a conventional hybrid, but they will not achieve maximum range or fuel economy without charging.

Plug-in hybrids use less petroleum and cost less to fuel than conventional hybrids, but they are more expensive to purchase. A federal income tax credit of up to $7,500 is currently available to consumers purchasing a qualifying plug-in hybrid. State and/or local incentives may also apply. For additional information on PHEVs, including tax incentives, visit [fueleconomy.gov](http://fueleconomy.gov).

<table>
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<th>Model Description</th>
<th>Trans, Eng Size, Cyl</th>
<th>Elec. Motor</th>
<th>Fuel Economy Combined MPGe</th>
<th>Range (Comb / City / Hwy MPG)</th>
<th>Charge Time (hrs @ 240 V)</th>
<th>Annual Fuel Cost</th>
<th>GHG Rating</th>
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</thead>
<tbody>
<tr>
<td>BMW</td>
<td>I8 Roadster</td>
<td>A-6, 1.5L, 3cyl, 96kW AC Induction</td>
<td>Electricity + Gasoline</td>
<td>18 320 3  $1,300 10</td>
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<td>BMW</td>
<td>i3 with Range Extender</td>
<td>A-1, 0.6L, 2cyl, 125 kW AC Induction</td>
<td>Electricity</td>
<td>126 200 7  $700 10</td>
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<tr>
<td>BMW</td>
<td>i3s with Range Extender</td>
<td>A-1, 0.6L, 2cyl, 135 kW AC Induction</td>
<td>Electricity</td>
<td>126 200 7  $700 10</td>
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<tr>
<td>BMW</td>
<td>i8 Coupe</td>
<td>A-6, 1.5L, 3cyl, 96kW AC Induction</td>
<td>Electricity + Gasoline</td>
<td>18 320 3  $1,300 10</td>
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<td>KARMA</td>
<td>Revero</td>
<td>A-1, 2.0L, 4cyl, 150 and 150 kw DCPM</td>
<td>Electricity</td>
<td>37 240 3.8  $1,450 10</td>
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<tr>
<td>BMW</td>
<td>530e</td>
<td>A-S8, 2.0L, 4cyl, 83kW DCPM</td>
<td>Electricity + Gasoline</td>
<td>16 370 2  $1,250 10</td>
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<td>Elec. Motor</td>
<td>Fuel</td>
<td>Combined MPGe</td>
<td>Range (miles)</td>
<td>Total Range* (miles)</td>
<td>Charge Time (hrs @ 240 V)</td>
<td>Annual Fuel Cost</td>
</tr>
<tr>
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<tr>
<td><strong>530e xDrive</strong></td>
<td>A-S8, 2.0L, 4cyl, 83kW DCPM</td>
<td>Electricity + Gasoline</td>
<td>Premium Gasoline</td>
<td>67 MPGe ([49kWh + 0 gal]/100 mi) †</td>
<td>15</td>
<td>360</td>
<td>2</td>
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<tr>
<td><strong>CHEVROLET</strong></td>
<td>Volt</td>
<td>AV, 1.5L, 4cyl, 48 and 87 kW 3-Phase AC</td>
<td>Electricity Gasoline</td>
<td>106 MPGe ([31kWh + 0 gal]/100 mi) †</td>
<td>53</td>
<td>420</td>
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<tr>
<td><strong>VOLVO</strong></td>
<td>S60 AWD PHEV</td>
<td>A-S8, 2.0L, 4cyl, 34 and 65kW 3-phase Sync.</td>
<td>Electricity + Gasoline</td>
<td>74 MPGe ([43kWh + 0.1 gal]/100 mi)</td>
<td>22</td>
<td>520</td>
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<td><strong>FORD</strong></td>
<td>Fusion Energi Plug-in Hybrid</td>
<td>AV, 2.0L, 4cyl, 68 kW DCPM</td>
<td>Electricity Gasoline</td>
<td>103 MPGe ([33kWh + 0 gal]/100 mi) †</td>
<td>26</td>
<td>610</td>
<td>2.6</td>
<td>$700</td>
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<tr>
<td><strong>FORD</strong></td>
<td>Fusion Special Service Vehicle PHEV</td>
<td>AV, 2.0L, 4cyl, 68 kW DCPM</td>
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<td><strong>HONDA</strong></td>
<td>Clarity Plug-in Hybrid</td>
<td>AV, 1.5L, 4cyl, 135kW AC PMSM</td>
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<td>340</td>
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<td><strong>HYUNDAI</strong></td>
<td>Ioniq Plug-in Hybrid</td>
<td>AM-6, 1.6L, 4cyl, 32kW IPMSM</td>
<td>Electricity Gasoline</td>
<td>119 MPGe ([28kWh + 0 gal]/100 mi) †</td>
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<td>630</td>
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<td>$600</td>
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<tr>
<td><strong>HYUNDAI</strong></td>
<td>Sonata Plug-in Hybrid</td>
<td>AM-6, 2.0L, 4cyl, 50 kW IPMSM</td>
<td>Electricity Gasoline</td>
<td>99 MPGe ([34kWh + 0 gal]/100 mi) †</td>
<td>28</td>
<td>600</td>
<td>2.7</td>
<td>$750</td>
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<tr>
<td><strong>KIA</strong></td>
<td>Optima Plug-in Hybrid</td>
<td>AM-6, 2.0L, 4cyl, 50kW IPMSM</td>
<td>Electricity Gasoline</td>
<td>103 MPGe ([33kWh + 0 gal]/100 mi) †</td>
<td>29</td>
<td>610</td>
<td>2.7</td>
<td>$700</td>
</tr>
<tr>
<td><strong>MINI</strong></td>
<td>Cooper SE Countryman All4</td>
<td>A-S6, 1.5L, 3cyl, 65 kW AC Induction</td>
<td>Electricity Gasoline</td>
<td>65 MPGe ([51kWh + 0 gal]/100 mi) †</td>
<td>12</td>
<td>270</td>
<td>3</td>
<td>$1,350</td>
