The U.S. Environmental Protection Agency (EPA) and U.S. Department of Energy (DOE) produce the Fuel Economy Guide to help car buyers choose the most fuel-efficient vehicle that meets their needs. The Guide is available on the Web at fueleconomy.gov.

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 35. 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 $3.38/gallon for regular unleaded gasoline, $3.89/gallon for mid-grade unleaded gasoline, and $4.24/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 6 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.
HOW THE GUIDE IS ORGANIZED
Fuel economy estimates for all vehicles begin with the “2024 Model Year Vehicles” section on page 10. Vehicles are organized by EPA vehicle class and, for trucks and vans, drive type (two- or four-wheel drive).

Additional sections are dedicated to specific vehicle technology or fuel types for consumers looking for advanced vehicles or alternatives to gasoline vehicles—diesels, plug-in hybrids, all-electric vehicles, flex-fuel vehicles, and fuel cell vehicles.

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

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.

VEHICLE CLASSES USED IN THIS GUIDE

<table>
<thead>
<tr>
<th>CARS</th>
<th>Passenger &amp; Cargo Volume (cu. ft.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>TWO-SEATER CARS</td>
<td>Any</td>
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<tr>
<td>SEDANS</td>
<td></td>
</tr>
<tr>
<td>Minicompact</td>
<td>Under 85</td>
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<tr>
<td>Subcompact</td>
<td>85 to 99</td>
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<td>Large</td>
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<tr>
<td>STATION WAGONS</td>
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<tr>
<td>Midsize</td>
<td>130 to 159</td>
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<tr>
<td>Large</td>
<td>160 or more</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TRUCKS</th>
<th>Gross Vehicle Weight Rating* (pounds)</th>
</tr>
</thead>
<tbody>
<tr>
<td>PICKUP TRUCKS</td>
<td>Under 6,000</td>
</tr>
<tr>
<td>Small</td>
<td>6,000 to 8,500</td>
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<tr>
<td>Standard</td>
<td></td>
</tr>
<tr>
<td>VANS</td>
<td>Under 10,000</td>
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<tr>
<td>Passenger</td>
<td>Under 8,500</td>
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<tr>
<td>Cargo</td>
<td>Under 8,500</td>
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<td>MINIVANS</td>
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<td>SPORT UTILITY VEHICLES</td>
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<tr>
<td>Standard</td>
<td></td>
</tr>
<tr>
<td>SPECIAL PURPOSE VEHICLES</td>
<td>Under 8,500</td>
</tr>
</tbody>
</table>

*Gross vehicle weight rating is vehicle weight plus carrying capacity.
We hope you find the Fuel Economy Guide easy to use! Fuel economy and annual fuel cost data are organized by vehicle class (see page 1 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 10.

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 23% (1.4 billion tons) of U.S. greenhouse gas emissions each year. The average recent-model vehicle causes the release of 5 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. Switching to an electric vehicle could reduce your GHG emissions even more. Check out EPA and DOE’s Beyond Tailpipe Emissions Calculator to estimate the GHG emissions from owning a plug-in electric vehicle where you live (fueleconomy.gov/feg/Find.do?action=bt2).
Federal Tax Credits
You may be eligible for a federal income tax credit of up to $7,500 if you purchase a qualifying all-electric vehicle (EV), plug-in hybrid, or fuel cell vehicle in 2023–2024.
Qualifying EVs and plug-in hybrids have been eligible for a federal income tax credit for over a decade, but the Inflation Reduction Act of 2023 recently changed the eligibility requirements significantly. The new legislation also extends the tax credits to qualifying fuel cell vehicles.
Tax credits and eligible vehicles can vary greatly depending on several factors, including when the vehicle is purchased and put into service. Visit fueleconomy.gov for more information on qualifying models, credit amounts, and vehicle and buyer requirements.

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

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 i). 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.
**Ethanol Blends—E85, E15, 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.

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 more than 1,300 stations in the United States.

E85 (or flex fuel) 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 4,200 filling stations in the United States currently sell E85. Visit [afdc.energy.gov/locator/stations](http://afdc.energy.gov/locator/stations) to find stations near you.

FFVs typically experience a 15%–27% 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.

Biodiesel can be blended with petroleum diesel at any percentage. B20 is a common biodiesel blend that 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.*

More than 1,300 stations currently dispense B20. Visit [afdc.energy.gov/locator/stations](http://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 [fuelseconomy.gov](http://fuelseconomy.gov) for more information about selecting the right octane for your vehicle.
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 more than 59,000 public charging stations with over 150,000 charging ports are available 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 208 to 240 V and provide 10 to 20 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 fast charging or DC quick charging, this is the fastest kind of charging, providing 60 to 80 miles of range (or more) 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 [afdc.energy.gov/fuels/electricity_infrastructure.html](http://afdc.energy.gov/fuels/electricity_infrastructure.html) for more information.

ALTERNATIVE FUELING STATION LOCATOR

Wondering where you can fuel up your alternative fuel vehicle? The Alternative Fueling Station Locator can help you find a station near you or within a given distance from a planned route. The Station Locator shows fueling locations for ethanol, electricity, biodiesel, propane, natural gas, and hydrogen. Check it out at [afdc.energy.gov/stations](http://afdc.energy.gov/stations).
**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](http://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 fuel.

**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](http://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 the driving tips above, 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.

**Keep Your Car in Shape**

- Address engine problems promptly. If the check engine light comes on, have your vehicle inspected by a mechanic. It could save you fuel and money down the road.

- 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.
Manufacturers are using advanced technologies to improve fuel economy in many of their vehicles. Along with plug-in hybrids, all-electric vehicles, and fuel cell 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.

**Hybrid 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.

Fuel efficiency can vary significantly among different hybrid models due to battery and electric motor size. Hybrids with larger batteries and electric motors, sometimes called “full” or “strong” hybrids, can store more electricity and provide more power to assist the gasoline engine. Some can even run on the electric motor alone for short distances. Hybrids with smaller batteries and electric motors are often referred to as “mild” hybrids. Mild hybrid systems have a smaller effect on fuel economy. In the Guide listings, full hybrids are indicated by “HEV” in the “Notes” column, while mild hybrids are indicated by “MHEV.”

*Note: Unlike plug-in hybrids (described on page 35), 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.*

**Stop-Start Systems**

Stop-start 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. Stop-start can improve fuel economy by up to 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 hundreds of 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. Eight-speed automatic transmissions are most 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.
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 $3.38/gallon for regular unleaded gasoline, $4.24/gallon for premium, $4.00/gallon for diesel, and $0.15/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.
Listed below are vehicles with the highest fuel economy in the most popular classes. For each vehicle class, we list the most efficient vehicle. If the most fuel efficient vehicle is a plug-in hybrid (PHEV) or all-electric vehicle (EV), we also list 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. For an up-to-date list of fuel economy leaders, visit fueleconomy.gov.

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<th>Trans Type / Speeds</th>
<th>Eng Size / Cylinders</th>
<th>MPG(e) Combined</th>
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<tbody>
<tr>
<td>TWO-SEATER CARS</td>
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<td>MAZDA</td>
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<tr>
<td>MX-5</td>
<td>M-6</td>
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<tr>
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<td>A-56</td>
<td>2.0L/4cyl</td>
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<tr>
<td>Cooper Convertible</td>
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<td>MINICOMPACT CARS</td>
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<tr>
<td>BMW</td>
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<tr>
<td>i4 eDrive35 Gran Coupe (18 inch Wheels) (EV)</td>
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<td>AUDI</td>
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<td>A3 (hybrid)</td>
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<td>Cooper Hardtop 2 door</td>
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<td>i5 eDrive40 Sedan (19 inch Wheels)</td>
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<td>Corolla Hybrid</td>
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<td>Prius (hybrid)</td>
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<td>Air Pure RWD with 19 inch wheels (EV)</td>
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<td>Accord Hybrid</td>
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<td>KIA</td>
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<tr>
<td>Soul Eco dynamics</td>
<td>AV</td>
<td>2.0L/4cyl</td>
</tr>
</tbody>
</table>

* 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.
This section contains the fuel economy values for 2024 model year vehicles. Additional information for alternative fuel vehicles can be found on pages 38–45. Alternative fuel vehicles are highlighted with an orange 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 in each class are marked with a green pointer (▲).

