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Light-Duty Automotive Technology and Fuel Economy Trends 1975 Through 2000

by

Robert M. Heavenrich
Karl H. Hellman

Advanced Technology Division
Office of Transportation and Air Quality
U.S. Environmental Protection Agency

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Executive Summary

Introduction

This report summarizes key fuel economy and technology usage trends related to model year 1975 through 2000 light vehicles sold in the United States. Light vehicles include those vehicles that EPA and the U.S. Department of Transportation (DOT) classify as cars or light-duty trucks (sport utility vehicles, vans, and pickup trucks with less than 8,500 pounds gross vehicle weight ratings). The report finds that since 1988 average new light vehicle fuel economy has declined 1.9 miles per gallon (mpg), i.e., more than seven percent, primarily because light truck market share has increased and because fuel economy has been traded off for increased vehicle weight and performance.

The fuel economy values in this report are laboratory data and are significantly higher than the real world estimates used on new vehicle labels and in the *Fuel Economy Guide*. The fuel economy values in this report are similar to those used by the DOT for compliance with fuel economy standards, but because the values in this report exclude correction factors for alternative fuel capability and test procedure adjustments, they are always lower than those reported by DOT.

Importance of Fuel Economy

Since the early 1970s, EPA has issued reports that summarize new light vehicle fuel economy data. Fuel economy continues to be a major area of public and policy interest for several reasons, including:

(1) Fuel economy is directly related to carbon dioxide emissions, the most prevalent pollutant associated with global warming. Light vehicles contribute about 20% of all U.S. carbon dioxide emissions.

(2) Light vehicles account for approximately 40% of all U.S. oil consumption. Crude oil, from which nearly all light vehicle fuels are made, is considered to be a finite natural resource.

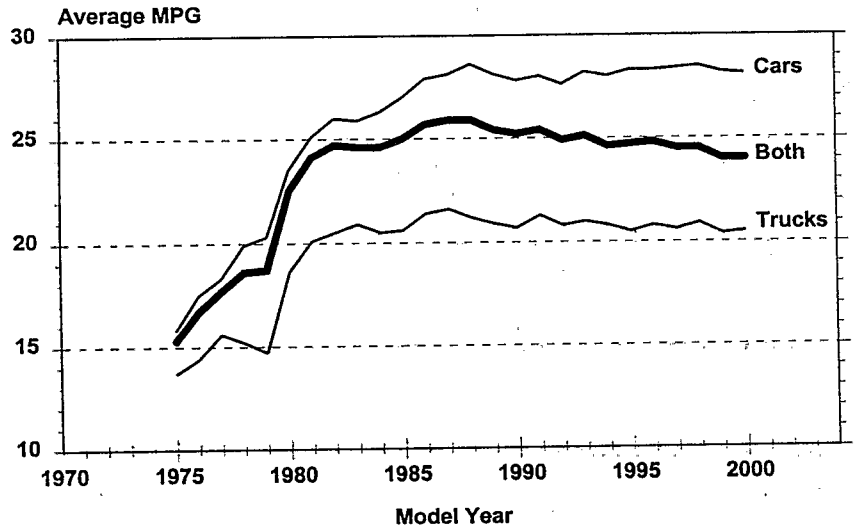
(3) Fuel economy is directly related to the cost of fueling a vehicle and is of greater interest when oil and gasoline prices rise, as has happened recently.

Highlight #1: Fuel Economy Remains at a 20 Year Low

There has been an overall declining trend in light vehicle fuel economy since 1988. The average fuel economy for all model year 2000 light vehicles is now 24.0 mpg, the same* as in 1999, and is as low as it has been at any time since 1980. This value is more than 1.9 mpg (about seven percent) lower than the peak value of 25.9 mpg achieved in 1987 and 1988. Within the light vehicle category for model year 2000, average fuel economy is 28.1 mpg for passenger cars and 20.5 mpg for light trucks.

All of the fleet-wide improvement in new light vehicle fuel economy occurred from the middle 1970s through the late 1980s, but it has been consistently falling since then. Viewed separately, the average fuel economy for new cars has been essentially flat over the last 15 years, varying only from 27.6 mpg to 28.6 mpg. Similarly, the average fuel economy for new light trucks has been largely unchanged for the past 20 years, ranging from 20.1 mpg to 21.6 mpg. The increasing market share of light trucks, which have lower average fuel economy than cars, accounts for much of the decline in fuel economy of the overall new light vehicle fleet.

Fuel Economy by Model Year



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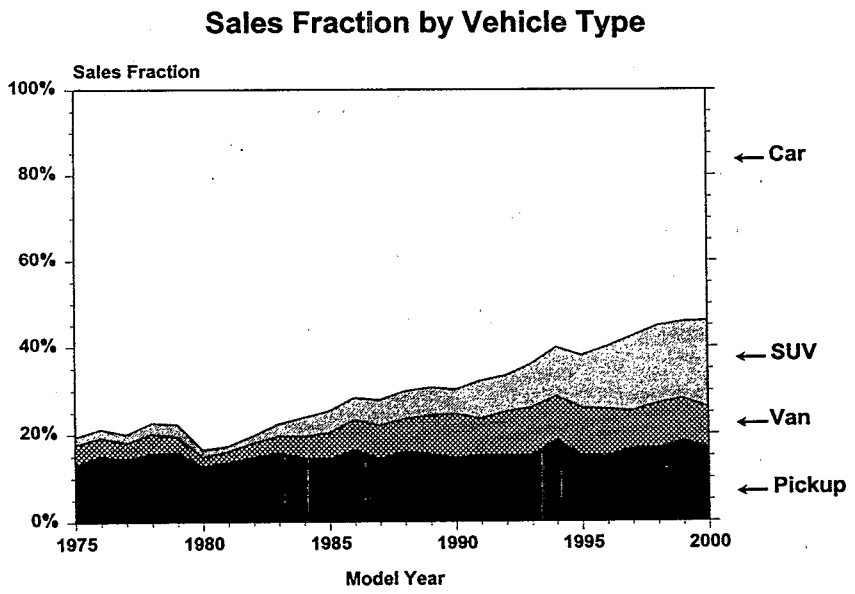
* Note the data for model years 1998 and 1999 in this report have been revised since the previous paper in this series was issued.

Highlight #2: Trucks Represent Nearly Half of New Vehicle Sales

Sales of light trucks, which include sport utility vehicles (SUVs), vans, and pickup trucks, have risen steadily for over 20 years and now make up 46% of the U.S. light vehicle market--more than twice their market share as recently as 1983.

Growth in the light truck market has been led recently by the explosive popularity of SUVs. SUV sales have increased by more than a factor of ten from less than 190,000 in 1975 (less than 2% of the overall new light vehicle market) to over 3.2 million in 2000 (20% of the market). Over the same period, the market share for vans doubled from 4.5 to 9%, and for pickup trucks, grew from 13 to 17%. Between 1975 and 2000, market share for new passenger cars and wagons decreased from 81 to 54%. EPA estimates that the new light trucks sold in 2000 will consume, over their lifetimes, about 56% of the fuel used by all of the new light vehicles sold in 2000. For model year 2000, cars average 28.1 mpg, vans 22.5, pickups 20.1 and SUVs 20.0.

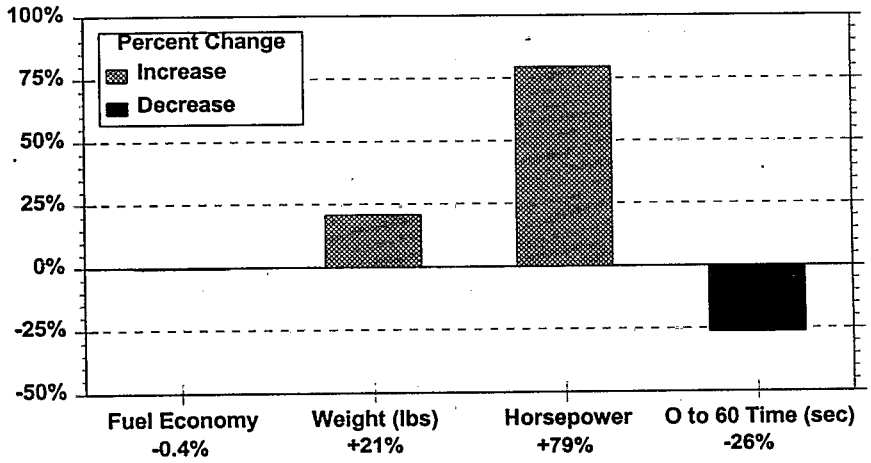


Highlight #3: Fuel Economy is Being Traded for Weight and Power

More efficient technologies continue to enter the new light vehicle fleet and are being used to increase light vehicle weight and acceleration rather than fuel economy. This year's light vehicles will have about the same average fuel economy as those built in model year 1981. Based on accepted engineering relationships, however, had the new 2000 light vehicle fleet had the same average weight and performance as in 1981, it could have achieved 25% higher fuel economy.

More efficient technologies--such as engines with more valves and more sophisticated fuel injection systems, and transmissions with lockup torque convertors and extra gears--continue to penetrate the new light vehicle fleet. The trend has clearly been to apply these new technologies to increase average new vehicle weight, power, and performance while maintaining fuel economy constant. This is reflected by heavier average vehicle weight (up 21% since 1981, up 1% since 1999), rising average horsepower (up 79% since 1981, up 3% since 1999), and lower 0 to 60 mile-per-hour acceleration time (26% faster since 1981, 2% faster since 1999).

Percent Change from 1981 to 2000 in Average Vehicle Characteristics

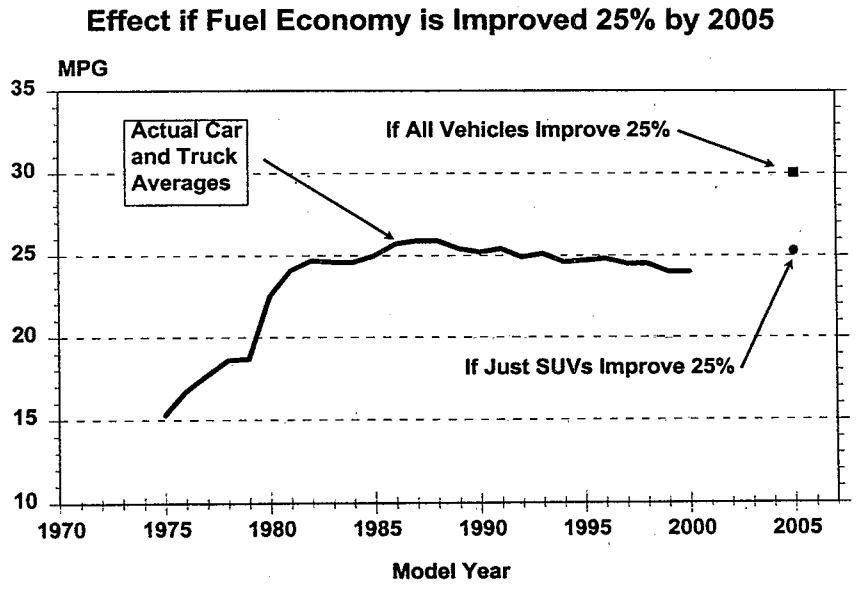


Highlight #4: Ford and General Motors are Pledging to Increase Fuel Economy

Ford Motor Company recently pledged to increase the fuel economy of its entire line of sport utility vehicle sales by 25 percent by the 2005 model year. General Motors pledged to remain the truck fuel economy leader. *If* all manufacturers were to voluntarily increase the average fuel economy of their *entire* light vehicle fleets by 25 percent by 2005, average new light vehicle fuel economy would increase from 24 mpg to 30 mpg.

Ford's pledge would result in an increase in the laboratory fuel economy of Ford's SUVs from about 18 mpg to about 23 mpg. General Motors, whose SUVs average around 19 mpg, pledged to remain the truck fuel economy leader.

If all manufacturers chose to match Ford's commitment to increase SUV fuel economy by 25 percent by 2005, then average SUV fuel economy would increase from 20.0 mpg to 25.0 mpg, and overall light vehicle fuel economy would increase from 24.0 mpg to 25.2 mpg. Further, if all manufacturers chose to voluntarily increase the average fuel economy of all of their light vehicles by 25 percent, then the average fleetwide fuel economy would rise from 24.0 mpg to 30.0 mpg.



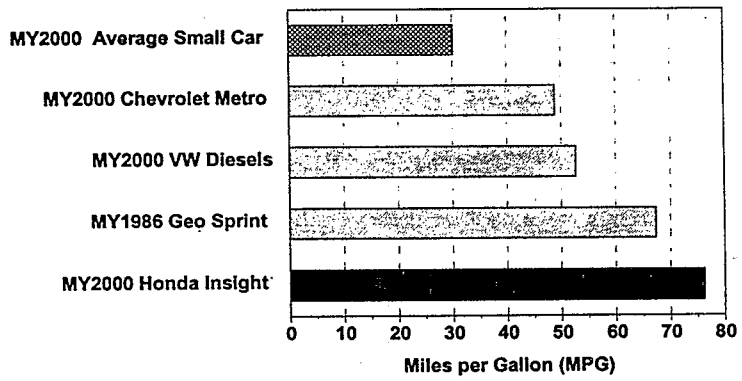
Highlight #5: The Honda Insight Hybrid is the Most Fuel Efficient U.S. Vehicle Since 1975

The model year 2000 Honda Insight two-seater is the most fuel efficient vehicle sold in the United States since 1975 and likely the most fuel efficient vehicle ever sold in the U.S. market.

A major development in model year 2000 was the introduction of a gasoline/battery hybrid vehicle. The Honda Insight is the first hybrid car ever sold in the U.S. market. It has a manual transmission and its drivetrain includes a gasoline-fueled engine, a battery used for traction, a regenerative braking system, and an electric motor/generator. The two-seater Insight has a laboratory fuel economy rating of 76.3 mpg, and *Fuel Economy Guide*/label ratings of 61 mpg city and 70 mpg highway.

The Insight's laboratory fuel economy value is about 9 mpg higher than the second most fuel efficient vehicle sold in the United States since 1975, a 1986 Geo Sprint mini-compact. The Insight's fuel economy is also about 25 mpg higher than that for the next most efficient model year 2000 vehicles, the Volkswagen Beetle/Golf/Jetta diesels and a gasoline-powered Chevrolet Metro. Like the Insight, all of these values are for models equipped with manual transmissions. The introduction of the Insight may be the start of a trend towards increasing use of hybrid vehicle technology. For model year 2001, Toyota is introducing in the U.S. market a hybrid vehicle, the Prius. This compact car has a laboratory fuel economy rating of 57.6 mpg, and *Fuel Economy Guide*/label ratings of 52 mpg city and 45 mpg highway.

Comparison of the Honda Insight with Other High Fuel Economy Vehicles



I. Introduction

Light-duty automotive technology and fuel economy trends are examined herein, as in preceding papers in this series [1-27], using the latest and most complete EPA data available. The source database was frozen in January 2000.

Through model year 1998, the fuel economy and vehicle sales data used for this report were obtained from the most complete databases used for corporate average fuel economy standards and "gas guzzler" compliance purposes. For all practical purposes, these databases are stable and are not expected to change in the future. For model years 1999 and 2000, the fuel economy and sales data used for this report were extracted from the database used for the federal government's fuel economy public information programs: the *Fuel Economy Guide* and the mpg labels that are placed on new vehicles. The vehicle sales data for 1999 and 2000 used for this report have been adjusted, as necessary, to take into account sales data available in trade publications at the time the database was frozen.

The mpg data in this series of reports are unadjusted laboratory data, with no correction for laboratory to on-road shortfall, alternative fuels capability "credits", or test procedure adjustment. Accordingly, the mpg values in this report are always slightly lower than those reported by the Department of Transportation and significantly higher than those provided in the *Fuel Economy Guide*. The laboratory fuel economy values are adjusted downward (the city value by 10 percent and the highway value by 22 percent) to obtain the real world projections used on new vehicle labels and in the *Fuel Economy Guide*. These systematic differences do not influence the fuel economy and technology trends in this report.

Where only one mpg value is presented in this report, it is the "composite 55/45 combined mpg", i.e.,

$$MPG_{55/45} = 1 \;/\; (.55/\; MPG_C + .45/MPG_H)$$

where MPG_C is the fuel economy on the EPA City Driving cycle and MPG_H is the fuel economy on the EPA Highway Driving cycle.

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* Numbers in brackets denote references listed at the end of the text.

All vehicle weight data are based on inertia weight class (nominally curb weight plus 300 pounds). For vehicles with inertia weights up to and including the 3000-pound inertia weight class, these classes have 250-pound increments. For vehicles above the 3000-pound inertia weight class (i.e., vehicles 3500 pounds and above), 500-pound increments are used. All interior volume data for cars built after model year 1977 are based on the metric used to classify cars for the DOE/EPA *Fuel Economy Guide*. The car interior volume data in this paper combine that of the passenger compartment and trunk/cargo space. In the *Fuel Economy Guide*, interior volume is undefined for the two-seater class; for this series of reports, all two-seater cars have been assigned an interior volume value of 50 cubic feet.

The light truck data used in this series of papers includes only vehicles classified as light trucks with gross vehicle weight ratings (GVWR) up to 8,500 pounds. Vehicles with GVWR between 8,500 and 10,000 pounds are not included in the database used for this report. Omitting these vehicles influences the overall averages for all variables studied in this paper. Currently, total sales of trucks with GVWR between 8,500 and 10,000 pounds represent only about 6 or 7% of the total sales of trucks with GVWR of 8,500 pounds or less.

To the extent that trucks with GVWR between 8,500 and 10,000 pounds have lower fuel economy than the average for the trucks reported in this paper, the average fuel economy of the 0 to 10,000 pound GVWR fleet will be lower (and the fuel consumption higher) than the values reported here. For example, based on an examination of final sales data from trade publications and analysis of fuel economy data from a limited number of laboratory tests of recent (i.e., 1997 to 2000) model years, model year 1998 trucks with GVWR of 8,500 to 10,000 pounds have an estimated average fuel economy of approximately 12.7 mpg.

Combining the 12.7 mpg value for trucks above 8,500 GVWR with that for model year 1998 trucks with GVWR below 8,500 (i.e., 20.9 mpg) results in an average fuel economy of 20.1 mpg, or about 4% lower than the light-truck average for 1998 shown in this paper. Similarly, the average fuel economy for cars and all trucks under 10,000 GVWR for that year would have been 23.7 mpg, compared to a value of 24.5 mpg obtained when the heavier trucks are excluded. Note that model year 1998 was selected for this example because it was the most current year for which final sales data were available when the source data base used for this report was frozen.

In addition to mpg, some tables in this paper contain alternate measures of vehicle fuel efficiency as used in reference 17. "Ton-mpg" is defined as a vehicle's mpg multiplied by its inertia weight in tons. This metric provides an indication of a vehicle's ability to move weight (i.e., its own plus a nominal payload). Ton-mpg is a measure of powertrain/drive-line efficiency. Just as an increase in vehicle mpg at constant weight can be considered an improvement in a vehicle's efficiency, an increase in a vehicle's weight-carrying capacity at constant mpg can also be considered an "improvement."

"Cubic-feet-mpg" for cars is defined in this paper as the product of a car's mpg and its interior volume, including trunk space. This metric associates a relative measure of a vehicle's ability to transport both passengers and their cargo. An increase in vehicle volume at constant mpg could be considered an improvement just as an increase in mpg at constant volume can be.

"Cubic-feet-ton-mpg" is defined in this paper as a combination of the two previous metrics, i.e., a car's mpg multiplied by its weight in tons and also by its interior volume. It ascribes vehicle utility to the ability to move both weight and volume.

This paper also includes an estimate of 0-to-60 MPH acceleration time, calculated from engine rated horsepower and vehicle inertia weight, from the relationship:

$$t = F\ (HP/WT)^{-f}$$

where the values used for F and f coefficients are .892 and .805 respectively for vehicles with automatic transmissions and .967 and .775 respectively for those with manual transmissions [28]. Other authors [29, 30, and 31] have evaluated the relationships between weight, horsepower, and 0-to-60 acceleration time and have calculated and published slightly different values for the F and f coefficients.

The 0-to-60 estimate used in this paper is intended to provide a quantitative time "index" of vehicle performance capability. It is the authors' engineering judgment that, given the differences in test methods for measuring 0-to-60 time and given the fact that the weight is based on inertia weight, use of these other published values for the F and f coefficients would not result in a significantly different 0-to-60 relative performance estimate. The results of a similar calculation of estimated "top speed" are also included in some tables.

For cars, vehicle classification as to vehicle type, size class, and manufacturer/origin generally follows fuel economy label, *Fuel Economy Guide*, and fuel economy standards protocols; exceptions are listed in Appendix A. In many of the passenger car tables, large sedans and wagons are aggregated as "Large," midsize sedans and wagons are aggregated as "Midsize," and "Small" includes all other cars. In some of the car tables, an alternative classification system is used, namely: Large Cars, Large Wagons, Midsize Cars, Midsize Wagons, Small Cars, and Small Wagons with the EPA "Two-Seater, Mini-Compact, Subcompact, and Compact" car classes combined into the "Small Car" class.

The truck classification scheme used for all model years in this paper is slightly different from that used prior to 1999 in this series, because pickups, vans, and sports utility vehicles (SUVs) are sometimes each subdivided as "Small," "Midsize," and "Large." These truck size classifications are based primarily on published wheelbase data according to the following criteria:

	Pickup	Van	SUV
Small	Less than 105"	Less than 109"	Less than 100"
Midsize	105" to 115"	109" to 124"	100" to 110"
Large	More than 115"	More than 124"	More than 110"

This classification scheme is similar to that used in many trade and consumer publications. For those vehicle nameplates with a variety of wheelbases, the size classification was determined by considering only the smallest wheelbase produced. Grouping all vehicles into classes and then constructing time trends of parameters of interest, like mpg, can provide interesting and useful results. The results, however, are a strong function of the class definitions. Nowhere is this more important than in the definition of "Domestic" and "Import" truck or "Domestic," "European," and "Asian" car used in this series of papers.

Classification of a vehicle as a "Domestic" or "Import" truck, or "Domestic," "European Import," or "Asian Import" car is based on the authors' engineering judgment of where the majority of the vehicle's powertrain and emissions control system development and certification work was done. It is meant to be a tracking system for technical parameters related primarily to

engine and transmission development and is not intended to be a replacement for other domestic/import definitions such as those used for fuel economy or tariff compliance programs. Classes based on other definitions are possible, and results from these other classifications may also be useful.

Appendix B lists the model year 2000 nameplates by size class and their sales-weighted average 55/45 mpg as of the data freeze date. Appendix C lists and describes the most, and least, fuel efficient vehicles for model years 1975 to 2000.

Appendixes D through G contain a series of tables in which the fleet is grouped into classes and stratified based on vehicle type, vehicle type and size, EPA car class, and inertia weight class respectively.

Appendixes H, I, and J contain a series of tables in which the fleet is grouped into classes and stratified based on transmission type and number of gears, cylinder count, and by the number of engine valves per cylinder, respectively.

Appendix J contains information about the fleet grouped into market segment classes which reflect Domestic, European, and Asian design sources for cars and Domestic and Imported design sources for trucks.

Appendix L contains tables that provide detailed data related to the Fuel Economy Improvement Potential section of this report.

II. General Car and Truck Trends

Table 1 gives sales and fuel economy of passenger cars, light trucks, and all light-duty vehicles (cars and light trucks) for model years 1975 to 2000. As Figure 1 shows, for the past dozen years, the fuel economy of the combined car and light-truck fleet has gradually declined and remains about two mpg, or about 7%, below the peak value of 25.9 mpg attained in 1987 and 1988. Both car and light-truck mpg have been very stable during this period, since 1986 cars have been within 0.5 mpg of 28.1 and light trucks within 0.5 mpg of 21.1 since 1983.

For MY2000, average mpg of all cars and trucks combined is projected to be 24.0 or lower at any time since 1980 when the average was 22.5. The decline in the overall combined car/truck average is primarily due to the increasing market share of light trucks which have lower average fuel economy than cars. The increase in the light-truck share of the market is the most important trend in the light vehicle fleet over recent years and one which has yet to level off. Due to the increase in sales of vans and SUVs (see Figure 2), the estimated light-truck share of the market has now passed 46%, more than double what it was in

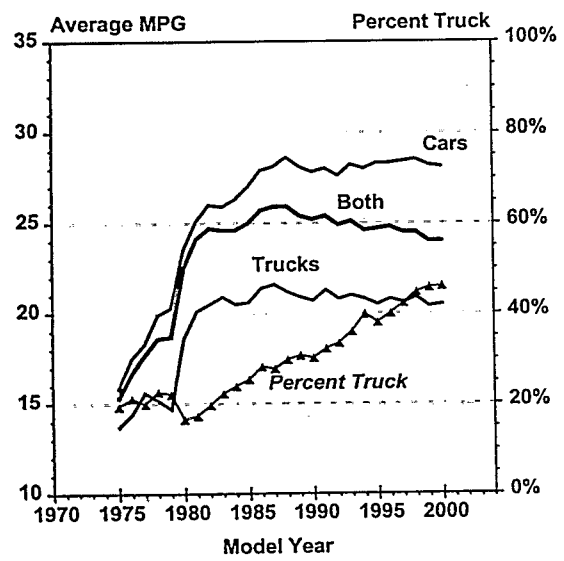

Figure 1

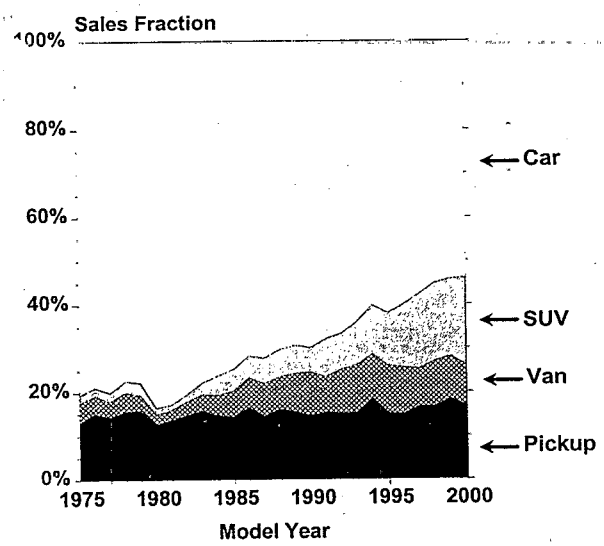

Figure 2

Table 1

Fuel Economy Characteristics of 1975 to 2000 Light-Duty Vehicles

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
Cars								
1975	8237	.806	13.7	19.5	15.8	32.3		
1976	9722	.788	15.2	21.3	17.5	35.5		
1977	11300	.800	16.0	22.3	18.3	36.4	2091	4021
1978	11175	.773	17.2	24.5	19.9	35.9	2240	3926
1979	10794	.778	17.7	24.6	20.3	35.4	2258	3878
1980	9443	.835	20.3	29.0	23.5	36.6	2507	3841
1981	8733	.827	21.7	31.1	25.1	38.9	2744	4161
1982	7819	.803	22.3	32.7	26.0	40.1	2836	4273
1983	8002	.777	22.1	32.7	25.9	40.7	2904	4426
1984	10675	.761	22.4	33.3	26.3	41.1	2910	4425
1985	10791	.746	23.0	34.3	27.0	42.0	2990	4548
1986	11015	.717	23.7	35.5	27.9	42.6	3057	4585
1987	10731	.722	23.9	35.9	28.1	42.8	3051	4569
1988	10736	.702	24.2	36.6	28.6	43.7	3119	4693
1989	10018	.693	23.8	36.3	28.1	43.8	3080	4723
1990	8810	.698	23.4	36.0	27.8	44.2	3014	4746
1991	8524	.678	23.6	36.3	28.0	44.3	3040	4746
1992	8108	.666	23.1	36.3	27.6	44.9	3040	4877
1993	8457	.640	23.6	37.0	28.2	45.4	3107	4930
1994	8414	.602	23.4	36.9	28.1	45.7	3086	4956
1995	9396	.620	23.6	37.6	28.3	46.4	3130	5045
1996	7890	.600	23.5	37.6	28.3	46.5	3124	5077
1997	8335	.577	23.7	37.7	28.4	46.7	3127	5076
1998	7968	.552	23.7	37.9	28.5	47.3	3138	5146
1999	8608	.542	23.4	37.4	28.2	47.6	3119	5208
2000	8633	.539	23.3	37.4	28.1	47.7	3123	5252
Trucks								
1975	1987	.194	12.1	16.2	13.7	28.4		
1976	2612	.212	12.8	16.9	14.4	30.5		
1977	2823	.200	14.0	18.1	15.6	33.0		
1978	3273	.227	13.8	17.5	15.2	32.4		
1979	3088	.222	13.4	16.8	14.7	32.1		
1980	1863	.165	16.5	21.9	18.6	36.3		
1981	1821	.173	17.8	23.9	20.1	38.8		
1982	1914	.197	18.1	24.4	20.5	39.7		
1983	2300	.223	18.3	25.2	20.9	39.9		
1984	3345	.239	17.9	24.8	20.5	39.3		
1985	3669	.254	18.0	24.9	20.6	39.6		
1986	4350	.283	18.8	25.9	21.4	40.4		
1987	4134	.278	18.8	26.5	21.6	40.5		
1988	4559	.298	18.3	26.2	21.2	40.9		
1989	4435	.307	18.1	25.8	20.9	41.2		
1990	3805	.302	17.8	25.9	20.7	41.8		
1991	4049	.322	18.3	26.6	21.3	42.2		
1992	4064	.334	17.8	26.2	20.8	42.4		
1993	4754	.360	17.9	26.5	21.0	42.9		
1994	5572	.398	17.8	26.1	20.8	43.1		
1995	5749	.380	17.5	25.9	20.5	43.2		
1996	5254	.400	17.7	26.5	20.8	44.3		
1997	6108	.423	17.6	26.1	20.6	44.9		
1998	6477	.448	17.7	26.6	20.9	44.9		
1999	7276	.458	17.4	25.9	20.4	44.7		
2000	7381	.461	17.5	26.0	20.5	45.5		

Table 1 (Continued)

Fuel Economy Characteristics of 1975 to 2000 Light-Duty Vehicles

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	TON -MPG
Both Cars and Trucks						
1975	10224	1.000	13.4	18.7	15.3	31.6
1976	12334	1.000	14.6	20.2	16.7	34.4
1977	14123	1.000	15.6	21.3	17.7	35.7
1978	14448	1.000	16.3	22.5	18.6	35.1
1979	13882	1.000	16.5	22.3	18.7	34.7
1980	11306	1.000	19.6	27.5	22.5	36.6
1981	10554	1.000	20.9	29.5	24.1	38.9
1982	9732	1.000	21.3	30.7	24.7	40.0
1983	10302	1.000	21.2	30.6	24.6	40.5
1984	14020	1.000	21.2	30.8	24.6	40.7
1985	14460	1.000	21.5	31.3	25.0	41.4
1986	15365	1.000	22.1	32.2	25.7	42.0
1987	14865	1.000	22.2	32.6	25.9	42.1
1988	15295	1.000	22.1	32.7	25.9	42.9
1989	14453	1.000	21.7	32.3	25.4	43.0
1990	12615	1.000	21.4	32.2	25.2	43.5
1991	12573	1.000	21.6	32.5	25.4	43.6
1992	12172	1.000	21.0	32.1	24.9	44.1
1993	13211	1.000	21.2	32.4	25.1	44.5
1994	13986	1.000	20.8	31.7	24.6	44.7
1995	15145	1.000	20.8	32.1	24.7	45.2
1996	13144	1.000	20.8	32.2	24.8	45.6
1997	14442	1.000	20.6	31.8	24.5	45.9
1998	14445	1.000	20.6	31.9	24.5	46.3
1999	15884	1.000	20.3	31.1	24.0	46.3
2000	16015	1.000	20.2	31.1	24.0	46.7

Estimated Vehicle Lifetime Fuel Consumption Share

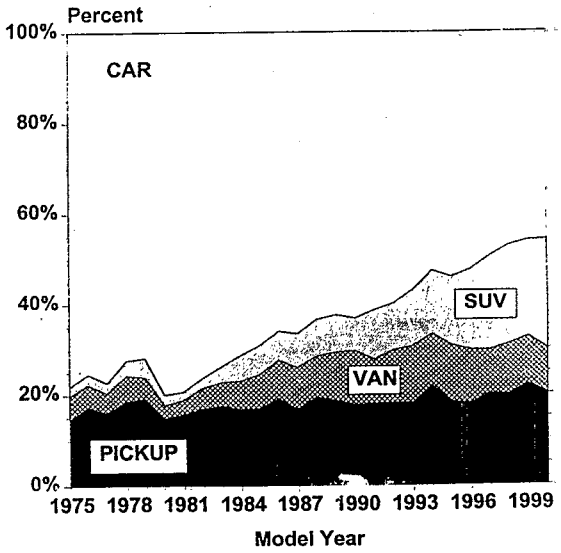

Figure 3

any year between 1975 and 1983. Vans and SUVs combined account for nearly 30% of this year's fleet, compared to about 6% in 1975.

The trends in market share, fuel economy, and estimate of vehicle lifetime travel can be combined to estimate the fraction of all light-vehicle fuel consumption that can be attributed to the four major vehicle types, namely pickup trucks, vans, SUVs, and cars. The values plotted in Figure 3 represent the fuel-consumption fraction, by model year and type of vehicle.

Considering the fuel used by both passenger cars and light trucks as 100%, Figure 3 shows that, on a model year basis, the estimated share of the vehicle lifetime fuel consumed by light trucks has exceeded 50% for the past several model years. Note that this calculation uses the same useful life values that EPA

Table 2 **Sales-Weighted Percentile Distribution of Car Mpg**

Model Year	0%	1%	5%	10%	20%	25%	50%	75%	80%	90%	95%	99%	100%	Actual Average
	<<----------					Percentile Level							---------->	
1975	9.8	10.6	11.5	11.9	12.9	13.1	15.4	19.7	21.0	24.6	27.3	32.1	33.2	15.8
1976	10.1	12.2	13.2	13.7	14.5	14.9	17.1	20.3	22.1	26.9	29.0	33.2	35.8	17.5
1977	9.7	12.4	13.6	14.5	15.9	16.4	17.7	20.3	22.1	28.4	32.9	39.8	44.3	18.3
1978	9.4	13.1	14.7	15.5	16.6	17.5	19.9	23.2	25.0	29.3	33.1	38.5	44.1	19.9
1979	9.2	14.0	15.4	16.1	17.2	17.7	19.9	24.0	25.7	29.1	31.2	36.4	46.0	20.3
1980	9.2	16.3	17.3	18.6	20.2	20.6	23.2	27.2	28.3	31.4	34.2	42.4	47.4	23.5
1981	5.0	17.1	18.5	19.9	21.5	21.9	25.3	29.8	30.8	33.8	36.9	44.5	48.1	25.1
1982	9.9	18.0	19.3	19.9	21.4	22.4	27.5	30.5	31.9	34.7	38.3	45.2	50.3	26.0
1983	9.9	19.1	19.4	19.9	21.0	21.6	26.1	31.5	33.1	36.7	39.0	43.1	53.3	25.9
1984	9.9	19.4	19.9	20.2	21.1	22.7	26.9	31.1	32.1	35.1	38.5	44.9	56.5	26.3
1985	9.9	20.6	20.8	21.5	22.8	23.2	27.1	31.4	32.6	35.1	39.3	45.9	58.5	27.0
1986	8.7	21.5	22.0	22.9	23.9	24.2	28.9	31.4	32.9	35.6	39.6	46.6	67.4	27.9
1987	8.7	21.5	21.8	22.5	24.6	25.0	28.3	32.1	32.9	35.8	37.4	45.6	65.6	28.1
1988	8.7	21.4	22.6	22.9	25.1	26.5	28.9	32.3	33.0	36.3	38.7	45.6	65.6	28.6
1989	8.7	22.2	22.8	23.1	24.7	25.8	27.8	31.4	32.4	34.9	37.3	45.4	61.2	28.1
1990	10.9	21.5	22.5	23.0	25.3	25.3	27.7	31.0	31.4	34.0	37.1	41.9	65.3	27.8
1991	10.0	21.7	23.0	23.5	25.0	25.3	27.8	31.4	32.0	35.3	38.0	44.3	65.3	28.0
1992	10.0	21.6	22.7	23.5	24.6	24.7	27.0	30.7	31.4	34.7	38.2	48.1	65.3	27.6
1993	10.0	21.5	22.9	23.8	25.5	25.6	27.8	31.6	33.1	35.2	38.6	44.1	65.3	28.2
1994	12.9	21.7	22.[illegible]	23.5	24.8	25.6	27.6	31.3	32.8	34.5	37.1	44.2	65.8	28.1
1995	10.3	22.1	22.8	23.3	25.8	26.0	27.8	31.7	32.8	35.8	38.6	42.2	59.2	28.3
1996	12.0	22.8	23.2	23.7	25.6	25.8	27.4	31.5	32.4	35.8	38.3	42.2	54.8	28.3
1997	12.7	22.6	23.2	24.0	25.4	25.6	28.1	31.6	32.6	35.4	37.1	41.7	54.4	28.4
1998	12.8	22.7	23.1	24.4	25.7	25.9	27.8	31.0	32.6	36.3	37.0	39.4	53.6	28.5
1999	12.5	20.5	22.7	24.2	25.5	26.3	27.7	30.5	31.2	35.4	36.7	39.5	52.6	28.2
2000	11.7	21.4	23.4	24.1	26.0	26.3	27.5	30.1	31.3	34.9	37.2	39.6	76.3	28.1
Change Since 1975	1.9	10.8	11.9	12.2	13.1	13.2	12.1	10.4	10.3	10.3	9.9	7.5	43.1	12.3
Percent Change	19%	102%	103%	103%	102%	101%	79%	53%	49%	42%	36%	23%	130%	78%

considers for the Tier 2 Motor Vehicle Emissions Standards, namely 120,000 miles for both cars and trucks. The calculation also assumes that the relative city and highway driving fractions are the same for all vehicle types.

The data in most tables and figures in this report are a time series of sales-weighted averages of a substantial number of individual data points. For any given model year, there is also some interest in the within-year distribution of the data. Tables 2 and 3 show the mpg distribution data for cars and light trucks. In Figures 4 and 5, for each model year, the sales-weighted mpg's at several percentile levels are shown as lines connecting the vehicles with the lowest fuel economy each year, the worst and best one percent of vehicles; and at the 25 and 75 percentile level with the area between the 25 and 75 percentile level representing half of the cars and trucks built each year. Percentile lines having constant slope represent percentiles

Table 3 Sales-Weighted Percentile Distribution of Truck Mpg

Model Year	0%	1%	5%	10%	20%	25%	50%	75%	80%	90%	95%	99%	100%	Actual Average
	<<----------					Percentile	Level						---------->	
1975	9.0	9.2	10.5	10.8	11.3	11.5	13.8	15.7	18.1	21.0	22.2	22.5	24.3	13.7
1976	9.1	10.6	11.4	11.7	12.3	12.3	13.9	16.6	18.4	20.2	23.0	25.3	27.0	14.4
1977	9.4	10.5	12.1	12.7	13.6	13.7	14.8	18.2	18.6	23.0	25.4	28.4	32.2	15.6
1978	9.5	11.2	12.2	12.5	13.0	13.1	14.4	18.5	19.2	23.0	26.1	28.6	32.7	15.2
1979	9.4	9.6	10.8	11.2	12.1	12.7	14.4	18.2	18.9	22.6	24.3	29.7	30.5	14.7
1980	9.9	12.5	13.4	14.2	15.5	15.8	19.0	22.7	23.9	26.0	27.2	30.3	45.0	18.6
1981	11.1	13.2	14.7	15.7	17.4	17.9	19.0	23.9	25.3	29.4	31.2	36.8	42.3	20.1
1982	11.9	13.1	14.3	15.6	17.4	17.8	20.1	24.6	26.7	28.5	31.0	36.0	43.7	20.5
1983	12.1	13.1	14.2	15.9	17.5	18.1	21.4	25.7	26.8	29.4	31.0	35.5	45.1	20.9
1984	11.2	13.0	14.2	15.4	17.3	17.7	21.5	24.2	25.3	28.4	30.5	34.5	42.6	20.5
1985	11.3	13.4	14.6	16.1	16.5	17.4	21.9	24.5	25.4	27.9	29.3	33.6	42.6	20.6
1986	12.2	13.9	15.9	17.0	17.8	18.5	21.8	25.7	27.0	28.1	30.0	32.9	42.6	21.4
1987	11.8	13.8	16.3	16.9	17.8	19.0	21.8	25.2	26.8	28.1	30.6	33.1	42.8	21.6
1988	11.7	14.5	16.4	16.9	18.3	18.4	22.0	24.0	25.6	27.7	29.6	33.3	33.3	21.2
1989	12.2	13.8	16.4	17.1	18.0	18.3	22.0	23.8	24.2	27.0	28.9	29.6	33.4	20.9
1990	11.9	13.9	16.0	16.7	17.8	18.5	21.1	22.9	24.4	26.8	28.9	29.3	33.5	20.7
1991	12.4	14.7	16.5	17.2	18.8	19.4	21.8	23.5	24.1	27.5	28.9	30.1	33.5	21.3
1992	12.4	14.9	16.7	17.1	18.2	18.9	21.0	23.4	24.1	26.7	28.2	29.8	33.5	20.8
1993	12.5	15.4	16.7	17.3	18.4	19.0	21.3	23.3	23.8	26.3	28.7	29.8	33.5	21.0
1994	14.7	15.7	16.6	17.0	18.0	18.5	20.7	23.6	23.8	27.5	28.4	29.5	33.5	20.8
1995	14.7	15.6	16.6	16.8	18.0	18.3	20.4	23.0	23.3	26.3	28.6	29.4	33.6	20.5
1996	14.7	14.7	16.7	17.4	17.9	18.4	21.1	23.3	23.7	26.8	27.6	29.8	31.3	20.8
1997	14.4	16.0	16.7	17.6	18.2	18.8	20.5	22.6	23.5	25.9	28.3	29.7	31.3	20.6
1998	14.5	15.8	16.5	17.2	18.1	18.7	21.1	23.6	24.1	26.8	27.9	29.5	30.8	20.9
1999	14.8	15.6	16.2	16.8	18.1	18.6	20.6	22.9	23.5	25.3	27.3	29.6	31.1	20.4
2000	15.0	15.5	16.2	17.2	18.5	18.7	20.5	22.6	23.4	25.0	27.3	29.6	31.1	20.5
Change Since														
1975	6.0	6.3	5.7	6.4	7.2	7.2	6.7	6.9	5.3	4.0	5.1	7.1	6.8	6.8
Percent Change	67%	68%	54%	59%	64%	63%	49%	44%	29%	19%	23%	32%	28%	50%

where mpg has been constant with time, and lines having positive or negative slope represent percentiles where fuel economy is either improving or worsening with time.