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<tr>
<td><strong>TOYOTA</strong></td>
<td>Prius Prime</td>
<td>AV, 1.8L, 4cyl, 22 and 53 kW AC Induction</td>
<td>Electricity Gasoline</td>
<td>133 MPGe ([25kWh + 0 gal]/100 mi) †</td>
<td>25</td>
<td>640</td>
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<tr>
<td><strong>VOLVO</strong></td>
<td>S90 AWD PHEV</td>
<td>A-S8, 2.0L, 4cyl, 34 and 65kW 3-phase Sync.</td>
<td>Electricity Gasoline</td>
<td>71 MPGe ([45kWh + 0.1 gal]/100 mi)</td>
<td>21</td>
<td>490</td>
<td>3</td>
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<td>Manufacturer Model</td>
<td>Trans. Eng Size, Cyl</td>
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<td>Fuel</td>
<td>Combined MPGe</td>
<td>Range (miles)</td>
<td>Total Range* (miles)</td>
<td>Charge Time (hrs @ 240 V)</td>
<td>Annual Fuel Cost</td>
</tr>
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<td>--------------------</td>
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<td>LARGE CARS</td>
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<tr>
<td>740e xDrive</td>
<td>A-S8, 2.0L, 4cyl, 83kW DCPM</td>
<td>Electricity + Gasoline</td>
<td>64 MPGe (65kWh/100 mi)†</td>
<td>14</td>
<td>326</td>
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<tr>
<td>S 560e†</td>
<td>A-9, 3.0L, 6cyl, 90 kW 3-phase PM</td>
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<tr>
<td>S560e</td>
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<td>Electricity + Gasoline</td>
<td>64 MPGe (65kWh/100 mi)†</td>
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<td>Panamera 4 e-Hybrid</td>
<td>AM-S8, 2.9L, 6cyl, 70 kW DC Brushless</td>
<td>Electricity</td>
<td>51 MPGe (65kWh/100 mi)</td>
<td>14</td>
<td>490</td>
<td>3</td>
<td>$1,700</td>
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<td>Premium Gasoline</td>
<td>23 / 21 / 24</td>
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<td>Panamera 4 e-Hybrid Executive</td>
<td>AM-S8, 2.9L, 6cyl, 70 kW DC Brushless</td>
<td>Electricity</td>
<td>51 MPGe (65kWh/100 mi)</td>
<td>14</td>
<td>490</td>
<td>3</td>
<td>$1,700</td>
<td>8</td>
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<td>Premium Gasoline</td>
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<td>Panamera 4 e-Hybrid ST</td>
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<td>51 MPGe (65kWh/100 mi)</td>
<td>14</td>
<td>490</td>
<td>3</td>
<td>$1,700</td>
<td>8</td>
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<td>Premium Gasoline</td>
<td>23 / 21 / 24</td>
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<tr>
<td>Panamera Turbo S e-Hybrid</td>
<td>AM-S8, 4.0L, 8cyl, 70 kW DC Brushless</td>
<td>Electricity</td>
<td>48 MPGe (66kWh/100 mi)</td>
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<td>450</td>
<td>3</td>
<td>$1,800</td>
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<tr>
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<td>Premium Gasoline</td>
<td>20 / 19 / 22</td>
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<tr>
<td>Panamera Turbo S e-Hybrid Executive</td>
<td>AM-S8, 4.0L, 8cyl, 70 kW DC Brushless</td>
<td>Electricity</td>
<td>48 MPGe (66kWh/100 mi)</td>
<td>14</td>
<td>450</td>
<td>3</td>
<td>$1,800</td>
<td>7</td>
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<tr>
<td></td>
<td></td>
<td>Premium Gasoline</td>
<td>20 / 19 / 22</td>
<td></td>
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<td>Panamera Turbo S e-Hybrid ST</td>
<td>AM-S8, 4.0L, 8cyl, 70 kW DC Brushless</td>
<td>Electricity</td>
<td>48 MPGe (66kWh/100 mi)</td>
<td>14</td>
<td>450</td>
<td>3</td>
<td>$1,800</td>
<td>7</td>
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<tr>
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<td></td>
<td>Premium Gasoline</td>
<td>20 / 19 / 22</td>
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<td>SMALL STATION WAGONS</td>
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<tr>
<td>KIA</td>
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<tr>
<td>Niro Plug-in Hybrid</td>
<td>AM-6, 1.6L, 4cyl, 32kW IPMSM</td>
<td>Electricity + Gasoline</td>
<td>105 MPGe (60kWh/100 mi)†</td>
<td>26</td>
<td>560</td>
<td>2.2</td>
<td>$650</td>
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<td>Gasoline</td>
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<td>MINIVANS 2WD</td>
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<tr>
<td>Pacifica Hybrid</td>
<td>AV, 3.6L, 6cyl, 89 kW AC Induction</td>
<td>Electricity + Gasoline</td>
<td>82 MPGe (61kWh/100 mi)†</td>
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<td>520</td>
<td>2</td>
<td>$950</td>
<td>10</td>
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<td></td>
<td></td>
<td>Gasoline</td>
<td>30 / 29 / 30</td>
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**SMALL SPORT UTILITY VEHICLES 4WD**

