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David L. Greene
Oak Ridge National Laboratory

Robert C. Gibson
The University of Tennessee

K. G. Duleep
Energy and Environmental Analysis, Inc.

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David L. Greene
Oak Ridge National Laboratory
Oak Ridge, Tennessee

Robert C. Gibson
The University of Tennessee
Knoxville, Tennessee

K. G. Duleep
Energy and Environmental Analysis, Inc.
Arlington, Virginia

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Prepared by
OAK RIDGE NATIONAL LABORATORY
P.O. Box 2008
Oak Ridge, Tennessee 37831-6285
managed by
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TABLE OF CONTENTS

Page

LIST OF FIGURES

LIST OF TABLES

ABSTRACT

The authors of this report, under the sponsorship of the U.S. Department of Energy (DOE) Office of Energy Efficiency and Renewable Energy (EERE) Weatherization and Intergovernmental Program, have investigated the possible application of Energy Star ratings to passenger cars and light trucks. This study establishes a framework for formulating and evaluating Energy Star rating methods that is comprised of energy- and environmental-based metrics, potential vehicle classification systems, vehicle technology factors, and vehicle selection criteria.

The study tests several concepts and Energy Star rating methods using model-year 2000 vehicle data—a spreadsheet model has been developed to facilitate these analyses. This study tests two primary types of rating systems: (1) an outcome-based system that rates vehicles based on fuel economy, GHG emissions, and oil use and (2) a technology-based system that rates vehicles based on the energy-saving technologies they use. Rating methods were evaluated based on their ability to select vehicles with high fuel economy, low GHG emissions, and low oil use while preserving a full range of service (size and acceleration) and body style choice.

This study concludes that an Energy Star rating for passenger cars and light trucks is feasible and that several methods could be used to achieve reasonable tradeoffs between low energy use and emissions and diversity in size, performance, and body type. It also shows that methods that consider only fuel economy, GHG emissions, or oil use will not select a diverse mix of vehicles. Finally, analyses suggest that methods that encourage the use of technology only, may result in increases in acceleration power and weight rather than reductions in oil use and GHG emissions and improvements in fuel economy.

1. INTRODUCTION

The Energy Star program is an eco-labeling program jointly administered by the U.S. Environmental Protection Agency (EPA) and the U.S. Department of Energy (DOE). The objective of this program is to reduce energy use and carbon dioxide emissions by encouraging the use and manufacture of energy-saving consumer products. To date, Energy Star ratings are available for over 30 product categories, and over 630 million of these products have been sold since the program began.

Cars and light trucks are a logical consideration for the Energy Star program, since these vehicles alone account for roughly one-sixth of the CO_2 emissions in the United States and most of the petroleum consumed as fuel. Thus, vehicle fuel efficiency improvements can significantly reduce petroleum consumption and greenhouse gas (GHG) emissions.

Oak Ridge National Laboratory, under the sponsorship of the U.S. Department of Energy (DOE) Office of Energy Efficiency and Renewable Energy (EERE) Weatherization and Intergovernmental Program, has investigated the possible application of Energy Star ratings to passenger cars and light trucks. This study has produced an Energy Star framework for rating these vehicles, along with a spreadsheet model for analyzing potential Energy Star metrics and methods.

This is an exploratory study. Any decision to implement an Energy Star system for highway vehicles would involve broader consultation and consensus-building as well as additional analysis.

1.1 BACKGROUND

Energy Star is a voluntary labeling program established to reduce carbon dioxide (CO_2) emissions by promoting energy-saving products. The program promotes energy conservation, highlighting the cost savings that can be realized by using energy-efficient products. It also helps consumers identify these products by allowing manufacturers to affix an Energy Star Label to those that meet established efficiency criteria. Increased consumer demand encourages manufacturers to produce energy-efficient products, and the Energy Star label allows them to differentiate their products in the marketplace.

Although the program's initial objective was reducing CO_2 emissions, it has grown to incorporate the parallel goal of reducing energy use, and there is new interest in reducing energy derived from petroleum. In promoting Energy Star, EPA Administrator Christie Whitman states, "Energy efficiency…can help preserve our natural resources, reduce foreign oil imports, save us billions of dollars, clean our air, and protect our planet for future generations."[1]

Energy Star was introduced by the US Environmental Protection Agency in 1992. The first Energy Star-labeled products were products such as personal computers and monitors, printers, and fax machines. EPA later partnered with the US Department of Energy in 1996 to promote the Energy Star label, with each agency taking responsibility for particular product categories. Energy Star has expanded to cover new homes, most of the buildings sector, residential heating and cooling equipment, major appliances, office equipment, lighting, consumer electronics, and other product areas. Energy Star ratings are available for over 30 product categories, and over 630 million of these products have been sold since the program began.

Energy Star maintains the attractiveness of labeled products by requiring them to meet quality, performance, and longevity criteria, and by making the Energy Star label available to products with features that consumers

[1]Environmental Protection Agency. 2001. Join Us In Making A Change. (Energy Star Fact Sheet) http://www.epa.gov/nrgystar/newsroom/pdf/estarchange9.pdf.

want. One of the principal tenets of the Energy Star philosophy is that Energy Star products should maintain customer satisfaction by increasing energy efficiency without sacrificing product performance and features.

1.2 PRODUCT CRITERIA

Products qualify for the Energy Star label by meeting criteria established by EPA and DOE. The types of criteria used for obtaining the Energy Star label vary by product. Most use one or a combination of the following three criteria types.

Technology-based: The criteria for some products are technology-based: products qualify by incorporating the specified energy-saving technology or features. For example, this kind of criterion is used for programmable thermostats. A programmable thermostat is a temperature-sensitive device that lets the consumer choose the temperature to be maintained in one or several rooms of a home during different times of the day. These products are not required to meet any specific energy-efficiency requirements. They need only incorporate the features specified in the eligibility criteria: They must be capable of maintaining 2 separate programs to address the different comfort needs of weekdays and weekends, have up to 4 temperature settings for each program, and be capable of maintaining room temperature swings within ±2º F.

Absolute Efficiency: Some Energy Star criteria are defined in terms of absolute energy consumption rates during a mode of operation. For the purposes of our discussion, *absolute* means that the consumption rate is a fixed value independent of the quantity or quality of benefit provided by the product. For example, Energy Star-labeled home audio products must consume 2 watts or less when switched off, and TV and DVD products must consume 3 watts or less when switched off. The rate is the same regardless of the size of the television, output capacity of the amplifier, or the features provided by the DVD player. It should be noted that this type of criteria typically applies to a product's operation in "standby" or "sleep" mode, when only a few low-power functions remain active.

Efficiency Relative to Benefit: For some products, the key criterion may be established as a ratio of benefit or service (e.g., Btus of heating or cooling supplied) per amount of energy used. For example, residential central air conditioners are rated based on the Seasonal Energy Efficiency Ratio (SEER) and the Energy Efficiency Ratio (EER). SEER represents the total cooling (in Btus) during the normal cooling season as compared to the total electric energy input consumed (in watt-hours). Energy Efficiency Ratio (EER) is a measure of the instantaneous energy efficiency of cooling equipment measured as the steady-state rate of heat energy removal (e.g., cooling capacity) in Btus divided by the steady-state rate of energy use in watts. Within this category of criteria, the required efficiency rates are typically established based on (1) a product's rank in its category/class or (2) its improvement over existing standards:

- Rank in Product Category/Class. Some criteria are based on a product's energy efficiency rank within its respective market. For example, commercial buildings that are among the top 25 percent nationwide in terms of energy performance (earning a benchmarking score of 75 or greater) and maintain an indoor environment that conforms to industry standards can qualify for the Energy Star label. A building's energy efficiency is determined by the amount of energy used and other variables that affect energy use, such as building size, number of workers, number of computers, geographical location, weather, and the principal building activity. This data is then entered into a linear regression equation developed by DOE using historical energy consumption data from the 1992 and 1995 Commercial Buildings Expenditures and Consumption Survey (CBECS) conducted by the Energy Information Administration (EIA). If a building is more efficient than 75 percent of the buildings with similar characteristics, it is awarded an Energy Star.

- Improvement Over Existing Standards. Some Energy Star criteria, especially those for appliances, are set as a percent improvement over existing federal standards. For example, Energy Star refrigerators

must achieve an energy use level 10 percent less than the National Appliance Energy Conservation Act (NAECA) standard. As the standards become more stringent, the Energy Star criteria are typically tightened also.

Combined Criteria: Many of the Energy Star criteria use a combination of the above rating methods. For example, computers must meet two criteria: one that is feature- or technology-based and another that is relative to service. First, an Energy Star computer must be capable of entering a "sleep" or "standby" mode after a given period of inactivity and "waking up" when the mouse is moved or a key is touched. Second, while in sleep mode, they must "power down" to 15 percent of their maximum power use. In this case, maximum power use is used as a surrogate for service since a computer's power supply gives a good indication of the features and computing power of the device.

1.3 PRODUCT CLASSES

Some Energy Star criteria further divide product categories into product classes. Product classes can be based on size, capacity, available features, or other attributes. For example, the refrigerator product category is divided into five different classes based on configuration and features (Table 1). Energy efficiency for all classes is measured in kW-hr/year; the energy efficiency requirements are all a function of a refrigerator's volume; and all must achieve an energy use level 10 percent less than the National Appliance Energy Conservation Act (NAECA) standard. However, the energy efficiency algorithm for each class is different. By basing criteria on product class, Energy Star allows consumers more choice and allows a product to compete with other products having similar features.

Table 1. Energy Star Criteria for Refrigerators by Class

Product Class	NAECA Maximum Energy Use (kWh/year)
Top-mount freezer without through-the-door ice	9.8 × Adjusted Volume + 276
Side-mount freezer without through-the-door ice	4.91 × Adjusted Volume + 507.5
Bottom-mount freezer without through-the-door ice	4.6 × Adjusted Volume + 459
Top-mount freezer with through-the-door ice	10.2 × Adjusted Volume + 356
Side-mount freezer with through-the-door ice	10.1 × Adjusted Volume + 406

Adjusted Volume = Fresh Volume + (1.63 x Freezer Volume).

1.4 RAISING STANDARDS FOR EVOLVING TECHNOLOGY

All Energy Star criteria are subject to revision. As energy-saving technologies advance, the requirements for obtaining Energy Star status are strengthened so that only the most efficient products qualify. Energy Star criteria are established such that no more than 25 percent of the products in any given product category qualify for the label.

1.5 ADDITIONAL CRITERIA

In addition to energy- and environment-related criteria, most products must meet additional criteria to be awarded the Energy Star label. These additional criteria often include product quality standards, such as

warranties, and performance requirements. These requirements assure that the Energy Star label is associated with quality, dependable products and that consumers can buy these products with confidence. This is especially important when promoting new technologies. Compact fluorescent light (CFL) bulbs, for example, must meet a myriad of additional photometric, electrical, and lifetime performance requirements. This facilitates market penetration by ensuring that consumers have positive experiences with this new technology. In addition, positive experiences with one Energy Star product increase the probability of consumers trying other such products.

2. ENERGY STAR FOR HIGHWAY VEHICLES

Cars and light trucks are a logical consideration for the Energy Star program. These vehicles alone account for roughly one-sixth of the CO_2 emissions in the United States and most of the petroleum consumed as fuel. Thus, vehicle fuel efficiency improvements can significantly reduce petroleum consumption and greenhouse gas (GHG) emissions.

The objective of this study is to explore potential Energy Star rating systems for highway vehicles. Two primary types of systems are discussed: (1) an outcome-based system that rates vehicles based on fuel economy improvements, reductions in greenhouse gas emissions, and/or reductions in oil use and (2) a technology-based system that rates vehicles based on the kinds of energy-saving technologies or features employed. A useful rating system would allow consumers to choose vehicles that emit less carbon dioxide, use less energy, and/or use less petroleum with modest or no sacrifice in quality, performance, or features.

This is an exploratory study. Any decision to implement an Energy Star system for highway vehicles would involve broader consultation and consensus-building as well as additional analysis. Furthermore, non-energy-related product quality and performance criteria, while important elements of a successful Energy Star rating system, are beyond the scope of this study. They should, however, be explored if an Energy Star labeling system were established for highway vehicles. Additional criteria could require that vehicles meet specified safety, crash test, warranty, and/or emissions standards, or any other criteria that would ensure the Energy Star label is only awarded to quality products.

3. POTENTIAL ENERGY STAR METRICS FOR VEHICLES

3.1 THE LIMITATIONS OF SIMPLE MPG

DOE and EPA already provide information to the public for comparing the energy efficiency of passenger cars and trucks based on miles per gallon (MPG). It is a useful metric, and most consumers understand and use it. However, using MPG alone to rate the efficiency of vehicles has a few limitations, especially for use in an Energy Star labeling system.

The MPG metric reflects only the distance a vehicle will go on a gallon of fuel, without reference to other kinds of service provided by the vehicle. Characteristics such as passenger and cargo volume, horsepower, four-wheel drive capability, and payload and towing capabilities are also important to consumers and are part of the purchase decision. Since weight and horsepower are the principal determinants of MPG, vehicles with the highest MPG are typically smaller passenger cars with smaller engines. However, these vehicles may not be a practical alternative for some consumers. It's also possible that using this as an Energy Star rating system would encourage manufacturers to spend more resources on improving the energy efficiency of smaller cars while concentrating less on that of larger vehicles, such as trucks and SUVs.

In addition, the MPG metric alone also doesn't account for the source of the energy used to power a vehicle. With renewed interest in decreasing U.S. oil dependence, it would be useful to develop a metric that would capture the benefit of using non-petroleum or low-carbon fuels as well. If an appropriate metric were identified, an Energy Star rating system could be designed to give extra weight to cars and trucks using non-petroleum or low-carbon fuels.

3.2 ESTABLISHING ENERGY STAR METRICS FOR CARS AND LIGHT TRUCKS

More useful metrics would capture vehicle GHG emissions, energy use, and petroleum use and consider, at least to some degree, the service provided by the vehicle. This would allow consumers to choose among similar vehicles without sacrificing quality, performance, or features. Unfortunately, many vehicle characteristics such as size, weight, and horsepower negatively affect fuel economy. *The challenge is to find the proper trade-off between improved energy and environmental performance and sacrifices in consumer choice.*

Given Energy Star's objectives of reducing GHGs, energy use, and petroleum consumption, three fundamental metrics, or "measures of merit," can be used, either as a basis for Energy Star ratings for cars and light trucks or as components of a more comprehensive metric for Energy Star ratings:

- Annual Tons of GHG: Since one of the primary objectives of Energy Star is to reduce emissions of CO_2 (the most significant manmade greenhouse gas), it would be useful to include a measure that, in part, rates vehicles based on the amount of GHGs they produce. Other GHGs emitted by vehicles include methane (CH_4) and nitrous oxide (N_2O). When calculating GHGs, it is important to consider the full fuel cycle emissions: both emissions produced by the vehicle and those emitted in producing the fuel

- Miles per Gallon: Energy efficiency measured in distance traveled per fuel consumed—typically, in terms of miles per gallon—is still a useful metric when coupled with other metrics or used to compare vehicles with similar features (e.g., comparing vehicles within a class).

- Annual Barrels of Petroleum Consumed: Continued reliance on petroleum from foreign countries negatively affects our national energy security. Therefore, it would be appropriate to formulate a rating system that rewards vehicles that use less petroleum.

These measures of merit can be used alone, in combination with one another, and/or in combination with service measures described in the following section.

Other metrics could be used, such as criteria pollutant emissions or vehicle life-cycle impacts. However, criteria pollutant emissions are already strictly regulated and are not directly correlated with energy use. On the other hand, while embodied energy and vehicle life-cycle impacts would be useful, the data are not generally available.[2]

3.3 COMPARING SIMILAR VEHICLES

The common limitation of the above metrics is that they assume that the only service offered by a vehicle is moving itself from one place to another, each metric placing a premium on moving the vehicle the greatest distance for the least amount of impact, be it energy use, oil use, or GHG emissions. However, vehicles differ in the number of passengers and amount of cargo they can haul, the comfort they provide, the ability to travel on different types of terrain or in inclement weather, comfort (e.g., roominess, climate control, smoothness of ride, features), power, handling, and other attributes. These attributes are important to consumers and impact their purchasing decisions, usually much more than fuel economy or environmental impact. Therefore, it would be useful to construct an Energy Star framework that allows consumers to choose the most energy-efficient vehicle that meets their needs. Vehicles are complex consumer products, and it would be infeasible to consider every conceivable difference among vehicles—no current Energy Star system accounts for every product difference. However, a few important vehicle attributes should be taken into consideration, especially those that have an impact on fuel efficiency.

Vehicle characteristics can be factored into an Energy Star rating method in two ways. First, vehicles can be grouped into product classes so that measures of merit for similar vehicles are compared. This method is used for several Energy Star product categories, such as commercial buildings, refrigerators, and room-unit air conditioners. Second, metrics that reflect the service offered by these products (e.g., size and/or power) can be combined with the measures of merit discussed above. Energy Star criteria for several products, such as central air conditioners, computers, and dehumidifiers, use a similar concept.

3.3.1 Vehicle Classes

One way to compare the energy-saving potential of similar vehicles is to divide them into classes based on one or more characteristics. Four vehicle groupings are used in this study:

- All: In this grouping, vehicles are compared to the entire fleet regardless of body style, size, features, or other attributes. This grouping method is used primarily to test for the optimal average score for each measure of merit or used with service-based metrics that account for vehicle differences.

- Car vs. Truck: This simple classification system recognizes that cars and trucks offer different services. While vans and sport utility vehicles (SUVs) are classified as trucks, they could logically be classified as either.

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[2]DeCicco, J. and J. Kliesch. 2001. *ACEEE's Green Book: The Environmental Guide to Cars and Trucks—Model Year 2001*. American Council for an Energy-Efficient Economy, Washington. DC.

- Type- and size-based classes: A common method of classifying vehicles is to group them based on type (function) and size (in terms of volume or gross vehicle weight rating). For this study, we used a hybrid system based on the Environmental Protection Agency (EPA) and California Energy Commission (CEC) classification systems. The EPA system was used for cars, since it contains a more detailed breakdown of car body types—it has three classes of station wagon, while CEC doesn't group station wagons separate from other cars. The CEC system was used for trucks, since it provides a more detailed breakdown for those vehicles, particularly in terms of size. The type-size class system used for this study is presented in the table below.

Table 2. Type-Size Classes

Cars		Trucks		
Class	**Passenger & Cargo Volume (cu feet)**	**Class**	**Passenger & Cargo Volume (cu feet)**	**Gross Vehicle Weight Rating (lbs)**
2-seater	Any	Compact Pickup		<4,500
Mini	<85	Standard Pickup		4,500 – 8,500
Sub Compact	85 – 99	Compact Van	<=170	
Compact	100 – 109	Standard Van	>170	
Mid Size	110 – 119	Mini Utility	<120	
Large	>119	Compact Utility	120 – 170	
Small Wagon	<130	Standard Utility	>170	
Mid Size Wagon	130 – 159			
Large Wagon	>159			

- Market Classes: This system classifies vehicles based on body style, size, price, and features (e.g., 4-wheel drive capability and convertible top). The market classes are somewhat less systematic, allowing vehicles to belong to more than one group. The advantage of this classification is that it reflects the service provided by different body styles, features, and luxury levels (although it uses price as a surrogate for luxury). The market-based vehicle classes are provided below.

Table 3. Market-based Vehicle Classes

Small Cars	Convertibles	Pickups
Coupes (2-doors)	Sporty Cars	Minivans
Family Sedans	Upscale Sedans	Sport Utility Vehicles
Large Sedans	Luxury Sedans	Four-wheel & All-wheel Drive
Wagons		

3.3.2 Service-Based Metrics

An alternative to grouping vehicles into classes is to choose variables that measure the service offered by different vehicle groups. Motor vehicles possess numerous attributes of importance to consumers, some which are easily measured and some which are not. Furthermore, since vehicles are complex consumer goods, no

single measure can be expected to fully reflect all aspects of a vehicle's value to consumers except, possibly, price. There is no precedent, however, for basing Energy Star ratings on the price of energy-using equipment. Still, several metrics that represent various aspects of a vehicle's service can be easily quantified, such as body style, interior volume, payload, power, four-wheel drive capability, and seating capacity. This study uses just a few service indicators that can be calculated quickly using available data. It is likely that, once an Energy Star system was established, manufacturers would be willing to supply any additional data needed.

- Size: While the sum of passenger and cargo volume would be a desirable measure of a vehicle's capacity, no volume data is readily available for SUVs and vans. However, an alternative measure for size can be readily computed from available data. A vehicle's footprint is defined as the area calculated multiplying a vehicle's width by its wheelbase. Footprint is closely related to several vehicle attributes such as external size, weight, and passenger volume. Preliminary analysis by ORNL has shown that footprint is a good predictor of volume.

- Performance: This metric is based on a vehicle's acceleration time from 0 to 60 and is calculated based on a vehicle's horsepower-to-weight ratio.

In this study, the footprint metric is combined with the measures of merit to form the following metrics:

- Footprint-MPG: Defined as the product of MPG and footprint (with units of square-feet-miles per gallon), this measure incorporates vehicle size and fuel efficiency.

- Oil Use per Footprint: Defined as oil use divided by footprint (with units of annual barrels of oil used per square foot), this measure incorporates oil use and vehicle size.

- Oil Use & GHG per Footprint: Defined as oil use and GHG emissions per footprint, this metric represents the ratio of GHG emissions and oil use to vehicle size. Since GHG is closely related to energy use, this metric secondarily considers energy use as well.

4. OUTCOME-BASED ENERGY STAR CRITERIA EXPLORED

4.1 APPROACH

The Energy Star framework described above has been implemented in a spreadsheet model, making it easy to test and modify various Energy Star rating methods. This model uses EPA vehicle fuel economy data for model year 2000, which has been enhanced by EEA and ORNL.

Several outcome-based Energy Star rating methods were explored in this study. For all methods, vehicles scoring in the top 20 percent for the given metric were selected as Energy Star vehicles. Energy Star guidelines state that no more than 25 percent of a given product type should receive an Energy Star rating. Therefore, a slightly lower percentage was chosen for this study. The software tool developed for this study allows the analyst to specify the percentile of vehicles to be selected, making it easy to generate a new set of qualifying vehicles.

The first four methods use metrics that represented energy and environmental attributes only. These metrics include individual vehicle fuel economy (MPG), annual GHG emissions (in tons), annual oil use (in barrels), and a weighted average score based on GHG emissions and oil use. No attempt was made to consider other forms of service offered by the vehicles or consumer choice, either by using service metrics or by grouping vehicles into classes. These methods provide an estimate of the best average MPG, GHG, and oil use score realized from using each metric.

For the next group of methods (5, 12–14), measures of merit were combined with size and performance metrics that represent, to some degree, service and consumer choice. By considering the services provided by vehicles, these methods should make Energy Star choices available across a wider range of vehicle types than methods using measures of merit only. The following metrics are examined in this study:

- Footprint-MPG, which considers fuel economy and vehicle size
- Oil Use per Footprint, which considers oil use and vehicle size
- Oil Use and GHG Emissions per Footprint, which considers oil use, GHG emissions, and vehicle size
- Oil Use and GHG Emissions per Footprint (normalized), which considers oil use, GHG emissions, and vehicle size, but attempts to normalize the oil use and GHG emissions so that they are given equal weight

In addition to these metrics, a regression analysis was performed to determine the relationship between various vehicle characteristics and MPG. The resulting equations were used to predict each vehicle's MPG based on weight, horsepower, and body type (Methods 6 and 7). Vehicles were rated based on how their actual MPG compared to the MPG predicted by the model. These methods are discussed in more detail in the "Results" section that follows. Like the previously described methods, vehicle models were not divided into classes.

Finally, vehicle models were grouped into classes using three different classification systems: body type (i.e., car vs. truck), type-size class, and market class (Methods 8–11). The vehicle models scoring in the top 20 percent in each vehicle class for the specified metric were selected for Energy Star. This allowed each vehicle to compete against other vehicles with similar features (in varying degrees) and ensures that Energy Star choices are available across a wide range of vehicle types. The primary metric examined for each class system was MPG. The GHG metric was also used with the type-size classification system.

The matrix in the table below shows the metrics and vehicle classification systems used for each method. The results for each method are presented in the following section.

Table 4. Matrix of Metrics and Vehicle Classes

Metric	Vehicle Classification Systems			
	All Vehicles	Car vs. Truck	Type-Size Class	Market Class
MPG	1	8	9	11
Annual GHG emissions	2		10	
Annual petroleum use	3			
Weighted sum of GHG & petroleum use	4			
Footprint-Miles/Gallon (ft^2-mi/gal)	5			
Ratio of actual to predicted MPG from regression model: Eq. 1 (curb weight & horsepower)	6			
Ratio of actual to predicted MPG from regression model: Eq. 2 (curb weight, horsepower & car/truck)	7			
Oil Use/Footprint	12			
(GHG & Oil Use)/Footprint	13 & 14			

4.1.1 Method 1: Best fuel economy (MPG)

Method 1 ranks vehicles based on fuel economy only; vehicle models with MPG in the top 20 percent are selected for Energy Star. Vehicles are not divided into vehicle classes, and the chosen metric (MPG) alone does not consider vehicle service or choice. Fuel economy estimates for gasoline- and diesel-powered vehicles are measured in miles per gallon, while estimates for alternative fuel, flexible fuel, and dual fuel vehicles are measured in miles per gasoline gallon equivalent. Flexible and dual fuel vehicles were assumed to operate 50 percent of the time on each fuel type. All vehicles were assumed to travel 15 thousand miles annually.

4.1.2 Method 2: Lowest Annual GHG Emissions

Method 2 ranks vehicles based on annual emissions of GHGs only; vehicle models with GHG emissions in the lowest 20 percent are selected for Energy Star. Vehicles are not divided into vehicle classes, and the metric does not consider vehicle service or choice. GHG estimates were estimated using fuel specifications and emissions estimates from the Greenhouse Gases, Regulated Emissions, and Energy Use in Transportation (GREET) Model (vs. 1.5) developed by Argonne National Laboratory.[3] Flexible and dual fuel vehicles were assumed to operate 50 percent of the time on each fuel type. All vehicles were assumed to travel 15 thousand miles annually.

[3] Argonne National Laboratory. 2002. The Greenhouse Gases, Regulated Emissions, and Energy Use in Transportation (GREET) Model (http://greet.anl.gov/default.htm).

4.1.3 Method 3: Lowest Annual Oil Use

Method 3 selects the vehicle models that consume the least petroleum. Vehicles are not divided into vehicle classes, and the chosen metric alone does not consider vehicle service or choice. Annual oil use is estimated based on assumptions allowed to vehicle manufacturers in calculating CAFE as provided by Section 6 of the Alternative Motor Fuels Act and described in the U.S. Code (49 USC 32905).[4,5] Full-cycle oil use rates for electric vehicles are estimated based on DOE's regulations for calculating petroleum-equivalent fuel economy of electric vehicles.[6] Flexible and dual fuel vehicles were assumed to operate 50 percent of the time on each fuel type.

The assumptions regarding the petroleum content of alternative fuels, as put forth by this legislation, provide for favorable CAFE treatment of alternative fuel vehicles. Other assumptions could be used in the model to estimate the petroleum use of these vehicles based on empirical evidence.

4.1.4 Method 4: Lowest Weighted Average of GHG and Oil Use Scores

Method 4 rates vehicles based on the weighted average of their GHG and oil use scores as estimated in the previous two methods. In this method, GHG and oil use were given equal weight in selecting vehicles.

4.1.5 Method 5: Highest Footprint-MPG

Unlike Method 1, which considers only MPG, Method 5 also considers vehicle size by incorporating the vehicle footprint metric. Footprint-MPG is calculated as the footprint multiplied by the MPG. The resulting unit is square-feet-miles per gallon (sq. ft. mi./gal).

4.1.6 Methods 6 & 7: Best Ratio of Actual to Predicted MPG Based on Regression Analysis

Method 6 selects Energy Star vehicles based on vehicle weight, horsepower, and MPG. Method 7 uses these vehicle characteristics along with basic vehicle body style (i.e., car vs. truck). For these two methods, data for model year 2000 vehicles was used to perform a linear regression analysis to determine the relationship between various vehicle characteristics and MPG. The resulting equation was used to predict the fuel efficiency of each vehicle. The equations used to predict MPG are given below. The predicted MPG was then compared to the unadjusted MPG for each vehicle. Vehicles with high actual-to-predicted MPG ratios were considered more efficient.

$$\text{Predicted MPG for Method 6} = e^{\alpha} \times curbwt^{\beta} \times hp^{\delta}$$

$$\text{Predicted MPG for Method 7} = e^{\alpha} \times curbwt^{\beta} \times hp^{\delta} \times e^{body \times \varepsilon}$$

where

curbwt = the vehicle's curb weight

hp = the vehicle's horsepower

body = vehicle body type (0 if car; 1 if truck)

[4]Environmental Protection Agency. 1994. Fuel Economy Test Procedures Alternative-Fueled Automobile CAFE Incentives and Fuel Economy Labeling Requirements; Final Rule. *Federal Register*, Vol. 59, August 3.

[5]49 U.S.C. Sec. 32905 (http://frwebgate4.access.gpo.gov/cgi-bin/waisgate.cgi?WAISdocID=14776724133+0+0+0&WAISaction=retrieve)

[6]Department of Energy, Office of Energy Efficiency and Renewable Energy. 2000. 10 CFR 474: Electric and Hybrid Vehicle Research, Development, and Demonstration Program; Petroleum-Equivalent Fuel Economy Calculation; Final Rule. *Federal Register*, Vol. 65, No. 113, June 12, pp. 36986–36992.

α = intercept, 8.192504367

β = curb weight coefficient, -0.409064723

δ = horsepower coefficient, -0.30842115

ε = body type coefficient, -0.131565343

4.1.7 Method 8: Best Fuel Economy (MPG) in Each Body Type Class (Car vs. Truck)

This method selects vehicles with MPG in the top 20 percent of their respective class. For this method, vehicles are classified as either cars or trucks. The truck class includes pickups, vans, and SUVs.

4.1.8 Method 9: Best Fuel Economy (MPG) in Each Type-Size Class

This method selects vehicles with MPG in the top 20 percent of their respective type-size class. (Type-size classes are shown in Table 2.)

4.1.9 Method 10: Least GHG Emissions in Each Type-Size Class

This method selects vehicles with annual GHG emissions in the lowest 20 percent of their respective type-size class. (Type-size classes are shown in Table 2.)

4.1.10 Method 11: Best Fuel Economy (MPG) in Each Market Class

This method selects vehicles with MPG in the top 20 percent of their respective market class. (Market-based vehicle classes are shown in Table 3.)

4.1.11 Method 12: Lowest Ratio of Oil Use to Footprint

This method selects vehicles based on the ratio of oil use to vehicle size. Oil use is estimated as described under Method 3, and footprint is used to represent vehicle size. The result is in units of annual barrels of oil per square foot (bbls/sq. ft.). This method selects vehicles whose oil/footprint scores rank in the bottom 20 percent of all vehicles.

4.1.12 Methods 13 and 14: Best Ratio of GHG and Oil Use to Footprint

These methods select vehicles based on the ratio of GHG emissions and oil use to vehicle size. GHG emissions and oil use are estimated as described in Methods 2 and 3. Vehicle size is represented by the footprint metric. The difference between the two methods is that Method 14 normalizes the GHG emissions and oil use scores.
Method 13 rates each vehicle based on the following equation.

$$Score = \frac{GHG + Oil}{Footprint}$$

Method 14 normalizes the GHG and oil use values by taking each measure of merit, subtracting the mean of that metric for all vehicles, and dividing the quotient by the standard deviation for each metric.

$$Score = \frac{\frac{GHG - \overline{GHG}}{\sigma_{GHG}} + \frac{Oil - \overline{Oil}}{\sigma_{Oil}}}{Footprint}$$

4.2 RESULTS

The vehicles meeting the Energy Star criteria for each of the above methods were determined, and summary statistics were then calculated on the vehicles chosen by each. Statistics were generated for the measures of merit, vehicle attributes, and number of alternative fuel vehicles selected. These statistics are summarized in the following sections. A summary of each method's strengths and limitations is also included. A complete listing of the vehicles selected by each method is presented in Appendix B.

It should be noted that the tables and figures in this section also contain results for the technology-based Energy Star method discussed later in this report.

4.2.1 Measures of Merit

The average value for each measure of merit (i.e., fuel economy, GHG emissions, and oil use) was calculated for the vehicles selected by each method, along with the percent difference compared to the average for the "base case" (i.e., all 2000 model year vehicle models). The methods were then ranked against one another for each measure of merit. The results are presented in Figure 1 and Table 5.

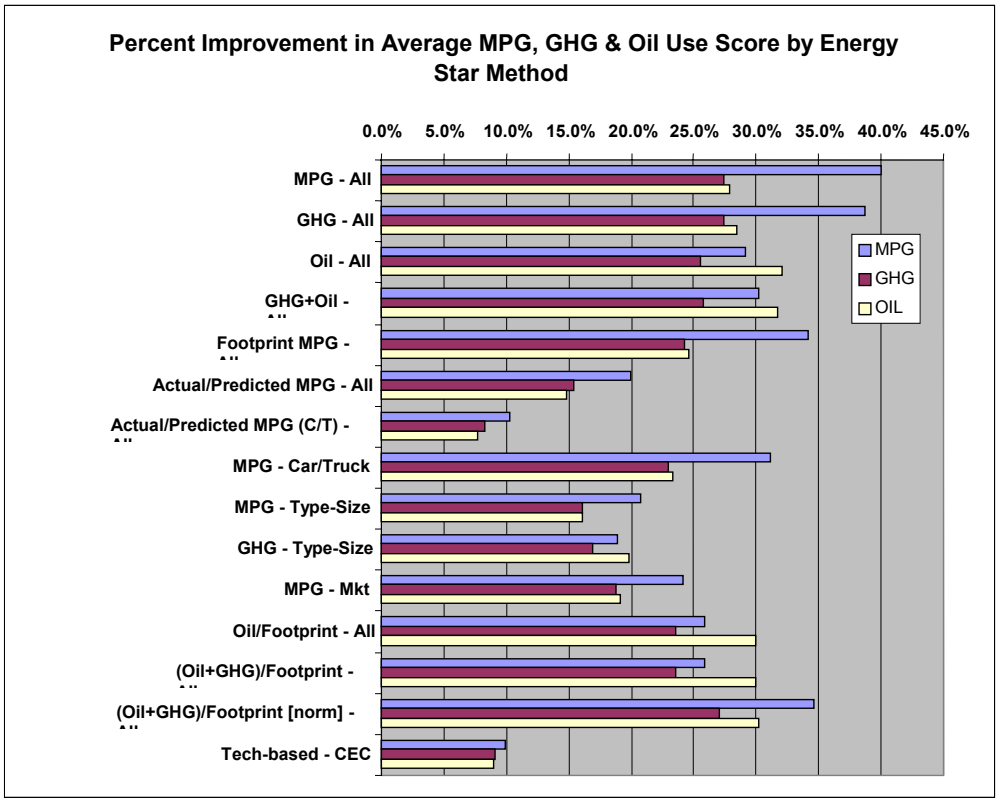

Figure 1. Percent Improvement in the Average MPG, GHG Emissions, and Oil Use Scores for Vehicles Selected by Each Energy Star Method

Table 5. Average Measures of Merit for Vehicles Selected by Each Energy Star Rating Method

Method		Fuel Economy (miles/gallon)			GHG (Ann. Tons GHG/Veh.)			Oil Use (Ann. BBLs Oil/Veh.)		
No.	Description	Avg.	% Improve-ment	Rank	Avg.	% Improve-ment	Rank	Avg.	% Improve-ment	Rank
1	MPG - All	33.3	40.0%	1	5.7	27.4%	1	10.6	27.8%	7
2	GHG - All	33.0	38.6%	2	5.7	27.4%	1	10.5	28.5%	6
3	Oil - All	30.7	29.1%	7	5.9	25.6%	5	10.0	32.0%	1
4	GHG+Oil - All	31.0	30.2%	6	5.9	25.7%	4	10.0	31.7%	2
5	Footprint MPG - All	31.9	34.1%	4	6.0	24.3%	6	11.1	24.6%	8
6	Actual / Predicted MPG - All	28.6	19.9%	12	6.7	15.4%	13	12.5	14.7%	13
7	Actual / Predicted MPG (C/T) - All	26.2	10.2%	14	7.3	8.3%	15	13.5	7.7%	15
8	MPG - Car/Truck	31.2	31.2%	5	6.1	23.0%	9	11.2	23.3%	9
9	MPG – Type-Style	28.7	20.7%	11	6.6	16.1%	12	12.3	16.1%	12
10	GHG – Type-Style	28.3	18.9%	13	6.6	16.9%	11	11.8	19.8%	10
11	MPG - Mkt	29.6	24.2%	10	6.4	18.8%	10	11.9	19.1%	11
12	Oil/Footprint - All	30.0	25.9%	8	6.0	23.6%	7	10.3	30.0%	4
13	(Oil+GHG)/Footprint	30.0	25.9%	8	6.0	23.6%	7	10.3	30.0%	4
14	(Oil+GHG)/Footprint [norm]	32.1	34.7%	3	5.8	27.1%	3	10.2	30.1%	3
T	Tech-based – CEC	26.2	10.0%	15	7.2	8.9%	14	13.4	8.6%	14
Base	All vehicle models	23.8			7.9			14.7		

4.2.2 Vehicle Attributes

Since one of the goals of the Energy Star program is to increase energy efficiency without sacrificing performance and features, statistics representing vehicle attributes that are important to consumers were also calculated for the selected vehicles. Although it is impossible to account for all attributes of interest to consumers, three basic characteristics were examined.

1. Vehicle size (represented by footprint). One of the trade-offs typically associated with improved fuel economy is decreased vehicle size. Smaller cars are usually more fuel-efficient but may be less desirable to some consumers. Therefore, the methods are scored based on the average size of the selected vehicles as represented by the footprint metric (Table 6 and Figure 2).

2. Acceleration. Another trade-off is decreased acceleration capability. Acceleration is typically a product of a vehicle's horsepower-to-weight ratio and is measured as the time it takes (in seconds) to go from a stopped position to a speed of 60 miles per hour (mph). Methods were scored based on average acceleration time of the selected vehicles, with lower acceleration times receiving better scores (Table 6 and Figure 3). The acceleration time for each vehicle was estimated using the following equation.

$$Acceleration = e^{-0.00275322-0.77613136\times ln\left(\frac{Hp}{Wt}\right)}$$

3. Body style. Body style is one of the most basic attributes that affect vehicle purchase decisions, and it is a good indicator of consumer choice and vehicle diversity. Ideally, a method should select a diverse mix of the many body styles popular in the vehicle market. For the sake of simplicity, this report presents statistics on body style in the most basic sense (i.e., car vs. truck), rather than a more detailed breakdown (e.g., small cars, station wagons, family sedans, sports cars, etc.).

   Since the consumer demand for cars and trucks is roughly equal in the new-vehicle market, it would be desirable for consumers to have a choice of energy-efficient cars *and* trucks. Therefore, methods are judged, at least partially, on selecting a mix of cars and trucks that is representative of consumer demand and/or available manufacturer models (Table 6 and Figure 4). The metric used for this characteristic is percent of the selected vehicles that are trucks. In terms of the vehicle models available in model year 2000, 41.5 percent were trucks; in terms of sales, 44.9 percent were trucks. Methods that have a share of trucks close to 40–50 percent receive higher scores.

Table 6. Average Attribute Scores for Vehicles Selected by Each Energy Star Rating Method

Method		Footprint (sq. ft. per vehicle)			Acceleration Time (seconds)			% of Vehicles that are Trucks		
No.	Description	Avg.	% Chg	Rank	Avg.	% Chg	Rank	Avg.	Chg	Rank
1	MPG - All	47.3	-11.2%	15	10.9	-13.3%	8	5.4%	-36.1%	14
2	GHG - All	47.5	-10.9%	13	11.0	-13.8%	11	7.1%	-34.4%	13
3	Oil - All	48.2	-9.4%	11	11.2	-15.7%	14	16.8%	-24.7%	9
4	GHG+Oil - All	48.2	-9.4%	10	11.1	-15.3%	13	15.4%	-26.1%	10
5	Footprint MPG - All	50.3	-5.6%	8	10.6	-9.6%	4	9.6%	-31.9%	12
6	Actual / Predicted MPG – All	51.6	-3.1%	2	8.7	10.0%	1	0.6%	-40.9%	15
7	Actual / Predicted MPG (C/T) - All	54.5	2.4%	1	9.1	6.0%	2	32.9%	-8.6%	6
8	MPG - Car/Truck	47.6	-10.5%	12	11.3	-16.6%	15	41.5%	0.0%	3
9	MPG – Type-Size	51.3	-3.6%	5	10.8	-11.6%	6	41.9%	0.4%	1
10	GHG – Type-Size	51.4	-3.5%	4	10.9	-12.4%	7	41.6%	0.1%	2
11	MPG - Mkt	48.9	-8.1%	9	10.7	-10.4%	5	36.6%	-4.9%	5
12	Oil/Footprint - All	50.5	-5.2%	6	11.0	-13.5%	9	18.0%	-23.5%	7
13	(Oil+GHG)/Footprint	50.5	-5.2%	6	11.0	-13.5%	9	18.0%	-23.5%	7
14	(Oil+GHG)/Footprint [norm]	47.4	-10.9%	14	11.1	-14.6%	12	12.0%	-29.5%	11
T	Tech-based – CEC	51.5	-3.3%	3	10.3	-6.6%	3	40.8%	-0.7%	4
		Avg.	Sales-wt. Avg.		Avg.	Sales-wt. Avg.		Avg.	Sales-wt. Avg.	
Base	All vehicle models	53.2	54.4		9.7	10.2		41.5	44.9	

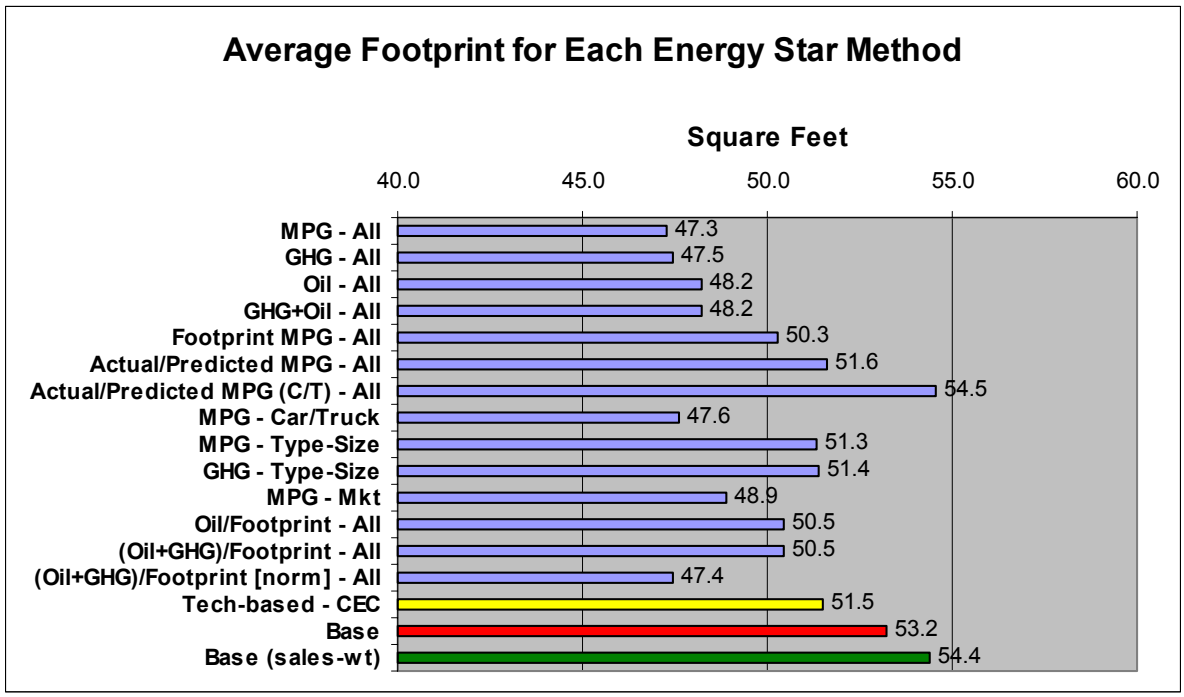

Figure 2. Average Footprint for Vehicles Selected by Each Energy Star Method

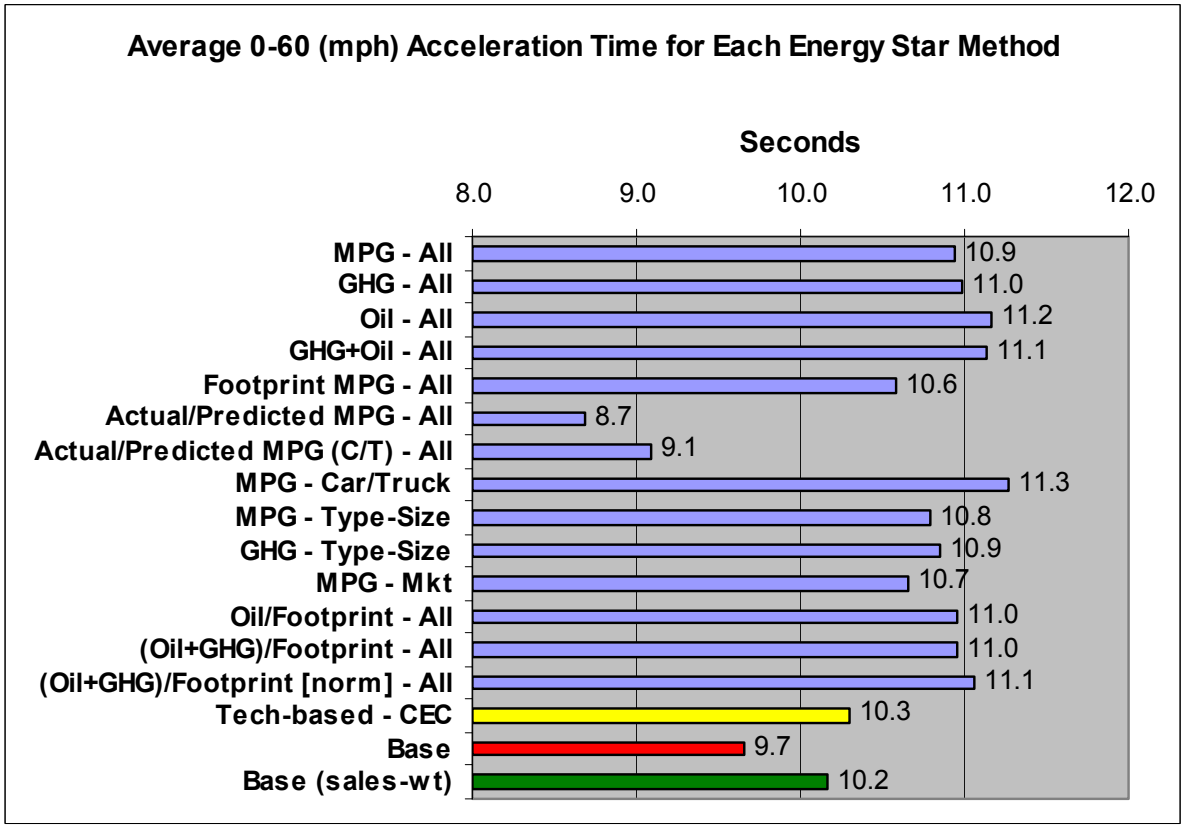

Figure 3. Average Acceleration Time for Vehicles Selected by Each Energy Star Method

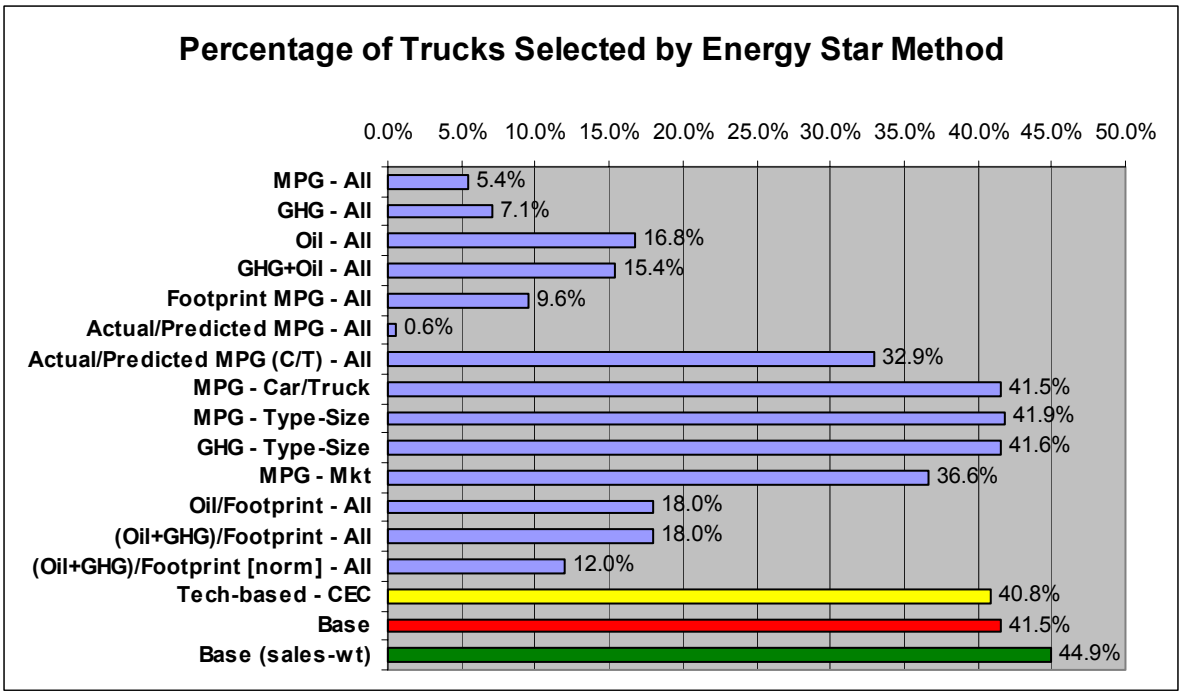

Figure 4. Percentage of Vehicles Selected by Each Energy Star Method that are Trucks

The attribute averages for each method were calculated and compared to the average for the base case. Two averages are calculated for the base case: the simple average and the sales-weighted average. The simple average is indicative of the characteristics of the vehicle models available, while the sales-weighted average is more indicative of consumer preference—vehicles with preferred attributes have higher sales. For example: On a model basis, the average acceleration time for all models produced by manufacturers is 9.7 seconds (0 to 60 mph). However, the sales-weighted average is 10.2, indicating that consumers may actually be satisfied with less acceleration power.