On a percentage basis, for cars at the zero percentile, i.e., for those with the lowest fuel economy, there has been substantially less fuel economy improvement since 1975 than for those at the higher percentile levels shown in Table 1. The fuel economy of cars at the zero percentile level has improved only 1.9 mpg since 1975, compared to more than 10 mpg for all percentile levels up to the 90th percentile. In recent years, the cars with the lowest fuel economy have tended to be relatively high priced, low sales volume, performance-oriented Two Seaters. In contrast, the cars with the highest fuel economy each year have tended to be Subcompacts or Minicompacts with front-wheel drive, manual transmissions, and relatively high 0-to-60

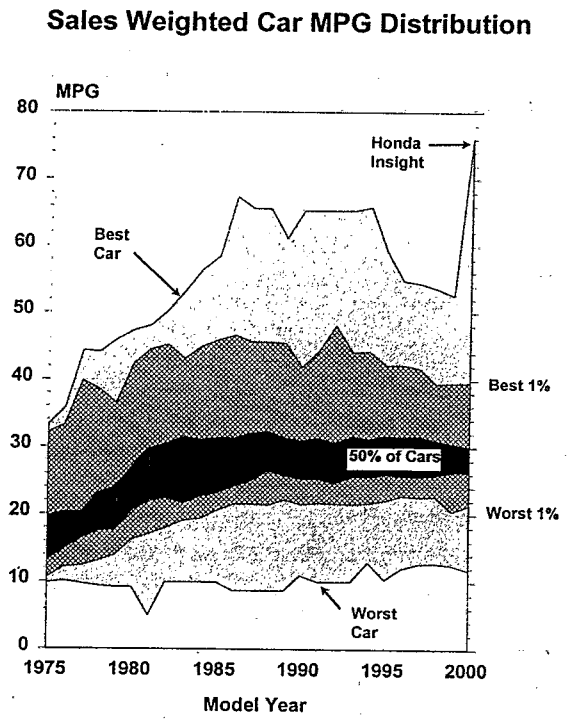

Figure 4

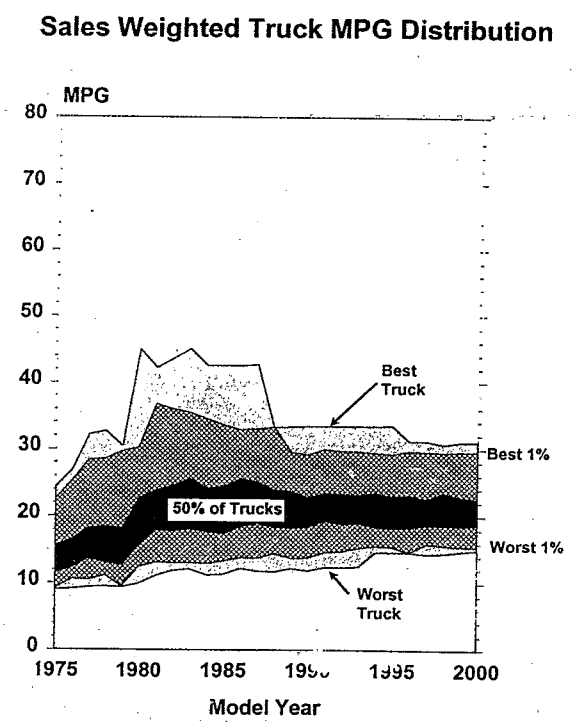

Figure 5

acceleration times. (See Appendix C for a listing and description of the cars and trucks with the highest and lowest fuel economy each year.)

The fuel economy difference between the least efficient and most efficient car increased from less than 25 mpg in 1975 to nearly 50 mpg a decade later in 1985 and is now, with the introduction for sale of the Honda Insight gasoline-electric hybrid vehicle, nearly 65 mpg. Despite this widening of the fuel economy range, half of the cars built each year remain within about 4 mpg of the actual model-year average. The Honda Insight, however, foreshadows what could happen if hybrid vehicles become widely accepted by the general public.

The overall mpg distribution trend for trucks is very similar to that for cars, except the fuel economy of the least efficient truck has increased by about 6 mpg since 1975, and there is a peak in the efficiency of the most efficient truck in the early 1980's when small pickup trucks with diesel engines were being sold. As a result, the fuel economy range between the most efficient and least efficient truck has narrowed from about 33 mpg in 1983 to about 16 mpg this year. Half of the trucks built each year since 1991 have been within about 4 mpg of each year's average fuel economy value.

Table 4 gives vehicle size and design characteristics of light-duty vehicles. Average interior volume of cars has changed very little since 1977, decreasing from a maximum 110 cubic feet that year to a minimum of 104 cubic feet in 1980. Since 1992, interior volume for cars has averaged either 108 or 109 cubic feet. Between 1975 and 1984 (see Figure 6), average inertia weight for cars decreased nearl- a thousand pounds; vehicle performance, as measured by estimated 0-to-60 time, was relatively constant; and average mpg increased from 15.8 to 26.3.

For the next five years, passenger car inertia weight remained relatively constant; 0-to-60 time decreased by about a second; and fuel economy reached a peak of 28.6 mpg in 1988, then dropped to 28.1 the next year. With three minor exceptions, passenger car inertia weight has increased every year since 1987 and is now more than 350 pounds higher than it was then. Similarly, estimated 0-to-60 time has decreased nearly every year and is now more than four seconds less than it was in 1981.

Table 4

Vehicle Size and Design Characteristics of 1975 to 2000 Light-Duty Vehicles

	<---------- Measured Characteristics ---------->									<---------- Percent by ---------->					
MODEL YEAR	SALES (000)	FRAC	55/45 MPG	VOL CU-FT	WGHT LB	HP	0-60 TIME	TOP SPD	HP/ WT	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	EUR	ASIA
Cars															
1975	8237	.806	15.8		4057	136	14.2	111	.0331	55.4	23.3	21.3	81.6	8.2	10.3
1976	9722	.788	17.5		4058	134	14.4	110	.0324	55.4	25.2	19.4	84.9	5.4	9.7
1977	11300	.800	18.3	110	3943	133	14.0	111	.0335	51.9	24.5	23.5	82.2	5.5	12.2
1978	11175	.773	19.9	109	3587	124	13.7	111	.0342	44.7	34.4	21.0	80.2	6.3	13.5
1979	10794	.778	20.3	108	3484	119	13.8	110	.0338	43.7	34.2	22.1	80.4	5.6	14.0
1980	9443	.835	23.5	104	3101	100	14.3	107	.0322	54.4	34.4	11 3	71.2	8.4	20.4
1981	8733	.327	25.1	106	3075	99	14.4	106	.0320	51.5	36.4	12.2	71.7	6.0	22.3
1982	7819	.803	26.0	106	3054	99	14.4	106	.0320	56.5	31.0	12.5	70.4	6.3	23.3
1983	8002	.777	25.9	108	3111	104	14.0	108	.0330	53.1	31.8	15.1	71.0	5.5	23.5
1984	10675	.761	26 3	107	3098	106	13.8	109	.0339	57.4	29.4	13.2	75.9	6.0	18.1
1985	10791	.746	27.0	108	3092	111	13.3	111	.0355	55.7	28.9	15.4	72.3	6.2	21.6
1986	11015	.717	27.9	107	3040	111	13.2	111	.0360	59.5	27.9	12.6	68.2	6.6	25.1
1987	10731	.722	28.1	106	3030	112	13.0	112	.0365	63.5	24.3	12.2	61.6	6.9	31.5
1988	10736	.702	28.6	107	3046	116	12.8	113	.0375	64.8	22.3	12.8	61.2	6.3	32.5
1989	10018	.693	28.1	107	3099	121	12.5	115	.0387	58.3	28.2	13.5	61.9	5.5	32.6
1990	8810	.698	27.8	107	3175	129	12.1	117	.0401	58.6	28.7	12.8	56.8	5.0	38.2
1991	8524	.678	28.0	106	3153	132	11.8	118	.0413	61.5	26.2	12.3	56.2	4.6	39.2
1992	8108	.666	27.6	108	3239	141	11.5	120	.0428	56.5	27.8	15.6	58.3	4.1	37.7
1993	8457	.640	28.2	108	3207	138	11.6	120	.0425	57.2	29.5	13.3	60.4	3.4	36.2
1994	8414	.602	28.1	108	3249	143	11.4	121	.0432	58.5	26.1	15.4	55.7	4.0	40.3
1995	9396	.620	28.3	108	3262	152	10.9	125	.0460	57.3	28.6	14.0	58.5	5.4	36.1
1996	7890	.600	28.3	108	3281	154	10.8	125	.0464	54.3	32.0	13.6	57.8	5.1	37.0
1997	8335	.577	28.4	108	3274	156	10.7	126	.0469	55.1	30.6	14.3	55.1	6.5	38.4
1998	7968	.552	28.5	108	3306	159	10.6	127	.0475	49.4	39.2	11.4	55.1	7.9	37.0
1999	8608	.542	28.2	109	3366	165	10.5	128	.0483	47.8	38.7	13.5	53.5	10.3	36.2
2000	8633	.539	28.1	109	3386	170	10.3	130	.0495	46.1	34.8	19.1	49.4	13.9	36.7

Table 4 (Continued)

Vehicle Size and Design Characteristics of 1975 to 2000 Light-Duty Vehicles

MODEL YEAR	SALES (000)	FRAC	55/45 MPG	WGHT LB	HP	0-60 TIME	TOP SPD	HP/ WT	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	VEHICLE TYPE PICKUP	VAN	SUV
	<--------- Measured Characteristics --------->								<---------- Percent by ---------->						
Trucks															
1975	1987	.194	13.7	4072	142	13.6	114	.0349	10.9	24.2	64.9	88.7	67.6	23.0	9.4
1976	2612	.212	14.4	4154	141	13.8	113	.0340	9.0	20.3	70.7	90.9	71.5	19.2	9.3
1977	2823	.200	15.6	4135	147	13.3	115	.0356	11.1	20.3	68.5	88.5	71.8	18.2	10.0
1978	3273	.227	15.2	4151	146	13.4	114	.0351	10.9	22.7	66.3	89.1	69.3	19.1	11.6
1979	3088	.222	14.7	4251	138	14.3	111	.0325	15.2	19.5	65.3	84.7	71.5	15.5	13.0
1980	1863	.165	18.6	3868	121	14.5	108	.0313	28.4	17.6	54.0	69.4	77.2	13.0	9.8
1981	1821	.173	20.1	3805	119	14.6	108	.0311	23.2	19.1	57.7	72.0	79.1	13.5	7.5
1982	1914	.197	20.5	3805	120	14.5	109	.0317	21.1	31.0	47.9	76.3	75.3	16.2	8.5
1983	2300	.223	20.9	3763	118	14.5	108	.0313	16.6	45.9	37.6	78.5	70.8	16.6	12.5
1984	3345	.239	20.5	3782	118	14.7	108	.0310	19.5	46.4	34.1	77.6	61.1	20.2	18.7
1985	3669	.254	20.6	3795	124	14.1	110	.0326	19.2	48.5	32.3	80.1	56.6	23.3	20.0
1986	4350	.283	21.4	3737	123	14.0	110	.0330	23.5	48.5	28.0	70.3	58.2	24.0	17.8
1987	4134	.278	21.6	3712	131	13.3	113	.0351	19.9	59.6	20.6	72.3	51.9	26.9	21.1
1988	4559	.298	21.2	3841	141	12.9	115	.0366	15.0	57.2	27.8	81.1	53.9	24.9	21.2
1989	4435	.307	20.9	3921	146	12.8	116	.0372	13.9	58.9	27.2	81.9	50.3	28.8	20.9
1990	3805	.302	20.7	4005	151	12.6	117	.0377	13.4	57.1	29.6	80.3	48.2	33.2	18.6
1991	4049	.322	21.3	3948	150	12.6	117	.0379	11.4	67.2	21.4	79.7	47.4	25.5	27.0
1992	4064	.334	20.8	4055	155	12.5	118	.0382	10.4	64.0	25.6	82.2	45.3	30.0	24.7
1993	4754	.360	21.0	4073	162	12.1	120	.0398	8.8	65.3	25.9	82.6	42.1	30.3	27.6
1994	5572	.398	20.8	4129	166	12.0	121	.0402	9.8	62.5	27.7	83.4	46.5	25.1	28.4
1995	5749	.380	20.5	4184	168	12.0	121	.0401	8.6	63.5	27.9	80.8	39.5	28.9	31.6
1996	5254	.400	20.8	4224	179	11.5	124	.0423	6.5	67.1	26.4	84.7	37.2	26.8	36.0
1997	6108	.423	20.6	4344	187	11.4	126	.0429	10.1	52.5	37.4	83.0	39.3	20.3	40.3
1998	6477	.448	20.9	4282	187	11.2	126	.0435	8.9	58.7	32.4	83.0	37.3	23.0	39.8
1999	7276	.458	20.4	4356	193	11.1	127	.0442	10.8	54.8	34.4	78.0	40.2	21.0	38.8
2000	7381	.461	20.5	4432	200	11.0	129	.0449	8.5	52.9	38.6	77.2	36.4	19.9	43.6
Both Cars and Trucks															
1975	10224	1.000	15.3	4060	137	14.1	112	.0335	46.8	23.5	29.8	82.9			
1976	12334	1.000	16.7	4079	135	14.3	111	.0328	45.6	24.2	30.3	86.2			
1977	14123	1.000	17.7	3981	136	13.8	112	.0339	43.8	23.7	32.5	83.5			
1978	14448	1.000	18.6	3715	129	13.6	112	.0344	37.0	31.7	31.2	82.2			
1979	13882	1.000	18.7	3655	124	13.9	110	.0335	37.3	30.9	31.7	81.4			
1980	11306	1.000	22.5	3227	104	14.3	107	.0320	50.1	31.6	18.3	70.9			
1981	10554	1.000	24.1	3201	102	14.4	107	.0318	46.6	33.4	20.0	71.7			
1982	9732	1.000	24.7	3201	103	14.4	107	.0320	49.6	31.0	19.5	71.6			
1983	10302	1.000	24.6	3257	107	14.1	108	.0327	44.9	34.9	20.1	72.7			
1984	14020	1.000	24.6	3261	109	14.0	109	.0332	48.4	33.4	18.2	76.3			
1985	14460	1.000	25.0	3271	114	13.5	110	.0347	46.5	33.9	19.7	74.2			
1986	15365	1.000	25.7	3237	114	13.4	111	.0351	49.3	33.7	17.0	68.8			
1987	14865	1.000	25.9	3220	118	13.1	112	.0361	51.4	34.1	14.5	64.6			
1988	15295	1.000	25.9	3283	123	12.8	114	.0372	50.0	32.7	17.3	67.1			
1989	14453	1.000	25.4	3351	129	12.5	115	.0382	44.7	37.6	17.7	68.1			
1990	12615	1.000	25.2	3426	135	12.2	117	.0394	44.9	37.2	17.8	63.9			
1991	12573	1.000	25.4	3409	138	12.1	118	.0402	45.3	39.4	15.2	63.8			
1992	12172	1.000	24.9	3512	145	11.8	120	.0413	41.1	39.9	19.0	66.3			
1993	13211	1.000	25.1	3518	147	11.8	120	.0416	39.8	42.4	17.8	68.4			
1994	13986	1.000	24.6	3600	152	11.7	121	.0420	39.1	40.6	20.3	66.7			
1995	15145	1.000	24.7	3612	158	11.3	123	.0438	38.8	41.9	19.3	67.0			
1996	13144	1.000	24.8	3658	164	11.1	125	.0447	35.2	46.0	18.7	68.6			
1997	14442	1.000	24.5	3726	169	11.0	126	.0452	36.1	39.8	24.1	66.9			
1998	14445	1.000	24.5	3744	172	10.9	126	.0457	31.2	48.0	20.8	67.6			
1999	15884	1.000	24.0	3819	178	10.8	128	.0464	30.9	46.1	23.0	64.7			
2000	16015	1.000	24.0	3868	183	10.6	129	.0473	28.7	43.2	28.1	62.2			

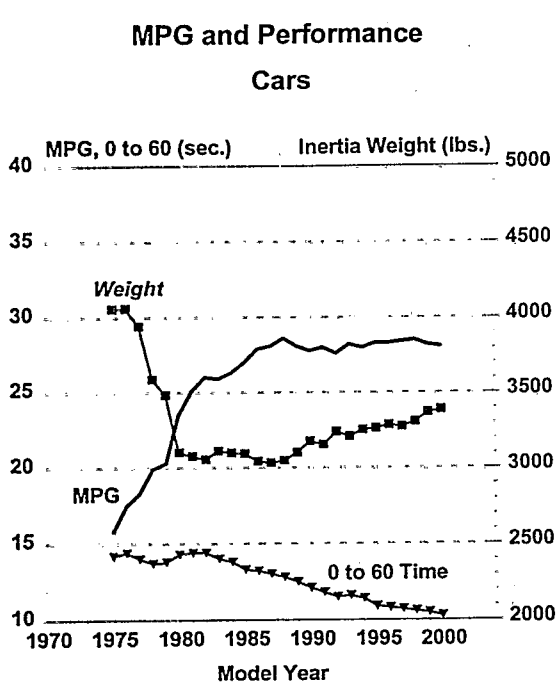

Figure 6

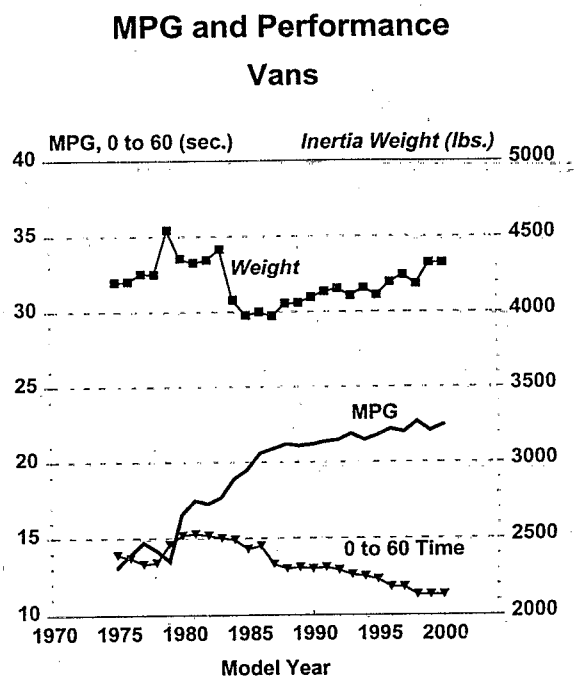

Figure 7

As indicated in Table 4, average inertia weight for trucks reached a minimum value of 3737 pounds in 1986 and has increased nearly 700 pounds since then. Between 1975 and 1984, estimated 0-to-60 time for trucks increased from 13.6 to 14.7 seconds and has since decreased to 11.0 seconds. For model year 2000, light-truck fuel economy is nearly 50% higher than it was in 1975, but most of this increase occurred between 1975 and 1981.

The sales distribution by truck type has changed considerably in recent years. In 1975, pickups accounted for two-thirds of truck sales compared to slightly over a third this year. Currently, about 20% of trucks are vans, but in 1990 nearly a third were. Since 1975, the relative sales fraction for SUVs has increased by a factor of more than four; from less than 10% of all light trucks in the mid-70's to more than 40% this year.

Figure 7 shows the changes in weight, fuel economy, and 0-to-60 time that have occurred for vans. Their fuel economy increased by 4.6 mpg between 1975 and 1983, by another 4.2 mpg between then and 1993, and is currently near the peak value of 22.7 attained in 1998. Average weight for vans reached a peak of over 4500 pounds in 1979, dropped to a minimum value of slightly less than 4000 pounds in 1987, and has since increased by over 350 pounds. Zero-to-60 time for vans peaked at 15.3 seconds

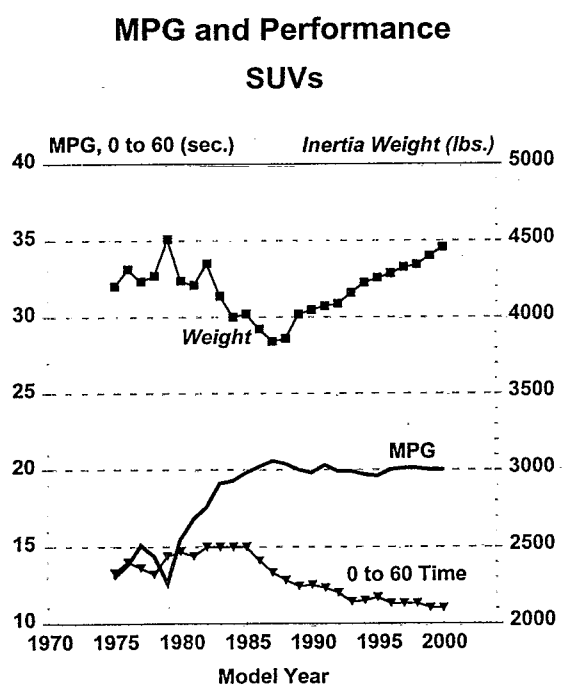

Figure 8

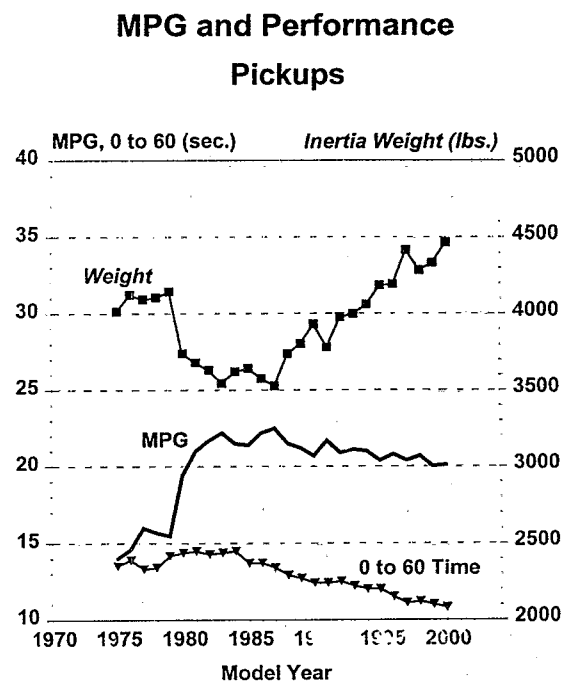

Figure 9

in 1981, and they are now about four seconds faster. Many of the changes in vans can, of course, be attributed to the introduction and popularity of "Minivans" and the related use of front-wheel drive. Through 1983, vans were essentially all rear drive. In 1984, van front-wheel drive usage jumped to over 20% and more than doubled by 1990. Since 1998, more than three-fourths of vans have used front-wheel drive.

Figure 8 shows similar data for SUVs which accounted for less than about 5% of all light-duty vehicles each year through 1984 compared to 20% this year. For MY2000, the sales fraction of SUVs will be higher than the combined sales fraction for vans, pickups, and SUVs was in 1975. SUV inertia weight peaked at over 4500 pounds in 1979, dropped to a minimum of 3921 pounds in 1986, and has since increased by over 500 pounds. This increase in SUV inertia weight has been accompanied by a decrease in 0-to-60 time and relatively constant fuel economy. For the past fifteen years, SUV fuel economy has averaged within 0.5 mpg of 20.1.

The trend for pickup trucks (Figure 9) has been very similar to that for SUVs. Their inertia weight reached 4142 pounds in 1978, decreased to about 3500 pounds in the mid-80's, and they are now nearly 900 pounds heavier. For MY2000, their fuel

Estimated Top Speed by Model Year

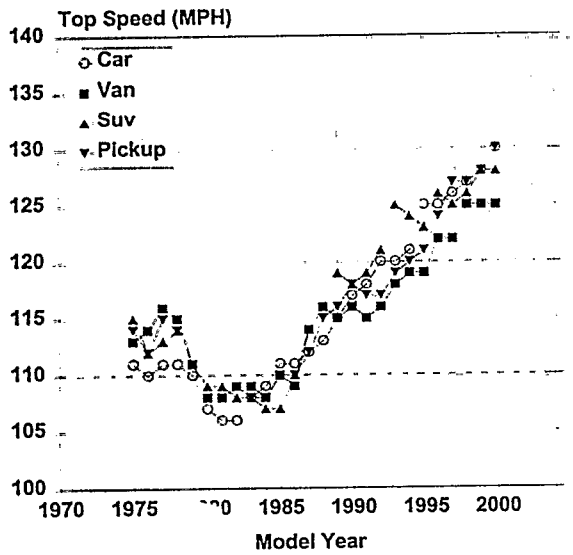

Figure 10

Ton-MPG by Model Year

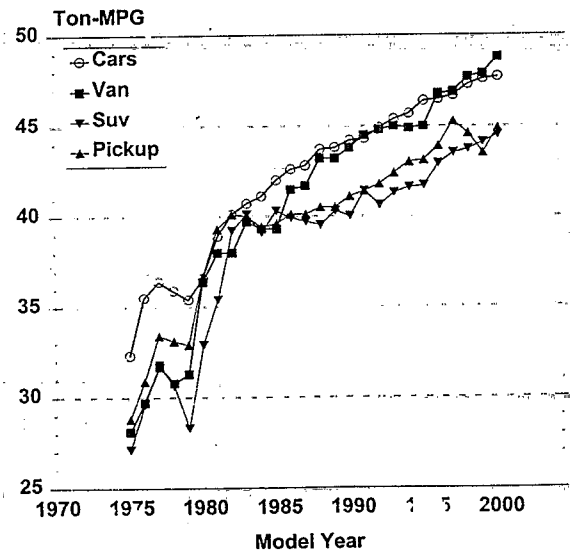

Figure 11

economy will be about 11% lower than the maximum value attained in 1987. Their average 0-to-60 time has decreased almost continuously and is now nearly four seconds faster than it was in 1984. Figure 10 compares another estimated performance metric: top speed, which like estimated 0-to-60 time is calculated from the ratio of horsepower to weight. The trends for all four vehicle types are very similar and are difficult to distinguish. As with 0-to-60 time, estimated top speed for cars, vans, SUVs, and pickups remained relatively constant for a few years in the late 70's, then dropped slightly during the early 80's, and has since increased from about 110 MPH in 1984 to 125 to 130 MPH this year.

Because the weight increases that have occurred in recent years have not been accompanied by a substantial reduction in mpg, light-duty vehicles are getting more efficient at moving their weight around. Accounting for this in a measure of vehicle efficiency can be accomplished by looking at ton-mpg which, as previously mentioned, is defined for the purpose of this paper as a vehicle's weight in tons times its mpg. Since 1975, cars have improved in ton-mpg by about 50%, pickups by about 55%, SUVs by 65%, and vans by about 75%. Vans and cars now have about the same ton-mpg, but SUVs and pickup trucks lag behind (see Figure 11) by about five ton-mpg and by about a half dozen years.

III. Trends by Vehicle Type and Size Class

Figure 1 and Table 1 show that trucks are expected to account for over 46% of the light-duty vehicles produced during model year 2000. In the next series of figures and tables, cars and light trucks are classified into five vehicle types: cars (i.e., coupes, sedans, and hatchbacks) station wagons, vans, sports utility vehicles (SUVs), and pickup trucks; and three vehicle sizes: small, midsize, and large. Note that vehicles have not been produced recently for Small Vans and Large Wagons. Appendix E contains a series of tables describing light-duty vehicles at the vehicle size/type level of stratification.

Table 5 compares sales fractions by vehicle type and size for model years 1975, 1988, and 2000. Since 1975, the largest increases in sales fraction on this basis have been for midsize SUVs and midsize vans. These two truck-size classes are expected to account for over 20% of the vehicles built this year, compared to a combined total of about 4 and 10% in 1975 and 1988, respectively. Conversely, the largest sales fraction decrease has occurred for small cars which accounted for 40% of all light-duty vehicles produced in both 1975 and nearly 44% in 1988. While their sales fraction has consistently remained the largest of the 15 vehicle sizes and types, it has since decreased to about 20% and thus is about half what it was in 1975. Midsize cars have also consistently retained their number two ranking and for model year 2000 will have a slightly larger (i.e., 3.5%) sales fraction as in 1978.

An overall decrease has occurred for large cars which accounted for about 15% of total light-duty sales in 1975 when they ranked third. Between then and 1988, their sales fraction dropped almost in half but has increased this year back above 10%. Part of this increase can be attributed to design changes made since last year of the Ford Taurus Sedan. For MY2000, the interior volume of this relatively popular vehicle increased by about five cubic feet (from 116.7 to 121.7), moving it from the Midsize Car Class to the Large Car Class. The MY2000 Taurus's combined passenger and cargo volume is thus 1.7 cubic feet (i.e., 1.4%) more than EPA's minimum for the Large Car Class. Since 1997, the sales fraction for Large Cars has ranked fifth and is now behind Midsize Vans and Midsize SUVs.

Table 5 Sales Fractions of MY1975, MY1988, and MY2000 Light-Duty Vehicles by Vehicle Size and Type

Vehicle Type	Size	Sales Fraction 1975	1988	2000	Change in Sales Fraction From 1975 To 2000	From 1975 To 1988	From 1988 To 2000
Car	Small	40.0%	43.8%	24.3%	-15.7%	3.9%	-19.5%
	Midsize	16.0%	13.8%	17.3%	1.4%	-2.1%	3.5%
	Large	15.2%	8.5%	10.3%	-4.9%	-6.7%	1.8%
	All	71.2%	66.2%	51.9%	-19.3%	-5.0%	-14.3%
Wagon	Small	4.7%	1.7%	0.6%	-4.1%	-3.0%	-1.1%
	Midsize	2.8%	1.9%	1.4%	-1.4%	-1.0%	-0.5%
	Large	1.9%	0.5%	0.0%	-1.9%	-1.4%	-0.5%
	All	9.4%	4.0%	2.0%	-7.4%	-5.4%	-2.0%
Van	Small	0.0%	0.4%	0.0%	0.0	0.3%	-0.4%
	Midsize	3.0%	6.2%	7.9%	4.9%	3.2%	1.7%
	Large	1.5%	0.9%	1.3%	-0.2%	-0.6%	0.4%
	All	4.5%	7.4%	9.2%	4.7%	2.9%	1.8%
SUV	Small	0.5%	1.9%	2.3%	1.8%	1.4%	0.6%
	Midsize	1.2%	4.0%	12.3%	11.1%	2.8%	8.3%
	Large	0.1%	0.5%	5.5%	5.4%	0.3%	5.0%
	All	1.8%	6.3%	20.1%	18.3%	4.5%	13.7%
Pickup	Small	1.6%	2.2%	1.5%	0.1%	0.7%	-0.7%
	Midsize	0.5%	6.9%	4.2%	3.7%	6.4%	-2.7%
	Large	11.0%	7.0%	11.0%	0.0%	-4.1%	4.1%
	All	13.1%	16.1%	16.8%	3.8%	3.0%	0.7%
All Trucks		19.4%	29.8%	46.1%	26.7%	10.4%	16.3%

Significant sales fraction decreases for station wagons have also occurred. They now account for only 2% of the vehicles that will be sold this year vs. more than 9% in 1975. The sales fraction for pickups, by comparison, has been relatively stable.

Table 6 **Worst, Average, and Best Fuel Economy by Vehicle Type and Size**

Vehicle Type	Size	1975 Worst	1975 Avg.	1975 Best	1988 Worst	1988 Avg.	1988 Best	2000 Worst	2000 Avg.	2000 Best
Car	Small	10.1	18.7	33.2	8.7	30.5	65.6	11.7	30.2	76.3
	Midsize	10.1	13.5	13.6	12.4	26.6	32.8	15.0	27.1	35.5
	Large	9.8	13.0	13.1	11.8	24.2	30.8	16.1	25.4	28.1
	All	9.8	15.8	33.2	8.7	28.7	65.6	11.7	28.1	76.3
Wagon	Small	13.9	22.4	28.2	20.4	31.3	39.5	20.5	28.5	37.9
	Midsize	9.8	13.2	29.4	20.8	26.2	32.8	22.9	27.4	33.9
	Large	9.8	11.9	15.1	22.6	22.8	22.9	----	----	----
	All	9.8	16.1	29.4	20.4	27.6	39.5	20.5	27.7	37.9
Van	Small	19.1	20.6	21.6	18.5	24.5	29.6	----	----	----
	Midsize	9.7	13.3	21.5	13.4	21.8	27.7	18.5	23.4	25.9
	Large	10.5	12.6	17.0	11.8	16.9	19.9	15.0	18.2	19.6
	All	9.7	13.1	21.6	11.8	21.2	29.6	15.0	22.5	25.9
SUV	Small	12.0	16.1	19.2	18.6	24.2	33.3	18.9	23.5	31.1
	Midsize	9.6	12.1	21.5	12.1	19.5	28.1	15.4	20.8	27.5
	Large	9.2	12.2	16.0	14.5	16.6	22.1	15.5	17.3	20.8
	All	9.2	13.0	21.5	12.1	20.4	33.3	15.4	20.0	31.1
Pickup	Small	15.2	22.5	24.3	16.0	25.0	29.2	19.4	23.7	28.7
	Midsize	21.0	21.1	21.1	18.2	25.3	30.7	15.5	22.7	29.6
	Large	9.0	13.1	21.6	11.7	18.0	24.8	15.4	18.9	22.8
	All	9.0	14.0	24.3	11.7	21.5	30.7	15.4	20.1	29.6
All	Cars	9.7	15.8	33.2	8.7	28.6	65.6	11.7	28.1	76.3
All	Trucks	9.0	13.7	24.3	11.7	21.2	33.3	15.0	20.5	25.9
All	Vehicles	9.7	15.3	33.2	8.7	25.9	65.6	11.7	24.0	76.3

Table 6 compares the changes in fuel economy that have occurred by vehicle size and type for the same model years shown in Table 5. With two exceptions, average fuel economy for all of the thirteen vehicle size and type classes that are represented by MY2000 vehicles is higher this year than Small Cars were in 1975. For MY2000, however, Large SUVs and Large Vans will average 17.3 and 18.2 mpg, respectively, compared to 18.7 mpg that Small Cars attained in 1975.

Small, midsize, and large cars have all achieved double-digit mpg increases since 1975 with most of this increase (see Figures 12, 13, and 14) coming by the mid-1980's. Fuel economy increases since 1975 for the nine truck vehicle size/types have all been less than 10 mpg with small and midsize pickups on both a percentage (see Table 6) and absolute basis achieving the smallest improvement, namely less than 2 mpg. It should be noted that for MY2000 large cars get higher fuel economy than all nine of the truck classes. In addition, five of the truck size/type classes (midsize vans, small and midsize SUVs, and small and midsize pickups) get higher average mpg this year, than small, midsize, and large cars did in 1975. For example, MY2000 midsize SUVs will average 20.8 mpg in this year, compared to 18.7, 13.5, and 13.0 mpg, respectively, for MY1975 small, midsize, and large cars.

Since 1988, average fuel economy has decreased for five of the fifteen vehicle types. In addition, average fuel economy for all cars and trucks and the combined car and truck fleet has decreased by about 2%, 3%, and 7%, respectively, since then. At the vehicle size and type level of stratification, between 1975 and this year, the rate of fuel economy improvement for the least fuel efficient vehicles has been significantly less than that for both the class average and the most efficient vehicle. In fact, in three cases (Small Cars, Midsize Pickups, and Small Vans), the fuel economy of the worst vehicles was lower in 1988 than it was in 1975. A similar decrease also occurred for the worst Midsize Pickups between 1988 and this year.

With four exceptions (Small Cars, Midsize Wagons, Large Vans, and Large Pickups), the average fuel economy achieved in 1988 was higher than that of the best vehicle in that class in 1975. For example, in 1988, Midsize Cars averaged 26.6 mpg compared to 13.6 mpg for the best Midsize Car in 1975. The fuel economy of the best vehicle in each strata for 1988, however, is always higher than the corresponding average for this year.

Figure 3 shows relative vehicle lifetime fuel consumption at the vehicle type level of stratification. Table 8 includes similar data to that in Figure 3, but at the vehicle type and size level of stratification. As relative sales fractions changed and vehicle fuel economy improved, changes in relative vehicle lifetime fuel consumption have occurred. Since 1975, this metric has decreased by 26% for the three car classes, with over half of this decrease coming from small cars. Similarly, relative lifetime fuel consumption for wagons has decreased from about 9% in 1975 to less than 2% this year.

Table 7 **Percent Change in Worst, Average, and Best Fuel Economy by Vehicle Type and Size**

Vehicle		From 1975 to 2000			From 1975 to 1988			From 1988 to 2000		
Type	Size	Worst	Avg.	Best	Worst	Avg.	Best	Worst	Avg.	Best
Car	Small	16%	61%	130%	-14%	63%	98%	34%	-1%	16%
	Midsize	49%	101%	161%	23%	97%	141%	21%	1%	8%
	Large	64%	95%	115%	20%	86%	135%	36%	5%	-9%
	All	19%	78%	130%	-11%	82%	98%	34%	-2%	16%
Wagon	Small	47%	27%	34%	47%	40%	40%	0%	-9%	-4%
	Midsize	134%	108%	15%	112%	98%	12%	10%	5%	3%
	Large	---	---	---	131%	92%	52%	---	---	---
	All	109%	72%	29%	108%	71%	34%	0%	0%	-4%
Van	Small	---	---	---	-3%	19%	37%	---	---	---
	Midsize	91%	76%	20%	38%	64%	29%	38%	7%	-6%
	Large	43%	44%	15%	12%	34%	17%	27%	8%	-2%
	All	55%	72%	20%	22%	62%	37%	27%	6%	-13%
SUV	Small	58%	46%	62%	55%	50%	73%	2%	-3%	-7%
	Midsize	60%	72%	28%	26%	61%	31%	27%	7%	-2%
	Large	68%	42%	30%	58%	36%	38%	7%	4%	-6%
	All	67%	54%	45%	32%	57%	55%	27%	-2%	-7%
Pickup	Small	28%	5%	18%	5%	11%	20%	21%	-5%	-2%
	Midsize	-26%	8%	40%	-13%	20%	45%	-15%	-10%	-4%
	Large	71%	44%	6%	30%	37%	15%	32%	5%	-8%
	All	71%	44%	22%	30%	54%	26%	32%	-7%	-4%
All	Cars	19%	78%	160%	-11%	81%	123%	34%	-2%	16%
All	Trucks	67%	50%	7%	30%	55%	37%	28%	-3%	22%
All	Vehicle	30%	57%	160%	-3%	69%	123%	34%	-7%	16%

Table 8 Relative Lifetime Fuel Consumption of MY75, MY88, and MY2000 Light-Duty Vehicles by Vehicle/Type and Size

Vehicle Type	Size	Percent of Fuel Consumed 1975	1988	2000	Change From: 1975 To 2000	1975 To 1988	1988 To 2000
Car	Small	32.0%	34.9%	17.5%	-14.5%	2.9%	-17.4%
	Midsize	17.2%	12.5%	13.9%	-3.4%	-4.7%	1.4%
	Large	17.1%	8.5%	8.7%	-8.3%	-8.6%	0.3%
	All	66.3%	55.9%	40.1%	-26.2%	-10.4%	-15.8%
Wagon	Small	3.1%	1.3%	0.4%	-2.6%	-1.8%	-0.8%
	Midsize	3.1%	1.7%	1.1%	-2.0%	-1.4%	-0.6%
	Large	2.4%	0.5%	----	-2.4%	-1.8%	-0.5%
	All	8.6%	3.5%	1.6%	-7.0%	-5.0%	-1.9%
Van	Small	----	0.4%	----	0.0%	0.4%	-0.4%
	Midsize	3.9%	8.2%	8.8%	4.9%	4.3%	0.6%
	Large	2.1%	1.5%	1.8%	-0.2%	-0.6%	0.3%
	All	6.0%	10.2%	10.6%	4.6%	4.1%	0.5%
SUV	Small	0.6%	1.9%	2.2%	1.6%	1.3%	0.3%
	Midsize	1.8%	5.9%	15.4%	13.6%	4.2%	9.4%
	Large	0.2%	0.8%	8.2%	8.1%	0.6%	7.4%
	All	2.5%	8.6%	25.8%	23.3%	6.1%	17.2%
Pickup	Small	1.2%	2.6%	1.7%	0.5%	1.4%	-0.9%
	Midsize	0.5%	7.9%	4.9%	4.4%	7.5%	-3.1%
	Large	14.9%	11.2%	15.3%	0.4%	-3.6%	4.0%
	All	16.6%	21.8%	21.8%	5.3%	5.2%	0.1%
All	Trucks	33.7%	44.1%	59.9%	26.2%	10.4%	15.8%

Significant increases in relative lifetime fuel consumption have occurred for three of the nine truck vehicle size/type classes: midsize vans, midsize SUVs, and large SUVs. The combined lifetime fuel consumption for these three classes is up by over 25% since 1975. These three classes now account for nearly a third of all lifetime fuel consumption compared to about 6% in 1975. Conversely, relative lifetime fuel consumption for large pickups for MY2000 is about 15%, essentially the same as in 1975.

Figures 6 through 9 compare mpg, inertia weight, and 0-to-60 time for cars, vans, SUVs, and pickup trucks. Figures 12 to 31 make similar comparisons by vehicle size and type.

At this level of stratification, the trends observed earlier for passenger cars for inertia weight, mpg, and 0-to-60 time repeat. In the late 1970's, increases in mpg for these vehicles were accompanied by decreases in inertia weight and relatively constant 0-to-60 times. Since then, as shown in Figures 12 to 15, mpg for the small, midsize, and large cars has been relatively stagnant, decreases in 0-to-60 time have occurred for all three car sizes, and significant increases in weight have occurred for small and midsize cars. Inertia weight for large cars has fluctuated in a narrow range (i.e., 3696 to 3894 pounds) since dropping below the 4000-pound mark in 1985. The trends for wagons (see Figures 16 to 18) are very similar to that for cars.

As indicated in Figure 15, the relative sales fractions of small, midsize, and large cars have been stable, particularly since 1980 and also when compared to the sales fractions of other vehicle types shown in Figures 19, 23, 27, and 31. The impact of the redesign of the MY2000 Ford Taurus, mentioned above, accounts for many of the recent changes in the relative sales fraction of large cars.

As shown in Figure 20, mpg for small vans increased over 25% between 1975 and 1996, the latest year in which any were built. During this time their weight remained relatively stable, but their 0-to-60 time dropped seven seconds. Similarly, fuel economy for midsize vans (see Figure 21) increased by 8.5 mpg between 1975 and 1988 but only 1.6 mpg since then. Their inertia weight increased from 4230 pounds in 1975 to over 4500 pounds in 1979, then dropped to a minimum of 3945 pounds in 1985 but is now about where it was in 1975. Estimated 0-to-60 time for this vehicle size/type remained at about 14 to 15 seconds through 1986 but has declined about three seconds since then. Large vans show an increasing trend in inertia weight and are now roughly 1000 pounds heavier than they were in the late 1975's. Their fuel economy increased from 12.6 mpg in 1975 to 16.8 in 1981 but has yet to surpass the 19 mpg level (see Figure 22).

As indicated in Figures 24 to 26, small SUV inertia weight has ranged from a low of about 2800 pounds in 1983 to a high of almost 3700 pounds this year. Small SUV fuel economy peaked at 28.5 mpg in 1996 when their weight dropped below 2900 pounds. Their 0-to-60 time increased to over 15 seconds in 1985 and has since dropped almost 25%. From 1975 to 1985, midsize SUV weight decreased by over 700 pounds, their 0-to-60 time remained the same, and fuel economy increased from about 12 to 20 mpg.