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Model</th>
<th>Trans, Eng Size, Cyl</th>
<th>Elec. Motor</th>
<th>Fuel</th>
<th>Combined MPGe</th>
<th>Range (miles)</th>
<th>Total Range* (miles)</th>
<th>Charge Time (hrs @ 240 V)</th>
<th>Annual Fuel Cost</th>
<th>GHG Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Audi</strong></td>
<td>Q5 e-tron</td>
<td>S8, 2.0L, 4cyl</td>
<td>NA</td>
<td>NA</td>
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<td>NA</td>
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<td><strong>Mercedes-Benz</strong></td>
<td>GLC350e 4matic</td>
<td>A-7, 2.0L, 4cyl, 85 kW DCPM</td>
<td>Electricity + Gasoline</td>
<td>56 MPGe ([59kWh + 0 gal]/100 mi)†</td>
<td>10</td>
<td>336</td>
<td>1.9</td>
<td>$1,500</td>
<td>9</td>
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<tr>
<td><strong>Mitsubishi</strong></td>
<td>Outlander PHEV</td>
<td>A-1, 2.0L, 4cyl, 60 kW DCPM</td>
<td>Electricity + Gasoline Gasoline</td>
<td>74 MPGe ([45kWh + 0 gal]/100 mi)†</td>
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<td><strong>Subaru</strong></td>
<td>Crosstrek Hybrid AWD</td>
<td>AV, 2.0L, 4cyl, 88 kW AC Induction</td>
<td>Electricity + Gasoline Gasoline</td>
<td>90 MPGe ([38kWh + 0 gal]/100 mi)†</td>
<td>17</td>
<td>464</td>
<td>2</td>
<td>$850</td>
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<tr>
<td><strong>Volvo</strong></td>
<td>XC60 AWD PHEV</td>
<td>A-S8, 2.0L, 4cyl, 34 and 65kW 3-phase Sync.</td>
<td>Electricity + Gasoline Premium Gasoline</td>
<td>58 MPGe ([55kWh + 0.1 gal]/100 mi)†</td>
<td>17</td>
<td>480</td>
<td>3</td>
<td>$1,400</td>
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**STANDARD SPORT UTILITY VEHICLES 4WD**

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<th>Manufacturer</th>
<th>Model</th>
<th>Trans, Eng Size, Cyl</th>
<th>Elec. Motor</th>
<th>Fuel</th>
<th>Combined MPGe</th>
<th>Range (miles)</th>
<th>Total Range* (miles)</th>
<th>Charge Time (hrs @ 240 V)</th>
<th>Annual Fuel Cost</th>
<th>GHG Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bentley</strong></td>
<td>Bentayga PHEV</td>
<td>S8, 3.0L, 6cyl</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
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<tr>
<td><strong>Land Rover</strong></td>
<td>Range Rover PHEV</td>
<td>A-S8, 2.0L, 4cyl, 105 kW PMSM</td>
<td>Electricity + Gasoline Premium Gasoline</td>
<td>42 MPGe ([80kWh + 0 gal]/100 mi)†</td>
<td>19</td>
<td>461</td>
<td>3</td>
<td>$1,900</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td><strong>Range Rover Sport PHEV</strong></td>
<td>A-S8, 2.0L, 4cyl, 105 kW PMSM</td>
<td>Electricity + Gasoline Premium Gasoline</td>
<td>42 MPGe ([80kWh + 0 gal]/100 mi)†</td>
<td>19</td>
<td>461</td>
<td>3</td>
<td>$1,900</td>
<td>8</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Porsche</strong></td>
<td>Cayenne e-Hybrid</td>
<td>A-S8, 3.0L, 6cyl, 99 kW DC Brushless</td>
<td>Electricity Premium Gasoline</td>
<td>46 MPGe ([72kWh/100 mi])</td>
<td>13</td>
<td>416</td>
<td>3</td>
<td>$1,800</td>
<td>7</td>
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</tr>
<tr>
<td><strong>Volvo</strong></td>
<td>XC90 AWD PHEV</td>
<td>A-S8, 2.0L, 4cyl, 34 and 65kW 3-phase Sync.</td>
<td>Electricity + Gasoline Premium Gasoline</td>
<td>58 MPGe ([55kWh + 0.1 gal]/100 mi)†</td>
<td>17</td>
<td>470</td>
<td>3</td>
<td>$1,450</td>
<td>9</td>
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</tr>
</tbody>
</table>

**Notes and Abbreviations:**

- *.......................... Total range includes operation on both electricity and gasoline and is rounded to the nearest 10 miles.
- †............................ This vehicle did not use any gasoline for charge-depleting (electric) operation during EPA city and highway tests. However, depending on how you drive the vehicle, you may use both gasoline and electricity during charge-depleting operation following a full charge.
- ‡............................ Available for sale or lease nationwide
- ‡............................ Charge time for 2019 Chevrolet Volt is 4.5 hrs (standard charger) and 2.3 hrs (optional 7.2 kW charger)

AC................. Alternating current
AC Induction...... Alternating current Induction Motor
BPM............... Brushless permanent magnet
DC............... Direct current
DCPM.............. Direct current permanent magnet motor
IPMSM............. Interior permanent magnet synchronous motor
NA............... Not available
PM............... Permanent magnet
PMSM............. Permanent magnet synchronous motor
Sync............. Synchronous
HYBRID-ELECTRIC VEHICLES

Hybrids combine the best features of the internal combustion engine with an electric motor and can significantly improve fuel economy. They are primarily propelled by an internal combustion engine, just like conventional vehicles. However, they also use regenerative braking to convert energy normally wasted during coasting and braking into electricity. The recovered electricity is stored in a battery until needed by the electric motor. The electric motor assists the engine when accelerating or hill climbing and at low speeds, where internal combustion engines are least efficient.