**ABBREVIATIONS USED IN THIS GUIDE:**

- Highest MPG in Class
- 2WD — Two-Wheel Drive
- 4WD — Four-Wheel Drive
- A — Automatic Transmission
- A-S — Automatic Transmission-Select Shift
- AM — Automated Manual
- AM-S — Automated Manual-Selectable
- AV — Continuously Variable Transmission
- AV-S — Continuously Variable Transmission with Select Shift
- AWD — All-Wheel Drive
- CD — With Cylinder Deactivation
- City — MPG on City Test Procedure
- Cyl — Cylinders
- Comb — Combined
- D — Ultra-Low Sulfur Diesel
- EBS — 85% Ethanol/15% Gasoline
- Eng Size — Engine Volume in Liters
- EV — Electric Vehicle
- FFV — Flexible Fuel Vehicle
- FWD — Front-Wheel Drive
- Gas — Regular Gasoline
- GHG — Greenhouse Gas
- GPF — Gasoline Particulate Filter
- GVWR — Gross Vehicle Weight Rating
- HP — Horsepower
- HEV — Hybrid-Electric Vehicle
- Hwy — MPG on Highway Test Procedure
- Li-ion — Lithium ion
- LWB — Long Wheelbase
- M — Manual Transmission
- MDHV — Medium Duty Hybrid Electric Vehicle
- Mid — Midgrade Gasoline
- MHEV — Mild Hybrid-Electric Vehicle
- Mode — Multimode Transmission
- MPG — Miles per Gallon
- NA — Not Available
- Ni-MH — Nickel-Metal Hydride
- P — Premium Gasoline Recommended
- PHEV — Plug-in Hybrid Electric Vehicle
- PR — Premium Gasoline Required
- PT4 — Part-time 4WD
- RWD — Rear Wheel Drive
- S — Supercharger
- S-Mode — Transmission with Sport Mode
- S-Plus — Sport Plus Package
- Spt Pkg — Sport Package
- SS — Stop-Start Technology
- T — Turbocharger
- Tax — Subject to Gas Guzzler Tax
- Trans — Transmission
- XFE — Optional Technology Package
### TWO-SEATER CARS

<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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See page 35.
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<th>Manufacturer</th>
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<th>MPG</th>
<th>Annual Fuel Cost</th>
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## SUBARU

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## SUBCOMPACT CARS

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<td>Taycan 4S Performance Battery</td>
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<td>80</td>
<td>79/81</td>
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<td>A-S8, 4.4L, 8-cyl</td>
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<td>A-S10, 3.0L, 6-cyl</td>
<td>22 19/27</td>
<td>$2,900</td>
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<td>A-S10, 2.0L, 4-cyl</td>
<td>25 22/30</td>
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<td>A-S10, 2.0L, 4-cyl</td>
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<tr>
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<td>See page 35.</td>
<td>See page 35.</td>
<td>See page 35.</td>
<td>See page 35.</td>
</tr>
<tr>
<td><strong>HONDA</strong></td>
<td>Accord Hybrid Sport/ Touring</td>
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<td>85 85/85</td>
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<td>Flying Spur</td>
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<td><strong>HYUNDAI</strong></td>
<td>Elantra</td>
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<td>31 28/35</td>
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<tr>
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<td>Ioniq 6 Long range AWD (18 inch Wheels)</td>
<td>A-1</td>
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<td>Ioniq 6 Long range AWD (20 inch Wheels)</td>
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<td>Ioniq 6 Long range RWD (18 inch Wheels)</td>
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<td>A-1</td>
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<td>Q50</td>
<td>A-S7, 3.0L, 6-cyl</td>
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<tr>
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<td>Q50 AWD</td>
<td>A-S7, 3.0L, 6-cyl</td>
<td>22 19/27</td>
<td>$2,900</td>
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<td>Q50 Red Sport</td>
<td>A-S7, 3.0L, 6-cyl</td>
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<tr>
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<td>Q50 Red Sport AWD</td>
<td>A-S7, 3.0L, 6-cyl</td>
<td>22 19/26</td>
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<tr>
<td><strong>JAGUAR</strong></td>
<td>XF P250</td>
<td>A-S8, 2.0L, 4-cyl</td>
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<td>24 21/28</td>
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<tr>
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<td>Forte</td>
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<td>Forte FE</td>
<td>A-S8, 2.0L, 4-cyl</td>
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<td>Model</td>
<td>Configuration (trans, eng size, cyl)</td>
<td>MPG</td>
<td>Annual Fuel Cost</td>
<td>GHG Rating</td>
<td>Notes</td>
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<tr>
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<td>A-S10, 3.4L, 6cyl</td>
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<td>3 5-Door 4WD</td>
<td>A-S6, 2.5L, 4cyl</td>
<td>26 23/31</td>
<td>$1,950</td>
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<td>Cooper Countryman</td>
<td>AM-S7, 1.5L, 3cyl</td>
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<td>AV, 1.6L, 4cyl</td>
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<td>A-1</td>
<td>111 123/99</td>
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<td>EV</td>
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<td>LEAF SV</td>
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<td>Sentra</td>
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<td>34 30/40</td>
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<td>2 Dual Motor (19 Inch Wheels)</td>
<td>A-1</td>
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<td>2 Dual Motor (20 Inch Wheels)</td>
<td>A-1</td>
<td>102 108/96</td>
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<td>2 Dual Motor Performance Pack</td>
<td>A-1</td>
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<td>2 Single Motor (19 Inch Wheels)</td>
<td>A-1</td>
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<td>A-1</td>
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<td>Taycan 4 Cross Turismo</td>
<td>A-2</td>
<td>80 80/80</td>
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<td>Model</td>
<td>Configuration (trans, eng size, cyl)</td>
<td>Comb</td>
<td>City/Hwy</td>
<td>Annual Fuel Cost</td>
<td>GHG Rating</td>
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<td>Taycan Turbo S Cross Turismo</td>
<td>A-2</td>
<td></td>
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<td>76/74</td>
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<td>26</td>
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<td>AV-S8, 2.5L, 4cyl</td>
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<td>27/35</td>
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<td>P T</td>
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<td>22</td>
<td>19/26</td>
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<td>5</td>
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<tr>
<td>Camry</td>
<td>A-S8, 3.5L, 6cyl</td>
<td>26</td>
<td>22/33</td>
<td>$1,950</td>
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<td>44/47</td>
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<td>Camry TRD</td>
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<tr>
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<td>27/38</td>
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<td>Crown AWD</td>
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<td>29/32</td>
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<td>HEV SS</td>
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<td>AV-S8, 2.5L, 4cyl</td>
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<td>42/41</td>
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<td>Prius</td>
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<td>AV, 2.0L, 4cyl</td>
<td>54</td>
<td>53/54</td>
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<td>49/50</td>
<td>$1,050</td>
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<td>Prius Prime</td>
<td>AV, 2.0L, 4cyl</td>
<td>See page 35.</td>
<td></td>
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<td>PHEV SS</td>
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<td>Prius Prime SE</td>
<td>AV, 2.0L, 4cyl</td>
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<td>25</td>
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<td>Integra</td>
<td>AV-S7, 1.5L, 4cyl</td>
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<td>30/37</td>
<td>$1,950</td>
<td>6</td>
<td>P T SS</td>
</tr>
<tr>
<td>M-6, 2.0L, 4cyl</td>
<td>24</td>
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<td>P T</td>
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<td>29/36</td>
<td>$2,000</td>
<td>6</td>
<td>P T SS</td>
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<tr>
<td>M-6, 1.5L, 4cyl</td>
<td>30</td>
<td>26/36</td>
<td>$2,100</td>
<td>6</td>
<td>P T SS</td>
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<td><strong>AUDI</strong></td>
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<tr>
<td>A8 quattro</td>
<td>A-S8, 3.0L, 6cyl</td>
<td>22</td>
<td>19/28</td>
<td>$2,900</td>
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<tr>
<td>S8</td>
<td>A-S8, 4.0L, 8cyl</td>
<td>18</td>
<td>15/24</td>
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<td>4</td>
<td>P T CD MHEV SS</td>
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<td>740i Sedan</td>
<td>A-S8, 3.0L, 6cyl</td>
<td>28</td>
<td>25/31</td>
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<td>A-S8, 3.0L, 6cyl</td>
<td>27</td>
<td>24/31</td>
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<td>5</td>
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<td>18/25</td>
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<td>4</td>
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<td>i7 eDrive50 Sedan (19 inch Wheels)</td>
<td>A-1</td>
<td>90</td>
<td>87/95</td>
<td>$850</td>
<td>10</td>
<td>EV</td>
</tr>
<tr>
<td>i7 eDrive50 Sedan (20 inch Wheels)</td>
<td>A-1</td>
<td>86</td>
<td>83/90</td>
<td>$900</td>
<td>10</td>
<td>EV</td>
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<tr>
<td>i7 eDrive50 Sedan (21 inch Wheels)</td>
<td>A-1</td>
<td>88</td>
<td>86/92</td>
<td>$850</td>
<td>10</td>
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<td>i7 M70 xDrive Sedan (20 inch Wheels)</td>
<td>A-1</td>
<td>77</td>
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<td>i7 M70 xDrive Sedan (21 inch Wheels)</td>
<td>A-1</td>
<td>81</td>
<td>79/85</td>
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<td>10</td>
<td>EV</td>
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<td>i7 xDrive60 Sedan (19 inch wheels)</td>
<td>A-1</td>
<td>90</td>
<td>87/93</td>
<td>$850</td>
<td>10</td>
<td>EV</td>
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<td>i7 xDrive60 Sedan (20 inch wheels)</td>
<td>A-1</td>
<td>84</td>
<td>82/87</td>
<td>$900</td>
<td>10</td>
<td>EV</td>
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<tr>
<td>i7 xDrive60 Sedan (21 inch wheels)</td>
<td>A-1</td>
<td>88</td>
<td>86/91</td>
<td>$850</td>
<td>10</td>
<td>EV</td>
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<td>17/25</td>
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<td>P T SS</td>
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<td>18/26</td>
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<td>G90 MHEV</td>
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<td>17/24</td>
<td>$3,200</td>
<td>4</td>
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<td>AV, 1.5L, 4cyl</td>
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<td>T SS</td>
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<td>Model</td>
<td>Configuration (trans, eng size, cyl)</td>
<td>MPG</td>
<td>Comb/Annual Fuel Cost/GHG Rating/Notes</td>
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<tr>
<td>AV, 1.5L, 4cyl</td>
<td>35</td>
<td>31/39 $1,450 7 T SS</td>
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<td>AV-S7, 1.5L, 4cyl</td>
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<td>30/37 $1,550 6 T SS</td>
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<td>M-6, 1.5L, 4cyl</td>
<td>31</td>
<td>28/37 $1,650 6 T SS</td>
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<td>AV, 2.0L, 4cyl</td>
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<td>AV-S7, 2.0L, 4cyl</td>
<td>32</td>
<td>29/37 $1,600 6 SS</td>
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<tr>
<td>M-6, 2.0L, 4cyl</td>
<td>29</td>
<td>26/36 $1,750 6 SS</td>
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<td>M-6, 2.0L, 4cyl</td>
<td>24</td>
<td>22/28 $2,650 5 P T</td>
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<tr>
<td>Sonata AWD</td>
<td>A-S8, 2.5L, 4cyl</td>
<td>28 25/34 $1,800 6</td>
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<td>Sonata FWD</td>
<td>A-S8, 2.5L, 4cyl</td>
<td>29 25/36 $1,750 6 T</td>
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<td></td>
<td>AM-S8, 2.5L, 4cyl</td>
<td>27 23/32 $1,900 5 T</td>
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<td>Sonata Hybrid</td>
<td>AM-S6, 2.0L, 4cyl</td>
<td>47 44/51 $1,100 8 HEV SS</td>
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<td>KS</td>
<td>A-S8, 1.6L, 4cyl</td>
<td>31 27/37 $1,650 6 T</td>
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<tr>
<td></td>
<td>AM-S8, 2.5L, 4cyl</td>
<td>27 24/32 $1,900 5 T</td>
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<td>KS AWD</td>
<td>A-S8, 1.6L, 4cyl</td>
<td>28 25/33 $1,800 6 T</td>
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<tr>
<td>Air Pure RWD with 19 inch wheels</td>
<td>A-1</td>
<td>137 140/134 $550 10 EV</td>
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<tr>
<td>Air Pure RWD with 20 inch wheels</td>
<td>A-1</td>
<td>130 134/126 $600 10 EV</td>
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<td>Air Sapphire AWD</td>
<td>A-1</td>
<td>105 108/101 $700 10 EV</td>
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<td><strong>MASERATI</strong></td>
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<tr>
<td>Quattroporte GT</td>
<td>A-8, 3.0L, 6cyl</td>
<td>19 16/25 $3,350 4 PR T SS</td>
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<tr>
<td>Quattroporte Modena AWD</td>
<td>A-8, 3.0L, 6cyl</td>
<td>20 17/25 $3,200 4 PR T SS</td>
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<tr>
<td>Quattroporte Modena RWD</td>
<td>A-8, 3.0L, 6cyl</td>
<td>19 16/25 $3,350 4 PR T SS</td>
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<td>Quattroporte Trofeo</td>
<td>A-8, 3.8L, 8cyl</td>
<td>16 13/20 $4,000 3 PR T Tax SS</td>
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<td><strong>MERCEDES-BENZ</strong></td>
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<td>AMG EQS 4matic Plus</td>
<td>A-1</td>
<td>82 79/85 $900 10 EV SS</td>
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<tr>
<td>EQS 450 4matic</td>
<td>A-1</td>
<td>95 93/98 $800 10 EV SS</td>
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<td>EQS 450 Plus</td>
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<td>EQS 580 4matic</td>
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<td>96 95/98 $800 10 EV SS</td>
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<td>Maybach S680 4matic</td>
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<td>Panamera 4</td>
<td>AM-S8, 2.9L, 6cyl</td>
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<tr>
<td>Ghost</td>
<td>A-S8, 6.7L, 12cyl</td>
<td>14 12/19 $4,550 2 P T Tax</td>
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<td>A-S8, 6.7L, 12cyl</td>
<td>14 12/19 $4,550 2 P T Tax</td>
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<td>Ghost Extended</td>
<td>A-S8, 6.7L, 12cyl</td>
<td>14 12/18 $4,550 2 P T Tax</td>
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<td>Phantom</td>
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<td>A-S8, 6.7L, 12cyl</td>
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<tr>
<td>A4 allroad quattro</td>
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<td>Envista</td>
<td>A-6, 1.2L, 3cyl</td>
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<td>HR-V AWD</td>
<td>AV, 2.0L, 4cyl</td>
<td>29 25/30 $1,900 5</td>
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<td>HR-V FWD</td>
<td>AV, 2.0L, 4cyl</td>
<td>28 26/32 $1,800 6</td>
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<td>Soul</td>
<td>AV, 2.0L, 4cyl</td>
<td>30 27/33 $1,700 6 SS</td>
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<td>Soul Eco dynamics</td>
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<td>Model</td>
<td>Configuration</td>
<td>MPG</td>
<td>Annual Fuel Cost</td>
<td>GHG Rating</td>
<td>Notes</td>
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<td>3</td>
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<tr>
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<td>AMG GLA35 4matic</td>
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<td>Impreza</td>
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<td>30/34</td>
<td>$1,700</td>
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<td>AV-S8, 2.5L, 4cyl</td>
<td>29/33</td>
<td>$1,750</td>
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<td><strong>VOLVO</strong></td>
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<tr>
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<td>V60CC B5 AWD</td>
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<td><strong>MIDSIZE STATION WAGONS</strong></td>
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<tr>
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<td>A6 Allroad quattro</td>
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<td>AMG GLB35 4matic</td>
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<td></td>
<td>Murano AWD</td>
<td>AV-S7, 3.5L, 6cyl</td>
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<tr>
<td><strong>ROLLS-ROYCE</strong></td>
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<tr>
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<tr>
<td><strong>VOLVO</strong></td>
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<td><strong>SMALL PICKUP TRUCKS 2WD</strong></td>
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<td><strong>CHEVROLET</strong></td>
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<tr>
<td></td>
<td>Colorado 2WD</td>
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<td>22/24</td>
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<td>A-8, 2.7L, 4cyl</td>
<td>21/24</td>
<td>$2,400</td>
<td>4</td>
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<tr>
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<tr>
<td></td>
<td>Tacoma 2WD</td>
<td>A-8, 2.4L, 4cyl</td>
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<td>5</td>
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<td>Colorado 4WD</td>
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<td>$2,550</td>
<td>4</td>
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<td>A-8, 2.7L, 4cyl</td>
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<td>Notes</td>
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<td><strong>CHEVROLET</strong></td>
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<td>17/21</td>
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<td>T CD S-Mode SS</td>
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<td>$2,800</td>
<td>4</td>
<td>CD SS</td>
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<td>$2,800</td>
<td>4</td>
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<td>18</td>
<td>16/20</td>
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<td>15/19</td>
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<td>F150 Pickup 2WD</td>
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<td>19/25</td>
<td>$2,400</td>
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<td>T SS</td>
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**MINIVANS 2WD**