MPG and Performance
Small Cars

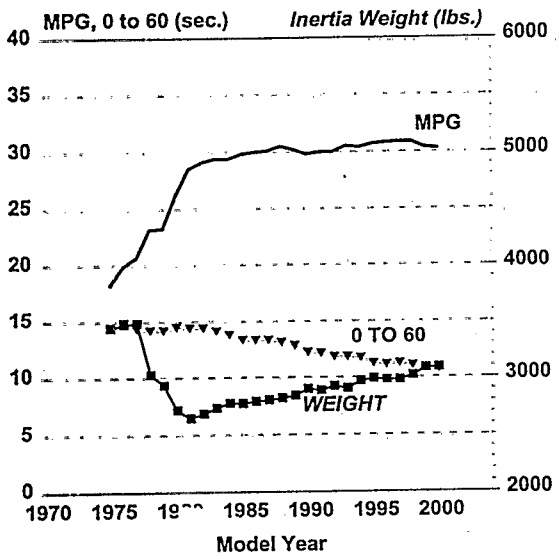

Figure 12

MPG and Performance
Midsize Cars

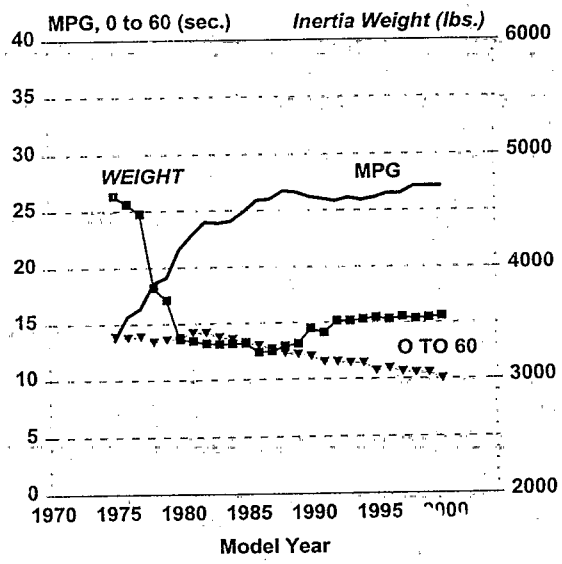

Figure 13

MPG and Performance
Large Cars

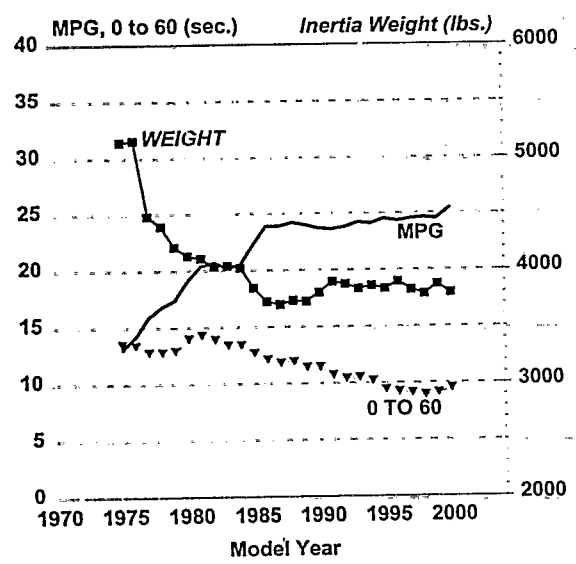

Figure 14

Car Sales Fraction by Vehicle Size

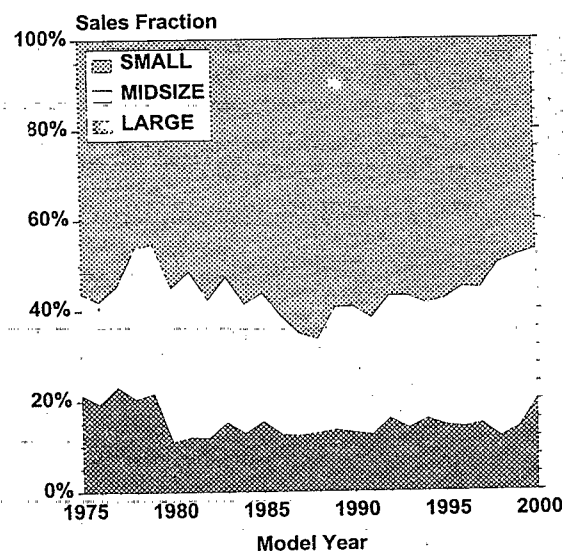

Figure 15

MPG and Performance
Small Wagons

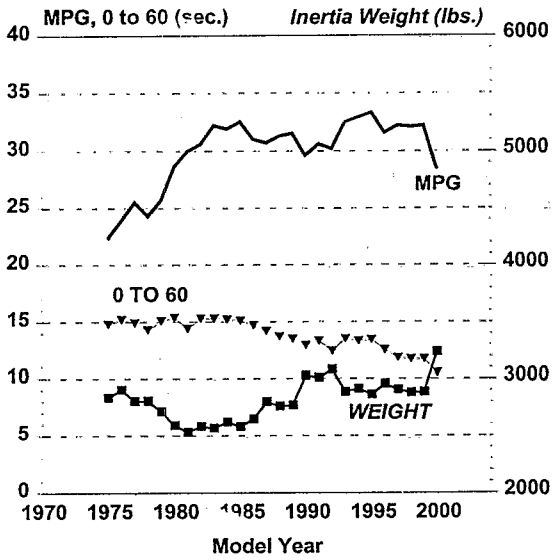

Figure 16

MPG and Performance
Midsize Wagons

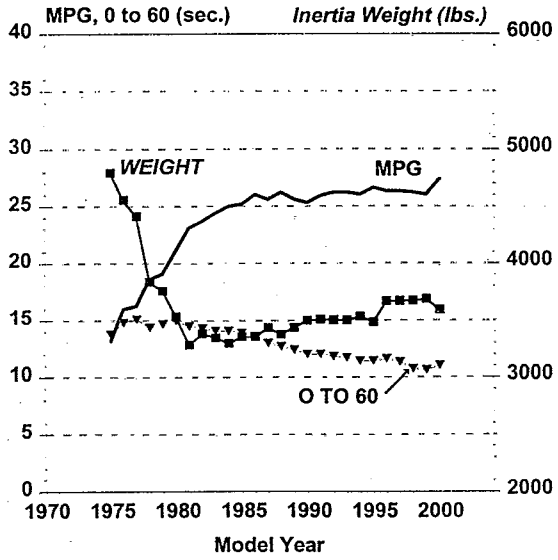

Figure 17

MPG and Performance
Large Wagons

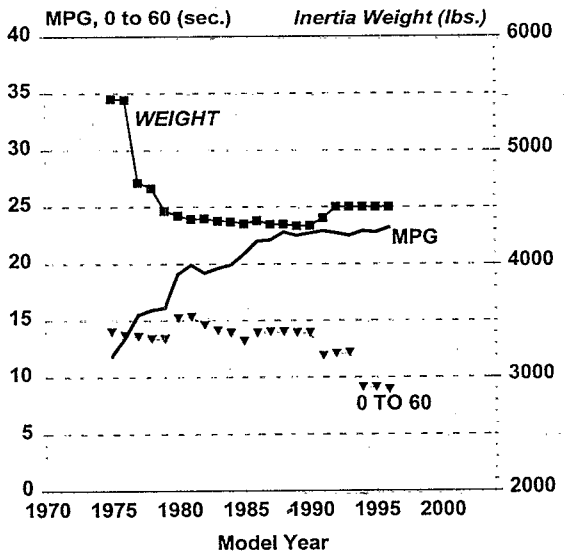

Figure 18

Wagon Sales Fraction by Vehicle Size

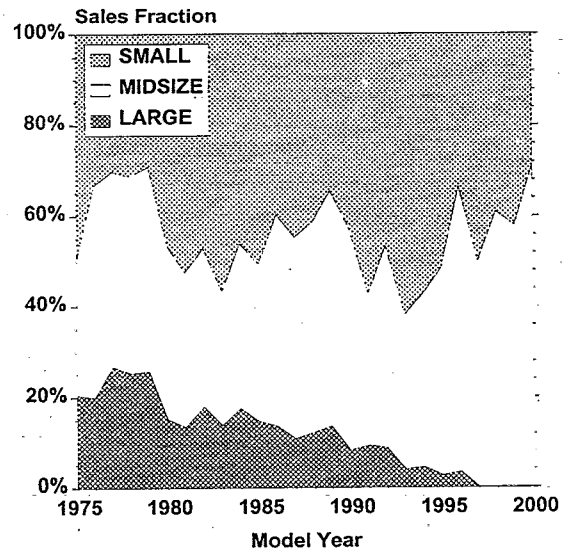

Figure 19

MPG and Performance

Small Vans

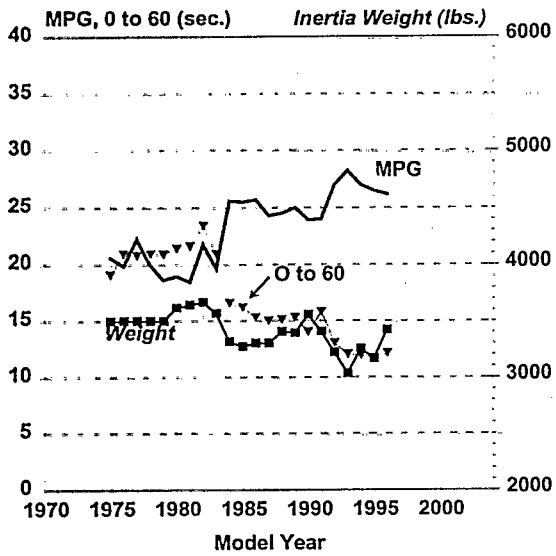

Figure 20

MPG and Performance

Midsize Vans

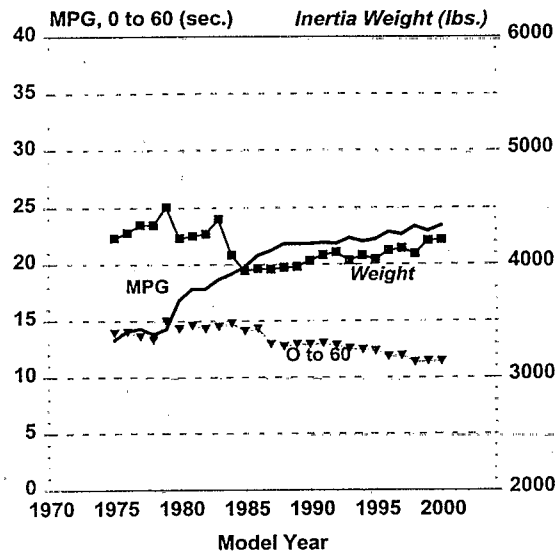

Figure 21

MPG and Performance

Large Vans

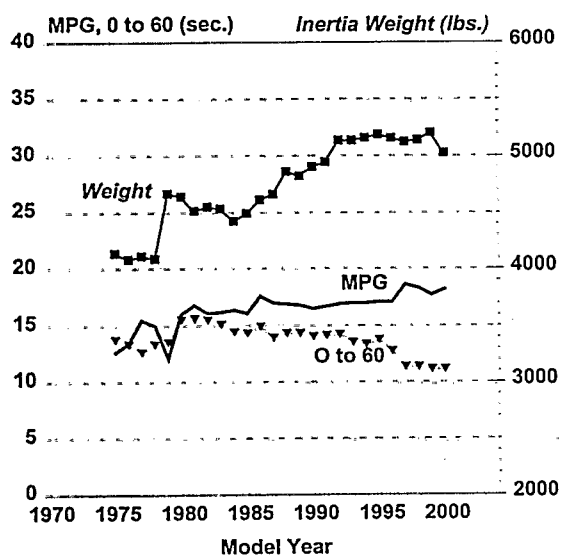

Figure 22

Van Sales Fraction by Vehicle Size

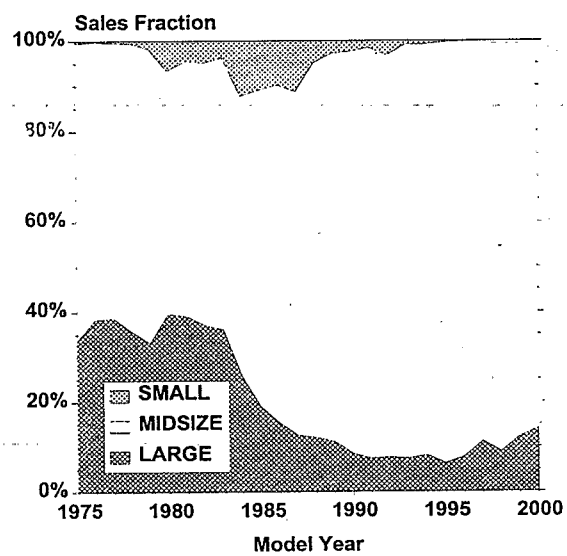

Figure 23

MPG and Performance
Small SUVs

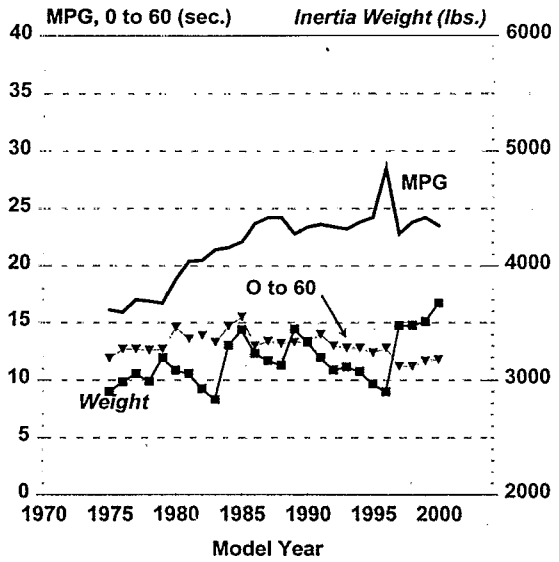

Figure 24

MPG and Performance
Midsize SUVs

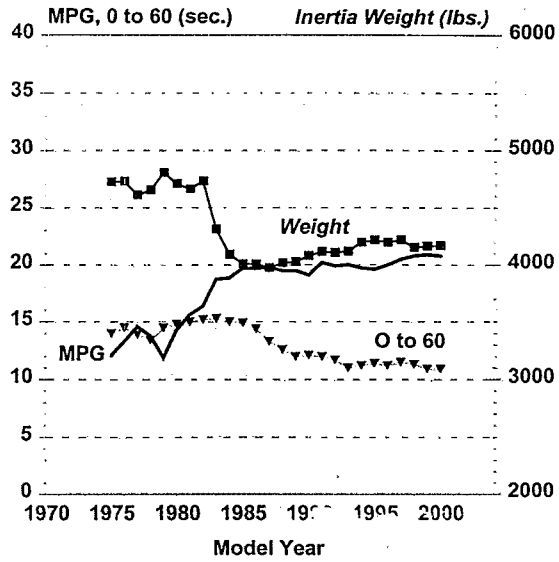

Figure 25

MPG and Performance
Large SUVs

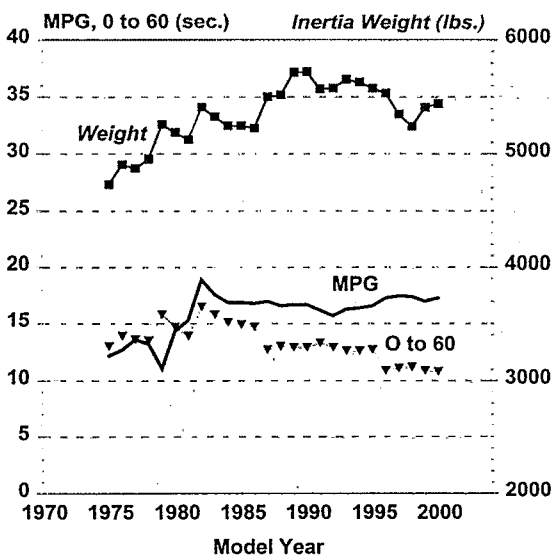

Figure 26

SUV Sales Fraction by Vehicle Size

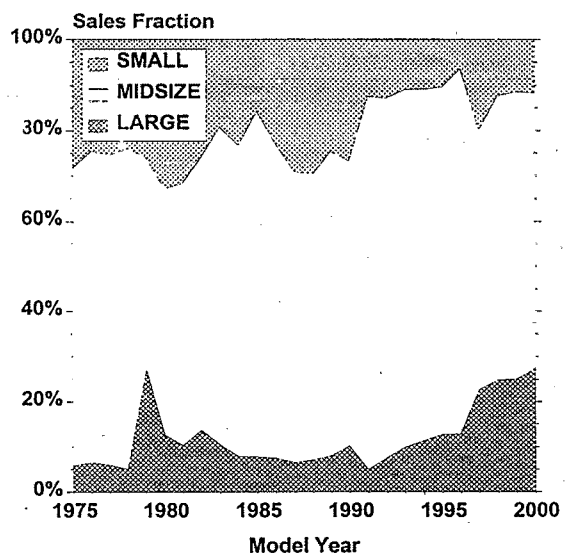

Figure 27

MPG and Performance
Small Pickups

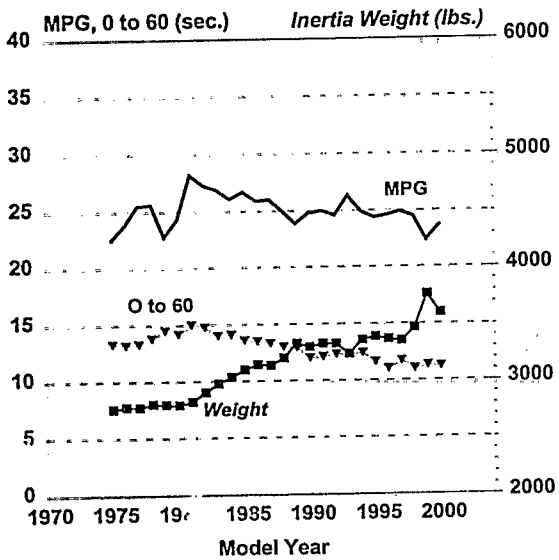

Figure 28

MPG and Performance
Midsize Pickups

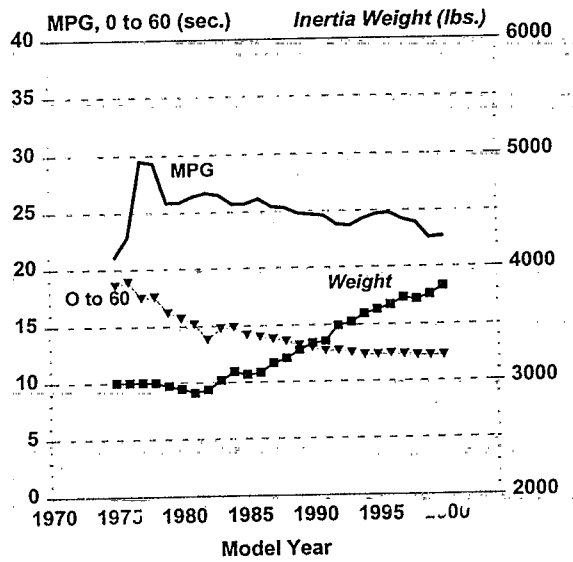

Figure 29

MPG and Performance
Large Pickups

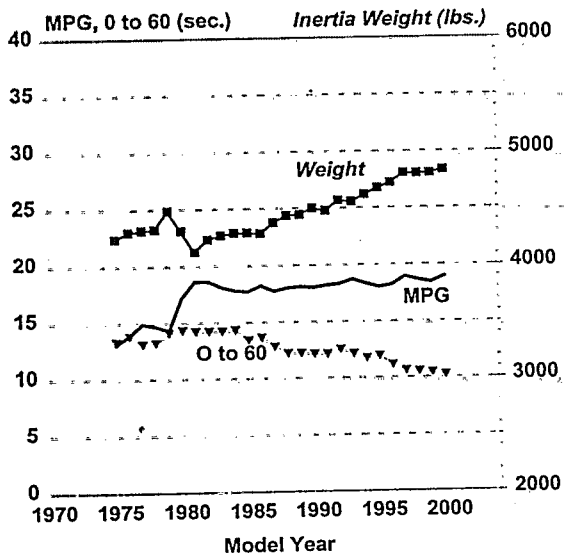

Figure 30

Pickup Sales Fraction by Vehicle Size

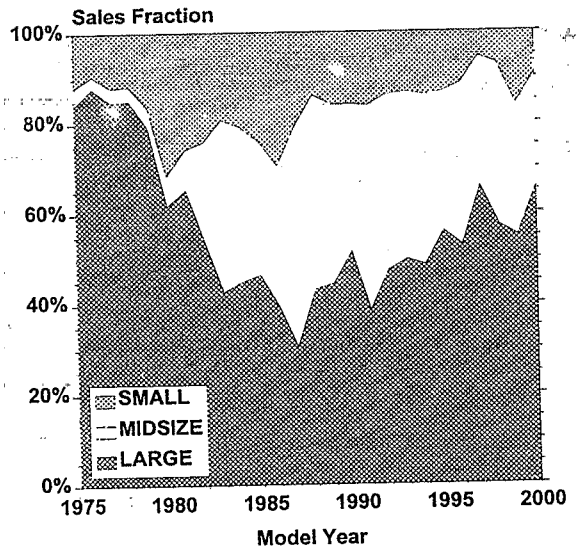

Figure 31

As shown in Figure 26, fuel economy for large SUVs increased from 12.2 mpg in 1975 to 18.9 mpg in 1982 when over half of them had diesel engines. That year, their ton-mpg peaked at 52.7, and their 0-to-60 time exceeded 16 seconds. Large SUV use of diesel engines then declined rapidly and was an order of magnitude lower by 1987. Since 1984, fuel economy for large SUVs has remained relatively stable at about 16 or 17 mpg, but their inertia weight increased from 4728 pounds in 1975 to 5260 in 1979 and has been over 5400 pounds the past two years. Large SUV inertia weight has not been below 5000 pounds in two decades. Figures 13 and 27 show that midsize vehicles have dominated both Vans and SUVs. The relative market share for large SUVs has increased from about 10% in 1975 to over 25% this year (see Figure 27).

Use of diesel engines also accounts for the relatively high fuel economy (i.e., about 28 mpg) that small pickups achieved in 1981 and 1982 when over 22% of them had diesel engines, and they had about a 15-second 0-to-60 time. For MY2000, small pickups will have an inertia weight of nearly 3600 pounds compared to 2756 pounds in 1975; their inertia weight has not been below 3000 pounds since 1984. Their fuel economy remains about 16% below the peak value attained in 1981 (see Figure 28).

As indicated in Figure 29, inertia weight for midsize pickups remained at about 3000 pounds between 1975 and 1986 but has been on an upward trend since then and now exceeds 3800 pounds. Their 0-to-60 time dropped from over 17 to 18 seconds in the late 1970's to about 12 seconds in 1994 where it remains. As a result, their fuel economy remains nearly 25% below the peak value of 29.5 attained in 1977. Large pickups also show a trend toward increasing weight, decreasing 0-to-60 time, and relatively constant fuel economy of about 18 to 19 mpg since 1981, compared to 13.1 mpg in 1975. For MY2000, large pickups have an average inertia weight of 4830 pounds, or nearly 600 pounds more than in 1975 (see Figure 30). As indicated in Figure 31, the relative market share for large pickups has been increasing since the late 1980's.

Figures 32 to 36 compare ton-mpg for small, midsize, and large cars, wagons, vans, SUVs, and pickups. Small, midsize, and large cars cannot be readily distinguished by their ton-mpg trend which has remained in a narrow range that has increased at a relatively consistent rate. The same can be said of small and midsize wagons, but large wagons, which have not been produced since 1996, achieved significantly higher ton-mpg than their smaller counterparts between 1980 and 1986.

Ton-MPG
Cars

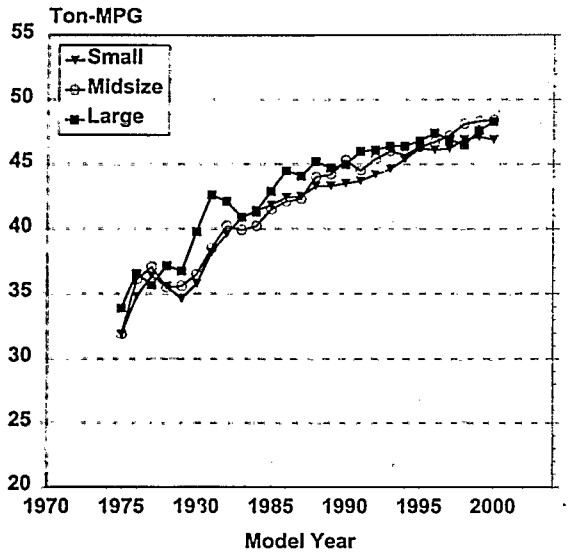

Figure 32

Ton-MPG
Wagons

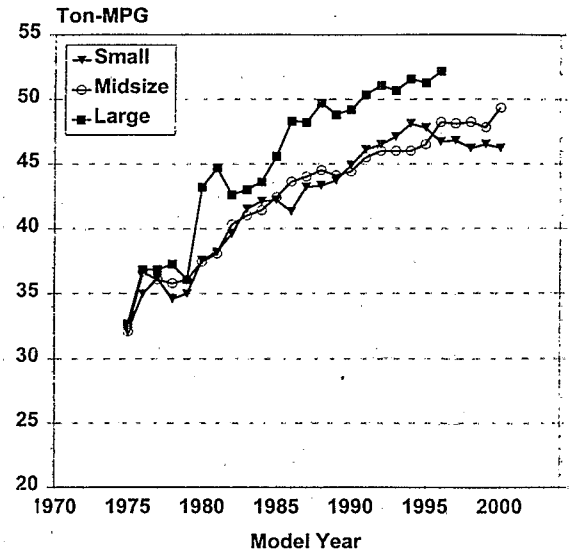

Figure 33

Ton-MPG
Vans

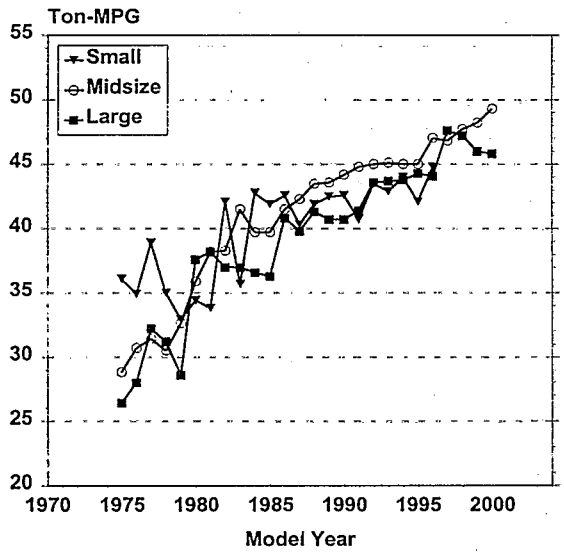

Figure 34

Ton-mpg for all three sizes of vans has also improved consistently, from a nominal 25 to 35 ton-mpg in 1975 to 45 to 50 this year. In 1975, small vans were about 10 ton-mpg higher than their midsize and large counterparts, but by the mid-1980's, this difference had narrowed considerably.

Conversely, since 1980, ton-mpg for large SUVs has been considerably higher than for midsize and small ones. In particular, between 1981 and 1982, the ton-mpg for large SUVs increased by 25%, because over half of them used diesel engines. While large SUV ton-mpg dropped a few years later when diesel popularity waned, it has remained about five ton-mpg higher than that for the two smaller SUV sizes.

A similar trend is noticeable for small pickups for 1981 and 1982, when, as previously mentioned, about 20% of them used diesel engines. Since then, however, small, midsize, and large pickups have had virtually indistinguishable ton-mpg.

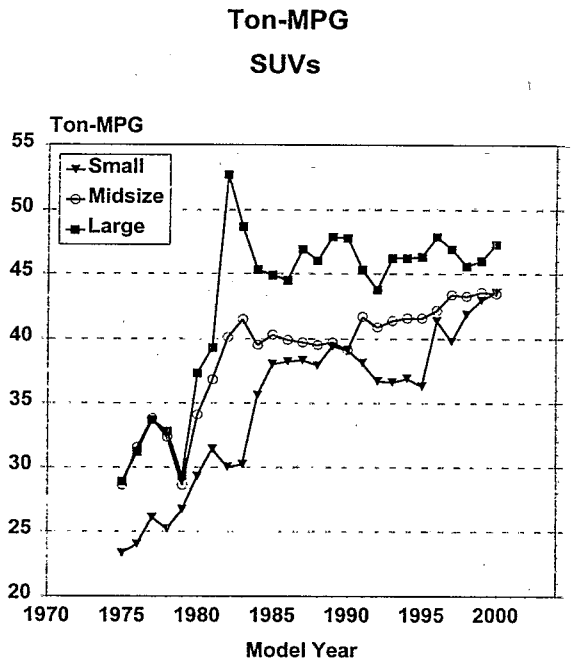

Figure 35

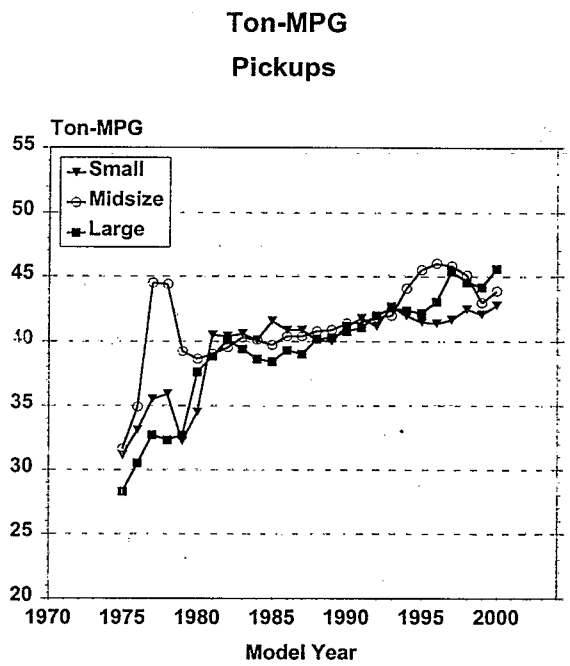

Figure 36

Table 9 compares technology usage for MY2000 by vehicle type and size. For this table, the car classes remain separated into Cars and Station Wagons so that the table stratifies light-duty vehicles into a total of 15 vehicle types and sizes. Note that small vans and large wagons are not represented in this table, because none have been produced since 1996.

Front-wheel drive is used heavily in all of the car and wagon size classes, and nearly 90% of midsize vans now use it. By comparison, none of this year's pickups will have front-wheel drive, and very little use of it is found in large vans or any of the SUVs. Conversely, four-wheel drive is used heavily in SUVs, pickups, and wagons, but very little use of it is made in vans and cars.

Large vehicles make greater use of automatic/lockup transmissions than their midsize or small counterparts. The opposite holds for usage of four-valve engines, with small and midsize vehicles making greater use of this technology than large ones. Domestic vehicles dominate all the midsize and large vehicle types except midsize wagons; imports dominate all of the small vehicles.

Table 9 MY2000 Technology Usage by Vehicle Type and Size (Percent of Vehicle Type/Strata)

	Vehicle	Vehicle Type				
Variable	Size	Car	Wagon	Van	SUV	Pickup
Front Wheel Drive	Small	85	60	--	6	0
	Midsize	92	46	88	2	0
	Large	78	--	1	0	0
Four Wheel Drive	Small	2	26	--	69	36
	Midsize	1	52	4	72	26
	Large	0	--	0	73	42
Manual Transmission	Small	26	27	--	45	63
	Midsize	5	14	0	6	40
	Large	0	--	0	0	8
Four Valves Per Cylinder	Small	61	85	--	60	82
	Midsize	69	70	24	25	0
	Large	37	--	0	10	5
Domestic	Small	42	16	--	21	0
	Midsize	38	27	73	69	100
	Large	90	--	99	89	95

IV. Technology Trends

Vehicle technologies studied in this report include usage of front-, rear-, and four-wheel drive transmissions and engines. Appendix D gives data stratified by vehicle type, Appendixes H, I, and J give additional data stratified by vehicle type, by transmission type and number of gears, by number of engine cylinders, and by number of valves per cylinder, respectively.

In Figures 37 to 40, the differences and changes in drivetrain configuration between cars, vans, SUVs, and pickup trucks are apparent. Prior to 1978, less than 10% of cars used front-wheel drive with almost all of the remainder rear drive. Since 1988, more than 80% of cars have used front-wheel drive. Rear-wheel drive accounted for nearly 95% of the 1975 cars; by 1984, its sales fraction dropped below 50%; for the past five years, it has stayed below 15%. For all of the years shown, four-wheel drive has been used in only a few percent of the cars.

Drivetrain usage for vans has also changed substantially. Prior to 1983, virtually all vans used rear drive. Starting with the introduction of the Chrysler minivans in 1984, front drive usage in vans increased to above 20% that year, then reached a nominal 50% in 1993, and has been over 75% for the past three years. With few exceptions (e.g., 1991) four-wheel drive usage in vans has remained relatively small, i.e., less than 5%.

Through 1990, 80% or more of the SUVs have used four-wheel drive, but rear-drive usage in SUVs has since increased from 10 to 15% to over 25%. For the past five years, front drive has been used in a limited number of imported SUVs. Similarly, front drive has been rarely used in pickup trucks with the main exception occurring in the early 1980's. Four-wheel drive usage in pickups has, however, essentially doubled from about 12 to 20% in 1975 to 1977 to about 35 to 40% the past four years.

Two important changes in transmission design have occurred: the addition of a gear for both automatic and manual transmissions and, for the automatics, conversion to lockup (L3, L4, or L5) torque converter transmissions. Figures 41 to 44 indicate that the L4 transmission is currently the predominant transmission type for cars, vans, SUVs, and pickup trucks. Where manual transmissions are used, the 5-speed (M5) transmission now predominates. The increasing trend in ton-mpg discussed earlier can be attributed to better vehicle design, including more efficient engines, better transmission design, and better and better matching of the engine and transmission.

Front, Rear and Four Wheel Drive Usage
Cars

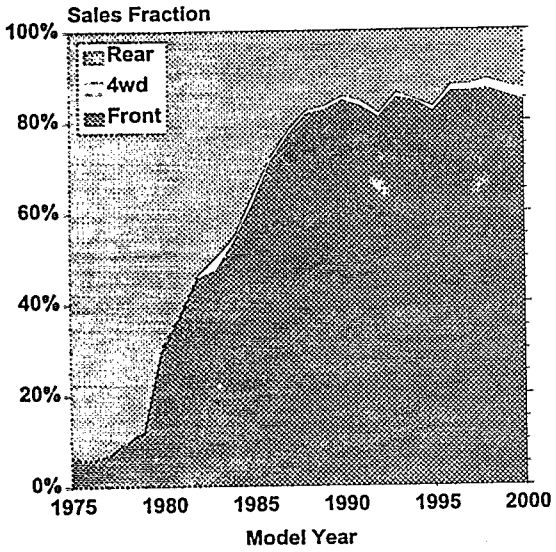

Figure 37

Front, Rear and Four Wheel Drive Usage
Vans

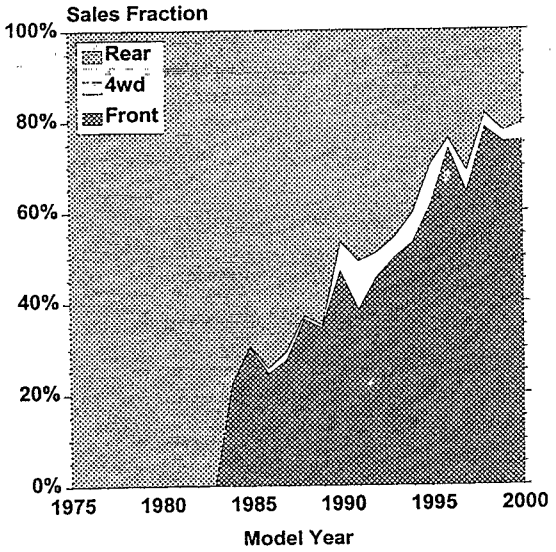

Figure 38

Front, Rear and Four Wheel Drive Usage
SUVs

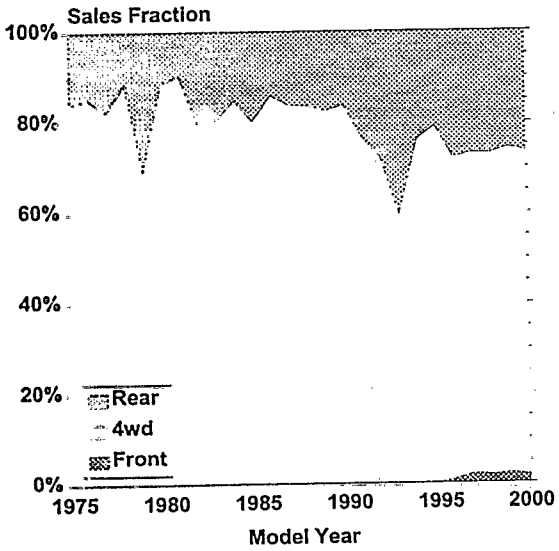

Figure 39

Front, Rear and Four Wheel Drive Usage
Pickups

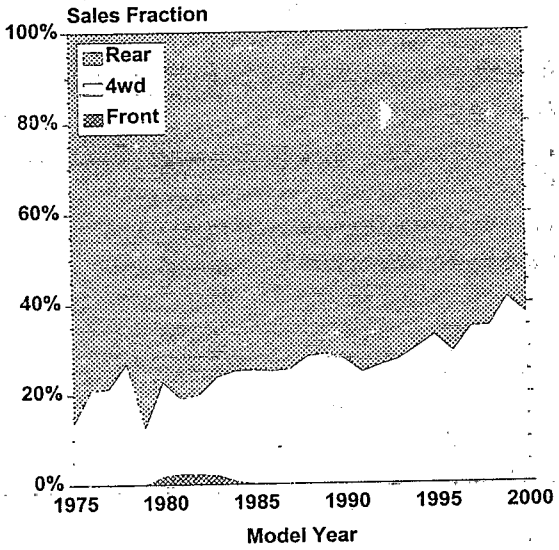

Figure 40

Transmission Sales Fraction
Cars

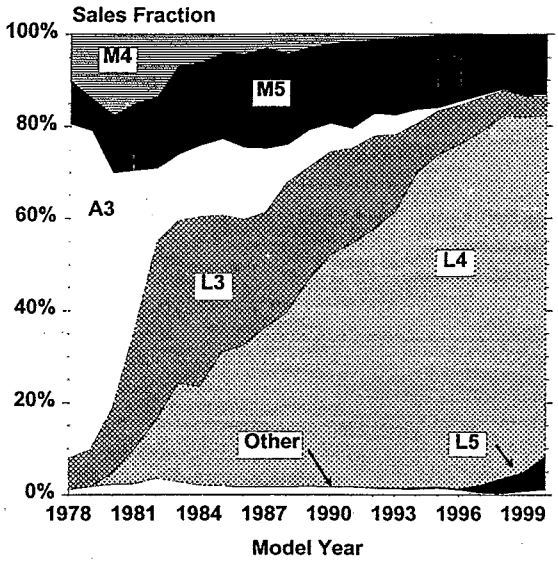

Figure 41

Transmission Sales Fraction
Vans

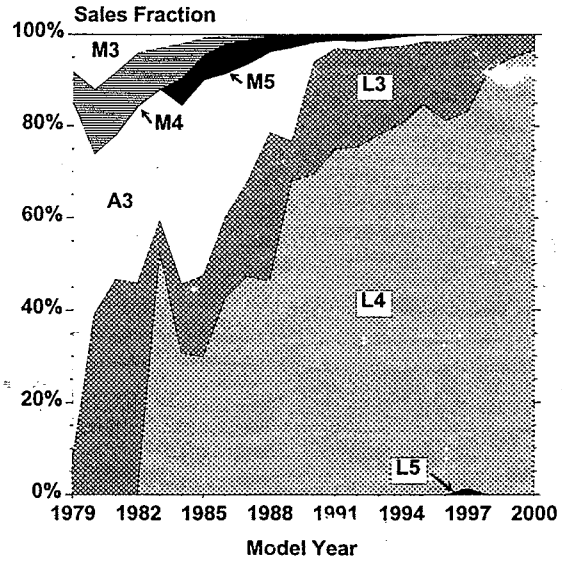

Figure 42

Transmission Sales Fraction
SUVs

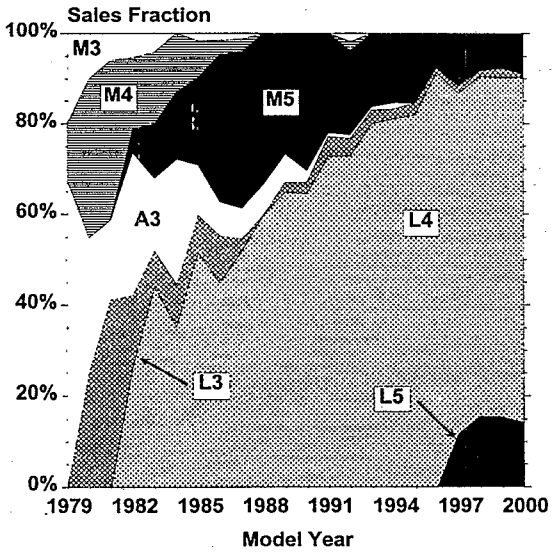

Figure 43

Transmission Sales Fraction
Pickups

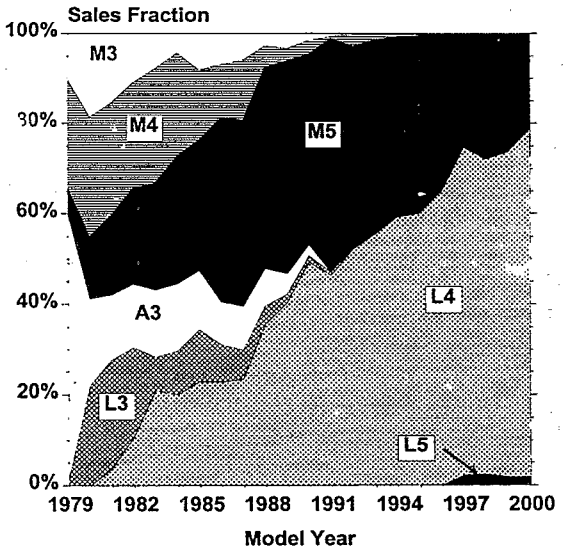

Figure 44

Manual transmission usage peaked slightly above 30% for cars in 1980 and has been below 15% since 1996. Vans have not used manual transmission for five years, compared to a usage rate of 20 to 25% two decades ago. Similarly, manual transmission usage for SUVs has dropped from above 40% in 1975 to less than 10% the past three years. Manual transmission usage for pickups peaked at nearly 60% in 1987 and is now below 25%.