High average footprints and acceleration times are also good indicators of vehicle diversity. Most of the methods will automatically select the smallest vehicles and those with longer acceleration times (mostly due to low horsepower ratings). Higher averages for these scores indicate that larger vehicles with faster acceleration are also selected.

The sales-weighted average footprint for all model year 2000 vehicles was 54.4 sq. ft. Methods selecting a set of vehicles with non-sales weighted average of 52 sq. ft. or greater were scored as "good." Examples of vehicles in the 52–56 sq. ft. range, regardless of whether they were selected for Energy Star, include the Honda Accord (52.2), Nissan Maxima (52.9), Ford Taurus (55.3), and Ford Ranger Pickup (53.8) and Jeep Grande Cherokee SUV (53.2).

Methods selecting a group of vehicles with an average footprint greater than or equal to 50 sq. ft. and less than 52 sq. ft. were considered to do a fair job of selecting vehicles close to the sales-weighted average. Examples of common vehicles in this size range include the Mercury Cougar (50.1), Ford Contour (50.9), Toyota Camry (51.2), Chevy S10 Pickup (51.1), and the Nissan Pathfinder SUV (51.5).

Methods selecting a set of vehicles with an average footprint of less than 50 sq. ft. were considered to do a poor job of selecting vehicles close to the sales-weighted average. Common vehicles with a footprint just under 50 sq. ft. include the Honda Civic (48.1), Dodge Neon (49.1), Mitsubishi Gallant (49.8), Nissan Frontier Pickup (48.2), and Toyota 4Runner SUV (48.6). This is not so say that these vehicles are not of a desirable size, just that they represent the smaller end of their respective classes.

Estimated acceleration time for all model year 2000 vehicles ranged from a minimum of 4.8 seconds (Dodge Viper, Ferrari Modena) to 17.8 seconds (Ford Ranger Electric Pickup). The average acceleration time for all models in MY2000 was 9.7 seconds. The sales-weighted average (10.2 seconds) suggests that consumers were content with somewhat less powerful vehicles. In examining each method, acceleration times of 10.5 or less were considered good, while average acceleration times greater than 10.5 seconds and less than or equal to 11.5 seconds were considered fair. Average acceleration times greater than 11.5 seconds were considered poor. However, no method selected vehicles with an average greater than 11.3 seconds.

Forty-one and a half (41.5) percent of the models available for model year 2000 were trucks, while 44.9 percent of vehicles sold were trucks. This is a good indicator of consumer preference in body style. Methods selecting 30–60 percent trucks were considered as providing a good mix of body styles (45 percent ± 15 percent). Methods selecting between 15 and 30 percent trucks were considered offering a fair mix of body styles. Methods selecting less than 15 percent trucks were considered offering a poor mix of body styles.

4.2.3 Alternative Fuel Vehicles

The goal of reducing oil dependence makes alternative fuel vehicles of special significance. Therefore, the number of alternative fuel vehicles selected by each method was also calculated (Figure 5). Twenty-six (26) models that use alternative fuels were available in 2000.

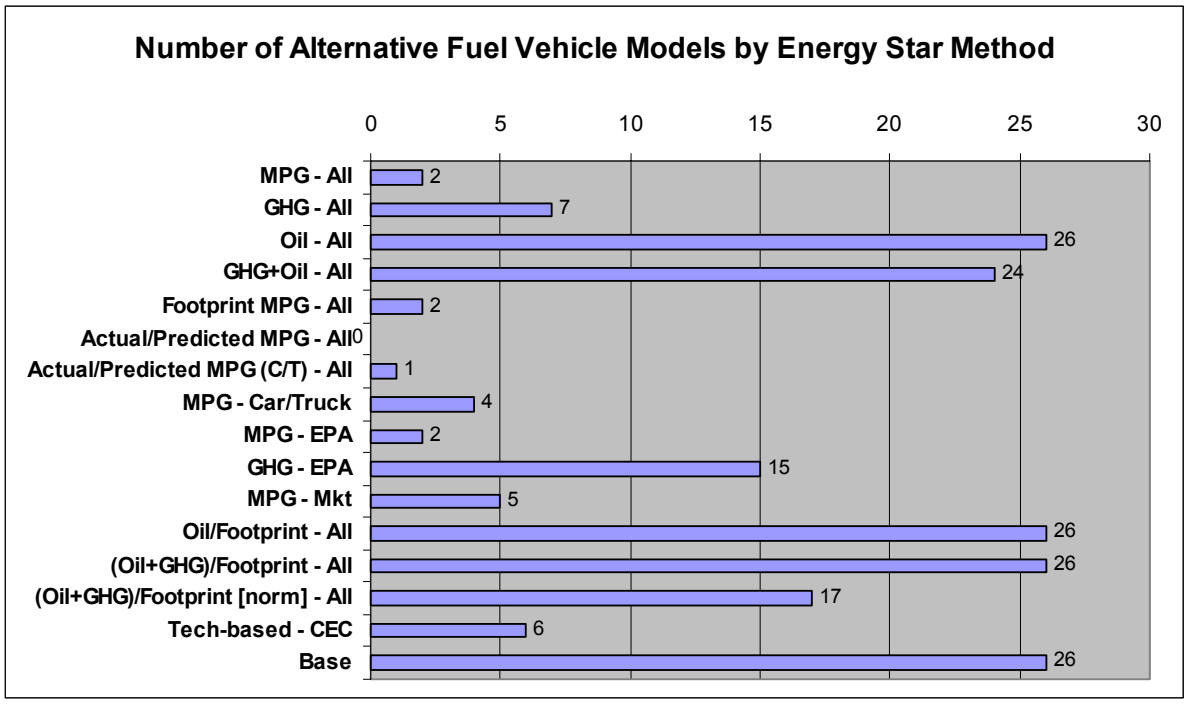

Figure 5. Number of Alternative Vehicles Selected by Each Energy Star Method

4.2.4 Strengths and Limitations of Each Method

4.2.4.1 Method 1: Highest fuel economy (MPG)

Method 1 selects vehicle models with MPG in the top 20 percent. Vehicles are not divided into vehicle classes, and the chosen metric (MPG) alone does not consider vehicle attributes. As the statistics show, the vehicles selected by this method have the highest average MPG and lowest GHG emissions of the methods in this study; average fuel economy is 40 percent higher than the base case average, and GHG emissions are 27.4

percent less than average. Oil use by selected vehicles is, on average, fair to good. This method's average oil use for the selected vehicles ranks somewhat lower (seventh) since the MPG metric is somewhat biased against alternative fuel vehicles (alternative fuels contain less energy and have a lower gasoline-equivalent gallon fuel efficiency).

While this method does a good job of selecting vehicles with desirable measures of merit, it scores poorly at selecting vehicles with desirable attributes. Average acceleration time is fair, about 0.7 seconds more than the sales-weighted average. However, it ranks last in average vehicle size and second to last in number of trucks chosen. In addition, this method selects only two alternative fuel vehicles.

4.2.4.2 Method 2: Lowest GHG emissions

Method 2 selects vehicle models with estimated annual GHG emissions in the lowest 20 percent. Vehicles are not divided into vehicle classes, and the chosen metric (MPG) alone does not consider vehicle attributes. On average, this method does well at selecting vehicles with high fuel economy and low GHG emissions and oil use, ranking second for fuel economy, tied for first for low GHG emissions, and sixth for low oil use. However, it rates poorly on vehicle size and acceleration time, and it selects only 12 trucks, all of which are compact pickups and SUVs. Finally, it only chooses a few alternative fuel vehicles (7 of the 26 available models).

4.2.4.3 Method 3: Least oil use

Method 3 selects the vehicle models with petroleum use in the bottom 20 percent. Vehicles are not divided into vehicle classes, and the chosen metric (barrels of oil used annually) alone does not consider vehicle service or choice. The group of vehicles selected by this method rank first in low petroleum consumption; on average, these vehicles use 32 percent less petroleum than the average for model year 2000 vehicles. It also selects vehicles that emit significantly less GHGs, about 25.6 percent less than the average vehicle. The average fuel economy for these vehicles is fair, 29.1 percent better than the average for the base case.

Like the previous two methods, this method does rate poorly at selecting vehicles of typical size and acceleration time. Since alternative fuel vehicles use little to no petroleum, it selects all 26 of these vehicles. It does select more trucks than the previous two methods—about 32 percent of the selected vehicles—but this is partly because many of the alternative fuel vehicles are trucks.

4.2.4.4 Method 4: Best combined GHG and oil use scores

Method 4 rates vehicles based on the weighted average of the GHG and oil use scores from the previous two methods. In this study, GHG and oil use were given equal weight in selecting vehicles. As expected, the resulting vehicle statistics were quite similar to those for the previous two methods, but more closely matching those for the oil-based metric.

4.2.4.5 Method 5: Best footprint MPG score

Method 5 considers both fuel economy and vehicle size (represented by footprint). The average MPG for vehicles selected by this method is somewhat lower than the average for Method 1, which considers MPG only. However, the average fuel efficiency is still almost 32 MPG, 34.1 percent higher than the average for all vehicles. This method also selects vehicles with GHG emissions and oil use 24 percent less than the base case. In addition to selecting vehicles with desirable measures of merit, this method also selects vehicles of fair size and acceleration power. Average vehicle footprint is 5.6 percent less than the base-case average, and acceleration time is 9.6 percent longer. However, this method selects a relatively small number of trucks, and it selects only two alternative fuel vehicles.

4.2.4.6 Methods 6 & 7: Best ratio of actual to predicted MPG based on regression analysis

The vehicles selected by Methods 6 and 7 have the lowest average fuel economy and highest GHG emissions and oil use of all methods in the study. Those selected by Method 7 have an average MPG only 10 percent better than the average for all vehicles, and the average GHG and oil use scores are only about 8 percent better than the base case. Method 6 was somewhat better; average MPG of the selected vehicles was 20 percent better than the base case, and GHG and oil use were roughly 15 percent lower than the base case.

Both methods scored well in terms of average vehicle size and performance. Although it selected only one truck, Method 6 actually selected bigger vehicles with more acceleration power than the base case average. Method 7, which also considered body style, selected more trucks (55 of the 167 selected vehicles were trucks). It also selected more-powerful vehicles than the base case average, and average vehicle size was only about 3 percent less than the average for all vehicle models. These results suggest that the equations produced by the regression analysis may correct too much for horsepower and weight. Although these vehicles are quite energy efficient in terms of the amount of power provided for the amount of fuel used, promoting these high-performance vehicles will not yield significant energy, GHG, or oil use benefits.

In addition, the noticeable difference in the number of trucks selected by these two methods reflects the significant difference in the fuel efficiency of cars and trucks. Without a variable that accounts for this difference, only one truck is selected using Method 6.

4.2.4.7 Method 8: Best MPG in each body type class (car vs. truck)

This method selects vehicles with fuel economy in the top 20 percent of their respective classes, either car or truck. This method selected a vehicle set with a good average MPG, 31.2 percent higher than the base case. Average GHG emissions and oil use were fair for these vehicles, around 23 percent less than the base case for each. The class system used in this method guarantees a good mix of cars and trucks relative to the base case. However, the vehicles selected by this method rank last in terms of average acceleration time and near the bottom in average vehicle size (10 percent smaller than the overall average). In addition, this method chose only four alternative fuel vehicles.

4.2.4.8 Method 9: Best MPG in each type-size class

This method selects vehicles with fuel economy in the top 20 percent of their respective type-size classes. The vehicle set selected by this method scored fair in most assessment categories. It selected a good mix of cars and trucks (ranking first), and average vehicle size was larger than for most other methods (it ranked fifth overall). Average acceleration time was fair, ranking sixth among the methods explored.

In terms of fuel economy, the method also rates "fair," with an average MPG about 20 percent better than the overall average. Decreases in GHG emissions and oil use were modest—about 16 percent for each. In addition, this method chose only two alternative fuel vehicles.

4.2.4.9 Method 10: Lowest GHG emissions in each type-size class

This method selects vehicles with GHG emissions in the bottom 20 percent of their respective type-size classes. Similar to the previous method, the vehicles selected by this method ranked fair in all measures of merit, as well as vehicle size and acceleration time. It selected a good number of trucks, ranking second among all methods. This method chose 15 alternative fuel vehicles.

4.2.4.10 Method 11: Highest MPG in each market class

This method selects vehicles with fuel economy in the top 20 percent of their respective market classes. The average MPG and GHG scores were fair, while the oil use score was poor. Average vehicle size was poor, ranking ninth, and acceleration time was fair. The number of trucks selected was comparable to those for the method using type-size classes; both were ranked as good for this metric. However, since there are fewer truck classes in the market class system than in the type-size system, this method selected fewer trucks. It also selected fewer alternative fuel vehicles (only five).

4.2.4.11 Method 12: Best ratio of oil use to footprint

This method rates vehicles based on oil use and size, selecting those with an oil-to-footprint ratio in the top 20 percent. It selected vehicles with fair fuel economy (26 percent above the base case) and GHG emissions (24 percent below the base case). Average oil use by the selected vehicles is good, significantly lower (30 percent less) than the base case average. Sacrifices in size and acceleration are moderate, as this method scored fair for both metrics. This method ranks seventh, along with Method 13, in the number of trucks selected (30 models) and selects all 26 alternative fuel models available.

4.2.4.12 Methods 13 and 14: Best ratio of GHG and oil use to footprint

These methods rate vehicles based on GHG emissions, oil use, and size. Both select the vehicles scoring in the top 20 percent for their respective criteria. Method 13 yields the same results as Method 12: selected vehicles scored fair for fuel economy and GHG emissions, and good for oil use. The statistics for size, acceleration, and vehicle mix are also identical; the method scored fair for each. Like Method 12, this method also selects all 26 alternative fuel vehicles.

Method 14, which normalizes GHG and oil use, selects vehicles with significantly different traits than those selected by Method 13. The vehicles selected by this method scored good on all measures of merit. In fact, it ranks third in each category. However, the vehicles selected by this method rank poorly in average size and vehicle mix, and they rank fair in average acceleration time. This method does, however, select a moderate number of alternative fuel vehicles (17 of 26).

Table 7. Summary of Strengths and Limitations of Each Method

Method		Measures of Merit			Vehicle Attributes			Alt. Fuel Vehicles
No.	Description	MPG	GHG	Oil Use	Size	Accel. Time	Mix	
1	MPG – All	+	+	+	-	0	-	-
2	GHG – All	+	+	+	-	0	-	-
3	Oil – All	0	+	+	-	0	0	+
4	GHG+Oil – All	+	+	+	-	0	0	+
5	Footprint × MPG – All	+	0	0	0	0	-	-
6	Regress – All	0	0	-	0	+	-	-
7	Regress (C/T) – All	-	-	-	+	+	+	-
8	MPG – Car/Trk	+	0	0	-	0	+	-
9	MPG – Type-Size Class	0	0	0	0	0	+	-
10	GHG – Type-Size Class	0	0	0	0	0	+	0
11	MPG – Mkt Class	0	0	-	-	0	+	-
12	Oil/Footprint – All	0	0	+	0	0	0	+
13	(GHG+Oil)/Footprint – All	0	0	+	0	0	0	+
14	(GHG+Oil)/Footprint – All [Normalized]	+	+	+	-	0	-	0
T	Technology-based – All	-	-	-	+	+	0	-

Key: Good (+), Fair (0), Poor (-)

4.3 GENERAL OBSERVATIONS

The results suggest that several of the outcome-based methods explored in this study could be used as a basis for an Energy Star rating system for cars and trucks. Several of the methods explored in this study yield reasonable tradeoffs between selecting vehicles with energy and environmental benefits and selecting those that offer diversity in size, performance, and body style. It also shows that methods that only consider fuel economy, GHG, and/or oil use do a poor job of retaining vehicle diversity and consumer choice.

Methods 5 and 8–14 offered reasonable trade-offs between improved measures of merit and sacrifices in vehicle attributes. Since each places emphasis on different measures of merit and vehicle attributes, judgment would have to be made as to the kind of tradeoff that would best prompt a change in consumer and manufacturer behavior.

While Methods 6 and 7 selected a group of vehicles with average MPG, GHG, and oil use that were only modestly better than the base case, this method could be improved by limiting the coefficient for horsepower in the regression equation.

Methods 1 through 4 selected a group of vehicles with good average MPG, GHG, and oil use scores. However, these methods did a poor job of selecting a group of vehicles with diversity of size, performance,

and body type. This shows that methods using measures of merit alone are unlikely to result in a group of vehicles that sufficiently retain vehicle diversity and consumer choice.

The results from this study suggest a difference between the fuel economies of light trucks and passenger cars of the same size, weight, and horsepower. For the methods explored in this study, those where trucks compete only against other trucks (class-based methods) or where trucks are given special consideration (such as the regression equation that corrects for the lower efficiency of trucks) are the only methods that select a significant number of these vehicles. This relative inefficiency is not solely a result of the heavier weight of trucks, since the regression analysis of Method 6 indicates that trucks are less efficient even when weight and horsepower are considered. This raises an important issue regarding the use of Energy Star for vehicles. Should concessions be given to trucks in order to provide choice and/or increased service or should Energy Star be used to encourage light truck manufacturers to increase the efficiency of these vehicles?

Another notable result concerns alternative fuel vehicles. Only those methods that specifically include oil use in their criteria select a significant number of alternative fuel vehicles. Therefore, unless oil use is explicitly incorporated into an Energy Star criterion, alternative fuel vehicles are likely to be overlooked. Measures combining oil use and GHG emissions also select AFVs. This result is also dependent upon the precise method for calculating oil use.

5. TECHNOLOGY-BASED CRITERIA

5.1 POTENTIAL APPROACHES

As previously discussed in this report, an Energy Star system could be based on a vehicle's use of advanced fuel economy technology. For a given set of attributes of size, performance, and features, a vehicle's fuel economy is determined by the technology it uses. There are several issues related to developing a technology-based Energy Star index.

1. Although the technologies that improve fuel economy are well known, complete information on the use of each technology in each vehicle model is not available. However, manufacturers might be willing to provide this information to secure an Energy Star rating.

2. Each vehicle model incorporates "bundles" of technologies that are a subset of identified technologies for fuel efficiency. A comparative index for all cars must weight the contribution of different technologies to fuel efficiency.

3. Fuel economy technologies can usually be used to provide higher levels of performance instead of fuel economy, and so technological characteristics may not be as closely correlated with the measures of merit as desired.

These issues are addressed below.

5.1.1 Technology Information

Technologies that improve fuel economy have been studied extensively. A list of current technologies drawn from several recent studies is presented in Table 8.[7] This list is illustrative rather than comprehensive.

As can be seen from the table, information on a few variables is typically not publicly available, although the situation could change if manufacturers found it in their interest to provide such information in order to obtain an Energy Star rating (i.e., the information is compiled but not published by manufacturers). Two significant variables, tire rolling resistance and engine internal friction, fall in this category, while an aerodynamic drag coefficient is available for many but not all vehicles. For some technologies, such as reduction of power to accessories, or torque converter efficiency, no benchmark level for comparison exists, and the extent of variation among models and manufacturers is not known. However, anecdotal data suggests that these technologies do not have large effects on fuel economy and are unlikely to be major determinants of an Energy Star rating scheme.

[7]Energy and Environmental Analysis. 1993. *Documentation of Attributes of Technologies to Improve Automotive Fuel Economy*. Arlington, Virginia, February.

Table 8. Vehicle Technology Impacts and Data Availability

Technology	Fuel Economy Improvement (%)	Information Availability	Comments
Weight reduction	6.6% per 10% reduction in weight	Indirect	Computed from weight/volume ratio
Drag coefficient	2.2% per 10% reduction in drag	Not uniformly available	
Tire coefficient	1.8% per 10% reduction in rolling resistance	No	
Engine Technologies			
4-valve	5%	Yes	
Variable valve timing (VVT)	2%	Yes	
Variable valve timing + lift	6%	Yes	
Friction reduction	2% per 10% reduction in friction	No	Auto makers have this information
5W-30 oil	0.5%	No	
Efficiency engine accessories	0.2% per 10% reduction in power use	No	No benchmark for comparison
Diesel	40%	Yes	
Hybrid drive-train	33%	Yes	
Transmission Technologies			
5-speed automatic	2.5%	Yes	
Continuously variable transmission (CVT)	6.0%	Yes	
Torque converter lockup	3.0%	Yes	
Efficient converter	0 – 2.0%	No	No benchmark

5.1.2 Multiple Technologies

Issues related to technology bundles can be solved by constructing an index comprised of a weighted sum of technology contributions. The estimated percent improvements to fuel economy shown in Table 8 are an appropriate set of weights. Since the weights are to establish a comparative scale, issues of modest synergies or negative synergies between technologies need not be considered, and the index can simply be the sum of weights for the technologies in a particular vehicle. Fortunately, combinations of technologies with significant negative synergies are unlikely to be employed in the same vehicle.

5.1.3 Technology Variation by Market Class

The class-specific aspects of technology can be significant. For example, the weight efficiency as defined by the weight-to-volume ratio varies significantly by market class and for high-luxury versus low-luxury

vehicles. Hence, it may be necessary to perform the index computation at a market-class level to avoid spurious results.

5.1.4 Vehicle Performance

Lastly, the issue of harnessing technology potential to improve attributes other than fuel economy is a major concern. This has clearly been the case with acceleration performance during the last decade, as manufacturers have used improved engine designs to increase performance, often at the expense of fuel economy. One can adjust for this by adjusting the point score as a function of the horsepower-to-weight or torque-to-weight ratio. Fuel economy typically decreases 2.2 percent per 10 percent increase in torque-to-weight ratio. Hence, increases or decreases of this ratio to the average can be adjusted for easily. However, making such an adjustment requires specifying a reference performance level and implies that higher performance levels are in some sense appropriate.

Sub-optimal applications of technology can also occur in the marketplace. However, earlier statistical analyses and tracking of vehicle fuel economy over time shows that there are a relatively small number of such applications and that, over time, sub-optimal applications move closer to the average. However, such applications could result in minor distortions to the ranking scheme.

5.2 ILLUSTRATIVE ANALYSIS

5.2.1 Approach

For model year 2000 vehicles, a detailed technology index was constructed that includes several of the technologies (weighted by fuel economy effect) listed in Table 8. Vehicles were awarded points for technologies such as variable valve timing, four-valve engine designs, low-drag design, and 5-speed automatic and continuously variable transmissions. Tire rolling resistance, engine friction, engine accessories, and torque converter efficiency were not included. In addition, corrections for the weight/volume ratio, torque/displacement ratio, and torque/weight ratio were made by determining the class average for each variable and determining the percent difference between a specific model in the class and the class average.

The California Energy Commission's (CEC) vehicle classification system was used for this method. Within each CEC class, vehicles were also classified as "high luxury" or "low luxury." High luxury vehicles were defined as those with a price 30 percent higher than the class average. The percent differences were then weighted for fuel economy effects using the values listed in Table 8. When the drag co-efficient for a particular model was unavailable, the drag credit was set to zero. The equation used to compute the technology index for each vehicle is as follows:

$$\text{Index} = \left(\left\{ \left[\frac{\left(\frac{Trq}{CID} \right)_{vm}}{\left(\frac{Trq}{CID} \right)_{class}} \right] - 1 \right\} \times \alpha \right) + \left(\left\{ \left[\frac{\left(\frac{Trq}{Wt} \right)_{vm}}{\left(\frac{Trq}{Wt} \right)_{class}} \right] - 1 \right\} \times \beta \right) + \left(\left\{ \left[\frac{\left(\frac{Wt}{Pvol} \right)_{vm}}{\left(\frac{Wt}{Pvol} \right)_{class}} \right] - 1 \right\} \times \delta \right)$$
$$+ 4Val + VVT + Trans + Drag$$

where

$\left(\frac{Trq}{CID} \right)_{vm}$ = Ratio of engine torque to engine displacement for the vehicle model; Trq = torque in Newton meters (Nm); CID = engine displacement in cubic inches (cu. in.); vm = vehicle

model

$\overline{\left(\frac{Trq}{CID}\right)_{class}}$ = Average ratio of engine torque to engine displacement for that vehicle model's class

$\left(\frac{Trq}{Wt}\right)_{vm}$ = Ratio of engine torque to vehicle curb weight for the vehicle model; Trq = torque in Newton meters (Nm); Wt = vehicle curb weight in pounds (lbs); vm = vehicle model

$\overline{\left(\frac{Trq}{Wt}\right)_{class}}$ = Average ratio of engine torque to vehicle curb weight for that vehicle model's class

$\left(\frac{Wt}{Pvol}\right)_{vm}$ = Ratio of vehicle curb weight for the vehicle model; Wt = vehicle curb weight in pounds (lbs); Pvol = passenger volume in cubic inches (cu. in.); vm = vehicle model

$\overline{\left(\frac{Wt}{Pvol}\right)_{class}}$ = Average ratio of vehicle curb weight to passenger volume for that vehicle model's class

α = Factor adjusting for the difference between a vehicle's ratio of torque to engine displacement compared to the average for its class (25)

β = Factor adjusting for the difference between a vehicle's ratio of torque to curb weight compared to the average for its class (-22)

δ = Factor adjusting for the difference between a vehicle's ratio of curb weight to passenger volume compared to the average for its class (-66)

4Val = Technology factor for having a four-valve engine (5)
VVT = Technology factor for having variable valve timing; 2 for VVT, 6 for VVT and lift
Trans = Transmission technology factor; 2.5 for five-speed automatic, 4 for six-speed automatic, 6 for continuously variable transmission
Drag = Technology factor for coefficient of drag (varies by coefficient of drag)

The vehicles scoring in the top 20 percent of their respective CEC vehicle classes were chosen as Energy Star vehicles.

5.2.2 Results

The technology-based method used in this study selected vehicles with poor average measures of merit. Average fuel economy was only 10 percent higher than the average for all vehicles; average GHG emissions were only 8.9 percent lower than the base case average; and average oil use was only 8.6 percent lower. The method did well, however, at selecting a set of vehicles of good size and with good acceleration, ranking third for both measures. It did not necessarily select a good mix of body types, at least in terms of the number of trucks. Only 12 percent of the selected vehicles were trucks since there were about half as many truck classes as car classes. It also selected only six alternative fuel vehicles.

A list of the vehicles selected by this method is provided in Appendix B.

6. CONCLUSIONS

The authors of this report have developed a framework for formulating and evaluating Energy Star ratings for passenger cars and light trucks. This framework is comprised of energy- and environmental-based metrics (measures of merit), potential vehicle classification systems, vehicle technology factors, and vehicle selection criteria. Several concepts and Energy Star rating methods have been tested using model-year 2000 vehicle data, and a spreadsheet model has been developed to facilitate these analyses. This study tests two primary types of rating systems: one that is outcome-based (vehicles are rated based on fuel economy, GHG emissions, and oil use) and another that is technology-based (vehicles are rated based on the energy-saving technologies they use). The methods tested in this study were evaluated based on their ability to select vehicles with high measures of merit (i.e., high fuel economy, low GHG emissions, low oil use) while still preserving a full range of service (size and acceleration) and body style choice.

Results suggest that several methods could be used to achieve reasonable tradeoffs between selecting vehicles with low energy use and emissions and selecting vehicles that represent reasonable diversity in size, performance, and body type. The results also show that any method that considers only fuel economy, GHG emissions, and oil use will not select a diverse mix of vehicles. Analysis suggests that reasonable trade-offs can be achieved by using a method that considers GHG emissions and oil use along with some metric representing vehicle diversity, such as class, size, or performance.

Analysis of technology-based measures suggest that encouraging the use of technology only, may result in increases in acceleration power and weight rather than reductions in oil use and GHG emissions and improvements in fuel economy.

The analysis also suggests that trucks achieve generally poor fuel economy, even when their horsepower and weight are considered. The data also suggest that these vehicles are less likely to use energy-efficient technologies.

Test results also suggest that the only way to select alternative fuel vehicles using one of the outcome-based methods is to explicitly include a metric that considers oil use.

This study concludes that an Energy Star rating for passenger cars and light trucks is feasible. Any decision to implement an Energy Star system for highway vehicles, however, would involve broader consultation and consensus-building as well as additional analysis. Furthermore, including non-energy-related product quality and performance criteria, which were beyond the scope of this study, should be explored. Additional criteria could require that vehicles meet specified safety, crash test, warranty, and/or emissions standards, or any other criteria that would ensure the Energy Star label is only awarded to quality products that are in keeping with Energy Star's market image.

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APPENDIX A

ALTERNATIVE EFFICIENCY-BASED APPROACH TO RANKING VEHICLES

APPENDIX A. ALTERNATIVE EFFICIENCY-BASED APPROACH TO RANKING VEHICLES

Energy and Environmental Analysis, Inc., has explored several alternative methods for ranking the energy efficiency of vehicles.[8] These methods use the California Energy Commission's (CEC) interior-volume-based classification scheme to disaggregate vehicles into different groups. This classification system differs from the EPA system in two ways: (1) the EPA system uses a volume definition that includes trunk volume, which results in hatchbacks being classified with larger cars, and (2) the type-size classification system for trucks is not size-based. The CEC system has 6 classes of cars and 7 classes of light trucks. Cars, vans, and SUVs are classified based on passenger volume, while pickups are classified based on Gross Vehicle Weight Rating (GVWR) and drive system (four-wheel drive vs. two-wheel drive).

Table A1. CEC Vehicle Classifications

CEC Class	Description	Passenger Volume (Cu. Ft.)	Gross Vehicle Weight Rating (lbs.)
1	Mini	< 82	–
2	Sub Compact	82 – 85	–
3	Compact	85 – 95	–
4	Mid Size	95 – 105	–
5	Large	106 +	–
6	Sports	< 89 (2 seats)	–
7	Compact Pickup	–	≤ 4,250 for 2WD ≤ 4,500 for 4WD
8	Standard Pickup	–	> 4,250 for 2WD > 4,500 for 4WD
9	Compact Van	≤ 200	–
10	Standard Van	>200	–
11	Compact SUV	121 – 160	–
12	Standard SUV	>160	–
13	Mini SUV	≤ 120	–

CEC car classes are further categorized into "high luxury" and "low luxury" classes, using price as an indicator for luxury. Vehicles with a retail price 30 percent higher than the sales-weighted average for their size class are classified as luxury vehicles; others are classified as non-luxury. For example, the Mercedes Benz CLK 320 (120 percent above class average) is classified as a luxury vehicle, while the Volkswagen Cabrio (24 percent above class average) is classified as non-luxury. This price-based criterion is not used for trucks (i.e., pickups, vans, and SUVs).

[8] Energy and Environmental Analysis, Inc. 2002. Memo to Oak Ridge National Laboratory, November 25.

Table 2 lists the fuel economy statistics for each class, showing that there is considerable variation among the classes. The last column lists the coefficient of variation, equal to the standard deviation as a percentage of the mean. A low coefficient indicates low variation within that class, which makes it difficult to have a distinction within each class based on MPG. In order to account for the fact that many of the classes do have low coefficients of variation, the following analysis treats volume as a continuous variable while also incorporating variables to account for performance. This provides criteria to distinguish vehicles that are significantly better than the average.

Table A2. Fuel Economy Indicators for Each Class

Class	Luxury	10th Percentile (MPG)	Mean (MPG)	90th Percentile (MPG)	Coefficient of Variation (%)
Cars					
Mini	High	15.3	21.0	27.5	37
Mini	Low	31.3	38.2	47.9	19
Subcompact	High	23.2	26.3	29.3	9
Subcompact	Low	27.2	30.9	38.6	28
Compact	High	21.1	24.5	28.4	26
Compact	Low	26.3	30.4	36.1	21
Inter.	High	20.9	22.9	26.5	21
Inter.	Low	24.4	27.0	30.3	8
Large	High	18.1	20.8	23.5	15
Large	Low	23.7	25.9	27.6	5
Sports	High	17.4	22.2	26.0	18
Sports	Low	17.0	25.9	35.2	34
Trucks					
Compact Pickup		19.1	22.5	27.5	15
Large Pickup		16.8	19.2	20.9	8
Compact Van		20.0	22.6	25.0	8
Large Van		16.5	17.6	18.7	5
Compact SUV		18.7	20.9	23.9	11
Large SUV		16.3	17.5	18.6	6
Mini SUV		22.6	26.7	30.7	12

The above table indicates significantly more fuel economy variation in the car classes than in the truck classes, and more variation in the luxury classes than in the standard classes. Hence, the identification of Energy Star vehicles clearly favors some classes of vehicles if defined with respect to the class average.

INCORPORATING OTHER ATTRIBUTES

Incorporating other vehicle attributes into the analysis suggests alternative criteria while simultaneously giving a point of comparison for the criterion using simple MPG by class. For these purposes, EEA has developed regressions with variables that consider performance and weight or performance and volume.9 Two separate regressions were utilized:

$$FE = \left(\frac{Torq}{Wt}\right)^{\alpha} \times Pvol^{\beta} \times e^{(\delta \times 4WD)} \times e^{(\varepsilon \times Mtrans)}$$

where

FE = fuel economy in miles/gallon (MPG)

Torq = torque in Newton meters (Nm)

Wt = vehicle test weight in pounds (lbs)

Pvol = passenger volume in cubic feet (cu. Ft.)

4WD = dummy variable indicating whether or not the vehicle has four-wheel drive (0=no; 1=yes)

Mtrans = dummy variable indicating whether or not the vehicle has a manual transmission (0=no; 1=yes)

α = coefficient for torque-to-weight ratio

β = coefficient for passenger volume

δ = coefficient for four-wheel drive vehicles

ε = coefficient for vehicles with manual transmission

$$FE = \left(\frac{Hp}{Wt}\right)^{\alpha} \times Wt^{\beta} \times e^{(\delta \times 4WD)} \times e^{(\varepsilon \times Mtrans)}$$

where

FE = fuel economy in miles/gallon (MPG)

Hp = engine power in horsepower

Wt = vehicle test weight in pounds (lbs)

Pvol = passenger volume in cubic feet (cu. Ft.)

9 Energy and Environmental Analysis, Inc. 2002. Memo to Oak Ridge National Laboratory, November 25.

4WD = dummy variable indicating whether or not the vehicle has four-wheel drive (0=no; 1=yes)

Mtrans = dummy variable indicating whether or not the vehicle has a manual transmission (0=no; 1=yes)

α = coefficient for horsepower-to-weight ratio

β = coefficient for passenger volume

δ = coefficient for four-wheel drive vehicles

ε = coefficient for vehicles with manual transmission

All of the regressions were in log space and were sales-weighted to reduce the effect of special niche market vehicles. This weighting has the effect of reducing luxury cars' impact on the computed coefficients. The reasons for using these variables are as follows:

- Both the horsepower-to-weight ratio and the torque-to-weight ratio are used as performance indicators. The higher the ratio, the higher the performance. Horsepower is generally correlated with torque. However, torque is a more accurate indicator for low-speed towing performance, while horsepower is a more useful indicator of high-speed acceleration.

- Adding extra features or increasing the size of the vehicle will tend to increase the weight of the vehicle. Therefore, "test weight" is used as a composite surrogate for luxury and size. Test weight is the weight to which the dynamometer is set when vehicles are tested for fuel economy.

- Volume is a direct measure of the size of the vehicle, a desirable characteristic with a negative impact on fuel economy.

- Four-wheel drive (4WD) is an increasingly common attribute that does come with a fuel economy penalty. A dummy variable is used here to control for the negative fuel economy impact of this technology.

- Manual transmissions comprise a small percentage of the light-duty vehicle (LDV) market; most consumers purchase automatics and will continue to do so. A dummy variable is used here to control for the fuel economy benefits of this technology.

If either dummy variable was statistically insignificant, it was removed from the regression. The regression coefficients used for the analysis are shown in Tables A3 and A4.

Using these regressions, the predicted value of fuel economy for each car and truck was computed, as was the difference between the predicted and actual fuel economy. A positive value indicates that the vehicle's actual fuel economy is better than would be predicted, given its physical characteristics.

Table A3. Weight-based Regression Results

Variable	Cars		Trucks	
	Regression Coefficient	T - Statistic	Regression Coefficient	T - Statistic
Log (HP/Wt)	-0.316	-18.10	-0.176	-6.95
Log (Weight)	-0.720	-24.90	-0.764	-33.36
4-Wheel Drive	NS		-0.014	-4.26
Manual Transmission	0.008	2.20	NS	

Dependent Variable = Log (Fuel Economy)

NS = not significant

Table A4. Volume-based Regression Results

Variable	**Cars**		**Trucks**	
	Regression Coefficient	**T - Statistic**	**Regression Coefficient**	**T - Statistic**
Log (Torque/Wt)	-0.581	-27.82	-0.472	-11.01
Log (Volume)	-0.080	-2.69	-0.249	-10.91
4-Wheel Drive	-0.029	-3.77	-0.036	-5.87
Manual Transmission	NS		NS	

Dependent Variable = Log (Fuel Economy)

NS = not significant

Three ranking exercises were performed. The first method ranks all vehicles, by class, in descending order of MPG. The second is based on the difference between the actual MPG and the MPG predicted using the volume-based regression equation. The third is based on the difference between the actual MPG and the MPG predicted using the weight-based regression equation. This facilitates a comparison between the rankings produced from using just MPG and those produced when physical attributes are considered. Rather than comparing the complete rankings, the top ranking vehicles that accounted for at least 15 percent of their class' sales were compared. The table below lists the rankings resulting from these methods, but with all low-sales volume vehicles removed (where low-sales is defined as comprising less than 5 percent of the class' sales). "M" indicates an automatic transmission, and "(4)" indicates a 4-wheel drive.

Table A5. Ranking Comparison with Low-Sales Vehicles Removed

Class	In All?	Model	Ranking Method		
			MPG	Volume-Based Residual	Weight-Based Residual
1h	Y	Mer-Benz CLK 320	X	X	X
1h		Saab Saab 9-3 Cvt M	X		
1l	Y	Toyota Echo M	X	X	X
1l	Y	Toyota Echo	X	X	X
2h		Audi A4 Quattro M (4)	X		X
2h		Volvo S40	X	X	
2h		Volvo V40			X
2l	Y	Toyota Corolla	X	X	X
2l		Honda Civic Ex	X		X
3h	Y	Mer-Benz C 230	X	X	X
3h	Y	Acura 3.2tl	X	X	X
3l	Y	Honda Civic Dx 4dr	X	X	X
3l		Dodge Neon	X	X	
3l		Pontiac Grand Am Gt		X	
		Pontiac Grand Am			X
3l		Chevy Cavalier	X		
4h	Y	Mer-Benz E 320	X	X	X
4h	Y	Infinity I30	X	X	X
4h	Y	Cadillac Seville	X	X	X
4l		Nissan Maxima		X	X
4l		Toyota Camry	X		
4l		Honda Accord Lx	X		X
4l		Chevy Malibu		X	
4l		Honda Accord Coupe		X	X
5h	Y	Cadillac Deville	X	X	X
5l	Y	Toyota Avalon	X	X	X
5l		Chevy Impala	X	X	
5l		Chrysler 300 M			X
6h		Chevy Corvette M		X	X
6h		BMW Z3 2.5 M	X		

Class	In All?	Model	Ranking Method		
			MPG	Volume-Based Residual	Weight-Based Residual
6h		Chevy Corvette		X	X
6h		Porsche Boxster M	X		
6h		BMW Z3a 2.5	X		
6l	Y	Toyota Celica	X	X	X
6l	Y	Ford Mustang M	X	X	X
6l		Mitsubishi Eclipse			X
7		Ford Ranger 4x2 M	X		X
7		Chevrolet S10 P/U 2wd	X		X
7		Dodge Dakota 2wd			X
8		Ford F150 4x2	X		X
8		Chevrolet C1500 Silverado 2wd	X		X
8		Ford F150 4x4 (4)			X
9		Chevrolet Venture	X	X	
9		Honda Odyssey		X	X
9		Toyota Sienna	X		X
10	Y	Ford E150 Van	X	X	X
10	Y	Chevrolet G15/25 Chevy Van	X	X	X
11	Y	Chevrolet Blazer (4)	X	X	X
11		Ford Explorer 4x4 (4)			X
11		Jeep Cherokee (4)	X	X	
11		Jeep Grand Cherokee (4)	X		X
12	Y	Chevrolet K1500 Tahoe 4wd (4)	X	X	X
12		Ford Expedition 4x2	X		X
12		Chevrolet K1500 Sub'n 4wd (4)		X	
13		Chevrolet Tracker Van 4x4 (4)	X	X	
13		Honda Cr-V	X		
13	Y	Honda Cr-V (4)	X	X	X

FINDINGS

The above methods were compared to determine whether ranking vehicles based on MPG within vehicle class would produce arbitrary results. However, the findings are indicative rather than conclusive. The different ranking systems give results that are similar for some classes (e.g., 3H and 4H) and very different for others (6H). The most notable result is that the volume-based rankings are almost identical to the MPG rankings, with the exceptions of classes 4L and 6H.

This similarity has two important implications. First, with low-sales vehicles removed, all three ranking systems produce lists of high-technology cars. This is an appropriate result from an energy-efficiency criterion. However, it also raises the issue of whether it is in fact appropriate to control for performance and/or size. The argument can be made that people should be encouraged to use smaller and/or less powerful vehicles as a means of increasing energy-efficiency. Fortunately, this controversy is avoided, as Table 5 indicates that the MPG rankings are similar to the weight- and volume-based rankings.

COMPARING RESIDUALS TO AVERAGE CLASS FUEL ECONOMY

Another possible approach is to predict each vehicle's fuel economy based on its attributes and compare the residual (i.e., the difference between the actual and predicted fuel economy) to the average fuel economy of its vehicle class. For this approach, EEA has run separate regressions on cars and trucks. The horsepower-to-weight ratio was used for cars, while the torque-to-weight ratio was used for trucks. These were used as performance indicators, as discussed previously, with torque being a better indicator for trucks and giving a better fit for the regression. Four-wheel drive, manual transmission, and van are all dummy variables. Van is set equal to 1 if the vehicle is in CEC class 9 or 10. The regression equations are shown below, and the variables and results are shown in the Table A6.

$$FE_{Car} = \left(\frac{Hp}{Wt}\right)^{\alpha} \times Wt^{\beta} \times e^{(\delta \times Mtrans)}$$

where

FE_{Car} = car fuel economy in MPG

Hp/Wt = horsepower-to-weight ratio (hp/lb)

Wt = test weight (pounds)

Mtrans = dummy variable for manual transmission (0=no; 1=yes)

α = horsepower-to-weight coefficient

β = weight coefficient

δ = manual transmission coefficient

$$FE_{Trk} = \left(\frac{Torq}{Wt}\right)^{\alpha} \times Wt^{\beta} \times e^{(\delta \times 4WD)} \times e^{(\varepsilon \times Van)}$$

where

FE_{Trk} = truck fuel economy in MPG

Torq/Wt = torque-to-weight ratio in Newton-meters per pound (Nm/lb)

Wt = vehicle test weight in pounds (lbs)

4WD = dummy variable indicating whether or not the vehicle has four-wheel drive (0=no; 1=yes)

Van = dummy variable indicating whether or not the vehicle is a van (0=no; 1=yes)

α = torque/weight coefficient

β = weight coefficient

δ = 4WD coefficient

ε = van coefficient

All of the regressions were in log space and were sales-weighted to reduce the effect of special niche market vehicles. This weighting has the effect of reducing luxury cars' impact on the computed coefficients.

Table A6. Regression Results

	Cars		Trucks	
Variable	Regression Coefficient	T - Statistic	Regression Coefficient	T - Statistic
Log (HP/Wt)	-0.17	-9.9		
Log (TQ/Wt)			-0.22	-8.3
Log (Weight)	-0.74	-31.9	-0.62	-20.5
4-Wheel Drive			-0.02	-5.7
Manual Transmission	0.01	2.4		
Van			0.03	6.2

Vehicles were ranked as follows: First, the difference between the predicted and actual MPG was calculated. If the improvement was more than 10 percent of the class average MPG, the vehicle was considered energy efficient.

$$\%Diff = \frac{MPG_{Act} - MPG_{Pred}}{\overline{MPG_{Class}}}$$

The following table lists vehicles with MPG improvement greater than 10 percent of the class average MPG. In the table, the fuel economy difference is the difference between a vehicle's actual and predicted MPG. Sales percent is that model's sales as a percentage of the sum of all sales for that vehicle's class.

Table A7. Vehicles With Residuals That Exceed Average Fuel Economy By More than 10 Percent

Class	Name	Drive	Test Wt. (lbs)	Horse-power	Trans-mission Type	Fuel Econ. (MPG)	Actual MPG – Predicted MPG	% Diff. from Class Avg MPG	Sales %
1H	Mer-Benz Clk 320 (Cabriolet)	R	3,875	214	L5	27.5	2.6	10.9	14.1
1L	Chevy Metro	F	2,375	79	S5	47.5	7.8	20.5	0.8
1L	Chevy Metro	F	2,125	55	S5	50.8	5.9	15.4	3.0
1L	Toyota Echo	F	2,250	108	M5	43.1	4.3	11.1	8.5
2L	Honda Civic Hx	F	2,625	115	M5	44.7	9.5	29.2	0.3
2L	Honda Civic Hx	F	2,750	115	LV	41.9	8.3	25.5	0.2
2L	Chevy Prizm	F	2,750	125	M5	41.5	7.7	23.6	0.3
2L	Toyota Corolla	F	2,750	125	M5	39.6	5.8	17.8	1.5
2L	Chevy Prizm	F	2,750	125	E4	38.8	5.7	17.4	0.8
2L	Toyota Corolla	F	2,750	125	L4	37.4	4.3	13.1	12.2
2L	Mitsubishi Mirage 2d	F	2,500	92	M5	41.5	3.9	12.1	0.5
2L	Honda Civic Ex	F	2,750	127	M5	37.2	3.5	10.7	4.1
2L	Honda Civic Ex	F	2,875	127	L4	35.6	3.4	10.3	8.8
3L	Mazda Protege	F	2,875	122	L4	36.4	4.0	12.6	0.7
3L	Honda Civic Dx 4Dr	F	2,625	106	M5	39.5	3.8	12.2	1.3
3L	Dodge Neon	F	2,875	132	M5	36.1	3.4	10.9	1.3
3L	Saturn Sl	F	2,850	124	E4	35.8	3.3	10.4	1.9
4H	Mer-Benz E 320 (Wagon)	R	4,000	221	L5	27.5	3.1	13.3	0.6
4H	Mer-Benz E 320	R	3,875	221	L5	27.5	2.7	11.4	5.7
4H	Mer-Benz E 320 4matic(Wagon)	4	4,250	221	L5	26	2.5	10.5	0.6
5L	Toyota Avalon	F	3,750	210	L4	28.1	2.6	10.2	11.4
6L	Saturn Sc	F	2,750	124	S5	38.2	4.3	15.5	0.6
7	Chevrolet S10 P/U 2wd	R	3,500	120	S5	29.4	3.6	15.8	3.3
7	GMC Sonoma 2wd	R	3,375	120	S5	29.4	3.2	14.1	0.7
7	Ford Ranger 4x2	R	3,500	119	M5	28.5	2.9	12.9	6.3
7	Mazda Mazda 4x2	R	3,500	119	M5	28.5	2.9	12.9	1.1
11	Subaru Forester	4	3,500	165	M5	27.9	4.0	18.9	0.3
11	Subaru Forester	4	3,500	165	L4	27.8	3.9	18.4	1.0
11	Lexus Rx 300 4wd	4	4,250	220	L4	23.4	2.8	13.5	2.8

Class	Name	Drive	Test Wt. (lbs)	Horse-power	Trans-mission Type	Fuel Econ. (MPG)	Actual MPG – Predicted MPG	% Diff. from Class Avg MPG	Sales %
11	Mitsubishi Montero Sport/Nativa	R	4,000	132	M5	26.7	2.5	12.0	0.0
11	Lexus Rx 300 2wd	F	4,000	220	L4	24.2	2.2	10.4	1.5
12	Chevrolet K1500 Tahoe 4wd	4	5,750	255	E4	18.6	1.8	10.2	2.9
13	Toyota Rav4 2wd	F	3,125	127	L4	30.5	3.5	12.9	4.7
13	Toyota Rav4 2wd	F	3,000	127	M5	30.9	3.4	12.7	0.6
13	Toyota Rav4 Soft Top 2wd	F	3,000	127	M5	30.9	3.4	12.7	0.0
13	Toyota Rav4 Soft Top 2wd	F	3,000	127	L4	30.5	3.0	11.2	0.0
13	Toyota Rav4 Soft Top 4wd	4	3,250	127	L4	28.3	2.9	10.5	0.0

Drive: R=rear-wheel drive, F=front-wheel drive, 4=four-wheel drive

Transmission types: M=manual, S=manual with creeper, L=lockup automatic, E=electric automatic; number in code represents the number of speeds.