Note: Unlike plug-in hybrids, conventional hybrids cannot be plugged into an external source of electricity to be recharged or run on electricity for any substantial distance. Instead, gasoline and regenerative braking provide all of the vehicle’s energy.

Annual fuel cost is estimated assuming 15,000 miles of travel each year (55% city and 45% highway) and a fuel cost of $2.18 per gallon for regular unleaded gasoline or $2.83 for premium gasoline.

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Model</th>
<th>Configuration (trans, eng size, cyl)</th>
<th>Comb</th>
<th>City/Hwy</th>
<th>Annual Fuel Cost</th>
<th>GHG Rating</th>
<th>Battery Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACURA</td>
<td>NSX Hybrid</td>
<td>AM-S9, 3.5L, 6cyl</td>
<td>21</td>
<td>21/22</td>
<td>$2,000</td>
<td>4</td>
<td>260V Li-Ion</td>
</tr>
<tr>
<td>LEXUS</td>
<td>LC 500h</td>
<td>AV-S10, 3.5L, 6cyl</td>
<td>30</td>
<td>27/35</td>
<td>$1,400</td>
<td>7</td>
<td>311V Li-Ion</td>
</tr>
<tr>
<td>MERCEDES-BENZ</td>
<td>AMG E53 4matic Plus Convertible</td>
<td>A-9, 3.0L, 6cyl</td>
<td>23</td>
<td>20/26</td>
<td>$1,850</td>
<td>5</td>
<td>48V Li-Ion</td>
</tr>
<tr>
<td></td>
<td>AMG E53 4matic Plus Coupe</td>
<td>A-9, 3.0L, 6cyl</td>
<td>23</td>
<td>21/28</td>
<td>$1,850</td>
<td>5</td>
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<tr>
<td>LEXUS</td>
<td>UX 250h</td>
<td>AV-S6, 2.0L, 4cyl</td>
<td>42</td>
<td>43/41</td>
<td>$800</td>
<td>9</td>
<td>216V Ni-MH</td>
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<tr>
<td></td>
<td>UX 250h AWD</td>
<td>AV-S6, 2.0L, 4cyl</td>
<td>39</td>
<td>41/38</td>
<td>$850</td>
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<td>216V Ni-MH</td>
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<tr>
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<td>AMG CLS450</td>
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<tr>
<td></td>
<td>AMG GT 53 4matic Plus</td>
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<td>23/30</td>
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<td>5</td>
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<tr>
<td>TOYOTA</td>
<td>Prius c</td>
<td>AV, 1.5L, 4cyl</td>
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<td>48/43</td>
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<td>10</td>
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<td>RLX Hybrid</td>
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<td>28</td>
<td>28/29</td>
<td>$1,500</td>
<td>6</td>
<td>259V Li-Ion</td>
</tr>
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<td>AUDI</td>
<td>A6 quattro</td>
<td>AM-S7, 2.0L, 4cyl</td>
<td>27</td>
<td>24/32</td>
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<td>S7</td>
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<td>43/41</td>
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<td>9</td>
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</tr>
<tr>
<td>HONDA</td>
<td>Insight</td>
<td>AV, 1.5L, 4cyl</td>
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<td>55/49</td>
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<td>10</td>
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<tr>
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<td>Insight Touring</td>
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<td>51/45</td>
<td>$700</td>
<td>10</td>
<td>222V Li-Ion</td>
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<td>HYUNDAI</td>
<td>Sonata Hybrid</td>
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<td>41</td>
<td>39/44</td>
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<td>9</td>
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<td>Sonata Hybrid SE</td>
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<td>40/46</td>
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<td>270V Li-Ion</td>
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<tr>
<td>KIA</td>
<td>Optima Hybrid</td>
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<td>41</td>
<td>39/45</td>
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<td>9</td>
<td>270V Li-Ion</td>
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<tr>
<td>LEXUS</td>
<td>ES 300h</td>
<td>AV-S6, 2.5L, 4cyl</td>
<td>44</td>
<td>43/45</td>
<td>$750</td>
<td>10</td>
<td>245V Ni-MH</td>
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<tr>
<td>LINCOLN</td>
<td>MKZ Hybrid FWD</td>
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<td>42/39</td>
<td>$800</td>
<td>9</td>
<td>280V Li-Ion</td>
</tr>
<tr>
<td>TOYOTA</td>
<td>Avalon Hybrid</td>
<td>A-9, 3.0L, 6cyl</td>
<td>24</td>
<td>21/28</td>
<td>$1,750</td>
<td>5</td>
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<tr>
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<td>Avalon Hybrid XLE</td>
<td>A-9, 2.5L, 4cyl</td>
<td>43</td>
<td>43/43</td>
<td>$750</td>
<td>9</td>
<td>245V Ni-MH</td>
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<tr>
<td></td>
<td>Camry Hybrid LE</td>
<td>A-9, 2.5L, 4cyl</td>
<td>52</td>
<td>51/53</td>
<td>$650</td>
<td>10</td>
<td>259V Li-Ion</td>
</tr>
<tr>
<td>Manufacturer</td>
<td>Model</td>
<td>Configuration (trans, eng size, cyl)</td>
<td>MPG</td>
<td>Comb City/Hwy</td>
<td>Annual Fuel Cost</td>
<td>GHG Rating</td>
<td>Battery Type</td>
</tr>
<tr>
<td>-----------------</td>
<td>------------------------------</td>
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<tr>
<td>Camry Hybrid XLE/SE</td>
<td>AV-S6, 2.5L, 4cyl</td>
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<td>10</td>
<td>245V Ni-MH</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Prius</td>
<td>AV, 1.8L, 4cyl</td>
<td>52 54/50</td>
<td>$650</td>
<td>10</td>
<td>207V Li-ion</td>
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<tr>
<td>Prius AWD</td>
<td>AV, 1.8L, 4cyl</td>
<td>50 52/48</td>
<td>$650</td>
<td>10</td>
<td>202V Ni-MH</td>
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<tr>
<td>Prius Eco</td>
<td>AV, 1.8L, 4cyl</td>
<td>56 58/53</td>
<td>$600</td>
<td>10</td>
<td>207V Li-ion</td>
<td></td>
<td></td>
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</tbody>
</table>