Powertrains are matched to the load better when the engine operates closer to its best efficiency point more of the time. For many conventional engines, this point is approximately 2000 RPM and 2/3 of the maximum torque at that speed. One way to make the engine operate more closely to its best efficiency point is to increase the number of gears in the transmission and, for automatic transmissions, using a lockup torque converter. Figure 45 indicates that, for cars, ton-mpg improves when more transmission gears are added and lockup torque converters used. Typically, ton-mpg improves by about 10% with the addition of a gear and a lockup torque converter. Use of the L5 transmission, which in cars achieves about the same ton-mpg as the M5 does, is beginning to increase and is approaching 10% of the market.

Car Ton-MPG

By Transmission and Number of Gears

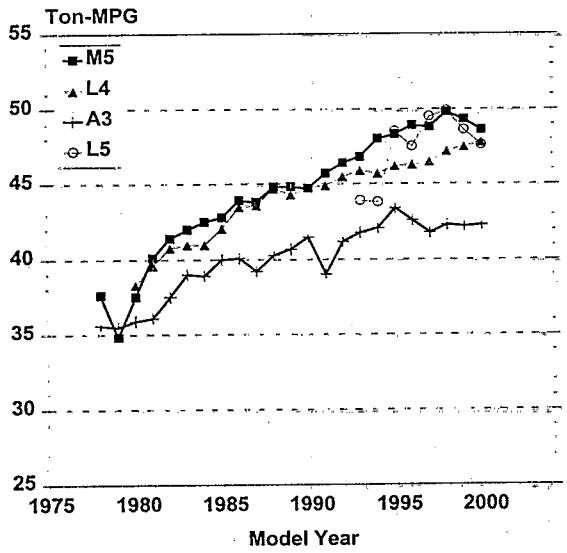

Figure 45

Table 10 compares the improvement in ton-mpg by transmission and vehicle type that occurred between 1988, the peak year for passenger car fuel economy, and this year. For every strata for which the equivalent vehicle type used the same transmission type in both years shown in the table, ton-mpg will be higher this year, than it was in 1988. In addition, usage of L5 transmissions has been increasing in recent years, particularly for cars and SUVs. For model year 2000, cars and SUVs equipped with L5 transmissions will achieve about the same ton-mpg as their M5-equipped counterparts. Similarly, for all four vehicle types, MY2000 vehicles with L4 transmissions achieve the same or better ton-mpg this year than any of the corresponding vehicles did in 1988.

Table 10 **Improvement in Ton-mpg by Transmission and Vehicle Type**

	Car		Van		SUV		Pickup	
Trans	2000	1988	2000	1988	2000	1988	2000	1988
M3	--	--	--	--	--	40	--	40
M4	--	44	--	40	--	45	--	39
M5	49	45	--	45	43	39	46	42
A3	42	40	--	41	--	35	--	38
A4	45	40	--	--	--	35	39	39
L3	45	43	48	44	38	40	--	37
L4	48	45	49	43	45	40	45	40
L5	48	--	--	--	45	--	40	--

Figures 46 to 49 compare the trends since 1975 for horsepower (HP), displacement (CID), and specific power or horsepower per cubic inch (HP/CID) for passenger cars, vans, SUVs, and pickups. In all four cases, significant CID reductions occurred in the late 1970's and early 1980's. Since 1985, however, engine displacement has continued to decrease for cars and vans, but not for SUVs and pickups. For all four vehicle types, average horsepower has increased substantially (i.e., 40 to 80%) since 1981. Light-duty vehicle engines, thus, have also improved in HP/CID, with engines used in passenger cars improving at a faster rate than truck engines. In fact, for the past two years, car engines have averaged at least 1.0 HP/CID, compared to 0.85, 0.79, and 0.84, respectively, for vans, SUVs, and pickups this year.

Car Horsepower, CID and Horsepower per CID

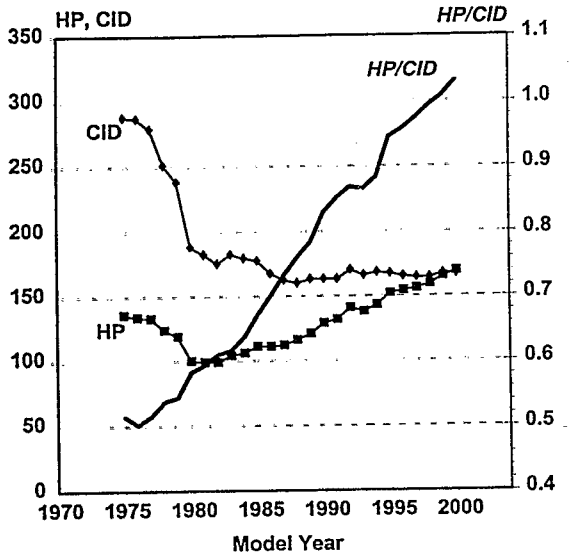

Figure 46

Van Horsepower, CID and Horsepower per CID

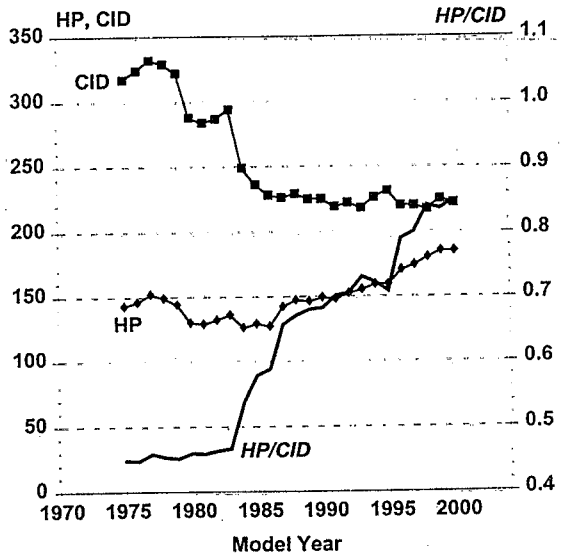

Figure 47

SUV Horsepower, CID and Horsepower per CID

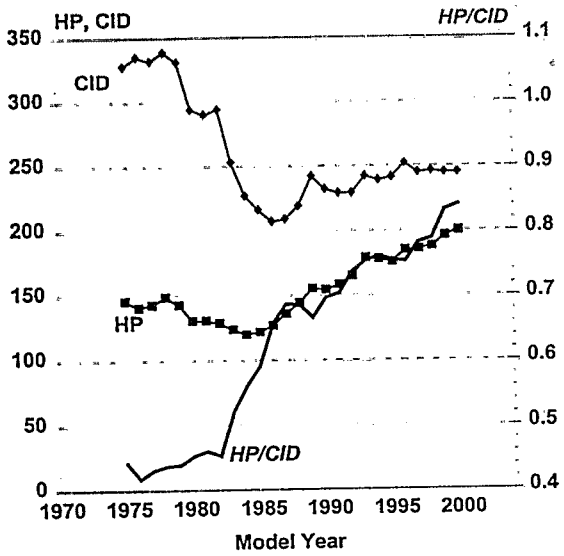

Figure 48

Pickup Horsepower, CID and Horsepower per CID

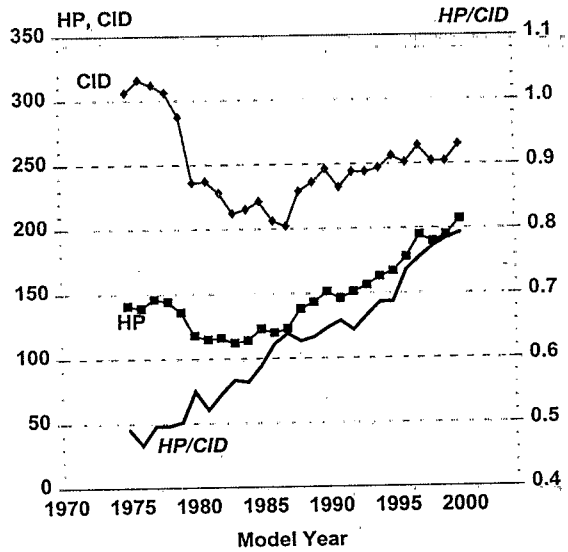

Figure 49

As shown in Table 11, for model year 2000 depending on the vehicle type, truck engines average about 10 to 20% more horsepower but require 33 to 60% greater displacement, compared to the average passenger car engine because of the differences in specific power.

Table 11 **MY2000 Engine Characteristics by Vehicle Type**

Vehicle Type	HP	CID	HP/ CID	Percent 4 Valve
Car	169	167	1.03	60%
Van	185	222	.85	20%
SUV	200	245	.84	25%
Pickup	207	265	.79	11%

Figures 50 to 53 show cubic-inch displacement (CID) by number of cylinders for cars, vans, SUVs, and pickup trucks. For all four vehicle types, displacement of eight-cylinder engines decreased in the late 1970's. For example, eight-cylinder car engine CID decreased about 20% between 1975 and 1985, i.e., from 376 to 296 CID. Similarly, six-cylinder car engines decreased from 225 CID in 1975 to 200 in 1986 and 192 this year. Conversely, four-cylinder passenger engine displacement increased from 112 CID in 1975 to 120 CID in 1985 and to 124 CID this year. The trend in CID for four- and six-cylinder engines used in vans is very similar to that for cars. In both cases, CID for six-cylinder engines has decreased while that for four-cylinder engines has increased from a nominal 110 CID to about 125 CID.

The CID trend for six-cylinder engines used in SUVs and pickups shows a significant decrease in the early 1980's when comparatively small (i.e., 3-liter) V-6 engines achieved a relatively high sales fraction. Since then, CID for six-cylinder engines used in both vehicle types has increased but is still below what it was in the late 1970's. Four-cylinder engines used in pickups show an increasing trend in CID similar to that for cars.

Figures 54 to 57 indicate that horsepower has increased substantially for four-, six-, and eight-cylinder engines for all four vehicle types. As shown in Table 12, eight-cylinder car

Displacement by Number of Cylinders
Cars

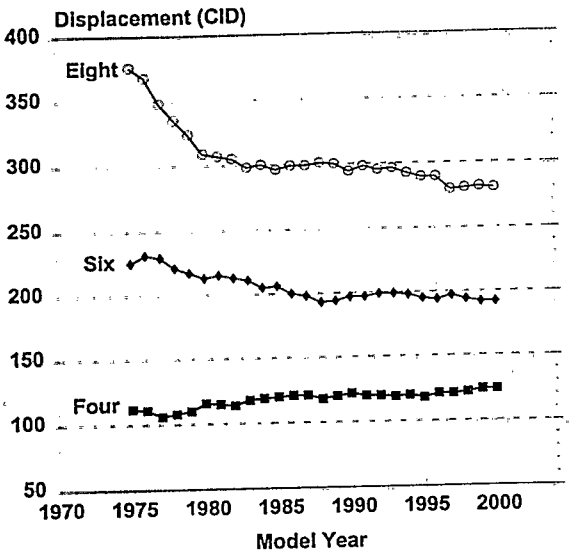

Figure 50

Displacement by Number of Cylinders
Vans

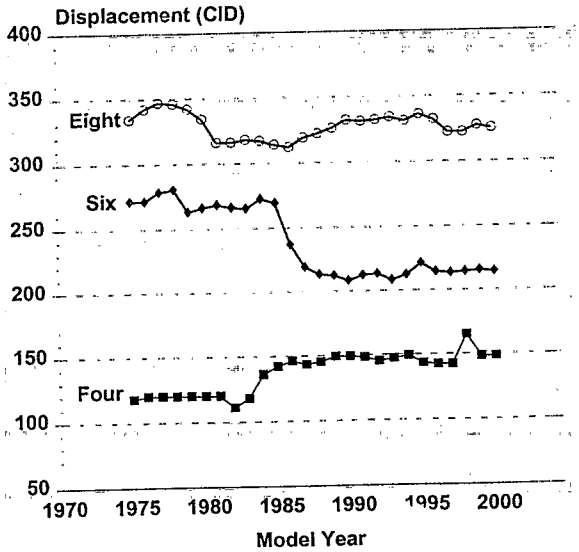

Figure 51

Displacement by Number of Cylinders
SUVs

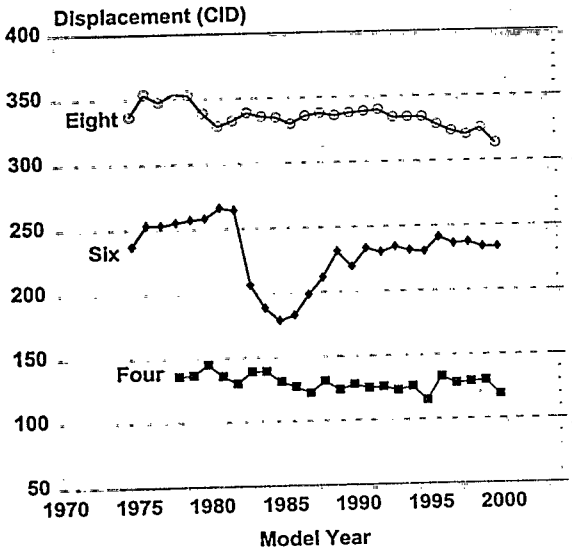

Figure 52

Displacement by Number of Cylinders
Pickups

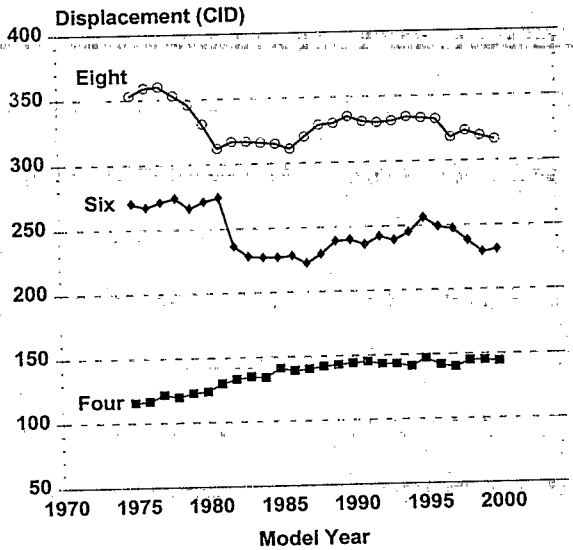

Figure 53

Horsepower by Number of Cylinders
Cars

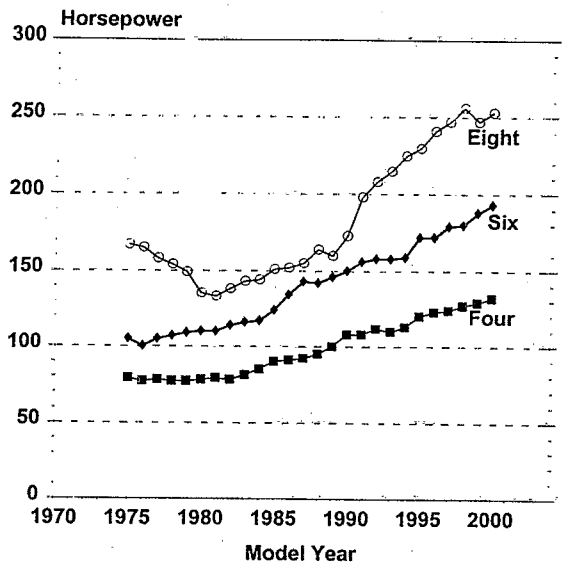

Figure 54

Horsepower by Number of Cylinders
Vans

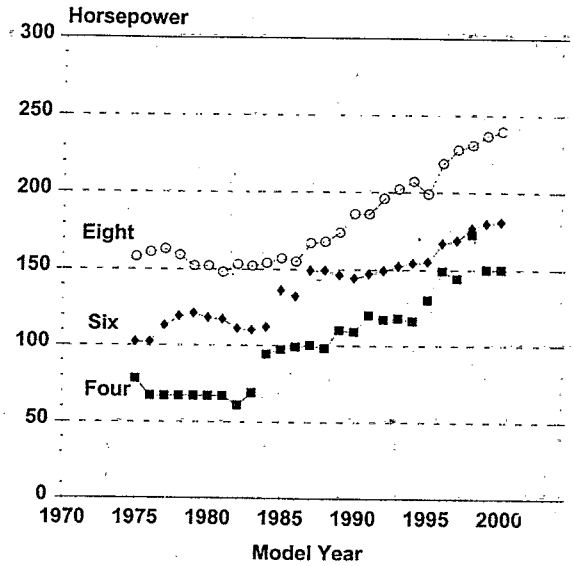

Figure 55

Horsepower by Number of Cylinders
SUVs

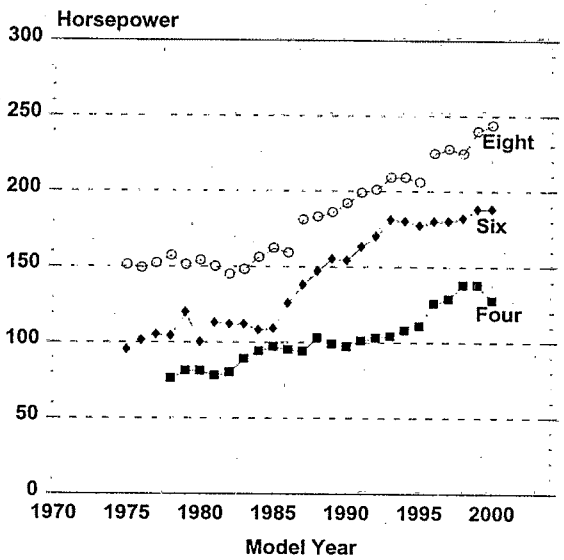

Figure 56

Horsepower by Number of Cylinders
Pickups

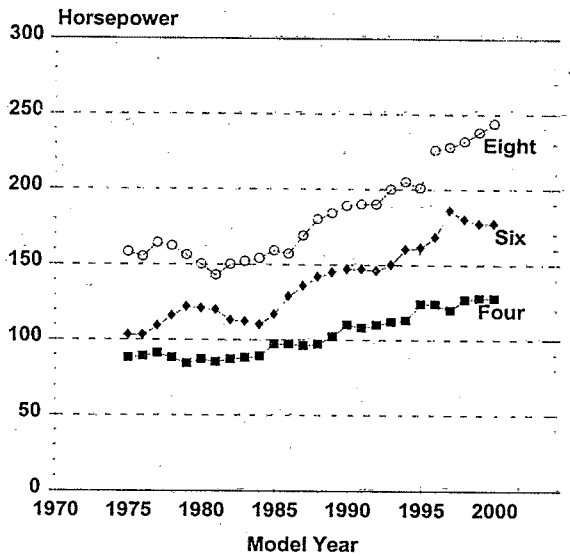

Figure 57

engines, for example, now attain 253 HP, compared to 164 HP in 1988. This represents an increase of over 50%. For all vehicle types, four-cylinder engines have higher horsepower this year than the equivalent six-cylinder engines did through the 1980's. Similarly, in all four cases, this year's six-cylinder engines have higher horsepower than comparable eight-cylinder engines through the late 1980's.

Table 12 compares CID, HP, and HP/CID by vehicle type and number of cylinders for model years 1988 and 2000. Since 1988, changes in engine size have been relatively small for all strata shown in the table, particularly when compared to the changes in horsepower that have taken place with specific power improvements related to the use of port fuel injection and multivalve engines accounting for the difference. Four-cylinder engines used in cars, vans, and SUVs have exceeded the one HP per CID level for several years, but the same cannot be said of pickup trucks.

At the number-of-cylinders level of stratification, model year 2000 cars achieve higher specific power than SUVs, vans, and pickup trucks with one minor exception: four-cylinder SUVs. Similarly, this year's pickup truck engines achieve lower specific power than their counterparts used in vans, SUVs, and cars.

Table 12 Improvement in Horsepower and Specific Power by Vehicle Type and Number of Cylinders

Vehicle Type	Cyl.	CID 1988	CID 2000	Percent Change	HP 1988	HP 2000	Percent Change	HP/CID 1988	HP/CID 2000	Percent Change
Car	4	118	124	5%	95	132	39%	.805	1.071	33%
	6	193	192	-1%	142	192	35%	.744	1.018	37%
	8	301	280	-7%	164	253	54%	.544	.907	67%
Van	4	145	148	2%	98	150	53%	.678	1.014	50%
	6	213	214	0%	149	181	21%	.722	.856	19%
	8	322	325	1%	168	240	43%	.520	.742	43%
SUV	4	122	130	7%	94	138	47%	.773	1.073	39%
	6	211	233	10%	147	188	28%	.706	.819	16%
	8	338	313	-7%	183	244	33%	.541	.783	45%
Pickup	4	142	144	1%	97	128	32%	.685	.894	31%
	6	229	231	1%	142	177	25%	.644	.772	20%
	8	329	316	-4%	180	244	36%	.544	.775	42%

Figures 58 to 61 compare sales fractions by four-, six- and eight-cylinder engines for cars, vans, SUVs, and pickup trucks. For purposes of this analysis, two-, three-, five-, ten-, and twelve-cylinder car engines are combined into a category labeled 'other.' Even on a combined basis, these 'other' engines have accounted for a very small percentage of the vehicles built each year since 1975.

The sales fraction for eight-cylinder engines has dropped for cars from nearly 60% in 1975, to about 20% in 1981, to about the 10% level in 1990 where it has remained. During the mid-1980's, similar decreases in eight-cylinder engine usage occurred for van, SUV, and pickup truck engines. Since then, eight-cylinder engine usage in vans continued to decrease, but increases have occurred for SUVs and pickups which have increased their usage of eight-cylinder engines from about 20% in 1987 to over 50% this year. In addition, four-cylinder engine usage in vans peaked at about 40% in 1985 but has dropped substantially since then.

The sales fraction of six-cylinder car engines remained within a relatively narrow range (i.e., about 18, plus or minus 2%) between 1975 and 1979. Since then, their sales fraction has more than doubled and is projected to be above 40% this year. From 1975 to 1992, a similar trend occurred for usage of six-cylinder engines in all three types of truck engines. Since then, however, usage of these engines has continued to increase for vans, but it has decreased for SUVs and pickups. Six-cylinder engines currently account for about a third, half, and a fourth, respectively, of this year's vans, SUVs, and pickups.

Passenger car engines have high values of HP per CID, because not only is HP per CID improving, but also the fraction of higher specific-power engines is increasing. Figures 62 to 65 show HP/CID for engines with 2-, 3-, and 4-valve-per-cylinder cylinder-head configurations for cars, vans, SUVs, and pickups. Figures 66 to 69 show the market share by number of valves per cylinder by vehicle type.

The use of four valves per cylinder in passenger car engines grew rapidly between 1987 and 1995, but its rate of growth has been much slower since then. The market share of 4-valve-per-cylinder passenger car engines has been at about the 60% mark for the past three years. The introduction and use of four-valve engines for SUVs, vans, and pickup trucks has trailed that of cars in that order. Almost 90% of all pickup truck engines still have two valves per cylinder, as do about 80% of the vans and 70% of the SUVs compared to 35% of the cars.

Sales Fraction by Number of Cylinders
Cars

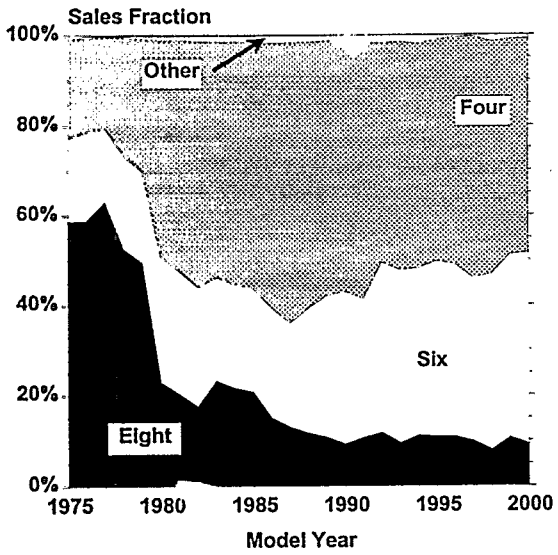

Figure 58

Sales Fraction by Number of Cylinders
Vans

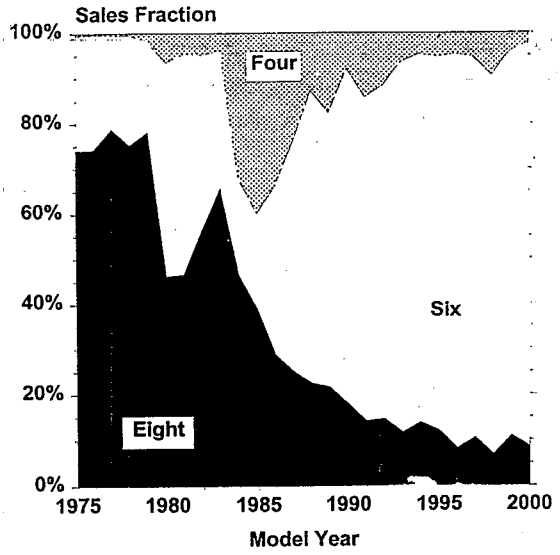

Figure 59

Sales Fraction by Number of Cylinders
SUVs

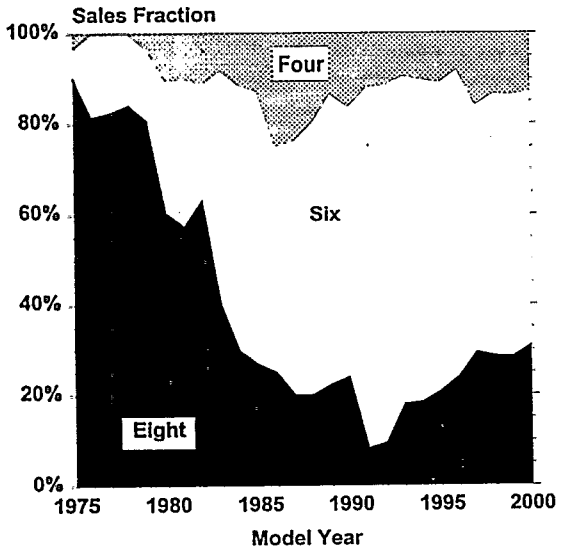

Figure 60

Sales Fraction by Number of Cylinders
Pickups

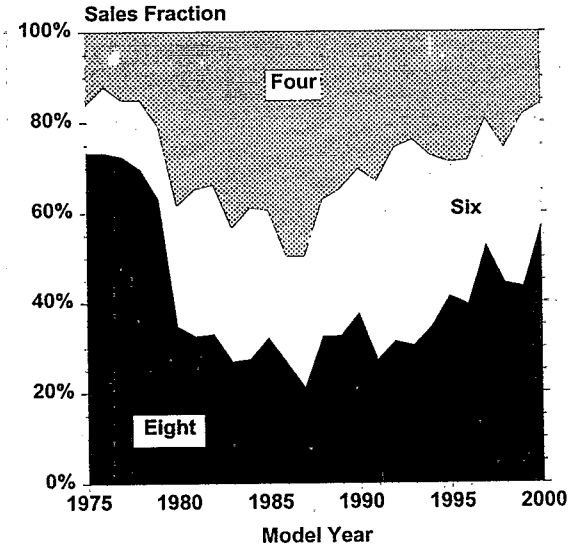

Figure 61

HP/CID by Number of Valves Per Cylinder
Cars

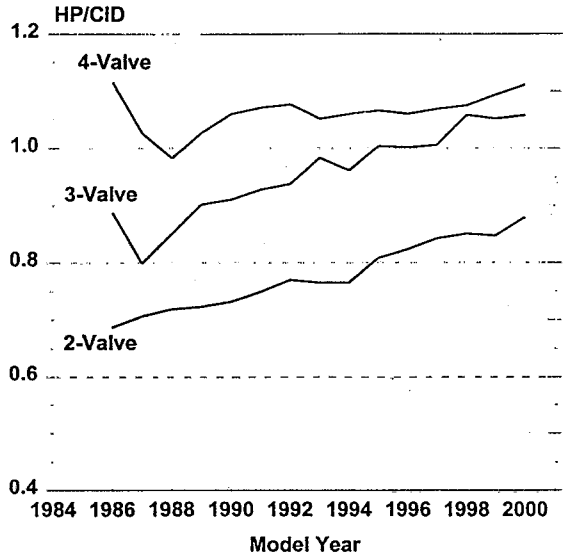

Figure 62

HP/CID by Number of Valves Per Cylinder
Vans

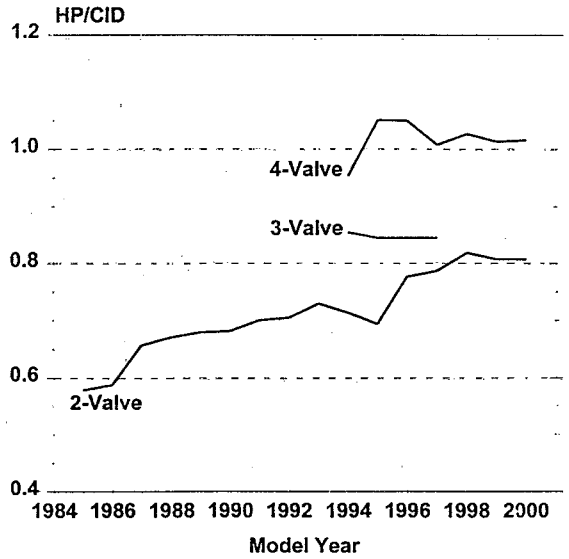

Figure 63

HP/CID by Number of Valves Per Cylinder
SUVs

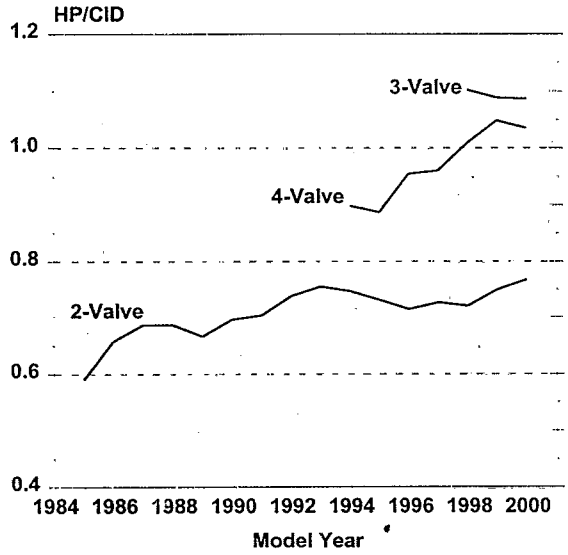

Figure 64

HP/CID by Number of Valves Per Cylinder
Pickups

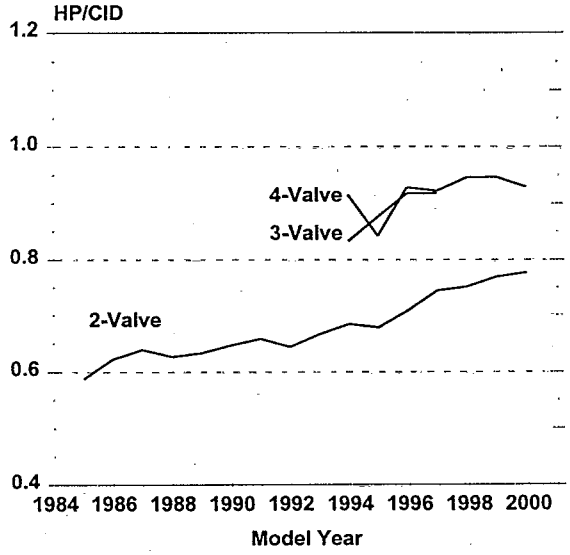

Figure 65

Number of Valves per Cylinder
Cars

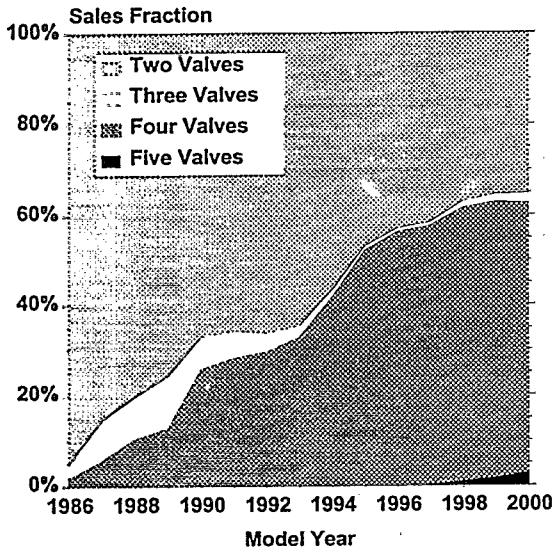

Figure 66

Number of Valves per Cylinder
Vans

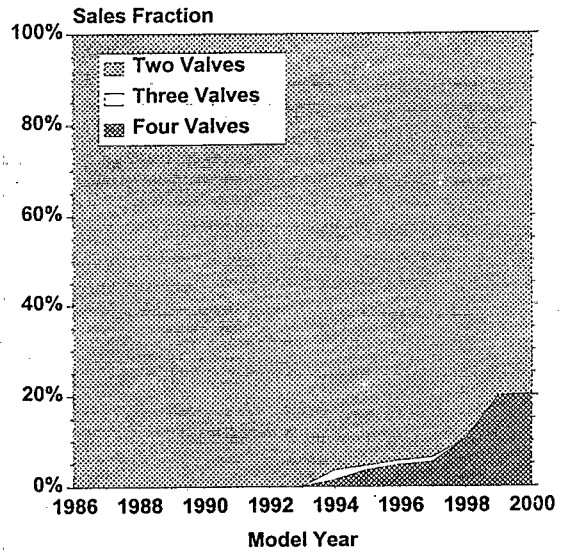

Figure 67

Number of Valves per Cylinder
SUVs

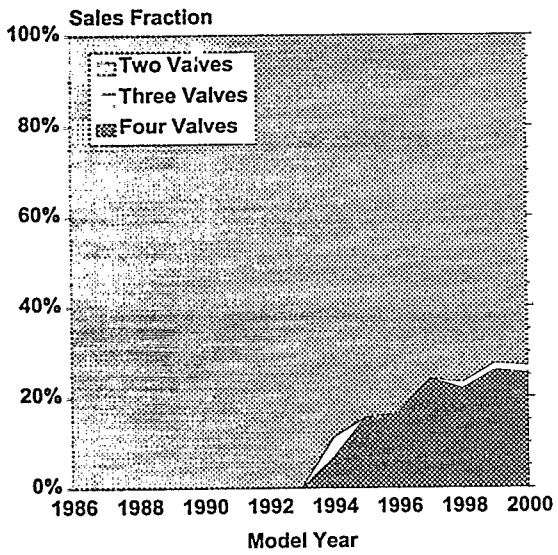

Figure 68

Number of Valves per Cylinder
Pickups

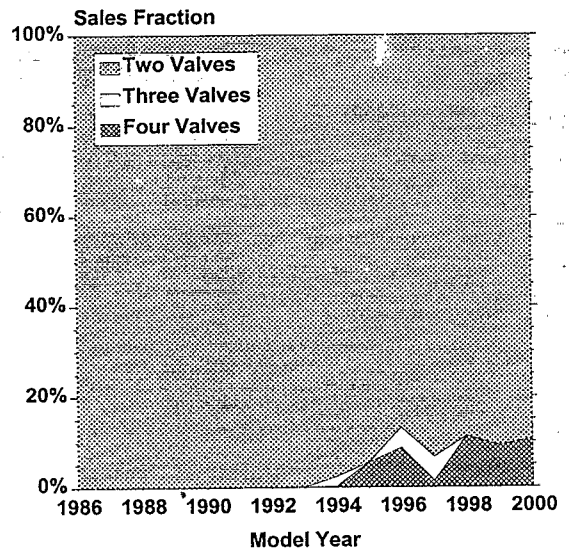

Figure 69

Figure 70 compares penetration rates for five passenger car technologies, namely port fuel injection (Port FI), front-wheel drive (FWD), four valves per cylinder (4-Valve) and four- and five-speed lockup transmissions (L4 and L5). This figure indicates that it may take a decade for a technology to prove itself and attain a sales fraction of 40 to 50% and as long as another five or ten years to reach maximum market penetration. With the recent introduction of the L5 transmission type, the sales fraction of L4 transmissions appears to have reached its maximum and started a declining trend.

A similar comparison of three technologies whose sales fraction peaked out at about 40% or less is shown in Figure 71. This figure shows that it may also take a number of years for technologies such as 3-valve-per-cylinder engines (3-valve) throttle body fuel injection (TBI), and lockup 3-speed (L3) transmissions to reach their maximum sales fraction, and even then use of these technologies may continue for a decade or longer.

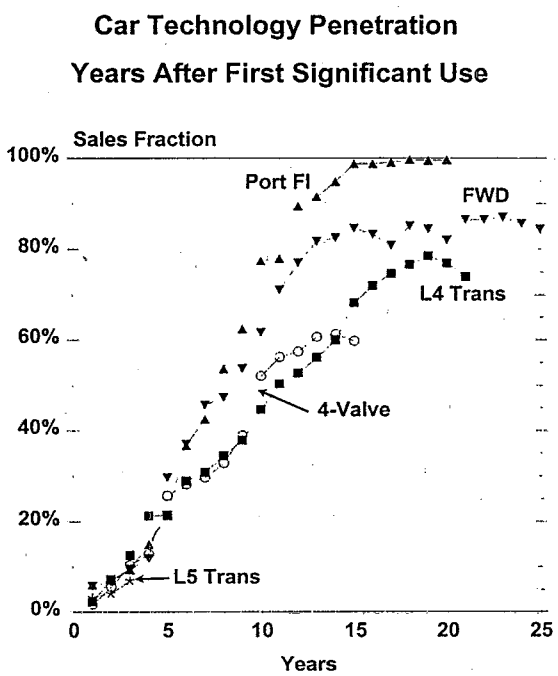

Figure 70

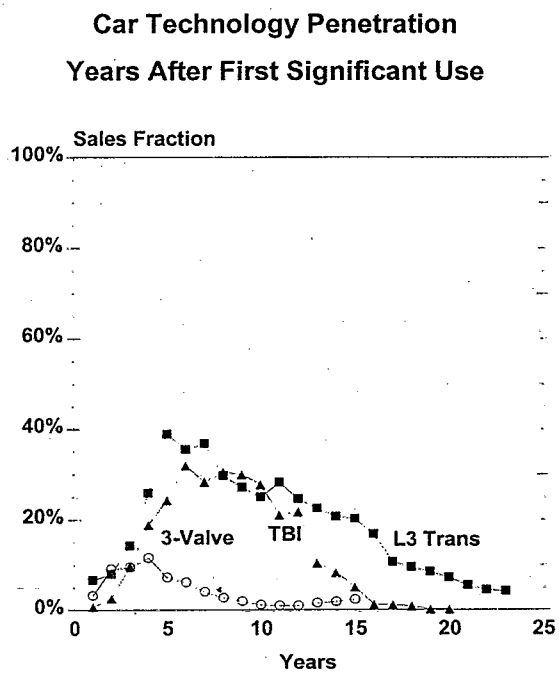

Figure 71

V. Trends by Market Segment

Figures 72 and 73 show that domestic trucks and Asian cars have achieved the largest growth in both sales and sales fraction since 1975 with much of this growth coming at the expense of domestic cars. Since 1975, the market share of domestic cars dropped by nearly 40%. In 1975, roughly two-thirds of all light-duty vehicles were domestic cars, compared to only a fourth this year. Half (see Table 13) of the decrease in domestic car sales fraction occurred between 1975 and 1988. For MY2000, the market shares of domestic trucks (i.e., vans, SUVs, and pickups combined) and also imported cars will both exceed that of domestic cars.

Table 13 Sales Fraction of 1975, 1998, and 2000 Light-Duty Vehicles by Market Segment

	Sales (000)			Market Share			Market Share Change From:		
Market Segment	1975	1988	2000	1975	1988	2000	1975 To 2000	1975 To 1988	1988 To 2000
Domestic Car	6718	6574	4263	.657	.430	.266	-.391	-.227	-.164
European Car	673	675	1204	.066	.044	.075	.009	-.022	.031
Asian Car	846	3487	3166	.083	.228	.198	.115	.145	-.030
All Cars	8237	10736	8633	.806	.702	.539	-.267	-.104	-.163
Domestic Van	455	1077	1128	.045	.070	.070	.026	.026	.000
Imported Van	2	55	342	.000	.004	.021	.021	.003	.018
All Vans	457	1132	1470	.045	.074	.092	.047	.029	.018
Domestic SUV	181	729	2209	.018	.048	.138	.120	.030	.090
Imported SUV	6	239	1012	.001	.016	.063	.063	.015	.048
All SUVs	187	968	3221	.018	.063	.201	.183	.045	.138
Domestic Pickup	1126	1889	2358	.110	.124	.147	.037	.013	.024
Imported Pickup	216	569	331	.021	.037	.021	.000	.016	-.017
All Pickups	1342	2458	2689	.131	.161	.168	.037	.029	.007
All Domestic Trucks	1762	3695	5695	.172	.242	.356	.183	.069	.114
All Imported Trucks	224	863	1685	.022	.056	.105	.083	.035	.049
All Trucks	1986	4558	7380	.194	.298	.461	.267	.104	.163
All Cars & Trucks	10223	15294	16013						

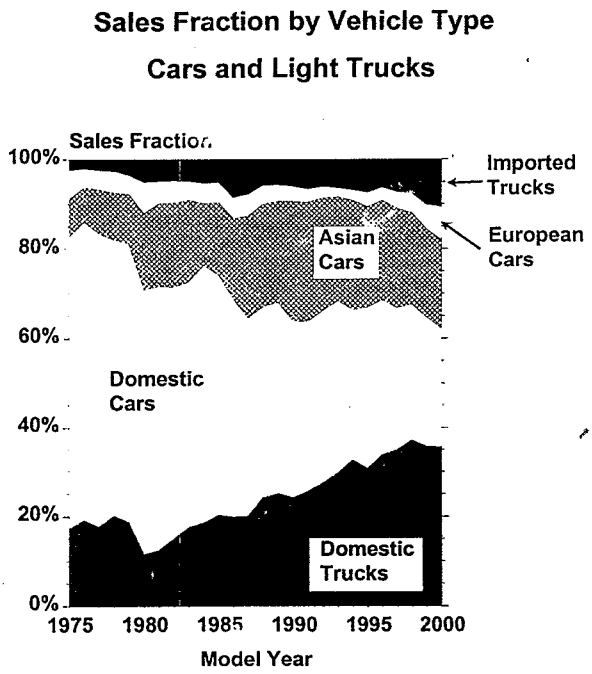

Figure 72

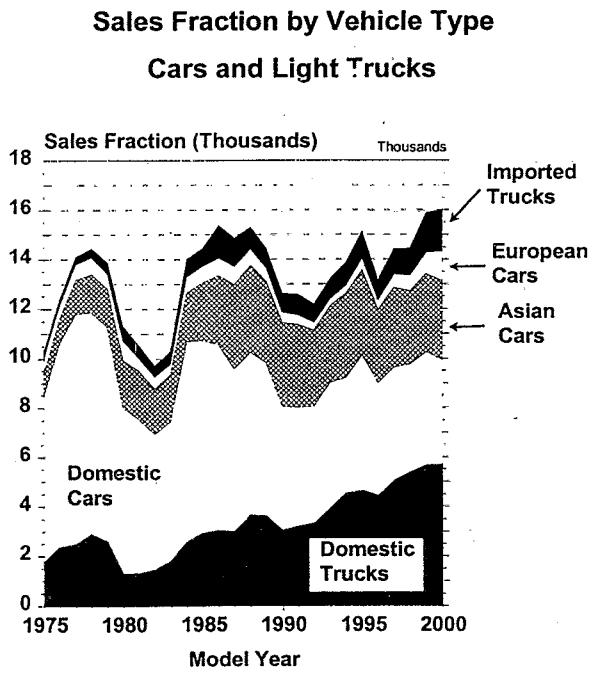

Figure 73

Figure 74 compares the relative sales fractions of domestic pickups, vans, SUVs, and cars. From 1975 to 1981, cars accounted for about 75 to 80% of the domestic vehicles, but their relative market share has been below 50% for the past four years. Vans, which accounted for about 5% of the domestic vehicles in 1975, reached a peak relative market share of about 14% in 1995 and have dropped slightly since then. The relative market share for domestic pickups has increased from about 13% in 1975 to nearly 25% the past two years. SUVs have experienced the largest increase in market share among domestic vehicles, and their sales fraction is now ten times what it was in 1975.

