April 30, 2018

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' pre- and mid-model year (PMY and MMY) reports (required by 49 CFR Part 537), which has 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 2017[2]			MY 2018[3]	
Manufacturer	**Fleet**	**CAFE[4]**	**Standard**	**Production**	**CAFE[5]**	**Standard**
BMW[5]	IP	35.1	38.5	242,611	36.9	39.8
BMW[5]	LT	28.9	30.6	111,885	31.0	31.1
Daimler	DP	36.9	38.1	46,314	36.3	38.8
Daimler	IP	32.4	36.8	152,577	32.9	38.6
Daimler	LT	26.4	29.9	145,792	27.6	30.9

[1] http://www.nhtsa.gov/link/CAFE_PIC/CAFE_PIC_Home.htm
[2] MY 2017 Mid-Model Fuel Economy Performance Data
[3] MY 2018 Pre-Model Fuel Economy Performance Data
[4] Manufacturers listed with this footnote have CAFE values for MY 2017 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 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).

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Manufacturer Projected Fuel Economy Values

		MY 2017[2]			MY 2018[3]	
Manufacturer	**Fleet**	**CAFE[4]**	**Standard**	**Production**	**CAFE[5]**	**Standard**
Fiat Chrysler[4,5]	DP	32.0	37.3	279,924	29.6	37.5
Fiat Chrysler[4,5]	IP	33.5	40.0	64,248	32.4	41.1
Fiat Chrysler[4,5]	LT	27.6	29.1	1,536,002	27.7	30.3
Ford[4,5]	DP	36.2	38.5	993,950	36.1	39.9
Ford[4,5]	IP	75.8	40.8	18,421	45.5	44.1
Ford[4,5]	LT	27.1	28.2	1,194,570	28.2	27.5
GM[4,5]	DP	37.8	38.1	1,021,963	39.1	39.7
GM[4,5]	IP	43.7	41.9	196,065	41.3	43.0
GM[4,5]	LT	25.8	27.5	1,595,702	27.1	27.8
Honda[4,5]	DP	43.1	39.1	771,385	44.8	40.1
Honda[4,5]	IP	46.4	41.2	113,300	52.5	42.4
Honda[4,5]	LT	32.8	30.9	385,497	33.5	31.4
Hyundai[4,5]	IP	38.8	38.9	868,055	38.2	40.1
Hyundai[4,5]	LT	27.1	31.2	59,860	27.5	32.1
Jaguar Land Rover[4,5]	IP	31.7	37.0	27,891	35.2	38.1
Jaguar Land Rover[4,5]	LT	27.5	30.4	94,881	29.1	31.2
Kia[4]	DP	44.7	39.5	94,524		
Kia[4,5]	IP	37.6	38.9	273,959	39.3	40.4
Kia[4,5]	LT	28.5	31.0	159,612	28.2	30.9
Lotus	IP	24.8	41.3	273	24.8	42.8
Mazda	DP	42.7	39.8	72,303	41.8	41.2
Mazda	IP	39.0	39.1	125,655	38.3	40.6
Mazda	LT	33.9	32.3	73,357	33.8	32.7
Mitsubishi	IP	44.4	42.4	63,642	46.5	43.9
Mitsubishi	LT	34.6	34.2	40,627	35.0	35.2
Nissan	DP	40.8	39.2	784,513	40.3	40.5
Nissan	IP	36.3	39.0	291,594	41.1	40.5
Nissan	LT	29.1	30.1	533,571	28.5	30.4
Subaru	IP	38.2	39.7	167,808	37.9	41.4
Subaru	LT	36.8	33.6	366,828	36.8	34.6
Tesla	DP	370.5	33.4	88,633	416.9	37.7
Toyota[4]	DP	38.3	38.6	433,480	43.5	40.1
Toyota[4]	IP	42.5	40.0	876,782	43.1	40.7
Toyota[4]	LT	28.8	29.9	1,253,210	28.7	31.1
Volkswagen[5]	DP	36.7	38.5	90,076	40.0	39.7
Volkswagen[5]	IP	36.8	38.2	389,277	35.2	41.3
Volkswagen[5]	LT	27.6	27.3	151,080	29.2	31.8
Volvo[5]	IP	35.9	37.4	32,025	36.7	37.1

Manufacturer Projected Fuel Economy Values

		MY 2017[2]			MY 2018[3]	
Manufacturer	**Fleet**	**CAFE[4]**	**Standard**	**Production**	**CAFE[5]**	**Standard**
Volvo[5]	LT	30.9	30.2	46,283	32.8	30.6

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

	MY 2017			MY 2018	
Fleet	**CAFE**	**Standard**	**Production**	**CAFE**	**Standard**
DP	39.2	39.1	4,677,065	41.4	39.7
IP	38.9	39.3	3,904,183	39.6	40.6
LT	28.1	29.2	7,748,757	28.9	29.8
Total	32.9	33.6	16,330,005	34.3	35.1