FINDINGS

This ranking system selects a higher percentage of cars with manual transmissions than is observed in the general population. This method also selects almost no luxury class cars, which raises the issue as to whether high performance cars should be eligible for an energy-efficient rating. However, the fact that the Mercedes-Benz E320 was selected indicates that they are not completely excluded.

AVOIDING CLASSES

All of the methods discussed thus far use the CEC classification system. However, using a volume-based class method may open the door to potential gaming of the system. One means of shutting this door is to avoid this classification system and to treat volume as a continuous variable, with the other variables accounting for performance.

This ranking system uses the volume-based regressions shown in the table below, which have already been shown to give rankings that are very similar to those of the MPG ranking system. However, rather than ranking them within volume-based classes, the vehicles are simply ranked in descending order of the residual (i.e., the difference between the actual and predicted MPG). A threshold criterion is established where the residuals must exceed predicted fuel economy by at least 5 percent.

Table A8. Regressions Used

Variable	Cars		Trucks	
	Regression Coefficient	T - Statistic	Regression Coefficient	T - Statistic
Log (HP/Wt)	-0.58	-25.21	-0.36	-6.3
Log (Volume)	-0.13	-4.01	-0.32	-12.98
4-Wheel Drive	-0.03	-3.63	-0.04	-5.98
Manual Transmission	0.03	6.62	0.02	2.28

Table A9. Ranking Results Using Just Residuals

Class	Division/Name	Drive	Engine Type	Trans. Type	Horse-power	Fuel Economy (MPG)	Actual MPG – Predicted MPG	MPG Diff. Relative to Predicted (%)
1H	Mer-Benz Clk 430	R	V8	L5	275	24.2	21.68	11.6
1H	Mer-Benz Clk 320 (Cabriolet)	R	V6	L5	214	27.5	26.25	5.1
1H	Mer-Benz Clk 320	R	V6	L5	214	27.2	24.55	12.0
1L	Ford Escort Zx2	F	L4	M5	130	33	31.51	6.0
1L	Ford Escort Zx2	F	L4	L4	130	32.8	29.21	8.9
1L	Chevy Metro	F	L4	A3	79	37.4	34.92	7.7
1L	Toyota Echo	F	L4	M5	108	43.1	30.11	43.1
1L	Toyota Echo	F	L4	L4	108	39.5	28.79	37.2
2L	Honda Civic Ex	F	L4	L4	127	35.6	29.53	20.6
2L	Nissan Sentra	F	L4	L4	126	33.9	28.71	18.1
2L	Toyota Corolla	F	L4	L3	125	34.9	28.80	21.2
2L	Toyota Corolla	F	L4	L4	125	37.4	28.80	29.9
3H	Mer-Benz C 230 Kompressor	R	L4	L5	185	28.5	26.40	7.6
3H	Subaru Legacy Sw	4	H4	L4	165	27.8	26.09	6.5
3H	Acura Acura 3.2tl	F	V6	L5	225	26.2	24.25	9.7
3L	Dodge Neon	F	L4	L3	132	30.9	28.41	8.8
3L	Honda Civic Dx 4dr	F	L4	L4	106	35.8	30.74	16.4
4H	Mer-Benz E 320	R	V6	L5	221	27.5	25.02	10.3
4H	Cadillac Seville	F	V8	E4	300	24.1	21.86	10.2
4H	Infinity Infiniti I30	F	V6	L4	227	26.5	23.48	12.4
4L	Honda Accord Coupe	F	V6	L4	200	27	25.06	7.7
4L	Nissan Maxima	F	L6	L4	222	26.6	23.31	14.1

Class	Division/Name	Drive	Engine Type	Trans. Type	Horse-power	Fuel Economy (MPG)	Actual MPG – Predicted MPG	MPG Diff. Relative to Predicted (%)
5H	Cadillac Deville	F	V8	E4	275	24.1	22.68	5.8
5L	Chrysler 300 M	F	V6	L4	253	24.6	22.84	5.5
5L	Toyota Avalon	F	V6	L4	210	28.1	24.92	12.8
6H	Chevy Corvette	R	V8	M6	345	24.9	21.34	17.6
6H	Chevy Corvette	R	V8	E4	345	23.2	19.78	14.8
6L	Mitsubishi Eclipse	F	V6	L4	205	26.7	24.72	5.6
6L	Toyota Celica	F	L4	L4	140	34.9	27.41	27.3
9	Ford Windstar Wagon	F	V8	E4	200	22.4	21.0	6.5
9	Chevrolet Venture	F	V6	E4	185	25	20.9	19.5
9	Honda Odyssey	F	V6	L4	210	23.9	20.4	17.2
9	Toyota Sienna	F	V8	L4	194	24.1	20.9	15.6
10	Ford E150 Van	R	L4	E4	215	19.4	17.4	11.3
10	Chevrolet G15/25 Chevy Van	R	V6	E4	200	18.8	17.8	5.9
10	Chevrolet G15/25 Chevy Van	R	L4	E4	255	18.8	16.8	11.6
13	Chevrolet Tracker Van 4x4	4	L4	L4	127	27.6	23.2	18.8
13	Honda Cr-V	4	V6	L4	146	27.1	21.6	25.6
13	Honda Cr-V	R	V6	L4	146	27.5	23.4	17.4

FINDINGS

It is notable that several vehicle classes have been omitted completely using this ranking system. No standard or compact pickups were selected, nor were any standard or compact SUVs (only mini-SUVs). Otherwise, this criterion returns a similar list of vehicles as the method ranking vehicles based on MPG within class.

The results contain only three manual-transmission vehicles, which is in line with the small number of these vehicles typically sold.

APPENDIX B

VEHICLES SELECTED BY EACH ENERGY STARY METHOD

APPENDIX B: VEHICLES SELECTED BY EACH ENERGY STAR METHOD

Energy Star Method 1 Vehicle List
Top 20% of vehicles by MPG

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
Cars											
C4	DAEWOO	LANOS- 3Dr	I	F	L4	1.5	G	M	34.8	5.5	10.3
C4	DAEWOO	LANOS-3Dr	I	F	L4	1.6	G	M	34.6	5.5	10.3
C4	DAEWOO	LANOS- 3Dr	I	F	L4	1.5	G	A	32.9	5.8	10.8
C4	DAEWOO	LANOS-4Dr	I	F	L4	1.6	G	M	31.8	6.0	11.2
C4	DAEWOO	LANOS-3Dr	I	F	L4	1.6	G	A	31.2	6.1	11.4
C4	DAEWOO	NUBIRA	I	F	L4	2.0	G	M	30.1	6.3	11.8
C7	DAEWOO	NUBIRA WAGON	I	F	L4	2.0	G	M	30.1	6.3	11.8
C7	DAEWOO	NUBIRA WAGON	I	F	L4	4.0	G	M	30.1	6.3	11.8
C4	DAEWOO	LANOS-4Dr	I	F	L4	1.6	G	A	29.7	6.4	12.0
C4	DAEWOO	NUBIRA	I	F	L4	2.0	G	A	29.5	6.5	12.1
C7	DAEWOO	NUBIRA WAGON	I	F	L4	2.0	G	A	29.5	6.5	12.1
C7	DAEWOO	NUBIRA WAGON	I	F	L4	3.0	G	A	29.5	6.5	12.1
C4	DAEWOO	NUBIRA	I	F	L4	2.0	G	M	30.1	6.3	11.8
C4	DAEWOO	NUBIRA	I	F	L4	2.0	G	A	29.5	6.5	12.1
C3	DCC - CHRYSLER	NEON	D	F	L4	2.0	G	M	36.1	5.3	9.9
C4	DCC - CHRYSLER	CIRRUS	D	F	L4	2.0	G	M	34.3	5.6	10.4
C3	DCC - CHRYSLER	NEON	D	F	L4	2.0	G	A	31.9	6.0	11.2
C3	DCC - DODGE	NEON	D	F	L4	2.0	G	M	36.1	5.3	9.9
C3	DCC - DODGE	NEON	D	F	L4	2.0	G	A	31.9	6.0	11.2
C3	DCC - PLYMOUTH	NEON	D	F	L4	2.0	G	M	36.1	5.3	9.9
C4	DCC - PLYMOUTH	BREEZE	D	F	L4	2.0	G	M	35.4	5.4	10.1
C3	DCC - PLYMOUTH	NEON	D	F	L4	2.0	G	A	31.9	6.0	11.2
C7	FMC - FORD	FOCUS WAGON	D	F	L4	2.0	G	M	36.2	5.3	9.9
C3	FMC - FORD	FOCUS	D	F	L4	2.0	G	M	35.7	5.4	10.0
C3	FMC - FORD	ESCORT	D	F	L4	2.0	G	M	35.7	5.4	10.0
C3	FMC - FORD	FOCUS	D	F	L4	2.0	G	A	33.9	5.7	10.5
C7	FMC - FORD	FOCUS WAGON	D	F	L4	2.0	G	A	32.6	5.9	11.0
C3	FMC - FORD	ESCORT	D	F	L4	2.0	G	A	33.7	5.7	10.6
C2	FMC - FORD	ESCORT ZX2	D	F	L4	2.0	G	M	33.0	5.8	10.8
C3	FMC - FORD	FOCUS 3D	D	F	L4	2.0	G	M	33.0	5.8	10.8
C3	FMC - FORD	FOCUS 3D	D	F	L4	2.0	G	A	32.4	5.9	11.0
C2	FMC - FORD	ESCORT ZX2	D	F	L4	2.0	G	A	33.1	5.8	10.8
C7	FMC - FORD	FOCUS WAGON	D	F	L4	2.0	G	A	32.6	5.9	11.0
C3	FMC - FORD	CONTOUR	D	F	L4	2.0	G	M	32.6	5.9	11.0
C3	FMC - FORD	CONTOUR	D	F	L4	2.0	G	A	30.3	6.3	11.8
C3	FMC - FORD	CONTOUR	D	F	L4	2.0	G	A	30.3	6.3	11.8
C3	FMC - MAZDA	PROTEGE	I	F	L4	1.8	G	A	30.3	6.3	11.8

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
C3	FMC - MAZDA	PROTEGE	I	F	L4	1.6	G	A	33.8	5.7	10.6
C4	FMC - MAZDA	626	I	F	L4	2.0	G	M	33.5	5.7	10.6
C3	FMC - MAZDA	PROTEGE	I	F	L4	1.8	G	M	32.4	5.9	11.0
C6	FMC - MAZDA	MX-5 MIATA	I	R	L4	1.8	G	M	31.4	6.1	11.4
C3	FMC - MAZDA	PROTEGE	I	F	L4	1.6	G	M	36.5	5.3	9.8
C6	FMC - MAZDA	MX-5 MIATA	I	R	L4	1.8	G	M	30.2	6.3	11.8
C3	FMC - MERCURY	MYSTIQUE	D	F	L4	2.0	G	M	32.4	5.9	11.0
C3	FMC - MERCURY	COUGAR	D	F	L4	2.0	G	M	32.4	5.9	11.0
C3	FMC - MERCURY	MYSTIQUE	D	F	L4	2.0	G	A	29.6	6.5	12.1
C7	FUJI - SUBARU	IMPREZA SW	I	4	H4	2.2	G	A	29.4	6.5	12.1
C2	GMC - CHEVY	METRO	I	F	L3	1.0	G	M	48.9	4.0	7.3
C2	GMC - CHEVY	METRO	I	F	L4	1.3	G	M	45.5	4.2	7.8
C3	GMC - CHEVY	PRIZM	I	F	L4	1.8	G	M	39.6	4.9	9.0
C3	GMC - CHEVY	PRIZM	I	F	L4	1.8	G	A	37.5	5.1	9.5
C2	GMC - CHEVY	METRO	I	F	L4	1.3	G	A	37.6	5.1	9.5
C3	GMC - CHEVY	PRIZM	I	F	L4	1.8	G	A	34.9	5.5	10.2
C2	GMC - CHEVY	CAVALIER	D	F	L4	2.2	G	M	32.1	6.0	11.1
C2	GMC - CHEVY	CAVALIER	D	F	L4	2.2	G	A	30.7	6.2	11.6
C2	GMC - CHEVY	CAVALIER Z24	D	F	L4	2.4	G	M	30.8	6.2	11.6
C2	GMC - CHEVY	CAVALIER Z24	D	F	L4	2.4	G	A	29.4	6.5	12.1
C3	GMC - OLDSMOBILE	ALERO	D	F	L4	2.4	G	M	29.5	6.5	12.1
C3	GMC - OLDSMOBILE	ALERO	D	F	L4	2.4	G	A	29.4	6.5	12.1
C2	GMC - PONTIAC	SUNFIRE	D	F	L4	2.2	G	M	32.1	6.0	11.1
C2	GMC - PONTIAC	SUNFIRE CNVT	D	F	L4	2.2	G	A	30.7	6.2	11.6
C2	GMC - PONTIAC	SUNFIRE	D	F	L4	2.4	G	M	30.8	6.2	11.6
C3	GMC - PONTIAC	GRAND AM	D	F	L4	2.4	G	M	29.5	6.5	12.1
C2	GMC - PONTIAC	SUNFIRE	D	F	L4	2.4	G	A	29.4	6.5	12.1
C3	GMC - PONTIAC	GRAND AM	D	F	L4	2.4	G	A	29.4	6.5	12.1
C3	GMC - SATURN	SL	D	F	L4	1.9	G	M	38.7	5.0	9.2
C2	GMC - SATURN	SC	D	F	L4	1.9	G	M	35.4	5.4	10.1
C2	GMC - SATURN	SC	D	F	L4	1.9	G	M	38.1	5.0	9.4
C3	GMC - SATURN	SL	D	F	L4	1.9	G	M	36.1	5.3	9.9
C7	GMC - SATURN	SW	D	F	L4	1.9	G	M	36.1	5.3	9.9
C3	GMC - SATURN	SL	D	F	L4	1.9	G	A	34.4	5.6	10.4
C2	GMC - SATURN	SC	D	F	L4	1.9	G	A	33.9	5.7	10.5
C7	GMC - SATURN	SW	D	F	L4	1.9	G	A	35.4	5.4	10.1
C2	GMC - SATURN	SC	D	F	L4	1.9	G	A	36.1	5.3	9.9
C3	GMC - SATURN	SL	D	F	L4	1.9	G	A	36.0	5.3	9.9
C7	GMC - SATURN	SW	D	F	L4	1.9	G	A	33.9	5.7	10.5
C4	GMC - SATURN	LS	D	F	L4	2.2	G	M	31.9	6.0	11.2
C4	GMC - SATURN	LS	D	F	L4	2.2	G	A	30.5	6.3	11.7
C8	GMC - SATURN	LW	D	F	L4	2.2	G	A	29.4	6.5	12.1
C2	HONDA - ACURA	ACURA INTEGRA	I	F	L4	1.8	G	M	32.3	5.9	11.0
C2	HONDA - ACURA	ACURA INTEGRA -R	I	F	L4	1.8	G	M	31.9	6.0	11.2
C2	HONDA - ACURA	ACURA INTEGRA	I	F	L4	1.8	G	A	30.7	6.2	11.6
C6	HONDA	INSIGHT	I	F	L3	1.0	G/EL	M	76.3	2.6	4.7

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
C2	HONDA	CIVIC HX	I	F	L4	1.6	G	M	44.7	4.3	8.0
C2	HONDA	CIVIC HX	I	F	L4	1.6	G	A	41.9	4.6	8.5
C2	HONDA	CIVIC dx 4Dr	I	F	L4	1.6	G	M	37.2	5.2	9.6
C2	HONDA	CIVIC ex	I	F	L4	1.6	G	M	37.2	5.2	9.6
C2	HONDA	CIVIC vp	I	F	L4	1.6	G	A	35.5	5.4	10.1
C2	HONDA	CIVIC dx 4Dr	I	F	L4	1.6	G	A	35.6	5.4	10.0
C2	HONDA	CIVIC ex	I	F	L4	1.6	G	A	35.5	5.4	10.1
C2	HONDA	CIVIC si	I	F	L4	1.6	G	M	32.8	5.8	10.9
C4	HONDA	ACCORD lx	I	F	L4	2.3	G	M	32.1	6.0	11.1
C4	HONDA	ACCORD	I	F	L4	2.3	G	M	30.4	6.3	11.8
C4	HONDA	ACCORD lx	I	F	L4	2.3	G	A	29.9	6.4	11.9
C3	HYUNDAI	ACCENT	I	F	L4	1.5	G	M	36.6	5.3	9.8
C3	HYUNDAI	ACCENT	I	F	L4	1.5	G	A	34.2	5.6	10.4
C3	HYUNDAI	ELANTRA	I	F	L4	2.0	G	M	32.1	6.0	11.1
C7	HYUNDAI	ELANTRA WAGON	I	F	L4	2.0	G	M	31.3	6.1	11.4
C2	HYUNDAI	TIBURON	I	F	L4	2.0	G	M	31.1	6.1	11.5
C3	KIA	SEPHIA L4	I	F	L4	1.8	G	A	29.9	6.4	12.0
C3	KIA	SEPHIA M5	I	F	L4	1.8	G	M	29.5	6.5	12.1
C2	MITSUBISHI	MIRAGE 2D	I	F	L4	1.5	G	M	41.7	4.6	8.6
C2	MITSUBISHI	MIRAGE	I	F	L4	1.8	G	M	36.3	5.3	9.8
C2	MITSUBISHI	MIRAGE 2D	I	F	L4	1.5	G	A	36.7	5.2	9.7
C2	MITSUBISHI	MIRAGE	I	F	L4	1.8	G	A	33.2	5.8	10.8
C2	MITSUBISHI	ECLIPSE	I	F	L4	2.4	G	M	30.1	6.3	11.9
C2	MITSUBISHI	ECLIPSE	I	F	L4	2.4	G	A	30.1	6.3	11.9
C3	NISSAN - INFINITY	INFINITI G20	I	F	L4	2.0	G	M	31.0	6.2	11.5
C3	NISSAN - INFINITY	INFINITI G20	I	F	L4	2.0	G	A	30.2	6.3	11.8
C3	NISSAN	SENTRA	I	F	L4	1.8	G	M	34.9	5.5	10.2
C3	NISSAN	SENTRA	I	F	L4	1.8	G	A	33.9	5.6	10.5
C3	NISSAN	SENTRA	I	F	L4	2.0	G	M	30.9	6.2	11.6
C3	NISSAN	ALTIMA	I	F	L4	2.4	G	M	30.9	6.2	11.6
C3	NISSAN	SENTRA	I	F	L4	2.0	G	A	30.8	6.2	11.6
C2	SUZUKI	SWIFT	I	F	L4	1.3	G	M	45.5	4.2	7.8
C2	SUZUKI	ESTEEM	I	F	L4	1.6	G	M	38.6	5.0	9.3
C2	SUZUKI	SWIFT	I	F	L4	1.3	G	A	37.6	5.1	9.5
C2	SUZUKI	ESTEEM	I	F	L4	1.8	G	M	36.2	5.3	9.9
C7	SUZUKI	ESTEEM WAGON	I	F	L4	1.8	G	M	35.1	5.5	10.2
C2	SUZUKI	ESTEEM	I	F	L4	1.6	G	A	35.0	5.5	10.2
C7	SUZUKI	ESTEEM WAGON	I	F	L4	1.6	G	A	33.7	5.7	10.6
C7	SUZUKI	ESTEEM WAGON	I	F	L4	1.8	G	A	33.7	5.7	10.6
C2	SUZUKI	ESTEEM	I	F	L4	1.8	G	A	33.7	5.7	10.6
C4	TOYOTA	CAMRY CNG	I	F	L4	2.2	NG	A	30.2	5.4	1.8
C3	TOYOTA	ECHO	I	F	L4	1.5	G	M	43.1	4.5	8.3
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	M	39.6	4.9	9.0
C3	TOYOTA	ECHO	I	F	L4	1.5	G	A	39.4	4.9	9.1
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	A	37.4	5.1	9.6

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
C2	TOYOTA	CELICA	I	F	L4	1.8	G	M	35.2	5.4	10.1
C2	TOYOTA	CELICA	I	F	L4	1.8	G	A	34.9	5.5	10.2
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	A	34.9	5.5	10.2
C6	TOYOTA	MR2	I	F	L4	1.8	G	M	31.8	6.0	11.2
C3	TOYOTA	CAMRY SOLARA	I	F	L4	2.2	G	M	31.0	6.2	11.5
C4	TOYOTA	CAMRY	I	F	L4	2.2	G	M	31.0	6.2	11.5
C2	TOYOTA	CELICA	I	F	L4	1.8	G	M	30.8	6.2	11.6
C2	TOYOTA	CELICA	I	F	L4	1.8	G	A	30.1	6.4	11.9
C3	TOYOTA	CAMRY SOLARA	I	F	L4	2.2	G	A	30.1	6.4	11.9
C4	TOYOTA	CAMRY	I	F	L4	2.2	G	A	30.1	6.4	11.9
C2	TOYOTA	CAMRY SOLARA CONVERT	I	F	L4	2.2	G	A	30.1	6.4	11.9
C3	VWA - AUDI	AUDI A4	I	F	L4	1.8	G	M	31.9	6.0	11.2
C1	VWA - AUDI	AUDI TT COUPE	I	4	L4	1.8	G	M	29.4	6.5	12.1
C2	VWA	NEW BEETLE	I	F	L4	1.9	D	M	52.7	4.0	6.8
C3	VWA	GOLF TDI	I	F	L4	1.9	D	M	52.7	4.0	6.8
C3	VWA	JETTA	I	F	L4	1.9	D	M	52.7	4.0	6.8
C2	VWA	NEW BEETLE	I	F	L4	1.9	D	A	44.7	4.7	8.0
C3	VWA	GOLF TDI	I	F	L4	1.9	D	A	44.7	4.7	8.0
C3	VWA	JETTA	I	F	L4	1.9	D	A	44.7	4.7	8.0
C2	VWA	NEW BEETLE	I	F	L4	1.8	G	M	32.3	5.9	11.1
C2	VWA	CABRIO	I	F	L4	2.0	G	M	31.2	6.1	11.5
C2	VWA	NEW BEETLE	I	F	L4	2.0	G	M	31.2	6.1	11.5
C3	VWA	GTI	I	F	L4	2.0	G	M	31.2	6.1	11.5
C3	VWA	GTI	I	F	L4	1.8	G	M	31.3	6.1	11.4
C3	VWA	GOLF	I	F	L4	1.8	G	M	31.3	6.1	11.4
C3	VWA	JETTA	I	F	L4	1.8	G	M	31.3	6.1	11.4
C3	VWA	GOLF	I	F	L4	2.0	G	M	31.2	6.1	11.5
C3	VWA	JETTA	I	F	L4	2.0	G	M	31.2	6.1	11.5
C4	VWA	PASSAT	I	F	L4	1.8	G	M	31.3	6.1	11.4
C8	VWA	PASSAT WAGON	I	F	L4	1.8	G	M	31.3	6.1	11.4
Trucks											
T1	FMC - FORD	RANGER 4X2 EV	D	R	E0	2.5	EL	A	29.7	5.2	1.8
T7	GMC - CHEVROLET	TRACKER CONV 2WD	D	R	L4	1.6	G	M	31.1	6.2	11.5
T7	GMC - CHEVROLET	TRACKER CONV 4X4	D	4	L4	1.6	G	M	30.7	6.2	11.6
T1	GMC - CHEVROLET	S10 P/U 2WD	D	R	L4	2.2	G	M	29.6	6.5	12.1
T1	GMC	SONOMA 2WD	I	R	L4	2.2	G	M	29.6	6.5	12.1
T7	SUZUKI	VITARA CONV 2WD	I	R	L4	1.6	G	M	31.1	6.1	11.5
T7	SUZUKI	VITARA CONV 4WD	I	4	L4	1.6	G	M	30.7	6.2	11.6
T7	TOYOTA	RAV4 2WD	I	F	L4	2.0	G	M	30.9	6.2	11.6
T7	TOYOTA	RAV4 2WD	I	F	L4	2.0	G	A	30.5	6.3	11.7

Energy Star Method 2 Vehicle List
Top 20% of vehicles by Greenhouse Gas Emissions

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
Cars											
C4	DAEWOO	LANOS- 3Dr	I	F	L4	1.5	G	M	34.8	5.5	10.3
C4	DAEWOO	LANOS-3Dr	I	F	L4	1.6	G	M	34.6	5.5	10.3
C4	DAEWOO	LANOS- 3Dr	I	F	L4	1.5	G	A	32.9	5.8	10.8
C4	DAEWOO	LANOS-4Dr	I	F	L4	1.6	G	M	31.8	6.0	11.2
C4	DAEWOO	LANOS-3Dr	I	F	L4	1.6	G	A	31.2	6.1	11.4
C4	DAEWOO	NUBIRA	I	F	L4	2.0	G	M	30.1	6.3	11.8
C7	DAEWOO	NUBIRA WAGON	I	F	L4	2.0	G	M	30.1	6.3	11.8
C7	DAEWOO	NUBIRA WAGON	I	F	L4	4.0	G	M	30.1	6.3	11.8
C4	DAEWOO	LANOS-4Dr	I	F	L4	1.6	G	A	29.7	6.4	12.0
C4	DAEWOO	NUBIRA	I	F	L4	2.0	G	A	29.5	6.5	12.1
C7	DAEWOO	NUBIRA WAGON	I	F	L4	2.0	G	A	29.5	6.5	12.1
C7	DAEWOO	NUBIRA WAGON	I	F	L4	3.0	G	A	29.5	6.5	12.1
C4	DAEWOO	NUBIRA	I	F	L4	2.0	G	M	30.1	6.3	11.8
C4	DAEWOO	NUBIRA	I	F	L4	2.0	G	A	29.5	6.5	12.1
C3	DCC - CHRYSLER	NEON	D	F	L4	2.0	G	M	36.1	5.3	9.9
C4	DCC - CHRYSLER	CIRRUS	D	F	L4	2.0	G	M	34.3	5.6	10.4
C3	DCC - CHRYSLER	NEON	D	F	L4	2.0	G	A	31.9	6.0	11.2
C3	DCC - DODGE	NEON	D	F	L4	2.0	G	M	36.1	5.3	9.9
C3	DCC - DODGE	NEON	D	F	L4	2.0	G	A	31.9	6.0	11.2
C3	DCC - PLYMOUTH	NEON	D	F	L4	2.0	G	M	36.1	5.3	9.9
C4	DCC - PLYMOUTH	BREEZE	D	F	L4	2.0	G	M	35.4	5.4	10.1
C3	DCC - PLYMOUTH	NEON	D	F	L4	2.0	G	A	31.9	6.0	11.2
C5	FMC - FORD	TAURUS FFV	D	F	V6	3.0	FF	A	24.6	5.9	7.8
C8	FMC - FORD	TAURUS WAGON FFV	D	F	V6	3.0	FF	A	23.3	6.2	8.3
C7	FMC - FORD	FOCUS WAGON	D	F	L4	2.0	G	M	36.2	5.3	9.9
C3	FMC - FORD	FOCUS	D	F	L4	2.0	G	M	35.7	5.4	10.0
C3	FMC - FORD	ESCORT	D	F	L4	2.0	G	M	35.7	5.4	10.0
C3	FMC - FORD	FOCUS	D	F	L4	2.0	G	A	33.9	5.7	10.5
C7	FMC - FORD	FOCUS WAGON	D	F	L4	2.0	G	A	32.6	5.9	11.0
C3	FMC - FORD	ESCORT	D	F	L4	2.0	G	A	33.7	5.7	10.6
C2	FMC - FORD	ESCORT ZX2	D	F	L4	2.0	G	M	33.0	5.8	10.8
C3	FMC - FORD	FOCUS 3D	D	F	L4	2.0	G	M	33.0	5.8	10.8
C3	FMC - FORD	FOCUS 3D	D	F	L4	2.0	G	A	32.4	5.9	11.0
C2	FMC - FORD	ESCORT ZX2	D	F	L4	2.0	G	A	33.1	5.8	10.8
C7	FMC - FORD	FOCUS WAGON	D	F	L4	2.0	G	A	32.6	5.9	11.0
C3	FMC - FORD	CONTOUR	D	F	L4	2.0	G	M	32.6	5.9	11.0
C3	FMC - FORD	CONTOUR	D	F	L4	2.0	G	A	30.3	6.3	11.8
C3	FMC - FORD	CONTOUR	D	F	L4	2.0	G	A	30.3	6.3	11.8
C3	FMC - MAZDA	PROTEGE	I	F	L4	1.8	G	A	30.3	6.3	11.8
C3	FMC - MAZDA	PROTEGE	I	F	L4	1.6	G	A	33.8	5.7	10.6
C4	FMC - MAZDA	626	I	F	L4	2.0	G	M	33.5	5.7	10.6
C3	FMC - MAZDA	PROTEGE	I	F	L4	1.8	G	M	32.4	5.9	11.0
C6	FMC - MAZDA	MX-5 MIATA	I	R	L4	1.8	G	M	31.4	6.1	11.4
C3	FMC - MAZDA	PROTEGE	I	F	L4	1.6	G	M	36.5	5.3	9.8
C6	FMC - MAZDA	MX-5 MIATA	I	R	L4	1.8	G	M	30.2	6.3	11.8
C3	FMC - MERCURY	MYSTIQUE	D	F	L4	2.0	G	M	32.4	5.9	11.0

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
C3	FMC - MERCURY	COUGAR	D	F	L4	2.0	G	M	32.4	5.9	11.0
C3	FMC - MERCURY	MYSTIQUE	D	F	L4	2.0	G	A	29.6	6.5	12.1
C2	GMC - CHEVY	METRO	I	F	L3	1.0	G	M	48.9	4.0	7.3
C2	GMC - CHEVY	METRO	I	F	L4	1.3	G	M	45.5	4.2	7.8
C3	GMC - CHEVY	PRIZM	I	F	L4	1.8	G	M	39.6	4.9	9.0
C3	GMC - CHEVY	PRIZM	I	F	L4	1.8	G	A	37.5	5.1	9.5
C2	GMC - CHEVY	METRO	I	F	L4	1.3	G	A	37.6	5.1	9.5
C3	GMC - CHEVY	PRIZM	I	F	L4	1.8	G	A	34.9	5.5	10.2
C2	GMC - CHEVY	CAVALIER	D	F	L4	2.2	G	M	32.1	6.0	11.1
C2	GMC - CHEVY	CAVALIER	D	F	L4	2.2	G	A	30.7	6.2	11.6
C2	GMC - CHEVY	CAVALIER Z24	D	F	L4	2.4	G	M	30.8	6.2	11.6
C2	GMC - CHEVY	CAVALIER Z24	D	F	L4	2.4	G	A	29.4	6.5	12.1
C3	GMC - OLDSMOBILE	ALERO	D	F	L4	2.4	G	M	29.5	6.5	12.1
C3	GMC - OLDSMOBILE	ALERO	D	F	L4	2.4	G	A	29.4	6.5	12.1
C2	GMC - PONTIAC	SUNFIRE	D	F	L4	2.2	G	M	32.1	6.0	11.1
C2	GMC - PONTIAC	SUNFIRE CNVT	D	F	L4	2.2	G	A	30.7	6.2	11.6
C2	GMC - PONTIAC	SUNFIRE	D	F	L4	2.4	G	M	30.8	6.2	11.6
C3	GMC - PONTIAC	GRAND AM	D	F	L4	2.4	G	M	29.5	6.5	12.1
C2	GMC - PONTIAC	SUNFIRE	D	F	L4	2.4	G	A	29.4	6.5	12.1
C3	GMC - PONTIAC	GRAND AM	D	F	L4	2.4	G	A	29.4	6.5	12.1
C3	GMC - SATURN	SL	D	F	L4	1.9	G	M	38.7	5.0	9.2
C2	GMC - SATURN	SC	D	F	L4	1.9	G	M	35.4	5.4	10.1
C2	GMC - SATURN	SC	D	F	L4	1.9	G	M	38.1	5.0	9.4
C3	GMC - SATURN	SL	D	F	L4	1.9	G	M	36.1	5.3	9.9
C7	GMC - SATURN	SW	D	F	L4	1.9	G	M	36.1	5.3	9.9
C3	GMC - SATURN	SL	D	F	L4	1.9	G	A	34.4	5.6	10.4
C2	GMC - SATURN	SC	D	F	L4	1.9	G	A	33.9	5.7	10.5
C7	GMC - SATURN	SW	D	F	L4	1.9	G	A	35.4	5.4	10.1
C2	GMC - SATURN	SC	D	F	L4	1.9	G	A	36.1	5.3	9.9
C3	GMC - SATURN	SL	D	F	L4	1.9	G	A	36.0	5.3	9.9
C7	GMC - SATURN	SW	D	F	L4	1.9	G	A	33.9	5.7	10.5
C4	GMC - SATURN	LS	D	F	L4	2.2	G	M	31.9	6.0	11.2
C4	GMC - SATURN	LS	D	F	L4	2.2	G	A	30.5	6.3	11.7
C8	GMC - SATURN	LW	D	F	L4	2.2	G	A	29.4	6.5	12.1
C2	HONDA - ACURA	ACURA INTEGRA	I	F	L4	1.8	G	M	32.3	5.9	11.0
C2	HONDA - ACURA	ACURA INTEGRA -R	I	F	L4	1.8	G	M	31.9	6.0	11.2
C2	HONDA - ACURA	ACURA INTEGRA	I	F	L4	1.8	G	A	30.7	6.2	11.6
C6	HONDA	INSIGHT	I	F	L3	1.0	G/EL	M	76.3	2.6	4.7
C2	HONDA	CIVIC HX	I	F	L4	1.6	G	M	44.7	4.3	8.0
C2	HONDA	CIVIC HX	I	F	L4	1.6	G	A	41.9	4.6	8.5
C2	HONDA	CIVIC dx 4Dr	I	F	L4	1.6	G	M	37.2	5.2	9.6
C2	HONDA	CIVIC ex	I	F	L4	1.6	G	M	37.2	5.2	9.6
C2	HONDA	CIVIC vp	I	F	L4	1.6	G	A	35.5	5.4	10.1
C2	HONDA	CIVIC dx 4Dr	I	F	L4	1.6	G	A	35.6	5.4	10.0
C2	HONDA	CIVIC ex	I	F	L4	1.6	G	A	35.5	5.4	10.1
C2	HONDA	CIVIC si	I	F	L4	1.6	G	M	32.8	5.8	10.9
C4	HONDA	ACCORD lx	I	F	L4	2.3	G	M	32.1	6.0	11.1
C4	HONDA	ACCORD	I	F	L4	2.3	G	M	30.4	6.3	11.8
C4	HONDA	ACCORD lx	I	F	L4	2.3	G	A	29.9	6.4	11.9
C3	HYUNDAI	ACCENT	I	F	L4	1.5	G	M	36.6	5.3	9.8

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
C3	HYUNDAI	ACCENT	I	F	L4	1.5	G	A	34.2	5.6	10.4
C3	HYUNDAI	ELANTRA	I	F	L4	2.0	G	M	32.1	6.0	11.1
C7	HYUNDAI	ELANTRA WAGON	I	F	L4	2.0	G	M	31.3	6.1	11.4
C2	HYUNDAI	TIBURON	I	F	L4	2.0	G	M	31.1	6.1	11.5
C3	KIA	SEPHIA L4	I	F	L4	1.8	G	A	29.9	6.4	12.0
C3	KIA	SEPHIA M5	I	F	L4	1.8	G	M	29.5	6.5	12.1
C2	MITSUBISHI	MIRAGE 2D	I	F	L4	1.5	G	M	41.7	4.6	8.6
C2	MITSUBISHI	MIRAGE	I	F	L4	1.8	G	M	36.3	5.3	9.8
C2	MITSUBISHI	MIRAGE 2D	I	F	L4	1.5	G	A	36.7	5.2	9.7
C2	MITSUBISHI	MIRAGE	I	F	L4	1.8	G	A	33.2	5.8	10.8
C2	MITSUBISHI	ECLIPSE	I	F	L4	2.4	G	M	30.1	6.3	11.9
C2	MITSUBISHI	ECLIPSE	I	F	L4	2.4	G	A	30.1	6.3	11.9
C3	NISSAN - INFINITY	INFINITI G20	I	F	L4	2.0	G	M	31.0	6.2	11.5
C3	NISSAN - INFINITY	INFINITI G20	I	F	L4	2.0	G	A	30.2	6.3	11.8
C3	NISSAN	SENTRA	I	F	L4	1.8	G	M	34.9	5.5	10.2
C3	NISSAN	SENTRA	I	F	L4	1.8	G	A	33.9	5.6	10.5
C3	NISSAN	SENTRA	I	F	L4	2.0	G	M	30.9	6.2	11.6
C3	NISSAN	ALTIMA	I	F	L4	2.4	G	M	30.9	6.2	11.6
C3	NISSAN	SENTRA	I	F	L4	2.0	G	A	30.8	6.2	11.6
C2	SUZUKI	SWIFT	I	F	L4	1.3	G	M	45.5	4.2	7.8
C2	SUZUKI	ESTEEM	I	F	L4	1.6	G	M	38.6	5.0	9.3
C2	SUZUKI	SWIFT	I	F	L4	1.3	G	A	37.6	5.1	9.5
C2	SUZUKI	ESTEEM	I	F	L4	1.8	G	M	36.2	5.3	9.9
C7	SUZUKI	ESTEEM WAGON	I	F	L4	1.8	G	M	35.1	5.5	10.2
C2	SUZUKI	ESTEEM	I	F	L4	1.6	G	A	35.0	5.5	10.2
C7	SUZUKI	ESTEEM WAGON	I	F	L4	1.6	G	A	33.7	5.7	10.6
C7	SUZUKI	ESTEEM WAGON	I	F	L4	1.8	G	A	33.7	5.7	10.6
C2	SUZUKI	ESTEEM	I	F	L4	1.8	G	A	33.7	5.7	10.6
C4	TOYOTA	CAMRY CNG	I	F	L4	2.2	NG	A	30.2	5.4	1.8
C3	TOYOTA	ECHO	I	F	L4	1.5	G	M	43.1	4.5	8.3
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	M	39.6	4.9	9.0
C3	TOYOTA	ECHO	I	F	L4	1.5	G	A	39.4	4.9	9.1
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	A	37.4	5.1	9.6
C2	TOYOTA	CELICA	I	F	L4	1.8	G	M	35.2	5.4	10.1
C2	TOYOTA	CELICA	I	F	L4	1.8	G	A	34.9	5.5	10.2
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	A	34.9	5.5	10.2
C6	TOYOTA	MR2	I	F	L4	1.8	G	M	31.8	6.0	11.2
C3	TOYOTA	CAMRY SOLARA	I	F	L4	2.2	G	M	31.0	6.2	11.5
C4	TOYOTA	CAMRY	I	F	L4	2.2	G	M	31.0	6.2	11.5
C2	TOYOTA	CELICA	I	F	L4	1.8	G	M	30.8	6.2	11.6
C2	TOYOTA	CELICA	I	F	L4	1.8	G	A	30.1	6.4	11.9
C3	TOYOTA	CAMRY SOLARA	I	F	L4	2.2	G	A	30.1	6.4	11.9
C4	TOYOTA	CAMRY	I	F	L4	2.2	G	A	30.1	6.4	11.9
C2	TOYOTA	CAMRY SOLARA CONVERT	I	F	L4	2.2	G	A	30.1	6.4	11.9
C3	VWA - AUDI	AUDI A4	I	F	L4	1.8	G	M	31.9	6.0	11.2
C2	VWA	NEW BEETLE	I	F	L4	1.9	D	M	52.7	4.0	6.8
C3	VWA	GOLF TDI	I	F	L4	1.9	D	M	52.7	4.0	6.8
C3	VWA	JETTA	I	F	L4	1.9	D	M	52.7	4.0	6.8
C2	VWA	NEW BEETLE	I	F	L4	1.9	D	A	44.7	4.7	8.0
C3	VWA	GOLF TDI	I	F	L4	1.9	D	A	44.7	4.7	8.0

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
C3	VWA	JETTA	I	F	L4	1.9	D	A	44.7	4.7	8.0
C2	VWA	NEW BEETLE	I	F	L4	1.8	G	M	32.3	5.9	11.1
C2	VWA	CABRIO	I	F	L4	2.0	G	M	31.2	6.1	11.5
C2	VWA	NEW BEETLE	I	F	L4	2.0	G	M	31.2	6.1	11.5
C3	VWA	GTI	I	F	L4	2.0	G	M	31.2	6.1	11.5
C3	VWA	GTI	I	F	L4	1.8	G	M	31.3	6.1	11.4
C3	VWA	GOLF	I	F	L4	1.8	G	M	31.3	6.1	11.4
C3	VWA	JETTA	I	F	L4	1.8	G	M	31.3	6.1	11.4
C3	VWA	GOLF	I	F	L4	2.0	G	M	31.2	6.1	11.5
C3	VWA	JETTA	I	F	L4	2.0	G	M	31.2	6.1	11.5
C4	VWA	PASSAT	I	F	L4	1.8	G	M	31.3	6.1	11.4
C8	VWA	PASSAT WAGON	I	F	L4	1.8	G	M	31.3	6.1	11.4
Trucks											
T1	FMC - FORD	RANGER 4X2 EV	D	R	E0	2.5	EL	A	29.7	5.2	1.8
T1	GMC - CHEVROLET	S10 P/U 2WD	D	R	L4	2.2	FF	M	23.9	5.9	7.6
T7	GMC - CHEVROLET	TRACKER CONV 2WD	D	R	L4	1.6	G	M	31.1	6.2	11.5
T7	GMC - CHEVROLET	TRACKER CONV 4X4	D	4	L4	1.6	G	M	30.7	6.2	11.6
T1	GMC - CHEVROLET	S10 P/U 2WD	D	R	L4	2.2	G	M	29.6	6.5	12.1
T1	GMC	SONOMA 2WD	I	R	L4	2.2	FF	M	23.9	5.9	7.6
T1	GMC	SONOMA 2WD	I	R	L4	2.2	G	M	29.6	6.5	12.1
T1	ISUZU	HOMBRE P/U 2WD	I	R	L4	2.2	FF	M	23.9	5.9	7.6
T7	SUZUKI	VITARA CONV 2WD	I	R	L4	1.6	G	M	31.1	6.1	11.5
T7	SUZUKI	VITARA CONV 4WD	I	4	L4	1.6	G	M	30.7	6.2	11.6
T7	TOYOTA	RAV4 2WD	I	F	L4	2.0	G	M	30.9	6.2	11.6
T7	TOYOTA	RAV4 2WD	I	F	L4	2.0	G	A	30.5	6.3	11.7

Energy Star Method 3 Vehicle List
Top 20% of vehicles by Oil Use Score

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
Cars											
C4	DAEWOO	LANOS- 3Dr	I	F	L4	1.5	G	M	34.8	5.5	10.3
C4	DAEWOO	LANOS-3Dr	I	F	L4	1.6	G	M	34.6	5.5	10.3
C4	DAEWOO	LANOS- 3Dr	I	F	L4	1.5	G	A	32.9	5.8	10.8
C4	DAEWOO	LANOS-4Dr	I	F	L4	1.6	G	M	31.8	6.0	11.2
C4	DAEWOO	LANOS-3Dr	I	F	L4	1.6	G	A	31.2	6.1	11.4
C4	DAEWOO	NUBIRA	I	F	L4	2.0	G	M	30.1	6.3	11.8
C7	DAEWOO	NUBIRA WAGON	I	F	L4	2.0	G	M	30.1	6.3	11.8
C7	DAEWOO	NUBIRA WAGON	I	F	L4	4.0	G	M	30.1	6.3	11.8
C4	DAEWOO	NUBIRA	I	F	L4	2.0	G	M	30.1	6.3	11.8
C3	DCC - CHRYSLER	NEON	D	F	L4	2.0	G	M	36.1	5.3	9.9
C4	DCC - CHRYSLER	CIRRUS	D	F	L4	2.0	G	M	34.3	5.6	10.4
C3	DCC - CHRYSLER	NEON	D	F	L4	2.0	G	A	31.9	6.0	11.2
C3	DCC - DODGE	NEON	D	F	L4	2.0	G	M	36.1	5.3	9.9
C3	DCC - DODGE	NEON	D	F	L4	2.0	G	A	31.9	6.0	11.2
C3	DCC - PLYMOUTH	NEON	D	F	L4	2.0	G	M	36.1	5.3	9.9
C4	DCC - PLYMOUTH	BREEZE	D	F	L4	2.0	G	M	35.4	5.4	10.1
C3	DCC - PLYMOUTH	NEON	D	F	L4	2.0	G	A	31.9	6.0	11.2
C5	FMC - FORD	CROWN VICTORIA NG	D	R	V8	4.6	NG	A	20.7	7.6	2.6
C5	FMC - FORD	TAURUS FFV	D	F	V6	3.0	FF	A	24.6	5.9	7.8
C8	FMC - FORD	TAURUS WAGON FFV	D	F	V6	3.0	FF	A	23.3	6.2	8.3
C7	FMC - FORD	FOCUS WAGON	D	F	L4	2.0	G	M	36.2	5.3	9.9
C3	FMC - FORD	FOCUS	D	F	L4	2.0	G	M	35.7	5.4	10.0
C3	FMC - FORD	ESCORT	D	F	L4	2.0	G	M	35.7	5.4	10.0
C3	FMC - FORD	FOCUS	D	F	L4	2.0	G	A	33.9	5.7	10.5
C7	FMC - FORD	FOCUS WAGON	D	F	L4	2.0	G	A	32.6	5.9	11.0
C3	FMC - FORD	ESCORT	D	F	L4	2.0	G	A	33.7	5.7	10.6
C2	FMC - FORD	ESCORT ZX2	D	F	L4	2.0	G	M	33.0	5.8	10.8
C3	FMC - FORD	FOCUS 3D	D	F	L4	2.0	G	M	33.0	5.8	10.8
C3	FMC - FORD	FOCUS 3D	D	F	L4	2.0	G	A	32.4	5.9	11.0
C2	FMC - FORD	ESCORT ZX2	D	F	L4	2.0	G	A	33.1	5.8	10.8
C7	FMC - FORD	FOCUS WAGON	D	F	L4	2.0	G	A	32.6	5.9	11.0
C3	FMC - FORD	CONTOUR	D	F	L4	2.0	G	M	32.6	5.9	11.0
C3	FMC - FORD	CONTOUR	D	F	L4	2.0	G	A	30.3	6.3	11.8
C3	FMC - FORD	CONTOUR	D	F	L4	2.0	G	A	30.3	6.3	11.8
C3	FMC - MAZDA	PROTEGE	I	F	L4	1.8	G	A	30.3	6.3	11.8
C3	FMC - MAZDA	PROTEGE	I	F	L4	1.6	G	A	33.8	5.7	10.6
C4	FMC - MAZDA	626	I	F	L4	2.0	G	M	33.5	5.7	10.6
C3	FMC - MAZDA	PROTEGE	I	F	L4	1.8	G	M	32.4	5.9	11.0
C6	FMC - MAZDA	MX-5 MIATA	I	R	L4	1.8	G	M	31.4	6.1	11.4
C3	FMC - MAZDA	PROTEGE	I	F	L4	1.6	G	M	36.5	5.3	9.8
C6	FMC - MAZDA	MX-5 MIATA	I	R	L4	1.8	G	M	30.2	6.3	11.8
C3	FMC - MERCURY	MYSTIQUE	D	F	L4	2.0	G	M	32.4	5.9	11.0
C3	FMC - MERCURY	COUGAR	D	F	L4	2.0	G	M	32.4	5.9	11.0