Conversely, Figure 75 shows that cars still account for nearly three-fourths of this year's imported vehicles compared to nearly 90% of 1975's. The relative sales fraction for imported pickups has decreased by over half from about 12% in 1975 to about 5% this year, while imported vans and SUVs have increased their relative sale fractions from a minuscule amount in 1975 to about 6% and 17%, respectively, this year.

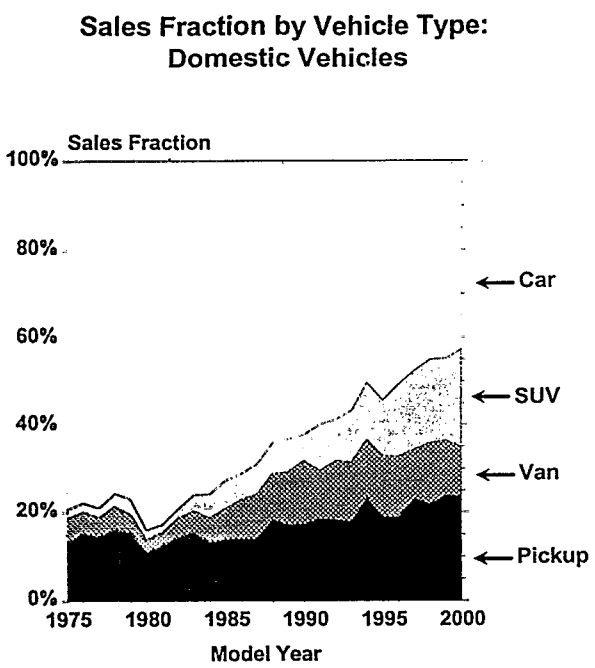

Figure 74

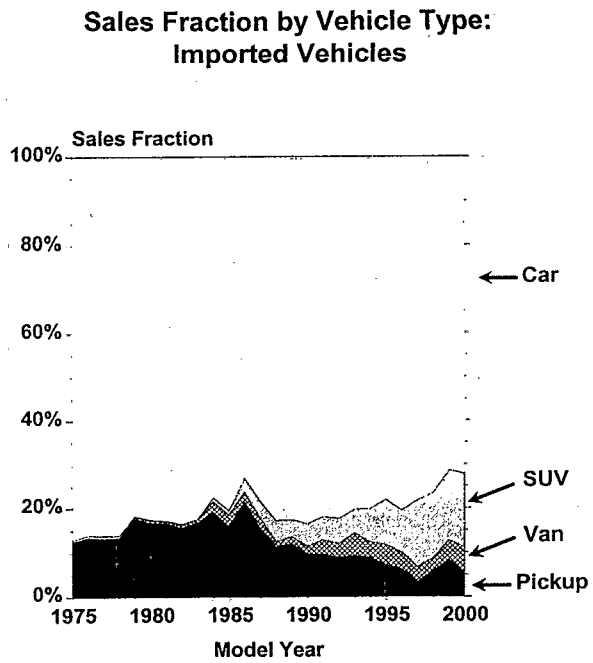

Figure 75

Figure 76 compares average mpg for domestic, European, and Asian cars. Similar data for domestic and imported vans, SUVs, and pickup trucks is shown in Figures 77 to 79. Asian cars have always had higher mpg than their domestic counterparts. Through 1985, European cars had higher mpg than domestic ones. Since 1986, however, domestics have achieved higher mpg than European cars. Average car mpg for all three of these car segments has changed very little since 1990, particularly when compared to the changes which occurred in the late 1970's and early 1980's. For example, Table 14 shows domestic car mpg increased over 12 mpg between 1975 and 1988 but has stayed between 26.6 and 27.4 mpg since then.

Fuel economy of European cars increased by 6 mpg between 1975 and 1981 when over a third of them had diesel engines and over two-thirds used manual transmissions. By 1988, European car use of diesel engines had dropped below 1%, and their manual transmission usage decreased by over 25%. Since 1988, European car fuel economy has ranged from 24.6 to 26.7 mpg. Asian cars have always had higher fuel economy than their domestic and European counterparts. Their fuel economy peaked at 32.9 mpg in 1986 and has remained at about 30 mpg since 1990.

Car MPG

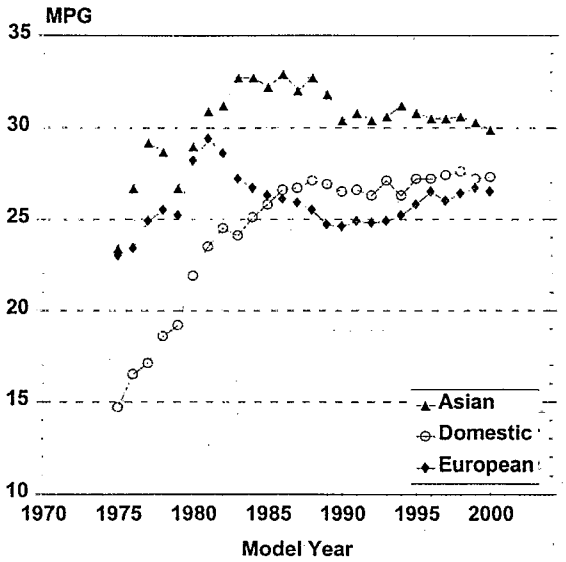

Figure 76

Van MPG

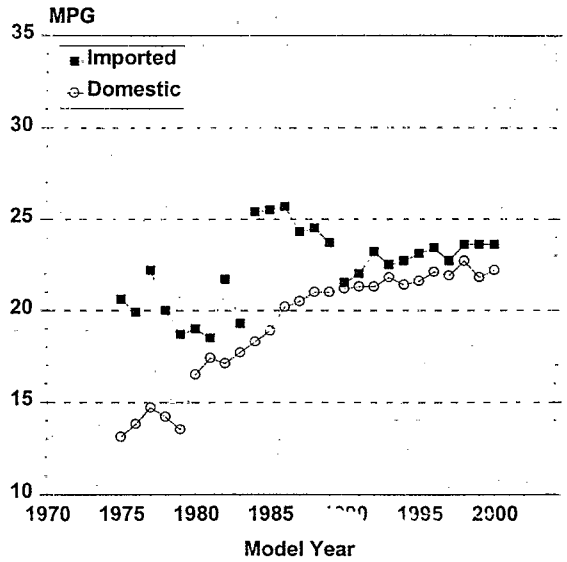

Figure 77

SUV MPG

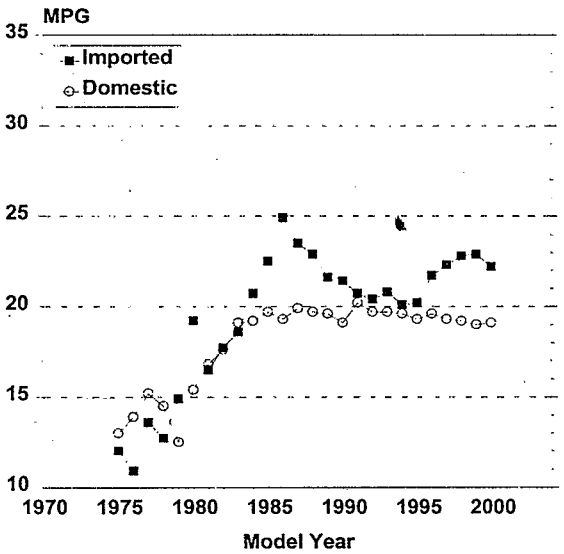

Figure 78

Pickup MPG

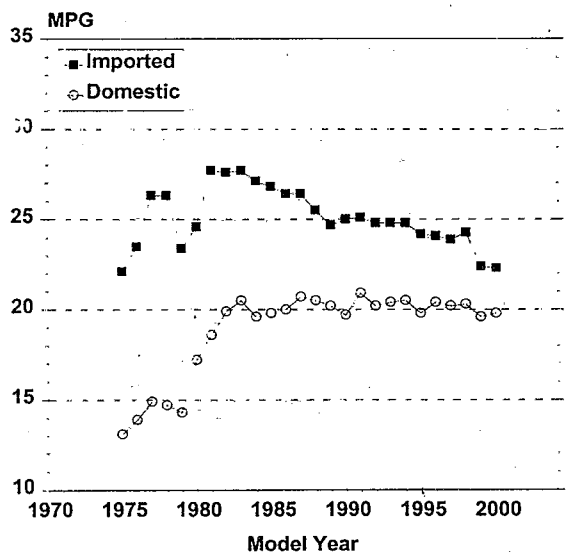

Figure 79

Table 14 Fuel Economy of MY1975, MY1988, and MY2000 Light-Duty Vehicles by Market Segment

Market Segment	Average Mpg			Percent Change From:		
	1975	1988	2000	1975 To 2000	1975 To 1988	1988 To 2000
Domestic Car	14.7	27.1	27.3	85.7%	84.4%	0.7%
European Car	23.0	25.5	26.5	15.2%	10.9%	3.9%
Asian Car	23.4	32.7	29.9	27.8%	39.7%	-8.6%
All Cars	15.8	28.6	28.1	77.8%	81.0%	-1.7%
Domestic Van	13.1	21.0	22.2	69.5%	61.8%	10.5%
Imported Van	20.6	24.5	23.6	14.6%	18.9%	-3.7%
All Vans	13.1	21.2	22.5	71.8%	61.8%	6.1%
Domestic SUV	13.0	19.7	19.1	46.9%	51.5%	-3.0%
Imported SUV	12.0	22.9	22.2	85.0%	90.8%	-3.1%
All SUVs	13.0	20.4	20.0	53.8%	56.9%	-2.0%
Domestic Pickup	13.1	20.5	19.8	51.1%	56.5%	-3.4%
Imported Pickup	22.1	25.5	22.3	.9%	15.4%	-12.5%
All Pickups	14.0	21.5	20.1	43.6%	53.6%	-6.5%
Domestic Truck	13.1	20.5	19.9	51.9%	56.5%	-2.9%
Imported Truck	21.6	24.7	22.5	4.2%	14.4%	-8.9%
All Trucks	13.7	21.2	20.5	49.6%	54.7%	-3.3%
All Cars & Trucks	15.3	25.9	24.0	56.9%	69.3%	-7.3%

The fuel economy trends for domestic vans, SUVs, and pickups are similar to that for domestic cars with fuel economy for all three of these market segments improving by 50 to 60% between 1975 and 1988 and changing relatively little since then. Since 1988, domestic vans have ranged from 21.0 to 22.7 mpg, domestic SUVs from 19.0 to 20.2 mpg, and domestic pickups from 19.6 to 20.9 mpg. Domestic vans, SUVs, and pickups have always had lower fuel economy than their imported counterparts. Imported vans, SUVs, and pickups all increased their fuel economy between 1975 and the mid 1980's but are lower now than they were then.

Car and Light Truck MPG

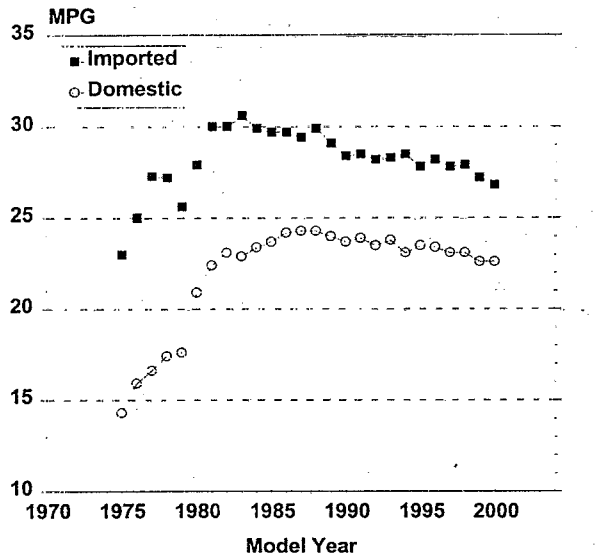

Figure 80

Car Interior Volume

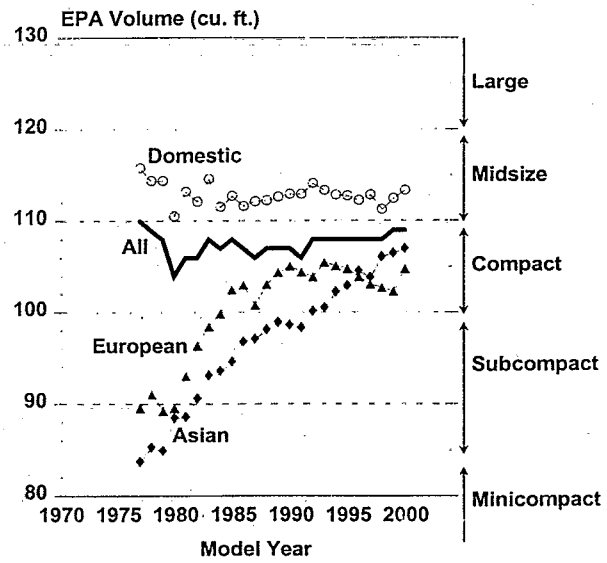

Figure 81

As shown in Figure 80, the gap between imported and domestic combined car and truck mpg has remained at about 5 or 6 mpg, compared to a much larger difference in 1974. On a combined car and truck basis, fuel economy for both domestic and imported vehicles has been declining since the mid-1980's.

Figure 81 compares interior volume for domestic, European, and Asian cars. Through 1980, interior volume for European cars remained below 90 cu. ft.; between then and 1989, it increased over 16% to about 105 cu. ft. where it has essentially remained. Asian cars, with just a couple of minor exceptions, have increased their interior volume every year since 1978. By comparison, domestic car interior volume has been relatively stable, as has the overall average for all passenger cars.

Vehicle performance, as measured by estimated 0-to-60 acceleration time, has changed at remarkably consistent rates for domestic, European, and Asian cars and also for both domestic and imported vans, pickups, and SUVs (see Figures 82 to 85). There is one exception: through 1983, imported vans had 0-to-60 times above 20 seconds compared to a nominal 15 seconds for the other vehicle types. This exception can be considered minor because a *combined* total of less than 75,000 imported vans were sold for all years between 1975 and 1983.

Car 0 to 60 Time

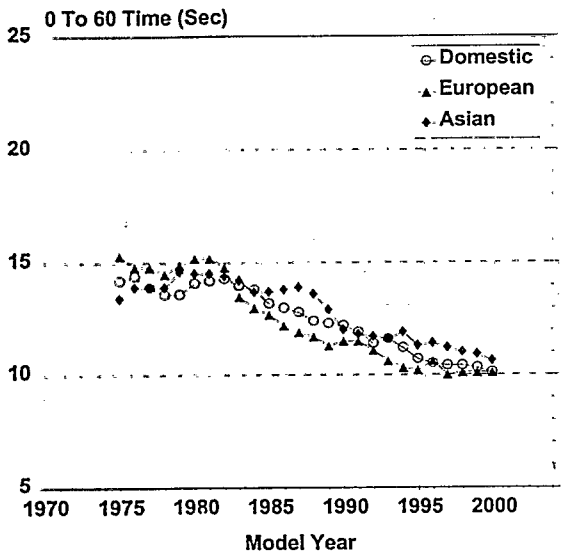

Figure 82

Van 0 to 60 Time

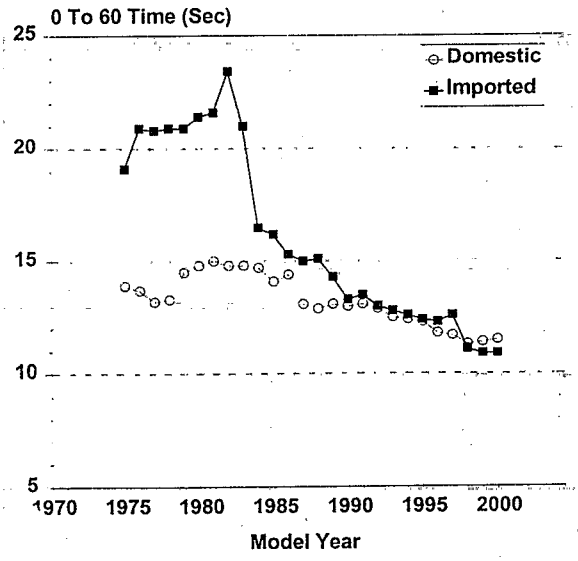

Figure 83

SUV 0 to 60 Time

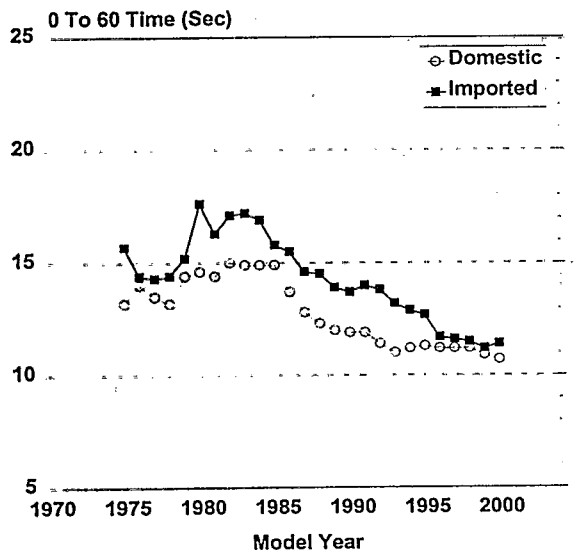

Figure 84

Pickup 0 to 60 Time

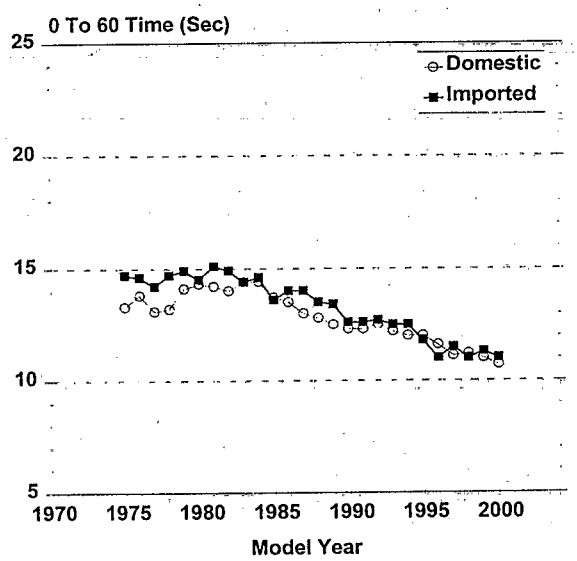

Figure 85

Car Inertia Weight

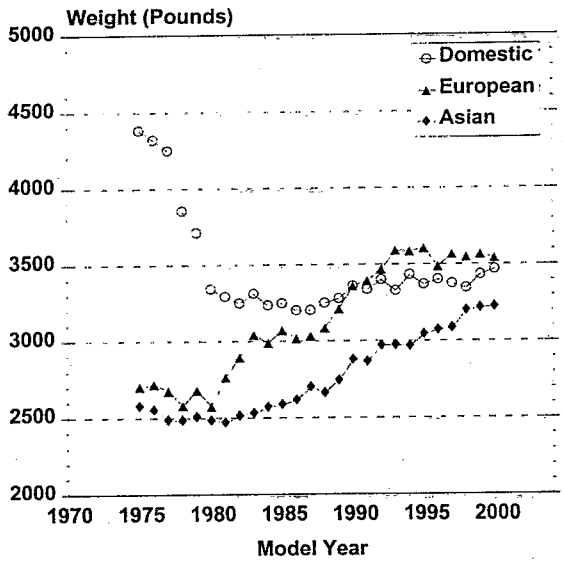

Figure 86

Van Inertia Weight

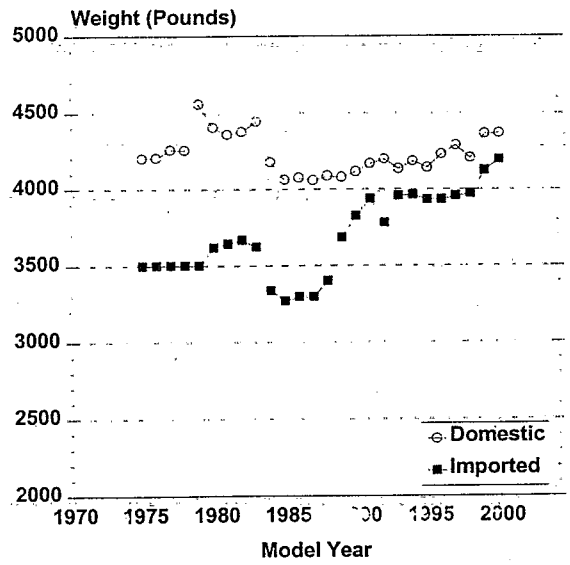

Figure 87

SUV Inertia Weight

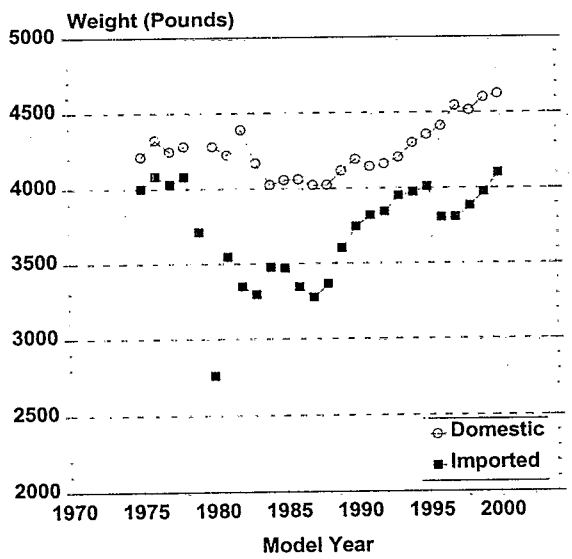

Figure 88

Pickup Inertia Weight

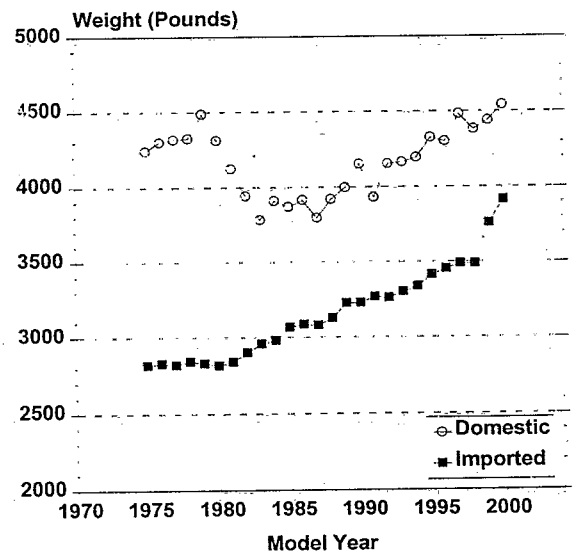

Figure 89

Figures 86 to 89 and Table 15 compare inertia weight for the same market segments as the preceding figures. Inertia weight for domestic, European, and Asian cars has now converged. In 1975, domestic cars were more that 1800 pounds lighter than Asian ones. Inertia weight for domestic cars dropped over a thousand pounds between 1975 and 1984 but has increased by about 200 pounds since then. Conversely, inertia weight of European cars increased by over 350 pounds (i.e., from about 2700 to 3070 pounds) between 1975 and 1985 and by about another 500 pounds since then. Inertia weight for Asian cars remained at a nominal 2500 pounds through the early 1980's but has since increased to over 3200 pounds.

Inertia weight for domestic vans has remained between a nominal 4100 to 4400 pounds, but inertia weight for imported vans which once were nearly 700 to 800 pounds lighter than domestic vans has increased, so that the two segments differ in inertia weight by less than 200 pounds. Domestic and imported SUVs and pickups all have increased their inertia weight, particularly since the mid 1980's, but the domestics continue to be 500 to 600 pounds heavier than their imported counterparts.

The trend toward increasing ton-mpg, discussed earlier, persists for all of the market segments shown in Figures 90 to 93. Domestic, European, and Asian cars not only have had similar ton-mpg trends but also the same approximate ton-mpg values over a relatively long period of time. The same observations apply to domestic and imported vans, SUVs, and pickups.

Table 15 **Inertia Weight of Light-Duty Vehicles by Market Segment for Six Model Years**

	Model Year					
Market Segment	1975	1980	1985	1990	1995	2000
Domestic Car	4380	3341	3246	3359	3368	3466
European Car	2704	2574	3070	3360	3605	3541
Asian Car	2575	2482	2585	2879	3041	3221
Domestic Van	4189	4404	4061	4113	4138	4366
Imported Van	3498	3618	3270	3826	3932	4192
Domestic SUV	4209	4277	4055	4189	4353	4619
Imported SUV	4000	2760	3468	3744	4008	4099
Domestic Pickup	4241	4312	3870	4150	4327	4540
Imported Pickup	2819	2817	3067	3228	3415	3915

Car Ton-MPG

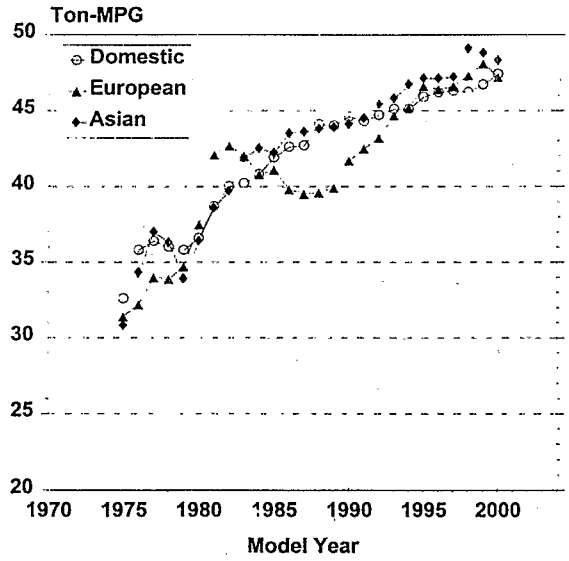

Figure 90

Van Ton-MPG

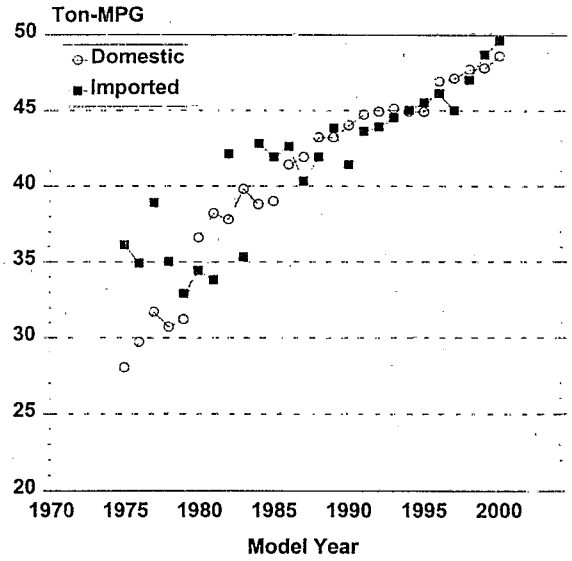

Figure 91

SUV Ton-MPG

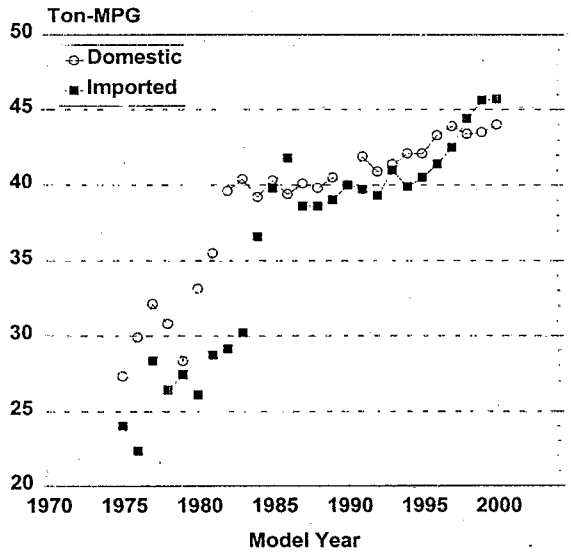

Figure 92

Pickup Ton-MPG

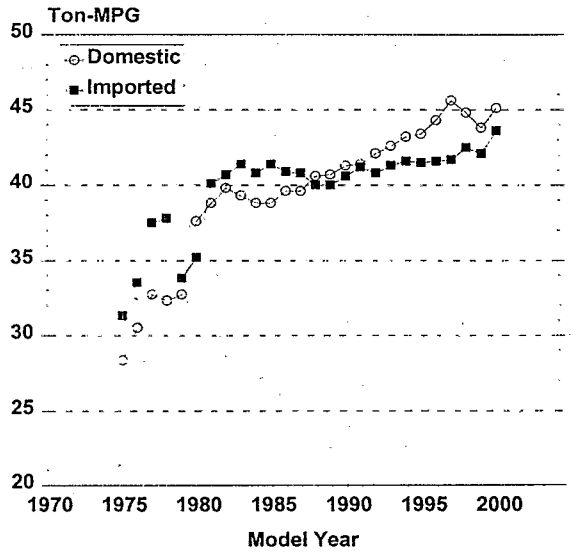

Figure 93

Car Specific Power

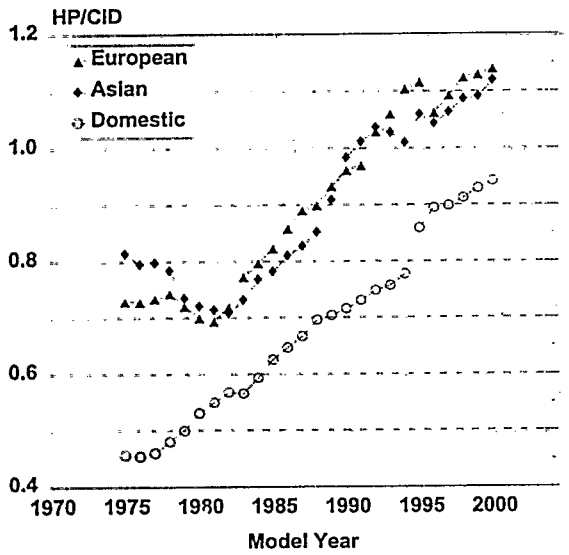

Figure 94

Van Specific Power

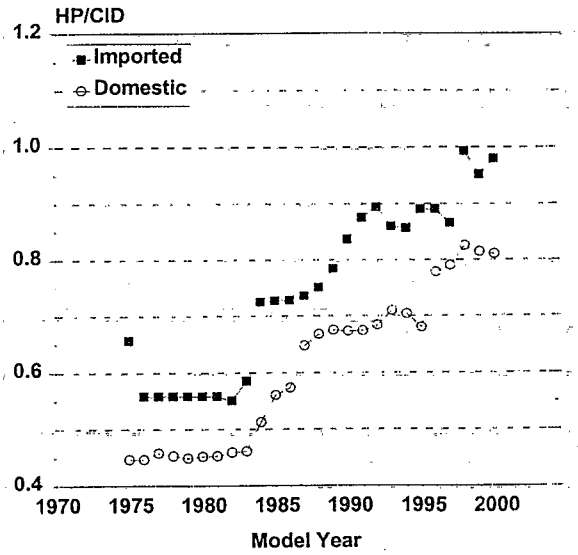

Figure 95

SUV Specific Power

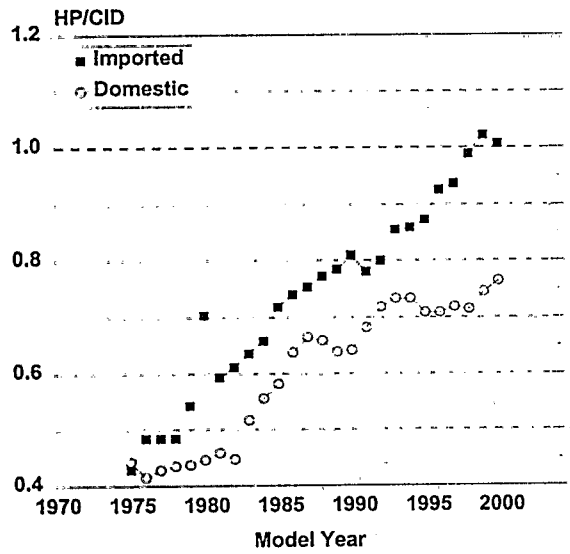

Figure 96

Pickup Specific Power

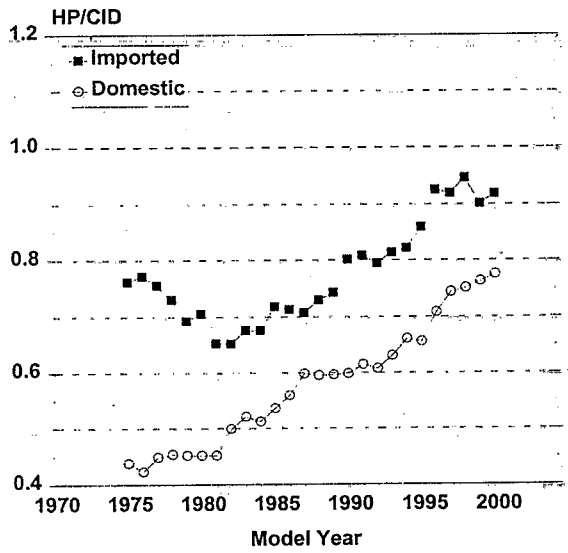

Figure 97

The trend toward higher specific power (HP/CID), also discussed earlier, persists for the market segments shown in Figures 94 to 97. The improvement of specific power for domestic vehicles has always trailed that of their import counterparts by about a decade. European and Asian cars now achieve more than 1.1 HP/CID compared to .94 for the domestics. Similarly, imported SUVs will achieve more than 1.0 HP/CID this year compared to less than 0.8 for the domestics. Imported vans currently have higher specific power than domestic cars, but specific power for domestic cars exceeds that for imported pickups.

Table 16 compares technology usage for MY2000 for domestic, European, and Asian cars and domestic and imported vans, SUVs, and pickups. The trend noted above towards higher specific power for European and Asian cars and imported trucks is consistent with their greater use of four-valve-per-cylinder engines than the domestics. About 90% of domestic and Asian cars use front-wheel drive compared to about half of the European ones. European and Asian cars make greater use of manual transmissions than their domestic counterparts, as do imported SUVs and pickups.

Table 16 **Technical Characteristics of MY 2000 Light-Duty Vehicles By Market Segment**

	<--- Engine --->			<- Percent of vehicles with: ->			
Market Segment	HP	CID	HP/CID	Four Valve	Front Drive	4 Wheel Drive	Manual Trans
Domestic Car	176	190	.942	34%	86%	0%	9%
European Car	184	162	1.139	50%	54%	10%	23%
Asian Car	155	138	1.119	98%	94%	4%	17%
Domestic Van	184	230	.810	3%	68%	5%	0%
Imported Van	188	193	.979	78%	100%	0%	0%
Domestic SUV	211	277	.764	2%	0%	74%	5%
Imported SUV	173	176	1.006	76%	5%	67%	18%
Domestic Pickup	212	276	.775	0%	0%	37%	17%
Imported Pickup	173	190	.918	86%	0%	39%	49%

VI. Fuel Economy Improvement

As previously discussed (see Table 1 and Figure 1), the fuel economy of the combined car and truck fleet has been declining for the past dozen years, despite the fact that both car and light-truck fuel economy, when considered separately, have been relatively stable. Since 1988, vehicle attributes such as acceleration performance, weight, and utility have been much higher consumer priorities than fuel economy. Because fuel prices have been increasing and because of increasing scientific concern over global warming, interest in improving fuel economy has been increasing. Accordingly, it is relevant to "mine" what potential exists for improving fuel economy. There are, of course, a number of different hypothetical approaches that can be used to do this. Several basic ones are used in this report.

One simple approach is to consider recent public commitments by individual vehicle manufacturers as indicative of what could be achieved by the fleet as a whole. For example, Ford Motor Company recently announced their intention to improve the average fuel economy of its SUVs by 25% by model year 2005. For model year 2000, Ford's SUVs are estimated to average about 18 mpg. Ford has also stated that about 70% of their improvement in fuel economy will come from technology such as more efficient powertrains (i.e., engines and transmissions), aerodynamics, and weight reductions, and that about 30% of the improvement will come from sales of smaller vehicles such as the Escape which is scheduled to be introduced in model year 2001. Ford thus needs to increase the fuel economy of its SUVs by slightly less than five mpg (i.e., to about 23 mpg) by 2005 to meet its stated fuel economy improvement objective.

Similarly, General Motors has stated that their light trucks currently average about 4% higher fuel economy than Ford's, and they have stated that they intend to remain the leader in light truck fuel economy in five years. For model year 2000, General Motors' SUVs are estimated to average roughly 19 mpg. For General Motors to have higher average fuel economy than Ford in the SUV market segment, their SUVs, by 2005, will have to average slightly more than 23 mpg.

General Motors and Ford account for slightly less than half of this year's SUVs. If both of these manufacturers increase their average SUV fuel economy by at least 25%, it is possible their competitors will match the fuel economy improvements made by Ford and General Motors and similarly increase their SUV fuel economy by 25%.

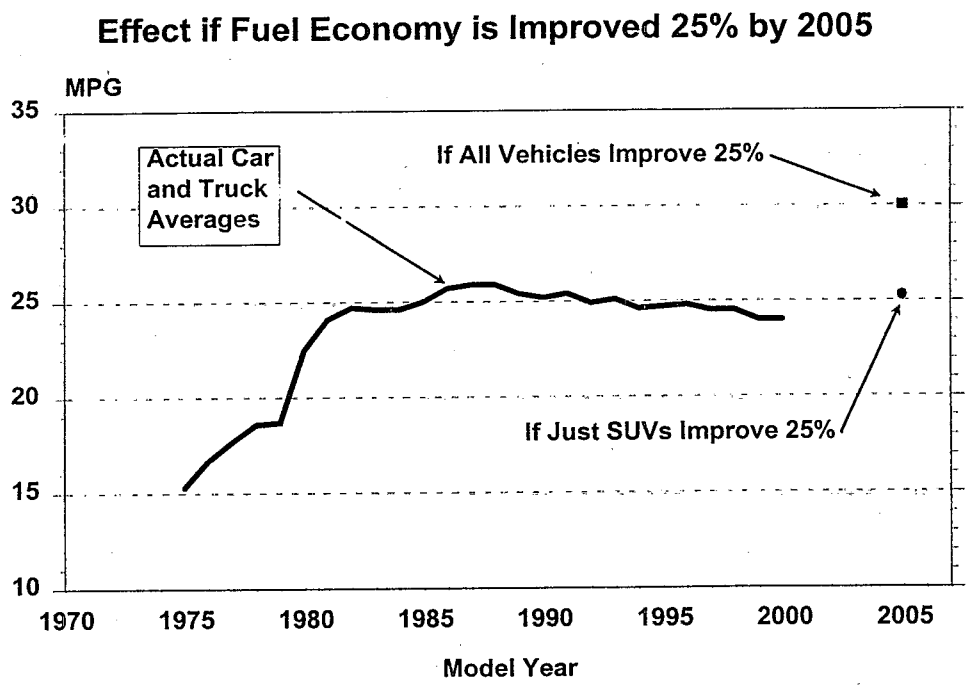

Figure 98

Figure 98 compares average fuel economy for both cars and trucks for 1975 to 2000 with two projections. The first of these projections shows the light-duty vehicle fuel economy average that could be attained by model year 2005 if:

(1) there was a 25% increase in average fuel economy of all SUVs less than 8500 lb. GVW, and

(2) no other changes in sales fraction or fuel economy for the other light-duty vehicle types occur.

Under this scenario, passenger car fuel economy would remain the same; SUV fuel economy would increase from 20.0 to 25.0 mpg; light truck fuel economy would increase by 10% from 20.5 to 22.5 mpg; and average fuel economy of both cars and trucks would improve about 5% from 24.0 to 25.2 mpg. Such a fleet would have the same average fuel economy as was most recently achieved in 1993, but still would be 0.7 mpg less than the maximum of 25.9 mpg achieved in 1987 and 1988.

The second scenario in Figure 98 shows what could happen if all light-duty vehicle manufacturers voluntarily increased the average fuel economy of all of their light vehicles (i.e., all of their cars, vans, SUVs, and pickups) by 25% by 2005. Under this scenario, cars would average 35.1 mpg, trucks 25.6, and both cars and trucks 30.0. This scenario, like the first one, considers just vehicles under 8500 GVW and assumes the sales fraction for all vehicle types remains unchanged. While all of these fuel economy values are higher than any achieved between 1975 and this year, the objective of improving fuel economy by 25% in five years is substantially less than what has been achieved previously. For example, between 1975 and 1980 the fuel economy of cars increased by nearly 50% and that of trucks by about 35%.

A second approach for determining what potential exists for improving fuel economy is "best in class" analysis which involves dividing the fleet of vehicles into classes, selecting a set of representative "role model" vehicles from each class, and then calculating the average characteristics of the resultant fleet using the same relative sales proportions as in the baseline fleet.

In the discussion which follows, four best-in-class analyses are made using four different procedures to select the role models. Three of these selection procedures use the EPA Car Size Classes (which for cars are the same as those used for the EPA/DOE Fuel Economy Guide) and the truck type/size classes described previously in this report. Note that this classification system includes nine car and nine truck classes and, for model year 2000, two of these eighteen classes are not represented (Large Wagons and Small Vans). The fourth best-in-class role model selection procedure is based on using the vehicle inertia weight classes used for EPA's emission certification process.

The advantage of using and analyzing data from the best-in-size class methods is that if the sales proportions of each class are held constant, the sales distribution of the resultant fleet by *vehicle type and size* does not change. Similarly, there also is an advantage in using the inertia weight classes to determine the role models, since if the sales proportions in each inertia weight class are held constant, the sales distribution of the resultant fleet by *weight* does not change.

One relatively simple way of selecting the role models uses an historic approach and involves an analysis of all vehicles produced between 1975 and 2000. This method involves determining for each of the truck size classes (see Appendix E) and EPA Car Size Classes (see Appendix F) which model year had the highest fuel economy and then using as role models all of the vehicles in each such size class. For example, as shown in Table 17, the highest fuel economy for Two-Seaters was achieved in 1991 when they averaged 29.0 mpg, or 3.9 mpg more than this year's Two-Seaters, so all 1991 Two-Seaters are used as role models as are all of the 1985 Minicompacts, etc.

