

# Light Duty CAFE Credit Status

for Model Years 2008 - 2011

NHTSA requires manufacturers of [passenger cars and light trucks](#) produced for sale in the U.S. to meet Corporate Average Fuel Economy (“CAFE”) standards, expressed in miles per gallon (mpg). NHTSA sets separate standards each model year for passenger cars and for light trucks, and manufacturers’ compliance obligations are based on the vehicles that they produce for sale in that year. Once a manufacturer’s CAFE standard is calculated for each of its fleets, based on the vehicles it produced, NHTSA compares the manufacturer’s actual mpg against the applicable standard. If a manufacturer’s actual average mpg level for a given fleet exceeds the applicable standard, then the manufacturer earns “credits.” A credit equals 1/10 of the difference between the standard mpg and the actual mpg for each vehicle in the fleet. On the other hand, if a manufacturer’s actual average mpg level for a given fleet does not meet the applicable standard, then the manufacturer has a “shortfall” for that fleet. Shortfalls can be satisfied in several ways: manufacturers can "carry forward" credits earned in a prior model year; “transfer” credits from one of their fleets to the fleet with the shortfall; “trade” for credits (purchase credits) from another manufacturer; provide NHTSA with a plan to make up the difference in the next three years; or pay a civil penalty. Because fuel economy performance is calculated annually, CAFE credits and shortfalls are also calculated annually.

The following list identifies the credit holdings, by year, for manufacturers of vehicles subject to the CAFE program. We note that when a manufacturer shows a zero credit balance, then either the manufacturer exactly complied with the standard, or it had a shortfall and used a compliance flexibility. Manufacturers showing a blank either did not build vehicles subject to the listed standard in the given model year or an explanation is provided in a footnote. You can also see the value of the credit holdings in gallons [here](#).

Credits = (CAFE – Standard) \* Production \* 10

[To obtain the data in this report in Excel format, please click here](#)

<u>Manufacturer</u>	<u>Fleet</u>	<u>MY2008</u>	<u>MY2009</u>	<u>MY2010</u>	<u>MY2011</u>	<u>Total</u>
Aston Martin (1)	Import Passenger					
BMW	Import Passenger	0	1,521,877	1,867,281	0	3,389,158
BMW	Light Truck	114,200	0	26,788	0	140,988
Daimler	Import Passenger	0	0	0	0	0
Daimler	Light Truck	0	0	0	0	0
Fiat (2)	Domestic Passenger	1,408,060	1,319,280	2,876,264	3,356,024	16,959,628
Fiat (2)	Domestic Passenger Bank				8,000,000	8,000,000
Fiat (2)	Import Passenger	0				0
Fiat (2)	Light Truck	9,955,063	4,766,160	6,401,912	0	21,123,135
Ford	Domestic Passenger	18,198,882	16,847,920	36,375,648	24,123,853	95,546,303
Ford	Import Passenger	7,301,196	31,618			7,332,814

<b><u>Manufacturer</u></b>	<b><u>Fleet</u></b>	<b><u>MY2008</u></b>	<b><u>MY2009</u></b>	<b><u>MY2010</u></b>	<b><u>MY2011</u></b>	<b><u>Total</u></b>
Ford	Light Truck	13,928,915	8,767,635	7,587,839	5,829,495	36,113,884
GM	Domestic Passenger	26,548,074	32,872,432	24,936,978	17,466,624	101,824,108
GM	Import Passenger	4,308,680	2,699,424	2,694,672	2,505,762	12,208,538
GM	Light Truck	20,931,192	10,136,104	23,344,950	5,449,455	59,861,701
Honda	Domestic Passenger	36,453,015	41,356,920	41,660,735	19,949,549	139,420,219
Honda	Import Passenger	28,306,860	16,471,335	22,991,854	10,226,654	77,996,703
Honda	Light Truck	18,368,430	11,928,630	16,271,310	4,811,112	51,379,482
Hyundai (3)	Import Passenger	18,109,631	21,165,342	27,630,592		66,905,565
Hyundai (3)	Light Truck	3,488,027	2,550,156	5,636,605		11,674,788
Jaguar Land Rover	Import Passenger	0	0	0	0	0
Jaguar Land Rover	Light Truck	0	0	0	-2,625,350	0
Kia (3)	Import Passenger	10,327,544	11,969,342	19,990,880		42,287,766
Kia (3)	Light Truck	2,046,205	1,552,775	620,356		4,219,336
Lotus	Import Passenger	0	0	0	0	0
Mazda	Domestic Passenger		1,145,616	0	15,526	1,161,142
Mazda	Import Passenger	0	2,797,962	13,387,185	5,617,262	21,802,409
Mazda	Light Truck		1,604,552	3,150,208	0	4,754,760
Mitsubishi	Import Passenger	1,917,500	2,352,799	1,925,910	1,813,838	8,010,047
Mitsubishi	Light Truck	528,616	514,022	783,180	279,630	2,105,448
Nissan	Light Truck	1,221,945	7,357,428	4,247,124	0	12,826,497
Nissan (4)	Combined Passenger	0	0	0		0
Nissan (4)	Domestic Passenger				4,833,144	4,833,144
Nissan (4)	Import Passenger				809,249	809,249
Spyker (1)	Import Passenger					
Subaru	Domestic Passenger	394,320		1,666,848		2,061,168

<u>Manufacturer</u>	<u>Fleet</u>	<u>MY2008</u>	<u>MY2009</u>	<u>MY2010</u>	<u>MY2011</u>	<u>Total</u>
Subaru	Import Passenger	855,672	1,170,093	532,000	0	2,557,765
Subaru	Light Truck	3,962,208	7,127,298	11,317,086	7,853,840	30,260,432
Suzuki	Import Passenger	2,817,520	1,292,668	1,435,052	581,700	6,126,940
Suzuki	Light Truck	487,020	253,650	244,384	0	985,054
Toyota	Domestic Passenger	31,305,105	21,098,200	75,723,455	31,937,216	160,063,976
Toyota	Import Passenger	71,504,532	94,862,873	93,303,414	39,697,080	299,367,899
Toyota	Light Truck	14,949,256	16,642,133	22,424,142	7,022,673	61,038,204
Volvo (5)	Import Passenger			0	0	0
Volvo (5)	Light Truck			0	0	0
VW (6)	Import Passenger	4,663,728	9,412,652	15,911,604	8,593,792	38,581,776
VW (6)	Light Truck	0	0	719,074	712,580	1,431,654

(1) - Manufacturer's petition for an alternate standard is pending

(2) - Fiat includes Alfa Romeo, Chrysler, Ferrari and Maserati

(3) - Credits cannot be calculated for MY 2011 because EPA Final Reports have not been received

(4) - Exempt from two-fleet rule for model years 2006 to 2010

(5) - Part of Ford CAFE for MY 2008 and 2009

(6) - VW Includes Porsche

Per 49 CFR 536.5(d)(1) Credit values are calculated based on CAFE data from the EPA. NHTSA has not received certified and reported CAFE data from the EPA for model years 2008 through 2011 for Coda, Fisker, McLaren, Mosler, Pagani, Think, VPG and Wheego.

Tesla - Per 40 CFR 600.001(b)(1) Manufacturers that produce only electric vehicles are exempt from submitting CAFE information for MYs 2008 - 2011 and Telsa confirmed to the EPA it did not intend to sell credits from its MY 2008 - 2011 fleet. As such, confirmation by EPA of Tesla's vehicles was not performed and an EPA Final Report was not produced.