**MINIVANS 4WD**

**SMALL SPORT UTILITY VEHICLES 2WD**
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<th>Configuration (trans, eng size, cyl)</th>
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<td>A-9, 2.0L, 4cyl</td>
<td>24</td>
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<td>T CD SS</td>
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<td>Hornet AWD</td>
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<td>T PHEV</td>
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<td><strong>FORD</strong></td>
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<td>Bronco 4WD</td>
<td>A-S10, 2.3L, 4cyl</td>
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<tr>
<td>Bronco Badlands 4WD</td>
<td>M-7, 2.3L, 4cyl</td>
<td>20</td>
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<td>Bronco Sport 4WD</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>
<td>Notes</td>
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<td>GENESIS</td>
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<td>GV60 Advanced (19 inch Wheels)</td>
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<td>A-S8, 2.5L, 4cyl</td>
<td>22</td>
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<td>20</td>
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<td>4 P T SS</td>
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<td>CR-V AWD</td>
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<td>AV, 2.0L, 4cyl</td>
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<td>7 HEV SS</td>
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<td>AV-S1, 2.0L, 4cyl</td>
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<td>26/29</td>
<td>$1,900</td>
<td>5 T</td>
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<td>21/25</td>
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<td>AM-S8, 2.5L, 4cyl</td>
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<td>19/27</td>
<td>$2,300</td>
<td>5 T</td>
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<td>Santa Fe AWD</td>
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<td>23</td>
<td>20/28</td>
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<td>19/26</td>
<td>$2,300</td>
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<td>Tucson AWD</td>
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<td>Tucson Hybrid</td>
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<td>7 T HEV SS</td>
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<td>38/38</td>
<td>$1,350</td>
<td>7 T HEV SS</td>
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<td>Tucson Plug-in Hybrid</td>
<td>AM-S6, 1.6L, 4cyl</td>
<td>See page 35.</td>
<td></td>
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<td>INFINITI</td>
<td>QX50 AWD</td>
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<td>22/28</td>
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<td>$1,900</td>
<td>5 T SS</td>
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<tr>
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<td>A-8, 2.0L, 4cyl</td>
<td>21</td>
<td>20/23</td>
<td>$2,400</td>
<td>4 T SS</td>
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<tr>
<td></td>
<td></td>
<td>A-8, 3.6L, 6cyl</td>
<td>20</td>
<td>18/24</td>
<td>$2,550</td>
<td>4 SS</td>
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<td>M-6, 3.6L, 6cyl</td>
<td>19</td>
<td>17/23</td>
<td>$2,650</td>
<td>4 SS</td>
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<td>Wrangler 4dr 4WD</td>
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<td>21</td>
<td>20/22</td>
<td>$2,400</td>
<td>4 T SS</td>
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<td>A-8, 3.6L, 6cyl</td>
<td>20</td>
<td>18/23</td>
<td>$2,550</td>
<td>4 SS</td>
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<tr>
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<td>M-6, 3.6L, 6cyl</td>
<td>19</td>
<td>16/22</td>
<td>$2,650</td>
<td>4 SS</td>
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<td>A-8, 6.4L, 8cyl</td>
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<td>13/16</td>
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<td>2 P CD</td>
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<td>Wrangler 4dr 4xe</td>
<td>A-8, 2.0L, 4cyl</td>
<td>See page 35.</td>
<td></td>
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<td>T PHEV SS</td>
</tr>
<tr>
<td></td>
<td>Wrangler Rubicon 2dr 4WD</td>
<td>A-8, 3.6L, 6cyl</td>
<td>18</td>
<td>16/20</td>
<td>$2,800</td>
<td>4 SS</td>
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<td>Wrangler Rubicon 4dr 4WD</td>
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<td>17</td>
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<td>EV6 Long Range AWD (20 inch Wheels)</td>
<td>A-1</td>
<td>96</td>
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<td>Seltos AWD</td>
<td>A-S8, 1.6L, 4cyl</td>
<td>26</td>
<td>25/27</td>
<td>$1,950</td>
<td>5 T</td>
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<tr>
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<td>AV-S8, 2.0L, 4cyl</td>
<td>29</td>
<td>27/31</td>
<td>$1,750</td>
<td>6 SS</td>
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<td>Sorento AWD</td>
<td>A-S8, 2.5L, 4cyl</td>
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<td>20/27</td>
<td>$2,200</td>
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<td>34</td>
<td>36/33</td>
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<td>7 T HEV SS</td>
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<td>Sorento Plug-in Hybrid</td>
<td>AM-S6, 1.6L, 4cyl</td>
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<td>T PHEV SS</td>
</tr>
<tr>
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<td>Sportage AWD</td>
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<td>25</td>
<td>23/26</td>
<td>$2,050</td>
<td>5 SS</td>
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<td>Manufacturer</td>
<td>Model</td>
<td>Combination Configuration (trans, eng size, cyl)</td>
<td>MPG</td>
<td>Annual Fuel Cost</td>
<td>GHG Rating</td>
<td>Notes</td>
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<td>38 38/38</td>
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<td>7</td>
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<td>AM-S6, 1.6L, 4cyl</td>
<td>See page 35.</td>
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<td>A-S8, 2.5L, 4cyl</td>
<td>26 23/30</td>
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<td>A-S8, 3.8L, 6cyl</td>
<td>20 18/24</td>
<td>$2,550</td>
<td>4</td>
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<td><strong>LAND ROVER</strong></td>
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<td>Discovery Sport</td>
<td>A-S9, 2.0L, 4cyl</td>
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<td>Range Rover Evoque</td>
<td>A-S9, 2.0L, 4cyl</td>
<td>22 20/27</td>
<td>$2,900</td>
<td>5</td>
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<td>P T SS</td>
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<td>Range Rover Velar</td>
<td>A-S8, 2.0L, 4cyl</td>
<td>23 22/26</td>
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<td>5</td>
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<td>P T SS</td>
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<td>22 19/26</td>
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<td>5</td>
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<td>P MHEV SS</td>
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<td>NX 250 AWD</td>
<td>A-S8, 2.5L, 4cyl</td>
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<td>NX 350 AWD</td>
<td>A-S8, 2.4L, 4cyl</td>
<td>24 21/28</td>
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<td>5</td>
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<td>P T SS</td>
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<tr>
<td>NX 350 AWD F Sport</td>
<td>A-S8, 2.4L, 4cyl</td>
<td>24 21/28</td>
<td>$2,650</td>
<td>5</td>
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<td>P T SS</td>
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<tr>
<td>NX 350h AWD</td>
<td>AV-S6, 2.5L, 4cyl</td>
<td>39 41/37</td>
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<td>7</td>
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<td>NX 450h Plus AWD</td>
<td>AV-S6, 2.5L, 4cyl</td>
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<td>RX 350 AWD</td>
<td>A-S8, 2.4L, 4cyl</td>
<td>24 21/28</td>
<td>$2,650</td>
<td>5</td>
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<td>RX 350h AWD</td>
<td>AV-S6, 2.5L, 4cyl</td>
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<td>AV-S6, 2.4L, 4cyl</td>
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<th>MPG</th>
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<td>$3,550</td>
<td>4 P T MHEV SS</td>
<td></td>
<td></td>
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<tr>
<td><strong>X7 xDrive40i</strong></td>
<td>A-S8, 3.0L, 6cyl</td>
<td>22 21/25</td>
<td>$2,900</td>
<td>5 P T MHEV SS</td>
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<td><strong>XM</strong></td>
<td>A-S8, 4.4L, 8cyl</td>
<td>See page 35.</td>
<td>PR T PHEV SS</td>
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<td><strong>BUICK</strong></td>
<td>Enclave AWD</td>
<td>A-9, 3.6L, 6cyl</td>
<td>20 17/25</td>
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<td>4 SS</td>
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<tr>
<td><strong>CADILLAC</strong></td>
<td>Escalade 4WD</td>
<td>A-10, 3.0L, 6cyl</td>
<td>22 20/26</td>