The relative sales proportions of each class were then adjusted so that each role model retained its original sale fraction within its class, but the sales fractions for each class were proportioned to be the same as for the current model year.

Table 17 **"Best" Fuel Economy by Model Year and Vehicle Size Class**

	"Best" Year's Data			Actual MY2000 Data		
Vehicle Size Class	Model Year	Sales (000s)	55/45 MPG	Sales (000s)	55/45 MPG	Difference In 55/45 MPG
Two Seater	1991	178	29.0	125	25.1	3.9
Minicompact	1985	73	36.0	44	24.0	12.0
Subcompact	1996	1108	32.9	1345	30.8	2.1
Compact	1998	2119	30.9	2370	30.4	0.5
Midsize	1998	2970	27.1	2775	27.1	0.0
Large	2000	1648	25.4	1648	25.4	0.0
Small Wagon	1995	198	33.3	94	28.5	4.8
Midsize Wagon	2000	231	27.4	231	27.4	0.0
Large Wagon	1996	9	23.2	---	----	---
Small Van	1993	12	28.2	---	----	---
Midsize Van	2000	1264	23.4	1264	23.4	0.0
Large Van	1997	139	18.6	207	18.2	0.4
Small SUV	1996	120	28.5	376	23.5	5.0
Midsize SUV	1999	1793	20.9	1967	20.8	0.1
Large SUV	1982	22	18.9	878	17.3	1.6
Small Pickup	1981	369	28.2	248	23.7	4.5
Midsize Pickup	1977	66	29.5	677	22.7	6.8
Large Pickup	2000	1764	18.9	1764	18.9	0.0

Table 18 compares the results for two different best historic class scenarios: one in which the actual sales vector for each of the role models is retained and one in which the sales matrix is adjusted to match the MY2000 sales. In both cases, there is some, but very limited, mpg improvement potential. Using the best year's actual data results in a combined car and truck average of 25.1 mpg, using the MY2000 sales matrix results in a combined average of 24.8 mpg, compared to an actual average of 24.0 mpg.

These relatively small increases in mpg can be attributed in part to the fact that four of the 16 active classes achieved their highest mpg this year. There are five cases (Minicompacts, Small Wagons, Small SUVs, Small Pickups, and Midsize Pickups) where there was a relatively large difference (i.e., 4.5 or more mpg) between this year's fuel economy and the highest ever attained by the class. The total sales for these five classes for MY2000, however, is less than 9% of this year's total sales.

It is also interesting to note that, with four exceptions, the peak mpg year occurred fairly recently, i.e., since 1992. One of these exceptions involves Minicompacts, a size class that has traditionally had very low sales. The peak years for two of the others (model year 1981 Small Pickups and model year 1982 Large SUVs) were ones for which a relatively large number of

Table 18 **Results of "Best" Fuel Economy by Model Year and Vehicle Size Class Analysis**

		Total Sales (000s)	Sales Fraction	55/45 MPG
Best Year's Data	Cars	8534	.606	28.5
	Trucks	5540	.394	21.2
	Both	14083		25.1
Actual MY2000 Data	Cars	8632	.539	28.1
	Trucks	7381	.461	20.5
	Both	16013		24.0
Combine Best Year's Mpg and MY2000 Sales Mix	Cars	8632	.539	28.6
	Trucks	7381	.461	21.5
	Both	16013		24.8

diesel engines were used in each class; and the fourth exception (model year 1977 Midsize Pickups) was for a year in which a large percentage of the vehicles used manual transmissions.

Appendix B of this report includes a list sorted by fuel economy of the vehicle name plates for model year 2000 by vehicle type and size. A second way of performing a best-in-class analysis is to use as role models the four nameplates with the highest fuel economy in each size class. Under this procedure, all vehicles in a class with the same nameplate are included as role models regardless of vehicle configuration. Each role model nameplate from each class was assigned the same sales weighting factor, but the original sales weighting distribution for different vehicle configurations within a given nameplate (e.g., transmission type, engine size, and/or drive type) was retained. The resulting values were used to recalculate the fleet average values using the same relative proportions in each of the size classes that constitute the fleet.

In cases where two identical vehicles differ by only one characteristic, but have slightly different nameplates (such as the two-wheel drive Chevrolet C1500 and the four-wheel drive K1500 pickups), both are considered to have the same nameplate. Conversely, in the cases where technically identical vehicles with different nameplates are used (e.g., the Chevrolet S10 Pickup, GMC Sonoma, and Isuzu Hombre or the Suzuki Swift and Chevrolet Metro), only one representative vehicle nameplate was used.

The third best-in-class role model selection procedure involves selecting as role mode s the best dozen vehicles in each size class with each vehicle configuration considered separately. Tables L-1 and L-2 in Appendix L give listings of the representative vehicles used in this method. As with the previous procedure, in cases where technically identical vehicles have different nameplates, only one representative vehicle was used. Under this best-in-class method, the sales data for each role model vehicle in each class was assigned the same value, and the resulting values were used to re-calculate the fleet values again using the same relative proportions in each of the size classes that constitute the fleet.

The fourth best-in-class procedure involves selecting as role models the best dozen vehicles in each weight class. As with the previous method, each vehicle configuration was considered separately. (See Tables L-3 and L-4 for listings of the MY2000 vehicles used in this analysis.) It should be noted

that some of the weight classes have less than a dozen representative vehicles. In addition, as in the previous two best-in-class methods, where technically identical vehicles with different nameplates are used, only one representative vehicle was included. As with the two best-in-size class methods, the sales data for each role model vehicle in each class was assigned the same value, and the resulting values were used to recalculate the fleet values again using the same relative proportions in each of the size classes that constitute the fleet.

Tables 19 and 20 compare, for cars and trucks respectively, the results of the best-in-class (BIC) analysis with actual average data for model year 2000. Note that for the Size Class scenarios, the percentage of vehicles that are small, midsize, or large are the same as for the fleet as a whole, and in the Weight Class scenarios, the average weight of the BIC data sets is the same as the actual one. Despite the fact that 55% of the cars in the BIC weight class data set are classified as "Small," compared to 45% in the entire fleet, average interior volume for cars in the BIC weight class analysis is only slightly smaller than the overall average (109 vs. 106 cu. ft.). The small differences in interior volume between the Size Class scenarios and the actual

Table 19 **Best in Class Results**
Model Year 2000 Cars

Selection Basis	Actual Data	Size Class	Size Class	Weight Class
Selection Criteria	All Cars	Best 4 Nameplates	Best 12 Vehicles	Best 12 Vehicles
55/45 Mpg	28.1	31.4	33.2	31.1
Weight	3386	3070	3091	3386
Volume	109	107	108	106
0 to 60 Time	10.3	10.8	11.2	11.2
CID	167	137	132	135
HP	170	143	138	149
HP/CID	1.03	1.06	1.05	1.11
% Four Valve	60%	77%	71%	69%
% Front Drive	84%	98%	98%	85%
% Four Wheel Drive	3%	1%	1%	3%
% Manual	14%	23%	53%	51%
% Small	46%	46%	46%	55%
% Midsize	35%	35%	35%	43%
% Large	19%	19%	19%	2%
% Domestic	49%	29%	37%	26%

fleet can be attributed to the fact that, within a size class, there is considerable variation in interior volume (i.e., not all vehicles in each size class have the same interior volume.)

Under all of the best-in-class (BIC) scenarios, the vehicles used for the BIC analysis have less powerful engines, have slower 0-to-60 acceleration times, are less likely to be domestic, and are more likely to be equipped with manual transmissions than the entire fleet as a whole. Usage of front- and four-wheel drive is about the same for cars in the BIC weight class analysis but not in the size class where there is about 14% greater use of front-wheel drive than in the actual fleet. For trucks, however, the BIC data set vehicles make greater use of front-wheel drive. When the best 12 vehicles in size or weight were used as the role model selection criteria, the truck BIC data sets also make significantly less use of four-wheel drive than the actual fleet.

For both cars and trucks, the "Best 12 Vehicles" in Size Class scenario results in significantly higher fuel economy than the actual fleet, but the vehicles in these BIC sets are considerably lighter than their counterparts from the other

Table 20 **Best in Class Results**
Model Year 2000 Trucks

Selection Basis	Actual Data	Size Class	Size Class	Weight Class
Selection Criteria	All Trucks	Best 4 Nameplates	Best 12 Vehicles	Best 12 Vehicles
55/45 Mpg	20.5	21.6	22.9	22.2
Weight	4432	4252	4036	4432
0 to 60 Time	11.0	10.9	11.3	11.8
CID	248	220	203	218
HP	200	193	176	183
HP/CID	.83	.92	.89	.87
% Four Valve	19%	49%	40%	37%
% Front Drive	16%	22%	23%	28%
% Four Wheel Drive	46%	46%	15%	27%
% Manual	12%	12%	38%	31%
% Small	8%	8%	8%	12%
% Midsize	53%	53%	53%	57%
% Large	39%	39%	39%	31%
% Domestic	77%	47%	58%	65%

scenarios. Depending on the scenario chosen, for model year 2000, cars could have achieved from 11 to 18% better fuel economy than they did. Similarly, trucks could have achieved from 5 to 10% better fuel economy

The best-in-class analysis indicates significant fuel economy improvement potential, but it should be pointed out that in all three of the best-in-class scenarios, cars have a substantially higher fraction of manual transmission installation than in today's fleet. Similarly, trucks have a higher manual transmission sales fraction for two of the three best-in-class truck scenarios. The best-in-class analysis thus provides an indication of what could happen if more efficient transmissions, such as the five speed lockup (L5) or possibly continuously variable transmissions (CVTs), become cost effective to produce and widely accepted.

A third approach for determining potential fuel economy improvement is to consider the fuel economy improvements that could have been achieved, had new, more efficient technologies been used to improve fuel economy, rather than to improve acceleration performance and to increase vehicle weight. This approach involves studying the trade-offs that have been made between fuel economy, vehicle size or weight, and 0-to-60 acceleration time.

One way to improve fuel economy is to reduce vehicle weight. Figures 99 and 100 show changes in the sales fraction for cars and trucks that have occurred since 1975. In 1975, about half of the cars had inertia weights above 4000 pounds, compared to only a few percent since 1980. Since 1980, the sales fraction of several of the lighter inertia weight classes have increased considerably, the 3500-pound class in particular. The trend for trucks is somewhat different, particularly since the late 1980's where there has been a shift from the lighter (i.e., 3500 pounds and below) inertia weight classes to the heavier ones.

The relationship between weight and fuel economy for model year 1975 and model year 2000 cars and trucks is shown in Figures 101 and 102, respectively. In all four cases, vehicles with lighter weight have higher fuel economy (see Appendix G). The difference between the two lines on each of these graphs shows the improvement in fuel economy at constant weight that has occurred since 1975. For example, in 1975 cars in the 3000 lb. inertia weight class averaged 21.4 mpg compared to 30.3 mpg this year with improvements in vehicle technology accounting for much of the difference.

Sales Fraction by Inertia Weight Class
Cars

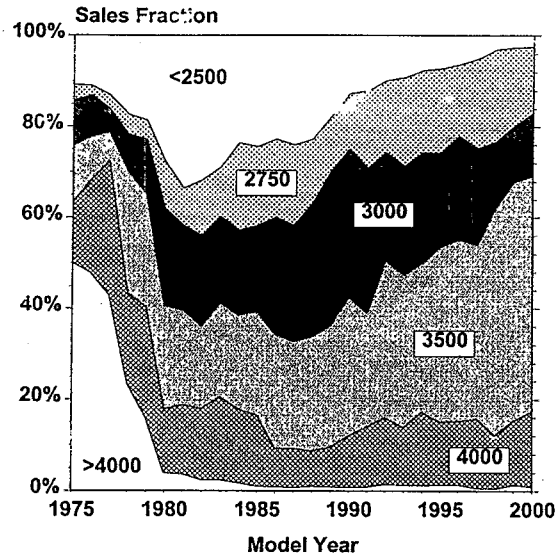

Figure 99

Sales Fraction by Inertia Weight Class
Trucks

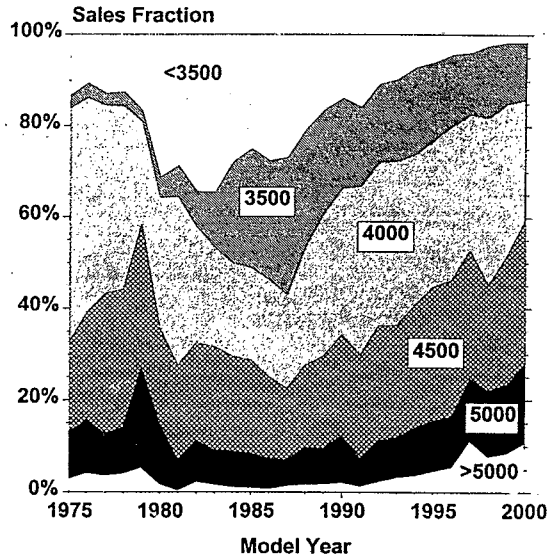

Figure 100

MPG vs Inertia Weight Class
Cars

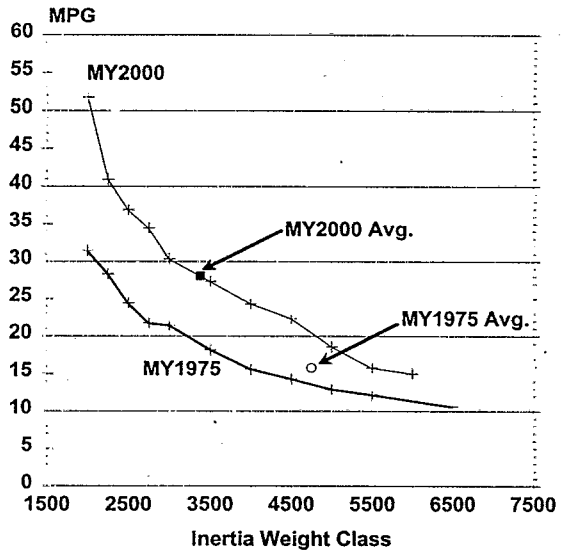

Figure 101

MPG vs Inertia Weight Class
Trucks

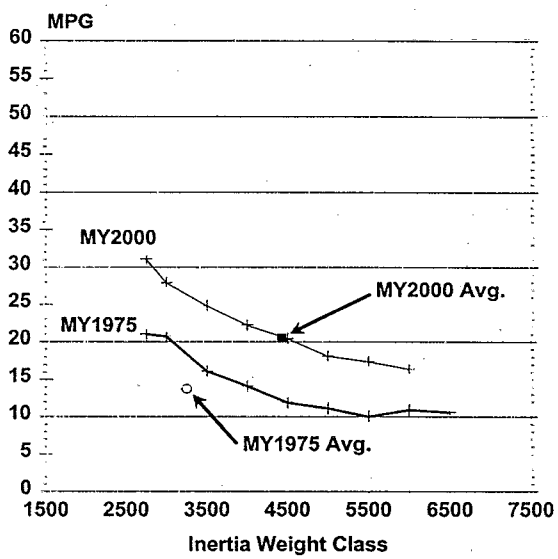

Figure 102

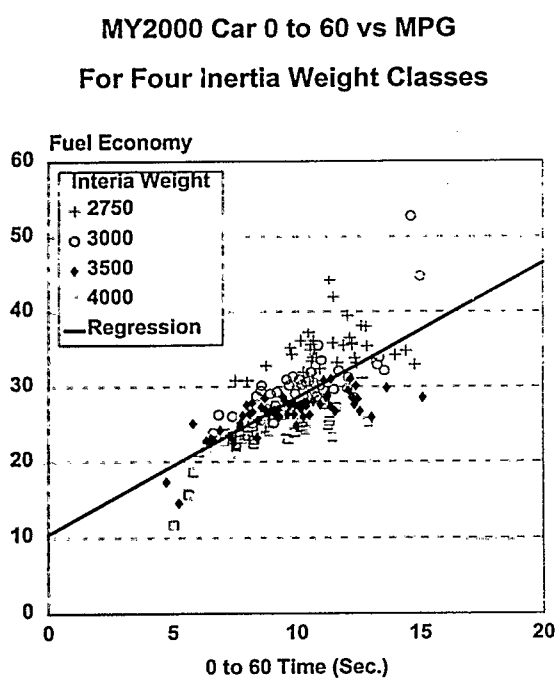

Figure 103

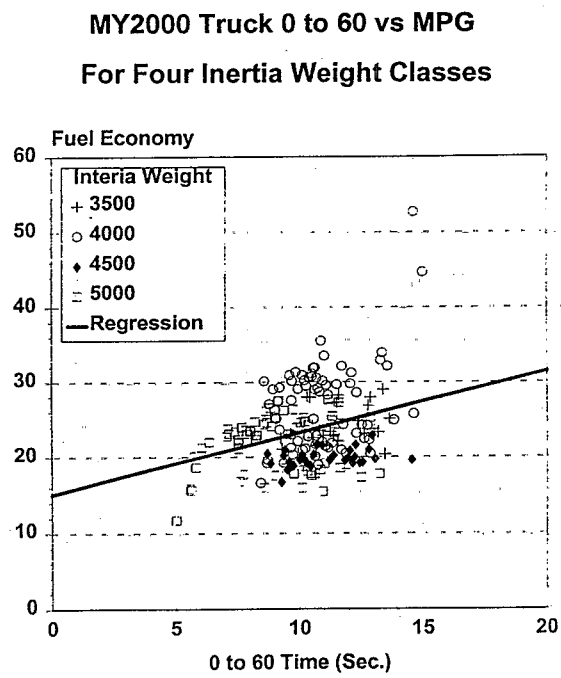

Figure 104

Figures 103 and 104 show the relationship between fuel economy and 0-to-60 acceleration time. Each data point in these two graphs represents an average mpg for cars and trucks in the same inertia weight class with the same 0-to-60 time. The mpg/performance interdependence was quantified by means of a regression analysis performed on the EPA databases as described in reference 20. This yielded sensitivity coefficients on the order of 0.4, i.e., a 10% increase in 0-to-60 time corresponds to a 4% increase in fuel economy. Using these sensitivities, average mpg data at one 0-to-60 level can be adjusted to what it would have at a different one.

Similarly, by normalizing either the weight or size distribution, a comparison can be made of what the fuel economy of each year's fleet would have been if it had the same weight or size distribution as in a given base year. For comparison purposes, two base years were analyzed: 1981 and 1990. Table 21 shows that this year's cars get better fuel economy than their counterparts from both baseline years but are significantly heavier and have faster 0-to-60 acceleration time. This year's trucks get about the same fuel economy as the base line years and are also heavier and have faster 0-to-60 times.

Table 21 **Fuel Economy, Inertia Weight, and 0-to-60 Time For Three Model Years**

Vehicle Type	Model Year	55/45 MPG	Inertia Weight	0 to 60 Time
Cars	1981	25.1	3075	14.4
	1990	27.8	3175	12.1
	2000	28.1	3386	10.3
Trucks	1981	20.1	3805	14.6
	1990	20.7	4005	12.6
	2000	20.5	4432	11.0

Figures 105 to 108 and Tables L-5 and L-6 (Appendix L) provide estimates of what the mpg of the car and truck fleet would have been each model year if:

(1) the weight mix had been kept the same as in each of the two base years,

(2) the average acceleration time was kept at the base year's acceleration time, and

(3) both the weight distribution and average acceleration time were the same as in the base year.

A similar comparison on the basis of vehicle size and type is presented in Figures 109 to 112. For those cases (i.e., Small Vans and Large Wagons), values from the last year for which these vehicles were produced was substituted in the analysis as necessary.

Using model year 1981 as the baseline, and depending on whether tradeoffs are made on just weight, just vehicle size, or just acceleration performance, there is potential for improving the fuel economy of the model year 2000 combined car and truck fleet from 24.0 mpg to 24.2, 26.7 or 27.3 mpg, respectively, without introducing any new technologies. Similarly, again using model year 1981 as the baseline, had there not been tradeoffs in *both* weight and performance, model year 2000 cars might have averaged 34.8 mpg, trucks 26.0, and the combined fleet 30.1.

Effect of Weight and Acceleration on Car MPG

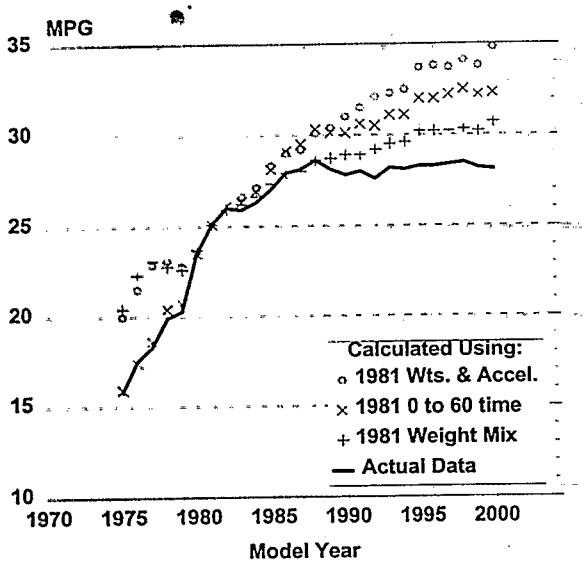

Figure 105

Effect of Weight and Acceleration on Car MPG

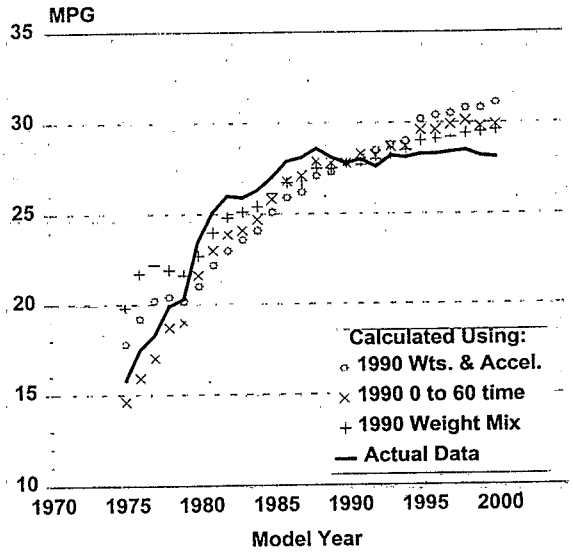

Figure 106

Effect of Weight and Acceleration on Truck MPG

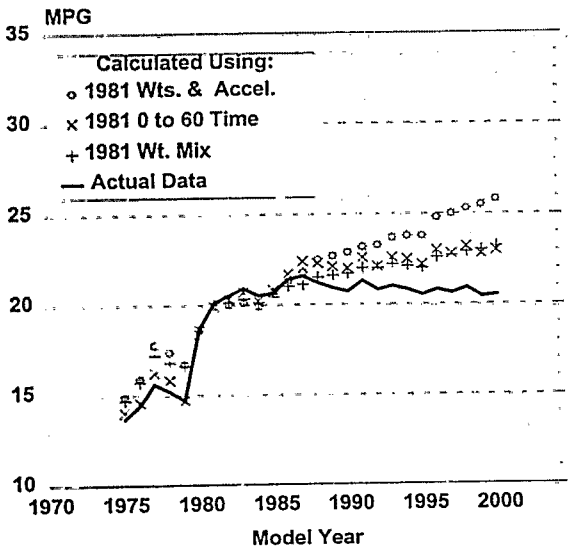

Figure 107

Effect of Weight and Acceleration on Truck MPG

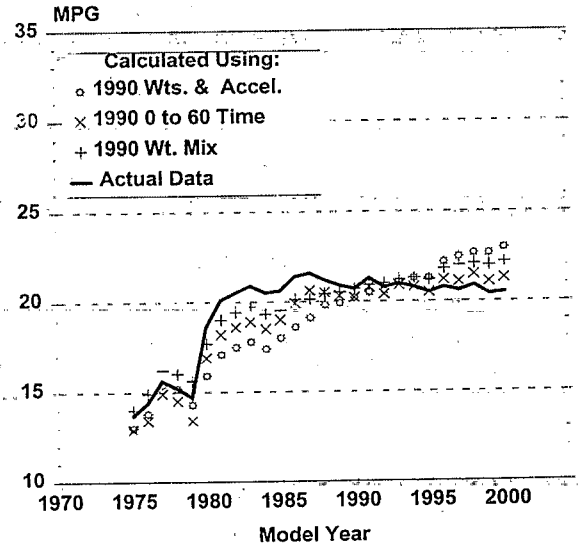

Figure 108

Effect of Vehicle Size, Type & Acceleration on Car MPG

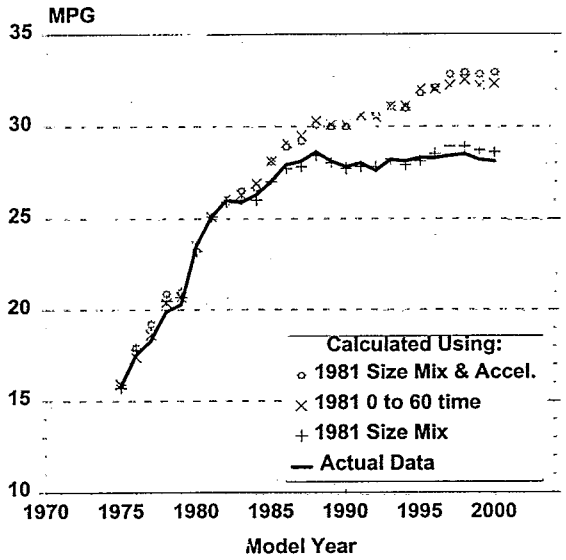

Figure 109

Effect of Vehicle Size, Type & Acceleration on Car MPG

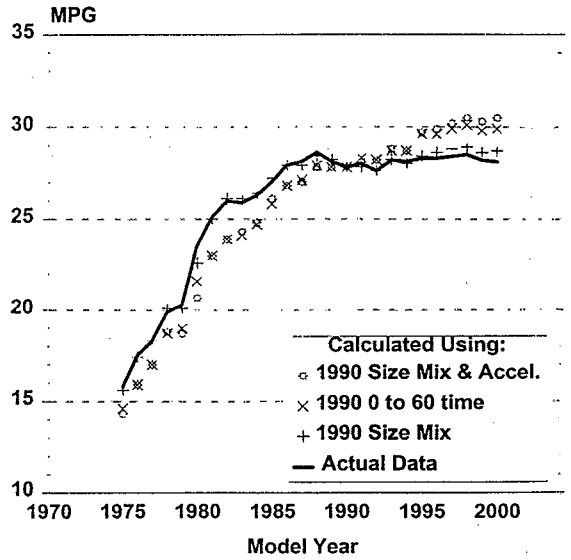

Figure 110

Effect of Vehicle Size, Type & Acceleration on Truck MPG

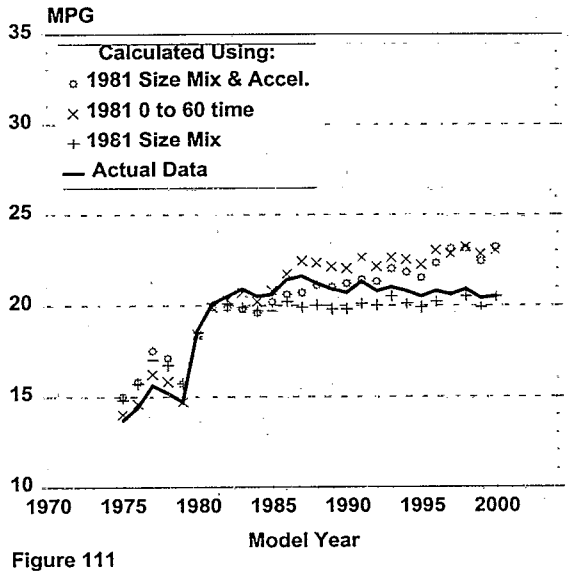

Figure 111

Effect of Vehicle Size, Type & Acceleration on Truck MPG

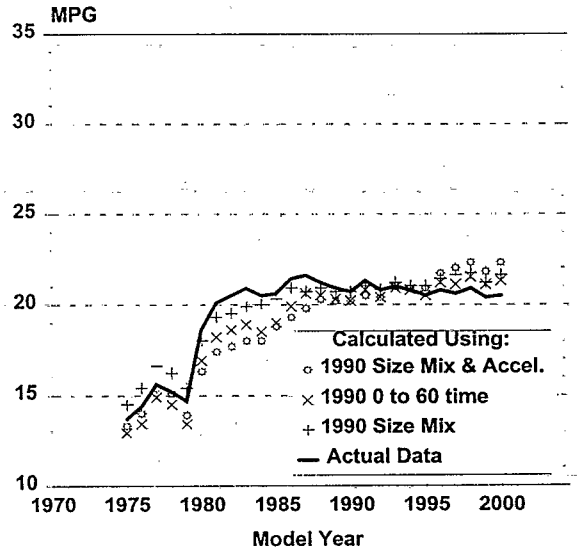

Figure 112

The fourth approach for projecting possible future fleetwide fuel economy improvement is to consider the use of a new, highly advanced, vehicle technology. The model year 2000 fleet contains one such vehicle, and it provides an indicator of even more substantial fuel economy improvement potential than any of the scenarios discussed above. The Honda Insight, which was introduced in model year 2000, is the first car on the U.S. market with a hybrid drivetrain which includes a gasoline-fueled engine, a battery that is used for traction, a regenerative braking system, and an electric motor/generator.

This manual transmission equipped two-seater achieves 76.3 mpg, compared to 25.2 mpg for the average non-hybrid vehicle in the two-seater size class. The Honda Insight, thus, is more than three times better in fuel economy than its conventional counterparts. Since the two-seater size class is not known for exemplary fuel economy, the same comparison can be made of the Insight to all small cars, which for MY2000 average 30.2 mpg. The Insight, by this comparison, is slightly more than 2.5 times more efficient than the average small car. The Insight, however, has a relatively light 2000 pound inertia weight. There is, moreover, only one other model year 2000 car with this inertia weight: a five speed manual transmission equipped Chevrolet Metro. The Insight achieves roughly 1.6 times the fuel economy of the Metro.

Based on a limited amount of fuel economy data, it appears that hybrid vehicles may have the potential to increase fuel economy *per vehicle* by at least 100%, and possibly as much as 200% over their conventional counterparts. It should be noted that it is a substantial technical challenge to attain such high fuel economy values for the entire fleet and, at the same time, retain all other vehicle performance and utility attributes at their present levels.

In addition, the potential for overall fleetwide fuel economy improvement due to hybrid vehicle technology is extremely dependent on their penetration rate. With a potential per vehicle improvement of 100 to 200%, hybrids could clearly provide a significant fleetwide fuel economy improvement, if and when they begin to penetrate the market significantly. Given there is only one hybrid vehicle now on the U.S. market, it is premature to postulate a fuel economy improvement scenario based on hybrid vehicles.

As shown in table 22, based on the scenarios discussed above, the potential for increasing combined car and truck fuel economy ranges from about 5% to about 25% with the lowest improvement coming from scenario 2 which involves a 25% fuel economy improvement in all SUVs. The highest improvements come from scenarios 3 and 5 which involve voluntarily improving fuel economy of all vehicles by 25% and using the 1981 weight mix and acceleration performance, respectively.

Table 22 **Summary of Fuel Economy Improvement Potential**

Scenario	Cars	Trucks	Both Cars and Trucks
(1) Actual MY2000 Averages	28.1	20.5	24.0
(2) 25% MPG Increase for All SUVs	28.1	22.5	25.2
(3) 25% MPG Increase for All Vehicles	35.1	25.6	30.0
(4) 1990 Weight Mix and Acceleration	31.1	23.0	26.8
(5) 1981 Weight Mix and Acceleration	34.8	26.0	30.1
(6) Best "Historic Year" Size Class	28.6	21.5	24.8
(7) Best 4 Nameplates in Size Class	31.4	21.6	26.0
(8) Best 12 Vehicles in Size Class	33.2	22.9	27.5
(9) Best 12 Vehicles in Weight Class	31.1	22.2	26.2

VII. Conclusions

1. Fuel economy of the overall light-duty fleet has declined 1.9 mpg (i.e., about 7%) since reaching a maximum of 25.9 mpg in 1987 and 1988, although during the past decade fuel economy of both cars and light-duty trucks, considered individually, has been relatively stable. This year's combined car and truck average value of 24.0 mpg is lower than it was at any time since 1980.

2. The share of the market comprised by light trucks has been increasing for over 20 years and now exceeds 46%, more than double what it was in 1983. Much of the decline in the overall light-duty fleet fuel economy is due to the sales fraction increase in light trucks. More than half of the light-truck sales fraction increase can be attributed directly to increases in the sales fractions of midsize vans and midsize SUVs.

3. Ton-mpg, for the combined fleet, as a measure of efficiency, has increased every year since 1979 and is now more than 33% higher than it was then.

4. On a model year basis, estimated lifetime light-truck fuel consumption has exceeded that of passenger cars for the past four years; for MY2000, light trucks are projected to consume 56% of the total.

5. Both cars and light trucks have traded off fuel economy for increased weight and performance. Since 1981, vehicle inertia weight for cars and trucks has increased by 10 and 16%, respectively. In addition, vehicle performance, as determined from estimated 0-to-60 acceleration time, has also improved. Had MY2000 cars and light trucks had an estimated 0-to-60 time of 14.4 seconds and the same weight as they did in 1981, they would have been able to attain over 25% better fuel economy.

6. Using a Best-in-Size-Class methodology and conventional vehicle technology, the combined passenger car and light-truck fleet has the potential to attain almost 15% better fuel economy.

7. New technologies used in hybrid vehicles, change the horizon for fuel economy projections and indicate improvements on the order of 100 to 200% may be possible. Recent developments suggest various potential pathways for possible future fleetwide fuel economy improvements including voluntary commitments by some manufacturers to improve the fuel economy of certain portions of their fleets by as much as 25%.

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Light-Duty Automotive Technology and Fuel Economy Trends 1975 Through 2000

Appendixes

Advanced Technology Division
Office of Transportation and Air Quality
U.S. Environmental Protection Agency

NOTICE

This technical report does not necessarily represent final EPA decisions or positions. It is intended to present technical analysis of issues using data which are currently available. The purpose in the release of such reports is to facilitate the exchange of technical information and to inform the public of technical developments which may form the basis for a final EPA decision, position, or regulatory action.

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Appendix A: Light-Duty Vehicle Classification Exceptions

Manufacturer/Vehicles	Years	Are Classified As:
Chrysler Vehicles by Diamond Star	All	Asian Import
Chrysler Vehicles by Maserati	All	European Import
Chrysler Vehicles by Mitsubishi	All	Asian Import
Chrysler Colt 4wd Wagon	All	Small Wagon
Chrysler Colt Vista	All	Small Van
Chrysler Summit Wagon	All	Small Van
Mitsubishi Expo	All	Small Van
Mitsubishi Eclipse (2.0*L* Na Engine)	96	Domestic
Mitsubishi Space Wagon	All	Small Van
Dodge Monaco	75-77	Domestic
Dodge Monaco	90-93	European Import
Eagle Premier	90-93	European Import
Eagle 4wd Wagon	All	Passenger Car
Dodge Ramcharger	All	Passenger Car
Ford Vehicles by Mazda	All	Asian Import
Ford Festiva	All	Asian Import
Ford Focus (2 Valve Engine)	All	Domestic
Ford Focus (4 Valve Engine)	All	European Import
Ford Merkur/Scorpio	All	European Import
Ford Probe	All	Asian Import
Mercury Aspire	All	Asian Import
Mercury Capri	75-86	Domestic
Mercury Capri	86-94	Asian Import
Ford Escort (All)	81-90	Domestic
Ford Escort (1.8*L*)	91-96	Asian Import
Ford Escort (1.9*L*)	91-96	Domestic
Mercury Tracer (1.8*L*)	91-96	Asian Import
Mercury Tracer (1.9*L*)	91-96	Domestic

Appendix A (Continued)

Manufacturer/Vehicles	Years	Are Classified As:
Ford Taurus SHO	All	Asian Import
Ford Pinto Van	All	Passenger Car
Mercury Villager	All	Asian Import
Ford Lincoln LS (3.0L)	2000	Domestic
Ford Lincoln LS (4.0L)	2000	European Import
General Motors vehicles by Isuzu	All	Asian Import
Saturn LS/LW 4 cylinder	2000	Domestic
Saturn LS/WL 6 cylinder	2000	European Import
General Motors vehicles by Nummi	All	Asian Import
General Motors ehicles by Suzuki	All	Asian Import
Pontiac LeMans	75-81	Domestic
Pontiac LeMans	91-93	Asian Import
Cadillac Allante	All	Domestic
Cadillac Catera	All	European Import
Mazda Vehicles by Ford	All	Domestic
Honda Odyssey	All	Midsize Van
Isuzu Oasis	All	Midsize Van
Sterling	All	Asian Import
Subaru 4wd Sedans/Wagons	All	Passenger Cars
Suzuki X-90	All	Small Utility

Note: Classification of a vehicle as Domestic, European Import, or Asian Import is based on the authors' judgment of where the majority of the engine and emission control system development work was done. It is meant to be a tracking system for technical parameters related to engine and emission control development and is not a replacement for Domestic/Import definitions used in implementing automotive standards legislation.