**LARGE CARS**

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Model</th>
<th>Configuration (trans, eng size, cyl)</th>
<th>MPG</th>
<th>Comb City/Hwy</th>
<th>Annual Fuel Cost</th>
<th>GHG Rating</th>
<th>Battery Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>AUDI A8 L</td>
<td>A-S8, 3.0L, 6cyl</td>
<td>22 19/27</td>
<td>$1,950</td>
<td>4</td>
<td>48V Li-ion</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>A-S8, 4.0L, 8cyl</td>
<td>18 15/23</td>
<td>$2,350</td>
<td>3</td>
<td>48V Li-ion</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HONDA Accord Hybrid</td>
<td>AV, 2.0L, 4cyl</td>
<td>48 48/48</td>
<td>$700</td>
<td>10</td>
<td>259V Li-Ion</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HYUNDAI Ioniq</td>
<td>AM-6, 1.6L, 4cyl</td>
<td>55 55/54</td>
<td>$600</td>
<td>10</td>
<td>240V Li-Ion</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>AM-6, 1.6L, 4cyl Blue</td>
<td>58 57/59</td>
<td>$550</td>
<td>10</td>
<td>240V Li-Ion</td>
<td></td>
<td></td>
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</tbody>
</table>

**SMALL STATION WAGONS**

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Model</th>
<th>Configuration (trans, eng size, cyl)</th>
<th>MPG</th>
<th>Comb City/Hwy</th>
<th>Annual Fuel Cost</th>
<th>GHG Rating</th>
<th>Battery Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>KIA Niro</td>
<td>AM-6, 1.6L, 4cyl</td>
<td>49 51/46</td>
<td>$650</td>
<td>10</td>
<td>240V Li-Ion</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>AM-6, 1.6L, 4cyl FE</td>
<td>50 52/49</td>
<td>$650</td>
<td>10</td>
<td>240V Li-Ion</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>AM-6, 1.6L, 4cyl Touring</td>
<td>43 46/40</td>
<td>$750</td>
<td>9</td>
<td>240V Li-Ion</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MERCEDES-BENZ</td>
<td>AMG E 53 4MATIC (Station Wagon)</td>
<td>A-9, 3.0L, 6cyl</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>Li-ion</td>
<td></td>
</tr>
</tbody>
</table>

**STANDARD PICKUP TRUCKS 2WD**

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Model</th>
<th>Configuration (trans, eng size, cyl)</th>
<th>MPG</th>
<th>Comb City/Hwy</th>
<th>Annual Fuel Cost</th>
<th>GHG Rating</th>
<th>Battery Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>RAM 1500 2WD</td>
<td>A-8, 3.6L, 6cyl</td>
<td>22 20/25</td>
<td>$1,500</td>
<td>4</td>
<td>48V Li-Ion</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>A-8, 5.7L, 8cyl</td>
<td>19 17/23</td>
<td>$2,050</td>
<td>3</td>
<td>48V Li-Ion</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RAM 1500 HFE 2WD</td>
<td>A-8, 3.6L, 6cyl</td>
<td>23 20/26</td>
<td>$1,400</td>
<td>5</td>
<td>48V Li-Ion</td>
<td></td>
<td></td>
</tr>
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</table>

**STANDARD PICKUP TRUCKS 4WD**

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Model</th>
<th>Configuration (trans, eng size, cyl)</th>
<th>MPG</th>
<th>Comb City/Hwy</th>
<th>Annual Fuel Cost</th>
<th>GHG Rating</th>
<th>Battery Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>RAM 1500 4WD</td>
<td>A-8, 3.6L, 6cyl</td>
<td>21 19/24</td>
<td>$1,550</td>
<td>4</td>
<td>48V Li-Ion</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>A-8, 5.7L, 8cyl</td>
<td>19 17/22</td>
<td>$2,050</td>
<td>3</td>
<td>48V Li-Ion</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
ETHANOL FLEXIBLE FUEL VEHICLES

Ethanol flexible fuel vehicles (FFVs) are designed by the original manufacturer to operate on gasoline, E85, or any mixture of the two fuels. Annual fuel cost is estimated assuming 15,000 miles of travel each year (55% city and 45% highway) and an average fuel cost of $1.75 per gallon for E85, $2.18 per gallon for regular unleaded gasoline, and $2.83 per gallon for premium unleaded gasoline. The price of ethanol is highly variable from region to region; it is typically lower in the Midwestern United States and higher in other areas. Also, the ethanol content of E85 can range from 51% to 83% and typically varies seasonally. Therefore, actual consumer experience may differ significantly from the annual fuel cost estimates presented here, which are based on fuel economy tests using E85.