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
C2	GMC - CHEVY	METRO	I	F	L3	1.0	G	M	48.9	4.0	7.3
C2	GMC - CHEVY	METRO	I	F	L4	1.3	G	M	45.5	4.2	7.8
C3	GMC - CHEVY	PRIZM	I	F	L4	1.8	G	M	39.6	4.9	9.0
C3	GMC - CHEVY	PRIZM	I	F	L4	1.8	G	A	37.5	5.1	9.5
C2	GMC - CHEVY	METRO	I	F	L4	1.3	G	A	37.6	5.1	9.5
C3	GMC - CHEVY	PRIZM	I	F	L4	1.8	G	A	34.9	5.5	10.2
C2	GMC - CHEVY	CAVALIER	D	F	L4	2.2	G	M	32.1	6.0	11.1
C2	GMC - CHEVY	CAVALIER	D	F	L4	2.2	G	A	30.7	6.2	11.6
C2	GMC - CHEVY	CAVALIER Z24	D	F	L4	2.4	G	M	30.8	6.2	11.6
C2	GMC - PONTIAC	SUNFIRE	D	F	L4	2.2	G	M	32.1	6.0	11.1
C2	GMC - PONTIAC	SUNFIRE CNVT	D	F	L4	2.2	G	A	30.7	6.2	11.6
C2	GMC - PONTIAC	SUNFIRE	D	F	L4	2.4	G	M	30.8	6.2	11.6
C3	GMC - SATURN	SL	D	F	L4	1.9	G	M	38.7	5.0	9.2
C2	GMC - SATURN	SC	D	F	L4	1.9	G	M	35.4	5.4	10.1
C2	GMC - SATURN	SC	D	F	L4	1.9	G	M	38.1	5.0	9.4
C3	GMC - SATURN	SL	D	F	L4	1.9	G	M	36.1	5.3	9.9
C7	GMC - SATURN	SW	D	F	L4	1.9	G	M	36.1	5.3	9.9
C3	GMC - SATURN	SL	D	F	L4	1.9	G	A	34.4	5.6	10.4
C2	GMC - SATURN	SC	D	F	L4	1.9	G	A	33.9	5.7	10.5
C7	GMC - SATURN	SW	D	F	L4	1.9	G	A	35.4	5.4	10.1
C2	GMC - SATURN	SC	D	F	L4	1.9	G	A	36.1	5.3	9.9
C3	GMC - SATURN	SL	D	F	L4	1.9	G	A	36.0	5.3	9.9
C7	GMC - SATURN	SW	D	F	L4	1.9	G	A	33.9	5.7	10.5
C4	GMC - SATURN	LS	D	F	L4	2.2	G	M	31.9	6.0	11.2
C4	GMC - SATURN	LS	D	F	L4	2.2	G	A	30.5	6.3	11.7
C2	HONDA - ACURA	ACURA INTEGRA	I	F	L4	1.8	G	M	32.3	5.9	11.0
C2	HONDA - ACURA	ACURA INTEGRA -R	I	F	L4	1.8	G	M	31.9	6.0	11.2
C2	HONDA - ACURA	ACURA INTEGRA	I	F	L4	1.8	G	A	30.7	6.2	11.6
C6	HONDA	INSIGHT	I	F	L3	1.0	G/EL	M	76.3	2.6	4.7
C2	HONDA	CIVIC HX	I	F	L4	1.6	G	M	44.7	4.3	8.0
C2	HONDA	CIVIC HX	I	F	L4	1.6	G	A	41.9	4.6	8.5
C2	HONDA	CIVIC dx 4Dr	I	F	L4	1.6	G	M	37.2	5.2	9.6
C2	HONDA	CIVIC ex	I	F	L4	1.6	G	M	37.2	5.2	9.6
C2	HONDA	CIVIC vp	I	F	L4	1.6	G	A	35.5	5.4	10.1
C2	HONDA	CIVIC dx 4Dr	I	F	L4	1.6	G	A	35.6	5.4	10.0
C2	HONDA	CIVIC ex	I	F	L4	1.6	G	A	35.5	5.4	10.1
C2	HONDA	CIVIC si	I	F	L4	1.6	G	M	32.8	5.8	10.9
C4	HONDA	ACCORD lx	I	F	L4	2.3	G	M	32.1	6.0	11.1
C4	HONDA	ACCORD	I	F	L4	2.3	G	M	30.4	6.3	11.8
C3	HYUNDAI	ACCENT	I	F	L4	1.5	G	M	36.6	5.3	9.8
C3	HYUNDAI	ACCENT	I	F	L4	1.5	G	A	34.2	5.6	10.4
C3	HYUNDAI	ELANTRA	I	F	L4	2.0	G	M	32.1	6.0	11.1
C7	HYUNDAI	ELANTRA WAGON	I	F	L4	2.0	G	M	31.3	6.1	11.4
C2	HYUNDAI	TIBURON	I	F	L4	2.0	G	M	31.1	6.1	11.5
C2	MITSUBISHI	MIRAGE 2D	I	F	L4	1.5	G	M	41.7	4.6	8.6
C2	MITSUBISHI	MIRAGE	I	F	L4	1.8	G	M	36.3	5.3	9.8
C2	MITSUBISHI	MIRAGE 2D	I	F	L4	1.5	G	A	36.7	5.2	9.7

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
C2	MITSUBISHI	MIRAGE	I	F	L4	1.8	G	A	33.2	5.8	10.8
C2	MITSUBISHI	ECLIPSE	I	F	L4	2.4	G	M	30.1	6.3	11.9
C2	MITSUBISHI	ECLIPSE	I	F	L4	2.4	G	A	30.1	6.3	11.9
C3	NISSAN - INFINITY	INFINITI G20	I	F	L4	2.0	G	M	31.0	6.2	11.5
C3	NISSAN - INFINITY	INFINITI G20	I	F	L4	2.0	G	A	30.2	6.3	11.8
C3	NISSAN	SENTRA	I	F	L4	1.8	G	M	34.9	5.5	10.2
C3	NISSAN	SENTRA	I	F	L4	1.8	G	A	33.9	5.6	10.5
C3	NISSAN	SENTRA	I	F	L4	2.0	G	M	30.9	6.2	11.6
C3	NISSAN	ALTIMA	I	F	L4	2.4	G	M	30.9	6.2	11.6
C3	NISSAN	SENTRA	I	F	L4	2.0	G	A	30.8	6.2	11.6
C2	SUZUKI	SWIFT	I	F	L4	1.3	G	M	45.5	4.2	7.8
C2	SUZUKI	ESTEEM	I	F	L4	1.6	G	M	38.6	5.0	9.3
C2	SUZUKI	SWIFT	I	F	L4	1.3	G	A	37.6	5.1	9.5
C2	SUZUKI	ESTEEM	I	F	L4	1.8	G	M	36.2	5.3	9.9
C7	SUZUKI	ESTEEM WAGON	I	F	L4	1.8	G	M	35.1	5.5	10.2
C2	SUZUKI	ESTEEM	I	F	L4	1.6	G	A	35.0	5.5	10.2
C7	SUZUKI	ESTEEM WAGON	I	F	L4	1.6	G	A	33.7	5.7	10.6
C7	SUZUKI	ESTEEM WAGON	I	F	L4	1.8	G	A	33.7	5.7	10.6
C2	SUZUKI	ESTEEM	I	F	L4	1.8	G	A	33.7	5.7	10.6
C4	TOYOTA	CAMRY CNG	I	F	L4	2.2	NG	A	30.2	5.4	1.8
C3	TOYOTA	ECHO	I	F	L4	1.5	G	M	43.1	4.5	8.3
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	M	39.6	4.9	9.0
C3	TOYOTA	ECHO	I	F	L4	1.5	G	A	39.4	4.9	9.1
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	A	37.4	5.1	9.6
C2	TOYOTA	CELICA	I	F	L4	1.8	G	M	35.2	5.4	10.1
C2	TOYOTA	CELICA	I	F	L4	1.8	G	A	34.9	5.5	10.2
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	A	34.9	5.5	10.2
C6	TOYOTA	MR2	I	F	L4	1.8	G	M	31.8	6.0	11.2
C3	TOYOTA	CAMRY SOLARA	I	F	L4	2.2	G	M	31.0	6.2	11.5
C4	TOYOTA	CAMRY	I	F	L4	2.2	G	M	31.0	6.2	11.5
C2	TOYOTA	CELICA	I	F	L4	1.8	G	M	30.8	6.2	11.6
C3	VWA - AUDI	AUDI A4	I	F	L4	1.8	G	M	31.9	6.0	11.2
C2	VWA	NEW BEETLE	I	F	L4	1.9	D	M	52.7	4.0	6.8
C3	VWA	GOLF TDI	I	F	L4	1.9	D	M	52.7	4.0	6.8
C3	VWA	JETTA	I	F	L4	1.9	D	M	52.7	4.0	6.8
C2	VWA	NEW BEETLE	I	F	L4	1.9	D	A	44.7	4.7	8.0
C3	VWA	GOLF TDI	I	F	L4	1.9	D	A	44.7	4.7	8.0
C3	VWA	JETTA	I	F	L4	1.9	D	A	44.7	4.7	8.0
C2	VWA	NEW BEETLE	I	F	L4	1.8	G	M	32.3	5.9	11.1
C2	VWA	CABRIO	I	F	L4	2.0	G	M	31.2	6.1	11.5
C2	VWA	NEW BEETLE	I	F	L4	2.0	G	M	31.2	6.1	11.5
C3	VWA	GTI	I	F	L4	2.0	G	M	31.2	6.1	11.5
C3	VWA	GTI	I	F	L4	1.8	G	M	31.3	6.1	11.4
C3	VWA	GOLF	I	F	L4	1.8	G	M	31.3	6.1	11.4
C3	VWA	JETTA	I	F	L4	1.8	G	M	31.3	6.1	11.4
C3	VWA	GOLF	I	F	L4	2.0	G	M	31.2	6.1	11.5
C3	VWA	JETTA	I	F	L4	2.0	G	M	31.2	6.1	11.5

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
C4	VWA	PASSAT	I	F	L4	1.8	G	M	31.3	6.1	11.4
C8	VWA	PASSAT WAGON	I	F	L4	1.8	G	M	31.3	6.1	11.4
Trucks											
T3	DCC - CHRYSLER	TOWN & CNTRY 2WD FFV	D	F	V6	3.3	FF	A	20.0	7.0	9.1
T4	DCC - DODGE	B2500 WAGON	D	R	V8	5.2	NG	A	15.2	10.2	3.5
T4	DCC - DODGE	B2500 VAN	D	R	V8	5.2	NG	A	15.5	10.0	3.5
T3	DCC - DODGE	CARAVAN 2WD FFV	D	F	V6	3.3	FF	A	19.9	7.1	9.2
T3	DCC - PLYMOUTH	CARAVAN/VOYAGER 2WD	D	F	V6	3.3	FF	A	19.9	7.1	9.2
T1	FMC - FORD	RANGER 4X2 EV	D	R	E0	2.5	EL	A	29.7	5.2	1.8
T2	FMC - FORD	F150 4X2 NGV	D	R	V8	5.4	NG	A	15.8	9.9	3.4
T4	FMC - FORD	E250 VAN NGV	D	R	V8	5.4	NG	A	15.5	10.1	3.5
T1	FMC - FORD	RANGER 4X2 FFV	D	R	V6	3.0	FF	M	19.7	7.1	9.2
T1	FMC - FORD	RANGER 4X4 FFV	D	4	V6	3.0	FF	M	19.2	7.3	9.5
T1	FMC - FORD	RANGER 4X2 FFV	D	R	V6	3.0	FF	A	18.5	7.6	9.7
T1	FMC - FORD	RANGER 4X4 FFV	D	4	V6	3.0	FF	A	17.7	8.0	10.4
T1	GMC - CHEVROLET	S10 P/U 2WD	D	R	L4	2.2	FF	M	23.9	5.9	7.6
T1	GMC - CHEVROLET	S10 P/U 2WD	D	R	L4	2.2	FF	A	21.2	6.7	8.7
T7	GMC - CHEVROLET	TRACKER CONV 2WD	D	R	L4	1.6	G	M	31.1	6.2	11.5
T7	GMC - CHEVROLET	TRACKER CONV 4X4	D	4	L4	1.6	G	M	30.7	6.2	11.6
T1	GMC	SONOMA 2WD	I	R	L4	2.2	FF	M	23.9	5.9	7.6
T1	GMC	SONOMA 2WD	I	R	L4	2.2	FF	A	21.2	6.7	8.7
T1	ISUZU	HOMBRE P/U 2WD	I	R	L4	2.2	FF	M	23.9	5.9	7.6
T1	ISUZU	HOMBRE P/U 2WD	I	R	L4	2.2	FF	A	21.2	6.7	8.7
T7	SUZUKI	VITARA CONV 2WD	I	R	L4	1.6	G	M	31.1	6.1	11.5
T7	SUZUKI	VITARA CONV 4WD	I	4	L4	1.6	G	M	30.7	6.2	11.6
T1	TKM - MAZDA	MAZDA 4X2 FFV	I	R	V6	3.0	FF	M	19.7	7.1	9.2
T1	TKM - MAZDA	MAZDA 4X4 FFV	I	4	V6	3.0	FF	M	19.2	7.3	9.5
T1	TKM - MAZDA	MAZDA 4X2 FFV	I	R	V6	3.0	FF	A	18.5	7.6	9.7
T1	TKM - MAZDA	MAZDA 4X4 FFV	I	4	V6	3.0	FF	A	17.7	8.0	10.4
T7	TOYOTA	RAV4 2WD	I	F	L4	2.0	G	M	30.9	6.2	11.6
T7	TOYOTA	RAV4 2WD	I	F	L4	2.0	G	A	30.5	6.3	11.7

Energy Star Method 4 Vehicle List
Top 20% of vehicles by GHG & Oil Use Score

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
Cars											
C4	DAEWOO	LANOS- 3Dr	I	F	L4	1.5	G	M	34.8	5.5	10.3
C4	DAEWOO	LANOS-3Dr	I	F	L4	1.6	G	M	34.6	5.5	10.3
C4	DAEWOO	LANOS- 3Dr	I	F	L4	1.5	G	A	32.9	5.8	10.8
C4	DAEWOO	LANOS-4Dr	I	F	L4	1.6	G	M	31.8	6.0	11.2
C4	DAEWOO	LANOS-3Dr	I	F	L4	1.6	G	A	31.2	6.1	11.4
C4	DAEWOO	NUBIRA	I	F	L4	2.0	G	M	30.1	6.3	11.8
C7	DAEWOO	NUBIRA WAGON	I	F	L4	2.0	G	M	30.1	6.3	11.8
C7	DAEWOO	NUBIRA WAGON	I	F	L4	4.0	G	M	30.1	6.3	11.8
C4	DAEWOO	NUBIRA	I	F	L4	2.0	G	M	30.1	6.3	11.8
C3	DCC - CHRYSLER	NEON	D	F	L4	2.0	G	M	36.1	5.3	9.9
C4	DCC - CHRYSLER	CIRRUS	D	F	L4	2.0	G	M	34.3	5.6	10.4
C3	DCC - CHRYSLER	NEON	D	F	L4	2.0	G	A	31.9	6.0	11.2
C3	DCC - DODGE	NEON	D	F	L4	2.0	G	M	36.1	5.3	9.9
C3	DCC - DODGE	NEON	D	F	L4	2.0	G	A	31.9	6.0	11.2
C3	DCC - PLYMOUTH	NEON	D	F	L4	2.0	G	M	36.1	5.3	9.9
C4	DCC - PLYMOUTH	BREEZE	D	F	L4	2.0	G	M	35.4	5.4	10.1
C3	DCC - PLYMOUTH	NEON	D	F	L4	2.0	G	A	31.9	6.0	11.2
C5	FMC - FORD	CROWN VICTORIA NG	D	R	V8	4.6	NG	A	20.7	7.6	2.6
C5	FMC - FORD	TAURUS FFV	D	F	V6	3.0	FF	A	24.6	5.9	7.8
C8	FMC - FORD	TAURUS WAGON FFV	D	F	V6	3.0	FF	A	23.3	6.2	8.3
C7	FMC - FORD	FOCUS WAGON	D	F	L4	2.0	G	M	36.2	5.3	9.9
C3	FMC - FORD	FOCUS	D	F	L4	2.0	G	M	35.7	5.4	10.0
C3	FMC - FORD	ESCORT	D	F	L4	2.0	G	M	35.7	5.4	10.0
C3	FMC - FORD	FOCUS	D	F	L4	2.0	G	A	33.9	5.7	10.5
C7	FMC - FORD	FOCUS WAGON	D	F	L4	2.0	G	A	32.6	5.9	11.0
C3	FMC - FORD	ESCORT	D	F	L4	2.0	G	A	33.7	5.7	10.6
C2	FMC - FORD	ESCORT ZX2	D	F	L4	2.0	G	M	33.0	5.8	10.8
C3	FMC - FORD	FOCUS 3D	D	F	L4	2.0	G	M	33.0	5.8	10.8
C3	FMC - FORD	FOCUS 3D	D	F	L4	2.0	G	A	32.4	5.9	11.0
C2	FMC - FORD	ESCORT ZX2	D	F	L4	2.0	G	A	33.1	5.8	10.8
C7	FMC - FORD	FOCUS WAGON	D	F	L4	2.0	G	A	32.6	5.9	11.0
C3	FMC - FORD	CONTOUR	D	F	L4	2.0	G	M	32.6	5.9	11.0
C3	FMC - FORD	CONTOUR	D	F	L4	2.0	G	A	30.3	6.3	11.8
C3	FMC - FORD	CONTOUR	D	F	L4	2.0	G	A	30.3	6.3	11.8
C3	FMC - MAZDA	PROTEGE	I	F	L4	1.8	G	A	30.3	6.3	11.8
C3	FMC - MAZDA	PROTEGE	I	F	L4	1.6	G	A	33.8	5.7	10.6
C4	FMC - MAZDA	626	I	F	L4	2.0	G	M	33.5	5.7	10.6
C3	FMC - MAZDA	PROTEGE	I	F	L4	1.8	G	M	32.4	5.9	11.0
C6	FMC - MAZDA	MX-5 MIATA	I	R	L4	1.8	G	M	31.4	6.1	11.4
C3	FMC - MAZDA	PROTEGE	I	F	L4	1.6	G	M	36.5	5.3	9.8
C6	FMC - MAZDA	MX-5 MIATA	I	R	L4	1.8	G	M	30.2	6.3	11.8
C3	FMC - MERCURY	MYSTIQUE	D	F	L4	2.0	G	M	32.4	5.9	11.0
C3	FMC - MERCURY	COUGAR	D	F	L4	2.0	G	M	32.4	5.9	11.0

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
C2	GMC - CHEVY	METRO	I	F	L3	1.0	G	M	48.9	4.0	7.3
C2	GMC - CHEVY	METRO	I	F	L4	1.3	G	M	45.5	4.2	7.8
C3	GMC - CHEVY	PRIZM	I	F	L4	1.8	G	M	39.6	4.9	9.0
C3	GMC - CHEVY	PRIZM	I	F	L4	1.8	G	A	37.5	5.1	9.5
C2	GMC - CHEVY	METRO	I	F	L4	1.3	G	A	37.6	5.1	9.5
C3	GMC - CHEVY	PRIZM	I	F	L4	1.8	G	A	34.9	5.5	10.2
C2	GMC - CHEVY	CAVALIER	D	F	L4	2.2	G	M	32.1	6.0	11.1
C2	GMC - CHEVY	CAVALIER	D	F	L4	2.2	G	A	30.7	6.2	11.6
C2	GMC - CHEVY	CAVALIER Z24	D	F	L4	2.4	G	M	30.8	6.2	11.6
C2	GMC - PONTIAC	SUNFIRE	D	F	L4	2.2	G	M	32.1	6.0	11.1
C2	GMC - PONTIAC	SUNFIRE CNVT	D	F	L4	2.2	G	A	30.7	6.2	11.6
C2	GMC - PONTIAC	SUNFIRE	D	F	L4	2.4	G	M	30.8	6.2	11.6
C3	GMC - SATURN	SL	D	F	L4	1.9	G	M	38.7	5.0	9.2
C2	GMC - SATURN	SC	D	F	L4	1.9	G	M	35.4	5.4	10.1
C2	GMC - SATURN	SC	D	F	L4	1.9	G	M	38.1	5.0	9.4
C3	GMC - SATURN	SL	D	F	L4	1.9	G	M	36.1	5.3	9.9
C7	GMC - SATURN	SW	D	F	L4	1.9	G	M	36.1	5.3	9.9
C3	GMC - SATURN	SL	D	F	L4	1.9	G	A	34.4	5.6	10.4
C2	GMC - SATURN	SC	D	F	L4	1.9	G	A	33.9	5.7	10.5
C7	GMC - SATURN	SW	D	F	L4	1.9	G	A	35.4	5.4	10.1
C2	GMC - SATURN	SC	D	F	L4	1.9	G	A	36.1	5.3	9.9
C3	GMC - SATURN	SL	D	F	L4	1.9	G	A	36.0	5.3	9.9
C7	GMC - SATURN	SW	D	F	L4	1.9	G	A	33.9	5.7	10.5
C4	GMC - SATURN	LS	D	F	L4	2.2	G	M	31.9	6.0	11.2
C4	GMC - SATURN	LS	D	F	L4	2.2	G	A	30.5	6.3	11.7
C2	HONDA - ACURA	ACURA INTEGRA	I	F	L4	1.8	G	M	32.3	5.9	11.0
C2	HONDA - ACURA	ACURA INTEGRA -R	I	F	L4	1.8	G	M	31.9	6.0	11.2
C2	HONDA - ACURA	ACURA INTEGRA	I	F	L4	1.8	G	A	30.7	6.2	11.6
C6	HONDA	INSIGHT	I	F	L3	1.0	G/EL	M	76.3	2.6	4.7
C2	HONDA	CIVIC HX	I	F	L4	1.6	G	M	44.7	4.3	8.0
C2	HONDA	CIVIC HX	I	F	L4	1.6	G	A	41.9	4.6	8.5
C2	HONDA	CIVIC dx 4Dr	I	F	L4	1.6	G	M	37.2	5.2	9.6
C2	HONDA	CIVIC ex	I	F	L4	1.6	G	M	37.2	5.2	9.6
C2	HONDA	CIVIC vp	I	F	L4	1.6	G	A	35.5	5.4	10.1
C2	HONDA	CIVIC dx 4Dr	I	F	L4	1.6	G	A	35.6	5.4	10.0
C2	HONDA	CIVIC ex	I	F	L4	1.6	G	A	35.5	5.4	10.1
C2	HONDA	CIVIC si	I	F	L4	1.6	G	M	32.8	5.8	10.9
C4	HONDA	ACCORD lx	I	F	L4	2.3	G	M	32.1	6.0	11.1
C4	HONDA	ACCORD	I	F	L4	2.3	G	M	30.4	6.3	11.8
C3	HYUNDAI	ACCENT	I	F	L4	1.5	G	M	36.6	5.3	9.8
C3	HYUNDAI	ACCENT	I	F	L4	1.5	G	A	34.2	5.6	10.4
C3	HYUNDAI	ELANTRA	I	F	L4	2.0	G	M	32.1	6.0	11.1
C7	HYUNDAI	ELANTRA WAGON	I	F	L4	2.0	G	M	31.3	6.1	11.4
C2	HYUNDAI	TIBURON	I	F	L4	2.0	G	M	31.1	6.1	11.5
C2	MITSUBISHI	MIRAGE 2D	I	F	L4	1.5	G	M	41.7	4.6	8.6
C2	MITSUBISHI	MIRAGE	I	F	L4	1.8	G	M	36.3	5.3	9.8
C2	MITSUBISHI	MIRAGE 2D	I	F	L4	1.5	G	A	36.7	5.2	9.7

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
C2	MITSUBISHI	MIRAGE	I	F	L4	1.8	G	A	33.2	5.8	10.8
C2	MITSUBISHI	ECLIPSE	I	F	L4	2.4	G	M	30.1	6.3	11.9
C2	MITSUBISHI	ECLIPSE	I	F	L4	2.4	G	A	30.1	6.3	11.9
C3	NISSAN - INFINITY	INFINITI G20	I	F	L4	2.0	G	M	31.0	6.2	11.5
C3	NISSAN - INFINITY	INFINITI G20	I	F	L4	2.0	G	A	30.2	6.3	11.8
C3	NISSAN	SENTRA	I	F	L4	1.8	G	M	34.9	5.5	10.2
C3	NISSAN	SENTRA	I	F	L4	1.8	G	A	33.9	5.6	10.5
C3	NISSAN	SENTRA	I	F	L4	2.0	G	M	30.9	6.2	11.6
C3	NISSAN	ALTIMA	I	F	L4	2.4	G	M	30.9	6.2	11.6
C3	NISSAN	SENTRA	I	F	L4	2.0	G	A	30.8	6.2	11.6
C2	SUZUKI	SWIFT	I	F	L4	1.3	G	M	45.5	4.2	7.8
C2	SUZUKI	ESTEEM	I	F	L4	1.6	G	M	38.6	5.0	9.3
C2	SUZUKI	SWIFT	I	F	L4	1.3	G	A	37.6	5.1	9.5
C2	SUZUKI	ESTEEM	I	F	L4	1.8	G	M	36.2	5.3	9.9
C7	SUZUKI	ESTEEM WAGON	I	F	L4	1.8	G	M	35.1	5.5	10.2
C2	SUZUKI	ESTEEM	I	F	L4	1.6	G	A	35.0	5.5	10.2
C7	SUZUKI	ESTEEM WAGON	I	F	L4	1.6	G	A	33.7	5.7	10.6
C7	SUZUKI	ESTEEM WAGON	I	F	L4	1.8	G	A	33.7	5.7	10.6
C2	SUZUKI	ESTEEM	I	F	L4	1.8	G	A	33.7	5.7	10.6
C4	TOYOTA	CAMRY CNG	I	F	L4	2.2	NG	A	30.2	5.4	1.8
C3	TOYOTA	ECHO	I	F	L4	1.5	G	M	43.1	4.5	8.3
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	M	39.6	4.9	9.0
C3	TOYOTA	ECHO	I	F	L4	1.5	G	A	39.4	4.9	9.1
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	A	37.4	5.1	9.6
C2	TOYOTA	CELICA	I	F	L4	1.8	G	M	35.2	5.4	10.1
C2	TOYOTA	CELICA	I	F	L4	1.8	G	A	34.9	5.5	10.2
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	A	34.9	5.5	10.2
C6	TOYOTA	MR2	I	F	L4	1.8	G	M	31.8	6.0	11.2
C3	TOYOTA	CAMRY SOLARA	I	F	L4	2.2	G	M	31.0	6.2	11.5
C4	TOYOTA	CAMRY	I	F	L4	2.2	G	M	31.0	6.2	11.5
C2	TOYOTA	CELICA	I	F	L4	1.8	G	M	30.8	6.2	11.6
C2	TOYOTA	CELICA	I	F	L4	1.8	G	A	30.1	6.4	11.9
C3	TOYOTA	CAMRY SOLARA	I	F	L4	2.2	G	A	30.1	6.4	11.9
C4	TOYOTA	CAMRY	I	F	L4	2.2	G	A	30.1	6.4	11.9
C2	TOYOTA	CAMRY SOLARA CONVERT	I	F	L4	2.2	G	A	30.1	6.4	11.9
C3	VWA - AUDI	AUDI A4	I	F	L4	1.8	G	M	31.9	6.0	11.2
C2	VWA	NEW BEETLE	I	F	L4	1.9	D	M	52.7	4.0	6.8
C3	VWA	GOLF TDI	I	F	L4	1.9	D	M	52.7	4.0	6.8
C3	VWA	JETTA	I	F	L4	1.9	D	M	52.7	4.0	6.8
C2	VWA	NEW BEETLE	I	F	L4	1.9	D	A	44.7	4.7	8.0
C3	VWA	GOLF TDI	I	F	L4	1.9	D	A	44.7	4.7	8.0
C3	VWA	JETTA	I	F	L4	1.9	D	A	44.7	4.7	8.0
C2	VWA	NEW BEETLE	I	F	L4	1.8	G	M	32.3	5.9	11.1
C2	VWA	CABRIO	I	F	L4	2.0	G	M	31.2	6.1	11.5
C2	VWA	NEW BEETLE	I	F	L4	2.0	G	M	31.2	6.1	11.5
C3	VWA	GTI	I	F	L4	2.0	G	M	31.2	6.1	11.5

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
C3	VWA	GTI	I	F	L4	1.8	G	M	31.3	6.1	11.4
C3	VWA	GOLF	I	F	L4	1.8	G	M	31.3	6.1	11.4
C3	VWA	JETTA	I	F	L4	1.8	G	M	31.3	6.1	11.4
C3	VWA	GOLF	I	F	L4	2.0	G	M	31.2	6.1	11.5
C3	VWA	JETTA	I	F	L4	2.0	G	M	31.2	6.1	11.5
C4	VWA	PASSAT	I	F	L4	1.8	G	M	31.3	6.1	11.4
C8	VWA	PASSAT WAGON	I	F	L4	1.8	G	M	31.3	6.1	11.4
Trucks											
T3	DCC - CHRYSLER	TOWN & CNTRY 2WD FFV	D	F	V6	3.3	FF	A	20.0	7.0	9.1
T4	DCC - DODGE	B2500 WAGON	D	R	V8	5.2	NG	A	15.2	10.2	3.5
T4	DCC - DODGE	B2500 VAN	D	R	V8	5.2	NG	A	15.5	10.0	3.5
T3	DCC - DODGE	CARAVAN 2WD FFV	D	F	V6	3.3	FF	A	19.9	7.1	9.2
T3	DCC - PLYMOUTH	CARAVAN/VOYAGER 2WD	D	F	V6	3.3	FF	A	19.9	7.1	9.2
T1	FMC - FORD	RANGER 4X2 EV	D	R	E0	2.5	EL	A	29.7	5.2	1.8
T2	FMC - FORD	F150 4X2 NGV	D	R	V8	5.4	NG	A	15.8	9.9	3.4
T4	FMC - FORD	E250 VAN NGV	D	R	V8	5.4	NG	A	15.5	10.1	3.5
T1	FMC - FORD	RANGER 4X2 FFV	D	R	V6	3.0	FF	M	19.7	7.1	9.2
T1	FMC - FORD	RANGER 4X4 FFV	D	4	V6	3.0	FF	M	19.2	7.3	9.5
T1	FMC - FORD	RANGER 4X2 FFV	D	R	V6	3.0	FF	A	18.5	7.6	9.7
T1	GMC - CHEVROLET	S10 P/U 2WD	D	R	L4	2.2	FF	M	23.9	5.9	7.6
T1	GMC - CHEVROLET	S10 P/U 2WD	D	R	L4	2.2	FF	A	21.2	6.7	8.7
T7	GMC - CHEVROLET	TRACKER CONV 2WD	D	R	L4	1.6	G	M	31.1	6.2	11.5
T7	GMC - CHEVROLET	TRACKER CONV 4X4	D	4	L4	1.6	G	M	30.7	6.2	11.6
T1	GMC	SONOMA 2WD	I	R	L4	2.2	FF	M	23.9	5.9	7.6
T1	GMC	SONOMA 2WD	I	R	L4	2.2	FF	A	21.2	6.7	8.7
T1	ISUZU	HOMBRE P/U 2WD	I	R	L4	2.2	FF	M	23.9	5.9	7.6
T1	ISUZU	HOMBRE P/U 2WD	I	R	L4	2.2	FF	A	21.2	6.7	8.7
T7	SUZUKI	VITARA CONV 2WD	I	R	L4	1.6	G	M	31.1	6.1	11.5
T7	SUZUKI	VITARA CONV 4WD	I	4	L4	1.6	G	M	30.7	6.2	11.6
T1	TKM - MAZDA	MAZDA 4X2 FFV	I	R	V6	3.0	FF	M	19.7	7.1	9.2
T1	TKM - MAZDA	MAZDA 4X4 FFV	I	4	V6	3.0	FF	M	19.2	7.3	9.5
T1	TKM - MAZDA	MAZDA 4X2 FFV	I	R	V6	3.0	FF	A	18.5	7.6	9.7
T7	TOYOTA	RAV4 2WD	I	F	L4	2.0	G	M	30.9	6.2	11.6
T7	TOYOTA	RAV4 2WD	I	F	L4	2.0	G	A	30.5	6.3	11.7

Energy Star Method 5 Vehicle List
Top 20% of vehicles by footprint-MPG score

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
Cars											
C4	DAEWOO	LANOS- 3Dr	I	F	L4	1.5	G	M	34.8	5.5	10.3
C4	DAEWOO	LANOS-3Dr	I	F	L4	1.6	G	M	34.6	5.5	10.3
C4	DAEWOO	LANOS- 3Dr	I	F	L4	1.5	G	A	32.9	5.8	10.8
C3	DCC - CHRYSLER	NEON	D	F	L4	2.0	G	M	36.1	5.3	9.9
C4	DCC - CHRYSLER	CIRRUS	D	F	L4	2.0	G	M	34.3	5.6	10.4
C3	DCC - CHRYSLER	NEON	D	F	L4	2.0	G	A	31.9	6.0	11.2
C5	DCC - CHRYSLER	INTREPID	D	F	V6	2.7	G	A	27.3	7.0	13.1
C5	DCC - CHRYSLER	CONCORDE	D	F	V6	2.7	G	A	27.3	7.0	13.1
C5	DCC - CHRYSLER	CONCORDE	D	F	V6	3.2	G	A	25.4	7.5	14.1
C5	DCC - CHRYSLER	INTREPID	D	F	V6	3.2	G	A	25.5	7.5	14.0
C3	DCC - DODGE	NEON	D	F	L4	2.0	G	M	36.1	5.3	9.9
C4	DCC - DODGE	STRATUS	D	F	L4	2.0	G	M	28.3	6.7	12.6
C3	DCC - DODGE	NEON	D	F	L4	2.0	G	A	31.9	6.0	11.2
C4	DCC - DODGE	STRATUS	D	F	L4	2.0	G	M	28.3	6.7	12.6
C5	DCC - DODGE	INTREPID	D	F	V6	2.7	G	A	27.3	7.0	13.1
C5	DCC - DODGE	INTREPID	D	F	V6	2.7	G	A	27.3	7.0	13.1
C5	DCC - DODGE	INTREPID	D	F	V6	3.2	G	A	25.5	7.5	14.0
C4	DCC - MER-BENZ	E 320	I	R	V6	3.2	G	A	27.9	6.8	12.8
C8	DCC - MER-BENZ	E 320 (WAGON)	I	R	V6	3.2	G	A	26.8	7.1	13.3
C4	DCC - MER-BENZ	E 320 4MATIC	I	4	V6	3.2	G	A	26.9	7.1	13.3
C3	DCC - PLYMOUTH	NEON	D	F	L4	2.0	G	M	36.1	5.3	9.9
C4	DCC - PLYMOUTH	BREEZE	D	F	L4	2.0	G	M	35.4	5.4	10.1
C3	DCC - PLYMOUTH	NEON	D	F	L4	2.0	G	A	31.9	6.0	11.2
C4	DCC - PLYMOUTH	BREEZE	D	F	L4	2.0	G	A	28.3	6.7	12.6
C7	FMC - FORD	FOCUS WAGON	D	F	L4	2.0	G	M	36.2	5.3	9.9
C3	FMC - FORD	FOCUS	D	F	L4	2.0	G	M	35.7	5.4	10.0
C3	FMC - FORD	ESCORT	D	F	L4	2.0	G	M	35.7	5.4	10.0
C3	FMC - FORD	FOCUS	D	F	L4	2.0	G	A	33.9	5.7	10.5
C7	FMC - FORD	FOCUS WAGON	D	F	L4	2.0	G	A	32.6	5.9	11.0
C3	FMC - FORD	ESCORT	D	F	L4	2.0	G	A	33.7	5.7	10.6
C2	FMC - FORD	ESCORT ZX2	D	F	L4	2.0	G	M	33.0	5.8	10.8
C3	FMC - FORD	FOCUS 3D	D	F	L4	2.0	G	M	33.0	5.8	10.8
C3	FMC - FORD	FOCUS 3D	D	F	L4	2.0	G	A	32.4	5.9	11.0
C2	FMC - FORD	ESCORT ZX2	D	F	L4	2.0	G	A	33.1	5.8	10.8
C7	FMC - FORD	FOCUS WAGON	D	F	L4	2.0	G	A	32.6	5.9	11.0
C3	FMC - FORD	CONTOUR	D	F	L4	2.0	G	M	32.6	5.9	11.0
C3	FMC - FORD	CONTOUR	D	F	L4	2.0	G	A	30.3	6.3	11.8
C3	FMC - FORD	CONTOUR	D	F	L4	2.0	G	A	30.3	6.3	11.8
C5	FMC - LINCOLN	TOWN CAR	D	R	V8	4.6	G	A	23.3	8.1	15.3
C3	FMC - MAZDA	PROTEGE	I	F	L4	1.6	G	A	33.8	5.7	10.6
C4	FMC - MAZDA	626	I	F	L4	2.0	G	M	33.5	5.7	10.6
C3	FMC - MAZDA	PROTEGE	I	F	L4	1.8	G	M	32.4	5.9	11.0
C3	FMC - MAZDA	PROTEGE	I	F	L4	1.6	G	M	36.5	5.3	9.8

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
C3	FMC - MERCURY	MYSTIQUE	D	F	L4	2.0	G	M	32.4	5.9	11.0
C3	FMC - MERCURY	COUGAR	D	F	L4	2.0	G	M	32.4	5.9	11.0
C3	FMC - MERCURY	MYSTIQUE	D	F	L4	2.0	G	A	29.6	6.5	12.1
C4	GMC - BUICK	CENTURY	D	F	V6	3.1	G	A	27.5	6.9	13.0
C5	GMC - BUICK	LESABRE	D	F	V6	3.8	G	A	26.6	7.2	13.5
C5	GMC - BUICK	PARK AVENUE	D	F	V6	3.8	G	A	26.6	7.2	13.5
C2	GMC - CHEVY	METRO	I	F	L3	1.0	G	M	48.9	4.0	7.3
C2	GMC - CHEVY	METRO	I	F	L4	1.3	G	M	45.5	4.2	7.8
C3	GMC - CHEVY	PRIZM	I	F	L4	1.8	G	M	39.6	4.9	9.0
C3	GMC - CHEVY	PRIZM	I	F	L4	1.8	G	A	37.5	5.1	9.5
C2	GMC - CHEVY	METRO	I	F	L4	1.3	G	A	37.6	5.1	9.5
C3	GMC - CHEVY	PRIZM	I	F	L4	1.8	G	A	34.9	5.5	10.2
C2	GMC - CHEVY	CAVALIER	D	F	L4	2.2	G	M	32.1	6.0	11.1
C2	GMC - CHEVY	CAVALIER	D	F	L4	2.2	G	A	30.7	6.2	11.6
C2	GMC - CHEVY	CAVALIER Z24	D	F	L4	2.4	G	M	30.8	6.2	11.6
C4	GMC - CHEVY	MONTECARLO	D	F	V6	3.4	G	A	27.5	6.9	13.0
C4	GMC - CHEVY	LUMINA	D	F	V6	3.1	G	A	27.5	6.9	13.0
C4	GMC - CHEVY	MALIBU	D	F	V6	3.1	G	A	27.5	6.9	13.0
C5	GMC - CHEVY	IMPALA	D	F	V6	3.4	G	A	27.5	6.9	13.0
C5	GMC - CHEVY	IMPALA	D	F	V6	3.8	G	A	26.9	7.1	13.3
C3	GMC - OLDSMOBILE	ALERO	D	F	L4	2.4	G	M	29.5	6.5	12.1
C3	GMC - OLDSMOBILE	ALERO	D	F	L4	2.4	G	A	29.4	6.5	12.1
C2	GMC - PONTIAC	SUNFIRE	D	F	L4	2.2	G	M	32.1	6.0	11.1
C2	GMC - PONTIAC	SUNFIRE CNVT	D	F	L4	2.2	G	A	30.7	6.2	11.6
C2	GMC - PONTIAC	SUNFIRE	D	F	L4	2.4	G	M	30.8	6.2	11.6
C3	GMC - PONTIAC	GRAND AM	D	F	L4	2.4	G	M	29.5	6.5	12.1
C3	GMC - PONTIAC	GRAND AM	D	F	L4	2.4	G	A	29.4	6.5	12.1
C4	GMC - PONTIAC	GRAND PRIX 4Dr	D	F	V6	3.1	G	A	27.5	6.9	13.0
C4	GMC - PONTIAC	GRAND PRIX	D	F	V6	3.8	G	A	26.9	7.1	13.3
C5	GMC - PONTIAC	BONNEVILLE	D	F	V6	3.8	G	A	26.6	7.2	13.5
C3	GMC - SATURN	SL	D	F	L4	1.9	G	M	38.7	5.0	9.2
C2	GMC - SATURN	SC	D	F	L4	1.9	G	M	35.4	5.4	10.1
C2	GMC - SATURN	SC	D	F	L4	1.9	G	M	38.1	5.0	9.4
C3	GMC - SATURN	SL	D	F	L4	1.9	G	M	36.1	5.3	9.9
C7	GMC - SATURN	SW	D	F	L4	1.9	G	M	36.1	5.3	9.9
C3	GMC - SATURN	SL	D	F	L4	1.9	G	A	34.4	5.6	10.4
C2	GMC - SATURN	SC	D	F	L4	1.9	G	A	33.9	5.7	10.5
C7	GMC - SATURN	SW	D	F	L4	1.9	G	A	35.4	5.4	10.1
C2	GMC - SATURN	SC	D	F	L4	1.9	G	A	36.1	5.3	9.9
C3	GMC - SATURN	SL	D	F	L4	1.9	G	A	36.0	5.3	9.9
C7	GMC - SATURN	SW	D	F	L4	1.9	G	A	33.9	5.7	10.5
C4	GMC - SATURN	LS	D	F	L4	2.2	G	M	31.9	6.0	11.2
C4	GMC - SATURN	LS	D	F	L4	2.2	G	A	30.5	6.3	11.7
C8	GMC - SATURN	LW	D	F	L4	2.2	G	A	29.4	6.5	12.1
C8	GMC - SATURN	LW	D	F	V6	3.0	G	A	26.2	7.3	13.6
C2	HONDA - ACURA	ACURA INTEGRA	I	F	L4	1.8	G	M	32.3	5.9	11.0
C2	HONDA - ACURA	ACURA INTEGRA -R	I	F	L4	1.8	G	M	31.9	6.0	11.2

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
C2	HONDA - ACURA	ACURA INTEGRA	I	F	L4	1.8	G	A	30.7	6.2	11.6
C6	HONDA	INSIGHT	I	F	L3	1.0	G/EL	M	76.3	2.6	4.7
C2	HONDA	CIVIC HX	I	F	L4	1.6	G	M	44.7	4.3	8.0
C2	HONDA	CIVIC HX	I	F	L4	1.6	G	A	41.9	4.6	8.5
C2	HONDA	CIVIC dx 4Dr	I	F	L4	1.6	G	M	37.2	5.2	9.6
C2	HONDA	CIVIC ex	I	F	L4	1.6	G	M	37.2	5.2	9.6
C2	HONDA	CIVIC vp	I	F	L4	1.6	G	A	35.5	5.4	10.1
C2	HONDA	CIVIC dx 4Dr	I	F	L4	1.6	G	A	35.6	5.4	10.0
C2	HONDA	CIVIC ex	I	F	L4	1.6	G	A	35.5	5.4	10.1
C2	HONDA	CIVIC si	I	F	L4	1.6	G	M	32.8	5.8	10.9
C4	HONDA	ACCORD lx	I	F	L4	2.3	G	M	32.1	6.0	11.1
C4	HONDA	ACCORD	I	F	L4	2.3	G	M	30.4	6.3	11.8
C4	HONDA	ACCORD lx	I	F	L4	2.3	G	A	29.9	6.4	11.9
C4	HONDA	ACCORD	I	F	L4	2.3	G	A	28.6	6.7	12.5
C3	HYUNDAI	ACCENT	I	F	L4	1.5	G	M	36.6	5.3	9.8
C3	HYUNDAI	ELANTRA	I	F	L4	2.0	G	M	32.1	6.0	11.1
C2	MITSUBISHI	MIRAGE 2D	I	F	L4	1.5	G	M	41.7	4.6	8.6
C2	MITSUBISHI	MIRAGE	I	F	L4	1.8	G	M	36.3	5.3	9.8
C2	MITSUBISHI	MIRAGE 2D	I	F	L4	1.5	G	A	36.7	5.2	9.7
C2	MITSUBISHI	MIRAGE	I	F	L4	1.8	G	A	33.2	5.8	10.8
C3	NISSAN	SENTRA	I	F	L4	1.8	G	M	34.9	5.5	10.2
C3	NISSAN	SENTRA	I	F	L4	1.8	G	A	33.9	5.6	10.5
C3	NISSAN	ALTIMA	I	F	L4	2.4	G	M	30.9	6.2	11.6
C4	NISSAN	MAXIMA	I	F	L6	3.0	G	M	27.8	6.9	12.8
C2	SUZUKI	SWIFT	I	F	L4	1.3	G	M	45.5	4.2	7.8
C2	SUZUKI	ESTEEM	I	F	L4	1.6	G	M	38.6	5.0	9.3
C2	SUZUKI	SWIFT	I	F	L4	1.3	G	A	37.6	5.1	9.5
C2	SUZUKI	ESTEEM	I	F	L4	1.8	G	M	36.2	5.3	9.9
C7	SUZUKI	ESTEEM WAGON	I	F	L4	1.8	G	M	35.1	5.5	10.2
C2	SUZUKI	ESTEEM	I	F	L4	1.6	G	A	35.0	5.5	10.2
C7	SUZUKI	ESTEEM WAGON	I	F	L4	1.6	G	A	33.7	5.7	10.6
C7	SUZUKI	ESTEEM WAGON	I	F	L4	1.8	G	A	33.7	5.7	10.6
C2	SUZUKI	ESTEEM	I	F	L4	1.8	G	A	33.7	5.7	10.6
C4	TOYOTA	CAMRY CNG	I	F	L4	2.2	NG	A	30.2	5.4	1.8
C3	TOYOTA	ECHO	I	F	L4	1.5	G	M	43.1	4.5	8.3
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	M	39.6	4.9	9.0
C3	TOYOTA	ECHO	I	F	L4	1.5	G	A	39.4	4.9	9.1
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	A	37.4	5.1	9.6
C2	TOYOTA	CELICA	I	F	L4	1.8	G	M	35.2	5.4	10.1
C2	TOYOTA	CELICA	I	F	L4	1.8	G	A	34.9	5.5	10.2
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	A	34.9	5.5	10.2
C3	TOYOTA	CAMRY SOLARA	I	F	L4	2.2	G	M	31.0	6.2	11.5
C4	TOYOTA	CAMRY	I	F	L4	2.2	G	M	31.0	6.2	11.5
C2	TOYOTA	CELICA	I	F	L4	1.8	G	M	30.8	6.2	11.6
C3	TOYOTA	CAMRY SOLARA	I	F	L4	2.2	G	A	30.1	6.4	11.9
C4	TOYOTA	CAMRY	I	F	L4	2.2	G	A	30.1	6.4	11.9
C2	TOYOTA	CAMRY SOLARA CONVERT	I	F	L4	2.2	G	A	30.1	6.4	11.9

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
		CONVERT									
C5	TOYOTA	AVALON	I	F	V6	3.0	G	A	28.1	6.8	12.7
C3	VWA - AUDI	AUDI A4	I	F	L4	1.8	G	M	31.9	6.0	11.2
C2	VWA	NEW BEETLE	I	F	L4	1.9	D	M	52.7	4.0	6.8
C3	VWA	GOLF TDI	I	F	L4	1.9	D	M	52.7	4.0	6.8
C3	VWA	JETTA	I	F	L4	1.9	D	M	52.7	4.0	6.8
C2	VWA	NEW BEETLE	I	F	L4	1.9	D	A	44.7	4.7	8.0
C3	VWA	GOLF TDI	I	F	L4	1.9	D	A	44.7	4.7	8.0
C3	VWA	JETTA	I	F	L4	1.9	D	A	44.7	4.7	8.0
C2	VWA	NEW BEETLE	I	F	L4	1.8	G	M	32.3	5.9	11.1
C3	VWA	GTI	I	F	L4	1.8	G	M	31.3	6.1	11.4
C3	VWA	GOLF	I	F	L4	1.8	G	M	31.3	6.1	11.4
C3	VWA	JETTA	I	F	L4	1.8	G	M	31.3	6.1	11.4
C4	VWA	PASSAT	I	F	L4	1.8	G	M	31.3	6.1	11.4
C8	VWA	PASSAT WAGON	I	F	L4	1.8	G	M	31.3	6.1	11.4
Trucks											
T3	DCC - CHRYSLER	TOWN & COUNTRY 2WD	D	F	V6	3.3	G	A	23.2	8.2	15.4
T3	DCC - DODGE	CARAVAN 2WD	D	F	L4	2.4	G	A	26.0	7.3	13.7
T3	DCC - DODGE	CARAVAN 2WD	D	F	V6	3.3	G	A	24.3	7.8	14.7
T3	DCC - PLYMOUTH	CARAVAN/VOYAGER 2WD	D	F	L4	2.4	G	A	25.9	7.3	13.8
T1	FMC - FORD	RANGER 4X2 EV	D	R	E0	2.5	EL	A	29.7	5.2	1.8
T1	FMC - FORD	RANGER 4X2	D	R	L4	2.5	G	M	28.3	6.7	12.6
T3	FMC - FORD	WINDSTAR VAN	D	F	V6	3.8	G	A	23.0	8.2	15.5
T4	FMC - FORD	E150 VAN	D	R	V8	4.6	G	A	19.5	9.7	18.4
T1	GMC - CHEVROLET	S10 P/U 2WD	D	R	L4	2.2	G	M	29.6	6.5	12.1
T1	GMC	SONOMA 2WD	I	R	L4	2.2	G	M	29.6	6.5	12.1
T2	GMC	C1500 SIERRA 2WD	I	R	V6	4.3	G	M	22.8	8.3	15.7
T3	GMC - OLDSMOBILE	SILHOUETTE 2WD	D	F	V6	3.4	G	A	25.0	7.6	14.3
T3	HONDA	ODYSSEY	I	F	V6	3.5	G	A	24.0	7.9	14.9
T5	SUBARU	FORESTER	I	4	HO4	2.5	G	M	27.9	6.8	12.8
T5	SUBARU	FORESTER	I	4	HO4	2.5	G	A	27.9	6.8	12.8
T1	TKM - MAZDA	MAZDA 4X2	I	R	L4	2.5	G	M	28.3	6.7	12.6

Energy Star Method 6 Vehicle List
Top 20% of vehicles by Ratio of Actual to Predicted MPG (equation 1)