<td>$2,750</td>
<td>4 D T SS</td>
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<td><strong>Escalade V AWD</strong></td>
<td>A-10, 6.2L, 8cyl</td>
<td>16 14/18</td>
<td>$4,000</td>
<td>3 PR CD SS</td>
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<tr>
<td><strong>CHEVROLET</strong></td>
<td>Suburban 4WD</td>
<td>A-10, 3.0L, 6cyl</td>
<td>22 20/26</td>
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<td>4 D T SS</td>
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<td><strong>Tahoe 4WD</strong></td>
<td>A-10, 3.0L, 6cyl</td>
<td>17 15/20</td>
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<td>3 CD SS</td>
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<tr>
<td><strong>Traverse Limited AWD</strong></td>
<td>A-9, 3.6L, 6cyl</td>
<td>20 17/25</td>
<td>$2,550</td>
<td>4 SS</td>
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<tr>
<td><strong>DODGE</strong></td>
<td>Durango AWD</td>
<td>A-8, 3.6L, 6cyl</td>
<td>21 18/25</td>
<td>$2,400</td>
<td>4 SS</td>
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<tr>
<td><strong>Durango SRT AWD</strong></td>
<td>A-8, 6.4L, 8cyl</td>
<td>17 13/19</td>
<td>$4,250</td>
<td>2 P CD</td>
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<tr>
<td><strong>FERRARI</strong></td>
<td>Purosangue</td>
<td>AM-8, 6.5L, 12cyl</td>
<td>12 11/15</td>
<td>$5,300</td>
<td>1 PR SS</td>
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<tr>
<td><strong>FORD</strong></td>
<td>Bronco Raptor 4WD</td>
<td>A-10, 2.3L, 4cyl</td>
<td>23 20/27</td>
<td>$2,200</td>
<td>5 T PT4 SS</td>
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<tr>
<td><strong>Expedition 4WD</strong></td>
<td>A-10, 3.0L, 6cyl</td>
<td>20 18/24</td>
<td>$2,550</td>
<td>4 T PT4 SS</td>
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<tr>
<td><strong>Explorer AWD</strong></td>
<td>A-10, 3.0L, 6cyl</td>
<td>20 18/24</td>
<td>$2,550</td>
<td>4 T PT4 SS</td>
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<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>
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<tr>
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<td>Explorer FFV AWD</td>
<td>A-10, 3.3L, 6cyl</td>
<td>A-10, 3.3L, 6cyl</td>
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<td>17/24</td>
<td>$2,550</td>
<td>4</td>
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<td>15</td>
<td>13/18</td>
<td>$2,550</td>
<td>4</td>
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<td>A-10, 3.3L, 6cyl</td>
<td>A-S10, 2.3L, 4cyl</td>
<td>21</td>
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<td>GV80 AWD</td>
<td>A-S8, 2.5L, 4cyl</td>
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<td>5</td>
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<tr>
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<td>A-S8, 3.5L, 6cyl</td>
<td>20</td>
<td>18/23</td>
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<td>GMC</td>
<td>Hummer EV SUV</td>
<td>A-1</td>
<td>53</td>
<td>59/48</td>
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<td>Hummer EV SUV MT Tires</td>
<td>A-1</td>
<td>50</td>
<td>55/45</td>
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<td>10</td>
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<tr>
<td>Yukon 4WD</td>
<td>A-10, 3.0L, 6cyl</td>
<td>A-10, 3.0L, 6cyl</td>
<td>22</td>
<td>20/26</td>
<td>$2,750</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td></td>
<td>A-10, 3.5L, 8cyl</td>
<td>17</td>
<td>15/20</td>
<td>$3,000</td>
<td>3</td>
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<tr>
<td></td>
<td></td>
<td>A-10, 6.2L, 8cyl</td>
<td>16</td>
<td>14/18</td>
<td>$4,000</td>
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<td>Yukon XL 4WD</td>
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<td>A-10, 3.0L, 6cyl</td>
<td>22</td>
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<td>4</td>
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<td>A-10, 5.3L, 8cyl</td>
<td>16</td>
<td>15/18</td>
<td>$3,150</td>
<td>3</td>
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<tr>
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<td></td>
<td>A-10, 6.2L, 8cyl</td>
<td>16</td>
<td>14/18</td>
<td>$4,000</td>
<td>3</td>
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<tr>
<td>HONDA</td>
<td>Pilot AWD</td>
<td>A-S10, 3.5L, 6cyl</td>
<td>21</td>
<td>19/25</td>
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<td>Pilot AWD Touring/Elite/Black</td>
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<td>18/23</td>
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<td>INEOS AUTOMOTIVE</td>
<td>Grenadier</td>
<td>A-S8, 3.0L, 6cyl</td>
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<td>A-S8, 3.0L, 6cyl</td>
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<td>14/14</td>
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<td>INFINITI</td>
<td>QX60 AWD</td>
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<td>QX80 4WD</td>
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<td>JEEP</td>
<td>Grand Cherokee 4WD</td>
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<td>22</td>
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<td>5</td>
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<td>Grand Cherokee 4xe</td>
<td>A-8, 2.0L, 4cyl</td>
<td>See page 35.</td>
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<tr>
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<td>Grand Cherokee L 4WD</td>
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<td>Grand Wagoneer 4WD</td>
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<tr>
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<td>A-8, 6.4L, 8cyl</td>
<td>15</td>
<td>13/18</td>
<td>$4,250</td>
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<td>Manufacturer</td>
<td>Model Configuration (trans, eng size, cyl)</td>
<td>MPG Comb</td>
<td>City/Hwy</td>
<td>Annual Fuel Cost</td>
<td>GHG Rating</td>
<td>Notes</td>
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<td>Land Rover</td>
<td>Range Rover Sport P400 MHEV A-S8, 3.0L, 6cyl</td>
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<td>19/25</td>
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<td>4</td>
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<td>Range Rover Sport SVR MHEV A-S8, 4.4L, 8cyl</td>
<td>18</td>
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<td>Range Rover SV LWB MHEV A-S8, 4.4L, 8cyl</td>
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<td>16/22</td>
<td>$3,550</td>
<td>4</td>
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<td>Range Rover SV MHEV A-S8, 4.4L, 8cyl</td>
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<td>16/22</td>
<td>$3,550</td>
<td>4</td>
<td>P T MHEV SS</td>
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<tr>
<td>LEXUS</td>
<td>GX 550 A-S10, 3.4L, 6cyl</td>
<td>17</td>
<td>15/21</td>
<td>$3,750</td>
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<td>LX 600 A-S10, 3.4L, 6cyl</td>
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<td>17/22</td>
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<td>4</td>
<td>PR T SS</td>
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<tr>
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<td>TX 350 AWD A-S8, 2.4L, 4cyl</td>
<td>23</td>
<td>20/26</td>
<td>$2,750</td>
<td>5</td>
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<tr>
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<td>TX 500h AWD A-S6, 2.4L, 4cyl</td>
<td>27</td>
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<td>$2,350</td>
<td>5</td>
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</tr>
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<td>LINCOLN</td>
<td>Aviator AWD A-S10, 3.0L, 6cyl</td>
<td>20</td>
<td>17/24</td>
<td>$2,550</td>
<td>4</td>
<td>T PT4 SS</td>
</tr>
<tr>
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<td>Navigator 4WD A-S10, 3.5L, 6cyl</td>
<td>18</td>
<td>16/22</td>
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<td>4</td>
<td>T PT4 SS</td>
</tr>
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<td>MASERATI</td>
<td>Levante GT A-S8, 3.0L, 6cyl</td>
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<td>16/22</td>
<td>$3,550</td>
<td>4</td>
<td>PR T SS</td>
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<tr>
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<td>Levante Modena A-S8, 3.0L, 6cyl</td>
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<td>16/22</td>
<td>$3,550</td>
<td>4</td>
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<td>13/20</td>
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<td>13/20</td>
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<td>3</td>
<td>PR T SS</td>
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<td>MAZDA</td>
<td>CX-90 4WD A-S8, 3.3L, 6cyl</td>
<td>25</td>
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<td>$2,050</td>
<td>5</td>
<td>T MHEV</td>
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<td>A-S8, 3.3L, 6cyl</td>
<td>25</td>
<td>23/28</td>
<td>$2,550</td>
<td>5</td>
<td>P T MHEV</td>
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<td>MERCEDES-BENZ</td>
<td>AMG EQE 4matic Plus (SUV) A-1</td>
<td>74</td>
<td>77/71</td>
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<td>10</td>
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<td>AMG G 63 4x4 Squared A-9, 4.0L, 8cyl</td>
<td>11</td>
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<td>AMG G63 A-9, 4.0L, 8cyl</td>