Appendix B
Model Year 2000 Nameplate MPG Listing

TWO-SEATER	MPG
Honda Insight	76.3
Toyota MR2	31.8
Mazda MX-5 Miata	30.8
Mercedes-Benz SLK230	29.1
Honda S2000	26.2
BMW Z3 Roadster	25.5
Porsche Boxster	25.4
BMW M Coupe	25.1
BMW Z3 Coupe	25.1
General Motors Corvette	23.6
Porsche Boxster S	23.5
Honda NSX	22.9
Chrysler Prowler	22.7
Mercedes-Benz SL500	21.6
BMW Z8	18.6
Mercedes-Benz SL600	17.7
Chrysler Viper	17.3
Ferrari 360 Modena-Spider	14.5
Ferrari 550 Maranello	11.7

MINICOMPACT	MPG
Volkswagen TT Coupe	29.4
Volkswagen TT Coupe Quattro	27.2
Mercedes-Benz CLK320	26.2
BMW M Roadster	25.1
BMW 323I Convertible	24.0
Mercedes-Benz CLK430	23.1
Porsche 911 Carrera	23.0
Jaguar XK8 Convertible	22.8
Jaguar XKR Convertible	21.4
Ford Imports DB-7 Vantage Coupe	15.7
Ford Imports DB-7 Vantage Volante	15.4

SUBCOMPACT	MPG
Honda Civic HX	43.5
GM Imports Metro	41.1
Suzuki Swift	40.1
Honda Civic	36.5
Ford Escort	35.7
Suzuki Esteem	35.6
Honda Civic GX	35.5
Mitsubishi Mirage	35.2
General Motors Saturn SC	35.0
Toyota Celica	33.5
Ford Escort ZX2	33.1
Honda Integra	31.4
Volkswagen Beetle	30.4
General Motors Cavalier	30.3
General Motors Sunfire	30.1
Hyundai Tiburon	29.5
Volkswagen Cabrio	29.4
Subaru Impreza AWD	29.1
General Motors Cavalier Dual-Fuel	28.5
Mitsubishi Eclipse	27.9
Honda Prelude	27.7
Mercedes-Benz CLK320	27.5
GM Imports SAAB 9-3 Viggen Convertible	27.5
GM Imports SAAB 9-3 Convertible	27.1
Toyota Camry Solara Convertible	26.1
BMW 323CI / 328 CI	26.1
Ford Mustang	25.6
General Motors Camaro	25.2
Volvo C70 Convertible	25.2
General Motors Firebird-Trans AM	24.4
Mercedes-Benz CLK430	24.2
Toyota SC 300-SC 400	24.2
Jaguar XK8	23.1
Jaguar XKR	21.9
Rolls-Royce Corniche	15.2
Rolls-Royce Bentley Continental T	15.1
Rolls-Royce Bentley Continental SC	14.9
Rolls-Royce Bentley Azure	14.9
Ferrari 456 MGT-MGTA	13.4

COMPACT	MPG
Toyota Echo	42.1
GM Imports Prizm	37.2
Toyota Corolla	36.8
General Motors SL	35.5
Hyundai Accent-Brio	35.3
Mazda Protege	34.4
Ford Focus	34.2
Ford Escort	33.7
Nissan Sentra	33.3
Chrysler Neon	32.3
Ford Imports Focus	32.1
Volkswagen Golf	32.0
Daewoo Lanos	31.9
Nissan G20	30.3
Hyundai Elantra	30.0
Toyota Camry CNG	29.8
Volkswagen Jetta	29.7
Kia Sephia	29.7
Daewoo Nubira	29.6
Volkswagen GTI	29.3
General Motors Alero	28.9
Ford Contour	28.9
General Motors Grand AM	28.5
Ford Mystique	28.5
Mercedes-Benz C230	28.3
Volvo S40	28.0
Nissan Altima	28.0
Subaru Legacy AWD	27.9
Toyota Camry Solara	27.6
Ford Cougar	27.5
Mercedes-Benz C280	27.3
BMW 323I	26.4
Mazda Millenia	26.0
Chrysler Avenger	26.0
Chrysler Sebring	26.0
Volvo C70 Coupe	25.9
Chrysler Sebring Convertible	25.6
Volkswagen A4	25.5
BMW 328I	25.5
Toyota ES 300	25.4
Volkswagen A4 Quattro	25.0
BMW 528I	24.5
Mercedes-Benz C43	23.1
Volkswagen S4	23.0
Jaguar XJ8	22.8
BMW 540I	22.3
Mercedes-Benz CL500	21.7
Jaguar XJR	21.0
BMW M5	18.6
Rolls-Royce Bentley Continental R	15.1

Appendix B (Continued)
Model Year 2000 Nameplate MPG Listing

MIDSIZE SEDAN	MPG
General Motors LS	30.8
Toyota Camry	29.2
Honda Accord	29.0
Mazda 626	28.1
Volkswagen Passat	28.0
General Motors Malibu	28.0
Mercedes-Benz E320	27.9
GM Imports SAAB 9-3 Viggen	27.5
General Motors Century	27.5
General Motors Lumina-Monte Carlo	27.4
Mitsubishi Galant	27.2
Volvo S70	27.1
Daewoo Leganza	26.9
Mercedes-Benz E320 4Matic	26.9
Hyundai Sonata	26.8
GM Imports Saab 9-3	26.8
Nissan Maxima	26.7
Chrysler Breeze	26.7
Chrysler Stratus	26.6
Chrysler Cirrus	26.5
Nissan I30	26.4
Honda 3.2TL	26.4
General Motors Regal	26.4
General Motors Grand Prix	26.4
Ford Sable	26.3
GM Imports Satu[illegible] LS	26.2
Chrysler Imports Cirrus	26.1
Chrysler Imports Stratus	25.9
General Motors Intrigue	25.7
GM Imports Saab 9-5	25.5
Toyota LS 400	24.3
Volvo S70AWD	24.3
Toyota GS 300-GS 400	24.3
Volvo S80	24.2
Jaguar X200 V6	24.1
General Motors Eldorado	24.1
General Motors Seville	24.1
Mercedes-Benz E430	23.9
GM Imports Catera	23.8
Volkswagen A6	23.8
Ford LS	23.5
Mitsubishi Diamante	23.4
Honda 3.5RL	23.2
Nissan Q45	23.1
Volkswagen A6 Quattro	22.9
Volkswagen Passat 4Motion	22.9
Mercedes-Benz E430 4Matic	22.8
Jaguar XJ8L	22.8
Jaguar Vanden Plas	22.8
Volkswagen A8 Quattro	22.7
Ford Imports LS	22.4
Jaguar X200 V8	22.4
Mercedes-Benz E55	22.0
BMW 740I 740I Sport	21.9
Jaguar Vanden Plas S-C	20.9
Rolls-Royce Silver Seraph	16.1
Rolls-Royce Bentley Arnage	14.9

LARGE SEDAN	MPG
Toyota Avalon	28.1
General Motors Impala	27.2
General Motors LeSabre	26.5
Chrysler Intrepid	26.5
Ford Taurus	26.3
General Motors Bonneville	26.3
Chrysler Concorde	26.2
General Motors Park Avenue	26.2
Chrysler 300 M	24.8
Chrysler LHS	24.4
General Motors DeVille	24.1
Ford Grand Marquis	23.8
Ford Town Car	23.7
Ford Continental	23.4
Mercedes-Benz S430	23.0
Volkswagen A8	22.8
BMW 740IL	22.7
Ford Crown Victoria	21.8
Mercedes-Benz S500	21.7
BMW 750IL	18.1
Rolls-Royce Park Ward	16.1

SMALL WAGON	MPG
General Motors SW	34.3
Suzuki Esteem	34.2
Daewoo Nubira	29.6
Subaru Impreza	29.5
Hyundai Elantra	29.4
Volvo V40	28.0
BMW 323I	26.3
Volkswagen A4 Avant Quattro	25.5
BMW 528I	24.5
Volkswagen A4 Avant	24.4
BMW 540I	20.5

MIDSIZE WAGON	MPG
Ford Focus	33.9
Ford Imports Focus	32.6
General Motors Saturn LW	29.5
Subaru Legacy	27.9
Volkswagen Passat	27.6
Volvo V70	27.2
Mercedes-Benz E320	26.6
GM Imports LW	26.2
Mercedes-Benz E320 4Matic	25.8
GM Imports Saab 9-5	25.5
Ford Sable	25.5
Ford Taurus	25.3
Volvo V70AWD	24.2
Volkswagen Passat 4Motion	22.9
Volkswagen A6 Avant Quattro	22.9

Appendix B (Continued)
Model Year 2000 Nameplate MPG Listing

MIDSIZE VAN	MPG
General Motors Silhouette FWD	25.0
General Motors Montana FWD	25.0
General Motors Venture FWD	25.0
Chrysler Voyager 2WD	24.4
Chrysler Caravan 2WD	24.2
Toyota Sienna	24.0
Honda Odyssey	24.0
Mazda MPV	23.1
Chrysler Town & Country 2WD	23.1
Nissan Quest	23.0
Ford Windstar Cargo Van	22.9
Ford Imports Villager Wagon	22.8
Ford Windstar Wagon	22.5
Chrysler Town & Country AWD	21.7
Chrysler Caravan AWD	21.7
General Motors Safari 2WD (Cargo)	21.6
General Motors Astro 2WD (Cargo)	21.6
General Motors Safari 2WD(Passenger)	20.8
General Motors Astro 2WD (Passenger)	20.8
General Motors Safari AWD (Cargo)	20.2
General Motors Astro AWD (Cargo)	20.2
General Motors Safari AWD (Passenger)	19.4
General Motors Astro AWD (Passenger)	19.4
Volkswagen Group Eurovan Camper	18.5

LARGE VAN	MPG
Volkswagen Group Eurovan	19.5
Ford E150 Econoline 2WD	18.9
General Motors G1500-2500 Chevy Van 2WD	18.3
General Motors G1500-2500 Savana Cargo.	18.1
General Motors G1500-2500 Chevy Express	18.0
General Motors G1500-2500 Savana Pass..	17.9
General Motors G1500-2500 Chevy Express	17.9
General Motors G1500-2500 Savana Pass..	17.9
Ford E150 Club Wagon	17.8
Chrysler B1500 Van 2WD	17.8
Ford E250 Econoline 2WD	17.7
Chrysler B1500 Wagon 2WD	17.6
Chrysler B2500 Van 2WD	17.1
Chrysler B2500 Wagon 2WD	15.7

SMALL UTILITY	MPG
Toyota RAV4 2WD	30.6
GM Imports Tracker 2WD Convertible	29.5
GM Imports Tracker 2WD Hardtop	28.8
GM Imports Tracker 4X4 Convertible	28.5
Toyota RAV4 Soft Top 4WD	28.2
Suzuki Vitara 2-Door 2WD	28.1
Subaru Forester AWD	27.9
GM Imports Tracker 4X4 Hardtop	27.8
Suzuki Vitara 2-Door 4WD	27.8
Suzuki Vitara 4-Door 2WD	27.6
Toyota RAV4 4WD	27.5
Suzuki Vitara 4-Door 4WD	27.5
Nissan XTerra 2WD	24.2
Kia Sportage	24.0
Kia Sportage	23.5
Isuzu Amigo 2WD	22.1
Nissan XTerra V6-2WD	20.5
Isuzu Amigo 4WD	20.4
Chrysler Wrangler 4WD	20.3
Nissan XTerra V6-4WD	19.6
Isuzu Vehicross	19.2

MIDSIZE UTILITY	MPG
Honda CR-V(2WD)	27.5
Honda CR-V(4WD)	27.1
Toyota RX 300 2WD	24.2
Suzuki Grand Vitara 4-Door 2WD	23.4
Toyota RX 300 4WD	23.4
Toyota 4Runner 2WD	22.9
Suzuki Grand Vitara 4-Door 4WD	22.9
Isuzu Rodeo 2WD	21.9
Chrysler Cherokee 2WD	21.8
Mitsubishi Montero Sport 2WD	21.8
General Motors Blazer 2WD	21.6
General Motors Jimmy 2WD	21.6
Mitsubishi Montero Sport 4WD	21.3
Chrysler Grand Cherokee 2WD	21.3
Honda Passport 2WD	21.2
Toyota 4Runner 4WD	21.1
Chrysler Cherokee 4WD	20.8
Isuzu Rodeo 4WD	20.5
Honda Passport 4WD	20.5
Ford Explorer 2WD	20.5
Mitsubishi Montero	20.3
General Motors Bravada AWD	20.2
General Motors Jimmy 4WD	20.1
General Motors Blazer 4WD	20.1
Ford Explorer 4WD	20.1
Nissan Pathfinder 2WD	20.0
Chrysler Grand Cherokee 4WD	19.9
Ford Postal Vehicle	19.6
Isuzu Trooper 2WD	19.4
Nissan Pathfinder 4WD	19.3
Isuzu Trooper	19.1
Nissan QX4 4WD	19.0
Rover Land Rover Discovery	17.3
Rover Range Rover	16.2

LARGE UTILITY	MPG
Mercedes-Benz ML320	20.8
Mercedes-Benz ML430	19.7
Ford Mountaineer 2WD	19.6
Ford Mountaineer 4WD	19.2
General Motors C1500 Tahoe 2WD	18.1
General Motors C1500 Yukon 2WD	17.9
General Motors C1500 Yukon XL 2WD	17.8
General Motors C1500 Suburban 2WD	17.8
Ford Expedition 2WD	17.7
Mercedes-Benz ML55	17.7
Chrysler Durango 2WD	17.6
BMW X5	17.5
General Motors K1500 Yukon XL 4WD	17.2
General Motors K1500 Suburban 4WD	17.2
Toyota LX 470	17.1
Toyota Land Cruiser Wagon 4WD	17.1
General Motors K1500 Tahoe 4WD	17.1
Ford Expedition 4WD	16.9
Chrysler Durango 4WD	16.8
Ford Navigator 4WD	16.2
General Motors K1500 Yukon 4WD	16.2
Ford Navigator 2WD	16.1
General Motors Escalade 4WD	16.1

Appendix B (Continued)
Model Year 2000 Nameplate MPG Listing

SMALL PICKUP	MPG
Nissan Frontier 2WD	27.1
Toyota Tacoma 2WD	26.2
Nissan Frontier 2WD	22.3
Toyota Tacoma 4WD	21.5
Nissan Frontier V6-2WD	20.2
Nissan Frontier V6-4WD	19.7

MIDSIZE PICKUP	MPG
Mazda B2500 2WD	27.5
General Motors S10 2WD	26.5
General Motors Sonoma 2WD	26.1
Ford Ranger 2WD	25.3
Isuzu Hombre 2WD	22.6
Ford Ranger FFV - 2WD	22.3
Mazda B3000 FFV - 2WD	22.3
Isuzu Hombre 4WD	21.5
Chrysler Dakota 2WD	21.5
General Motors Sonoma 4WD	21.0
General Motors S10 4WD	21.0
Mazda B4000 2WD	20.9
Mazda B3000 FFV - 4WD	20.2
Ford Ranger FFV - 4WD	20.1
Mazda B4000 4WD	20.0
Ford Ranger 4WD	19.9
Chrysler Dakota 4WD	18.5

LARGE PICKUP	MPG
General Motors C1500 Sierra 2WD	20.8
General Motors C1500 Silverado 2WD	20.8
Ford F150 2WD	20.0
Toyota Tundra 2WD	19.7
General Motors K1500 Silverado 4WD	18.6
General Motors K1500 Sierra 4WD	18.6
Ford F150 4WD	18.3
Toyota Tundra 4WD	18.2
Chrysler Ram 1500 2WD	17.5
General Motors C2500 Sierra 2WD	16.8
Ford Lightning 2WD	16.8
General Motors C2500 Silverado 2WD	16.6
Chrysler Ram 1500 4WD	16.1

Appendix C

Table C1 — Cars with the Lowest MPG by Model Year

Model Year	Manufacturer	Model Name	EPA Size Class	Inertia Weight	Drive	Trans	Gears	Fuel Induct	HP	CID	0-60 Time	Fuel Economy City	Hwy	55/45
1975	GM	Toronado	Large	5500	Front	Auto		Carb	175	455	14	8.5	12.1	9.8
1976	Jaguar	Jensen	Two Seater	4500	Rear	Auto	3	Carb	250	440	9	8.6	12.8	10.1
1977	Rolls Royce	Rolls Royce	Compact	5500	Rear	Auto		Carb	170	412	15	8.7	11.4	9.7
1978	Dodge	Monaco	Midsize	5000	Rear	Auto	3	Carb	240	440	10	8.3	11.2	9.4
1979	Aston Martin	Aston Martin	Subcompact	4500	Rear	Manual	5	Carb	60	326	27	7.6	12.4	9.2
1980	Aston Martin	Aston Martin	Subcompact	4500	Rear	Manual	5	Carb	275	326	8	7.6	12.4	9.2
1981	Peugot	605	Compact	3500	Rear	Auto	3	Carb	132	174	12	3.5	7.7	5.0
1982	Masserati	Quattroporte	Midsize	5000	Rear	Lockup	3	Carb	288	301	9	8.5	12.6	10.0
1983	Masserati	Quattroporte	Midsize	5000	Rear	Lockup	3	Carb	288	301	9	8.5	12.6	10.0
1984	Masserati	Quattroporte	Midsize	5000	Rear	Lockup	3	Carb	288	301	9	8.5	12.6	10.0
1985	Masserati	Quattroporte	Midsize	5000	Rear	Lockup	3	Carb	288	301	9	8.5	12.6	10.0
1986	Lamborghini	Countach	Two Seater	3500	Rear	Manual	5	Port	420	315	5	6.8	13.4	8.7
1987	Lamborghini	Countach	Two Seater	3500	Rear	Manual	5	Port	420	315	5	6.8	13.4	8.7
1988	Lamborghini	Countach	Two Seater	3500	Rear	Manual	5	Port	420	315	5	6.8	13.4	8.7
1989	Lamborghini	Countach	Two Seater	3500	Rear	Manual	5	TBI	420	315	5	6.8	13.4	8.7
1990	Aston Martin	Lag	Subcompact	5000	Rear	Lockup	3	Port	240	326	10	9.3	13.9	10.9
1991	Vector	W8	Two Seater	4000	Rear	Auto	3	Port	450	365	5	8.2	13.7	10.0
1992	Vector	W8	Two Seater	4000	Rear	Auto	3	Port	450	365	5	8.2	13.7	10.0
1993	Vector	W8	Two Seater	4000	Rear	Auto	3	Port	450	365	5	8.2	13.7	10.0
1994	Lamborghini	DB132	Two Seater	4000	4wd	Manual	5	Port	492	348	5	10.4	18.1	12.9
1995	Ferrari	F50	Two Seater	3000	Rear	Manual	6	Port	510	287	4	8.4	14.1	10.3
1996	Lamborghini	M12	Two Seater	4000	Rear	Manual	5	Port	492	348	5	9.9	16.2	12.0
1997	Lamborghini	DB132	Two Seater	4000	4wd	Manual	5	Port	492	348	5	10.2	18.1	12.7
1998	Ferrari	550	Two Seater	4000	Rear	Manual	6	Port	475	334	5	10.1	18.9	12.8
1999	Ferrari	550	Two Seater	4000	Rear	Manual	6	Port	475	334	5	10.0	18.0	12.5
2000	Ferrari	550	Two Seater	4000	Rear	Manual	6	Port	475	334	5	9.4	16.7	11.7

Table C2 — Cars with the Highest MPG by Model Year

Model Year	Manufacturer	Model Name	EPA Size Class	Inertia Weight	Drive	Trans	Gears	Fuel Induct	HP	CID	0-60 Time	Fuel Economy City	Hwy	55/45
1975	Honda	Civic CVCC	Minicompact	2000	Front	Manual	5	Carb	52	90	16	28.2	42.3	33.2
1976	Honda	Civic CVCC	Minicompact	2000	Front	Manual	3	Carb	60	91	15	31.6	42.8	35.8
1977	Honda	Civic CVCC	Minicompact	2000	Front	Manual		Carb	60	91	15	39.7	51.6	44.3
1978	VW	Rabbit	Subcompact	2250	Front	Manual	4	Diesel	48	90	19	39.1	52.2	44.1
1979	VW	Rabbit	Subcompact	2250	Front	Manual	5	Diesel	48	90	19	40.8	54.6	46.0
1980	VW	Rabbit	Subcompact	2250	Front	Manual	5	Diesel	48	90	19	41.9	56.5	47.4
1981	VW	Rabbit	Subcompact	2250	Front	Manual	4	Diesel	52	97	18	42.1	58.2	48.1
1982	VW	Rabbit	Subcompact	2250	Front	Manual	4	Diesel	52	97	18	45.4	57.8	50.3
1983	Nissan	Sentra	Subcompact	2250	Front	Manual	4	Diesel	55	103	17	48.2	61.3	53.4
1984	Honda	Civic	Two Seater	2000	Front	Manual	5	Carb	60	82	15	50.8	65.7	56.6
1985	Suzuki	SA310	Minicompact	1750	Front	Manual	5	Carb	48	61	16	52.7	67.5	58.5
1986	Geo	Sprint	Minicompact	1750	Front	Manual	5	Carb	46	61	16	61.5	76.4	67.4
1987	Geo	Sprint	Minicompact	1750	Front	Manual	5	Carb	46	61	16	59.7	74.5	65.6
1988	Geo	Sprint	Minicompact	1750	Front	Manual	5	Carb	46	61	16	59.7	74.5	65.6
1989	Honda	Civic CRX	Two Seater	2000	Front	Manual	5	Port	62	91	14	55.2	70.6	61.2
1990	Geo	Metro XFI	Subcompact	1750	Front	Manual	5	TBI	49	61	15	59.1	74.8	65.3
1991	Geo	Metro XFI	Subcompact	1750	Front	Manual	5	TBI	55	61	14	59.2	74.7	65.3
1992	Geo	Metro XFI	Subcompact	1750	Front	Manual	5	TBI	55	61	14	59.1	74.8	65.3
1993	Geo	Metro XFI	Subcompact	1750	Front	Manual	5	TBI	55	61	14	59.1	74.8	65.3
1994	Geo	Metro XFI	Subcompact	1750	Front	Manual	5	TBI	55	61	14	60.0	74.7	65.8
1995	Honds	Civic HB	Subcompact	2250	Front	Manual	5	Port	91	91	12	51.7	72.0	59.2
1996	Suzuki	Swift	Subcompact	2000	Front	Manual	5	TBI	55	61	16	49.5	63.1	54.8
1997	Geo	Metro	Subcompact	2000	Front	Manual	5	TBI	55	61	16	48.9	63.2	54.4
1998	Geo	Metro	Subcompact	2000	Front	Manual	5	TBI	55	60	16	47.5	63.5	53.6
1999	VW	Beetle	Subcompact	3000	Front	Manual	5	Diesel	90	116	15	46.4	62.9	52.6
2000	Honda	Insight	Two Seater	2000	Front	Manual	5	Port	67	61	13	68.2	89.2	76.3

Table C3 Trucks with the Lowest Fuel Economy by Model Year

Model Year	Manufacturer	Model Name	Size Class	Inertia Weight	Drive	Trans.	Gears	Fuel Induct	HP	CID	0-60 Time	Fuel Economy City	Hwy	55/45
1975	Ford	F 250	Large Pickup	5000	Rear	Auto		Carb	150	360	15	8.4	10.0	9.0
1976	GM	P20	Midsize Van	6500	Rear	Auto		Carb	245	454	13	8.1	10.9	9.2
1977	Toyota	Land Cruiser	Midsize SUV	4500	Rear	Auto		Carb	125	258	16	[illegible].2	11.4	9.4
1978	GM	C20 Suburban	Large SUV	5500	Rear	Auto		Carb	185	454	14	8.9	10.4	9.5
1979	Ford	Pickup	Large Pickup	5500	Rear	Auto	3	Carb	270	460	10	9.0	9.9	9.4
1980	GM	Cab Chassis	Large Pickup	6000	Rear	Lockup	3	Carb	155	350	16	9.0	11.3	9.9
1981	Chrysler	B250 Van	Midsize Van	5500	Rear	Auto	3	Carb	170	360	15	10.0	12.9	11.1
1982	GM	G35 Sportvan	Large Van	5500	Rear	Lockup	3	Carb	165	350	15	10.6	13.9	11.9
1983	Ford	E250 Econoline	Large Van	5500	Rear	Auto	3	Carb	143	351	16	10.9	13.9	12.1
1984	Chrysler	B350 Wagon	Large Van	5500	Rear	Auto	3	Carb	175	360	14	9.7	13.7	11.2
1985	Ford	E250 Econoline	Large Van	5500	Rear	Auto	3	Carb	154	351	16	10.6	12.3	11.3
1986	Chrysler	B350 Wagon	Large Van	5500	Rear	Auto	3	Carb	170	360	15	10.9	14.4	12.2
1987	Chrysler	A150 Ramcharger	Midsize SUV	5000	4wd	Auto	3	Carb	175	360	13	10.3	14.4	11.8
1988	Chrysler	D100 Pickup	Large Pickup	4000	Rear	Lockup	3	TBI	122	239	15	16.3	22.8	18.7
1989	Chrysler	B350 Wagon	Large Van	5500	Rear	Auto	3	TBI	145	360	17	11.0	14.1	12.2
1990	GM	C1500 Pickup	Large Pickup	4500	Rear	Auto	3	TBI	230	454	10	10.6	14.1	11.9
1991	Chrysler	W250 Pickup	Large Pickup	5500	4wd	Auto	3	TBI	190	360	13	10.4	16.1	12.4
1992	Chrysler	W250 Pickup	Large Pickup	5000	4wd	Auto	4	TBI	203	360	12	10.3	16.7	12.5
1993	GM	C1500 Pickup	Large Pickup	4500	Rear	Lockup	4	TBI	255	454	9	10.7	15.8	12.5
1994	Chrysler	B150 Wagon	Midsize Van	5500	Rear	Lockup	4	Port	23[illegible]	36[illegible]	12	12.7	18.2	14.7
1995	Chrysler	B3500 Wagon	Large Van	5500	Rear	Lockup	4	Port	230	360	12	12.5	18.7	14.7
1996	Chrysler	Ram 1500 Pickup	Large Pickup	5500	4wd	Lockup	4	Port	230	360	12	12.2	19.5	14.7
1997	Chrysler	B3500 Wagon	Large Van	5500	Rear	Lockup	4	Port	230	360	12	12.1	18.8	14.4
1998	Ford	E250 Econoline	Large Van	6000	Rear	Lockup	4	Port	235	330	12	12.6	17.9	14.5
1999	Ford	F250 Pickup	Large Pickup	5500	Rear	Lockup	4	Port	190	330	13	12.5	19.0	14.8
2000	Chrysler	Ram 1500 Pickup	Large Pickup	6000	4wd	Lockup	4	Port	230	318	12	12.8	20.4	15.4

Table C4 Trucks with the Highest Fuel Economy by Model Year

Model Year	Manufacturer	Model Name	Size Class	Inertia Weight	Drive	Trans.	Gears	Fuel Induct	HP	CID	0-60 Time	Fuel Economy City	Hwy	55/45
1975	Nissan	Pickup	Small Pickup	2750	Rear	Manual		Carb	107	119	12	20.4	31.7	24.3
1976	Ford	Courier	Midsize Pickup	3000	Rear	Manual		Carb	65	109	19	23.5	33.3	27.0
1977	Mazda	B1800 Pickup	Midsize Pickup	3000	Rear	Manual		Carb	67	110	18	27.8	39.8	32.2
1978	Ford	Courier	Midsize Pickup	3000	Rear	Manual		Carb	67	110	18	29.2	38.4	32.7
1979	Mazda	B2000	Midsize Pickup	3000	Rear	Manual	5	Carb	72	120	17	26.7	36.8	30.5
1980	Isuzu	Pickup	Small Pickup	2250	Front	Manual	5	Diesel	48	90	19	39.9	53.3	45.0
1981	Isuzu	Pickup	Small Pickup	2250	Front	Manual	5	Diesel	52	97	18	37.2	50.8	42.3
1982	VW	Pickup	Small Pickup	2250	Front	Manual	4	Diesel	52	97	18	40.7	48.0	43.7
1983	VW	Pickup	Small Pickup	2250	Front	Manual	4	Diesel	52	97	18	42.0	49.6	45.1
1984	Isuzu	P'UP Pickup	Small Pickup	2750	Rear	Manual	4	Diesel	62	137	18	38.4	49.1	42.6
1985	Isuzu	P'UP Pickup	Small Pickup	2750	Rear	Manual	4	Diesel	62	137	18	38.4	49.1	42.6
1986	Isuzu	P'UP Pickup	Small Pickup	2750	Rear	Manual	4	Diesel	62	137	18	38.4	49.1	42.6
1987	Isuzu	P'UP Pickup	Midsize Pickup	3000	Rear	Manual	4	Diesel	60	137	20	38.4	49.8	42.8
1988	Suzuki	Samari	Small SUV	2250	4wd	Manual	5	Carb	64	81	15	30.6	37.3	33.3
1989	Suzuki	Sidekick	Small SUV	2250	4wd	Manual	5	Carb	64	79	15	31.0	36.9	33.4
1990	Suzuki	Samari	Small SUV	2500	4wd	Manual	5	TBI	66	79	16	31.2	36.8	33.5
1991	Suzuki	Samari	Small SUV	2500	Rear	Manual	5	TBI	66	79	16	31.3	36.7	33.5
1992	Suzuki	Samari	Small SUV	2500	Rear	Manual	5	TBI	66	79	16	31.2	36.8	33.5
1993	Suzuki	Samari	Small SUV	2500	Rear	Manual	5	TBI	66	79	16	31.2	36.8	33.5
1994	Suzuki	Samari	Small SUV	2500	4wd	Manual	5	TBI	66	79	16	31.2	36.8	33.5
1995	Suzuki	Samari	Small SUV	2500	4wd	Manual	5	TBI	66	79	16	31.3	36.8	33.6
1996	GM	Sonoma	Midsize Pickup	3000	Rear	Manual	5	Port	118	134	12	26.6	39.8	31.3
1997	GM	Sonoma	Midsize Pickup	3000	Rear	Manual	5	Port	118	134	12	26.6	39.8	31.3
1998	Suzuki	X 90	Small SUV	2750	4wd	Manual	5	Port	95	97	13	27.6	35.9	30.8
1999	Suzuki	Vitara	Small SUV	2750	Rear	Manual	5	Port	97	97	13	28.0	35.8	31.1
2000	Suzuki	Vitara	Small SUV	2750	Rear	Manual	5	Port	97	97	13	28.0	35.9	31.1

Appendix D

TABLE D-1 CHARACTERISTICS OF 1975 TO 2000 CARS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1975	8237	.806	13.7	19.5	15.8	4057		288	136	14.2	111	.515	.0331	32.3		
1976	9722	.788	15.2	21.3	17.5	4059		286	133	14.4	110	.502	.0324	35.5		
1977	11300	.800	16.0	22.3	18.3	3943	110.4	279	133	14.0	111	.516	.0335	36.4	2091	4021
1978	11175	.773	17.2	24.5	19.9	3587	109.0	251	124	13.7	111	.538	.0342	35.9	2240	3926
1979	10794	.778	17.7	24.6	20.3	3485	108.9	238	119	13.8	110	.545	.0338	35.4	2258	3878
1980	9443	.835	20.3	29.0	23.5	3101	104.2	188	100	14.3	107	.583	.0322	36.6	2507	3841
1981	8733	.827	21.7	31.1	25.1	3076	106.5	182	99	14.4	106	.594	.0320	38.9	2744	4161
1982	7819	.803	22.3	32.7	26.0	3054	106.1	175	99	14.4	106	.609	.0320	40.1	2836	4273
1983	8002	.777	22.1	32.7	25.9	3112	108.7	182	104	14.0	108	.615	.0330	40.7	2904	4426
1984	10675	.761	22.4	33.3	26.3	3098	107.5	179	106	13.8	109	.637	.0339	41.1	2910	4425
1985	10791	.746	23.0	34.3	27.0	3093	108.1	177	111	13.3	111	.671	.0355	42.0	2990	4548
1986	11015	.717	23.7	35.5	27.9	3041	107.3	167	111	13.2	111	.701	.0360	42.6	3057	4585
1987	10731	.722	23.9	35.9	28.1	3031	106.6	162	112	13.0	112	.732	.0365	42.8	3051	4569
1988	10736	.702	24.2	36.6	28.6	3046	107.0	160	116	12.8	113	.759	.0375	43.7	3119	4693
1989	10018	.693	23.8	36.3	28.1	3099	107.7	163	121	12.5	115	.783	.0387	43.8	3080	4723
1990	8810	.698	23.4	36.0	27.8	3176	107.1	163	128	12.1	117	.829	.0401	44.2	3014	4746
1991	8524	.678	23.6	36.3	28.0	3154	106.8	163	132	11.8	118	.851	.0413	44.3	3040	4746
1992	8108	.666	23.1	36.3	27.6	3240	108.4	170	140	11.5	120	.868	.0428	44.9	3040	4877
1993	8456	.640	23.6	37.0	28.2	3207	108.4	166	138	11.6	120	.865	.0425	45.4	3107	4930
1994	8414	.602	23	36.9	28.1	3249	108.2	168	143	11.4	121	.884	.0432	45.7	3086	4956
1995	9396	.620	23.6	37.6	28.3	3263	108.7	167	152	10.9	125	.945	.0460	46.4	3130	5045
1996	7890	.600	23.5	37.6	28.3	3282	109.0	165	154	10.8	125	.958	.0464	46.5	3124	5077
1997	8335	.577	23.7	37.7	28.4	3274	108.7	164	156	10.7	126	.974	.0469	46.7	3127	5076
1998	7968	.552	23.7	37.9	28.5	3307	108.6	164	159	10.6	127	.993	.0475	47.3	3138	5146
1999	8608	.542	23.4	37.4	28.2	3366	109.2	167	165	10.5	128	1.008	.0483	47.6	3119	5208
2000	8633	.539	23.3	37.4	28.1	3386	109.8	167	169	10.3	130	1.034	.0495	47.7	3123	5252

PERCENT OF CARS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	DESIGNED DOM	EUR	ASIA
1975	6.5	.0	19.9	.0	5.1	.0	5.1	94.6	.2	.0	81.6	8.2	10.3
1976	5.8	.0	17.1	.0	3.2	.0	3.2	96.6	.3	.0	84.9	5.4	9.7
1977	6.8	.0	16.8	.0	4.2	.0	4.2	95.3	.5	.0	82.3	5.5	12.2
1978	9.6	.0	20.2	6.7	5.1	.0	5.1	94.0	.9	.0	80.2	6.3	13.5
1979	11.9	.3	22.3	8.0	4.7	.0	4.7	93.2	2.1	.0	80.4	5.6	14.0
1980	29.7	.9	31.9	16.5	6.9	.7	6.2	88.7	4.4	.0	71.2	8.4	20.4
1981	37.0	.7	30.4	33.3	8.8	2.6	6.1	85.3	5.9	.0	71.7	6.0	22.3
1982	45.6	.8	29.7	51.4	17.0	9.8	7.2	78.4	4.7	.0	70.4	6.3	23.3
1983	47.3	3.1	26.5	56.7	28.3	18.9	9.5	69.6	2.1	.0	71.0	5.5	23.5
1984	53.7	1.0	24.1	58.3	39.4	24.4	15.0	58.9	1.7	.0	75.9	6.0	18.1
1985	61.6	2.1	22.8	58.7	53.5	32.0	21.4	45.6	.9	.0	72.3	6.2	21.6
1986	71.1	1.1	24.8	58.0	65.1	28.4	36.7	34.5	.3	1.6	68.2	6.6	25.1
1987	77.0	1.1	24.9	59.5	73.0	30.5	42.5	26.8	.3	5.6	61.6	6.9	31.5
1988	81.7	.8	24.3	66.1	83.7	30.0	53.7	16.3	.0	10.4	61.2	6.3	32.5
1989	82.5	1.0	21.0	69.3	90.2	27.8	62.4	9.7	.0	12.8	61.9	5.5	32.6
1990	84.6	1.0	19.6	72.9	98.6	21.1	77.5	1.4	.0	25.7	56.8	5.0	38.2
1991	83.2	1.4	20.5	73.5	99.8	21.8	78.0	.0	.1	28.2	56.2	4.6	39.2
1992	80.8	1.1	17.4	76.4	99.9	10.4	89.5	.0	.1	29.7	58.3	4.1	37.7
1993	85.1	1.2	17.8	76.9	100.0	8.4	91.6	.0	.0	32.8	60.4	3.4	36.2
1994	84.4	.4	16.7	79.3	100.0	5.1	94.9	.0	.0	38.9	55.7	4.0	40.3
1995	82.0	1.2	16.3	81.9	99.9	1.2	98.8	.0	.1	52.1	58.5	5.4	36.1
1996	86.5	1.5	14.9	83.6	99.9	1.1	98.8	.0	.1	56.2	57.8	5.1	37.0
1997	86.5	1.7	13.5	85.8	99.9	.8	99.1	.0	.1	57.4	55.1	6.5	38.4
1998	87.0	2.3	12.3	87.4	99.8	.1	99.7	.0	.2	60.6	55.1	7.9	37.0
1999	85.6	2.4	13.7	85.8	99.6	.1	99.5	.0	.4	61.2	53.5	10.3	36.2
2000	84.4	2.8	14.0	85.3	99.8	.1	99.6	.0	.2	59.7	49.4	13.9	36.7

TABLE D-2 CHARACTERISTICS OF 1975 TO 2000 VANS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1975	457	.045	11.7	15.2	13.1	4196	317	143	13.9	113	.448	.0341	28.1
1976	502	.041	12.3	16.4	13.9	4200	324	146	13.7	114	.447	.0347	29.7
1977	514	.036	13.3	17.0	14.7	4252	332	152	13.3	116	.458	.0359	31.7
1978	625	.043	12.9	16.2	14.2	4249	329	149	13.4	115	.453	.0351	30.8
1979	480	.035	12.3	15.5	13.5	4541	322	144	14.6	111	.451	.0317	31.3
1980	242	.021	14.7	19.7	16.6	4353	288	130	15.2	108	.459	.0299	36.4
1981	245	.023	15.5	20.6	17.5	4324	284	129	15.3	108	.458	.0298	38.0
1982	310	.032	15.4	20.4	17.3	4342	287	132	15.2	109	.463	.0303	38.0
1983	383	.037	15.6	21.2	17.7	4414	294	136	15.0	109	.466	.0307	39.7
1984	676	.048	16.7	22.8	18.9	4075	249	126	14.9	108	.538	.0307	39.3
1985	855	.059	17.2	23.2	19.5	3975	236	129	14.3	110	.578	.0322	39.3
1986	1044	.068	18.0	24.9	20.6	3998	228	127	14.5	109	.588	.0317	41.5
1987	1114	.075	18.1	25.6	20.9	3972	226	142	13.3	114	.657	.0356	41.7
1988	1133	.074	18.2	26.4	21.2	4053	229	147	13.0	116	.671	.0363	43.2
1989	1278	.088	18.2	26.3	21.1	4057	225	146	13.1	115	.680	.0360	43.2
1990	1262	.100	18.2	26.7	21.2	4095	225	149	13.0	116	.682	.0363	43.8
1991	1033	.082	18.4	26.8	21.4	4132	219	148	13.1	115	.701	.0359	44.5
1992	1221	.100	18.4	27.0	21.5	4151	222	152	12.9	116	.705	.0366	44.8
1993	1441	.109	18.6	27.8	21.9	4105	218	155	12.6	118	.730	.0378	45.0
1994	1395	.109	18.3	27.3	21.5	4155	226	159	12.5	119	.721	.0383	44.9
1995	1662	.110	18.5	28.0	21.8	4109	231	159	12.3	119	.708	.0387	45.0
1996	1409	.107	18.8	28.6	22.2	4195	220	170	11.8	122	.790	.0408	46.8
1997	1244	.086	18.6	28.4	22.0	4244	220	174	11.8	122	.800	.0409	46.9
1998	1488	.103	19.1	29.6	22.7	4183	217	180	11.3	125	.840	.0431	47.7
1999	1531	.096	18.5	28.9	22.1	4324	225	185	11.3	125	.836	.0427	47.9
2000	1471	.092	18.9	29.3	22.5	4325	222	185	11.3	125	.849	.0429	48.8

PERCENT OF VANS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	DESIGNED DOM	IMPORT
1975	.0	.0	23.3	.0	.2	.0	.0	99.8	.0	.0	99.6	.4
1976	.0	.0	20.5	.0	.3	.0	.0	99.7	.0	.0	99.7	.3
1977	.0	.0	14.3	.0	.4	.0	.0	99.6	.0	.0	99.6	.4
1978	.0	.0	13.0	.0	.4	.0	.0	99.6	.0	.0	99.6	.4
1979	.0	.0	14.8	6.8	1.8	.0	.0	98.2	.0	.0	98.2	1.8
1980	.0	.0	26.0	39.0	6.5	.0	.0	93.5	.0	.0	93.5	6.5
1981	.3	.0	21.9	46.6	4.6	.0	.0	95.4	.0	.0	95.4	4.6
1982	.0	.0	15.7	45.8	3.0	.0	.0	95.2	1.8	.0	95.2	4.8
1983	.2	.0	12.0	59.3	3.5	.0	.0	92.0	4.5	.0	96.4	3.6
1984	22.3	.0	15.5	45.6	9.8	.0	.0	89.0	1.2	.0	88.1	11.9
1985	30.4	.3	10.0	47.4	9.3	.0	.0	90.4	.3	.0	89.1	10.9
1986	24.4	1.3	8.5	60.1	38.1	16.3	21.8	61.5	.4	.0	90.2	9.8
1987	27.5	1.9	6.6	67.6	76.0	30.2	45.8	23.9	.1	.0	88.7	11.3
1988	36.3	.8	3.7	78.7	99.7	42.8	56.9	.2	.1	.0	95.1	4.9
1989	34.4	.7	2.9	76.5	99.9	41.8	58.1	.0	.1	.0	94.6	5.4
1990	46.8	6.6	1.5	93.5	99.9	41.9	58.1	.0	.1	.0	93.8	6.2
1991	38.2	10.9	1.3	96.5	99.9	36.6	63.3	.0	.1	.0	86.1	13.9
1992	45.4	5.5	1.6	96.4	99.9	28.1	71.9	.0	.1	.0	89.6	10.4
1993	49.8	4.5	1.2	97.2	100.0	21.0	79.0	.0	.0	.6	85.6	14.4
1994	53.1	6.5	.5	97.4	100.0	19.1	80.9	.0	.0	1.4	88.6	11.4
1995	61.3	9.1	.1	98.2	100.0	12.6	87.4	.0	.0	3.6	86.2	13.8
1996	73.8	2.3	.0	98.4	100.0	.0	100.0	.0	.0	4.7	89.3	10.7
1997	64.2	4.8	.0	99.6	100.0	.0	100.0	.0	.0	5.3	87.4	12.6
1998	78.3	3.2	.0	100.0	100.0	.0	100.0	.0	.0	10.4	91.2	8.8
1999	75.2	2.5	.0	100.0	100.0	.0	100.0	.0	.0	13.9	84.1	15.9
2000	75.5	3.8	.0	100.0	100.0	.0	100.0	.0	.0	20.3	76.7	23.3

TABLE D-3 CHARACTERISTICS OF 1975 TO 2000 SUVs

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1975	187	.018	11.8	14.9	13.0	4202	328	146	13.3	115	.442	.0357	27.1
1976	243	.020	12.3	16.1	13.8	4312	335	141	14.0	112	.417	.0331	29.6
1977	283	.020	13.5	17.5	15.1	4232	332	143	13.6	113	.431	.0343	31.8
1978	380	.026	12.9	16.9	14.4	4270	339	149	13.2	114	.437	.0351	30.6
1979	400	.029	11.6	14.0	12.6	4509	331	143	14.4	111	.439	.0322	28.3
1980	185	.016	13.9	18.1	15.5	4236	294	131	14.7	109	.453	.0307	32.9
1981	136	.013	14.9	19.9	16.8	4208	290	131	14.4	109	.460	.0315	35.4
1982	162	.017	15.6	21.0	17.6	4349	294	129	15.0	108	.453	.0303	39.2
1983	289	.028	16.6	23.3	19.1	4137	253	124	15.0	108	.520	.0303	40.1
1984	625	.045	16.8	23.5	19.3	3999	227	120	15.0	107	.560	.0301	39.1
1985	735	.051	17.1	24.7	19.8	4018	216	122	15.0	107	.590	.0301	40.3
1986	774	.050	17.6	24.7	20.2	3921	207	127	14.1	110	.657	.0325	39.9
1987	873	.059	17.8	25.6	20.6	3840	209	136	13.3	114	.686	.0355	39.7
1988	968	.063	17.7	25.3	20.4	3859	219	144	12.8	116	.686	.0373	39.5
1989	926	.064	17.3	24.7	20.0	4017	242	155	12.4	119	.666	.0388	40.3
1990	708	.056	17.1	24.6	19.8	4045	232	154	12.5	118	.696	.0384	40.0
1991	1095	.087	17.5	25.4	20.3	4070	229	158	12.3	119	.703	.0389	41.4
1992	1003	.082	17.1	24.8	19.9	4085	229	165	12.0	121	.737	.0408	40.6
1993	1311	.099	17.0	25.0	19.9	4157	242	179	11.4	125	.754	.0434	41.3
1994	1585	.113	16.9	24.6	19.7	4225	23[illegible]	178	11.5	124	.761	.0424	41.6
1995	1816	.120	16.8	24.5	19.6	4255	241	176	11.7	123	.755	.0417	41.7
1996	1889	.144	17.0	25.4	20.0	4283	252	185	11.3	126	.753	.0434	42.9
1997	2467	.171	17.3	25.3	20.1	4325	245	186	11.3	125	.782	.0430	43.5
1998	2575	.178	17.1	25.4	20.1	4340	246	188	11.3	126	.789	.0433	43.7
1999	2820	.178	17.2	25.2	20.0	4399	245	196	11.0	128	.832	.0445	44.1
2000	3221	.201	17.1	25.2	20.0	4456	245	200	11.0	128	.840	.0448	44.5

PERCENT OF SUVS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	DESIGNED DOM	IMPORT
1975	.0	84.1	41.4	.0	.0	.0	.0	100.0	.0	.0	96.6	3.4
1976	.0	85.3	33.9	.0	.0	.0	.0	100.0	.0	.0	96.5	3.5
1977	.0	82.5	35.9	.0	.0	.0	.0	100.0	.0	.0	94.4	5.6
1978	.0	88.5	34.3	.0	.0	.0	.0	100.0	.0	.0	95.9	4.1
197	.0	69.3	33.3	.6	.0	.[illegible]	.0	99.8	.2	.0	98.7	1.3
1980	.0	88.8	43.5	26.2	.0	.0	.0	97.7	2.3	.0	97.3	2.7
1981	.0	90.4	40.9	41.1	.0	.0	.0	100.0	.0	.0	98.1	1.9
1982	.0	79.5	29.8	42.2	.0	.0	.0	84.7	15.3	.0	96.2	3.8
1983	.0	80.7	32.1	51.2	.0	.0	.0	93.3	6.7	.0	96.7	3.3
1984	.0	85.0	29.3	42.9	.0	.0	.0	97.7	2.3	.0	95.5	4.5
1985	.0	80.4	27.9	60.1	5.4	.0	.0	93.1	1.5	.0	93.7	6.3
1986	.0	86.1	37.3	55.8	49.6	25.7	23.9	48.9	1.5	.0	80.7	19.3
1987	.0	83.9	36.8	54.7	74.8	41.8	33.0	24.8	.4	.0	75.8	24.2
1988	.0	83.7	33.4	59.5	84.1	36.7	47.4	15.6	.3	.0	75.3	24.7
1989	.0	82.6	26.1	66.4	93.5	47.4	46.1	6.3	.3	.0	81.2	18.8
1990	.0	83.9	29.7	66.5	94.5	37.3	57.3	5.2	.3	.0	67.6	32.4
1991	.0	76.6	21.9	76.7	99.3	39.8	59.6	.5	.2	.0	78.2	21.8
1992	.0	72.3	22.4	76.9	99.7	26.6	73.1	.3	.0	.0	76.8	23.2
1993	.0	59.6	16.2	83.2	99.8	14.1	85.7	.2	.0	.0	82.5	17.5
1994	.0	76.1	15.5	82.9	100.0	13.4	86.6	.0	.0	6.7	77.5	22.5
1995	.0	79.2	15.3	84.7	100.0	14.3	85.7	.0	.0	15.6	71.8	28.2
1996	1.0	71.1	7.5	92.5	100.0	.0	100.0	.0	.0	16.4	79.2	20.8
1997	2.1	71.1	11.6	87.5	100.0	.0	100.0	.0	.0	24.1	70.5	29.5
1998	1.8	71.2	8.2	91.8	100.0	.0	100.0	.0	.0	21.8	72.8	27.2
1999	2.2	72.1	7.7	92.3	100.0	.0	100.0	.0	.0	25.9	68.4	31.6
2000	1.8	71.8	8.9	91.1	100.0	.0	100.0	.0	.0	25.3	68.6	31.4