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
Cars											
C2	BMW	328i,Ci	I	R	L6	2.8	G	M	27.6	6.9	12.9
C3	BMW	528i	I	R	L6	2.8	G	M	27.6	6.9	12.9
C3	BMW	540iA	I	R	V8	4.4	G	A	23.7	8.0	15.1
C4	BMW	740iA	I	R	V8	4.4	G	A	22.7	8.4	15.8
C5	BMW	740iLA	I	R	V8	4.4	G	A	22.7	8.4	15.8
C3	DCC - CHRYSLER	NEON	D	F	L4	2.0	G	M	36.1	5.3	9.9
C4	DCC - CHRYSLER	CIRRUS	D	F	L4	2.0	G	M	34.3	5.6	10.4
C3	DCC - CHRYSLER	NEON	D	F	L4	2.0	G	A	31.9	6.0	11.2
C5	DCC - CHRYSLER	INTREPID	D	F	V6	2.7	G	A	27.3	7.0	13.1
C5	DCC - CHRYSLER	CONCORDE	D	F	V6	2.7	G	A	27.3	7.0	13.1
C5	DCC - CHRYSLER	CONCORDE	D	F	V6	3.2	G	A	25.4	7.5	14.1
C5	DCC - CHRYSLER	INTREPID	D	F	V6	3.2	G	A	25.5	7.5	14.0
C5	DCC - CHRYSLER	300 M	D	F	V6	3.5	G	A	24.8	7.7	14.4
C5	DCC - CHRYSLER	LHS	D	F	V6	3.5	G	A	24.4	7.8	14.6
C3	DCC - DODGE	NEON	D	F	L4	2.0	G	M	36.1	5.3	9.9
C3	DCC - DODGE	NEON	D	F	L4	2.0	G	A	31.9	6.0	11.2
C5	DCC - DODGE	INTREPID	D	F	V6	2.7	G	A	27.3	7.0	13.1
C5	DCC - DODGE	INTREPID	D	F	V6	2.7	G	A	27.3	7.0	13.1
C5	DCC - DODGE	INTREPID	D	F	V6	3.2	G	A	25.5	7.5	14.0
C5	DCC - DODGE	INTREPID	D	F	V6	3.5	G	A	24.8	7.7	14.4
C6	DCC - MER-BENZ	SLK 230 KOMPRESSOR	I	R	L4	2.3	G	M	28.7	6.7	12.5
C3	DCC - MER-BENZ	C 230 KOMPRESSOR	I	R	L4	2.3	G	A	28.3	6.7	12.6
C6	DCC - MER-BENZ	SLK 230 KOMPRESSOR	I	R	L4	2.3	G	A	29.2	6.5	12.2
C1	DCC - MER-BENZ	CLK 320 (CABRIOLET)	I	R	V6	3.2	G	A	26.5	7.2	13.5
C4	DCC - MER-BENZ	E 320	I	R	V6	3.2	G	A	27.9	6.8	12.8
C8	DCC - MER-BENZ	E 320 (WAGON)	I	R	V6	3.2	G	A	26.8	7.1	13.3
C2	DCC - MER-BENZ	CLK 320	I	R	V6	3.2	G	A	27.5	6.9	13.0
C3	DCC - MER-BENZ	C 280	I	R	V6	2.8	G	A	27.3	7.0	13.1
C4	DCC - MER-BENZ	E 320 4MATIC	I	4	V6	3.2	G	A	26.9	7.1	13.3
C8	DCC - MER-BENZ	E 320 4MATIC(WAGON)	I	4	V6	3.2	G	A	25.9	7.3	13.8
C2	DCC - MER-BENZ	CLK 430	I	R	V8	4.3	G	A	24.2	7.8	14.7
C3	DCC - MER-BENZ	C 43 AMG	I	R	V8	4.3	G	A	23.1	8.2	15.4
C1	DCC - MER-BENZ	CLK 430 (CABRIOLET)	I	R	V8	4.3	G	A	23.1	8.2	15.5
C4	DCC - MER-BENZ	E 430	I	R	V8	4.3	G	A	23.9	7.9	14.9
C5	DCC - MER-BENZ	S 430	I	R	V8	4.3	G	A	23.0	8.2	15.5
C4	DCC - MER-BENZ	E 430 4MATIC	I	4	V8	4.3	G	A	22.8	8.3	15.7
C4	DCC - MER-BENZ	E 55 AMG	I	R	V8	5.5	G	A	22.0	8.6	16.2
C3	DCC - MER-BENZ	CL 500	I	R	V8	5.0	G	A	21.7	8.7	16.4
C5	DCC - MER-BENZ	S 500	I	R	V8	5.0	G	A	21.7	8.7	16.4
C6	DCC - MER-BENZ	SL 500	I	R	V8	5.0	G	A	21.6	8.8	16.5
C3	DCC - PLYMOUTH	NEON	D	F	L4	2.0	G	M	36.1	5.3	9.9

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
C4	DCC - PLYMOUTH	BREEZE	D	F	L4	2.0	G	M	35.4	5.4	10.1
C3	DCC - PLYMOUTH	NEON	D	F	L4	2.0	G	A	31.9	6.0	11.2
C7	FMC - FORD	FOCUS WAGON	D	F	L4	2.0	G	M	36.2	5.3	9.9
C3	FMC - FORD	FOCUS	D	F	L4	2.0	G	M	35.7	5.4	10.0
C3	FMC - FORD	ESCORT	D	F	L4	2.0	G	M	35.7	5.4	10.0
C3	FMC - FORD	CONTOUR	D	F	L4	2.0	G	M	32.6	5.9	11.0
C5	FMC - FORD	TAURUS	D	F	V6	3.0	G	A	26.3	7.2	13.6
C4	FMC - JAGUAR	JAGUAR S-TYPE 6	I	R	V6	3.0	G	A	24.1	7.9	14.8
C1	FMC - JAGUAR	JAGUAR XK8 CONVERT.	I	R	V8	4.0	G	A	22.8	8.3	15.7
C2	FMC - JAGUAR	JAGUAR XK8 COUPE	I	R	V8	4.0	G	A	23.1	8.2	15.4
C3	FMC - JAGUAR	JAGUAR XJ8L	I	R	V8	4.0	G	A	22.8	8.3	15.7
C3	FMC - JAGUAR	JAGUAR XJ8	I	R	V8	4.0	G	A	22.8	8.3	15.7
C4	FMC - JAGUAR	JAGUAR VDP	I	R	V8	4.0	G	A	22.8	8.3	15.7
C1	FMC - JAGUAR	JAGUAR XKR CONVERT.	I	R	V8	4.0	G	A	21.4	8.8	16.7
C2	FMC - JAGUAR	JAGUAR XKR COUPE	I	R	V8	4.0	G	A	21.9	8.7	16.3
C3	FMC - JAGUAR	JAGUAR XJR	I	R	V8	4.0	G	A	21.1	9.0	17.0
C4	FMC - JAGUAR	JAGUAR VDP S/C	I	R	V8	4.0	G	A	20.9	9.0	17.1
C5	FMC - LINCOLN	CONTINENTAL	D	F	V8	4.6	G	A	23.4	8.1	15.3
C4	FMC - MAZDA	626	I	F	L4	2.0	G	M	33.5	5.7	10.6
C3	FMC - MERCURY	COUGAR	D	F	L4	2.0	G	M	32.4	5.9	11.0
C4	FMC - MERCURY	SABLE	D	F	V6	3.0	G	A	26.4	7.2	13.5
C3	FMC - VOLVO	C70 COUPE	I	F	L5	2.3	G	M	26.9	7.1	13.3
C4	FMC - VOLVO	S70	I	F	L5	2.3	G	M	26.8	7.1	13.3
C2	FMC - VOLVO	C70 CONVERTIBLE	I	F	L5	2.3	G	M	26.1	7.3	13.7
C3	FMC - VOLVO	C70 COUPE	I	F	L5	2.3	G	A	25.7	7.4	13.9
C4	FMC - VOLVO	S70	I	F	L5	2.3	G	A	26.4	7.2	13.5
C8	FMC - VOLVO	V70	I	F	L5	2.3	G	M	26.8	7.1	13.3
C4	FMC - VOLVO	S80 T6	I	F	L6	2.8	G	A	23.3	8.1	15.3
C4	GMC - BUICK	CENTURY	D	F	V6	3.1	G	A	27.5	6.9	13.0
C4	GMC - BUICK	REGAL	D	F	V6	3.8	G	A	26.9	7.1	13.3
C5	GMC - BUICK	LESABRE	D	F	V6	3.8	G	A	26.6	7.2	13.5
C5	GMC - BUICK	PARK AVENUE	D	F	V6	3.8	G	A	26.6	7.2	13.5
C4	GMC - CADILLAC	ELDORADO	D	F	V8	4.6	G	A	24.1	7.9	14.8
C4	GMC - CADILLAC	SEVILLE	D	F	V8	4.6	G	A	24.1	7.9	14.8
C5	GMC - CADILLAC	DEVILLE	D	F	V8	4.6	G	A	24.1	7.9	14.8
C2	GMC - CHEVY	METRO	I	F	L4	1.3	G	M	45.5	4.2	7.8
C3	GMC - CHEVY	PRIZM	I	F	L4	1.8	G	M	39.6	4.9	9.0
C3	GMC - CHEVY	PRIZM	I	F	L4	1.8	G	A	37.5	5.1	9.5
C3	GMC - CHEVY	PRIZM	I	F	L4	1.8	G	A	34.9	5.5	10.2
C4	GMC - CHEVY	MONTECARLO	D	F	V6	3.4	G	A	27.5	6.9	13.0
C5	GMC - CHEVY	IMPALA	D	F	V6	3.4	G	A	27.5	6.9	13.0
C2	GMC - CHEVY	CAMARO	D	R	V6	3.8	G	M	26.8	7.1	13.3
C4	GMC - CHEVY	MONTECARLO	D	F	V6	3.8	G	A	26.9	7.1	13.3
C5	GMC - CHEVY	IMPALA	D	F	V6	3.8	G	A	26.9	7.1	13.3
C2	GMC - CHEVY	CAMARO	D	R	V8	5.7	G	M	25.1	7.6	14.3

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
C6	GMC - CHEVY	CORVETTE	D	R	V8	5.7	G	M	25.1	7.6	14.2
C2	GMC - CHEVY	CAMARO	D	R	V8	5.7	G	A	22.8	8.3	15.7
C6	GMC - CHEVY	CORVETTE	D	R	V8	5.7	G	A	22.8	8.3	15.7
C4	GMC - OLDSMOBILE	INTRIGUE	D	F	V6	3.5	G	A	25.7	7.4	13.9
C2	GMC - PONTIAC	SUNFIRE	D	F	L4	2.4	G	M	30.8	6.2	11.6
C2	GMC - PONTIAC	FIREBIRD	D	R	V6	3.8	G	M	26.8	7.1	13.3
C4	GMC - PONTIAC	GRAND PRIX	D	F	V6	3.8	G	A	26.9	7.1	13.3
C2	GMC - PONTIAC	FIREBIRD	D	R	V6	3.8	G	A	26.1	7.3	13.7
C5	GMC - PONTIAC	BONNEVILLE	D	F	V6	3.8	G	A	26.6	7.2	13.5
C2	GMC - PONTIAC	FIREBIRD	D	R	V8	5.7	G	M	24.8	7.7	14.4
C5	GMC - PONTIAC	BONNEVILLE	D	F	V6	3.8	G	A	24.8	7.7	14.4
C2	GMC - SAAB	SAAB 9-3 CVT	I	F	L4	2.0	G	M	28.6	6.7	12.5
C4	GMC - SAAB	SAAB 9-3	I	F	L4	2.0	G	M	28.6	6.7	12.5
C4	GMC - SAAB	SAAB 9-3 VIGGEN	I	F	L4	2.3	G	M	27.5	6.9	13.0
C4	GMC - SAAB	SAAB 9-3 VIGGEN	I	F	L4	2.3	G	M	27.5	6.9	13.0
C4	GMC - SAAB	SAAB 9-5	I	F	L4	2.3	G	M	27.6	6.9	12.9
C3	GMC - SATURN	SL	D	F	L4	1.9	G	M	38.7	5.0	9.2
C2	GMC - SATURN	SC	D	F	L4	1.9	G	M	35.4	5.4	10.1
C2	GMC - SATURN	SC	D	F	L4	1.9	G	M	38.1	5.0	9.4
C3	GMC - SATURN	SL	D	F	L4	1.9	G	M	36.1	5.3	9.9
C7	GMC - SATURN	SW	D	F	L4	1.9	G	M	36.1	5.3	9.9
C3	GMC - SATURN	SL	D	F	L4	1.9	G	A	34.4	5.6	10.4
C7	GMC - SATURN	SW	D	F	L4	1.9	G	A	35.4	5.4	10.1
C4	GMC - SATURN	LS	D	F	L4	2.2	G	M	31.9	6.0	11.2
C4	GMC - SATURN	LS	D	F	L4	2.2	G	A	30.5	6.3	11.7
C2	HONDA - ACURA	ACURA INTEGRA -R	I	F	L4	1.8	G	M	31.9	6.0	11.2
C4	HONDA - ACURA	ACURA 3.2TL	I	F	V6	3.2	G	A	26.4	7.2	13.5
C6	HONDA	INSIGHT	I	F	L3	1.0	G/EL	M	76.3	2.6	4.7
C2	HONDA	CIVIC HX	I	F	L4	1.6	G	M	44.7	4.3	8.0
C2	HONDA	CIVIC HX	I	F	L4	1.6	G	A	41.9	4.6	8.5
C2	HONDA	CIVIC dx 4Dr	I	F	L4	1.6	G	M	37.2	5.2	9.6
C2	HONDA	CIVIC ex	I	F	L4	1.6	G	M	37.2	5.2	9.6
C2	HONDA	CIVIC ex	I	F	L4	1.6	G	A	35.5	5.4	10.1
C2	HONDA	CIVIC si	I	F	L4	1.6	G	M	32.8	5.8	10.9
C4	HONDA	ACCORD lx	I	F	L4	2.3	G	M	32.1	6.0	11.1
C4	HONDA	ACCORD lx	I	F	L4	2.3	G	A	29.9	6.4	11.9
C2	HONDA	PRELUDE	I	F	L4	2.2	G	M	28.2	6.8	12.7
C2	HONDA	PRELUDE	I	F	L4	2.2	G	A	28.3	6.7	12.6
C4	HONDA	ACCORD coupe	I	F	V6	3.0	G	A	27.0	7.0	13.2
C2	MITSUBISHI	MIRAGE 2D	I	F	L4	1.5	G	M	41.7	4.6	8.6
C2	MITSUBISHI	ECLIPSE	I	F	V6	3.0	G	M	27.2	7.0	13.1
C2	MITSUBISHI	ECLIPSE	I	F	V6	3.0	G	A	27.8	6.8	12.8
C3	NISSAN - INFINITY	INFINITI G20	I	F	L4	2.0	G	M	31.0	6.2	11.5
C4	NISSAN - INFINITY	INFINITI I30	I	F	V6	3.0	G	A	26.4	7.2	13.5
C4	NISSAN - INFINITY	INFINITI Q45	I	R	V8	4.1	G	A	23.1	8.2	15.5
C3	NISSAN	SENTRA	I	F	L4	1.8	G	M	34.9	5.5	10.2
C3	NISSAN	ALTIMA	I	F	L4	2.4	G	M	30.9	6.2	11.6

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
C4	NISSAN	MAXIMA	I	F	L6	3.0	G	M	27.8	6.9	12.8
C2	SUZUKI	SWIFT	I	F	L4	1.3	G	M	45.5	4.2	7.8
C2	TOYOTA - LEXUS	SC 400	I	R	V8	4.0	G	A	24.3	7.8	14.7
C4	TOYOTA - LEXUS	LS 400	I	R	V8	4.0	G	A	24.3	7.8	14.7
C4	TOYOTA - LEXUS	GS 400	I	R	V8	4.0	G	A	23.3	8.2	15.4
C3	TOYOTA	ECHO	I	F	L4	1.5	G	M	43.1	4.5	8.3
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	M	39.6	4.9	9.0
C3	TOYOTA	ECHO	I	F	L4	1.5	G	A	39.4	4.9	9.1
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	A	37.4	5.1	9.6
C2	TOYOTA	CELICA	I	F	L4	1.8	G	M	35.2	5.4	10.1
C2	TOYOTA	CELICA	I	F	L4	1.8	G	A	34.9	5.5	10.2
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	A	34.9	5.5	10.2
C3	TOYOTA	CAMRY SOLARA	I	F	L4	2.2	G	M	31.0	6.2	11.5
C2	TOYOTA	CELICA	I	F	L4	1.8	G	M	30.8	6.2	11.6
C2	TOYOTA	CAMRY SOLARA CONVERT	I	F	L4	2.2	G	A	30.1	6.4	11.9
C5	TOYOTA	AVALON	I	F	V6	3.0	G	A	28.1	6.8	12.7
C3	VWA - AUDI	AUDI A4	I	F	L4	1.8	G	M	31.9	6.0	11.2
C1	VWA - AUDI	AUDI TT COUPE	I	4	L4	1.8	G	M	29.4	6.5	12.1
C5	VWA - AUDI	AUDI A8	I	4	V8	4.2	G	A	22.7	8.3	15.7
C4	VWA - AUDI	AUDI A6	I	4	V8	4.2	G	A	22.7	8.3	15.7
C5	VWA - AUDI	AUDI A8 (LWB)	I	4	V8	4.2	G	A	22.8	8.3	15.7
C2	VWA	NEW BEETLE	I	F	L4	1.9	D	M	52.7	4.0	6.8
C3	VWA	GOLF TDI	I	F	L4	1.9	D	M	52.7	4.0	6.8
C3	VWA	JETTA	I	F	L4	1.9	D	M	52.7	4.0	6.8
C2	VWA	NEW BEETLE	I	F	L4	1.9	D	A	44.7	4.7	8.0
C3	VWA	GOLF TDI	I	F	L4	1.9	D	A	44.7	4.7	8.0
C3	VWA	JETTA	I	F	L4	1.9	D	A	44.7	4.7	8.0
C2	VWA	NEW BEETLE	I	F	L4	1.8	G	M	32.3	5.9	11.1
C3	VWA	GTI	I	F	L4	1.8	G	M	31.3	6.1	11.4
C3	VWA	GOLF	I	F	L4	1.8	G	M	31.3	6.1	11.4
C3	VWA	JETTA	I	F	L4	1.8	G	M	31.3	6.1	11.4
C4	VWA	PASSAT	I	F	L4	1.8	G	M	31.3	6.1	11.4
C8	VWA	PASSAT WAGON	I	F	L4	1.8	G	M	31.3	6.1	11.4
Trucks											
T3	HONDA	ODYSSEY	I	F	V6	3.5	G	A	24.0	7.9	14.9

Energy Star Method 7 Vehicle List
Top 20% of vehicles by Ratio of Actual to Predicted MPG (equation 2)
(MPG Predicted by Regression Model Using Curb Weight, Horsepower, and Car/Truck)

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
Cars											
C3	BMW	528i	I	R	L6	2.8	G	M	27.6	6.9	12.9
C3	BMW	540iA	I	R	V8	4.4	G	A	23.7	8.0	15.1
C4	BMW	740iA	I	R	V8	4.4	G	A	22.7	8.4	15.8
C5	BMW	740iLA	I	R	V8	4.4	G	A	22.7	8.4	15.8
C3	DCC - CHRYSLER	NEON	D	F	L4	2.0	G	M	36.1	5.3	9.9
C3	DCC - CHRYSLER	NEON	D	F	L4	2.0	G	A	31.9	6.0	11.2
C5	DCC - CHRYSLER	INTREPID	D	F	V6	2.7	G	A	27.3	7.0	13.1
C5	DCC - CHRYSLER	CONCORDE	D	F	V6	2.7	G	A	27.3	7.0	13.1
C5	DCC - CHRYSLER	CONCORDE	D	F	V6	3.2	G	A	25.4	7.5	14.1
C5	DCC - CHRYSLER	300 M	D	F	V6	3.5	G	A	24.8	7.7	14.4
C3	DCC - DODGE	NEON	D	F	L4	2.0	G	M	36.1	5.3	9.9
C3	DCC - DODGE	NEON	D	F	L4	2.0	G	A	31.9	6.0	11.2
C5	DCC - DODGE	INTREPID	D	F	V6	2.7	G	A	27.3	7.0	13.1
C5	DCC - DODGE	INTREPID	D	F	V6	2.7	G	A	27.3	7.0	13.1
C5	DCC - DODGE	INTREPID	D	F	V6	3.5	G	A	24.8	7.7	14.4
C3	DCC - MER-BENZ	C 230 KOMPRESSOR	I	R	L4	2.3	G	A	28.3	6.7	12.6
C6	DCC - MER-BENZ	SLK 230 KOMPRESSOR	I	R	L4	2.3	G	A	29.2	6.5	12.2
C1	DCC - MER-BENZ	CLK 320 (CABRIOLET)	I	R	V6	3.2	G	A	26.5	7.2	13.5
C4	DCC - MER-BENZ	E 320	I	R	V6	3.2	G	A	27.9	6.8	12.8
C8	DCC - MER-BENZ	E 320 (WAGON)	I	R	V6	3.2	G	A	26.8	7.1	13.3
C2	DCC - MER-BENZ	CLK 320	I	R	V6	3.2	G	A	27.5	6.9	13.0
C4	DCC - MER-BENZ	E 320 4MATIC	I	4	V6	3.2	G	A	26.9	7.1	13.3
C8	DCC - MER-BENZ	E 320 4MATIC(WAGON)	I	4	V6	3.2	G	A	25.9	7.3	13.8
C4	DCC - MER-BENZ	E 430	I	R	V8	4.3	G	A	23.9	7.9	14.9
C5	DCC - MER-BENZ	S 430	I	R	V8	4.3	G	A	23.0	8.2	15.5
C4	DCC - MER-BENZ	E 55 AMG	I	R	V8	5.5	G	A	22.0	8.6	16.2
C3	DCC - PLYMOUTH	NEON	D	F	L4	2.0	G	M	36.1	5.3	9.9
C4	DCC - PLYMOUTH	BREEZE	D	F	L4	2.0	G	M	35.4	5.4	10.1
C3	DCC - PLYMOUTH	NEON	D	F	L4	2.0	G	A	31.9	6.0	11.2
C7	FMC - FORD	FOCUS WAGON	D	F	L4	2.0	G	M	36.2	5.3	9.9
C3	FMC - FORD	CONTOUR	D	F	L4	2.0	G	M	32.6	5.9	11.0
C1	FMC - JAGUAR	JAGUAR XK8 CONVERT.	I	R	V8	4.0	G	A	22.8	8.3	15.7
C2	FMC - JAGUAR	JAGUAR XK8 COUPE	I	R	V8	4.0	G	A	23.1	8.2	15.4
C3	FMC - JAGUAR	JAGUAR XJ8L	I	R	V8	4.0	G	A	22.8	8.3	15.7
C3	FMC - JAGUAR	JAGUAR XJ8	I	R	V8	4.0	G	A	22.8	8.3	15.7
C4	FMC - JAGUAR	JAGUAR VDP	I	R	V8	4.0	G	A	22.8	8.3	15.7
C1	FMC - JAGUAR	JAGUAR XKR CONVERT.	I	R	V8	4.0	G	A	21.4	8.8	16.7
C2	FMC - JAGUAR	JAGUAR XKR COUPE	I	R	V8	4.0	G	A	21.9	8.7	16.3
C3	FMC - JAGUAR	JAGUAR XJR	I	R	V8	4.0	G	A	21.1	9.0	17.0
C4	FMC - JAGUAR	JAGUAR VDP S/C	I	R	V8	4.0	G	A	20.9	9.0	17.1
C5	FMC - LINCOLN	CONTINENTAL	D	F	V8	4.6	G	A	23.4	8.1	15.3

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
C4	FMC - MAZDA	626	I	F	L4	2.0	G	M	33.5	5.7	10.6
C3	FMC - VOLVO	C70 COUPE	I	F	L5	2.3	G	M	26.9	7.1	13.3
C4	FMC - VOLVO	S70	I	F	L5	2.3	G	M	26.8	7.1	13.3
C2	FMC - VOLVO	C70 CONVERTIBLE	I	F	L5	2.3	G	M	26.1	7.3	13.7
C3	FMC - VOLVO	C70 COUPE	I	F	L5	2.3	G	A	25.7	7.4	13.9
C4	FMC - VOLVO	S70	I	F	L5	2.3	G	A	26.4	7.2	13.5
C8	FMC - VOLVO	V70	I	F	L5	2.3	G	M	26.8	7.1	13.3
C4	GMC - BUICK	REGAL	D	F	V6	3.8	G	A	26.9	7.1	13.3
C5	GMC - BUICK	LESABRE	D	F	V6	3.8	G	A	26.6	7.2	13.5
C5	GMC - BUICK	PARK AVENUE	D	F	V6	3.8	G	A	26.6	7.2	13.5
C4	GMC - CADILLAC	ELDORADO	D	F	V8	4.6	G	A	24.1	7.9	14.8
C4	GMC - CADILLAC	SEVILLE	D	F	V8	4.6	G	A	24.1	7.9	14.8
C5	GMC - CADILLAC	DEVILLE	D	F	V8	4.6	G	A	24.1	7.9	14.8
C2	GMC - CHEVY	METRO	I	F	L4	1.3	G	M	45.5	4.2	7.8
C3	GMC - CHEVY	PRIZM	I	F	L4	1.8	G	M	39.6	4.9	9.0
C3	GMC - CHEVY	PRIZM	I	F	L4	1.8	G	A	37.5	5.1	9.5
C4	GMC - CHEVY	MONTECARLO	D	F	V6	3.8	G	A	26.9	7.1	13.3
C5	GMC - CHEVY	IMPALA	D	F	V6	3.8	G	A	26.9	7.1	13.3
C2	GMC - CHEVY	CAMARO	D	R	V8	5.7	G	M	25.1	7.6	14.3
C6	GMC - CHEVY	CORVETTE	D	R	V8	5.7	G	M	25.1	7.6	14.2
C4	GMC - PONTIAC	GRAND PRIX	D	F	V6	3.8	G	A	26.9	7.1	13.3
C2	GMC - PONTIAC	FIREBIRD	D	R	V6	3.8	G	A	26.1	7.3	13.7
C5	GMC - PONTIAC	BONNEVILLE	D	F	V6	3.8	G	A	26.6	7.2	13.5
C2	GMC - PONTIAC	FIREBIRD	D	R	V8	5.7	G	M	24.8	7.7	14.4
C5	GMC - PONTIAC	BONNEVILLE	D	F	V6	3.8	G	A	24.8	7.7	14.4
C2	GMC - SAAB	SAAB 9-3 CVT	I	F	L4	2.0	G	M	28.6	6.7	12.5
C4	GMC - SAAB	SAAB 9-3 VIGGEN	I	F	L4	2.3	G	M	27.5	6.9	13.0
C4	GMC - SAAB	SAAB 9-3 VIGGEN	I	F	L4	2.3	G	M	27.5	6.9	13.0
C3	GMC - SATURN	SL	D	F	L4	1.9	G	M	38.7	5.0	9.2
C7	GMC - SATURN	SW	D	F	L4	1.9	G	M	36.1	5.3	9.9
C7	GMC - SATURN	SW	D	F	L4	1.9	G	A	35.4	5.4	10.1
C4	GMC - SATURN	LS	D	F	L4	2.2	G	M	31.9	6.0	11.2
C2	HONDA - ACURA	ACURA INTEGRA -R	I	F	L4	1.8	G	M	31.9	6.0	11.2
C4	HONDA - ACURA	ACURA 3.2TL	I	F	V6	3.2	G	A	26.4	7.2	13.5
C6	HONDA	INSIGHT	I	F	L3	1.0	G/EL	M	76.3	2.6	4.7
C2	HONDA	CIVIC HX	I	F	L4	1.6	G	M	44.7	4.3	8.0
C2	HONDA	CIVIC HX	I	F	L4	1.6	G	A	41.9	4.6	8.5
C2	HONDA	CIVIC ex	I	F	L4	1.6	G	M	37.2	5.2	9.6
C2	HONDA	CIVIC ex	I	F	L4	1.6	G	A	35.5	5.4	10.1
C2	HONDA	CIVIC si	I	F	L4	1.6	G	M	32.8	5.8	10.9
C4	HONDA	ACCORD lx	I	F	L4	2.3	G	M	32.1	6.0	11.1
C2	HONDA	PRELUDE	I	F	L4	2.2	G	A	28.3	6.7	12.6
C2	MITSUBISHI	MIRAGE 2D	I	F	L4	1.5	G	M	41.7	4.6	8.6
C2	MITSUBISHI	ECLIPSE	I	F	V6	3.0	G	A	27.8	6.8	12.8
C4	NISSAN - INFINITY	INFINITI I30	I	F	V6	3.0	G	A	26.4	7.2	13.5
C4	NISSAN - INFINITY	INFINITI Q45	I	R	V8	4.1	G	A	23.1	8.2	15.5
C4	NISSAN	MAXIMA	I	F	L6	3.0	G	M	27.8	6.9	12.8

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
C2	SUZUKI	SWIFT	I	F	L4	1.3	G	M	45.5	4.2	7.8
C2	TOYOTA - LEXUS	SC 400	I	R	V8	4.0	G	A	24.3	7.8	14.7
C4	TOYOTA - LEXUS	LS 400	I	R	V8	4.0	G	A	24.3	7.8	14.7
C4	TOYOTA - LEXUS	GS 400	I	R	V8	4.0	G	A	23.3	8.2	15.4
C3	TOYOTA	ECHO	I	F	L4	1.5	G	M	43.1	4.5	8.3
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	M	39.6	4.9	9.0
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	A	37.4	5.1	9.6
C2	TOYOTA	CELICA	I	F	L4	1.8	G	M	35.2	5.4	10.1
C2	TOYOTA	CELICA	I	F	L4	1.8	G	A	34.9	5.5	10.2
C5	TOYOTA	AVALON	I	F	V6	3.0	G	A	28.1	6.8	12.7
C3	VWA - AUDI	AUDI A4	I	F	L4	1.8	G	M	31.9	6.0	11.2
C5	VWA - AUDI	AUDI A8	I	4	V8	4.2	G	A	22.7	8.3	15.7
C4	VWA - AUDI	AUDI A6	I	4	V8	4.2	G	A	22.7	8.3	15.7
C5	VWA - AUDI	AUDI A8 (LWB)	I	4	V8	4.2	G	A	22.8	8.3	15.7
C2	VWA	NEW BEETLE	I	F	L4	1.9	D	M	52.7	4.0	6.8
C3	VWA	GOLF TDI	I	F	L4	1.9	D	M	52.7	4.0	6.8
C3	VWA	JETTA	I	F	L4	1.9	D	M	52.7	4.0	6.8
C2	VWA	NEW BEETLE	I	F	L4	1.9	D	A	44.7	4.7	8.0
C3	VWA	GOLF TDI	I	F	L4	1.9	D	A	44.7	4.7	8.0
C3	VWA	JETTA	I	F	L4	1.9	D	A	44.7	4.7	8.0
C2	VWA	NEW BEETLE	I	F	L4	1.8	G	M	32.3	5.9	11.1
C3	VWA	JETTA	I	F	L4	1.8	G	M	31.3	6.1	11.4
C4	VWA	PASSAT	I	F	L4	1.8	G	M	31.3	6.1	11.4
C8	VWA	PASSAT WAGON	I	F	L4	1.8	G	M	31.3	6.1	11.4
Trucks											
T3	DCC - CHRYSLER	TOWN & COUNTRY 2WD	D	F	V6	3.8	G	A	23.0	8.2	15.5
T3	DCC - CHRYSLER	TOWN & COUNTRY AWD	D	4	V6	3.8	G	A	22.0	8.6	16.2
T3	DCC - DODGE	CARAVAN 2WD	D	F	L4	2.4	G	A	26.0	7.3	13.7
T3	DCC - DODGE	CARAVAN 2WD	D	F	V6	3.3	G	A	24.3	7.8	14.7
T3	DCC - DODGE	GRAND CARAVAN 2WD	D	F	V6	3.8	G	A	23.0	8.2	15.5
T5	DCC - MER-BENZ	ML 320	I	4	V6	3.2	G	A	20.8	9.1	17.2
T5	DCC - MER-BENZ	ML 430	I	4	V8	4.3	G	A	19.7	9.6	18.2
T5	DCC - MER-BENZ	ML 55 AMG	I	4	V8	5.4	G	A	17.7	10.7	20.2
T3	DCC - PLYMOUTH	CARAVAN/VOYAGER 2WD	D	F	V6	3.3	G	A	24.0	7.9	14.9
T3	DCC - PLYMOUTH	CARAVAN/VOYAGER 2WD	D	F	L4	2.4	G	A	25.9	7.3	13.8
T1	FMC - FORD	RANGER 4X2 EV	D	R	E0	2.5	EL	A	29.7	5.2	1.8
T3	FMC - FORD	WINDSTAR VAN	D	F	V6	3.8	G	A	23.0	8.2	15.5
T3	FMC - FORD	WINDSTAR WAGON	D	F	V6	3.8	G	A	22.5	8.4	15.9
T2	FMC - FORD	F150 4X2	D	R	V6	4.2	G	M	21.1	9.0	16.9
T2	FMC - FORD	F150 4X2	D	R	V8	4.6	G	A	20.3	9.3	17.6
T2	FMC - FORD	F150 4X2	D	R	V8	4.6	G	M	19.6	9.6	18.2
T2	FMC - FORD	F150 4X2	D	R	V8	5.4	G	A	19.1	9.9	18.7
T1	GMC - CHEVROLET	S10 P/U 2WD	D	R	L4	2.2	G	M	29.6	6.5	12.1
T3	GMC - CHEVROLET	VENTURE	D	F	V6	3.4	G	A	25.0	7.6	14.3
T2	GMC - CHEVROLET	C1500 SILVERADO 2WD	D	R	V6	4.3	G	M	22.5	8.4	15.9

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
		2WD									
T2	GMC - CHEVROLET	C1500 SILVERADO 2WD	D	R	V8	4.8	G	M	20.8	9.1	17.2
T2	GMC - CHEVROLET	C1500 SILVERADO 2WD	D	R	V8	5.3	G	A	19.9	9.5	17.9
T2	GMC - CHEVROLET	C1500 SILVERADO 2WD	D	R	V8	4.8	G	A	20.9	9.0	17.1
T6	GMC - CHEVROLET	K1500 TAHOE 4WD	D	4	V8	4.8	G	A	18.3	10.3	19.5
T6	GMC - CHEVROLET	C1500 TAHOE 2WD	D	R	V8	4.8	G	A	19.5	9.7	18.3
T6	GMC - CHEVROLET	C1500 TAHOE 2WD	D	R	V8	5.3	G	A	18.4	10.3	19.4
T6	GMC - CHEVROLET	K1500 TAHOE 4WD	D	4	V8	5.3	G	A	17.8	10.6	20.0
T1	GMC	SONOMA 2WD	I	R	L4	2.2	G	M	29.6	6.5	12.1
T2	GMC	C1500 SIERRA 2WD	I	R	V6	4.3	G	M	22.8	8.3	15.7
T2	GMC	C1500 SIERRA 2WD	I	R	V8	4.8	G	M	20.4	9.3	17.5
T2	GMC	C1500 SIERRA 2WD	I	R	V8	5.3	G	A	20.4	9.3	17.5
T2	GMC	C1500 SIERRA 2WD	I	R	V8	4.8	G	A	20.9	9.0	17.1
T2	GMC	K1500 SIERRA 4WD	I	4	V8	4.8	G	M	19.3	9.8	18.5
T2	GMC	K1500 SIERRA 4WD	I	4	V8	4.8	G	A	19.1	9.9	18.7
T2	GMC	K1500 SIERRA 4WD	I	4	V8	5.3	G	A	18.5	10.2	19.3
T6	GMC	K1500 YUKON 4WD	I	4	V8	4.8	G	A	18.3	10.3	19.5
T6	GMC	C1500 YUKON 2WD	I	R	V8	4.8	G	A	19.5	9.7	18.3
T6	GMC	C1500 YUKON 2WD	I	R	V8	5.3	G	A	18.4	10.3	19.4
T6	GMC	C1500 YUKON 2WD	I	R	V8	5.3	G	A	18.4	10.3	19.4
T6	GMC	K1500 YUKON 4WD	I	4	V8	5.3	G	A	17.8	10.6	20.0
T3	GMC - OLDSMOBILE	SILHOUETTE 2WD	D	F	V6	3.4	G	A	25.0	7.6	14.3
T3	GMC - PONTIAC	MONTANA FWD	D	F	V6	3.4	G	A	25.0	7.6	14.3
T5	HONDA	CR-V	I	R	L4	2.0	G	A	27.5	6.9	13.0
T5	HONDA	CR-V	I	4	L4	2.0	G	A	27.1	7.0	13.2
T5	HONDA	CR-V	I	4	L4	2.0	G	M	27.1	7.0	13.2
T3	HONDA	ODYSSEY	I	F	V6	3.5	G	A	24.0	7.9	14.9
T5	MITSUBISHI	MONTERO SPORT/NATIVA	I	R	L4	2.3	G	M	26.5	7.2	13.5
T1	NISSAN	FRONTIER TRUCK 2WD	I	R	L4	2.4	G	M	28.2	6.8	12.7
T5	SUBARU	FORESTER	I	4	HO4	2.5	G	M	27.9	6.8	12.8
T5	SUBARU	FORESTER	I	4	HO4	2.5	G	A	27.9	6.8	12.8
T7	TOYOTA - LEXUS	RX 300 2WD	I	F	V6	3.0	G	A	24.2	7.8	14.8
T7	TOYOTA - LEXUS	RX 300 4WD	I	4	V6	3.0	G	A	23.4	8.1	15.3
T7	TOYOTA	RAV4 2WD	I	F	L4	2.0	G	M	30.9	6.2	11.6
T7	TOYOTA	RAV4 2WD	I	F	L4	2.0	G	A	30.5	6.3	11.7
T3	TOYOTA	SIENNA	I	F	V6	3.0	G	A	24.0	7.9	14.9

Energy Star Method 8 Vehicle List
Top 20% of vehicles by MPG for each body type

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
Cars											
C4	DAEWOO	LANOS- 3Dr	I	F	L4	1.5	G	M	34.8	5.5	10.3
C4	DAEWOO	LANOS-3Dr	I	F	L4	1.6	G	M	34.6	5.5	10.3
C4	DAEWOO	LANOS- 3Dr	I	F	L4	1.5	G	A	32.9	5.8	10.8
C4	DAEWOO	LANOS-4Dr	I	F	L4	1.6	G	M	31.8	6.0	11.2
C3	DCC - CHRYSLER	NEON	D	F	L4	2.0	G	M	36.1	5.3	9.9
C4	DCC - CHRYSLER	CIRRUS	D	F	L4	2.0	G	M	34.3	5.6	10.4
C3	DCC - CHRYSLER	NEON	D	F	L4	2.0	G	A	31.9	6.0	11.2
C3	DCC - DODGE	NEON	D	F	L4	2.0	G	M	36.1	5.3	9.9
C3	DCC - DODGE	NEON	D	F	L4	2.0	G	A	31.9	6.0	11.2
C3	DCC - PLYMOUTH	NEON	D	F	L4	2.0	G	M	36.1	5.3	9.9
C4	DCC - PLYMOUTH	BREEZE	D	F	L4	2.0	G	M	35.4	5.4	10.1
C3	DCC - PLYMOUTH	NEON	D	F	L4	2.0	G	A	31.9	6.0	11.2
C7	FMC - FORD	FOCUS WAGON	D	F	L4	2.0	G	M	36.2	5.3	9.9
C3	FMC - FORD	FOCUS	D	F	L4	2.0	G	M	35.7	5.4	10.0
C3	FMC - FORD	ESCORT	D	F	L4	2.0	G	M	35.7	5.4	10.0
C3	FMC - FORD	FOCUS	D	F	L4	2.0	G	A	33.9	5.7	10.5
C7	FMC - FORD	FOCUS WAGON	D	F	L4	2.0	G	A	32.6	5.9	11.0
C3	FMC - FORD	ESCORT	D	F	L4	2.0	G	A	33.7	5.7	10.6
C2	FMC - FORD	ESCORT ZX2	D	F	L4	2.0	G	M	33.0	5.8	10.8
C3	FMC - FORD	FOCUS 3D	D	F	L4	2.0	G	M	33.0	5.8	10.8
C3	FMC - FORD	FOCUS 3D	D	F	L4	2.0	G	A	32.4	5.9	11.0
C2	FMC - FORD	ESCORT ZX2	D	F	L4	2.0	G	A	33.1	5.8	10.8
C7	FMC - FORD	FOCUS WAGON	D	F	L4	2.0	G	A	32.6	5.9	11.0
C3	FMC - FORD	CONTOUR	D	F	L4	2.0	G	M	32.6	5.9	11.0
C3	FMC - MAZDA	PROTEGE	I	F	L4	1.6	G	A	33.8	5.7	10.6
C4	FMC - MAZDA	626	I	F	L4	2.0	G	M	33.5	5.7	10.6
C3	FMC - MAZDA	PROTEGE	I	F	L4	1.8	G	M	32.4	5.9	11.0
C6	FMC - MAZDA	MX-5 MIATA	I	R	L4	1.8	G	M	31.4	6.1	11.4
C3	FMC - MAZDA	PROTEGE	I	F	L4	1.6	G	M	36.5	5.3	9.8
C3	FMC - MERCURY	MYSTIQUE	D	F	L4	2.0	G	M	32.4	5.9	11.0
C3	FMC - MERCURY	COUGAR	D	F	L4	2.0	G	M	32.4	5.9	11.0
C2	GMC - CHEVY	METRO	I	F	L3	1.0	G	M	48.9	4.0	7.3
C2	GMC - CHEVY	METRO	I	F	L4	1.3	G	M	45.5	4.2	7.8
C3	GMC - CHEVY	PRIZM	I	F	L4	1.8	G	M	39.6	4.9	9.0
C3	GMC - CHEVY	PRIZM	I	F	L4	1.8	G	A	37.5	5.1	9.5
C2	GMC - CHEVY	METRO	I	F	L4	1.3	G	A	37.6	5.1	9.5
C3	GMC - CHEVY	PRIZM	I	F	L4	1.8	G	A	34.9	5.5	10.2
C2	GMC - CHEVY	CAVALIER	D	F	L4	2.2	G	M	32.1	6.0	11.1
C2	GMC - PONTIAC	SUNFIRE	D	F	L4	2.2	G	M	32.1	6.0	11.1
C3	GMC - SATURN	SL	D	F	L4	1.9	G	M	38.7	5.0	9.2
C2	GMC - SATURN	SC	D	F	L4	1.9	G	M	35.4	5.4	10.1
C2	GMC - SATURN	SC	D	F	L4	1.9	G	M	38.1	5.0	9.4
C3	GMC - SATURN	SL	D	F	L4	1.9	G	M	36.1	5.3	9.9

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
C7	GMC - SATURN	SW	D	F	L4	1.9	G	M	36.1	5.3	9.9
C3	GMC - SATURN	SL	D	F	L4	1.9	G	A	34.4	5.6	10.4
C2	GMC - SATURN	SC	D	F	L4	1.9	G	A	33.9	5.7	10.5
C7	GMC - SATURN	SW	D	F	L4	1.9	G	A	35.4	5.4	10.1
C2	GMC - SATURN	SC	D	F	L4	1.9	G	A	36.1	5.3	9.9
C3	GMC - SATURN	SL	D	F	L4	1.9	G	A	36.0	5.3	9.9
C7	GMC - SATURN	SW	D	F	L4	1.9	G	A	33.9	5.7	10.5
C4	GMC - SATURN	LS	D	F	L4	2.2	G	M	31.9	6.0	11.2
C2	HONDA - ACURA	ACURA INTEGRA	I	F	L4	1.8	G	M	32.3	5.9	11.0
C2	HONDA - ACURA	ACURA INTEGRA -R	I	F	L4	1.8	G	M	31.9	6.0	11.2
C6	HONDA	INSIGHT	I	F	L3	1.0	G/EL	M	76.3	2.6	4.7
C2	HONDA	CIVIC HX	I	F	L4	1.6	G	M	44.7	4.3	8.0
C2	HONDA	CIVIC HX	I	F	L4	1.6	G	A	41.9	4.6	8.5
C2	HONDA	CIVIC dx 4Dr	I	F	L4	1.6	G	M	37.2	5.2	9.6
C2	HONDA	CIVIC ex	I	F	L4	1.6	G	M	37.2	5.2	9.6
C2	HONDA	CIVIC vp	I	F	L4	1.6	G	A	35.5	5.4	10.1
C2	HONDA	CIVIC dx 4Dr	I	F	L4	1.6	G	A	35.6	5.4	10.0
C2	HONDA	CIVIC ex	I	F	L4	1.6	G	A	35.5	5.4	10.1
C2	HONDA	CIVIC si	I	F	L4	1.6	G	M	32.8	5.8	10.9
C4	HONDA	ACCORD lx	I	F	L4	2.3	G	M	32.1	6.0	11.1
C3	HYUNDAI	ACCENT	I	F	L4	1.5	G	M	36.6	5.3	9.8
C3	HYUNDAI	ACCENT	I	F	L4	1.5	G	A	34.2	5.6	10.4
C3	HYUNDAI	ELANTRA	I	F	L4	2.0	G	M	32.1	6.0	11.1
C2	MITSUBISHI	MIRAGE 2D	I	F	L4	1.5	G	M	41.7	4.6	8.6
C2	MITSUBISHI	MIRAGE	I	F	L4	1.8	G	M	36.3	5.3	9.8
C2	MITSUBISHI	MIRAGE 2D	I	F	L4	1.5	G	A	36.7	5.2	9.7
C2	MITSUBISHI	MIRAGE	I	F	L4	1.8	G	A	33.2	5.8	10.8
C3	NISSAN	SENTRA	I	F	L4	1.8	G	M	34.9	5.5	10.2
C3	NISSAN	SENTRA	I	F	L4	1.8	G	A	33.9	5.6	10.5
C2	SUZUKI	SWIFT	I	F	L4	1.3	G	M	45.5	4.2	7.8
C2	SUZUKI	ESTEEM	I	F	L4	1.6	G	M	38.6	5.0	9.3
C2	SUZUKI	SWIFT	I	F	L4	1.3	G	A	37.6	5.1	9.5
C2	SUZUKI	ESTEEM	I	F	L4	1.8	G	M	36.2	5.3	9.9
C7	SUZUKI	ESTEEM WAGON	I	F	L4	1.8	G	M	35.1	5.5	10.2
C2	SUZUKI	ESTEEM	I	F	L4	1.6	G	A	35.0	5.5	10.2
C7	SUZUKI	ESTEEM WAGON	I	F	L4	1.6	G	A	33.7	5.7	10.6
C7	SUZUKI	ESTEEM WAGON	I	F	L4	1.8	G	A	33.7	5.7	10.6
C2	SUZUKI	ESTEEM	I	F	L4	1.8	G	A	33.7	5.7	10.6
C3	TOYOTA	ECHO	I	F	L4	1.5	G	M	43.1	4.5	8.3
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	M	39.6	4.9	9.0
C3	TOYOTA	ECHO	I	F	L4	1.5	G	A	39.4	4.9	9.1
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	A	37.4	5.1	9.6
C2	TOYOTA	CELICA	I	F	L4	1.8	G	M	35.2	5.4	10.1
C2	TOYOTA	CELICA	I	F	L4	1.8	G	A	34.9	5.5	10.2
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	A	34.9	5.5	10.2
C6	TOYOTA	MR2	I	F	L4	1.8	G	M	31.8	6.0	11.2
C3	VWA - AUDI	AUDI A4	I	F	L4	1.8	G	M	31.9	6.0	11.2