<td>14</td>
<td>13/16</td>
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<td>2</td>
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<td>AMG GLE53 4matic Plus Coupe A-9, 3.0L, 6cyl</td>
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<td>16</td>
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</tr>
<tr>
<td>MITSUBISHI</td>
<td>Outlander PHEV A-1, 2.4L, 4cyl</td>
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<td>See page 35.</td>
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<td>NISSAN</td>
<td>Armada 4WD A-S7, 5.6L, 8cyl</td>
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<td>20/25</td>
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<td>17/23</td>
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<td>PR T SS</td>
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<tr>
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<td>17/23</td>
<td>$3,350</td>
<td>4</td>
<td>PR T SS</td>
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<tr>
<td></td>
<td>Cayenne S A-S8, 4.0L, 8cyl</td>
<td>17</td>
<td>15/21</td>
<td>$3,750</td>
<td>3</td>
<td>PR T CD SS</td>
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<td>Cayenne S Coupe A-S8, 4.0L, 8cyl</td>
<td>17</td>
<td>15/21</td>
<td>$3,750</td>
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<td>PR T CD SS</td>
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<td>RIVIAN</td>
<td>R15 All-Terrain Quad Large (20 inch) A-1</td>
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<td>$1,200</td>
<td>10</td>
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<td>SUBARU</td>
<td>Ascent AV-S8, 2.4L, 4cyl</td>
<td>22</td>
<td>20/26</td>
<td>$2,300</td>
<td>5</td>
<td>T</td>
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<tr>
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<td>Ascent Limited/Touring/Onyx AWD AV-S8, 2.4L, 4cyl</td>
<td>21</td>
<td>19/25</td>
<td>$2,400</td>
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<tr>
<td>TOYOTA</td>
<td>4Runner 4WD A-S5, 4.0L, 6cyl</td>
<td>17</td>
<td>16/19</td>
<td>$3,000</td>
<td>3</td>
<td>PT4</td>
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<td>A-S5, 4.0L, 6cyl</td>
<td>17</td>
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<td>Model Configuration (trans, eng size, cyl)</td>
<td>MPG Comb</td>
<td>Annual Fuel Cost</td>
<td>GHG Rating</td>
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<td>23/27/27</td>
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<td>5 T SS</td>
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<td>Grand Highlander AWD Limited/Platinum</td>
<td>A-S8, 2.4L, 4cyl</td>
<td>22/20/26</td>
<td>$2,300</td>
<td>5 T SS</td>
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<td>A-S6, 2.4L, 4cyl</td>
<td>27/26/27</td>
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<td>5 T HEV SS</td>
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<td></td>
<td>AV-S6, 2.5L, 4cyl</td>
<td>34/36/32</td>
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<td>7 HEV SS</td>
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<td>Highlander Hybrid AWD</td>
<td>AV-S6, 2.5L, 4cyl</td>
<td>35/35/35</td>
<td>$1,450</td>
<td>7 HEV SS</td>
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<td>Highlander Hybrid AWD LTD/PLAT</td>
<td>AV-S6, 2.5L, 4cyl</td>
<td>35/35/34</td>
<td>$1,450</td>
<td>7 HEV SS</td>
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<td>Land Cruiser</td>
<td>A-S8, 2.4L, 4cyl</td>
<td>23/22/25</td>
<td>$2,750</td>
<td>5 PR T HEV SS</td>
<td></td>
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<tr>
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<td>Sequoia 4WD</td>
<td>A-S10, 3.4L, 6cyl</td>
<td>20/19/22</td>
<td>$2,550</td>
<td>4 T PT4 HEV SS</td>
<td></td>
</tr>
<tr>
<td></td>
<td>VOLVO</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>XC90 B5 AWD</td>
<td>A-S8, 2.0L, 4cyl</td>
<td>24/22/27</td>
<td>$2,650</td>
<td>5 PR T MHEV SS</td>
<td></td>
</tr>
<tr>
<td></td>
<td>XC90 B6 AWD</td>
<td>A-S8, 2.0L, 4cyl</td>
<td>23/20/26</td>
<td>$2,750</td>
<td>5 PR MHEV SS</td>
<td></td>
</tr>
<tr>
<td></td>
<td>XC90 T8 AWD Recharge</td>
<td>A-S8, 2.0L, 4cyl</td>
<td>See page 35.</td>
<td>PR T PHEV SS</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Plug-in hybrid electric vehicles (PHEVs) are hybrids that can be charged 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 gasoline 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 on 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 gasoline 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.
<table>
<thead>
<tr>
<th>Manufacturer, Model, Trans, Eng Size, Cyl, Electric Motor</th>
<th>Fuel Economy 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>TWO-SEATER CARS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>FERRARI</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SF90 Spider</td>
<td>Electricity + Gasoline</td>
<td>44 MPGe ([77kWh + 0 gal]/100 mi)†</td>
<td>8</td>
<td>330</td>
<td>2.5</td>
<td>$3,250</td>
</tr>
<tr>
<td>AM-8, 3.9L, 8cyl, 99, 99 and 150 kW PMSM</td>
<td>Premium Gasoline</td>
<td>17 / 16 / 19</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SF90 Stradale</td>
<td>Electricity + Gasoline</td>
<td>51 MPGe ([166kWh + 0 gal]/100 mi)†</td>
<td>9</td>
<td>330</td>
<td>2.5</td>
<td>$3,100</td>
</tr>
<tr>
<td>AM-8, 3.9L, 8cyl, 99, 99 and 150 kW PMSM</td>
<td>Premium Gasoline</td>
<td>18 / 16 / 20</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>COMPACT CARS</strong></td>
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<td></td>
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</tr>
<tr>
<td><strong>BMW</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>330e Sedan</td>
<td>Electricity + Gasoline</td>
<td>73 MPGe ([48kWh + 0 gal]/100 mi)†</td>
<td>22</td>
<td>310</td>
<td>3</td>
<td>$1,700</td>
</tr>
<tr>
<td>A-S8, 2.0L, 4cyl, 80 kW PMSM</td>
<td>Premium Gasoline</td>
<td>27 / 24 / 32</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>330e xDrive Sedan</td>
<td>Electricity + Gasoline</td>
<td>68 MPGe ([45kWh + 0 gal]/100 mi)†</td>
<td>20</td>
<td>300</td>
<td>3</td>
<td>$1,800</td>
</tr>
<tr>
<td>A-S8, 2.0L, 4cyl, 80 kW PMSM</td>
<td>Premium Gasoline</td>
<td>26 / 22 / 32</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>VOLVO</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>S60 T8 AWD Recharge</td>
<td>Electricity + Gasoline</td>
<td>74 MPGe ([44kWh + 0.1 gal]/100 mi)</td>
<td>40</td>
<td>530</td>
<td>5</td>
<td>$1,350</td>
</tr>
<tr>
<td>A-S8, 2.0L, 4cyl, 3 kW 3-phase Sync.</td>
<td>Premium Gasoline</td>
<td>31 / 30 / 33</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>MIDSIZE CARS</strong></td>
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</tr>
<tr>
<td><strong>BENTLEY</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Flying Spur Hybrid</td>
<td>Electricity + Gasoline</td>
<td>46 MPGe ([74kWh + 0 gal]/100 mi)†</td>
<td>21</td>
<td>430</td>
<td>3</td>
<td>$2,550</td>
</tr>
<tr>
<td>AM-S8, 2.9L, 6cyl, 103 kW AC Induction</td>
<td>Premium Gasoline</td>
<td>19 / 17 / 22</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOYOTA</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Prius Prime</td>
<td>Electricity + Gasoline</td>
<td>114 MPGe ([29kWh + 0 gal]/100 mi)†</td>
<td>40</td>
<td>550</td>
<td>4</td>
<td>$800</td>
</tr>
<tr>
<td>AV, 2.0L, 4cyl, 120 kW AC Induction</td>
<td>Gasoline</td>
<td>48 / 50 / 47</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Prius Prime SE</td>
<td>Electricity + Gasoline</td>
<td>127 MPGe ([26kWh + 0 gal]/100 mi)†</td>
<td>45</td>
<td>600</td>
<td>4</td>
<td>$700</td>
</tr>
<tr>
<td>AV, 2.0L, 4cyl, 120 kW AC Induction</td>
<td>Gasoline</td>
<td>52 / 53 / 51</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>MINIVANS 2WD</strong></td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td><strong>CHRYSLER</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pacifica Hybrid</td>
<td>Electricity + Gasoline</td>
<td>82 MPGe ([41kWh + 0 gal]/100 mi)†</td>
<td>32</td>
<td>550</td>
<td>2</td>
<td>$1,250</td>
</tr>
<tr>
<td>AV, 3.6L, 6cyl, 89 kW AC Induction</td>
<td>Gasoline</td>
<td>30 / 29 / 30</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ALFA ROMEO</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tonale eAWD</td>
<td>Electricity + Gasoline</td>
<td>77 MPGe ([44kWh + 0 gal]/100 mi)†</td>
<td>33</td>
<td>360</td>
<td>4</td>
<td>$1,300</td>
</tr>
<tr>
<td>A-6, 1.3L, 4cyl, 89 kW AC Induction</td>
<td>Gasoline</td>
<td>29 / 29 / 29</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>DODGE</strong></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Hornet PHEV AWD</td>
<td>Electricity + Gasoline</td>
<td>77 MPGe ([44kWh + 0 gal]/100 mi)†</td>
<td>33</td>
<td>360</td>
<td>4</td>
<td>$1,300</td>
</tr>
<tr>
<td>A-6, 1.3L, 4cyl, 89 kW AC Induction</td>
<td>Gasoline</td>
<td>29 / 29 / 29</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Manufacturer, Model, Trans, Eng Size, Cyl, Electric Motor</td>
<td>Fuel Economy Combined MPGe</td>
<td>Range (miles)</td>
<td>Total Range* (miles)</td>
<td>Charge Time (hrs @ 240 V)</td>
<td>Annual Fuel Cost</td>
<td>GHG Rating</td>
</tr>
<tr>
<td>----------------------------------------------------------</td>
<td>-----------------------------</td>
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<td>-----------------</td>
<td>------------</td>
</tr>
</tbody>
</table>
| **HYUNDAI**