Fuel economy and driving range values are shown for both gasoline and E85. When operating your FFV on mixtures of gasoline and E85, such as when alternating between using these fuels, your driving range and fuel economy values will likely be somewhere between those listed for the two fuels, depending on the actual percentages of gasoline and E85 in the tank.
<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Model</th>
<th>Comb MPG</th>
<th>City/Hwy MPG</th>
<th>Fuel Cost</th>
<th>GHG Rating</th>
<th>Fuel Driving Range (miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>STANDARD SPORT UTILITY VEHICLES 2WD</strong></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>CHEVROLET</strong></td>
<td>Suburban C1500 2WD</td>
<td>18</td>
<td>15/22</td>
<td>$1,800</td>
<td>3</td>
<td>Gas</td>
</tr>
<tr>
<td></td>
<td></td>
<td>13</td>
<td>11/17</td>
<td>$2,000</td>
<td>3</td>
<td>E85</td>
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<tr>
<td></td>
<td>Tahoe C1500 2WD</td>
<td>18</td>
<td>15/22</td>
<td>$1,800</td>
<td>3</td>
<td>Gas</td>
</tr>
<tr>
<td></td>
<td></td>
<td>13</td>
<td>11/17</td>
<td>$2,000</td>
<td>3</td>
<td>E85</td>
</tr>
<tr>
<td><strong>FORD</strong></td>
<td>Explorer 2WD FFV</td>
<td>20</td>
<td>17/24</td>
<td>$1,650</td>
<td>4</td>
<td>Gas</td>
</tr>
<tr>
<td></td>
<td></td>
<td>15</td>
<td>13/18</td>
<td>$1,750</td>
<td>4</td>
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<tr>
<td><strong>GMC</strong></td>
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<td>15/22</td>
<td>$1,800</td>
<td>3</td>
<td>Gas</td>
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<tr>
<td></td>
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<td>11/17</td>
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<td>Yukon C1500 XL 2WD</td>
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<td>15/22</td>
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<td>Gas</td>
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<td></td>
<td>13</td>
<td>11/17</td>
<td>$2,000</td>
<td>3</td>
<td>E85</td>
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<tr>
<td><strong>CHEVROLET</strong></td>
<td>Suburban K1500 4WD</td>
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<td>14/21</td>
<td>$2,050</td>
<td>2</td>
<td>Gas</td>
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<td></td>
<td></td>
<td>12</td>
<td>11/16</td>
<td>$2,200</td>
<td>3</td>
<td>E85</td>
</tr>
<tr>
<td></td>
<td>Tahoe K1500 4WD</td>
<td>17</td>
<td>15/21</td>
<td>$1,900</td>
<td>3</td>
<td>Gas</td>
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<td></td>
<td>13</td>
<td>11/16</td>
<td>$2,000</td>
<td>3</td>
<td>E85</td>
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<td>16/22</td>
<td>$1,800</td>
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<td>Gas</td>
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<td></td>
<td>14</td>
<td>12/16</td>
<td>$1,900</td>
<td>3</td>
<td>E85</td>
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<tr>
<td><strong>GMC</strong></td>
<td>Yukon K1500 4WD</td>
<td>17</td>
<td>15/21</td>
<td>$1,900</td>
<td>3</td>
<td>Gas</td>
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<td></td>
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<td>13</td>
<td>11/16</td>
<td>$2,000</td>
<td>3</td>
<td>E85</td>
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<tr>
<td></td>
<td>Yukon K1500 XL 4WD</td>
<td>16</td>
<td>14/21</td>
<td>$2,050</td>
<td>2</td>
<td>Gas</td>
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<tr>
<td></td>
<td></td>
<td>12</td>
<td>11/16</td>
<td>$2,200</td>
<td>3</td>
<td>E85</td>
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INDEX

<table>
<thead>
<tr>
<th>Interior Volume (cu.ft.)</th>
<th>Passenger / Cargo</th>
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<tbody>
<tr>
<td>2dr</td>
<td>4dr</td>
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<tr>
<td>Hatch</td>
<td>Pg</td>
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**ACURA**
- ILX 89/12 12
- MDX AWD 27
- MDX AWD A-SPEC 27
- MDX FWD 26
- MDX Hybrid AWD 27,43
- NSX Hybrid 7,42
- RDX AWD 27
- RDX AWD A-SPEC 27
- RDX FWD 26
- RDX FWD A-SPEC 26
- RLX 102/15 15
- RLX Hybrid 102/15 15,42
- TLX AWD 93/14 12
- TLX AWD A-SPEC 93/14 12
- TLX FWD 94/14 12
- TLX FWD A-SPEC 93/14 12

**ALFA ROMEO**
- 4C 7
- Giulia 100/12 15
- Giulia AWD 100/12 15
- Stelvio 26
- Stelvio AWD 27

**ASTON MARTIN**
- DB11 V12 72/9 9
- DB11 V8 72/9 9
- DBS 72/9 9
- Rapide S 83/14 10
- Vanquish S 78/5 9
- Vantage V8 7

**AUDI**
- A3 86/12 10
- A3 Cabriolet 79/10 10
- A3 Cabriolet quattro 79/10 10
- A3 quattro 86/10 10
- A4 92/13 12
- A4 allroad quattro 90/28 21
- A4 quattro 92/13 12
- A5 Cabriolet quattro 81/10 10
- A5 quattro 84/12 10
- A5 Sportback quattro 91/22 15
- A6 quattro 99/14 15,42
- A7 quattro 95/25 15,42
- A8 L 111/13 19,43
- A8 L PHEV 40
e-tron 31,37
- C3 quattro 12
- Q5 27
- Q5 e-tron 41
- Q7 31
- Q8 31,43
- RS 3 86/10 10
- RS 5 84/13 10
- RS 5 Sportback 91/22 15
- S3 86/10 10
- S4 90/13 12
- S5 84/13 10
- S5 Cabriolet 81/10 10
- S5 Sportback 91/22 91/22 15
- S6 42