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
C2	VWA	NEW BEETLE	I	F	L4	1.9	D	M	52.7	4.0	6.8
C3	VWA	GOLF TDI	I	F	L4	1.9	D	M	52.7	4.0	6.8
C3	VWA	JETTA	I	F	L4	1.9	D	M	52.7	4.0	6.8
C2	VWA	NEW BEETLE	I	F	L4	1.9	D	A	44.7	4.7	8.0
C3	VWA	GOLF TDI	I	F	L4	1.9	D	A	44.7	4.7	8.0
C3	VWA	JETTA	I	F	L4	1.9	D	A	44.7	4.7	8.0
C2	VWA	NEW BEETLE	I	F	L4	1.8	G	M	32.3	5.9	11.1
C3	VWA	GTI	I	F	L4	1.8	G	M	31.3	6.1	11.4
C3	VWA	GOLF	I	F	L4	1.8	G	M	31.3	6.1	11.4
C3	VWA	JETTA	I	F	L4	1.8	G	M	31.3	6.1	11.4
Trucks											
T3	DCC - DODGE	CARAVAN 2WD	D	F	L4	2.4	G	A	26.0	7.3	13.7
T1	DCC - DODGE	DAKOTA 2WD	D	R	L4	2.5	G	M	25.7	7.4	13.9
T3	DCC - DODGE	CARAVAN 2WD	D	F	V6	3.3	G	A	24.3	7.8	14.7
T3	DCC - DODGE	CARAVAN 2WD	D	F	V6	3.0	G	A	24.0	7.9	14.9
T5	DCC - JEEP	CHEROKEE 2WD	I	R	L4	2.5	G	M	25.7	7.4	13.9
T3	DCC - PLYMOUTH	CARAVAN/VOYAGER 2WD	D	F	V6	3.3	G	A	24.0	7.9	14.9
T3	DCC - PLYMOUTH	CARAVAN/VOYAGER 2WD	D	F	L4	2.4	G	A	25.9	7.3	13.8
T3	DCC - PLYMOUTH	CARAVAN/VOYAGER 2WD	D	F	V6	3.0	G	A	24.0	7.9	14.9
T1	FMC - FORD	RANGER 4X2 EV	D	R	E0	2.5	EL	A	29.7	5.2	1.8
T1	FMC - FORD	RANGER 4X2	D	R	L4	2.5	G	M	28.3	6.7	12.6
T1	FMC - FORD	RANGER 4X2	D	R	L4	2.5	G	A	25.5	7.5	14.0
T1	GMC - CHEVROLET	S10 P/U 2WD	D	R	L4	2.2	FF	M	23.9	5.9	7.6
T7	GMC - CHEVROLET	TRACKER CONV 2WD	D	R	L4	1.6	G	M	31.1	6.2	11.5
T7	GMC - CHEVROLET	TRACKER CONV 4X4	D	4	L4	1.6	G	M	30.7	6.2	11.6
T1	GMC - CHEVROLET	S10 P/U 2WD	D	R	L4	2.2	G	M	29.6	6.5	12.1
T7	GMC - CHEVROLET	TRACKER CONV 2WD	D	R	L4	2.0	G	A	29.1	6.6	12.3
T7	GMC - CHEVROLET	TRACKER VAN 2WD	D	R	L4	2.0	G	A	28.5	6.7	12.5
T7	GMC - CHEVROLET	TRACKER CONV 2WD	D	R	L4	2.0	G	M	28.0	6.8	12.8
T7	GMC - CHEVROLET	TRACKER VAN 2WD	D	R	L4	2.0	G	M	28.0	6.8	12.7
T7	GMC - CHEVROLET	TRACKER CONV 4X4	D	4	L4	2.0	G	A	27.9	6.8	12.8
T7	GMC - CHEVROLET	TRACKER CONV 4X4	D	4	L4	2.0	G	M	27.5	6.9	13.0
T7	GMC - CHEVROLET	TRACKER VAN 4X4	D	4	L4	2.0	G	A	27.9	6.8	12.8
T7	GMC - CHEVROLET	TRACKER VAN 4X4	D	4	L4	2.0	G	M	27.4	7.0	13.0
T1	GMC - CHEVROLET	S10 P/U 2WD	D	R	L4	2.2	G	A	25.2	7.5	14.2
T3	GMC - CHEVROLET	VENTURE	D	F	V6	3.4	G	A	25.0	7.6	14.3
T1	GMC	SONOMA 2WD	I	R	L4	2.2	FF	M	23.9	5.9	7.6
T1	GMC	SONOMA 2WD	I	R	L4	2.2	G	M	29.6	6.5	12.1
T1	GMC	SONOMA 2WD	I	R	L4	2.2	G	A	24.6	7.7	14.5
T3	GMC - OLDSMOBILE	SILHOUETTE 2WD	D	F	V6	3.4	G	A	25.0	7.6	14.3
T3	GMC - PONTIAC	MONTANA FWD	D	F	V6	3.4	G	A	25.0	7.6	14.3
T5	HONDA	CR-V	I	R	L4	2.0	G	A	27.5	6.9	13.0
T5	HONDA	CR-V	I	4	L4	2.0	G	A	27.1	7.0	13.2
T5	HONDA	CR-V	I	4	L4	2.0	G	M	27.1	7.0	13.2
T3	HONDA	ODYSSEY	I	F	V6	3.5	G	A	24.0	7.9	14.9

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
T1	ISUZU	HOMBRE P/U 2WD	I	R	L4	2.2	FF	M	23.9	5.9	7.6
T1	ISUZU	HOMBRE P/U 2WD	I	R	L4	2.2	G	M	28.4	6.7	12.6
T5	ISUZU	RODEO 2WD	I	R	L4	2.2	G	M	24.9	7.6	14.4
T5	ISUZU	AMIGO 2WD	I	R	L4	2.2	G	M	24.8	7.6	14.4
T1	ISUZU	HOMBRE P/U 2WD	I	R	L4	2.2	G	A	24.6	7.7	14.5
T7	KIA	SPORTAGE	I	R	L4	2.0	G	M	24.9	7.6	14.3
T7	KIA	SPORTAGE	I	4	L4	2.0	G	M	24.6	7.7	14.5
T5	MITSUBISHI	MONTERO SPORT/NATIVA	I	R	L4	2.3	G	M	26.5	7.2	13.5
T5	MITSUBISHI	MONTERO SPORT/NATIVA	I	R	L4	2.3	G	A	24.2	7.8	14.7
T1	NISSAN	FRONTIER TRUCK 2WD	I	R	L4	2.4	G	M	28.2	6.8	12.7
T1	NISSAN	FRONTIER TRUCK 2WD	I	R	L4	2.4	G	A	25.0	7.6	14.3
T5	NISSAN	XTERRA 2WD	I	R	L4	2.4	G	M	24.2	7.9	14.8
T5	SUBARU	FORESTER	I	4	HO4	2.5	G	M	27.9	6.8	12.8
T5	SUBARU	FORESTER	I	4	HO4	2.5	G	A	27.9	6.8	12.8
T7	SUZUKI	VITARA CONV 2WD	I	R	L4	1.6	G	M	31.1	6.1	11.5
T7	SUZUKI	VITARA CONV 4WD	I	4	L4	1.6	G	M	30.7	6.2	11.6
T7	SUZUKI	VITARA CONV 2WD	I	R	L4	2.0	G	A	27.8	6.8	12.8
T7	SUZUKI	VITARA VAN 2WD	I	R	L4	2.0	G	A	27.7	6.9	12.9
T7	SUZUKI	VITARA CONV 2WD	I	R	L4	2.0	G	M	27.2	7.0	13.1
T7	SUZUKI	VITARA VAN 2WD	I	R	L4	2.0	G	M	27.3	7.0	13.1
T7	SUZUKI	VITARA CONV 4WD	I	4	L4	2.0	G	A	27.8	6.8	12.8
T7	SUZUKI	VITARA CONV 4WD	I	4	L4	2.0	G	M	27.2	7.0	13.1
T7	SUZUKI	VITARA VAN 4WD	I	4	L4	2.0	G	A	27.7	6.9	12.9
T7	SUZUKI	VITARA VAN 4WD	I	4	L4	2.0	G	M	27.3	7.0	13.1
T7	SUZUKI	GRAND VITARA	I	R	V6	2.5	G	M	24.0	7.9	14.9
T1	TKM - MAZDA	MAZDA 4X2	I	R	L4	2.5	G	M	28.3	6.7	12.6
T1	TKM - MAZDA	MAZDA 4X2	I	R	L4	2.5	G	A	25.5	7.5	14.0
T7	TOYOTA - LEXUS	RX 300 2WD	I	F	V6	3.0	G	A	24.2	7.8	14.8
T7	TOYOTA	RAV4 2WD	I	F	L4	2.0	G	M	30.9	6.2	11.6
T7	TOYOTA	RAV4 2WD	I	F	L4	2.0	G	A	30.5	6.3	11.7
T7	TOYOTA	RAV4 4WD	I	4	L4	2.0	G	A	27.8	6.9	12.8
T7	TOYOTA	RAV4 4WD	I	4	L4	2.0	G	M	26.9	7.1	13.3
T1	TOYOTA	TOYOTA TACOMA 2WD	I	R	L4	2.4	G	M	27.4	7.0	13.1
T1	TOYOTA	TOYOTA TACOMA 2WD	I	R	L4	2.4	G	A	26.2	7.2	13.6
T5	TOYOTA	4RUNNER 2WD	I	R	L4	2.7	G	A	25.0	7.6	14.3
T1	TOYOTA	TOYOTA TACOMA 2WD	I	R	V6	3.4	G	M	24.3	7.8	14.7
T3	TOYOTA	SIENNA	I	F	V6	3.0	G	A	24.0	7.9	14.9

Energy Star Method 9 Vehicle List
Top 20% of vehicles by MPG in each type-size class

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
Minicompact Car											
C1	DCC - MER-BENZ	CLK 320 (CABRIOLET)	I	R	V6	3.2	G	A	26.5	7.2	13.5
C1	PORSCHE - PORSCH	911 CARRERA	I	R	H6	3.4	G	M	23.2	8.2	15.4
C1	VWA - AUDI	AUDI TT COUPE	I	4	L4	1.8	G	M	29.4	6.5	12.1
Subcompact Car											
C2	GMC - CHEVY	METRO	I	F	L3	1.0	G	M	48.9	4.0	7.3
C2	GMC - CHEVY	METRO	I	F	L4	1.3	G	M	45.5	4.2	7.8
C2	GMC - CHEVY	METRO	I	F	L4	1.3	G	A	37.6	5.1	9.5
C2	GMC - SATURN	SC	D	F	L4	1.9	G	M	38.1	5.0	9.4
C2	GMC - SATURN	SC	D	F	L4	1.9	G	A	36.1	5.3	9.9
C2	HONDA	CIVIC HX	I	F	L4	1.6	G	M	44.7	4.3	8.0
C2	HONDA	CIVIC HX	I	F	L4	1.6	G	A	41.9	4.6	8.5
C2	HONDA	CIVIC dx 4Dr	I	F	L4	1.6	G	M	37.2	5.2	9.6
C2	HONDA	CIVIC ex	I	F	L4	1.6	G	M	37.2	5.2	9.6
C2	HONDA	CIVIC vp	I	F	L4	1.6	G	A	35.5	5.4	10.1
C2	HONDA	CIVIC dx 4Dr	I	F	L4	1.6	G	A	35.6	5.4	10.0
C2	HONDA	CIVIC ex	I	F	L4	1.6	G	A	35.5	5.4	10.1
C2	MITSUBISHI	MIRAGE 2D	I	F	L4	1.5	G	M	41.7	4.6	8.6
C2	MITSUBISHI	MIRAGE	I	F	L4	1.8	G	M	36.3	5.3	9.8
C2	MITSUBISHI	MIRAGE 2D	I	F	L4	1.5	G	A	36.7	5.2	9.7
C2	SUZUKI	SWIFT	I	F	L4	1.3	G	M	45.5	4.2	7.8
C2	SUZUKI	ESTEEM	I	F	L4	1.6	G	M	38.6	5.0	9.3
C2	SUZUKI	SWIFT	I	F	L4	1.3	G	A	37.6	5.1	9.5
C2	SUZUKI	ESTEEM	I	F	L4	1.8	G	M	36.2	5.3	9.9
C2	VWA	NEW BEETLE	I	F	L4	1.9	D	M	52.7	4.0	6.8
C2	VWA	NEW BEETLE	I	F	L4	1.9	D	A	44.7	4.7	8.0
Compact Car											
C3	DCC - CHRYSLER	NEON	D	F	L4	2.0	G	M	36.1	5.3	9.9
C3	DCC - DODGE	NEON	D	F	L4	2.0	G	M	36.1	5.3	9.9
C3	DCC - PLYMOUTH	NEON	D	F	L4	2.0	G	M	36.1	5.3	9.9
C3	FMC - FORD	FOCUS	D	F	L4	2.0	G	M	35.7	5.4	10.0
C3	FMC - FORD	ESCORT	D	F	L4	2.0	G	M	35.7	5.4	10.0
C3	FMC - MAZDA	PROTEGE	I	F	L4	1.6	G	M	36.5	5.3	9.8
C3	GMC - CHEVY	PRIZM	I	F	L4	1.8	G	M	39.6	4.9	9.0
C3	GMC - CHEVY	PRIZM	I	F	L4	1.8	G	A	37.5	5.1	9.5
C3	GMC - CHEVY	PRIZM	I	F	L4	1.8	G	A	34.9	5.5	10.2
C3	GMC - SATURN	SL	D	F	L4	1.9	G	M	38.7	5.0	9.2
C3	GMC - SATURN	SL	D	F	L4	1.9	G	M	36.1	5.3	9.9
C3	GMC - SATURN	SL	D	F	L4	1.9	G	A	34.4	5.6	10.4
C3	GMC - SATURN	SL	D	F	L4	1.9	G	A	36.0	5.3	9.9
C3	HYUNDAI	ACCENT	I	F	L4	1.5	G	M	36.6	5.3	9.8
C3	HYUNDAI	ACCENT	I	F	L4	1.5	G	A	34.2	5.6	10.4
C3	NISSAN	SENTRA	I	F	L4	1.8	G	M	34.9	5.5	10.2
C3	NISSAN	SENTRA	I	F	L4	1.8	G	A	33.9	5.6	10.5
C3	TOYOTA	ECHO	I	F	L4	1.5	G	M	43.1	4.5	8.3
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	M	39.6	4.9	9.0
C3	TOYOTA	ECHO	I	F	L4	1.5	G	A	39.4	4.9	9.1

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	A	37.4	5.1	9.6
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	A	34.9	5.5	10.2
C3	VWA	GOLF TDI	I	F	L4	1.9	D	M	52.7	4.0	6.8
C3	VWA	JETTA	I	F	L4	1.9	D	M	52.7	4.0	6.8
C3	VWA	GOLF TDI	I	F	L4	1.9	D	A	44.7	4.7	8.0
C3	VWA	JETTA	I	F	L4	1.9	D	A	44.7	4.7	8.0
Midsize Car											
C4	DAEWOO	LANOS- 3Dr	I	F	L4	1.5	G	M	34.8	5.5	10.3
C4	DAEWOO	LANOS-3Dr	I	F	L4	1.6	G	M	34.6	5.5	10.3
C4	DAEWOO	LANOS- 3Dr	I	F	L4	1.5	G	A	32.9	5.8	10.8
C4	DAEWOO	LANOS-4Dr	I	F	L4	1.6	G	M	31.8	6.0	11.2
C4	DAEWOO	LANOS-3Dr	I	F	L4	1.6	G	A	31.2	6.1	11.4
C4	DAEWOO	NUBIRA	I	F	L4	2.0	G	M	30.1	6.3	11.8
C4	DAEWOO	LANOS-4Dr	I	F	L4	1.6	G	A	29.7	6.4	12.0
C4	DAEWOO	NUBIRA	I	F	L4	2.0	G	A	29.5	6.5	12.1
C4	DAEWOO	NUBIRA	I	F	L4	2.0	G	M	30.1	6.3	11.8
C4	DAEWOO	NUBIRA	I	F	L4	2.0	G	A	29.5	6.5	12.1
C4	DCC - CHRYSLER	CIRRUS	D	F	L4	2.0	G	M	34.3	5.6	10.4
C4	DCC - PLYMOUTH	BREEZE	D	F	L4	2.0	G	M	35.4	5.4	10.1
C4	FMC - MAZDA	626	I	F	L4	2.0	G	M	33.5	5.7	10.6
C4	GMC - SAAB	SAAB 9-3	I	F	L4	2.0	G	M	28.6	6.7	12.5
C4	GMC - SATURN	LS	D	F	L4	2.2	G	M	31.9	6.0	11.2
C4	GMC - SATURN	LS	D	F	L4	2.2	G	A	30.5	6.3	11.7
C4	HONDA	ACCORD lx	I	F	L4	2.3	G	M	32.1	6.0	11.1
C4	HONDA	ACCORD	I	F	L4	2.3	G	M	30.4	6.3	11.8
C4	HONDA	ACCORD lx	I	F	L4	2.3	G	A	29.9	6.4	11.9
C4	HONDA	ACCORD	I	F	L4	2.3	G	A	28.6	6.7	12.5
C4	TOYOTA	CAMRY CNG	I	F	L4	2.2	NG	A	30.2	5.4	1.8
C4	TOYOTA	CAMRY	I	F	L4	2.2	G	M	31.0	6.2	11.5
C4	TOYOTA	CAMRY	I	F	L4	2.2	G	A	30.1	6.4	11.9
C4	VWA	PASSAT	I	F	L4	1.8	G	M	31.3	6.1	11.4
Large Car											
C5	DAEWOO	LEGANZA	I	F	L4	2.2	G	M	27.6	6.9	12.9
C5	DAEWOO	LEGANZA	I	F	L4	2.2	G	M	27.6	6.9	12.9
C5	DCC - CHRYSLER	INTREPID	D	F	V6	2.7	G	A	27.3	7.0	13.1
C5	DCC - CHRYSLER	CONCORDE	D	F	V6	2.7	G	A	27.3	7.0	13.1
C5	DCC - DODGE	INTREPID	D	F	V6	2.7	G	A	27.3	7.0	13.1
C5	DCC - DODGE	INTREPID	D	F	V6	2.7	G	A	27.3	7.0	13.1
C5	GMC - CHEVY	IMPALA	D	F	V6	3.4	G	A	27.5	6.9	13.0
C5	TOYOTA	AVALON	I	F	V6	3.0	G	A	28.1	6.8	12.7
Two-seater											
C6	DCC - MER-BENZ	SLK 230 KOMPRESSOR	I	R	L4	2.3	G	M	28.7	6.7	12.5
C6	DCC - MER-BENZ	SLK 230 KOMPRESSOR	I	R	L4	2.3	G	A	29.2	6.5	12.2
C6	FMC - MAZDA	MX-5 MIATA	I	R	L4	1.8	G	M	31.4	6.1	11.4
C6	FMC - MAZDA	MX-5 MIATA	I	R	L4	1.8	G	M	30.2	6.3	11.8
C6	FMC - MAZDA	MX-5 MIATA	I	R	L4	1.8	G	A	28.9	6.6	12.3
C6	HONDA	INSIGHT	I	F	L3	1.0	G/EL	M	76.3	2.6	4.7
C6	TOYOTA	MR2	I	F	L4	1.8	G	M	31.8	6.0	11.2

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
Small Wagon											
C7	FMC - FORD	FOCUS WAGON	D	F	L4	2.0	G	M	36.2	5.3	9.9
C7	GMC - SATURN	SW	D	F	L4	1.9	G	M	36.1	5.3	9.9
C7	GMC - SATURN	SW	D	F	L4	1.9	G	A	35.4	5.4	10.1
C7	GMC - SATURN	SW	D	F	L4	1.9	G	A	33.9	5.7	10.5
C7	SUZUKI	ESTEEM WAGON	I	F	L4	1.8	G	M	35.1	5.5	10.2
C7	SUZUKI	ESTEEM WAGON	I	F	L4	1.6	G	A	33.7	5.7	10.6
Midsize Wagon											
C8	FMC - VOLVO	V70	I	F	L5	2.4	G	M	27.8	6.8	12.8
C8	FMC - VOLVO	V70	I	F	L5	2.4	G	A	27.3	7.0	13.1
C8	GMC - SATURN	LW	D	F	L4	2.2	G	A	29.4	6.5	12.1
C8	VWA	PASSAT WAGON	I	F	L4	1.8	G	M	31.3	6.1	11.4
C8	VWA	PASSAT WAGON	I	F	L4	1.8	G	A	27.4	7.0	13.1
Compact Pickup											
T1	DCC - DODGE	DAKOTA 2WD	D	R	L4	2.5	G	M	25.7	7.4	13.9
T1	FMC - FORD	RANGER 4X2 EV	D	R	E0	2.5	EL	A	29.7	5.2	1.8
T1	FMC - FORD	RANGER 4X2	D	R	L4	2.5	G	M	28.3	6.7	12.6
T1	FMC - FORD	RANGER 4X2	D	R	L4	2.5	G	A	25.5	7.5	14.0
T1	GMC - CHEVROLET	S10 P/U 2WD	D	R	L4	2.2	G	M	29.6	6.5	12.1
T1	GMC - CHEVROLET	S10 P/U 2WD	D	R	L4	2.2	G	A	25.2	7.5	14.2
T1	GMC	SONOMA 2WD	I	R	L4	2.2	G	M	29.6	6.5	12.1
T1	ISUZU	HOMBRE P/U 2WD	I	R	L4	2.2	G	M	28.4	6.7	12.6
T1	NISSAN	FRONTIER TRUCK 2WD	I	R	L4	2.4	G	M	28.2	6.8	12.7
T1	NISSAN	FRONTIER TRUCK 2WD	I	R	L4	2.4	G	A	25.0	7.6	14.3
T1	TKM - MAZDA	MAZDA 4X2	I	R	L4	2.5	G	M	28.3	6.7	12.6
T1	TKM - MAZDA	MAZDA 4X2	I	R	L4	2.5	G	A	25.5	7.5	14.0
T1	TOYOTA	TOYOTA TACOMA 2WD	I	R	L4	2.4	G	M	27.4	7.0	13.1
T1	TOYOTA	TOYOTA TACOMA 2WD	I	R	L4	2.4	G	A	26.2	7.2	13.6
Standard Pickup											
T2	FMC - FORD	F150 4X2	D	R	V6	4.2	G	A	20.7	9.1	17.3
T2	FMC - FORD	F150 4X2	D	R	V6	4.2	G	M	21.1	9.0	16.9
T2	GMC - CHEVROLET	C1500 SILVERADO 2WD	D	R	V6	4.3	G	M	22.5	8.4	15.9
T2	GMC - CHEVROLET	C1500 SILVERADO 2WD	D	R	V6	4.3	G	A	20.8	9.1	17.2
T2	GMC - CHEVROLET	C1500 SILVERADO 2WD	D	R	V8	4.8	G	M	20.8	9.1	17.2
T2	GMC - CHEVROLET	C1500 SILVERADO 2WD	D	R	V8	4.8	G	A	20.9	9.0	17.1
T2	GMC	C1500 SIERRA 2WD	I	R	V6	4.3	G	M	22.8	8.3	15.7
T2	GMC	C1500 SIERRA 2WD	I	R	V6	4.3	G	A	20.8	9.1	17.2
T2	GMC	C1500 SIERRA 2WD	I	R	V8	4.8	G	A	20.9	9.0	17.1
T2	TOYOTA	TOYOTA TUNDRA 2WD	I	R	V6	3.4	G	M	20.8	9.1	17.2
T2	TOYOTA	TOYOTA TUNDRA 2WD	I	R	V6	3.4	G	A	20.6	9.2	17.4
Compact Van											
T3	DCC - DODGE	CARAVAN 2WD	D	F	L4	2.4	G	A	26.0	7.3	13.7
T3	DCC - DODGE	CARAVAN 2WD	D	F	V6	3.3	G	A	24.3	7.8	14.7
T3	DCC - PLYMOUTH	CARAVAN/VOYAGER 2WD	D	F	L4	2.4	G	A	25.9	7.3	13.8

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
T3	GMC - CHEVROLET	VENTURE	D	F	V6	3.4	G	A	25.0	7.6	14.3
T3	GMC - OLDSMOBILE	SILHOUETTE 2WD	D	F	V6	3.4	G	A	25.0	7.6	14.3
T3	GMC - PONTIAC	MONTANA FWD	D	F	V6	3.4	G	A	25.0	7.6	14.3
T3	HONDA	ODYSSEY	I	F	V6	3.5	G	A	24.0	7.9	14.9
T3	TOYOTA	SIENNA	I	F	V6	3.0	G	A	24.0	7.9	14.9
Standard Van											
T4	DCC - DODGE	B1500 VAN	D	R	V6	3.9	G	A	18.5	10.2	19.3
T4	FMC - FORD	E150 VAN	D	R	V8	4.6	G	A	19.5	9.7	18.4
T4	FMC - FORD	E150 CLUB WAGON	D	R	V8	4.6	G	A	18.7	10.1	19.1
T4	FMC - FORD	E150 VAN	D	R	V8	5.4	G	A	19.1	9.9	18.7
T4	FMC - FORD	E150 VAN	D	R	V6	4.2	G	A	18.5	10.2	19.3
T4	GMC - CHEVROLET	G15/25 CHEVY VAN	D	R	V6	4.3	G	A	18.8	10.1	19.0
T4	GMC	G15/25SAVANA(C)	I	R	V6	4.3	G	A	18.9	10.0	18.9
Compact Utility											
T5	DCC - JEEP	CHEROKEE 2WD	I	R	L4	2.5	G	M	25.7	7.4	13.9
T5	DCC - JEEP	CHEROKEE 2WD	I	R	L4	2.5	G	A	23.7	8.0	15.1
T5	DCC - JEEP	CHEROKEE 2WD	I	R	L6	4.0	G	M	23.6	8.1	15.2
T5	FMC - FORD	EXPLORER 4X2	D	R	V6	4.0	G	M	23.0	8.2	15.5
T5	GMC - CHEVROLET	BLAZER 2WD	D	R	V6	4.3	G	M	22.8	8.3	15.7
T5	GMC	JIMMY 2WD	I	R	V6	4.3	G	M	22.8	8.3	15.7
T5	HONDA	CR-V	I	R	L4	2.0	G	A	27.5	6.9	13.0
T5	HONDA	CR-V	I	4	L4	2.0	G	A	27.1	7.0	13.2
T5	HONDA	CR-V	I	4	L4	2.0	G	M	27.1	7.0	13.2
T5	ISUZU	RODEO 2WD	I	R	L4	2.2	G	M	24.9	7.6	14.4
T5	ISUZU	AMIGO 2WD	I	R	L4	2.2	G	M	24.8	7.6	14.4
T5	MITSUBISHI	MONTERO SPORT/NATIVA	I	R	L4	2.3	G	M	26.5	7.2	13.5
T5	MITSUBISHI	MONTERO SPORT/NATIVA	I	R	L4	2.3	G	A	24.2	7.8	14.7
T5	NISSAN	XTERRA 2WD	I	R	L4	2.4	G	M	24.2	7.9	14.8
T5	SUBARU	FORESTER	I	4	HO4	2.5	G	M	27.9	6.8	12.8
T5	SUBARU	FORESTER	I	4	HO4	2.5	G	A	27.9	6.8	12.8
T5	TOYOTA	4RUNNER 2WD	I	R	L4	2.7	G	A	25.0	7.6	14.3
T5	TOYOTA	4RUNNER 2WD	I	R	L4	2.7	G	M	23.8	8.0	15.0
T5	TOYOTA	4RUNNER 4WD	I	4	L4	2.7	G	A	23.3	8.2	15.3
Standard Utility											
T6	FMC - FORD	EXPEDITION 4X2	D	R	V8	4.6	G	A	19.5	9.7	18.4
T6	GMC - CHEVROLET	C1500 TAHOE 2WD	D	R	V8	4.8	G	A	19.5	9.7	18.3
T6	GMC - CHEVROLET	C1500 TAHOE 2WD	D	R	V8	5.3	G	A	18.4	10.3	19.4
T6	GMC	C1500 YUKON 2WD	I	R	V8	4.8	G	A	19.5	9.7	18.3
T6	GMC	C1500 YUKON 2WD	I	R	V8	5.3	G	A	18.4	10.3	19.4
T6	GMC	C1500 YUKON 2WD	I	R	V8	5.3	G	A	18.4	10.3	19.4
Mini Utility											
T7	GMC - CHEVROLET	TRACKER CONV 2WD	D	R	L4	1.6	G	M	31.1	6.2	11.5
T7	GMC - CHEVROLET	TRACKER CONV 4X4	D	4	L4	1.6	G	M	30.7	6.2	11.6
T7	GMC - CHEVROLET	TRACKER CONV 2WD	D	R	L4	2.0	G	A	29.1	6.6	12.3
T7	SUZUKI	VITARA CONV 2WD	I	R	L4	1.6	G	M	31.1	6.1	11.5
T7	SUZUKI	VITARA CONV 4WD	I	4	L4	1.6	G	M	30.7	6.2	11.6
T7	TOYOTA	RAV4 2WD	I	F	L4	2.0	G	M	30.9	6.2	11.6
T7	TOYOTA	RAV4 2WD	I	F	L4	2.0	G	A	30.5	6.3	11.7

Energy Star Method 10 Vehicle List
Top 20% of vehicles by GHG in each type-size

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
Minicompact Car											
C1	DCC - MER-BENZ	CLK 320 (CABRIOLET)	I	R	V6	3.2	G	A	26.5	7.2	13.5
C1	PORSCHE - PORSCH	911 CARRERA	I	R	H6	3.4	G	M	23.2	8.2	15.4
C1	VWA - AUDI	AUDI TT COUPE	I	4	L4	1.8	G	M	29.4	6.5	12.1
Subcompact Car											
C2	GMC - CHEVY	METRO	I	F	L3	1.0	G	M	48.9	4.0	7.3
C2	GMC - CHEVY	METRO	I	F	L4	1.3	G	M	45.5	4.2	7.8
C2	GMC - CHEVY	METRO	I	F	L4	1.3	G	A	37.6	5.1	9.5
C2	GMC - SATURN	SC	D	F	L4	1.9	G	M	38.1	5.0	9.4
C2	GMC - SATURN	SC	D	F	L4	1.9	G	A	36.1	5.3	9.9
C2	HONDA	CIVIC HX	I	F	L4	1.6	G	M	44.7	4.3	8.0
C2	HONDA	CIVIC HX	I	F	L4	1.6	G	A	41.9	4.6	8.5
C2	HONDA	CIVIC dx 4Dr	I	F	L4	1.6	G	M	37.2	5.2	9.6
C2	HONDA	CIVIC ex	I	F	L4	1.6	G	M	37.2	5.2	9.6
C2	HONDA	CIVIC vp	I	F	L4	1.6	G	A	35.5	5.4	10.1
C2	HONDA	CIVIC dx 4Dr	I	F	L4	1.6	G	A	35.6	5.4	10.0
C2	HONDA	CIVIC ex	I	F	L4	1.6	G	A	35.5	5.4	10.1
C2	MITSUBISHI	MIRAGE 2D	I	F	L4	1.5	G	M	41.7	4.6	8.6
C2	MITSUBISHI	MIRAGE	I	F	L4	1.8	G	M	36.3	5.3	9.8
C2	MITSUBISHI	MIRAGE 2D	I	F	L4	1.5	G	A	36.7	5.2	9.7
C2	SUZUKI	SWIFT	I	F	L4	1.3	G	M	45.5	4.2	7.8
C2	SUZUKI	ESTEEM	I	F	L4	1.6	G	M	38.6	5.0	9.3
C2	SUZUKI	SWIFT	I	F	L4	1.3	G	A	37.6	5.1	9.5
C2	SUZUKI	ESTEEM	I	F	L4	1.8	G	M	36.2	5.3	9.9
C2	VWA	NEW BEETLE	I	F	L4	1.9	D	M	52.7	4.0	6.8
C2	VWA	NEW BEETLE	I	F	L4	1.9	D	A	44.7	4.7	8.0
Compact Car											
C3	DCC - CHRYSLER	NEON	D	F	L4	2.0	G	M	36.1	5.3	9.9
C3	DCC - DODGE	NEON	D	F	L4	2.0	G	M	36.1	5.3	9.9
C3	DCC - PLYMOUTH	NEON	D	F	L4	2.0	G	M	36.1	5.3	9.9
C3	FMC - FORD	FOCUS	D	F	L4	2.0	G	M	35.7	5.4	10.0
C3	FMC - FORD	ESCORT	D	F	L4	2.0	G	M	35.7	5.4	10.0
C3	FMC - MAZDA	PROTEGE	I	F	L4	1.6	G	M	36.5	5.3	9.8
C3	GMC - CHEVY	PRIZM	I	F	L4	1.8	G	M	39.6	4.9	9.0
C3	GMC - CHEVY	PRIZM	I	F	L4	1.8	G	A	37.5	5.1	9.5
C3	GMC - CHEVY	PRIZM	I	F	L4	1.8	G	A	34.9	5.5	10.2
C3	GMC - SATURN	SL	D	F	L4	1.9	G	M	38.7	5.0	9.2
C3	GMC - SATURN	SL	D	F	L4	1.9	G	M	36.1	5.3	9.9
C3	GMC - SATURN	SL	D	F	L4	1.9	G	A	34.4	5.6	10.4
C3	GMC - SATURN	SL	D	F	L4	1.9	G	A	36.0	5.3	9.9
C3	HYUNDAI	ACCENT	I	F	L4	1.5	G	M	36.6	5.3	9.8
C3	HYUNDAI	ACCENT	I	F	L4	1.5	G	A	34.2	5.6	10.4
C3	NISSAN	SENTRA	I	F	L4	1.8	G	M	34.9	5.5	10.2
C3	NISSAN	SENTRA	I	F	L4	1.8	G	A	33.9	5.6	10.5
C3	TOYOTA	ECHO	I	F	L4	1.5	G	M	43.1	4.5	8.3
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	M	39.6	4.9	9.0
C3	TOYOTA	ECHO	I	F	L4	1.5	G	A	39.4	4.9	9.1

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	A	37.4	5.1	9.6
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	A	34.9	5.5	10.2
C3	VWA	GOLF TDI	I	F	L4	1.9	D	M	52.7	4.0	6.8
C3	VWA	JETTA	I	F	L4	1.9	D	M	52.7	4.0	6.8
C3	VWA	GOLF TDI	I	F	L4	1.9	D	A	44.7	4.7	8.0
C3	VWA	JETTA	I	F	L4	1.9	D	A	44.7	4.7	8.0
Midsize Car											
C4	DAEWOO	LANOS- 3Dr	I	F	L4	1.5	G	M	34.8	5.5	10.3
C4	DAEWOO	LANOS-3Dr	I	F	L4	1.6	G	M	34.6	5.5	10.3
C4	DAEWOO	LANOS- 3Dr	I	F	L4	1.5	G	A	32.9	5.8	10.8
C4	DAEWOO	LANOS-4Dr	I	F	L4	1.6	G	M	31.8	6.0	11.2
C4	DAEWOO	LANOS-3Dr	I	F	L4	1.6	G	A	31.2	6.1	11.4
C4	DAEWOO	NUBIRA	I	F	L4	2.0	G	M	30.1	6.3	11.8
C4	DAEWOO	LANOS-4Dr	I	F	L4	1.6	G	A	29.7	6.4	12.0
C4	DAEWOO	NUBIRA	I	F	L4	2.0	G	A	29.5	6.5	12.1
C4	DAEWOO	NUBIRA	I	F	L4	2.0	G	M	30.1	6.3	11.8
C4	DAEWOO	NUBIRA	I	F	L4	2.0	G	A	29.5	6.5	12.1
C4	DCC - CHRYSLER	CIRRUS	D	F	L4	2.0	G	M	34.3	5.6	10.4
C4	DCC - PLYMOUTH	BREEZE	D	F	L4	2.0	G	M	35.4	5.4	10.1
C4	FMC - MAZDA	626	I	F	L4	2.0	G	M	33.5	5.7	10.6
C4	GMC - SAAB	SAAB 9-3	I	F	L4	2.0	G	M	28.6	6.7	12.5
C4	GMC - SATURN	LS	D	F	L4	2.2	G	M	31.9	6.0	11.2
C4	GMC - SATURN	LS	D	F	L4	2.2	G	A	30.5	6.3	11.7
C4	HONDA	ACCORD lx	I	F	L4	2.3	G	M	32.1	6.0	11.1
C4	HONDA	ACCORD	I	F	L4	2.3	G	M	30.4	6.3	11.8
C4	HONDA	ACCORD lx	I	F	L4	2.3	G	A	29.9	6.4	11.9
C4	HONDA	ACCORD	I	F	L4	2.3	G	A	28.6	6.7	12.5
C4	TOYOTA	CAMRY CNG	I	F	L4	2.2	NG	A	30.2	5.4	1.8
C4	TOYOTA	CAMRY	I	F	L4	2.2	G	M	31.0	6.2	11.5
C4	TOYOTA	CAMRY	I	F	L4	2.2	G	A	30.1	6.4	11.9
C4	VWA	PASSAT	I	F	L4	1.8	G	M	31.3	6.1	11.4
Large Car											
C5	DAEWOO	LEGANZA	I	F	L4	2.2	G	M	27.6	6.9	12.9
C5	DAEWOO	LEGANZA	I	F	L4	2.2	G	M	27.6	6.9	12.9
C5	DCC - CHRYSLER	INTREPID	D	F	V6	2.7	G	A	27.3	7.0	13.1
C5	DCC - CHRYSLER	CONCORDE	D	F	V6	2.7	G	A	27.3	7.0	13.1
C5	DCC - DODGE	INTREPID	D	F	V6	2.7	G	A	27.3	7.0	13.1
C5	DCC - DODGE	INTREPID	D	F	V6	2.7	G	A	27.3	7.0	13.1
C5	FMC - FORD	TAURUS FFV	D	F	V6	3.0	FF	A	24.6	5.9	7.8
C5	GMC - CHEVY	IMPALA	D	F	V6	3.4	G	A	27.5	6.9	13.0
C5	TOYOTA	AVALON	I	F	V6	3.0	G	A	28.1	6.8	12.7
Two-Seater											
C6	DCC - MER-BENZ	SLK 230 KOMPRESSOR	I	R	L4	2.3	G	M	28.7	6.7	12.5
C6	DCC - MER-BENZ	SLK 230 KOMPRESSOR	I	R	L4	2.3	G	A	29.2	6.5	12.2
C6	FMC - MAZDA	MX-5 MIATA	I	R	L4	1.8	G	M	31.4	6.1	11.4
C6	FMC - MAZDA	MX-5 MIATA	I	R	L4	1.8	G	M	30.2	6.3	11.8
C6	FMC - MAZDA	MX-5 MIATA	I	R	L4	1.8	G	A	28.9	6.6	12.3
C6	HONDA	INSIGHT	I	F	L3	1.0	G/EL	M	76.3	2.6	4.7

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
C6	TOYOTA	MR2	I	F	L4	1.8	G	M	31.8	6.0	11.2
Small Wagon											
C7	FMC - FORD	FOCUS WAGON	D	F	L4	2.0	G	M	36.2	5.3	9.9
C7	GMC - SATURN	SW	D	F	L4	1.9	G	M	36.1	5.3	9.9
C7	GMC - SATURN	SW	D	F	L4	1.9	G	A	35.4	5.4	10.1
C7	GMC - SATURN	SW	D	F	L4	1.9	G	A	33.9	5.7	10.5
C7	SUZUKI	ESTEEM WAGON	I	F	L4	1.8	G	M	35.1	5.5	10.2
C7	SUZUKI	ESTEEM WAGON	I	F	L4	1.6	G	A	33.7	5.7	10.6
Midsize Wagon											
C8	FMC - FORD	TAURUS WAGON FFV	D	F	V6	3.0	FF	A	23.3	6.2	8.3
C8	FMC - VOLVO	V70	I	F	L5	2.4	G	M	27.8	6.8	12.8
C8	GMC - SATURN	LW	D	F	L4	2.2	G	A	29.4	6.5	12.1
C8	VWA	PASSAT WAGON	I	F	L4	1.8	G	M	31.3	6.1	11.4
C8	VWA	PASSAT WAGON	I	F	L4	1.8	G	A	27.4	7.0	13.1
Compact Pickup											
T1	FMC - FORD	RANGER 4X2 EV	D	R	E0	2.5	EL	A	29.7	5.2	1.8
T1	FMC - FORD	RANGER 4X2	D	R	L4	2.5	G	M	28.3	6.7	12.6
T1	GMC - CHEVROLET	S10 P/U 2WD	D	R	L4	2.2	FF	M	23.9	5.9	7.6
T1	GMC - CHEVROLET	S10 P/U 2WD	D	R	L4	2.2	FF	A	21.2	6.7	8.7
T1	GMC - CHEVROLET	S10 P/U 2WD	D	R	L4	2.2	G	M	29.6	6.5	12.1
T1	GMC	SONOMA 2WD	I	R	L4	2.2	FF	M	23.9	5.9	7.6
T1	GMC	SONOMA 2WD	I	R	L4	2.2	FF	A	21.2	6.7	8.7
T1	GMC	SONOMA 2WD	I	R	L4	2.2	G	M	29.6	6.5	12.1
T1	ISUZU	HOMBRE P/U 2WD	I	R	L4	2.2	FF	M	23.9	5.9	7.6
T1	ISUZU	HOMBRE P/U 2WD	I	R	L4	2.2	FF	A	21.2	6.7	8.7
T1	ISUZU	HOMBRE P/U 2WD	I	R	L4	2.2	G	M	28.4	6.7	12.6
T1	NISSAN	FRONTIER TRUCK 2WD	I	R	L4	2.4	G	M	28.2	6.8	12.7
T1	TKM - MAZDA	MAZDA 4X2	I	R	L4	2.5	G	M	28.3	6.7	12.6
T1	TOYOTA	TOYOTA TACOMA 2WD	I	R	L4	2.4	G	M	27.4	7.0	13.1
Standard Pickup											
T2	FMC - FORD	F150 4X2	D	R	V6	4.2	G	A	20.7	9.1	17.3
T2	FMC - FORD	F150 4X2	D	R	V6	4.2	G	M	21.1	9.0	16.9
T2	GMC - CHEVROLET	C1500 SILVERADO 2WD	D	R	V6	4.3	G	M	22.5	8.4	15.9
T2	GMC - CHEVROLET	C1500 SILVERADO 2WD	D	R	V6	4.3	G	A	20.8	9.1	17.2
T2	GMC - CHEVROLET	C1500 SILVERADO 2WD	D	R	V8	4.8	G	M	20.8	9.1	17.2
T2	GMC - CHEVROLET	C1500 SILVERADO 2WD	D	R	V8	4.8	G	A	20.9	9.0	17.1
T2	GMC	C1500 SIERRA 2WD	I	R	V6	4.3	G	M	22.8	8.3	15.7
T2	GMC	C1500 SIERRA 2WD	I	R	V6	4.3	G	A	20.8	9.1	17.2
T2	GMC	C1500 SIERRA 2WD	I	R	V8	4.8	G	A	20.9	9.0	17.1
T2	TOYOTA	TOYOTA TUNDRA 2WD	I	R	V6	3.4	G	M	20.8	9.1	17.2
T2	TOYOTA	TOYOTA TUNDRA 2WD	I	R	V6	3.4	G	A	20.6	9.2	17.4
Compact Van											
T3	DCC - CHRYSLER	TOWN & CNTRY 2WD FFV	D	F	V6	3.3	FF	A	20.0	7.0	9.1
T3	DCC - DODGE	CARAVAN 2WD FFV	D	F	V6	3.3	FF	A	19.9	7.1	9.2
T3	DCC - DODGE	CARAVAN 2WD	D	F	L4	2.4	G	A	26.0	7.3	13.7

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
T3	DCC - PLYMOUTH	CARAVAN/VOYAGER 2WD	D	F	L4	2.4	G	A	25.9	7.3	13.8
T3	DCC - PLYMOUTH	CARAVAN/VOYAGER 2WD	D	F	V6	3.3	FF	A	19.9	7.1	9.2
T3	GMC - CHEVROLET	VENTURE	D	F	V6	3.4	G	A	25.0	7.6	14.3
T3	GMC - OLDSMOBILE	SILHOUETTE 2WD	D	F	V6	3.4	G	A	25.0	7.6	14.3
T3	GMC - PONTIAC	MONTANA FWD	D	F	V6	3.4	G	A	25.0	7.6	14.3
Standard Van											
T4	DCC - DODGE	B2500 VAN	D	R	V8	5.2	NG	A	15.5	10.0	3.5
T4	FMC - FORD	E250 VAN NGV	D	R	V8	5.4	NG	A	15.5	10.1	3.5
T4	FMC - FORD	E150 VAN	D	R	V8	4.6	G	A	19.5	9.7	18.4
T4	FMC - FORD	E150 CLUB WAGON	D	R	V8	4.6	G	A	18.7	10.1	19.1
T4	FMC - FORD	E150 VAN	D	R	V8	5.4	G	A	19.1	9.9	18.7
T4	GMC - CHEVROLET	G15/25 CHEVY VAN	D	R	V6	4.3	G	A	18.8	10.1	19.0
T4	GMC	G15/25SAVANA(C)	I	R	V6	4.3	G	A	18.9	10.0	18.9
Compact Utility											
T5	DCC - JEEP	CHEROKEE 2WD	I	R	L4	2.5	G	M	25.7	7.4	13.9
T5	DCC - JEEP	CHEROKEE 2WD	I	R	L4	2.5	G	A	23.7	8.0	15.1
T5	DCC - JEEP	CHEROKEE 2WD	I	R	L6	4.0	G	M	23.6	8.1	15.2
T5	FMC - FORD	EXPLORER 4X2	D	R	V6	4.0	G	M	23.0	8.2	15.5
T5	GMC - CHEVROLET	BLAZER 2WD	D	R	V6	4.3	G	M	22.8	8.3	15.7
T5	GMC	JIMMY 2WD	I	R	V6	4.3	G	M	22.8	8.3	15.7
T5	HONDA	CR-V	I	R	L4	2.0	G	A	27.5	6.9	13.0
T5	HONDA	CR-V	I	4	L4	2.0	G	A	27.1	7.0	13.2
T5	HONDA	CR-V	I	4	L4	2.0	G	M	27.1	7.0	13.2
T5	ISUZU	RODEO 2WD	I	R	L4	2.2	G	M	24.9	7.6	14.4
T5	ISUZU	AMIGO 2WD	I	R	L4	2.2	G	M	24.8	7.6	14.4
T5	MITSUBISHI	MONTERO SPORT/NATIVA	I	R	L4	2.3	G	M	26.5	7.2	13.5
T5	MITSUBISHI	MONTERO SPORT/NATIVA	I	R	L4	2.3	G	A	24.2	7.8	14.7
T5	NISSAN	XTERRA 2WD	I	R	L4	2.4	G	M	24.2	7.9	14.8
T5	SUBARU	FORESTER	I	4	HO4	2.5	G	M	27.9	6.8	12.8
T5	SUBARU	FORESTER	I	4	HO4	2.5	G	A	27.9	6.8	12.8
T5	TOYOTA	4RUNNER 2WD	I	R	L4	2.7	G	A	25.0	7.6	14.3
T5	TOYOTA	4RUNNER 2WD	I	R	L4	2.7	G	M	23.8	8.0	15.0
T5	TOYOTA	4RUNNER 4WD	I	4	L4	2.7	G	A	23.3	8.2	15.3
Standard Utility											
T6	FMC - FORD	EXPEDITION 4X2	D	R	V8	4.6	G	A	19.5	9.7	18.4
T6	GMC - CHEVROLET	C1500 TAHOE 2WD	D	R	V8	4.8	G	A	19.5	9.7	18.3
T6	GMC - CHEVROLET	C1500 TAHOE 2WD	D	R	V8	5.3	G	A	18.4	10.3	19.4
T6	GMC	C1500 YUKON 2WD	I	R	V8	4.8	G	A	19.5	9.7	18.3
T6	GMC	C1500 YUKON 2WD	I	R	V8	5.3	G	A	18.4	10.3	19.4
T6	GMC	C1500 YUKON 2WD	I	R	V8	5.3	G	A	18.4	10.3	19.4
Mini Utility											
T7	GMC - CHEVROLET	TRACKER CONV 2WD	D	R	L4	1.6	G	M	31.1	6.2	11.5
T7	GMC - CHEVROLET	TRACKER CONV 4X4	D	4	L4	1.6	G	M	30.7	6.2	11.6
T7	GMC - CHEVROLET	TRACKER CONV 2WD	D	R	L4	2.0	G	A	29.1	6.6	12.3
T7	SUZUKI	VITARA CONV 2WD	I	R	L4	1.6	G	M	31.1	6.1	11.5
T7	SUZUKI	VITARA CONV 4WD	I	4	L4	1.6	G	M	30.7	6.2	11.6
T7	TOYOTA	RAV4 2WD	I	F	L4	2.0	G	M	30.9	6.2	11.6

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
T7	TOYOTA	RAV4 2WD	I	F	L4	2.0	G	A	30.5	6.3	11.7

Energy Star Method 11 Vehicle List
Top 20% of vehicles by MPG in each market class

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
Small Cars											
C2	GMC - CHEVY	METRO	I	F	L3	1.0	G	M	48.9	4.0	7.3
C2	GMC - CHEVY	METRO	I	F	L4	1.3	G	M	45.5	4.2	7.8
C3	GMC - CHEVY	PRIZM	I	F	L4	1.8	G	M	39.6	4.9	9.0
C3	GMC - CHEVY	PRIZM	I	F	L4	1.8	G	A	37.5	5.1	9.5
C2	GMC - CHEVY	METRO	I	F	L4	1.3	G	A	37.6	5.1	9.5
C3	GMC - SATURN	SL	D	F	L4	1.9	G	M	38.7	5.0	9.2
C2	GMC - SATURN	SC	D	F	L4	1.9	G	M	38.1	5.0	9.4
C6	HONDA	INSIGHT	I	F	L3	1.0	G/EL	M	76.3	2.6	4.7
C2	HONDA	CIVIC HX	I	F	L4	1.6	G	M	44.7	4.3	8.0
C2	HONDA	CIVIC HX	I	F	L4	1.6	G	A	41.9	4.6	8.5
C2	MITSUBISHI	MIRAGE 2D	I	F	L4	1.5	G	M	41.7	4.6	8.6
C2	SUZUKI	SWIFT	I	F	L4	1.3	G	M	45.5	4.2	7.8
C2	SUZUKI	ESTEEM	I	F	L4	1.6	G	M	38.6	5.0	9.3
C2	SUZUKI	SWIFT	I	F	L4	1.3	G	A	37.6	5.1	9.5
C3	TOYOTA	ECHO	I	F	L4	1.5	G	M	43.1	4.5	8.3
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	M	39.6	4.9	9.0
C3	TOYOTA	ECHO	I	F	L4	1.5	G	A	39.4	4.9	9.1
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	A	37.4	5.1	9.6
C2	VWA	NEW BEETLE	I	F	L4	1.9	D	M	52.7	4.0	6.8
C3	VWA	GOLF TDI	I	F	L4	1.9	D	M	52.7	4.0	6.8
C3	VWA	JETTA	I	F	L4	1.9	D	M	52.7	4.0	6.8
C2	VWA	NEW BEETLE	I	F	L4	1.9	D	A	44.7	4.7	8.0
C3	VWA	GOLF TDI	I	F	L4	1.9	D	A	44.7	4.7	8.0
C3	VWA	JETTA	I	F	L4	1.9	D	A	44.7	4.7	8.0
Family Sedans											
C4	DCC - CHRYSLER	CIRRUS	D	F	L4	2.0	G	M	34.3	5.6	10.4
C4	DCC - PLYMOUTH	BREEZE	D	F	L4	2.0	G	M	35.4	5.4	10.1
C3	FMC - FORD	CONTOUR	D	F	L4	2.0	G	M	32.6	5.9	11.0
C3	FMC - FORD	CONTOUR	D	F	L4	2.0	G	A	30.3	6.3	11.8
C3	FMC - FORD	CONTOUR	D	F	L4	2.0	G	A	30.3	6.3	11.8
C4	FMC - MAZDA	626	I	F	L4	2.0	G	M	33.5	5.7	10.6
C3	FMC - MERCURY	MYSTIQUE	D	F	L4	2.0	G	M	32.4	5.9	11.0
C4	GMC - SATURN	LS	D	F	L4	2.2	G	M	31.9	6.0	11.2
C4	GMC - SATURN	LS	D	F	L4	2.2	G	A	30.5	6.3	11.7
C4	HONDA	ACCORD lx	I	F	L4	2.3	G	M	32.1	6.0	11.1
C4	HONDA	ACCORD	I	F	L4	2.3	G	M	30.4	6.3	11.8
C3	NISSAN - INFINITY	INFINITI G20	I	F	L4	2.0	G	M	31.0	6.2	11.5
C3	NISSAN - INFINITY	INFINITI G20	I	F	L4	2.0	G	A	30.2	6.3	11.8
C3	NISSAN	ALTIMA	I	F	L4	2.4	G	M	30.9	6.2	11.6
C4	TOYOTA	CAMRY CNG	I	F	L4	2.2	NG	A	30.2	5.4	1.8
C4	TOYOTA	CAMRY	I	F	L4	2.2	G	M	31.0	6.2	11.5
C4	TOYOTA	CAMRY	I	F	L4	2.2	G	A	30.1	6.4	11.9
C2	TOYOTA	CAMRY SOLARA CONVERT	I	F	L4	2.2	G	A	30.1	6.4	11.9
C4	VWA	PASSAT	I	F	L4	1.8	G	M	31.3	6.1	11.4
Large Sedans											
C5	DCC - CHRYSLER	INTREPID	D	F	V6	2.7	G	A	27.3	7.0	13.1
C5	DCC - CHRYSLER	CONCORDE	D	F	V6	2.7	G	A	27.3	7.0	13.1
C5	DCC - DODGE	INTREPID	D	F	V6	2.7	G	A	27.3	7.0	13.1
C5	DCC - DODGE	INTREPID	D	F	V6	2.7	G	A	27.3	7.0	13.1
C5	TOYOTA	AVALON	I	F	V6	3.0	G	A	28.1	6.8	12.7