**Tucson Plug-in Hybrid**
AM-S6, 1.6L, 4cyl, 67 kW PMSM

<table>
<thead>
<tr>
<th>Electricity + Gasoline</th>
<th>80 MPGe ([42kWh + 0 gal]/100 mi)†</th>
<th>33</th>
<th>420</th>
<th>1.7</th>
<th>$1,150</th>
<th>9</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gasoline</td>
<td>35 / 35 / 35</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| **JEEP**

**Wrangler 4dr 4xe**
A-8, 2.0L, 4cyl, 100 kW AC Induction

<table>
<thead>
<tr>
<th>Electricity + Gasoline</th>
<th>49 MPGe ([68kWh + 0 gal]/100 mi)†</th>
<th>22</th>
<th>370</th>
<th>2.4</th>
<th>$2,050</th>
<th>7</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gasoline</td>
<td>20 / 20 / 20</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| **KIA**

**Sorento Plug-in Hybrid**
AM-S6, 1.6L, 4cyl, 67 kW PMSM

<table>
<thead>
<tr>
<th>Electricity + Gasoline</th>
<th>79 MPGe ([43kWh + 0 gal]/100 mi)†</th>
<th>32</th>
<th>460</th>
<th>3.4</th>
<th>$1,150</th>
<th>9</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gasoline</td>
<td>34 / 35 / 33</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

**Sportage Plug-in Hybrid**
AM-S6, 1.6L, 4cyl, 67 kW IPMSM

<table>
<thead>
<tr>
<th>Electricity + Gasoline</th>
<th>84 MPGe ([40kWh + 0 gal]/100 mi)†</th>
<th>34</th>
<th>430</th>
<th>2</th>
<th>$1,100</th>
<th>10</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gasoline</td>
<td>35 / 36 / 35</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| **LEXUS**

**NX 450h Plus AWD**
AV-S6, 2.5L, 4cyl, 40 and 134 kW AC Induction

<table>
<thead>
<tr>
<th>Electricity + Gasoline</th>
<th>84 MPGe ([40kWh + 0 gal]/100 mi)†</th>
<th>37</th>
<th>550</th>
<th>4.5</th>
<th>$1,200</th>
<th>10</th>
</tr>
</thead>
<tbody>
<tr>
<td>Premium Gasoline</td>
<td>36 / 38 / 33</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

| **TOYOTA**

**RAV4 Prime 4WD**
AV-S6, 2.5L, 4cyl, 40 and 134 kW AC Induction

<table>
<thead>
<tr>
<th>Electricity + Gasoline</th>
<th>94 MPGe ([36kWh + 0 gal]/100 mi)†</th>
<th>42</th>
<th>600</th>
<th>4.5</th>
<th>$950</th>
<th>10</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gasoline</td>
<td>38 / 40 / 36</td>
<td></td>
<td></td>
<td></td>
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</tbody>
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| **VOLVO**