**BENTLEY**
- Bentayga 31
- Bentayga PHEV 41
- Continental GT PHEV 38
- Mullsanne 101/11 15

**BMW**
- 230i Convertible 82/10 10
- 230i Coupe 89/10 10
- 238i xDrive Convertible 82/10 10
- 230i xDrive Coupe 89/10 10
- 330i 94/13 12
- 330i xDrive 94/13 12
- 330i xDrive Gran Turismo 102/25 19
- 330i xDrive Sports Wagon 97/28 21
- 340i xDrive Gran Turismo 102/25 19
- 430i Convertible 90/9 10
- 430i Coupe 90/11 12
- 430i Gran Coupe 92/12 12
- 430i xDrive Convertible 90/9 10
- 430i xDrive Coupe 90/11 12
- 430i xDrive Gran Coupe 92/12 12
- 440i Convertible 90/9 10
- 440i Coupe 90/11 12
- 440i Gran Coupe 92/12 12
- 440i xDrive Convertible 90/9 10
- 440i xDrive Coupe 90/11 12
- 440i xDrive Gran Coupe 92/12 12
- 530e 99/10 12,38
- 530e xDrive 99/10 12,39
- 530i 99/14 15
- 530i xDrive 99/14 15
- 540i 99/14 15
- 540i xDrive 99/14 15
- 640i Gran Coupe 97/12 12
- 640i xDrive Gran Coupe 97/12 12
- 640i xDrive Gran Turismo 107/31 19
- 650i Gran Coupe 97/12 13
- 650i xDrive Gran Coupe 97/12 13
- 740e xDrive 114/10 19,40
- 741i 114/10 19
- 741i xDrive 114/14 19
- 750i 114/14 19
- 750i xDrive 114/14 19
- Alpina B6 xDrive Gran Coupe 97/12 13
- Alpina B6 xDrive Gran Coupe 114/14 19
- Alpina B7 xDrive 114/14 19
- i3 84/15 6,10,36
- i3 with Range Extender 84/15 10,38
- i3s 84/15 6,10,36
- i3s with Range Extender 84/15 10,38
- i8 Coupe 81/5 10,38
- i8 Roadster 7,38
- M2 Competition 86/10 10

**Bugatti**
- Chiron 7

**BUICK**
- Cascada 82/9 11
- Enclave AWD 31
- Enclave FWD 30
- Encore 26
- Encore AWD 28
- Envision AWD 28
- Envision FWD 75/26 26
- LaCrosse 102/16 15
- LaCrosse AWD 102/16 15
- LaCrosse eAssist 102/16 15,42
- Regal 98/18 15
- Regal AWD 98/18 15
- Regal TourX AWD 99/19 21

**CADILLAC**
- ATS 91/10 13
- ATS AWD 91/10 13
INDEX

Interior Volume (cu.ft.)

<table>
<thead>
<tr>
<th>Brand</th>
<th>Model</th>
<th>Engine</th>
<th>Transmission</th>
<th>GVWR</th>
<th>Payload</th>
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<tbody>
<tr>
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Interior Volume (cu.ft.)

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**INDEX**

**47**
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**MCLAREN AUTOMOTIVE**

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**INDEX**

- **AMG GLE63 S**
- **AMG GLE63 S Coupe**
- **AMG GLS63**
- **AMG GT 53 4matic Plus**
- **AMG GT 63 4matic Plus**
- **AMG GT 63 S 4matic Plus**
- **AMG GT C Coupe**
- **AMG GT C Roadster**
- **AMG GT Coupe**
- **AMG GT R Coupe**
- **AMG GT Roadster**
- **AMG GT S Coupe**
- **AMG S63 4matic**
- **AMG S63 4matic Convertible**
- **AMG S63 4matic Coupe**
- **AMG S65 4matic**
- **AMG S65 Convertible**
- **AMG S65 Coupe**
- **AMG SL63**
- **AMG SLC43**
- **C300**
- **C300 4matic**
- **C300 4matic Convertible**
- **C300 4matic Coupe**
- **C300 Convertible**
- **C300 Coupe**
- **CLA250**
- **CLA250 4matic**
- **CLS450**
- **CLS450 4matic**
- **E300**
- **E300 4matic**
- **E450 4matic**
- **E450 4matic (station wagon)**
- **E450 4matic Convertible**
- **E450 4matic Coupe**
- **E450 Convertible**
- **E450 Coupe**
- **GLA250**
- **GLA250 4matic**
- **GLC300**
- **GLC300 4matic**
- **GLC300 4matic Coupe**
- **GLE300 4matic**
- **GLE400 4matic**
- **GLS450 4matic**
- **GLS550 4matic**
- **Maybach S560 4matic**
- **Maybach S650 4matic**
- **Mercedes Van**
- **Mercedes (Cargo Van)**
- **Mercedes (Cargo Van, LWB)**
- **Mercedes (Passenger Van)**
- **S 660e**
- **S450**
- **S450 4matic**
- **S650**
- **S650 4matic**
- **S650 Convertible**
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<td>Mirage G4 89/12</td>
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### NISSAN

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<td>SLC300 8</td>
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<td>92/18</td>
<td>17</td>
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<tr>
<td>Cooper Countryman</td>
<td>97/18</td>
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<tr>
<td>Cooper Countryman All4</td>
<td>97/18</td>
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<tr>
<td>Cooper Convertible 76/5</td>
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<td>Cooper Hardtop 4 door</td>
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<tr>
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<td>Cooper SE Countryman All4</td>
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<td>JCW Countryman All4</td>
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<td>John Cooper Works Convertible 76/5</td>
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<td>John Cooper Works Hardtop 80/9</td>
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### SUBARU