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
Upscale Sedans											
C2	BMW	328i,Ci	I	R	L6	2.8	G	M	27.6	6.9	12.9
C3	BMW	328is	I	R	L6	2.8	G	M	27.6	6.9	13.0
C3	DCC - MER-BENZ	C 230 KOMPRESSOR	I	R	L4	2.3	G	A	28.3	6.7	12.6
C2	DCC - MER-BENZ	CLK 320	I	R	V6	3.2	G	A	27.5	6.9	13.0
C4	FMC - VOLVO	S70	I	F	L5	2.4	G	M	28.1	6.8	12.7
C2	GMC - SAAB	SAAB 9-3 CVT	I	F	L4	2.0	G	M	28.6	6.7	12.5
C4	GMC - SAAB	SAAB 9-3	I	F	L4	2.0	G	M	28.6	6.7	12.5
C4	GMC - SAAB	SAAB 9-3 VIGGEN	I	F	L4	2.3	G	M	27.5	6.9	13.0
C4	GMC - SAAB	SAAB 9-3 VIGGEN	I	F	L4	2.3	G	M	27.5	6.9	13.0
C4	GMC - SAAB	SAAB 9-5	I	F	L4	2.3	G	M	27.6	6.9	12.9
C3	VWA - AUDI	AUDI A4	I	F	L4	1.8	G	M	31.9	6.0	11.2
C3	VWA - AUDI	AUDI A4 QUATTRO	I	4	L4	1.8	G	M	28.6	6.7	12.5
C3	VWA - AUDI	AUDI A4	I	F	L4	1.8	G	A	28.0	6.8	12.8
Luxury Sedans											
C3	BMW	528i	I	R	L6	2.8	G	M	27.6	6.9	12.9
C3	BMW	528iA R1	I	R	L6	2.8	G	A	24.4	7.8	14.6
C3	BMW	528iA	I	R	L6	2.8	G	A	24.2	7.8	14.7
C4	DCC - MER-BENZ	E 320	I	R	V6	3.2	G	A	27.9	6.8	12.8
C4	DCC - MER-BENZ	E 320 4MATIC	I	4	V6	3.2	G	A	26.9	7.1	13.3
C4	FMC - JAGUAR	JAGUAR S-TYPE 6	I	R	V6	3.0	G	A	24.1	7.9	14.8
C4	TOYOTA - LEXUS	GS 300	I	R	L6	3.0	G	A	24.7	7.7	14.4
C4	TOYOTA - LEXUS	LS 400	I	R	V8	4.0	G	A	24.3	7.8	14.7
Coupes											
C2	FMC - FORD	ESCORT ZX2	D	F	L4	2.0	G	M	33.0	5.8	10.8
C2	FMC - FORD	ESCORT ZX2	D	F	L4	2.0	G	A	33.1	5.8	10.8
C2	GMC - CHEVY	CAVALIER	D	F	L4	2.2	G	M	32.1	6.0	11.1
C2	GMC - PONTIAC	SUNFIRE	D	F	L4	2.2	G	M	32.1	6.0	11.1
C2	GMC - SATURN	SC	D	F	L4	1.9	G	M	35.4	5.4	10.1
C2	GMC - SATURN	SC	D	F	L4	1.9	G	M	38.1	5.0	9.4
C2	GMC - SATURN	SC	D	F	L4	1.9	G	A	33.9	5.7	10.5
C2	GMC - SATURN	SC	D	F	L4	1.9	G	A	36.1	5.3	9.9
C6	HONDA	INSIGHT	I	F	L3	1.0	G/EL	M	76.3	2.6	4.7
C2	HONDA	CIVIC HX	I	F	L4	1.6	G	M	44.7	4.3	8.0
C2	HONDA	CIVIC HX	I	F	L4	1.6	G	A	41.9	4.6	8.5
C2	HONDA	CIVIC ex	I	F	L4	1.6	G	M	37.2	5.2	9.6
C2	HONDA	CIVIC ex	I	F	L4	1.6	G	A	35.5	5.4	10.1
C2	HONDA	CIVIC si	I	F	L4	1.6	G	M	32.8	5.8	10.9
C2	MITSUBISHI	MIRAGE 2D	I	F	L4	1.5	G	M	41.7	4.6	8.6
C2	MITSUBISHI	MIRAGE 2D	I	F	L4	1.5	G	A	36.7	5.2	9.7
Convertibles											
C6	FMC - MAZDA	MX-5 MIATA	I	R	L4	1.8	G	M	31.4	6.1	11.4
C6	FMC - MAZDA	MX-5 MIATA	I	R	L4	1.8	G	M	30.2	6.3	11.8
C2	GMC - PONTIAC	SUNFIRE CNVT	D	F	L4	2.2	G	A	30.7	6.2	11.6
C2	GMC - PONTIAC	SUNFIRE	D	F	L4	2.4	G	M	30.8	6.2	11.6
C2	MITSUBISHI	ECLIPSE	I	F	L4	2.4	G	A	30.1	6.3	11.9
C6	TOYOTA	MR2	I	F	L4	1.8	G	M	31.8	6.0	11.2
C2	TOYOTA	CAMRY SOLARA CONVERT	I	F	L4	2.2	G	A	30.1	6.4	11.9
C2	VWA	CABRIO	I	F	L4	2.0	G	M	31.2	6.1	11.5
Sporty Cars											
C6	FMC - MAZDA	MX-5 MIATA	I	R	L4	1.8	G	M	31.4	6.1	11.4
C6	FMC - MAZDA	MX-5 MIATA	I	R	L4	1.8	G	M	30.2	6.3	11.8
C3	FMC - MERCURY	COUGAR	D	F	L4	2.0	G	M	32.4	5.9	11.0

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
C2	GMC - SATURN	SC	D	F	L4	1.9	G	M	35.4	5.4	10.1
C2	GMC - SATURN	SC	D	F	L4	1.9	G	M	38.1	5.0	9.4
C2	GMC - SATURN	SC	D	F	L4	1.9	G	A	33.9	5.7	10.5
C2	GMC - SATURN	SC	D	F	L4	1.9	G	A	36.1	5.3	9.9
C2	HYUNDAI	TIBURON	I	F	L4	2.0	G	M	31.1	6.1	11.5
C2	MITSUBISHI	ECLIPSE	I	F	L4	2.4	G	M	30.1	6.3	11.9
C2	MITSUBISHI	ECLIPSE	I	F	L4	2.4	G	A	30.1	6.3	11.9
C2	TOYOTA	CELICA	I	F	L4	1.8	G	M	35.2	5.4	10.1
C2	TOYOTA	CELICA	I	F	L4	1.8	G	A	34.9	5.5	10.2
C6	TOYOTA	MR2	I	F	L4	1.8	G	M	31.8	6.0	11.2
C2	TOYOTA	CELICA	I	F	L4	1.8	G	M	30.8	6.2	11.6
C2	TOYOTA	CELICA	I	F	L4	1.8	G	A	30.1	6.4	11.9
Station Wagons											
C7	FMC - FORD	FOCUS WAGON	D	F	L4	2.0	G	M	36.2	5.3	9.9
C7	FMC - FORD	FOCUS WAGON	D	F	L4	2.0	G	A	32.6	5.9	11.0
C7	FMC - FORD	FOCUS WAGON	D	F	L4	2.0	G	A	32.6	5.9	11.0
C7	GMC - SATURN	SW	D	F	L4	1.9	G	M	36.1	5.3	9.9
C7	GMC - SATURN	SW	D	F	L4	1.9	G	A	35.4	5.4	10.1
C7	GMC - SATURN	SW	D	F	L4	1.9	G	A	33.9	5.7	10.5
C7	HYUNDAI	ELANTRA WAGON	I	F	L4	2.0	G	M	31.3	6.1	11.4
C7	SUZUKI	ESTEEM WAGON	I	F	L4	1.8	G	M	35.1	5.5	10.2
C7	SUZUKI	ESTEEM WAGON	I	F	L4	1.6	G	A	33.7	5.7	10.6
C7	SUZUKI	ESTEEM WAGON	I	F	L4	1.8	G	A	33.7	5.7	10.6
C8	VWA	PASSAT WAGON	I	F	L4	1.8	G	M	31.3	6.1	11.4
Minivans											
T3	DCC - CHRYSLER	TOWN & COUNTRY 2WD	D	F	V6	3.3	G	A	23.2	8.2	15.4
T3	DCC - DODGE	CARAVAN 2WD	D	F	L4	2.4	G	A	26.0	7.3	13.7
T3	DCC - DODGE	CARAVAN 2WD	D	F	V6	3.3	G	A	24.3	7.8	14.7
T3	DCC - DODGE	CARAVAN 2WD	D	F	V6	3.0	G	A	24.0	7.9	14.9
T3	DCC - DODGE	GRAND CARAVAN 2WD	D	F	V6	3.8	G	A	23.0	8.2	15.5
T3	DCC - PLYMOUTH	CARAVAN/VOYAGER 2WD	D	F	V6	3.3	G	A	24.0	7.9	14.9
T3	DCC - PLYMOUTH	CARAVAN/VOYAGER 2WD	D	F	L4	2.4	G	A	25.9	7.3	13.8
T3	DCC - PLYMOUTH	CARAVAN/VOYAGER 2WD	D	F	V6	3.0	G	A	24.0	7.9	14.9
T3	GMC - CHEVROLET	VENTURE	D	F	V6	3.4	G	A	25.0	7.6	14.3
T3	GMC - OLDSMOBILE	SILHOUETTE 2WD	D	F	V6	3.4	G	A	25.0	7.6	14.3
T3	GMC - PONTIAC	MONTANA FWD	D	F	V6	3.4	G	A	25.0	7.6	14.3
T3	HONDA	ODYSSEY	I	F	V6	3.5	G	A	24.0	7.9	14.9
T3	TKM - MAZDA	MAZDA MPV	I	R	V6	2.5	G	A	23.1	8.2	15.5
T3	TOYOTA	SIENNA	I	F	V6	3.0	G	A	24.0	7.9	14.9
Pickup Trucks											
T1	DCC - DODGE	DAKOTA 2WD	D	R	L4	2.5	G	M	25.7	7.4	13.9
T1	FMC - FORD	RANGER 4X2 EV	D	R	E0	2.5	EL	A	29.7	5.2	1.8
T1	FMC - FORD	RANGER 4X2	D	R	L4	2.5	G	M	28.3	6.7	12.6
T1	FMC - FORD	RANGER 4X2	D	R	L4	2.5	G	A	25.5	7.5	14.0
T1	FMC - FORD	RANGER 4X2	D	R	V6	4.0	G	M	22.9	8.3	15.6
T1	GMC - CHEVROLET	S10 P/U 2WD	D	R	L4	2.2	FF	M	23.9	5.9	7.6
T1	GMC - CHEVROLET	S10 P/U 2WD	D	R	L4	2.2	G	M	29.6	6.5	12.1
T1	GMC - CHEVROLET	S10 P/U 2WD	D	R	L4	2.2	G	A	25.2	7.5	14.2
T1	GMC - CHEVROLET	S10 PICKUP 2WD	D	R	V6	4.3	G	M	22.9	8.3	15.6
T1	GMC	SONOMA 2WD	I	R	L4	2.2	FF	M	23.9	5.9	7.6
T1	GMC	SONOMA 2WD	I	R	L4	2.2	G	M	29.6	6.5	12.1

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
T1	GMC	SONOMA 2WD	I	R	L4	2.2	G	A	24.6	7.7	14.5
T1	GMC	SONOMA 2WD	I	R	V6	4.3	G	M	22.9	8.3	15.6
T1	ISUZU	HOMBRE P/U 2WD	I	R	L4	2.2	FF	M	23.9	5.9	7.6
T1	ISUZU	HOMBRE P/U 2WD	I	R	L4	2.2	G	M	28.4	6.7	12.6
T1	ISUZU	HOMBRE P/U 2WD	I	R	L4	2.2	G	A	24.6	7.7	14.5
T1	NISSAN	FRONTIER TRUCK 2WD	I	R	L4	2.4	G	M	28.2	6.8	12.7
T1	NISSAN	FRONTIER TRUCK 2WD	I	R	L4	2.4	G	A	25.0	7.6	14.3
T1	TKM - MAZDA	MAZDA 4X2	I	R	L4	2.5	G	M	28.3	6.7	12.6
T1	TKM - MAZDA	MAZDA 4X2	I	R	L4	2.5	G	A	25.5	7.5	14.0
T1	TOYOTA	TOYOTA TACOMA 2WD	I	R	L4	2.4	G	M	27.4	7.0	13.1
T1	TOYOTA	TOYOTA TACOMA 2WD	I	R	L4	2.4	G	A	26.2	7.2	13.6
T1	TOYOTA	TOYOTA TACOMA 2WD	I	R	V6	3.4	G	M	24.3	7.8	14.7
T1	TOYOTA	TOYOTA TACOMA 2WD	I	R	L4	2.7	G	A	23.5	8.1	15.2
T1	TOYOTA	TOYOTA TACOMA 4WD	I	4	L4	2.7	G	A	23.1	8.2	15.4
SUVs											
T5	DCC - JEEP	CHEROKEE 2WD	I	R	L4	2.5	G	M	25.7	7.4	13.9
T7	GMC - CHEVROLET	TRACKER CONV 2WD	D	R	L4	1.6	G	M	31.1	6.2	11.5
T7	GMC - CHEVROLET	TRACKER CONV 4X4	D	4	L4	1.6	G	M	30.7	6.2	11.6
T7	GMC - CHEVROLET	TRACKER CONV 2WD	D	R	L4	2.0	G	A	29.1	6.6	12.3
T7	GMC - CHEVROLET	TRACKER VAN 2WD	D	R	L4	2.0	G	A	28.5	6.7	12.5
T7	GMC - CHEVROLET	TRACKER CONV 2WD	D	R	L4	2.0	G	M	28.0	6.8	12.8
T7	GMC - CHEVROLET	TRACKER VAN 2WD	D	R	L4	2.0	G	M	28.0	6.8	12.7
T7	GMC - CHEVROLET	TRACKER CONV 4X4	D	4	L4	2.0	G	A	27.9	6.8	12.8
T7	GMC - CHEVROLET	TRACKER CONV 4X4	D	4	L4	2.0	G	M	27.5	6.9	13.0
T7	GMC - CHEVROLET	TRACKER VAN 4X4	D	4	L4	2.0	G	A	27.9	6.8	12.8
T7	GMC - CHEVROLET	TRACKER VAN 4X4	D	4	L4	2.0	G	M	27.4	7.0	13.0
T5	HONDA	CR-V	I	R	L4	2.0	G	A	27.5	6.9	13.0
T5	HONDA	CR-V	I	4	L4	2.0	G	A	27.1	7.0	13.2
T5	HONDA	CR-V	I	4	L4	2.0	G	M	27.1	7.0	13.2
T5	MITSUBISHI	MONTERO SPORT/NATIVA	I	R	L4	2.3	G	M	26.5	7.2	13.5
T5	SUBARU	FORESTER	I	4	HO4	2.5	G	M	27.9	6.8	12.8
T5	SUBARU	FORESTER	I	4	HO4	2.5	G	A	27.9	6.8	12.8
T7	SUZUKI	VITARA CONV 2WD	I	R	L4	1.6	G	M	31.1	6.1	11.5
T7	SUZUKI	VITARA CONV 4WD	I	4	L4	1.6	G	M	30.7	6.2	11.6
T7	SUZUKI	VITARA CONV 2WD	I	R	L4	2.0	G	A	27.8	6.8	12.8
T7	SUZUKI	VITARA VAN 2WD	I	R	L4	2.0	G	A	27.7	6.9	12.9
T7	SUZUKI	VITARA CONV 2WD	I	R	L4	2.0	G	M	27.2	7.0	13.1
T7	SUZUKI	VITARA VAN 2WD	I	R	L4	2.0	G	M	27.3	7.0	13.1
T7	SUZUKI	VITARA CONV 4WD	I	4	L4	2.0	G	A	27.8	6.8	12.8
T7	SUZUKI	VITARA CONV 4WD	I	4	L4	2.0	G	M	27.2	7.0	13.1
T7	SUZUKI	VITARA VAN 4WD	I	4	L4	2.0	G	A	27.7	6.9	12.9
T7	SUZUKI	VITARA VAN 4WD	I	4	L4	2.0	G	M	27.3	7.0	13.1
T7	TOYOTA	RAV4 2WD	I	F	L4	2.0	G	M	30.9	6.2	11.6
T7	TOYOTA	RAV4 2WD	I	F	L4	2.0	G	A	30.5	6.3	11.7
T7	TOYOTA	RAV4 4WD	I	4	L4	2.0	G	A	27.8	6.9	12.8
T7	TOYOTA	RAV4 4WD	I	4	L4	2.0	G	M	26.9	7.1	13.3
All-wheel drive & 4-wheel drive											
C4	DCC - MER-BENZ	E 320 4MATIC	I	4	V6	3.2	G	A	26.9	7.1	13.3

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
C8	DCC - MER-BENZ	E 320 4MATIC(WAGON)	I	4	V6	3.2	G	A	25.9	7.3	13.8
C2	FUJI - SUBARU	IMPREZA 2D	I	4	H4	2.2	G	M	29.3	6.5	12.2
C7	FUJI - SUBARU	IMPREZA SW	I	4	H4	2.2	G	A	29.4	6.5	12.1
C2	FUJI - SUBARU	IMPREZA 4D	I	4	H4	2.2	G	A	29.2	6.5	12.2
C7	FUJI - SUBARU	IMPREZA SW	I	4	H4	2.2	G	M	29.3	6.5	12.2
C2	FUJI - SUBARU	IMPREZA 2D	I	4	H4	2.5	G	A	29.2	6.5	12.2
C3	FUJI - SUBARU	LEGACY 4D	I	4	H4	2.5	G	M	27.9	6.8	12.8
C7	FUJI - SUBARU	LEGACY SW	I	4	H4	2.5	G	M	27.9	6.8	12.8
C3	FUJI - SUBARU	LEGACY 4D	I	4	H4	2.5	G	A	27.9	6.8	12.8
C7	FUJI - SUBARU	LEGACY SW	I	4	H4	2.5	G	A	27.8	6.8	12.8
C2	FUJI - SUBARU	IMPREZA 4D	I	4	H4	2.5	G	M	27.4	6.9	13.0
C1	VWA - AUDI	AUDI TT COUPE	I	4	L4	1.8	G	M	29.4	6.5	12.1
C3	VWA - AUDI	AUDI A4 QUATTRO	I	4	L4	1.8	G	M	28.6	6.7	12.5
C7	VWA - AUDI	AUDI A4 AVANT QUATTRO	I	4	L4	1.8	G	M	28.6	6.7	12.5
C3	VWA - AUDI	AUDI A4 TT C QUATTRO	I	4	L4	1.8	G	M	27.2	7.0	13.1
C3	VWA - AUDI	AUDI A4 QUATTRO	I	4	L4	1.8	G	A	26.3	7.2	13.6
C7	VWA - AUDI	AUDI A4 AVANT QUATTRO	I	4	L4	1.8	G	A	26.3	7.2	13.6
C3	VWA - AUDI	AUDI A4 QUATTRO	I	4	V6	2.8	G	M	24.3	7.8	14.7
C7	VWA - AUDI	AUDI A4 AVANT QUATTRO	I	4	V6	2.8	G	M	24.3	7.8	14.7
T7	GMC - CHEVROLET	TRACKER CONV 4X4	D	4	L4	1.6	G	M	30.7	6.2	11.6
T7	GMC - CHEVROLET	TRACKER CONV 4X4	D	4	L4	2.0	G	A	27.9	6.8	12.8
T7	GMC - CHEVROLET	TRACKER CONV 4X4	D	4	L4	2.0	G	M	27.5	6.9	13.0
T7	GMC - CHEVROLET	TRACKER VAN 4X4	D	4	L4	2.0	G	A	27.9	6.8	12.8
T7	GMC - CHEVROLET	TRACKER VAN 4X4	D	4	L4	2.0	G	M	27.4	7.0	13.0
T5	HONDA	CR-V	I	4	L4	2.0	G	A	27.1	7.0	13.2
T5	HONDA	CR-V	I	4	L4	2.0	G	M	27.1	7.0	13.2
T7	KIA	SPORTAGE	I	4	L4	2.0	G	M	24.6	7.7	14.5
T5	SUBARU	FORESTER	I	4	HO4	2.5	G	M	27.9	6.8	12.8
T5	SUBARU	FORESTER	I	4	HO4	2.5	G	A	27.9	6.8	12.8
T7	SUZUKI	VITARA CONV 4WD	I	4	L4	1.6	G	M	30.7	6.2	11.6
T7	SUZUKI	VITARA CONV 4WD	I	4	L4	2.0	G	A	27.8	6.8	12.8
T7	SUZUKI	VITARA CONV 4WD	I	4	L4	2.0	G	M	27.2	7.0	13.1
T7	SUZUKI	VITARA VAN 4WD	I	4	L4	2.0	G	A	27.7	6.9	12.9
T7	SUZUKI	VITARA VAN 4WD	I	4	L4	2.0	G	M	27.3	7.0	13.1
T7	TOYOTA	RAV4 4WD	I	4	L4	2.0	G	A	27.8	6.9	12.8
T7	TOYOTA	RAV4 4WD	I	4	L4	2.0	G	M	26.9	7.1	13.3

Energy Star Method 12 Vehicle List
Top 20% of vehicles by oil use per footprint

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
C4	DAEWOO	LANOS- 3Dr	I	F	L4	1.5	G	M	34.8	5.5	10.3
C4	DAEWOO	LANOS-3Dr	I	F	L4	1.6	G	M	34.6	5.5	10.3
C4	DAEWOO	LANOS- 3Dr	I	F	L4	1.5	G	A	32.9	5.8	10.8
C3	DCC - CHRYSLER	NEON	D	F	L4	2.0	G	M	36.1	5.3	9.9
C4	DCC - CHRYSLER	CIRRUS	D	F	L4	2.0	G	M	34.3	5.6	10.4
C3	DCC - CHRYSLER	NEON	D	F	L4	2.0	G	A	31.9	6.0	11.2
C5	DCC - CHRYSLER	INTREPID	D	F	V6	2.7	G	A	27.3	7.0	13.1
C5	DCC - CHRYSLER	CONCORDE	D	F	V6	2.7	G	A	27.3	7.0	13.1
C5	DCC - CHRYSLER	INTREPID	D	F	V6	3.2	G	A	25.5	7.5	14.0
C3	DCC - DODGE	NEON	D	F	L4	2.0	G	M	36.1	5.3	9.9
C4	DCC - DODGE	STRATUS	D	F	L4	2.0	G	M	28.3	6.7	12.6
C3	DCC - DODGE	NEON	D	F	L4	2.0	G	A	31.9	6.0	11.2
C4	DCC - DODGE	STRATUS	D	F	L4	2.0	G	M	28.3	6.7	12.6
C5	DCC - DODGE	INTREPID	D	F	V6	2.7	G	A	27.3	7.0	13.1
C5	DCC - DODGE	INTREPID	D	F	V6	2.7	G	A	27.3	7.0	13.1
C5	DCC - DODGE	INTREPID	D	F	V6	3.2	G	A	25.5	7.5	14.0
C4	DCC - MER-BENZ	E 320	I	R	V6	3.2	G	A	27.9	6.8	12.8
C3	DCC - PLYMOUTH	NEON	D	F	L4	2.0	G	M	36.1	5.3	9.9
C4	DCC - PLYMOUTH	BREEZE	D	F	L4	2.0	G	M	35.4	5.4	10.1
C3	DCC - PLYMOUTH	NEON	D	F	L4	2.0	G	A	31.9	6.0	11.2
C4	DCC - PLYMOUTH	BREEZE	D	F	L4	2.0	G	A	28.3	6.7	12.6
C5	FMC - FORD	CROWN VICTORIA NG	D	R	V8	4.6	NG	A	20.7	7.6	2.6
C5	FMC - FORD	TAURUS FFV	D	F	V6	3.0	FF	A	24.6	5.9	7.8
C8	FMC - FORD	TAURUS WAGON FFV	D	F	V6	3.0	FF	A	23.3	6.2	8.3
C7	FMC - FORD	FOCUS WAGON	D	F	L4	2.0	G	M	36.2	5.3	9.9
C3	FMC - FORD	FOCUS	D	F	L4	2.0	G	M	35.7	5.4	10.0
C3	FMC - FORD	ESCORT	D	F	L4	2.0	G	M	35.7	5.4	10.0
C3	FMC - FORD	FOCUS	D	F	L4	2.0	G	A	33.9	5.7	10.5
C7	FMC - FORD	FOCUS WAGON	D	F	L4	2.0	G	A	32.6	5.9	11.0
C3	FMC - FORD	ESCORT	D	F	L4	2.0	G	A	33.7	5.7	10.6
C2	FMC - FORD	ESCORT ZX2	D	F	L4	2.0	G	M	33.0	5.8	10.8
C3	FMC - FORD	FOCUS 3D	D	F	L4	2.0	G	M	33.0	5.8	10.8
C3	FMC - FORD	FOCUS 3D	D	F	L4	2.0	G	A	32.4	5.9	11.0
C2	FMC - FORD	ESCORT ZX2	D	F	L4	2.0	G	A	33.1	5.8	10.8
C7	FMC - FORD	FOCUS WAGON	D	F	L4	2.0	G	A	32.6	5.9	11.0
C3	FMC - FORD	CONTOUR	D	F	L4	2.0	G	M	32.6	5.9	11.0
C3	FMC - FORD	CONTOUR	D	F	L4	2.0	G	A	30.3	6.3	11.8
C3	FMC - FORD	CONTOUR	D	F	L4	2.0	G	A	30.3	6.3	11.8
C3	FMC - MAZDA	PROTEGE	I	F	L4	1.6	G	A	33.8	5.7	10.6
C4	FMC - MAZDA	626	I	F	L4	2.0	G	M	33.5	5.7	10.6
C3	FMC - MAZDA	PROTEGE	I	F	L4	1.8	G	M	32.4	5.9	11.0
C3	FMC - MAZDA	PROTEGE	I	F	L4	1.6	G	M	36.5	5.3	9.8
C3	FMC - MERCURY	MYSTIQUE	D	F	L4	2.0	G	M	32.4	5.9	11.0
C3	FMC - MERCURY	COUGAR	D	F	L4	2.0	G	M	32.4	5.9	11.0
C3	FMC - MERCURY	MYSTIQUE	D	F	L4	2.0	G	A	29.6	6.5	12.1
C5	GMC - BUICK	LESABRE	D	F	V6	3.8	G	A	26.6	7.2	13.5
C5	GMC - BUICK	PARK AVENUE	D	F	V6	3.8	G	A	26.6	7.2	13.5

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
C2	GMC - CHEVY	METRO	I	F	L3	1.0	G	M	48.9	4.0	7.3
C2	GMC - CHEVY	METRO	I	F	L4	1.3	G	M	45.5	4.2	7.8
C3	GMC - CHEVY	PRIZM	I	F	L4	1.8	G	M	39.6	4.9	9.0
C3	GMC - CHEVY	PRIZM	I	F	L4	1.8	G	A	37.5	5.1	9.5
C2	GMC - CHEVY	METRO	I	F	L4	1.3	G	A	37.6	5.1	9.5
C3	GMC - CHEVY	PRIZM	I	F	L4	1.8	G	A	34.9	5.5	10.2
C2	GMC - CHEVY	CAVALIER	D	F	L4	2.2	G	M	32.1	6.0	11.1
C2	GMC - CHEVY	CAVALIER Z24	D	F	L4	2.4	G	M	30.8	6.2	11.6
C5	GMC - CHEVY	IMPALA	D	F	V6	3.4	G	A	27.5	6.9	13.0
C5	GMC - CHEVY	IMPALA	D	F	V6	3.8	G	A	26.9	7.1	13.3
C3	GMC - OLDSMOBILE	ALERO	D	F	L4	2.4	G	M	29.5	6.5	12.1
C3	GMC - OLDSMOBILE	ALERO	D	F	L4	2.4	G	A	29.4	6.5	12.1
C2	GMC - PONTIAC	SUNFIRE	D	F	L4	2.2	G	M	32.1	6.0	11.1
C2	GMC - PONTIAC	SUNFIRE CNVT	D	F	L4	2.2	G	A	30.7	6.2	11.6
C2	GMC - PONTIAC	SUNFIRE	D	F	L4	2.4	G	M	30.8	6.2	11.6
C3	GMC - PONTIAC	GRAND AM	D	F	L4	2.4	G	M	29.5	6.5	12.1
C3	GMC - PONTIAC	GRAND AM	D	F	L4	2.4	G	A	29.4	6.5	12.1
C4	GMC - PONTIAC	GRAND PRIX 4Dr	D	F	V6	3.1	G	A	27.5	6.9	13.0
C4	GMC - PONTIAC	GRAND PRIX	D	F	V6	3.8	G	A	26.9	7.1	13.3
C5	GMC - PONTIAC	BONNEVILLE	D	F	V6	3.8	G	A	26.6	7.2	13.5
C3	GMC - SATURN	SL	D	F	L4	1.9	G	M	38.7	5.0	9.2
C2	GMC - SATURN	SC	D	F	L4	1.9	G	M	35.4	5.4	10.1
C2	GMC - SATURN	SC	D	F	L4	1.9	G	M	38.1	5.0	9.4
C3	GMC - SATURN	SL	D	F	L4	1.9	G	M	36.1	5.3	9.9
C7	GMC - SATURN	SW	D	F	L4	1.9	G	M	36.1	5.3	9.9
C3	GMC - SATURN	SL	D	F	L4	1.9	G	A	34.4	5.6	10.4
C2	GMC - SATURN	SC	D	F	L4	1.9	G	A	33.9	5.7	10.5
C7	GMC - SATURN	SW	D	F	L4	1.9	G	A	35.4	5.4	10.1
C2	GMC - SATURN	SC	D	F	L4	1.9	G	A	36.1	5.3	9.9
C3	GMC - SATURN	SL	D	F	L4	1.9	G	A	36.0	5.3	9.9
C7	GMC - SATURN	SW	D	F	L4	1.9	G	A	33.9	5.7	10.5
C4	GMC - SATURN	LS	D	F	L4	2.2	G	M	31.9	6.0	11.2
C4	GMC - SATURN	LS	D	F	L4	2.2	G	A	30.5	6.3	11.7
C8	GMC - SATURN	LW	D	F	L4	2.2	G	A	29.4	6.5	12.1
C8	GMC - SATURN	LW	D	F	V6	3.0	G	A	26.2	7.3	13.6
C2	HONDA - ACURA	ACURA INTEGRA	I	F	L4	1.8	G	M	32.3	5.9	11.0
C2	HONDA - ACURA	ACURA INTEGRA -R	I	F	L4	1.8	G	M	31.9	6.0	11.2
C6	HONDA	INSIGHT	I	F	L3	1.0	G/EL	M	76.3	2.6	4.7
C2	HONDA	CIVIC HX	I	F	L4	1.6	G	M	44.7	4.3	8.0
C2	HONDA	CIVIC HX	I	F	L4	1.6	G	A	41.9	4.6	8.5
C2	HONDA	CIVIC dx 4Dr	I	F	L4	1.6	G	M	37.2	5.2	9.6
C2	HONDA	CIVIC ex	I	F	L4	1.6	G	M	37.2	5.2	9.6
C2	HONDA	CIVIC vp	I	F	L4	1.6	G	A	35.5	5.4	10.1
C2	HONDA	CIVIC dx 4Dr	I	F	L4	1.6	G	A	35.6	5.4	10.0
C2	HONDA	CIVIC ex	I	F	L4	1.6	G	A	35.5	5.4	10.1
C2	HONDA	CIVIC si	I	F	L4	1.6	G	M	32.8	5.8	10.9
C4	HONDA	ACCORD lx	I	F	L4	2.3	G	M	32.1	6.0	11.1
C4	HONDA	ACCORD	I	F	L4	2.3	G	M	30.4	6.3	11.8
C4	HONDA	ACCORD lx	I	F	L4	2.3	G	A	29.9	6.4	11.9
C3	HYUNDAI	ACCENT	I	F	L4	1.5	G	M	36.6	5.3	9.8

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
C2	MITSUBISHI	MIRAGE 2D	I	F	L4	1.5	G	M	41.7	4.6	8.6
C2	MITSUBISHI	MIRAGE	I	F	L4	1.8	G	M	36.3	5.3	9.8
C2	MITSUBISHI	MIRAGE 2D	I	F	L4	1.5	G	A	36.7	5.2	9.7
C2	MITSUBISHI	MIRAGE	I	F	L4	1.8	G	A	33.2	5.8	10.8
C3	NISSAN	SENTRA	I	F	L4	1.8	G	M	34.9	5.5	10.2
C3	NISSAN	SENTRA	I	F	L4	1.8	G	A	33.9	5.6	10.5
C3	NISSAN	ALTIMA	I	F	L4	2.4	G	M	30.9	6.2	11.6
C2	SUZUKI	SWIFT	I	F	L4	1.3	G	M	45.5	4.2	7.8
C2	SUZUKI	ESTEEM	I	F	L4	1.6	G	M	38.6	5.0	9.3
C2	SUZUKI	SWIFT	I	F	L4	1.3	G	A	37.6	5.1	9.5
C2	SUZUKI	ESTEEM	I	F	L4	1.8	G	M	36.2	5.3	9.9
C7	SUZUKI	ESTEEM WAGON	I	F	L4	1.8	G	M	35.1	5.5	10.2
C2	SUZUKI	ESTEEM	I	F	L4	1.6	G	A	35.0	5.5	10.2
C7	SUZUKI	ESTEEM WAGON	I	F	L4	1.6	G	A	33.7	5.7	10.6
C7	SUZUKI	ESTEEM WAGON	I	F	L4	1.8	G	A	33.7	5.7	10.6
C2	SUZUKI	ESTEEM	I	F	L4	1.8	G	A	33.7	5.7	10.6
C4	TOYOTA	CAMRY CNG	I	F	L4	2.2	NG	A	30.2	5.4	1.8
C3	TOYOTA	ECHO	I	F	L4	1.5	G	M	43.1	4.5	8.3
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	M	39.6	4.9	9.0
C3	TOYOTA	ECHO	I	F	L4	1.5	G	A	39.4	4.9	9.1
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	A	37.4	5.1	9.6
C2	TOYOTA	CELICA	I	F	L4	1.8	G	M	35.2	5.4	10.1
C2	TOYOTA	CELICA	I	F	L4	1.8	G	A	34.9	5.5	10.2
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	A	34.9	5.5	10.2
C3	TOYOTA	CAMRY SOLARA	I	F	L4	2.2	G	M	31.0	6.2	11.5
C4	TOYOTA	CAMRY	I	F	L4	2.2	G	M	31.0	6.2	11.5
C3	TOYOTA	CAMRY SOLARA	I	F	L4	2.2	G	A	30.1	6.4	11.9
C4	TOYOTA	CAMRY	I	F	L4	2.2	G	A	30.1	6.4	11.9
C2	TOYOTA	CAMRY SOLARA CONVERT	I	F	L4	2.2	G	A	30.1	6.4	11.9
C5	TOYOTA	AVALON	I	F	V6	3.0	G	A	28.1	6.8	12.7
C3	VWA - AUDI	AUDI A4	I	F	L4	1.8	G	M	31.9	6.0	11.2
C2	VWA	NEW BEETLE	I	F	L4	1.9	D	M	52.7	4.0	6.8
C3	VWA	GOLF TDI	I	F	L4	1.9	D	M	52.7	4.0	6.8
C3	VWA	JETTA	I	F	L4	1.9	D	M	52.7	4.0	6.8
C2	VWA	NEW BEETLE	I	F	L4	1.9	D	A	44.7	4.7	8.0
C3	VWA	GOLF TDI	I	F	L4	1.9	D	A	44.7	4.7	8.0
C3	VWA	JETTA	I	F	L4	1.9	D	A	44.7	4.7	8.0
C2	VWA	NEW BEETLE	I	F	L4	1.8	G	M	32.3	5.9	11.1
C4	VWA	PASSAT	I	F	L4	1.8	G	M	31.3	6.1	11.4
C8	VWA	PASSAT WAGON	I	F	L4	1.8	G	M	31.3	6.1	11.4
T3	DCC - CHRYSLER	TOWN & CNTRY 2WD FFV	D	F	V6	3.3	FF	A	20.0	7.0	9.1
T4	DCC - DODGE	B2500 WAGON	D	R	V8	5.2	NG	A	15.2	10.2	3.5
T4	DCC - DODGE	B2500 VAN	D	R	V8	5.2	NG	A	15.5	10.0	3.5
T3	DCC - DODGE	CARAVAN 2WD FFV	D	F	V6	3.3	FF	A	19.9	7.1	9.2
T3	DCC - DODGE	CARAVAN 2WD	D	F	L4	2.4	G	A	26.0	7.3	13.7
T3	DCC - PLYMOUTH	CARAVAN/VOYAGER 2WD	D	F	L4	2.4	G	A	25.9	7.3	13.8
T3	DCC - PLYMOUTH	CARAVAN/VOYAGER 2WD	D	F	V6	3.3	FF	A	19.9	7.1	9.2
T1	FMC - FORD	RANGER 4X2 EV	D	R	E0	2.5	EL	A	29.7	5.2	1.8

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
T2	FMC - FORD	F150 4X2 NGV	D	R	V8	5.4	NG	A	15.8	9.9	3.4
T4	FMC - FORD	E250 VAN NGV	D	R	V8	5.4	NG	A	15.5	10.1	3.5
T1	FMC - FORD	RANGER 4X2 FFV	D	R	V6	3.0	FF	M	19.7	7.1	9.2
T1	FMC - FORD	RANGER 4X4 FFV	D	4	V6	3.0	FF	M	19.2	7.3	9.5
T1	FMC - FORD	RANGER 4X2 FFV	D	R	V6	3.0	FF	A	18.5	7.6	9.7
T1	FMC - FORD	RANGER 4X4 FFV	D	4	V6	3.0	FF	A	17.7	8.0	10.4
T1	FMC - FORD	RANGER 4X2	D	R	L4	2.5	G	M	28.3	6.7	12.6
T1	GMC - CHEVROLET	S10 P/U 2WD	D	R	L4	2.2	FF	M	23.9	5.9	7.6
T1	GMC - CHEVROLET	S10 P/U 2WD	D	R	L4	2.2	FF	A	21.2	6.7	8.7
T1	GMC - CHEVROLET	S10 P/U 2WD	D	R	L4	2.2	G	M	29.6	6.5	12.1
T1	GMC	SONOMA 2WD	I	R	L4	2.2	FF	M	23.9	5.9	7.6
T1	GMC	SONOMA 2WD	I	R	L4	2.2	FF	A	21.2	6.7	8.7
T1	GMC	SONOMA 2WD	I	R	L4	2.2	G	M	29.6	6.5	12.1
T3	GMC - OLDSMOBILE	SILHOUETTE 2WD	D	F	V6	3.4	G	A	25.0	7.6	14.3
T3	HONDA	ODYSSEY	I	F	V6	3.5	G	A	24.0	7.9	14.9
T1	ISUZU	HOMBRE P/U 2WD	I	R	L4	2.2	FF	M	23.9	5.9	7.6
T1	ISUZU	HOMBRE P/U 2WD	I	R	L4	2.2	FF	A	21.2	6.7	8.7
T1	TKM - MAZDA	MAZDA 4X2 FFV	I	R	V6	3.0	FF	M	19.7	7.1	9.2
T1	TKM - MAZDA	MAZDA 4X4 FFV	I	4	V6	3.0	FF	M	19.2	7.3	9.5
T1	TKM - MAZDA	MAZDA 4X2 FFV	I	R	V6	3.0	FF	A	18.5	7.6	9.7
T1	TKM - MAZDA	MAZDA 4X4 FFV	I	4	V6	3.0	FF	A	17.7	8.0	10.4
T1	TKM - MAZDA	MAZDA 4X2	I	R	L4	2.5	G	M	28.3	6.7	12.6

Energy Star Method 13 Vehicle List
Top 20% of vehicles by GHG and oil use per footprint [not normalized]

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
Cars											
C4	DAEWOO	LANOS- 3Dr	I	F	L4	1.5	G	M	34.8	5.5	10.3
C4	DAEWOO	LANOS-3Dr	I	F	L4	1.6	G	M	34.6	5.5	10.3
C4	DAEWOO	LANOS- 3Dr	I	F	L4	1.5	G	A	32.9	5.8	10.8
C3	DCC - CHRYSLER	NEON	D	F	L4	2.0	G	M	36.1	5.3	9.9
C4	DCC - CHRYSLER	CIRRUS	D	F	L4	2.0	G	M	34.3	5.6	10.4
C3	DCC - CHRYSLER	NEON	D	F	L4	2.0	G	A	31.9	6.0	11.2
C5	DCC - CHRYSLER	INTREPID	D	F	V6	2.7	G	A	27.3	7.0	13.1
C5	DCC - CHRYSLER	CONCORDE	D	F	V6	2.7	G	A	27.3	7.0	13.1
C5	DCC - CHRYSLER	INTREPID	D	F	V6	3.2	G	A	25.5	7.5	14.0
C3	DCC - DODGE	NEON	D	F	L4	2.0	G	M	36.1	5.3	9.9
C4	DCC - DODGE	STRATUS	D	F	L4	2.0	G	M	28.3	6.7	12.6
C3	DCC - DODGE	NEON	D	F	L4	2.0	G	A	31.9	6.0	11.2
C4	DCC - DODGE	STRATUS	D	F	L4	2.0	G	M	28.3	6.7	12.6
C5	DCC - DODGE	INTREPID	D	F	V6	2.7	G	A	27.3	7.0	13.1
C5	DCC - DODGE	INTREPID	D	F	V6	2.7	G	A	27.3	7.0	13.1
C5	DCC - DODGE	INTREPID	D	F	V6	3.2	G	A	25.5	7.5	14.0
C4	DCC - MER-BENZ	E 320	I	R	V6	3.2	G	A	27.9	6.8	12.8
C3	DCC - PLYMOUTH	NEON	D	F	L4	2.0	G	M	36.1	5.3	9.9
C4	DCC - PLYMOUTH	BREEZE	D	F	L4	2.0	G	M	35.4	5.4	10.1
C3	DCC - PLYMOUTH	NEON	D	F	L4	2.0	G	A	31.9	6.0	11.2
C4	DCC - PLYMOUTH	BREEZE	D	F	L4	2.0	G	A	28.3	6.7	12.6
C5	FMC - FORD	CROWN VICTORIA NG	D	R	V8	4.6	NG	A	20.7	7.6	2.6
C5	FMC - FORD	TAURUS FFV	D	F	V6	3.0	FF	A	24.6	5.9	7.8
C8	FMC - FORD	TAURUS WAGON FFV	D	F	V6	3.0	FF	A	23.3	6.2	8.3
C7	FMC - FORD	FOCUS WAGON	D	F	L4	2.0	G	M	36.2	5.3	9.9
C3	FMC - FORD	FOCUS	D	F	L4	2.0	G	M	35.7	5.4	10.0
C3	FMC - FORD	ESCORT	D	F	L4	2.0	G	M	35.7	5.4	10.0
C3	FMC - FORD	FOCUS	D	F	L4	2.0	G	A	33.9	5.7	10.5
C7	FMC - FORD	FOCUS WAGON	D	F	L4	2.0	G	A	32.6	5.9	11.0
C3	FMC - FORD	ESCORT	D	F	L4	2.0	G	A	33.7	5.7	10.6
C2	FMC - FORD	ESCORT ZX2	D	F	L4	2.0	G	M	33.0	5.8	10.8
C3	FMC - FORD	FOCUS 3D	D	F	L4	2.0	G	M	33.0	5.8	10.8
C3	FMC - FORD	FOCUS 3D	D	F	L4	2.0	G	A	32.4	5.9	11.0
C2	FMC - FORD	ESCORT ZX2	D	F	L4	2.0	G	A	33.1	5.8	10.8
C7	FMC - FORD	FOCUS WAGON	D	F	L4	2.0	G	A	32.6	5.9	11.0
C3	FMC - FORD	CONTOUR	D	F	L4	2.0	G	M	32.6	5.9	11.0
C3	FMC - FORD	CONTOUR	D	F	L4	2.0	G	A	30.3	6.3	11.8
C3	FMC - FORD	CONTOUR	D	F	L4	2.0	G	A	30.3	6.3	11.8
C3	FMC - MAZDA	PROTEGE	I	F	L4	1.6	G	A	33.8	5.7	10.6
C4	FMC - MAZDA	626	I	F	L4	2.0	G	M	33.5	5.7	10.6
C3	FMC - MAZDA	PROTEGE	I	F	L4	1.8	G	M	32.4	5.9	11.0
C3	FMC - MAZDA	PROTEGE	I	F	L4	1.6	G	M	36.5	5.3	9.8
C3	FMC - MERCURY	MYSTIQUE	D	F	L4	2.0	G	M	32.4	5.9	11.0
C3	FMC - MERCURY	COUGAR	D	F	L4	2.0	G	M	32.4	5.9	11.0
C3	FMC - MERCURY	MYSTIQUE	D	F	L4	2.0	G	A	29.6	6.5	12.1

