## **Section II: Fuel Economy Improvement by Manufacturers**

The fuel economy achievements for domestic and foreign manufacturers in MY 1993 were updated to include final Environmental Protection Agency (EPA) calculations, where available, since the publication of the Eighteenth Annual Report to the Congress. These fuel economy

achievements and current projected data for MY 1994 are listed in Tables II–1 and II–2.

Overall fleet fuel economy for passenger cars was 28.2 mpg in MY 1994, a decline of 0.2 mpg from the MY 1993 level. For MY 1994, CAFE values decreased below MY 1993 levels for 14 of 22 passenger car manufacturers' fleets. (See Table II–1). These 14 companies accounted for over 44 percent of the total MY 1994 production. Manufacturers continued to introduce new

technologies and more fuel-efficient models, as well as some larger, less fuel-efficient models. For MY 1994, the overall domestic manufacturers' fleet average fuel economy was 27.3 mpg. For MY 1994, Chrysler, Ford, and Mazda domestic passenger car CAFE values fell 1.6 mpg, 0.7 mpg, and 0.6 mpg, respectively, from their 1993 levels, while GM remained at its MY 1993 level. Overall, the domestic manufacturers' combined CAFE declined 0.5 mpg below MY 1993 levels.

TABLE II—1.—PASSENGER CAR FUEL ECONOMY PERFORMANCE BY MANUFACTURER\*
[Model Years 1993 and 1994]

Manufacturer	Model year cafe (mpg)	
	1993	1994
Domestic:		
Chrysler	27.8	26.2
Ford	28.3	27.6
GM	27.4	27.4
Mazda	29.7	29.1
Sales weighted average (domestic)	27.8	27.3
Imported:		
BMW	25.2	25.1
Chrysler Imports	31.0	31.3
Fiat	23.9	19.8
Ford Imports	26.7	25.7
GM Imports	30.5	24.6
Honda	32.5	32.5
Hyundai	31.3	32.5
lsuzu	33.0	
Kia	31.7	30.8
Mazda	31.0	31.2
Mercedes-Benz	22.9	23.8
Mitsubishi	29.4	28.9
Nissan	29.4	29.7
Porsche	22.5	22.0
Subaru	29.3	28.3
Suzuki	46.4	43.8
Toyota	29.1	29.0
Voĺvo	25.9	25.7
VW	27.2	28.1
Sales weighted average (imported)	29.6	29.6
Total fleet average	28.4	28.2
Fuel economy standards	27.5	27.5

<sup>\*</sup>Manufacturers or importers of fewer than 1,000 passenger cars annually are not listed.

Note: Some MY 1993 CAFE values differ from those used in the Eighteenth Annual Report to the Congress due to the use of final EPA calculations.

In MY 1994, the fleet average fuel economy for imported passenger cars remained at the MY 1993 CAFE level. Import CAFE was 29.6 mpg in MY 1994. Eleven of the 19 imported car manufacturers decreased their CAFE values between MYs 1993 and 1994, including 5 of the 9 Asian importers. Figure II–1 illustrates the changes in total new passenger car fleet CAFE from MY 1978 to MY 1994.

The total light truck fleet CAFE decreased 0.3 mpg below the MY 1993 CAFE level of 20.9 mpg. Figure II–2 illustrates the trends in total fleet CAFE from MY 1979 to MY 1994 for light trucks.

A number of passenger car and a few light truck manufacturers are projected to fail to achieve the levels of the MY 1994 CAFE standards. However, NHTSA is not yet able to determine which of these manufacturers may be liable for civil penalties for

noncompliance. Some MY 1994 CAFE values may change when final figures are provided to NHTSA by EPA, in mid-1995. In addition, several manufacturers are not expected to pay civil penalties because the credits they earned by exceeding the fuel economy standards in earlier years offset later shortfalls. Other manufacturers may file carryback plans to demonstrate that they anticipate earning credits in future model years to offset current deficits.