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<tbody>
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<td>Impreza Sport 5-Door</td>
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<td>Impreza 4-Door</td>
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<td>Impreza 5-Door</td>
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<td>Impreza Sport 4-Door</td>
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<td>WRX 97/12</td>
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### SMART

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<tbody>
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<tr>
<td>EQ fortwo (coupe)</td>
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### RUSH PERFORMANCE

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<td>F150 Pickup 4WD</td>
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### RUF AUTOMOBILE

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### ROLLS-ROYCE

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<td>Dawn 100/9</td>
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<td>Ghost 111/14</td>
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<td>Ghost EWB 117/14</td>
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<td>Phantom 116/15</td>
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<td>Phantom EWB 127/15</td>
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### RAM

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<td>Model S 75D</td>
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<td>Land Cruiser Wagon 4WD</td>
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<td>Mirai</td>
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<td>Prius</td>
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<td>Sienna AWD</td>
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</tbody>
</table>

|                  | Interior Volume (cu.ft.) |          |          |          |          |
|                  | Passenger / Cargo        | 2dr      | 4dr      | Hatch    | Pg       |
| Toyota           |                          |          |          |          |          |
| 4Runner 2WD      | 31                       |          |          |          |          |
| 4Runner 4WD      | 33                       |          |          |          |          |
| 86               | 77/7                     | 10       |          |          |          |
| Avalon           | 103/16                   | 18       |          |          |          |
| Avalon Hybrid    | 103/16                   | 18,42    |          |          |          |
| Avalon Hybrid XLE | 103/16                   | 18,42    |          |          |          |
| Avalon XLE       | 103/16                   | 18       |          |          |          |
| C-HR             | 84/19                    | 14       |          |          |          |
| Camry            | 100/14                   | 18       |          |          |          |
| Camry Hybrid LE  | 100/15                   | 18,42    |          |          |          |
| Camry Hybrid XLE/SE | 100/15                   | 18,43    |          |          |          |
| Camry LE/SE      | 100/14                   | 18       |          |          |          |
| Camry XLE/XSE    | 100/14                   | 18       |          |          |          |
| Camry XSE        | 100/14                   | 18       |          |          |          |
| Corolla          | 98/13                    | 18       |          |          |          |
| Corolla Hatchback | 85/18                    | 14       |          |          |          |
| Corolla Hatchback XSE | 85/18                    | 14       |          |          |          |
| Corolla LE Eco   | 98/13                    | 18       |          |          |          |
| Highlander       | 27                       |          |          |          |          |
| Highlander AWD  | 33                       |          |          |          |          |
| Highlander AWD LE | 33                       |          |          |          |          |
| Highlander Hybrid AWD | 33,43                  |          |          |          |          |
| Highlander Hybrid AWD LE Plus | 33,43          |          |          |          |          |
| Highlander LE/XLE/SE/LTD | 27               |          |          |          |          |
| Land Cruiser Wagon 4WD | 33                    |          |          |          |          |
| Mirai            | 35                       |          |          |          |          |
| Prius            | 91/27                    | 18,43    |          |          |          |
| Prius AWD        | 91/27                    | 18,43    |          |          |          |
| Prius c          | 87/17                    | 6,14,42  |          |          |          |
| Prius Eco        | 91/27                    | 6,18,43  |          |          |          |
| Prius Prime      | 91/20                    | 18,39    |          |          |          |
| RAV4             | 27                       |          |          |          |          |
| RAV4 AWD         | 30                       |          |          |          |          |
| RAV4 Hybrid AWD  | 6,30,43                  |          |          |          |          |
| Sequoia 2WD      | 31                       |          |          |          |          |
| Sequoia 4WD      | 33                       |          |          |          |          |
| Sienna 2WD       | 6,25                     |          |          |          |          |
| Sienna AWD       | 25                       |          |          |          |          |
GETTING TO KNOW THE FUEL ECONOMY AND ENVIRONMENT LABEL

The diagram below shows a sample label for a gasoline vehicle. Slightly different designs are used for flexible-fuel vehicles, electric vehicles, and plug-in hybrids. For more in-depth descriptions of label information for all vehicle types, visit fueleconomy.gov.

Fuel economy for city, highway, and combined city/highway driving (55% city and 45% highway) in miles per gallon

Combined city/highway fuel economy range for vehicles in same EPA vehicle class and fuel economy for most efficient vehicle overall for model year

Technology and fuel type, such as gasoline, diesel, flexible fuel (gasoline-ethanol [E85]), plug-in hybrid (electricity-gasoline), and electric vehicle

Fuel cost savings or extra expenditure compared to an “average” new vehicle of the same model year (27 mpg for model year 2019)

Compares tailpipe emissions of smog-producing pollutants to those of other vehicles of the same model year on a scale of 1 (worst) to 10 (best)

You Save $1,500 in fuel costs over 5 years compared to the average new vehicle.

Annual fuel cost based on 15,000 miles per year and an average fuel price

Annual mileage, fuel cost, and other assumptions used to calculate estimates on the sticker

Compares fuel economy and tailpipe greenhouse gas emissions to those of other vehicles of the same model year on a scale of 1 (worst) to 10 (best). Upstream emissions estimates are available at fueleconomy.gov.

QR Code. Scan the code with your smartphone to link to official information on fueleconomy.gov (requires scanner app).