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
C5	GMC - BUICK	LESABRE	D	F	V6	3.8	G	A	26.6	7.2	13.5
C5	GMC - BUICK	PARK AVENUE	D	F	V6	3.8	G	A	26.6	7.2	13.5
C2	GMC - CHEVY	METRO	I	F	L3	1.0	G	M	48.9	4.0	7.3
C2	GMC - CHEVY	METRO	I	F	L4	1.3	G	M	45.5	4.2	7.8
C3	GMC - CHEVY	PRIZM	I	F	L4	1.8	G	M	39.6	4.9	9.0
C3	GMC - CHEVY	PRIZM	I	F	L4	1.8	G	A	37.5	5.1	9.5
C2	GMC - CHEVY	METRO	I	F	L4	1.3	G	A	37.6	5.1	9.5
C3	GMC - CHEVY	PRIZM	I	F	L4	1.8	G	A	34.9	5.5	10.2
C2	GMC - CHEVY	CAVALIER	D	F	L4	2.2	G	M	32.1	6.0	11.1
C2	GMC - CHEVY	CAVALIER Z24	D	F	L4	2.4	G	M	30.8	6.2	11.6
C5	GMC - CHEVY	IMPALA	D	F	V6	3.4	G	A	27.5	6.9	13.0
C5	GMC - CHEVY	IMPALA	D	F	V6	3.8	G	A	26.9	7.1	13.3
C3	GMC - OLDSMOBILE	ALERO	D	F	L4	2.4	G	M	29.5	6.5	12.1
C3	GMC - OLDSMOBILE	ALERO	D	F	L4	2.4	G	A	29.4	6.5	12.1
C2	GMC - PONTIAC	SUNFIRE	D	F	L4	2.2	G	M	32.1	6.0	11.1
C2	GMC - PONTIAC	SUNFIRE CNVT	D	F	L4	2.2	G	A	30.7	6.2	11.6
C2	GMC - PONTIAC	SUNFIRE	D	F	L4	2.4	G	M	30.8	6.2	11.6
C3	GMC - PONTIAC	GRAND AM	D	F	L4	2.4	G	M	29.5	6.5	12.1
C3	GMC - PONTIAC	GRAND AM	D	F	L4	2.4	G	A	29.4	6.5	12.1
C4	GMC - PONTIAC	GRAND PRIX 4Dr	D	F	V6	3.1	G	A	27.5	6.9	13.0
C4	GMC - PONTIAC	GRAND PRIX	D	F	V6	3.8	G	A	26.9	7.1	13.3
C5	GMC - PONTIAC	BONNEVILLE	D	F	V6	3.8	G	A	26.6	7.2	13.5
C3	GMC - SATURN	SL	D	F	L4	1.9	G	M	38.7	5.0	9.2
C2	GMC - SATURN	SC	D	F	L4	1.9	G	M	35.4	5.4	10.1
C2	GMC - SATURN	SC	D	F	L4	1.9	G	M	38.1	5.0	9.4
C3	GMC - SATURN	SL	D	F	L4	1.9	G	M	36.1	5.3	9.9
C7	GMC - SATURN	SW	D	F	L4	1.9	G	M	36.1	5.3	9.9
C3	GMC - SATURN	SL	D	F	L4	1.9	G	A	34.4	5.6	10.4
C2	GMC - SATURN	SC	D	F	L4	1.9	G	A	33.9	5.7	10.5
C7	GMC - SATURN	SW	D	F	L4	1.9	G	A	35.4	5.4	10.1
C2	GMC - SATURN	SC	D	F	L4	1.9	G	A	36.1	5.3	9.9
C3	GMC - SATURN	SL	D	F	L4	1.9	G	A	36.0	5.3	9.9
C7	GMC - SATURN	SW	D	F	L4	1.9	G	A	33.9	5.7	10.5
C4	GMC - SATURN	LS	D	F	L4	2.2	G	M	31.9	6.0	11.2
C4	GMC - SATURN	LS	D	F	L4	2.2	G	A	30.5	6.3	11.7
C8	GMC - SATURN	LW	D	F	L4	2.2	G	A	29.4	6.5	12.1
C8	GMC - SATURN	LW	D	F	V6	3.0	G	A	26.2	7.3	13.6
C2	HONDA - ACURA	ACURA INTEGRA	I	F	L4	1.8	G	M	32.3	5.9	11.0
C2	HONDA - ACURA	ACURA INTEGRA -R	I	F	L4	1.8	G	M	31.9	6.0	11.2
C6	HONDA	INSIGHT	I	F	L3	1.0	G/EL	M	76.3	2.6	4.7
C2	HONDA	CIVIC HX	I	F	L4	1.6	G	M	44.7	4.3	8.0
C2	HONDA	CIVIC HX	I	F	L4	1.6	G	A	41.9	4.6	8.5
C2	HONDA	CIVIC dx 4Dr	I	F	L4	1.6	G	M	37.2	5.2	9.6
C2	HONDA	CIVIC ex	I	F	L4	1.6	G	M	37.2	5.2	9.6
C2	HONDA	CIVIC vp	I	F	L4	1.6	G	A	35.5	5.4	10.1
C2	HONDA	CIVIC dx 4Dr	I	F	L4	1.6	G	A	35.6	5.4	10.0
C2	HONDA	CIVIC ex	I	F	L4	1.6	G	A	35.5	5.4	10.1
C2	HONDA	CIVIC si	I	F	L4	1.6	G	M	32.8	5.8	10.9
C4	HONDA	ACCORD lx	I	F	L4	2.3	G	M	32.1	6.0	11.1

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
C4	HONDA	ACCORD	I	F	L4	2.3	G	M	30.4	6.3	11.8
C4	HONDA	ACCORD lx	I	F	L4	2.3	G	A	29.9	6.4	11.9
C3	HYUNDAI	ACCENT	I	F	L4	1.5	G	M	36.6	5.3	9.8
C2	MITSUBISHI	MIRAGE 2D	I	F	L4	1.5	G	M	41.7	4.6	8.6
C2	MITSUBISHI	MIRAGE	I	F	L4	1.8	G	M	36.3	5.3	9.8
C2	MITSUBISHI	MIRAGE 2D	I	F	L4	1.5	G	A	36.7	5.2	9.7
C2	MITSUBISHI	MIRAGE	I	F	L4	1.8	G	A	33.2	5.8	10.8
C3	NISSAN	SENTRA	I	F	L4	1.8	G	M	34.9	5.5	10.2
C3	NISSAN	SENTRA	I	F	L4	1.8	G	A	33.9	5.6	10.5
C3	NISSAN	ALTIMA	I	F	L4	2.4	G	M	30.9	6.2	11.6
C2	SUZUKI	SWIFT	I	F	L4	1.3	G	M	45.5	4.2	7.8
C2	SUZUKI	ESTEEM	I	F	L4	1.6	G	M	38.6	5.0	9.3
C2	SUZUKI	SWIFT	I	F	L4	1.3	G	A	37.6	5.1	9.5
C2	SUZUKI	ESTEEM	I	F	L4	1.8	G	M	36.2	5.3	9.9
C7	SUZUKI	ESTEEM WAGON	I	F	L4	1.8	G	M	35.1	5.5	10.2
C2	SUZUKI	ESTEEM	I	F	L4	1.6	G	A	35.0	5.5	10.2
C7	SUZUKI	ESTEEM WAGON	I	F	L4	1.6	G	A	33.7	5.7	10.6
C7	SUZUKI	ESTEEM WAGON	I	F	L4	1.8	G	A	33.7	5.7	10.6
C2	SUZUKI	ESTEEM	I	F	L4	1.8	G	A	33.7	5.7	10.6
C4	TOYOTA	CAMRY CNG	I	F	L4	2.2	NG	A	30.2	5.4	1.8
C3	TOYOTA	ECHO	I	F	L4	1.5	G	M	43.1	4.5	8.3
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	M	39.6	4.9	9.0
C3	TOYOTA	ECHO	I	F	L4	1.5	G	A	39.4	4.9	9.1
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	A	37.4	5.1	9.6
C2	TOYOTA	CELICA	I	F	L4	1.8	G	M	35.2	5.4	10.1
C2	TOYOTA	CELICA	I	F	L4	1.8	G	A	34.9	5.5	10.2
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	A	34.9	5.5	10.2
C3	TOYOTA	CAMRY SOLARA	I	F	L4	2.2	G	M	31.0	6.2	11.5
C4	TOYOTA	CAMRY	I	F	L4	2.2	G	M	31.0	6.2	11.5
C3	TOYOTA	CAMRY SOLARA	I	F	L4	2.2	G	A	30.1	6.4	11.9
C4	TOYOTA	CAMRY	I	F	L4	2.2	G	A	30.1	6.4	11.9
C2	TOYOTA	CAMRY SOLARA CONVERT	I	F	L4	2.2	G	A	30.1	6.4	11.9
C5	TOYOTA	AVALON	I	F	V6	3.0	G	A	28.1	6.8	12.7
C3	VWA - AUDI	AUDI A4	I	F	L4	1.8	G	M	31.9	6.0	11.2
C2	VWA	NEW BEETLE	I	F	L4	1.9	D	M	52.7	4.0	6.8
C3	VWA	GOLF TDI	I	F	L4	1.9	D	M	52.7	4.0	6.8
C3	VWA	JETTA	I	F	L4	1.9	D	M	52.7	4.0	6.8
C2	VWA	NEW BEETLE	I	F	L4	1.9	D	A	44.7	4.7	8.0
C3	VWA	GOLF TDI	I	F	L4	1.9	D	A	44.7	4.7	8.0
C3	VWA	JETTA	I	F	L4	1.9	D	A	44.7	4.7	8.0
C2	VWA	NEW BEETLE	I	F	L4	1.8	G	M	32.3	5.9	11.1
C4	VWA	PASSAT	I	F	L4	1.8	G	M	31.3	6.1	11.4
C8	VWA	PASSAT WAGON	I	F	L4	1.8	G	M	31.3	6.1	11.4
Trucks											
T3	DCC - CHRYSLER	TOWN & CNTRY 2WD FFV	D	F	V6	3.3	FF	A	20.0	7.0	9.1
T4	DCC - DODGE	B2500 WAGON	D	R	V8	5.2	NG	A	15.2	10.2	3.5
T4	DCC - DODGE	B2500 VAN	D	R	V8	5.2	NG	A	15.5	10.0	3.5

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
T3	DCC - DODGE	CARAVAN 2WD FFV	D	F	V6	3.3	FF	A	19.9	7.1	9.2
T3	DCC - DODGE	CARAVAN 2WD	D	F	L4	2.4	G	A	26.0	7.3	13.7
T3	DCC - PLYMOUTH	CARAVAN/VOYAGER 2WD	D	F	L4	2.4	G	A	25.9	7.3	13.8
T3	DCC - PLYMOUTH	CARAVAN/VOYAGER 2WD	D	F	V6	3.3	FF	A	19.9	7.1	9.2
T1	FMC - FORD	RANGER 4X2 EV	D	R	E0	2.5	EL	A	29.7	5.2	1.8
T2	FMC - FORD	F150 4X2 NGV	D	R	V8	5.4	NG	A	15.8	9.9	3.4
T4	FMC - FORD	E250 VAN NGV	D	R	V8	5.4	NG	A	15.5	10.1	3.5
T1	FMC - FORD	RANGER 4X2 FFV	D	R	V6	3.0	FF	M	19.7	7.1	9.2
T1	FMC - FORD	RANGER 4X4 FFV	D	4	V6	3.0	FF	M	19.2	7.3	9.5
T1	FMC - FORD	RANGER 4X2 FFV	D	R	V6	3.0	FF	A	18.5	7.6	9.7
T1	FMC - FORD	RANGER 4X4 FFV	D	4	V6	3.0	FF	A	17.7	8.0	10.4
T1	FMC - FORD	RANGER 4X2	D	R	L4	2.5	G	M	28.3	6.7	12.6
T1	GMC - CHEVROLET	S10 P/U 2WD	D	R	L4	2.2	FF	M	23.9	5.9	7.6
T1	GMC - CHEVROLET	S10 P/U 2WD	D	R	L4	2.2	FF	A	21.2	6.7	8.7
T1	GMC - CHEVROLET	S10 P/U 2WD	D	R	L4	2.2	G	M	29.6	6.5	12.1
T1	GMC	SONOMA 2WD	I	R	L4	2.2	FF	M	23.9	5.9	7.6
T1	GMC	SONOMA 2WD	I	R	L4	2.2	FF	A	21.2	6.7	8.7
T1	GMC	SONOMA 2WD	I	R	L4	2.2	G	M	29.6	6.5	12.1
T3	GMC - OLDSMOBILE	SILHOUETTE 2WD	D	F	V6	3.4	G	A	25.0	7.6	14.3
T3	HONDA	ODYSSEY	I	F	V6	3.5	G	A	24.0	7.9	14.9
T1	ISUZU	HOMBRE P/U 2WD	I	R	L4	2.2	FF	M	23.9	5.9	7.6
T1	ISUZU	HOMBRE P/U 2WD	I	R	L4	2.2	FF	A	21.2	6.7	8.7
T1	TKM - MAZDA	MAZDA 4X2 FFV	I	R	V6	3.0	FF	M	19.7	7.1	9.2
T1	TKM - MAZDA	MAZDA 4X4 FFV	I	4	V6	3.0	FF	M	19.2	7.3	9.5
T1	TKM - MAZDA	MAZDA 4X2 FFV	I	R	V6	3.0	FF	A	18.5	7.6	9.7
T1	TKM - MAZDA	MAZDA 4X4 FFV	I	4	V6	3.0	FF	A	17.7	8.0	10.4
T1	TKM - MAZDA	MAZDA 4X2	I	R	L4	2.5	G	M	28.3	6.7	12.6

Energy Star Method 14 Vehicle List
Top 20% of vehicles by GHG and oil use per footprint [normalized]

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
Cars											
C4	DAEWOO	LANOS- 3Dr	I	F	L4	1.5	G	M	34.8	5.5	10.3
C4	DAEWOO	LANOS-3Dr	I	F	L4	1.6	G	M	34.6	5.5	10.3
C4	DAEWOO	LANOS- 3Dr	I	F	L4	1.5	G	A	32.9	5.8	10.8
C4	DAEWOO	LANOS-4Dr	I	F	L4	1.6	G	M	31.8	6.0	11.2
C4	DAEWOO	LANOS-3Dr	I	F	L4	1.6	G	A	31.2	6.1	11.4
C4	DAEWOO	NUBIRA	I	F	L4	2.0	G	M	30.1	6.3	11.8
C7	DAEWOO	NUBIRA WAGON	I	F	L4	2.0	G	M	30.1	6.3	11.8
C7	DAEWOO	NUBIRA WAGON	I	F	L4	4.0	G	M	30.1	6.3	11.8
C4	DAEWOO	LANOS-4Dr	I	F	L4	1.6	G	A	29.7	6.4	12.0
C4	DAEWOO	NUBIRA	I	F	L4	2.0	G	A	29.5	6.5	12.1
C4	DAEWOO	NUBIRA	I	F	L4	2.0	G	M	30.1	6.3	11.8
C4	DAEWOO	NUBIRA	I	F	L4	2.0	G	A	29.5	6.5	12.1
C3	DCC - CHRYSLER	NEON	D	F	L4	2.0	G	M	36.1	5.3	9.9
C4	DCC - CHRYSLER	CIRRUS	D	F	L4	2.0	G	M	34.3	5.6	10.4
C3	DCC - CHRYSLER	NEON	D	F	L4	2.0	G	A	31.9	6.0	11.2
C3	DCC - DODGE	NEON	D	F	L4	2.0	G	M	36.1	5.3	9.9
C3	DCC - DODGE	NEON	D	F	L4	2.0	G	A	31.9	6.0	11.2
C3	DCC - PLYMOUTH	NEON	D	F	L4	2.0	G	M	36.1	5.3	9.9
C4	DCC - PLYMOUTH	BREEZE	D	F	L4	2.0	G	M	35.4	5.4	10.1
C3	DCC - PLYMOUTH	NEON	D	F	L4	2.0	G	A	31.9	6.0	11.2
C5	FMC - FORD	CROWN VICTORIA NG	D	R	V8	4.6	NG	A	20.7	7.6	2.6
C5	FMC - FORD	TAURUS FFV	D	F	V6	3.0	FF	A	24.6	5.9	7.8
C8	FMC - FORD	TAURUS WAGON FFV	D	F	V6	3.0	FF	A	23.3	6.2	8.3
C7	FMC - FORD	FOCUS WAGON	D	F	L4	2.0	G	M	36.2	5.3	9.9
C3	FMC - FORD	FOCUS	D	F	L4	2.0	G	M	35.7	5.4	10.0
C3	FMC - FORD	ESCORT	D	F	L4	2.0	G	M	35.7	5.4	10.0
C3	FMC - FORD	FOCUS	D	F	L4	2.0	G	A	33.9	5.7	10.5
C7	FMC - FORD	FOCUS WAGON	D	F	L4	2.0	G	A	32.6	5.9	11.0
C3	FMC - FORD	ESCORT	D	F	L4	2.0	G	A	33.7	5.7	10.6
C2	FMC - FORD	ESCORT ZX2	D	F	L4	2.0	G	M	33.0	5.8	10.8
C3	FMC - FORD	FOCUS 3D	D	F	L4	2.0	G	M	33.0	5.8	10.8
C3	FMC - FORD	FOCUS 3D	D	F	L4	2.0	G	A	32.4	5.9	11.0
C2	FMC - FORD	ESCORT ZX2	D	F	L4	2.0	G	A	33.1	5.8	10.8
C7	FMC - FORD	FOCUS WAGON	D	F	L4	2.0	G	A	32.6	5.9	11.0
C3	FMC - FORD	CONTOUR	D	F	L4	2.0	G	M	32.6	5.9	11.0
C3	FMC - FORD	CONTOUR	D	F	L4	2.0	G	A	30.3	6.3	11.8
C3	FMC - FORD	CONTOUR	D	F	L4	2.0	G	A	30.3	6.3	11.8
C3	FMC - MAZDA	PROTEGE	I	F	L4	1.8	G	A	30.3	6.3	11.8
C3	FMC - MAZDA	PROTEGE	I	F	L4	1.6	G	A	33.8	5.7	10.6
C4	FMC - MAZDA	626	I	F	L4	2.0	G	M	33.5	5.7	10.6
C3	FMC - MAZDA	PROTEGE	I	F	L4	1.8	G	M	32.4	5.9	11.0
C6	FMC - MAZDA	MX-5 MIATA	I	R	L4	1.8	G	M	31.4	6.1	11.4
C3	FMC - MAZDA	PROTEGE	I	F	L4	1.6	G	M	36.5	5.3	9.8
C6	FMC - MAZDA	MX-5 MIATA	I	R	L4	1.8	G	M	30.2	6.3	11.8
C6	FMC - MAZDA	MX-5 MIATA	I	R	L4	1.8	G	A	28.9	6.6	12.3

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
C3	FMC - MERCURY	MYSTIQUE	D	F	L4	2.0	G	M	32.4	5.9	11.0
C3	FMC - MERCURY	COUGAR	D	F	L4	2.0	G	M	32.4	5.9	11.0
C7	FUJI - SUBARU	IMPREZA SW	I	4	H4	2.2	G	A	29.4	6.5	12.1
C2	GMC - CHEVY	METRO	I	F	L3	1.0	G	M	48.9	4.0	7.3
C2	GMC - CHEVY	METRO	I	F	L4	1.3	G	M	45.5	4.2	7.8
C3	GMC - CHEVY	PRIZM	I	F	L4	1.8	G	M	39.6	4.9	9.0
C3	GMC - CHEVY	PRIZM	I	F	L4	1.8	G	A	37.5	5.1	9.5
C2	GMC - CHEVY	METRO	I	F	L4	1.3	G	A	37.6	5.1	9.5
C3	GMC - CHEVY	PRIZM	I	F	L4	1.8	G	A	34.9	5.5	10.2
C2	GMC - CHEVY	CAVALIER	D	F	L4	2.2	G	M	32.1	6.0	11.1
C2	GMC - CHEVY	CAVALIER	D	F	L4	2.2	G	A	30.7	6.2	11.6
C2	GMC - CHEVY	CAVALIER Z24	D	F	L4	2.4	G	M	30.8	6.2	11.6
C2	GMC - PONTIAC	SUNFIRE	D	F	L4	2.2	G	M	32.1	6.0	11.1
C2	GMC - PONTIAC	SUNFIRE CNVT	D	F	L4	2.2	G	A	30.7	6.2	11.6
C2	GMC - PONTIAC	SUNFIRE	D	F	L4	2.4	G	M	30.8	6.2	11.6
C3	GMC - SATURN	SL	D	F	L4	1.9	G	M	38.7	5.0	9.2
C2	GMC - SATURN	SC	D	F	L4	1.9	G	M	35.4	5.4	10.1
C2	GMC - SATURN	SC	D	F	L4	1.9	G	M	38.1	5.0	9.4
C3	GMC - SATURN	SL	D	F	L4	1.9	G	M	36.1	5.3	9.9
C7	GMC - SATURN	SW	D	F	L4	1.9	G	M	36.1	5.3	9.9
C3	GMC - SATURN	SL	D	F	L4	1.9	G	A	34.4	5.6	10.4
C2	GMC - SATURN	SC	D	F	L4	1.9	G	A	33.9	5.7	10.5
C7	GMC - SATURN	SW	D	F	L4	1.9	G	A	35.4	5.4	10.1
C2	GMC - SATURN	SC	D	F	L4	1.9	G	A	36.1	5.3	9.9
C3	GMC - SATURN	SL	D	F	L4	1.9	G	A	36.0	5.3	9.9
C7	GMC - SATURN	SW	D	F	L4	1.9	G	A	33.9	5.7	10.5
C4	GMC - SATURN	LS	D	F	L4	2.2	G	M	31.9	6.0	11.2
C4	GMC - SATURN	LS	D	F	L4	2.2	G	A	30.5	6.3	11.7
C2	HONDA - ACURA	ACURA INTEGRA	I	F	L4	1.8	G	M	32.3	5.9	11.0
C2	HONDA - ACURA	ACURA INTEGRA -R	I	F	L4	1.8	G	M	31.9	6.0	11.2
C2	HONDA - ACURA	ACURA INTEGRA	I	F	L4	1.8	G	A	30.7	6.2	11.6
C6	HONDA	INSIGHT	I	F	L3	1.0	G/EL	M	76.3	2.6	4.7
C2	HONDA	CIVIC HX	I	F	L4	1.6	G	M	44.7	4.3	8.0
C2	HONDA	CIVIC HX	I	F	L4	1.6	G	A	41.9	4.6	8.5
C2	HONDA	CIVIC dx 4Dr	I	F	L4	1.6	G	M	37.2	5.2	9.6
C2	HONDA	CIVIC ex	I	F	L4	1.6	G	M	37.2	5.2	9.6
C2	HONDA	CIVIC vp	I	F	L4	1.6	G	A	35.5	5.4	10.1
C2	HONDA	CIVIC dx 4Dr	I	F	L4	1.6	G	A	35.6	5.4	10.0
C2	HONDA	CIVIC ex	I	F	L4	1.6	G	A	35.5	5.4	10.1
C2	HONDA	CIVIC si	I	F	L4	1.6	G	M	32.8	5.8	10.9
C4	HONDA	ACCORD lx	I	F	L4	2.3	G	M	32.1	6.0	11.1
C4	HONDA	ACCORD	I	F	L4	2.3	G	M	30.4	6.3	11.8
C3	HYUNDAI	ACCENT	I	F	L4	1.5	G	M	36.6	5.3	9.8
C3	HYUNDAI	ACCENT	I	F	L4	1.5	G	A	34.2	5.6	10.4
C3	HYUNDAI	ELANTRA	I	F	L4	2.0	G	M	32.1	6.0	11.1
C7	HYUNDAI	ELANTRA WAGON	I	F	L4	2.0	G	M	31.3	6.1	11.4
C2	HYUNDAI	TIBURON	I	F	L4	2.0	G	M	31.1	6.1	11.5
C3	KIA	SEPHIA L4	I	F	L4	1.8	G	A	29.9	6.4	12.0
C3	KIA	SEPHIA M5	I	F	L4	1.8	G	M	29.5	6.5	12.1

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
C2	MITSUBISHI	MIRAGE 2D	I	F	L4	1.5	G	M	41.7	4.6	8.6
C2	MITSUBISHI	MIRAGE	I	F	L4	1.8	G	M	36.3	5.3	9.8
C2	MITSUBISHI	MIRAGE 2D	I	F	L4	1.5	G	A	36.7	5.2	9.7
C2	MITSUBISHI	MIRAGE	I	F	L4	1.8	G	A	33.2	5.8	10.8
C2	MITSUBISHI	ECLIPSE	I	F	L4	2.4	G	M	30.1	6.3	11.9
C2	MITSUBISHI	ECLIPSE	I	F	L4	2.4	G	A	30.1	6.3	11.9
C3	NISSAN - INFINITY	INFINITI G20	I	F	L4	2.0	G	M	31.0	6.2	11.5
C3	NISSAN - INFINITY	INFINITI G20	I	F	L4	2.0	G	A	30.2	6.3	11.8
C3	NISSAN	SENTRA	I	F	L4	1.8	G	M	34.9	5.5	10.2
C3	NISSAN	SENTRA	I	F	L4	1.8	G	A	33.9	5.6	10.5
C3	NISSAN	SENTRA	I	F	L4	2.0	G	M	30.9	6.2	11.6
C3	NISSAN	ALTIMA	I	F	L4	2.4	G	M	30.9	6.2	11.6
C3	NISSAN	SENTRA	I	F	L4	2.0	G	A	30.8	6.2	11.6
C2	SUZUKI	SWIFT	I	F	L4	1.3	G	M	45.5	4.2	7.8
C2	SUZUKI	ESTEEM	I	F	L4	1.6	G	M	38.6	5.0	9.3
C2	SUZUKI	SWIFT	I	F	L4	1.3	G	A	37.6	5.1	9.5
C2	SUZUKI	ESTEEM	I	F	L4	1.8	G	M	36.2	5.3	9.9
C7	SUZUKI	ESTEEM WAGON	I	F	L4	1.8	G	M	35.1	5.5	10.2
C2	SUZUKI	ESTEEM	I	F	L4	1.6	G	A	35.0	5.5	10.2
C7	SUZUKI	ESTEEM WAGON	I	F	L4	1.6	G	A	33.7	5.7	10.6
C7	SUZUKI	ESTEEM WAGON	I	F	L4	1.8	G	A	33.7	5.7	10.6
C2	SUZUKI	ESTEEM	I	F	L4	1.8	G	A	33.7	5.7	10.6
C4	TOYOTA	CAMRY CNG	I	F	L4	2.2	NG	A	30.2	5.4	1.8
C3	TOYOTA	ECHO	I	F	L4	1.5	G	M	43.1	4.5	8.3
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	M	39.6	4.9	9.0
C3	TOYOTA	ECHO	I	F	L4	1.5	G	A	39.4	4.9	9.1
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	A	37.4	5.1	9.6
C2	TOYOTA	CELICA	I	F	L4	1.8	G	M	35.2	5.4	10.1
C2	TOYOTA	CELICA	I	F	L4	1.8	G	A	34.9	5.5	10.2
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	A	34.9	5.5	10.2
C6	TOYOTA	MR2	I	F	L4	1.8	G	M	31.8	6.0	11.2
C3	TOYOTA	CAMRY SOLARA	I	F	L4	2.2	G	M	31.0	6.2	11.5
C4	TOYOTA	CAMRY	I	F	L4	2.2	G	M	31.0	6.2	11.5
C2	TOYOTA	CELICA	I	F	L4	1.8	G	M	30.8	6.2	11.6
C2	TOYOTA	CELICA	I	F	L4	1.8	G	A	30.1	6.4	11.9
C3	VWA - AUDI	AUDI A4	I	F	L4	1.8	G	M	31.9	6.0	11.2
C2	VWA	NEW BEETLE	I	F	L4	1.9	D	M	52.7	4.0	6.8
C3	VWA	GOLF TDI	I	F	L4	1.9	D	M	52.7	4.0	6.8
C3	VWA	JETTA	I	F	L4	1.9	D	M	52.7	4.0	6.8
C2	VWA	NEW BEETLE	I	F	L4	1.9	D	A	44.7	4.7	8.0
C3	VWA	GOLF TDI	I	F	L4	1.9	D	A	44.7	4.7	8.0
C3	VWA	JETTA	I	F	L4	1.9	D	A	44.7	4.7	8.0
C2	VWA	NEW BEETLE	I	F	L4	1.8	G	M	32.3	5.9	11.1
C2	VWA	CABRIO	I	F	L4	2.0	G	M	31.2	6.1	11.5
C2	VWA	NEW BEETLE	I	F	L4	2.0	G	M	31.2	6.1	11.5
C3	VWA	GTI	I	F	L4	2.0	G	M	31.2	6.1	11.5
C3	VWA	GTI	I	F	L4	1.8	G	M	31.3	6.1	11.4
C3	VWA	GOLF	I	F	L4	1.8	G	M	31.3	6.1	11.4
C3	VWA	JETTA	I	F	L4	1.8	G	M	31.3	6.1	11.4

Type-Size Class	Manufacturer/Division	Name	Dom / Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
C3	VWA	GOLF	I	F	L4	2.0	G	M	31.2	6.1	11.5
C3	VWA	JETTA	I	F	L4	2.0	G	M	31.2	6.1	11.5
C4	VWA	PASSAT	I	F	L4	1.8	G	M	31.3	6.1	11.4
C8	VWA	PASSAT WAGON	I	F	L4	1.8	G	M	31.3	6.1	11.4
Trucks											
T3	DCC - DODGE	CARAVAN 2WD FFV	D	F	V6	3.3	FF	A	19.9	7.1	9.2
T3	DCC - PLYMOUTH	CARAVAN/VOYAGER 2WD	D	F	V6	3.3	FF	A	19.9	7.1	9.2
T1	FMC - FORD	RANGER 4X2 EV	D	R	E0	2.5	EL	A	29.7	5.2	1.8
T1	FMC - FORD	RANGER 4X2 FFV	D	R	V6	3.0	FF	M	19.7	7.1	9.2
T1	FMC - FORD	RANGER 4X4 FFV	D	4	V6	3.0	FF	M	19.2	7.3	9.5
T1	GMC - CHEVROLET	S10 P/U 2WD	D	R	L4	2.2	FF	M	23.9	5.9	7.6
T1	GMC - CHEVROLET	S10 P/U 2WD	D	R	L4	2.2	FF	A	21.2	6.7	8.7
T7	GMC - CHEVROLET	TRACKER CONV 2WD	D	R	L4	1.6	G	M	31.1	6.2	11.5
T7	GMC - CHEVROLET	TRACKER CONV 4X4	D	4	L4	1.6	G	M	30.7	6.2	11.6
T7	GMC - CHEVROLET	TRACKER CONV 2WD	D	R	L4	2.0	G	A	29.1	6.6	12.3
T1	GMC	SONOMA 2WD	I	R	L4	2.2	FF	M	23.9	5.9	7.6
T1	GMC	SONOMA 2WD	I	R	L4	2.2	FF	A	21.2	6.7	8.7
T1	ISUZU	HOMBRE P/U 2WD	I	R	L4	2.2	FF	M	23.9	5.9	7.6
T1	ISUZU	HOMBRE P/U 2WD	I	R	L4	2.2	FF	A	21.2	6.7	8.7
T7	SUZUKI	VITARA CONV 2WD	I	R	L4	1.6	G	M	31.1	6.1	11.5
T7	SUZUKI	VITARA CONV 4WD	I	4	L4	1.6	G	M	30.7	6.2	11.6
T1	TKM - MAZDA	MAZDA 4X2 FFV	I	R	V6	3.0	FF	M	19.7	7.1	9.2
T1	TKM - MAZDA	MAZDA 4X4 FFV	I	4	V6	3.0	FF	M	19.2	7.3	9.5
T7	TOYOTA	RAV4 2WD	I	F	L4	2.0	G	M	30.9	6.2	11.6
T7	TOYOTA	RAV4 2WD	I	F	L4	2.0	G	A	30.5	6.3	11.7

Energy Star Technology-Based Method Vehicle List
Top 20% of vehicles by technology use score

Type-Size Class	Manufacturer/Division	Name	Dom/ Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
Cars											
C3	BMW	323iA	I	R	L6	2.5	G	A	26.0	7.3	13.7
C3	BMW	323iA	I	R	L6	2.5	G	A	25.2	7.3	13.7
C2	BMW	323iA CONV.	I	R	L6	2.5	G	A	23.3	8.2	15.4
C7	BMW	323iA TOURING	I	R	L6	2.5	G	A	25.2	7.5	14.2
C5	BMW	740iLA	I	R	V8	4.4	G	A	22.7	8.4	15.8
C6	BMW	M-COUPE	I	R	L6	3.2	G	M	25.1	7.6	14.2
C6	BMW	Z3 COUPE 2.8	I	R	L6	2.8	G	M	25.1	7.6	14.2
C6	BMW	Z3A COUPE 2.8	I	R	L6	2.8	G	A	25.2	7.6	14.2
C4	DAEWOO	LANOS-3Dr	I	F	L4	1.6	G	M	34.6	5.5	10.3
C4	DAEWOO	LANOS-4Dr	I	F	L4	1.6	G	M	31.8	6.0	11.2
C4	DAEWOO	LANOS-4Dr	I	F	L4	1.6	G	A	29.7	6.4	12.0
C5	DAEWOO	LEGANZA	I	F	L4	2.2	G	M	27.6	6.9	12.9
C5	DAEWOO	LEGANZA	I	F	L4	2.2	G	M	26.4	6.9	12.9
C5	DAEWOO	LEGANZA	I	F	L4	2.2	G	A	26.7	7.1	13.4
C5	DAEWOO	LEGANZA	I	F	L4	2.2	G	A	25.9	7.1	13.4
C4	DAEWOO	NUBIRA	I	F	L4	2.0	G	M	30.1	6.3	11.8
C4	DAEWOO	NUBIRA	I	F	L4	2.0	G	M	29.3	6.3	11.8
C4	DAEWOO	NUBIRA	I	F	L4	2.0	G	A	29.5	6.5	12.1
C4	DAEWOO	NUBIRA	I	F	L4	2.0	G	A	29.2	6.5	12.1
C7	DAEWOO	NUBIRA WAGON	I	F	L4	2.0	G	M	30.1	6.3	11.8
C7	DAEWOO	NUBIRA WAGON	I	F	L4	2.0	G	A	29.5	6.5	12.1
C4	DCC-CHRYSLER	CIRRUS	D	F	L4	2.0	G	M	34.3	5.6	10.4
C4	DCC-DODGE	STRATUS	D	F	L4	2.0	G	M	34.3	6.7	12.6
C4	DCC-DODGE	STRATUS	D	F	L4	2.0	G	M	27.5	6.7	12.6
C4	DCC-PLYMOUTH	BREEZE	D	F	L4	2.0	G	A	27.5	6.7	12.6
C4	FMC-MAZDA	626	I	F	L4	2.0	G	M	33.5	5.7	10.6
C3	FMC-MAZDA	MILLENIA S	I	F	V6	2.3	G	A	26.3	7.3	13.8
C3	FMC-MAZDA	PROTEGE	I	F	L4	1.6	G	M	30.3	5.3	9.8
C3	FMC-MAZDA	PROTEGE	I	F	L4	1.6	G	A	33.8	5.7	10.6
C3	FMC-MAZDA	PROTEGE	I	F	L4	1.8	G	M	32.4	5.9	11.0
C3	FMC-MAZDA	PROTEGE	I	F	L4	1.8	G	A	36.4	6.3	11.8
C3	FMC-VOLVO	S40	I	F	L4	1.9	G	A	28.0	6.8	12.8
C4	FMC-VOLVO	S70	I	F	L5	2.4	G	A	25.8	7.4	13.9
C4	FMC-VOLVO	S70	I	F	L5	2.4	G	A	27.2	7.0	13.1
C4	FMC-VOLVO	S80 T6	I	F	L6	2.8	G	A	23.7	8.1	15.3
C7	FMC-VOLVO	V40	I	F	L4	1.9	G	A	28.0	6.8	12.8
C8	FMC-VOLVO	V70	I	F	L5	2.4	G	A	25.8	7.4	13.8
C8	FMC-VOLVO	V70	I	F	L5	2.4	G	A	27.2	7.0	13.1
C8	FMC-VOLVO	V70 R AWD	I	4	L5	2.3	G	A	23.6	8.0	15.0
C5	GMC-CADILLAC	DEVILLE	D	F	V8	4.6	G	A	24.1	7.9	14.8
C2	GMC-CHEVY	METRO	I	F	L3	1.0	G	M	50.8	4.0	7.3
C4	GMC-SAAB	SAAB 9-3	I	F	L4	2.0	G	M	28.3	6.7	12.5
C4	GMC-SAAB	SAAB 9-3	I	F	L4	2.0	G	A	25.7	7.4	13.9
C2	GMC-SAAB	SAAB 9-3 CVT	I	F	L4	2.0	G	M	28.3	6.7	12.5
C2	GMC-SAAB	SAAB 9-3 CVT	I	F	L4	2.0	G	A	25.7	7.4	13.9
C4	GMC-SAAB	SAAB 9-3 VIGGEN	I	F	L4	2.3	G	M	27.5	6.9	13.0
C4	GMC-SAAB	SAAB 9-3 VIGGEN	I	F	L4	2.3	G	M	27.5	6.9	13.0

Type-Size Class	Manufacturer/Division	Name	Dom/ Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
C4	GMC-SAAB	SAAB 9-5	I	F	L4	2.3	G	M	26.7	6.9	12.9
C4	GMC-SAAB	SAAB 9-5	I	F	L4	2.3	G	A	25.3	7.2	13.5
C8	GMC-SAAB	SAAB 9-5 WAGON	I	F	L4	2.3	G	M	26.7	7.3	13.8
C8	GMC-SAAB	SAAB 9-5 WAGON	I	F	L4	2.3	G	A	25.3	7.7	14.4
C2	GMC-SATURN	SC	D	F	L4	1.9	G	M	38.2	5.4	10.1
C2	GMC-SATURN	SC	D	F	L4	1.9	G	A	35.4	5.7	10.5
C3	GMC-SATURN	SL	D	F	L4	1.9	G	M	36.1	5.3	9.9
C2	HONDA-ACURA	ACURA INTEGRA -R	I	F	L4	1.8	G	M	31.9	6.0	11.2
C4	HONDA	ACCORD	I	F	L4	2.3	G	M	30.4	6.3	11.8
C4	HONDA	ACCORD	I	F	L4	2.3	G	A	28.6	6.7	12.5
C4	HONDA	ACCORD lx	I	F	L4	2.3	G	M	32.1	6.0	11.1
C4	HONDA	ACCORD lx	I	F	L4	2.3	G	A	29.9	6.4	11.9
C2	HONDA	CIVIC dx 4Dr	I	F	L4	1.6	G	M	39.5	5.2	9.6
C2	HONDA	CIVIC dx 4Dr	I	F	L4	1.6	G	A	35.8	5.4	10.0
C2	HONDA	CIVIC HX	I	F	L4	1.6	G	M	44.7	4.3	8.0
C2	HONDA	CIVIC HX	I	F	L4	1.6	G	A	41.9	4.6	8.5
C2	HONDA	CIVIC vp	I	F	L4	1.6	G	A	35.9	5.4	10.1
C3	HYUNDAI	ACCENT	I	F	L4	1.5	G	M	36.5	5.3	9.8
C7	HYUNDAI	ELANTRA WAGON	I	F	L4	2.0	G	M	31.3	6.1	11.4
C2	HYUNDAI	TIBURON	I	F	L4	2.0	G	M	31.1	6.1	11.5
C2	HYUNDAI	TIBURON	I	F	L4	2.0	G	A	28.9	6.6	12.4
C3	KIA	SEPHIA L4	I	F	L4	1.8	G	A	29.9	6.4	12.0
C3	KIA	SEPHIA M5	I	F	L4	1.8	G	M	29.5	6.5	12.1
C2	MITSUBISHI	MIRAGE	I	F	L4	1.8	G	M	36.8	5.3	9.8
C2	MITSUBISHI	MIRAGE	I	F	L4	1.8	G	A	33.2	5.8	10.8
C2	MITSUBISHI	MIRAGE 2D	I	F	L4	1.5	G	M	41.5	4.6	8.6
C2	MITSUBISHI	MIRAGE 2D	I	F	L4	1.5	G	A	36.6	5.2	9.7
C6	PORSCH	BOXSTER	I	R	H6	2.5	G	A	23.5	8.1	15.2
C6	PORSCH	BOXSTER S	I	R	H6	2.5	G	M	23.8	8.0	15.0
C6	PORSCH	BOXSTER S	I	R	H6	2.5	G	A	22.5	8.4	15.9
C2	SUZUKI	ESTEEM	I	F	L4	1.6	G	M	38.6	5.0	9.3
C2	SUZUKI	ESTEEM	I	F	L4	1.6	G	A	35.0	5.5	10.2
C2	SUZUKI	ESTEEM	I	F	L4	1.8	G	M	36.2	5.3	9.9
C2	SUZUKI	ESTEEM	I	F	L4	1.8	G	A	33.3	5.7	10.6
C7	SUZUKI	ESTEEM WAGON	I	F	L4	1.6	G	A	33.7	5.7	10.6
C4	TOYOTA-LEXUS	GS 300	I	R	L6	3.0	G	A	24.9	7.7	14.4
C2	TOYOTA-LEXUS	SC 300/SC 400	I	R	L6	3.0	G	A	24.1	7.9	14.8
C2	TOYOTA-LEXUS	SC 400	I	R	V8	4.0	G	A	24.3	7.8	14.7
C4	TOYOTA	CAMRY	I	F	L4	2.2	G	M	31.0	6.2	11.5
C2	TOYOTA	CELICA	I	F	L4	1.8	G	M	35.2	5.4	10.1
C2	TOYOTA	CELICA	I	F	L4	1.8	G	A	34.9	5.5	10.2
C2	TOYOTA	CELICA	I	F	L4	1.8	G	M	30.8	6.2	11.6
C2	TOYOTA	CELICA	I	F	L4	1.8	G	A	30.1	6.4	11.9
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	A	34.9	5.5	10.2
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	M	39.6	4.9	9.0
C3	TOYOTA	COROLLA	I	F	L4	1.8	G	A	37.4	5.1	9.6
C3	TOYOTA	ECHO	I	F	L4	1.5	G	M	43.1	4.5	8.3
C3	TOYOTA	ECHO	I	F	L4	1.5	G	A	39.5	4.9	9.1
C3	AUDI	AUDI A4	I	F	L4	1.8	G	M	31.9	6.0	11.2
C3	AUDI	AUDI A4	I	F	L4	1.8	G	A	28.0	6.8	12.8

Type-Size Class	Manufacturer/Division	Name	Dom/ Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
C3	AUDI	AUDI A4 TT C QUATTRO	I	4	L4	1.8	G	M	27.2	7.0	13.1
C4	VWA	PASSAT	I	F	L4	1.8	G	A	27.4	7.0	13.1
C8	VWA	PASSAT WAGON	I	F	L4	1.8	G	A	27.4	7.0	13.1
Trucks											
T5	BMW	X5	I	4	V8	4.4	G	A	17.5	10.8	20.4
T4	DCC-DODGE	B1500 WAGON	D	R	V6	3.9	G	A	17.7	10.7	20.2
T4	DCC-DODGE	B1500 WAGON	D	R	V8	5.2	G	A	17.5	10.8	20.4
T3	DCC-DODGE	CARAVAN 2WD	D	F	L4	2.4	G	A	26.0	7.3	13.7
T3	DCC-DODGE	CARAVAN 2WD	D	F	V6	3.0	G	A	24.0	7.9	14.9
T3	DCC-DODGE	CARAVAN 2WD	D	F	V6	3.3	G	A	24.3	7.8	14.7
T3	DCC-DODGE	CARAVAN 2WD FFV	D	F	V6	3.3	FF	A	40.4	7.1	9.2
T1	DCC-DODGE	DAKOTA 2WD	D	R	L4	2.5	G	M	25.7	7.4	13.9
T2	DCC-DODGE	RAM 1500 4WD	D	4	V8	5.2	G	M	17.0	11.8	22.4
T2	DCC-DODGE	RAM 1500 4WD	D	4	V8	5.2	G	A	16.0	11.1	21.0
T5	DCC-JEEP	CHEROKEE 2WD	I	R	L4	2.5	G	A	23.7	8.0	15.1
T5	DCC-JEEP	CHEROKEE 2WD	I	R	L4	2.5	G	M	25.7	7.4	13.9
T5	DCC-JEEP	CHEROKEE 4WD	I	4	L4	2.5	G	M	22.2	8.5	16.1
T5	DCC-MER-BENZ	ML 320	I	4	V6	3.2	G	A	20.8	9.1	17.2
T3	DCC-PLYMOUTH	CARAVAN/VOYAGER 2WD	D	F	L4	2.4	G	A	26.0	7.3	13.8
T3	DCC-PLYMOUTH	CARAVAN/VOYAGER 2WD	D	F	V6	3.0	G	A	24.0	7.9	14.9
T3	DCC-PLYMOUTH	CARAVAN/VOYAGER 2WD	D	F	V6	3.3	FF	A	24.3	7.1	9.2
T3	DCC-PLYMOUTH	CARAVAN/VOYAGER 2WD	D	F	V6	3.3	G	A	40.4	7.9	14.9
T6	FMC-FORD	EXPEDITION 4X2	D	R	V8	4.6	G	A	19.4	9.7	18.4
T2	FMC-FORD	F150 4X4	D	4	V8	4.6	G	A	18.7	10.0	19.0
T2	FMC-FORD	F150 4X4	D	4	V8	4.6	G	M	18.5	10.3	19.5
T2	GMC-CHEVROLET	C1500 SILVERADO 2WD	D	R	V8	5.3	G	A	18.6	10.2	19.2
T6	GMC-CHEVROLET	C1500 TAHOE 2WD	D	R	V8	4.8	G	A	18.5	9.7	18.3
T2	GMC-CHEVROLET	C2500 SILVERADO 2WD	D	R	V8	6.0	G	A	16.0	11.9	22.5
T2	GMC-CHEVROLET	C2500 SILVERADO 2WD	D	R	V8	5.3	G	A	18.6	10.2	19.2
T4	GMC-CHEVROLET	G15/25 CHEV EXPR	D	R	V6	4.3	G	A	18.2	10.3	19.5
T4	GMC-CHEVROLET	G15/25 CHEV EXPR	D	R	V8	5.0	G	A	17.9	10.5	20.0
T4	GMC-CHEVROLET	G15/25 CHEV EXPR	D	R	V8	5.7	G	A	16.8	11.1	21.1
T1	GMC-CHEVROLET	S10 P/U 2WD	D	R	L4	2.2	FF	A	40.1	6.7	8.7
T1	GMC-CHEVROLET	S10 P/U 2WD	D	R	L4	2.2	FF	M	41.6	5.9	7.6
T1	GMC-CHEVROLET	S10 P/U 2WD	D	R	L4	2.2	G	A	26.2	7.5	14.2
T1	GMC-CHEVROLET	S10 P/U 2WD	D	R	L4	2.2	G	M	29.4	6.5	12.1
T7	GMC-CHEVROLET	TRACKER CONV 2WD	D	R	L4	1.6	G	M	31.1	6.2	11.5
T7	GMC-CHEVROLET	TRACKER CONV 2WD	D	R	L4	2.0	G	A	28.6	6.6	12.3
T7	GMC-CHEVROLET	TRACKER CONV 2WD	D	R	L4	2.0	G	M	28.4	6.8	12.8
T7	GMC-CHEVROLET	TRACKER CONV 4X4	D	4	L4	1.6	G	M	30.7	6.2	11.6
T7	GMC-CHEVROLET	TRACKER CONV 4X4	D	4	L4	2.0	G	A	27.8	6.8	12.8
T7	GMC-CHEVROLET	TRACKER CONV 4X4	D	4	L4	2.0	G	M	27.6	6.9	13.0
T6	GMC	C1500 YUKON 2WD	I	R	V8	4.8	G	A	18.5	9.7	18.3
T2	GMC	C2500 SIERRA 2WD	I	R	V8	5.3	G	A	18.6	10.2	19.2
T4	GMC	G15/25SAVANA(P)	I	R	V6	4.3	G	A	18.2	10.3	19.5
T4	GMC	G15/25SAVANA(P)	I	R	V8	5.0	G	A	17.9	10.5	19.9
T2	GMC	K1500 SIERRA 4WD	I	4	V8	4.8	G	A	19.0	9.9	18.7
T2	GMC	K1500 SIERRA 4WD	I	4	V8	4.8	G	M	19.1	9.8	18.5
T1	GMC	SONOMA 2WD	I	R	L4	2.2	G	M	29.4	6.5	12.1

Type-Size Class	Manufacturer/Division	Name	Dom/ Imp	DR	Cyl	Disp	Fuel	Trans	MPG	GHG	Oil Use
T5	ISUZU	AMIGO 2WD	I	R	L4	2.2	G	M	24.7	7.6	14.4
T1	ISUZU	HOMBRE P/U 2WD	I	R	L4	2.2	G	M	27.5	6.7	12.6
T1	ISUZU	HOMBRE P/U 2WD	I	R	L4	2.2	G	A	23.8	7.7	14.5
T1	ISUZU	HOMBRE P/U 2WD	I	R	L4	2.2	FF	A	41.4	6.7	8.7
T1	ISUZU	HOMBRE P/U 2WD	I	R	L4	2.2	FF	M	43.3	5.9	7.6
T5	ISUZU	RODEO 2WD	I	R	L4	2.2	G	M	24.9	7.6	14.4
T5	MITSUBISHI	MONTERO	I	R	L4	2.3	G	A	24.2	7.8	14.7
T5	MITSUBISHI	SPORT/NATIVA MONTERO SPORT/NATIVA	I	R	L4	2.3	G	M	26.5	7.2	13.5
T1	NISSAN	FRONTIER TRUCK 2WD	I	R	L4	2.4	G	A	24.8	7.6	14.3
T1	NISSAN	FRONTIER TRUCK 2WD	I	R	L4	2.4	G	M	27.6	6.8	12.7
T5	NISSAN	XTERRA 2WD	I	R	L4	2.4	G	M	23.9	7.9	14.8
T5	SUBARU	FORESTER	I	4	HO4	2.5	G	A	27.8	6.8	12.8
T5	SUBARU	FORESTER	I	4	HO4	2.5	G	M	27.9	6.8	12.8
T7	SUZUKI	VITARA CONV 2WD	I	R	L4	1.6	G	M	31.1	6.1	11.5
T7	SUZUKI	VITARA CONV 4WD	I	4	L4	1.6	G	M	30.7	6.2	11.6
T5	TOYOTA-LEXUS	LX 470	I	4	V8	4.7	G	A	17.1	11.0	20.9
T7	TOYOTA-LEXUS	RX 300 2WD	I	F	V6	3.0	G	A	24.2	7.8	14.8
T7	TOYOTA-LEXUS	RX 300 4WD	I	4	V6	3.0	G	A	23.4	8.1	15.3
T5	TOYOTA	4RUNNER 2WD	I	R	L4	2.7	G	A	25.0	7.6	14.3
T5	TOYOTA	4RUNNER 2WD	I	R	L4	2.7	G	M	23.8	8.0	15.0
T5	TOYOTA	4RUNNER 4WD	I	4	L4	2.7	G	A	23.2	8.2	15.3
T5	TOYOTA	4RUNNER 4WD	I	4	L4	2.7	G	M	22.0	8.7	16.3
T1	TOYOTA	TOYOTA TACOMA 2WD	I	R	L4	2.4	G	A	26.2	7.2	13.6
T1	TOYOTA	TOYOTA TACOMA 2WD	I	R	L4	2.4	G	M	27.2	7.0	13.1