October 11, 2019

Manufacturer Projected Fuel Economy Performance Report

NHTSA provides this annual manufacturer projected fuel economy performance report as a supplement to the other reporting provided through the CAFE Public Information Center (PIC).[1] Unlike the other reports available on the CAFE PIC, which contain only EPA-verified final model year data, this report contains projected data from manufacturers' mid- and final-model year (MMY and FMY) reports (required by 49 CFR Part 537), which have not been verified by NHTSA or EPA. NHTSA makes manufacturers' projected data available to the public to ensure transparency on the CAFE program. However, NHTSA only uses EPA verified final model year data to evaluate manufacturers' compliance. The mixture of vehicles produced for sale throughout the model year can cause differences between the final and the projected model year data in the PMY and MMY reports.

Consequently, this report should not be viewed in the context of determining whether manufacturers are complying with the CAFE program. Compliance with the NHTSA CAFE program is not based solely on a manufacturer's fleet fuel economy performance exceeding its standard. A manufacturer achieves "compliance" in a particular fleet compliance category (e.g. DP, IP, and LT) when:

(1) the average fuel economy of the vehicles in that category meets or exceeds the fuel economy standard for that category, ***OR***

(2) the average fuel economy of the vehicles in that category do not meet the fuel economy standard for that category, **but** the manufacturer can use a compliance flexibility (i.e., earned and/or traded credits or technologies which provide fuel consumption improvements (i.e., off-cycle)) to cover the compliance shortfall and/or increase the average fuel economy of the vehicles in that category.

Please direct additional questions via email to the NHTSA CAFE Enforcement team at CAFE@dot.gov.

Table 1: Manufacturer Projected Fuel Economy Values

		MY 2018[2]			MY 2019[3]	
Manufacturer	**Fleet**	**CAFE[4]**	**Standard**	**Production**	**CAFE[5]**	**Standard**
BMW	IP	36.6	39.6	269,666	36.1	40.7
BMW	LT	30.8	31.1	98,526	29.8	31.1

[1] http://www.nhtsa.gov/link/CAFE_PIC/CAFE_PIC_Home.htm

[2] Manufacturers with this footnote have their MY 2018 values based on Mid-Model Fuel Economy Performance Data, otherwise the value is from their Final-Model Year submission.

[3] Manufacturers with this footnote have their MY 2019 values based on Mid-Model Fuel Economy Performance Data. Projected sales volumes for MY 2019 are excluded because the data is currently confidential business information.

[4] Manufacturers listed with this footnote have CAFE values for MY 2018 adjusted based upon reporting fuel consumption improvements for AC systems with improved efficiency, off-cycle technologies (i.e., stop-start systems), and/or advanced full-size pickup technologies (i.e., electric/hybrid full size pickup trucks).

[5] Manufacturers listed with this footnote have CAFE values for MY 2019 adjusted based upon reporting fuel consumption improvements for AC systems with improved efficiency, off-cycle technologies (i.e., stop-start systems), and/or advanced full-size pickup technologies (i.e., electric/hybrid full size pickup trucks).

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Manufacturer Projected Fuel Economy Values

		MY 2018[2]			MY 2019[3]	
Manufacturer	**Fleet**	**CAFE[4]**	**Standard**	**Production**	**CAFE[5]**	**Standard**
Daimler	DP				35.6	40.9
Daimler[4]	IP	34.3	38.8	208,832	32.5	39.8
Daimler[4]	LT	27.6	31.0	153,848	28.7	31.7
Fiat Chrysler[4,5]	DP	30.4	37.6	298,815	31.0	39.3
Fiat Chrysler[4,5]	IP	33.4	41.6	71,851	33.0	41.8
Fiat Chrysler[4,5]	LT	28.7	30.4	1,517,375	28.1	29.9
Ford[2,4,5]	DP	36.5	39.9	680,905	36.6	41.0
Ford[2,4,5]	IP	45.7	44.1	37,159	42.9	46.1
Ford[2,4,5]	LT	27.9	27.9	1,370,091	27.3	28.4
Volvo/Lotus (Geely)[5]	DP				36.8	39.6
Volvo/Lotus (Geely)[2,4,5]	IP	38.0	35.3	24,530	35.2	38.8
Volvo/Lotus (Geely)[2,4,5]	LT	34.5	30.4	72,775	32.8	31.8
GM[4,5]	DP	40.3	39.7	831,400	36.9	41.1
GM[4,5]	IP	41.3	43.1	160,731	43.5	45.1
GM[4,5]	LT	27.3	27.9	1,677,096	27.1	28.7
Honda[4,5]	DP	44.8	40.1	834,633	45.0	41.8
Honda[4,5]	IP	48.0	41.9	197,503	43.1	43.9
Honda[4,5]	LT	34.5	32.0	594,730	33.3	32.1
Hyundai[4,5]	IP	38.4	40.2	685,693	38.1	41.7
Hyundai[4,5]	LT	27.2	32.1	22,072	26.8	32.8
Jaguar Land Rover[5]	IP	33.3	38.3	12,059	33.0	39.1
Jaguar Land Rover[5]	LT	27.8	31.1	98,556	29.4	31.5
Kia[4,5]	IP	39.6	40.5	402,710	41.5	42.2
Kia[4,5]	LT	28.8	31.9	106,323	30.8	32.9
Mazda[4,5]	DP	41.8	41.2	93,239		
Mazda[4,5]	IP	38.4	40.6	110,582	39.1	42.8
Mazda[4,5]	LT	34.4	32.8	115,014	33.9	33.6
Mitsubishi[4,5]	IP	45.9	43.6	58,412	45.0	45.3
Mitsubishi[4,5]	LT	35.8	35.1	68,026	35.7	35.9
Nissan	DP	40.6	40.7	595,692	42.2	42.2
Nissan	IP	38.0	40.4	290,676	39.1	41.8
Nissan	LT	28.9	30.8	430,389	27.7	31.1
Subaru[4]	IP	37.3	41.6	150,547	37.2	43.2
Subaru[4]	LT	38.7	34.6	523,848	36.6	34.6
Tesla[2,5]	DP	397.6	35.0	200,000	762.7	39.7
Tesla[5]	LT				445.2	29.9
Toyota[4,5]	DP	40.1	42.0	45,849	44.9	41.4
Toyota[4,5]	IP	43.2	40.5	1,198,067	43.6	42.0

Manufacturer Projected Fuel Economy Values

		MY 2018[2]			MY 2019[3]	
Manufacturer	**Fleet**	**CAFE[4]**	**Standard**	**Production**	**CAFE[5]**	**Standard**
Toyota[4,5]	LT	28.9	31.0	1,199,216	29.7	31.3
Volkswagen[2,4,5]	DP	39.2	39.7	38,699	41.5	41.1
Volkswagen[2,4,5]	IP	35.2	41.2	266,217	40.7	42.7
Volkswagen[2,4,5]	LT	30.5	31.3	334,950	30.5	31.8

Table 2: Total U.S. Fleet Projected Fuel Economy Values

	MY 2018			MY 2019	
Fleet	**CAFE**	**Standard**	**Production**	**CAFE**	**Standard**
DP	41.5	39.6	3,619,232	41.0	41.2
IP	39.6	40.6	4,145,235	39.8	42.3
LT	29.3	30.0	8,382,835	29.1	30.4
Total	33.8	34.1	16,147,302	33.3	34.6