**XC60 T8 AWD Recharge**
A-58, 2.0L, 4cyl, 34 kW 3-phase Sync.

<table>
<thead>
<tr>
<th>Electricity + Gasoline</th>
<th>63 MPGe ([50kWh + 0.1 gal]/100 mi)</th>
<th>36</th>
<th>560</th>
<th>5</th>
<th>$1,550</th>
<th>9</th>
</tr>
</thead>
<tbody>
<tr>
<td>Premium Gasoline</td>
<td>28 / 28 / 28</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| **STANDARD SPORT UTILITY VEHICLES 4WD**

| **BMW**

**XM**
A-58, 4.4L, 8cyl, 145 kW PMSM

<table>
<thead>
<tr>
<th>Electricity + Gasoline</th>
<th>46 MPGe ([73kWh + 0 gal]/100 mi)†</th>
<th>31</th>
<th>300</th>
<th>7</th>
<th>$2,850</th>
<th>7</th>
</tr>
</thead>
<tbody>
<tr>
<td>Premium Gasoline</td>
<td>14 / 12 / 17</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| **JEEP**

**Grand Cherokee 4xe**
A-8, 2.0L, 4cyl, 100 kW AC Induction

<table>
<thead>
<tr>
<th>Electricity + Gasoline</th>
<th>56 MPGe ([58kWh + 0 gal]/100 mi)†</th>
<th>26</th>
<th>470</th>
<th>3.4</th>
<th>$1,700</th>
<th>8</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gasoline</td>
<td>23 / 23 / 24</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| **MITSUBISHI**

**Outlander PHEV**
A-1, 2.4L, 4cyl, 85 and 100 kW DCPM

<table>
<thead>
<tr>
<th>Electricity + Gasoline</th>
<th>64 MPGe ([52kWh + 0 gal]/100 mi)†</th>
<th>38</th>
<th>420</th>
<th>6.5</th>
<th>$1,450</th>
<th>9</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gasoline</td>
<td>26 / 25 / 27</td>
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<td></td>
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</tbody>
</table>

| **VOLVO**

**XC90 T8 AWD Recharge**
A-58, 2.0L, 4cyl, 34 and 107 kW 3-phase Sync.

<table>
<thead>
<tr>
<th>Electricity + Gasoline</th>
<th>58 MPGe ([55kWh + 0.1 gal]/100 mi)</th>
<th>33</th>
<th>530</th>
<th>5</th>
<th>$1,700</th>
<th>9</th>
</tr>
</thead>
<tbody>
<tr>
<td>Premium Gasoline</td>
<td>27 / 26 / 27</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</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 during charge-depleting (electric) operation during EPA city and highway tests; however, you may use both gasoline and electricity during charge-depleting operation following a full charge.
3-phase Sync......3-phase synchronous motor
3-phase Sync......3-phase synchronous motor
3-phase Sync......3-phase synchronous motor
AC..............Alternating current induction motor
DCPM............Direct current permanent magnet motor
IPMSM.............Interior permanent magnet synchronous motor
MPGe.............Miles per gallon gasoline equivalent
MPK..............Miles per kilogram
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 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 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 59,000 public charging stations with over 150,000 charging ports are available, along with more than 1,600 workplace charging stations with over 10,300 charging ports. EVs are typically 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 V)</th>
<th>Annual Fuel Cost</th>
<th>GHG Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>BMW</td>
<td>143/161 kW ACPM 160 kW EESM</td>
<td>Li-Ion</td>
<td>49/50/49 42/42/42</td>
<td>14/15/14</td>
<td>10.5</td>
<td>10.5</td>
<td>10.5</td>
</tr>
<tr>
<td>MINI</td>
<td>Cooper SE Hardtop 2 door</td>
<td>135 kW DCPM</td>
<td>Li-Ion</td>
<td>110/119/100</td>
<td>31/31/31</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>BMW</td>
<td>175 kW PMSM 135 kW DCPM</td>
<td>Li-Ion</td>
<td>85/85/85 35/35/36</td>
<td>26/27/26</td>
<td>10</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>PORSCHE</td>
<td>Taycan 4S Performance Battery</td>
<td>150 kW ACPM</td>
<td>Li-Ion</td>
<td>82/82/82 42/42/42</td>
<td>206 9.5</td>
<td>900 10</td>
<td>10</td>
</tr>
<tr>
<td>ROLLS-ROYCE</td>
<td>Spectre (22 inch wheels)</td>
<td>190 kW EESM</td>
<td>Li-Ion</td>
<td>81/87/86 42/42/42</td>
<td>210 11</td>
<td>950 10</td>
<td>10</td>
</tr>
<tr>
<td>AUDI</td>
<td>e-tron GT</td>
<td>175 kW PMSM 3-Phase</td>
<td>Li-Ion</td>
<td>85/85/85 40/40/40</td>
<td>249 10.5</td>
<td>900 10</td>
<td>10</td>
</tr>
<tr>
<td>GENESIS</td>
<td>Electrified G80</td>
<td>136 and 136 kW PMSM</td>
<td>Li-Ion</td>
<td>97/105/89 35/32/38</td>
<td>282 9</td>
<td>800 10</td>
<td>10</td>
</tr>
<tr>
<td>HYUNDAI</td>
<td>Ioniq 6 Long range AWD (18 inch Wheels)</td>
<td>165 kW PMSM</td>
<td>Li-Ion</td>
<td>121/130/111 37/38/39</td>
<td>316 7.5</td>
<td>600 10</td>
<td>10</td>
</tr>
<tr>
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<td>AMG EQU4 4matic Plus</td>
<td>165 kW ACPM 3-Phase</td>
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<td>73/73/73 46/46/46</td>
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<td>110 kW DCPM</td>
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<td>Spectre (23 inch wheels)</td>
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<td>77/77/77 42/42/42</td>
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<td>e-tron GT</td>
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<td>136 and 136 kW PMSM</td>
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<td>97/105/89 35/32/38</td>
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<td>Ioniq 6 Long range AWD (20 inch Wheels)</td>
<td>165 kW PMSM</td>
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<tr>
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<td>110 kW DCPM</td>
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<td>Motor</td>
<td>Battery Type</td>
<td>Fuel Economy (comb/city/hwy)</td>
<td>Driving Range* (miles)</td>
<td>Charge Time (hrs @ 240 V)</td>
<td>Annual Fuel Cost</td>
<td>GHG Rating</td>
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<td>2 Dual Motor (19 Inch Wheels)</td>
<td>200 kW ACPM</td>
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<td>102/108/96</td>
<td>32/30/34</td>
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<td>95/100/90</td>
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<td>220 kW ACPM</td>
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<td>29/27/32</td>
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<td>2 Single Motor (20 Inch Wheels)</td>
<td>135 kW AC Induction</td>
<td>Li-Ion</td>
<td>111/119/102</td>
<td>29/27/32</td>
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<td>PORSCHE</td>
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<td>Taycan 4 Cross Turismo</td>
<td>234 and 235 kW ACPM</td>
<td>Li-Ion</td>
<td>80/80/80</td>
<td>42/42/42</td>
<td>235</td>
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<td>Taycan Turbo Cross Turismo</td>
<td>234 kW ACPM</td>
<td>Li-Ion</td>
<td>79/80/78</td>
<td>43/42/43</td>
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<td>Taycan Turbo 5 Cross Turismo</td>
<td>235 kW ACPM</td>
<td>Li-Ion</td>
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<td>45/44/46</td>
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<td>Air Pure RWD with 19 inch wheels</td>
<td>330 kW ACPM</td>
<td>Li-Ion</td>
<td>137/140/134</td>
<td>25/24/25</td>
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<td>Air Pure RWD with 20 inch wheels</td>
<td>330 kW ACPM</td>
<td>Li-Ion</td>
<td>130/134/126</td>
<td>26/25/27</td>
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<td>Air Sapphire AWD</td>
<td>310, 310 and 330 kW ACPM</td>
<td>Li-Ion</td>
<td>105/108/101</td>
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<td>AMG EQS 4matic Plus</td>
<td>310 and 310 kW ACPM 6-Phase</td>
<td>Li-Ion</td>
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<td>41/42/39</td>
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<td>EQS 450 4matic</td>
<td>135 and 135 kW ACPM 3-Phase</td>
<td>Li-Ion</td>
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<td>EQS 450 Plus</td>
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<td>Silverado EV</td>
<td>191 kW ACPM</td>
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<td>63/67/59</td>
<td>53/50/57</td>
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<td>67/72/62</td>
<td>51/47/55</td>
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<td>Hummer EV Pickup</td>
<td>214 kW PMSM</td>
<td>Li-Ion</td>
<td>53/59/48</td>
<td>63/58/71</td>
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<td>Hummer EV Pickup MT Tires</td>
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<td>63/57/70</td>
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<td>VF 9 Eco</td>
<td>300 kW ACPM 3-Phase</td>
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<td>VF 9 Plus</td>
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<td>Li-Ion</td>
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<td>49/47/51</td>
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<td>EV6 Long Range RWD</td>
<td>186 kW PMSM</td>
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<td>Li-Ion</td>
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<td>28/24/33</td>
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<td>Kona Electric Long Range</td>
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<td>$650</td>
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<td>Battery Type</td>
<td>Fuel Economy (comb/city/hwy)</td>
<td>Driving Range* (miles)</td>
<td>Charge Time (hrs @ 240 V)</td>
<td>Annual Fuel Cost</td>
<td>GHG Rating</td>
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<td>ID.4 Pro</td>
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<td>C40 Recharge</td>
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<td>Electrified GV70</td>
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<td>GV60 Advanced (19 inch Wheels)</td>
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<td>GV60 Advanced (20 inch Wheels)</td>
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<td>Ioniq 5 Long range AWD</td>
<td>165 kW PMSM</td>
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<td>I-Pace EV400 (20 inch tires)</td>
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<td>Li-Ion</td>
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<td>39/38/41</td>
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<td>I-Pace EV400 (22 inch tires)</td>
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<td>EV6 AWD GT</td>
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<td>EV6 Long Range AWD (19 inch Wheels)</td>
<td>165 kW PMSM</td>
<td>Li-Ion</td>
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<td>EV6 Long Range AWD (20 inch Wheels)</td>
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<td>96/106/86</td>
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<td>80 and 80 kW AC Synchronous</td>
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<td>Li-Ion</td>
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<tr>
<td>ID.4 AWD Pro</td>
<td>105 and 209 kW AC 3-Phase</td>
<td>Li-Ion</td>
<td>102/108/96</td>
<td>33/31/35</td>
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<td>8</td>
<td>$750</td>
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<tr>
<td>ID.4 AWD Pro S</td>
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<td>Li-Ion</td>
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<td>Motor</td>
<td>Battery Type</td>
<td>Fuel Economy (comb/city/hwy)</td>
<td>Driving Range* (miles)</td>
<td>Charge Time (hrs @ 240 V)</td>
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<td>GHG Rating</td>
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<td>83/83/82</td>
<td>307</td>
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<tr>
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<td>83/83/82</td>
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<td>310 and 310 kW ACPM 6-Phase</td>
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<td>76/75/77</td>
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<td>R1S All-Terrain Quad Large (20 inch)</td>
<td>162, 162, 163 and 135 kW ACPM 3-Phase</td>
<td>Li-Ion</td>
<td>63/65/60</td>
<td>274</td>
<td>13</td>
<td>$1,200</td>
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</tbody>
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**NOTES AND ABBREVIATIONS:**

- *Range for combined city/highway driving (55% city and 45% highway)
- EESM: Externally excited synchronous machine
- Li-Ion: Lithium-ion
- MPGe: Miles per gallon gasoline equivalent
- PMACS: Permanent magnet AC Synchronous
- PMSM: Permanent magnet synchronous motor
- ACPM: Alternating current permanent magnet motor
- AC Induction: Alternating current induction motor
- DCPM: Direct current permanent magnet motor
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.
<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Model</th>
<th>Configuration (trans, eng size, cyl)</th>
<th>MPG</th>
<th>City/Hwy</th>
<th>Annual Fuel Cost</th>
<th>GHG Rating</th>
<th>Notes</th>
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<tbody>
<tr>
<td><strong>STANDARD PICKUP TRUCKS 2WD</strong></td>
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<td>26</td>
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<td>$2,300</td>
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<td><strong>CHEVROLET</strong></td>
<td>Silverado 4WD</td>
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<td>24</td>
<td>23/27</td>
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<td>A-10, 3.0L, 6cyl</td>
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<td>21/23</td>
<td>$2,750</td>
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<td>D T SS</td>
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<td>A-10, 3.0L, 6cyl</td>
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<td>22</td>
<td>21/23</td>
<td>$2,750</td>
<td>4</td>
<td>D T S-Mode SS</td>
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<tr>
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<td>Sierra 4WD</td>
<td>A-10, 3.0L, 6cyl</td>
<td>24</td>
<td>23/27</td>
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<td>4</td>
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<td>21/23</td>
<td>$2,750</td>
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<td>21/27</td>
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<td>4</td>
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</table>
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 $2.55 per gallon for E85, $3.38 per gallon for regular unleaded gasoline, and $4.24 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.

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<tr>
<th>Manufacturer</th>
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<th>City/Hwy</th>
<th>Annual Fuel Cost</th>
<th>GHG Rating</th>
<th>Fuel</th>
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<td>4</td>
<td>Gas</td>
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<td>E85</td>
<td>312/368</td>
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<td><strong>GMC</strong></td>
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<p>| FUEL ECONOMY GUIDE 2024 | 46 |</p>
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- Blazer EV AWD: 105/24
- Blazer FWD: 107/31
- Camaro: 77/8
- Colorado 2WD: 21
- Colorado 4WD: 21
- Colorado Mud Terrain Tires 4WD: 21
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- CT6 Competition: 90/11
- CT6 Competition 4dr: 90/11
- CT6 Competition Hatch: 90/11

### Lyric

- LT AWD: 90/11
- LT Competition: 90/11
- LT Competition 4dr: 90/11
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**LUCID**

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<th>Hatch</th>
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**MITSUBISHI**
- Eclipse Cross 2WD 25
- Eclipse Cross 4WD 28
- Eclipse Cross ES 4WD 28
- Mirage 86/17 86/17 16
- Mirage G4 89/12 16
- Outlander 2WD 25
- Outlander 4WD 28
- Outlander PHEV 33,37
- Outlander Sport 2WD 25
- Outlander Sport 4WD 28

**NISSAN**
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- Altima AWD 101/15 18
- Altima SL/SLR 101/15 18
- Altima SR 101/15 18
- Armada 2WD 30
- Armada 4WD 33
- Frontier 2WD 22
- Frontier 4WD 23
- Frontier 4WD PRO4X 23
- GT-R 79/9 14
- Kicks 93/25 18
- LEAF 92/24 18,39
- LEAF SV 92/24 18,39
- Murano AWD 108/28 21
- Murano FWD 108/28 21
- Pathfinder 2WD 25
- Pathfinder 4WD 28
- Pathfinder 4WD Platinum 33
- Pathfinder 4WD Rock Creek 28
- Rogue AWD 28
- Rogue AWD SL/Platinum 28
- Rogue FWD 25
- Rogue FWD SL/Platinum 25
- Sentra 96/14 18
- Sentra SR 96/14 18
- Titan 2WD 22
- Titan 4WD 23
- Titan 4WD PRO4X 23
- Versa 89/15 16
- Z 11
- Z NISMO 11

**POLESTAR**
- 2 Dual Motor (19 Inch Wheels) 89/26 18,40
- 2 Dual Motor (20 Inch Wheels) 89/26 18,40
- 2 Dual Motor Performance Pack 89/26 18,40
- 2 Single Motor (19 Inch Wheels) 89/26 18,40
- 2 Single Motor (20 Inch Wheels) 89/26 18,40

**PORSCHE**
- 718 Boxster 11
- 718 Boxster GTS 11
- 718 Boxster S 11
- 718 Cayman 11
- 718 Cayman GTS 11
- 718 Cayman S 11
- 718 GT4 RS 11
- 718 Spyder RS 11

**RIVIAN**
- R1S All-Terrain Quad Large (20 inch) 33,42

**ROLLS-ROYCE**
- Cullinan 113/21 21
- Cullinan Black Badge 113/21 21
- Ghost 111/13 20
- Ghost Black Badge 111/13 20
- Ghost Extended 120/13 20
- Phantom 116/15 20
- Phantom Extended 127/15 20
- Spectre (22 inch wheels) 94/10 16,39
- Spectre (23 inch wheels) 94/10 16,39
- Spectre Black Badge (22 inch wheels) 94/10 16,39
- Spectre Black Badge (23 inch wheels) 94/10 16,39

**SUBARU**
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- Ascent Limited/Touring/Onyx AWD 33
- BRZ 77/6 13
- Crosstrek AWD 29
- Crosstrek Wilderness AWD 29
- Forester AWD 29
- Forester Wilderness AWD 29
- Impreza 100/20 21
- Legacy AWD 105/15 19
- Outback AWD 29
- Outback Wilderness AWD 29
- Solterra AWD 29,41
- Solterra Limited/Touring AWD 29,41
- WRX 99/12 19

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- 4Runner 4WD 33
- Camry 100/14 19
- Camry AWD LE/SE 100/15 19
- Camry AWD XLE/XSE 100/15 19
- Camry Hybrid LE 100/15 19
- Camry Hybrid SE/XLE/XSE 100/15 19
- Camry LE/SE 100/14 19
- Camry TRD 100/14 19
- Camry XLE/XSE 100/14 19
- Camry XSE 100/14 19
- Corolla 89/13 16
- Corolla Cross 25
- Corolla Cross AWD 29
- Corolla Cross Hybrid AWD 29
- Corolla Hatchback 85/18 16
- Corolla Hatchback XSE 85/18 16
- Corolla Hybrid 89/13 9,16
- Corolla Hybrid AWD 89/13 16
- Crown AWD 98/13 19
- GR 86 77/6 13
- GR Corolla 67/27 14
- GR Supra 12
- Grand Highlander AWD LE/XLE 34
- Grand Highlander AWD Limited/Platinum 34
- Grand Highlander Hybrid 9,30
- Grand Highlander Hybrid AWD 34
- Grand Highlander Hybrid Limited 30
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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 consumption in gallons per 100 miles in combined city/highway driving

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

Compared 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.

Fuel cost savings or extra expenditure compared to an "average" new vehicle of the same model year (28 mpg for model year 2023)

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)

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

Fueleconomy.gov

DOE/EE-2762