TABLE D-4 CHARACTERISTICS OF 1975 TO 2000 PICKUP TRUCKS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1975	1343	.131	12.3	16.8	14.0	4012	306	141	13.5	114	.491	.0351	28.8
1976	1866	.151	13.0	17.2	14.6	4122	316	139	13.9	112	.466	.0339	[illegible]
1977	2026	.143	14.3	18.5	16.0	4092	312	146	13.3	115	.496	.0357	33.4
1978	2267	.157	14.2	18.0	15.7	4104	306	144	13.4	114	.496	.0350	33.1
1979	2207	.159	14.1	17.8	15.5	4142	287	136	14.2	111	.502	.0327	32.9
1980	1437	.127	17.2	23.0	19.4	3740	236	118	14.4	108	.549	.0315	36.7
1981	1440	.136	18.6	25.1	21.0	3679	237	115	14.5	108	.521	.0313	39.3
1982	1441	.148	19.2	26.0	21.7	3629	228	116	14.3	109	.545	.0322	40.1
1983	1628	.158	19.5	26.7	22.2	3544	212	112	14.4	108	.566	.0317	40.0
1984	2043	.146	18.8	25.9	21.5	3619	215	114	14.5	108	.563	.0314	39.4
1985	2078	.144	18.8	25.7	21.4	3642	221	123	13.7	110	.588	.0336	39.6
1986	2532	.165	19.5	26.8	22.2	3574	206	120	13.7	110	.623	.0336	40.1
1987	2146	.144	19.7	27.4	22.5	3526	202	123	13.4	112	.639	.0347	40.1
1988	2459	.161	18.7	26.4	21.5	3737	229	138	12.9	115	.627	.0365	40.5
1989	2231	.154	18.4	26.0	21.2	3803	236	143	12.7	116	.633	.0373	40.5
1990	1834	.145	17.9	25.8	20.7	3928	246	151	12.4	118	.647	.0384	41.1
1991	1920	.153	18.7	27.1	21.7	3779	232	146	12.4	117	.658	.0385	41.4
1992	1840	.151	17.9	26.4	20.9	3976	244	151	12.5	117	.644	.0379	41.8
1993	2002	.152	18.1	26.6	21.1	3996	244	156	12.2	119	.666	.0390	42.4
1994	2591	.185	18.0	26.4	21.0	4057	24[illegible]	163	12.0	120	[illegible]	.0399	43.0
1995	2271	.150	17.5	25.7	20.4	4182	256	167	12.0	121	.687	.0399	43.1
1996	1955	.149	17.7	26.3	20.8	4190	251	178	11.5	124	.737	.0422	43.9
1997	2406	.166	17.4	26.0	20.4	4415	264	195	11.1	127	.756	.0439	45.3
1998	2413	.167	17.6	26.4	20.7	4282	252	190	11.2	127	.773	.0439	44.6
1999	2925	.184	17.2	25.2	20.0	4331	252	195	11.0	128	.785	.0446	43.5
2000	2689	.168	17.1	25.4	20.1	4463	265	207	10.8	130	.793	.0460	44.9

PERCENT OF PICKUP TRUCKS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	DESIGNED DOM	IMPORT
1975	.0	13.5	41.1	.0	.0	.0	.0	100.0	.0	.0	83.9	16.1
1976	.0	20.9	38.8	.0	.0	.0	.0	100.0	.0	.0	87.8	12.2
1977	.0	21.4	35.9	.0	.0	.0	.0	100.0	.0	.0	84.9	15.1
1978	.0	27.0	37.4	.0	.0	.0	.0	98.8	1.2	.0	85.0	15.0
1979	.0	12.6	39.9	1.3	.0	.	.0	97.5	2.5	.0	79.2	20.8
1980	1.8	21.1	58.8	21.9	1.0	.0	.0	94.8	4.2	.0	61.7	38.3
1981	2.3	16.8	57.7	27.5	.6	.0	.0	92.3	7.1	.0	65.5	34.5
1982	2.2	17.7	53.9	29.5	.2	.0	.0	89.5	10.3	.0	69.9	30.1
1983	1.9	22.1	56.3	28.0	.1	.0	.0	95.5	4.4	.0	71.0	29.0
1984	.6	24.7	54.9	29.3	1.0	.0	.0	96.3	2.7	.0	68.7	31.3
1985	.0	25.4	51.6	33.7	15.9	.3	.0	82.8	1.2	.0	71.6	28.4
1986	.0	25.2	58.4	30.4	38.8	17.6	21.2	60.6	.6	.0	58.9	41.1
1987	.0	25.5	58.5	28.9	58.9	32.0	26.9	40.8	.3	.0	62.4	37.6
1988	.0	28.4	51.0	38.8	83.7	48.3	35.4	16.1	.2	.0	76.8	23.2
1989	.0	28.9	52.4	41.5	89.9	51.1	38.8	10.0	.2	.0	75.0	25.0
1990	.0	27.9	45.8	49.8	93.8	41.4	52.4	6.0	.2	.0	75.9	24.1
1991	.0	24.8	52.2	46.4	96.7	48.7	47.9	3.2	.2	.0	77.1	22.9
1992	.0	26.3	47.1	52.1	96.6	38.6	58.0	3.2	.1	.0	80.3	19.7
1993	.0	27.6	43.9	55.3	97.9	36.7	61.2	2.1	.0	.0	80.6	19.4
1994	.0	30.2	40.4	58.6	99.2	30.6	68.6	.8	.0	.1	84.2	15.8
1995	.0	33.0	39.6	59.5	100.0	30.5	69.5	.0	.0	5.5	84.2	15.8
1996	.0	29.3	34.7	64.0	99.8	.0	99.8	.0	.2	8.7	86.7	13.3
1997	.0	34.7	25.3	74.7	99.9	.0	99.9	.0	.1	1.3	93.3	6.7
1998	.0	34.9	27.4	71.1	100.0	.0	100.0	.0	.0	11.2	88.8	11.2
1999	.0	41.3	26.0	73.0	100.0	.0	100.0	.0	.0	9.1	84.0	16.0
2000	.0	37.6	21.1	78.1	100.0	.0	100.0	.0	.0	10.6	87.7	12.3

Table E-1

CHARACTERISTICS OF 1975 TO 2000 SMALL CARS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1975	4088	.400	16.0	22.4	18.3	3440		224	113	14.5	108	.554	.0323	31.9		
1976	5041	.409	17.4	24.1	19.9	3474		226	110	14.9	107	.537	.0312	34.8		
1977	5481	.388	18.2	25.0	20.7	3486	95.4	224	114	14.3	108	.567	.0323	36.4	2078	3489
1978	4630	.320	20.2	28.3	23.2	3029	90.9	177	100	14.2	107	.625	.0325	35.6	2233	3248
1979	4405	.317	20.3	28.4	23.3	2936	89.2	166	98	14.2	107	.641	.0326	34.6	2187	3099
1980	4825	.427	22.7	31.8	26.1	2717	90.0	137	86	14.5	104	.658	.0314	35.8	2439	3233
1981	4077	.386	24.9	34.5	28.5	2648	91.6	129	85	14.4	105	.680	.0318	38.2	2715	3509
1982	4039	.415	25.1	36.0	29.1	2684	92.2	131	87	14.4	105	.682	.0318	39.6	2786	3662
1983	3718	.361	25.4	36.7	29.4	2734	95.1	137	91	14.1	106	.693	.0328	40.8	2927	3900
1984	5666	.404	25.3	36.8	29.4	2776	95.2	140	95	13.8	108	.706	.0339	41.4	2908	3945
1985	5519	.382	25.6	37.2	29.8	2771	96.0	138	100	13.3	110	.746	.0356	41.8	2970	4019
1986	6203	.404	25.8	37.5	30.0	2791	96.7	137	101	13.3	110	.754	.0354	42.4	3008	4103
1987	6453	.434	25.8	37.6	30.1	2803	96.9	134	102	13.3	110	.776	.0356	42.5	2997	4120
1988	6706	.438	26.2	38.0	30.5	2818	98.5	133	105	13.1	111	.806	.0366	43.3	3086	4266
1989	5677	.393	26.0	37.8	30.2	2841	98.3	131	108	12.8	112	.844	.0374	43.3	3051	4255
1990	4999	.396	25.6	37.3	29.8	2897	97.6	131	116	12.2	115	.906	.0395	43.5	2977	4248
1991	5032	.400	25.7	37.8	30.0	2885	97.6	131	117	12.1	115	.919	.0400	43.7	3012	4271
1992	4440	.365	25.5	38.2	30.0	2921	97.9	134	123	11.8	117	.943	.0415	44.2	3018	4327
1993	4537	.343	26.0	38.9	30.5	2903	98.3	133	122	11.8	117	.933	.0415	44.6	3076	4388
1994	4720	.337	25.7	39.1	30.4	2965	98.7	137	126	11.7	118	.943	.0418	45.4	3081	4487
1995	5190	.343	25.9	39.8	30.7	2988	99.6	137	134	11.2	121	1.002	.0445	46.2	3137	4605
1996	4197	.319	25.9	40.0	30.8	2977	99.9	136	134	11.1	121	1.008	.0445	46.1	3145	4610
1997	4443	.307	26.1	40.0	30.9	2977	99.2	133	133	11.2	121	1.016	.0442	46.2	3122	4586
1998	3835	.266	26.0	40.3	30.9	3013	98.8	137	138	11.0	122	1.028	.0452	46.9	3127	4639
1999	3998	.252	25.5	39.6	30.4	3079	98.9	141	144	10.8	124	1.034	.0460	47.1	3081	4672
2000	3885	.243	25.2	39.4	30.3	3084	99.0	140	146	10.7	125	1.057	.0468	46.9	3069	4658

PERCENT OF SMALL CARS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	DESIGNED DOM	EUR	ASIA
1975	10.0	.0	33.9	.0	9.4	.0	9.4	90.1	.5	.0	71.3	14.3	14.4
1976	8.8	.0	29.2	.0	5.0	.0	5.0	94.5	.5	.0	74.8	9.7	15.6
1977	11.0	.0	30.3	.0	7.5	.0	7.5	91.6	.9	.0	68.3	10.4	21.4
1978	19.9	.0	42.6	5.2	10.3	.0	10.3	88.2	1.5	.0	57.8	14.1	28.2
1979	24.4	.0	48.5	.0	9.4	.0	9.4	88.3	2.2	.0	57.6	12.7	29.7
1980	37.8	1.1	52.8	4.1	11.1	.0	11.1	85.1	3.7	.0	49.6	15.3	35.1
1981	48.1	.7	54.0	7.8	12.2	.0	12.2	82.7	5.1	.0	46.0	11.9	42.2
1982	56.2	.7	50.8	26.7	19.6	6.6	13.0	76.4	4.0	.0	48.7	11.3	40.0
1983	61.6	1.0	48.6	33.7	35.0	16.1	18.9	62.7	2.4	.0	48.0	10.6	41.4
1984	63.2	.6	41.1	37.6	45.6	20.2	25.4	52.3	2.2	.0	60.5	9.1	30.4
1985	70.9	.2	39.8	37.8	55.6	27.6	28.0	43.0	1.4	.0	54.4	9.5	36.1
1986	74.5	.5	40.0	41.7	62.6	25.9	36.7	37.0	.4	2.7	50.1	8.9	41.0
1987	80.7	.4	38.7	44.7	66.3	29.1	37.2	33.5	.2	8.2	42.4	8.9	48.6
1988	85.2	.5	36.0	51.6	78.6	33.1	45.5	21.4	.0	15.7	45.8	6.6	47.6
1989	86.3	1.0	33.8	51.8	84.8	32.6	52.1	15.1	.1	21.0	43.1	6.3	50.6
1990	89.0	.6	31.7	56.9	98.2	28.3	69.9	1.8	.1	40.6	36.0	5.5	58.6
1991	87.1	1.4	32.1	59.0	99.8	27.5	72.2	.1	.2	43.3	36.8	5.1	58.1
1992	88.6	1.2	29.4	60.3	99.9	12.7	87.2	.0	.1	42.5	39.5	5.0	55.5
1993	90.2	1.0	30.0	61.2	100.0	10.3	89.7	.0	.0	43.0	43.7	3.7	52.6
1994	88.4	.3	27.7	65.7	100.0	7.3	92.7	.0	.0	49.6	39.1	4.6	56.4
1995	86.1	1.0	26.8	70.4	99.9	1.6	98.3	.0	.1	65.2	45.4	6.7	47.9
1996	89.6	1.0	24.5	73.1	100.0	2.1	97.9	.0	.0	65.7	45.3	6.2	48.5
1997	89.6	1.0	22.7	76.0	100.0	1.5	98.5	.0	.0	67.6	40.8	7.5	51.6
1998	86.1	1.2	22.1	77.2	99.7	.3	99.4	.0	.3	67.6	48.6	9.8	41.6
1999	85.0	1.4	24.5	74.6	99.3	.2	99.0	.0	.7	63.3	46.6	13.6	39.8
2000	84.8	1.5	26.0	72.7	99.5	.3	99.2	.0	.5	61.2	42.4	17.7	39.9

Table E-2 CHARACTERISTICS OF 1975 TO 2000 MID-SIZE CARS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1975	1631	.160	11.7	16.9	13.6	4630		353	158	13.9	115	.447	.0340	31.9		
1976	1964	.159	13.6	19.4	15.7	4558		343	156	13.8	114	.454	.0340	36.1		
1977	2226	.158	14.3	20.2	16.1	4473	112.9	332	151	13.9	114	.454	.0336	37.1	1880	4186
1978	3339	.231	16.0	23.0	18.6	3820	113.0	292	135	13.4	113	.464	.0353	35.5	2139	4015
1979	3211	.231	16.7	23.2	19.1	3710	113.1	272	128	13.6	112	.474	.0344	35.6	2197	4023
1980	2987	.264	18.6	26.9	21.6	3362	113.2	228	113	13.8	109	.512	.0336	36.5	2478	4132
1981	2902	.275	19.8	28.6	22.9	3346	113.9	220	107	14.2	108	.509	.0322	38.5	2645	4393
1982	2136	.219	20.5	30.5	24.0	3321	113.9	211	107	14.2	108	.529	.0323	40.2	2785	4576
1983	2269	.220	20.4	30.3	23.9	3316	113.8	212	111	13.8	109	.544	.0335	39.9	2770	4542
1984	2770	.198	20.5	30.6	24.1	3318	113.7	210	113	13.6	110	.563	.0341	40.2	2780	4565
1985	2777	.192	21.2	31.9	24.9	3318	113.6	205	117	13.3	112	.606	.0354	41.5	2873	4714
1986	2666	.174	21.9	33.4	25.9	3241	113.8	194	118	13.0	113	.640	.0364	42.1	2978	4786
1987	2252	.152	22.0	33.6	26.0	3247	113.7	188	123	12.7	114	.684	.0378	42.3	2993	4817
1988	2113	.138	22.3	35.1	26.7	3293	113.4	183	129	12.3	116	.718	.0389	44.0	3057	4995
1989	2591	.179	22.2	35.3	26.6	3314	113.6	181	131	12.2	117	.735	.0396	44.2	3049	5027
1990	2342	.186	21.7	35.1	26.2	3450	113.7	187	140	12.0	119	.758	.0406	45.3	3000	5152
1991	2114	.168	21.6	34.8	26.0	3412	113.5	191	146	11.5	121	.773	.0428	44.5	2973	5050
1992	2120	.174	21.3	34.7	25.8	3515	113.9	191	151	11.5	122	.801	.0426	45.4	2949	5170
1993	2330	.176	21.6	35.1	26.1	3515	113.9	192	153	11.4	123	.812	.0433	46.0	2992	5243
1994	2057	.147	[illegible]	34.7	25.9	3529	113.5	189	155	11.4	123	.827	.0436	45.7	2953	5192
1995	2515	.166	21.5	35.5	26.1	3546	114.3	189	166	10.7	127	.889	.0464	46.3	2996	5295
1996	2359	.179	21.9	35.6	26.5	3527	114.1	181	162	10.9	126	.906	.0458	46.7	3028	5327
1997	2399	.166	21.9	35.9	26.5	3551	114.5	184	170	10.6	128	.933	.0476	47.2	3056	5409
1998	2970	.206	22.4	36.5	27.1	3534	114.0	177	169	10.5	128	.965	.0477	48.1	3107	5480
1999	3168	.199	22.4	36.4	27.1	3546	113.9	175	172	10.5	129	.994	.0484	48.3	3107	5498
2000	2775	.173	22.4	36.3	27.1	3558	113.6	174	182	10.0	132	1.052	.0509	48.4	3094	5489

PERCENT OF MID-SIZE CARS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	DESIGNED DOM	EUR	ASIA
1975	2.7	.0	.6	.0	.7	.0	.7	99.3	.0	.0	99.3	.7	.0
1976	2.5	.0	.4	.0	.6	.0	.6	99.4	.0	.0	99.8	.2	.0
1977	2.1	.0	.3	.0	.7	.0	.7	99.3	.0	.0	99.7	.3	.0
1978	1.4	.0	1.7	11.1	1.4	.0	1.4	98.6	.0	.0	99.8	.2	.0
1979	5.2	.0	1.9	21.4	2.3	.0	2.3	96.3	1.4	.0	99.5	.5	.0
1980	30.2	.0	7.8	25.3	2.5	1.5	1.0	94.9	2.5	.0	99.5	.5	.0
1981	32.3	.0	5.6	52.2	2.4	2.3	.1	93.7	4.0	.0	99.9	.1	.0
1982	44.7	.0	2.0	82.6	15.6	15.4	.2	80.7	3.8	.0	99.8	.2	.0
1983	48.9	.0	1.2	80.0	17.7	17.2	.5	80.6	1.7	.0	99.3	.7	.0
1984	55.1	.0	.9	82.0	29.4	25.6	3.8	69.7	1.0	.0	97.3	2.7	.0
1985	61.9	.0	1.3	77.6	50.1	37.1	13.0	49.6	.3	.0	96.5	3.5	.0
1986	71.0	.1	1.8	76.4	67.7	42.3	25.4	32.1	.2	.0	95.6	4.4	.0
1987	77.3	.2	1.5	77.6	84.1	43.4	40.7	15.5	.4	.0	95.3	4.7	.0
1988	87.0	.1	3.8	91.1	94.9	28.0	66.9	5.1	.0	.1	87.8	5.6	6.5
1989	86.5	.1	4.7	91.7	99.3	21.0	78.3	.7	.0	.8	85.6	3.8	10.7
1990	85.2	.2	3.9	93.9	100.0	13.3	86.6	.0	.0	5.1	82.6	4.1	13.3
1991	87.2	.1	3.6	94.5	99.9	11.2	88.7	.0	.1	5.3	82.3	3.5	14.1
1992	79.1	.1	2.7	96.6	100.0	5.3	94.7	.0	.0	20.0	74.3	2.3	23.4
1993	85.4	.2	2.3	97.2	100.0	4.4	95.6	.0	.0	27.8	72.7	3.0	24.3
1994	84.7	.0	2.0	97.7	100.0	4.0	96.0	.0	.0	31.4	70.2	3.6	26.2
1995	79.6	.0	2.7	97.2	100.0	1.1	98.9	.0	.0	38.5	66.5	3.8	29.7
1996	91.9	.0	4.3	94.9	99.7	.0	99.7	.0	.3	47.2	65.5	4.0	30.5
1997	90.6	.1	2.5	97.5	99.8	.0	99.8	.0	.2	49.9	63.7	6.4	29.9
1998	95.2	.5	3.0	97.0	99.9	.0	99.9	.0	.1	57.2	54.5	5.9	39.6
1999	94.5	1.5	4.6	95.1	99.9	.0	99.9	.0	.1	64.5	49.4	8.4	42.2
2000	91.6	1.4	5.0	94.5	100.0	.0	100.0	.0	.0	69.3	37.9	12.3	49.8

Table E-3 CHARACTERISTICS OF 1975 TO 2000 LARGE CARS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1975	1555	.152	11.3	16.2	13.1	5142		409	180	13.5	117	.439	.0348	33.9		
1976	1679	.136	12.3	17.2	14.2	5156		410	180	13.4	117	.440	.0349	36.6		
1977	2319	.164	13.8	19.5	15.9	4482	128.1	366	165	12.8	118	.453	.0370	35.7	2065	4573
1978	2048	.142	14.5	20.9	16.8	4394	128.5	357	162	12.8	118	.457	.0370	37.2	2193	4775
1979	2111	.152	15.2	21.1	17.4	4210	130.0	339	154	12.9	116	.454	.0365	36.8	2279	4783
1980	963	.085	16.3	24.1	19.1	4130	130.9	314	137	14.0	112	.440	.0331	39.8	2526	5213
1981	956	.091	17.1	26.7	20.4	4108	131.0	304	133	14.3	111	.444	.0325	42.6	2712	5571
1982	832	.085	17.4	26.9	20.7	4034	131.0	292	135	13.9	112	.468	.0336	42.1	2730	5517
1983	1079	.105	16.9	26.4	20.2	4041	131.3	292	140	13.4	113	.481	.0347	40.9	2657	5370
1984	1236	.088	17.2	26.9	20.5	4022	130.9	294	140	13.4	114	.478	.0349	41.3	2688	5407
1985	1512	.105	18.5	29.8	22.3	3841	129.3	279	143	12.7	116	.512	.0371	42.9	2887	5543
1986	1267	.082	19.6	32.7	23.9	3719	127.4	260	147	12.1	119	.577	.0396	44.5	3055	5672
1987	1218	.082	19.5	32.8	23.9	3696	127.0	259	149	11.8	120	.587	.0405	44.1	3036	5599
1988	1303	.085	19.8	33.2	24.2	3730	128.1	262	150	11.9	120	.587	.0405	45.2	3111	5793
1989	1289	.089	19.6	33.0	24.0	3721	127.4	261	158	11.4	122	.619	.0427	44.7	3064	5696
1990	1092	.087	19.3	32.8	23.7	3799	126.7	258	161	11.4	123	.639	.0426	45.0	3004	5695
1991	1012	.080	19.3	32.6	23.6	3893	129.0	264	178	10.7	127	.685	.0459	46.0	3053	5941
1992	1240	.102	19.4	33.0	23.8	3872	129.6	262	185	10.4	130	.715	.0479	46.1	3091	5979
1993	1103	.084	19.8	33.4	24.2	3831	128.9	256	181	10.5	129	.720	.0473	46.4	3133	5989
1994	1277	.091	19.7	33.1	24.1	3858	128.3	248	188	10.2	131	.766	.0487	46.4	3092	5959
1995	1306	.086	19.9	34.0	24.5	3831	127.9	248	206	9.4	138	.845	.0539	46.8	3136	5993
1996	1066	.081	19.8	33.9	24.3	3894	127.6	250	217	9.2	140	.879	.0557	47.4	3114	6047
1997	1195	.083	19.9	34.2	24.5	3821	127.4	242	216	9.1	141	.903	.0567	46.9	3138	5980
1998	912	.063	20.1	34.0	24.6	3784	127.4	240	218	8.9	142	.922	.0575	46.5	3143	5931
1999	1160	.073	20.1	33.8	24.5	3870	127.1	237	219	9.1	141	.950	.0567	47.6	3142	6046
2000	1648	.103	20.8	35.1	25.4	3792	125.2	223	206	9.5	138	.937	.0540	48.3	3197	6045

PERCENT OF LARGE CARS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	DESIGNED DOM	EUR	ASIA
1975	1.5	.0	.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0
1976	1.5	.0	.0	.0	1.2	.0	1.2	98.8	.0	.0	100.0	.0	.0
1977	1.5	.0	.0	.0	.5	.0	.5	99.5	.0	.0	100.0	.0	.0
1978	1.1	.0	.0	2.5	.2	.0	.2	98.5	1.4	.0	100.0	.0	.0
1979	.0	.0	.0	6.5	.2	.0	.2	96.4	3.5	.0	100.0	.0	.0
1980	.0	.0	.0	41.6	2.0	2.0	.0	87.5	10.4	.0	100.0	.0	.0
1981	.0	.0	.0	89.8	17.1	17.1	.0	67.7	15.2	.0	100.0	.0	.0
1982	.0	.0	.0	93.1	20.1	20.1	.0	69.9	10.0	.0	100.0	.0	.0
1983	.0	.0	.0	99.9	37.3	37.3	.0	60.3	2.4	.0	100.0	.0	.0
1984	.0	.0	.0	99.9	39.0	39.0	.0	60.3	.8	.0	100.0	.0	.0
1985	31.9	.0	.0	100.0	64.0	44.9	19.1	35.7	.3	.0	100.0	.0	.0
1986	55.9	.0	.7	99.2	81.2	15.8	65.4	18.8	.0	.7	99.2	.8	.0
1987	60.9	.0	.5	99.5	85.1	15.2	69.9	14.9	.0	1.1	98.9	1.1	.0
1988	58.7	.0	.4	99.6	89.5	12.6	76.9	10.5	.0	1.1	95.9	4.1	.0
1989	61.9	.0	.3	99.7	97.0	22.2	74.8	3.0	.0	.8	96.0	4.0	.0
1990	69.0	.0	.2	99.8	98.9	6.0	92.9	1.1	.0	.5	97.5	2.5	.0
1991	59.8	.0	.4	99.6	100.0	16.7	83.3	.0	.0	.9	96.8	3.2	.0
1992	58.5	.0	.3	98.5	99.9	10.7	89.2	.0	.1	1.9	97.5	2.5	.0
1993	64.8	.0	.4	98.2	100.0	10.3	89.7	.0	.0	8.0	97.7	2.3	.0
1994	69.2	.0	.2	99.0	100.0	.0	100.0	.0	.0	17.1	98.8	1.2	.0
1995	71.2	.0	.2	98.2	99.9	.0	99.9	.0	.1	30.4	93.2	2.1	4.6
1996	67.7	.0	.1	99.3	100.0	.0	100.0	.0	.0	38.4	91.8	2.1	6.2
1997	72.4	.0	.4	99.6	100.0	.0	100.0	.0	.0	35.6	91.0	2.8	6.2
1998	74.2	.0	.1	99.9	100.0	.0	100.0	.0	.0	39.8	88.8	2.9	8.4
1999	69.3	.0	.0	100.0	100.0	.0	100.0	.0	.0	45.3	90.3	2.4	7.3
2000	77.8	.1	.0	100.0	100.0	.0	100.0	.0	.0	37.0	90.1	3.4	6.5

Table E-4 CHARACTERISTICS OF 1975 TO 2000 SMALL WAGONS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1975	477	.047	19.3	27.7	22.4	2833		128	87	14.8	104	.713	.0306	32.1		
1976	345	.028	20.7	29.4	23.9	2902		136	86	15.2	103	.668	.0296	35.0		
1977	384	.027	22.4	30.6	25.5	2801	108.0	134	85	14.9	104	.685	.0304	36.2	2824	3897
1978	361	.025	21.4	29.3	24.3	2805	108.0	134	90	14.3	105	.709	.0318	34.6	2692	3732
1979	310	.022	22.5	31.2	25.7	2711	105.1	123	81	15.1	102	.684	.0294	35.0	2742	3682
1980	310	.027	25.1	34.6	28.6	2591	108.2	113	75	15.4	101	.685	.0288	37.6	3175	4068
1981	418	.040	26.2	36.6	30.0	2531	110.6	108	79	14.4	103	.754	.0312	38.2	3356	4228
1982	382	.039	26.5	37.6	30.6	2580	112.2	109	75	15.3	101	.698	.0288	39.6	3463	4447
1983	531	.052	28.2	39.1	32.2	2565	108.2	105	74	15.3	101	.713	.0288	41.5	3507	4483
1984	461	.033	27.6	39.4	31.9	2620	116.5	107	77	15.2	102	.719	.0293	42.1	3762	4905
1985	496	.034	28.3	39.7	32.5	2579	117.7	106	78	15.1	102	.727	.0299	42.2	3870	4963
1986	348	.023	27.1	37.6	31.0	2647	118.4	113	82	14.7	103	.730	.0307	41.3	3729	4895
1987	361	.024	26.8	37.4	30.7	2795	120.0	116	91	14.2	106	.788	.0323	43.2	3733	5184
1988	253	.017	27.5	37.6	31.3	2757	118.7	113	93	13.7	107	.829	.0334	43.3	3748	5140
1989	159	.011	27.5	38.3	31.5	2766	118.6	112	96	13.5	108	.861	.0341	43.7	3769	5185
1990	160	.013	25.7	36.3	29.6	3026	122.2	120	110	12.9	111	.920	.0359	44.9	3652	5484
1991	209	.017	26.3	38.1	30.6	3005	123.3	120	106	13.3	110	.880	.0349	46.1	3816	5679
1992	143	.012	25.9	37.8	30.2	3076	123.7	122	123	12.4	116	1.016	.0397	46.5	3778	5756
1993	301	.023	27.8	41.2	32.5	2882	123.0	118	99	13.5	108	.842	.0342	47.1	4047	5794
1994	206	.015	27.8	42.4	32.9	2908	122.9	121	103	13.3	110	.848	.0351	48.1	4106	5915
1995	198	.013	28.3	42.6	33.3	2859	122.1	118	100	13.4	109	.844	.0348	47.8	4116	5836
1996	90	.007	26.8	40.4	31.6	2952	118.0	122	114	12.5	113	.928	.0381	46.7	3769	5514
1997	149	.010	27.2	41.7	32.2	2901	119.5	124	117	11.8	116	.943	.0404	46.8	3893	5596
1998	98	.007	27.0	41.8	32.1	2874	116.9	124	119	11.7	117	.958	.0411	46.2	3790	5405
1999	118	.007	27.0	41.9	32.2	2881	119.2	124	120	11.7	117	.967	.0413	46.5	3873	5538
2000	94	.006	23.8	37.6	28.5	3233	120.2	132	152	10.5	125	1.156	.0466	46.2	3469	5550

PERCENT OF SMALL WAGONS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	DESIGNED DOM	EUR	ASIA
1975	13.3	.0	48.6	.0	.8	.0	.8	99.2	.0	.0	34.8	10.9	54.3
1976	12.2	.0	42.8	.0	3.2	.0	3.2	96.8	.0	.0	49.7	5.2	45.1
1977	23.3	.0	52.9	.0	6.4	.0	6.4	93.0	.6	.0	37.4	7.2	55.4
1978	23.0	.0	56.3	.0	6.9	.0	6.9	93.1	.0	.0	33.7	9.6	56.7
1979	13.3	12.1	59.3	.0	1.0	.0	1.0	99.0	.0	.0	32.5	1.4	66.1
1980	24.4	9.8	67.3	4.6	1.1	.0	1.1	92.5	6.3	.0	19.2	6.7	74.1
1981	57.9	8.0	62.0	8.1	4.0	.0	4.0	93.9	2.2	.0	41.6	3.5	54.8
1982	68.3	8.9	54.0	19.4	5.6	.7	4.8	93.3	1.2	.0	44.9	1.8	53.3
1983	55.4	39.3	51.0	23.7	20.7	17.0	3.7	79.0	.3	.0	35.0	1.1	64.0
1984	81.4	15.6	43.7	39.2	37.3	32.2	5.1	61.1	1.6	.0	53.4	1.4	45.2
1985	60.0	39.6	42.7	42.2	21.7	15.4	6.2	77.8	.5	.0	35.2	1.4	63.4
1986	78.4	20.7	43.3	29.0	31.0	24.3	6.8	68.2	.8	.0	49.1	1.2	49.6
1987	76.6	23.4	34.4	41.0	71.8	42.6	29.2	28.2	.0	16.3	35.1	1.8	63.1
1988	80.2	19.8	37.8	34.6	93.4	62.8	30.6	6.6	.0	18.9	34.5	6.5	58.9
1989	89.9	10.1	26.6	51.8	89.7	48.8	41.0	10.3	.0	36.9	36.3	2.0	61.8
1990	68.3	31.7	30.6	58.8	100.0	40.6	59.4	.0	.0	63.6	21.0	1.2	77.8
1991	79.1	20.9	24.4	74.1	100.0	20.0	80.0	.0	.0	48.6	43.7	.0	56.3
1992	73.0	25.5	30.9	68.2	100.0	4.7	95.3	.0	.0	43.9	40.4	1.8	57.8
1993	83.2	16.2	28.9	70.6	100.0	4.2	95.8	.0	.0	19.9	73.6	.8	25.6
1994	88.6	10.6	26.3	72.1	100.0	2.2	97.8	.0	.0	20.0	15.5	1.3	83.2
1995	92.8	4.6	23.8	76.2	100.0	.0	100.0	.0	.0	25.7	80.2	3.5	16.3
1996	84.5	11.2	20.8	79.2	100.0	.0	100.0	.0	.0	51.1	60.4	7.0	32.7
1997	82.9	14.4	19.6	80.4	100.0	.0	100.0	.0	.0	40.7	71.9	4.6	23.5
1998	78.9	18.3	18.8	81.2	100.0	.0	100.0	.0	.0	45.6	68.7	8.1	23.2
1999	83.0	13.0	26.6	73.3	100.0	.0	100.0	.0	.0	43.6	65.5	6.9	27.6
2000	59.5	25.7	26.5	73.3	100.0	.0	100.0	.0	.0	84.8	15.7	43.9	40.4

Table E-5 CHARACTERISTICS OF 1975 TO 2000 MID-SIZE WAGONS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1975	289	.028	11.4	16.5	13.2	4791		361	162	13.8	115	.473	.0337	32.1		
1976	485	.039	14.0	19.4	16.0	4555		315	142	14.8	110	.458	.0311	36.7		
1977	548	.039	14.4	19.6	16.3	4410	143.6	297	135	15.1	109	.459	.0304	36.1	2368	5190
1978	503	.035	16.3	22.6	18.6	3836	140.0	258	123	14.4	109	.484	.0319	35.8	2630	5010
1979	482	.035	16.9	22.9	19.1	3758	139.7	249	118	14.7	108	.480	.0312	36.1	2698	5046
1980	257	.023	18.4	25.8	21.1	3534	139.7	228	107	15.0	106	.482	.0302	37.5	2985	5231
1981	272	.026	20.2	28.0	23.1	3285	136.2	193	103	14.5	107	.562	.0315	38.1	3187	5187
1982	284	.029	20.6	28.9	23.7	3384	136.1	205	108	14.3	108	.551	.0319	40.3	3265	5481
1983	276	.027	21.2	29.9	24.4	3348	136.2	200	109	14.1	108	.568	.0323	41.0	3368	5586
1984	365	.026	21.6	31.0	25.0	3298	135.9	172	107	14.1	108	.633	.0323	41.4	3428	5622
1985	341	.024	21.6	31.6	25.2	3356	130.2	170	112	13.9	109	.679	.0332	42.4	3280	5531
1986	409	.027	22.1	33.1	26.0	3355	137.8	162	115	13.6	110	.718	.0341	43.6	3592	6014
1987	359	.024	21.7	33.0	25.6	3434	140.2	173	125	13.0	113	.735	.0362	44.0	3606	6182
1988	285	.019	22.0	34.4	26.2	3378	139.4	171	126	12.7	114	.743	.0371	44.5	3677	6199
1989	239	.017	21.4	33.8	25.6	3436	139.9	176	132	12.4	116	.765	.0382	44.1	3597	6177
1990	184	.015	21.0	33.9	25.3	3498	141.6	181	139	12.0	118	.781	.0395	44.4	3593	6281
1991	122	.010	21.4	34.7	25.9	3506	142.3	181	140	12.0	118	.793	.0398	45.5	3701	6484
1992	137	.011	21.5	35.5	26.2	3503	142.6	188	143	11.8	119	.777	.0406	46.0	3747	6560
1993	166	.013	21.7	35.2	26.2	3498	137.7	188	144	11.7	120	.790	.0410	46.0	3626	6340
1994	138	.010	21.5	35.2	26.0	3532	137.4	180	151	11.4	122	.863	.0427	46.0	3584	6327
1995	176	.012	22.1	35.6	26.6	3482	135.9	167	148	11.4	121	.915	.0426	46.5	3627	6313
1996	169	.013	21.9	34.7	26.3	3661	136.9	161	153	11.6	122	.965	.0421	48.2	3614	6612
1997	149	.010	22.0	34.3	26.3	3666	136.5	160	158	11.3	123	1.001	.0433	48.1	3590	6576
1998	153	.011	22.2	33.8	26.2	3668	135.3	155	169	10.7	127	1.097	.0460	48.2	3560	6519
1999	163	.010	21.7	34.3	26.0	3680	136.6	161	172	10.6	127	1.079	.0466	47.8	3560	6536
2000	231	.014	23.2	35.2	27.4	3589	134.0	152	163	11.0	125	1.073	.0450	49.3	3710	6610

PERCENT OF MID-SIZE WAGONS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	DESIGNED DOM	EUR	ASIA
1975	.0	.0	4.0	.0	7.6	.0	7.6	92.2	.2	.0	91.7	8.3	.0
1976	.0	.0	7.1	.0	3.4	.0	3.4	96.5	.1	.0	96.4	3.6	.0
1977	.0	.0	4.6	.0	3.5	.0	3.5	96.2	.3	.0	96.2	3.8	.0
1978	.0	.0	5.3	17.2	3.0	.0	3.0	96.8	.3	.0	96.7	3.3	.0
1979	.0	.0	5.3	9.1	2.5	.0	2.5	95.0	2.5	.0	96.4	3.6	.0
1980	.0	.0	9.9	43.8	4.3	.0	4.3	89.8	5.9	.0	93.6	6.4	.0
1981	35.6	.0	12.8	28.5	6.9	.0	6.9	87.2	5.9	.0	91.2	8.8	.0
1982	28.2	.0	7.4	62.6	5.7	.0	5.7	88.0	6.3	.0	90.8	9.2	.0
1983	32.8	.0	6.2	50.2	7.9	.0	7.9	89.8	2.3	.0	90.5	9.5	.0
1984	69.9	.0	5.4	62.5	30.7	20.3	10.4	66.8	2.5	.0	88.1	11.9	.0
1985	69.5	4.5	5.9	64.7	56.2	30.5	25.7	42.0	1.8	.0	83.2	11.4	5.4
1986	82.2	2.1	9.1	71.0	79.3	28.0	51.3	20.6	.2	.0	76.2	11.1	12.7
1987	83.9	.1	4.4	83.6	94.5	22.8	71.7	4.7	.8	.0	84.9	11.3	3.8
1988	87.7	.7	3.8	87.2	100.0	29.8	70.2	.0	.0	.0	82.3	13.9	3.7
1989	77.5	8.2	7.1	80.7	100.0	12.3	87.7	.0	.0	1.0	76.3	15.6	8.0
1990	81.1	.4	1.7	87.9	100.0	1.5	98.5	.0	.0	3.4	79.2	20.8	.0
1991	79.6	1.3	2.4	85.6	100.0	.7	99.3	.0	.0	3.6	77.0	23.0	.0
1992	80.8	.6	1.7	88.9	100.0	.3	99.7	.0	.0	10.3	74.9	18.5	6.6
1993	87.0	.6	1.8	91.2	100.0	.0	100.0	.0	.0	17.3	68.1	13.7	18.2
1994	89.0	.4	1.6	94.0	100.0	.0	100.0	.0	.0	20.1	63.3	21.9	14.8
1995	64.8	27.8	10.1	86.7	100.0	.0	100.0	.0	.0	51.4	44.9	17.0	38.1
1996	61.0	39.0	12.9	87.1	99.2	.0	99.2	.0	.8	63.5	44.2	13.5	42.3
1997	48.5	51.5	13.4	86.6	99.9	.0	99.9	.0	.1	67.6	37.7	10.8	51.5
1998	32.7	64.2	13.7	86.3	100.0	.0	100.0	.0	.0	82.4	20.4	29.0	50.7
1999	45.0	53.0	13.5	86.5	100.0	.0	100.0	.0	.0	68.5	32.1	26.2	41.7
2000	46.4	52.2	14.3	85.7	100.0	.0	100.0	.0	.0	70.3	27.4	33.6	39.0

Table E-6

CHARACTERISTICS OF 1975 TO 2000 LARGE WAGONS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1975	197	.019	10.3	14.9	11.9	5453		410	181	14.0	116	.441	.0332	32.7		
1976	207	.017	11.8	16.5	13.5	5444		416	185	13.7	117	.445	.0339	36.9		
1977	340	.024	13.6	18.7	15.3	4713	163.1	365	161	13.6	115	.442	.0341	36.9	2567	6008
1978	293	.020	13.8	19.7	15.9	4664	162.4	354	162	13.4	116	.460	.0348	37.3	2601	6056
1979	275	.020	14.2	19.3	16.1	4466	162.5	333	155	13.4	115	.465	.0346	36.1	2633	5872
1980	102	.009	16.3	24.2	19.1	4423	161.5	323	134	15.2	109	.418	.0302	43.2	3152	6975
1981	108	.010	16.7	26.0	19.9	4394	161.4	312	131	15.3	108	.424	.0298	44.7	3273	7199
1982	146	.015	16.0	25.4	19.2	4396	161.3	306	139	14.6	110	.456	.0316	42.6	3130	6872
1983	130	.013	16.3	25.9	19.6	4379	161.6	307	142	14.1	112	.465	.0324	43.0	3174	6944
1984	176	.013	16.6	26.3	19.9	4371	161.7	305	144	13.9	112	.472	.0329	43.6	3227	7049
1985	145	.010	17.3	28.0	20.9	4354	161.7	305	153	13.2	115	.504	.0354	45.6	3382	7360
1986	120	.008	18.1	30.0	22.0	4381	161.4	304	146	13.9	113	.479	.0334	48.3	3558	7791
1987	88	.006	18.3	29.9	22.1	4348	161.8	304	143	14.0	112	.470	.0330	48.2	3583	7789
1988	75	.005	19.0	30.4	22.8	4349	161.7	304	143	14.0	112	.470	.0330	49.7	3691	8025
1989	63	.004	18.7	29.9	22.5	4334	161.8	304	143	13.9	112	.471	.0331	48.8	3643	7887
1990	31	.002	18.8	30.2	22.7	4337	161.6	304	143	13.9	112	.471	.0331	49.2	3664	7942
1991	34	.003	18.7	31.8	22.9	4402	169.1	304	177	11.9	122	.581	.0404	50.4	3877	8535
1992	27	.002	18.3	32.0	22.7	4500	170.3	338	177	12.1	121	.526	.0393	51.1	3865	8695
1993	19	.001	18.1	32.1	22.5	4500	168.9	340	174	12.2	120	.513	.0385	50.7	3804	8560
1994	16	.001	[illegible]	32.0	22.9	4500	169.2	350	250	9.1	144	.714	.0554	51.6	3878	8726
1995	10	.001	18.5	31.9	22.8	4500	167.6	350	250	9.1	144	.714	.0555	51.3	3824	8603
1996	9	.001	18.7	32.8	23.2	4500	170.2	350	260	8.9	147	.743	.0577	52.2	3946	8879

PERCENT OF LARGE WAGONS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	DESIGNED DOM	EUR	ASIA
1975	.0	.0	.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0
1976	.0	.0	.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0
1977	.0	.0	.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0
1978	.0	.0	.0	.0	.0	.0	.0	98.6	1.4	.0	100.0	.0	.0
1979	.0	.0	.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0
1980	.0	.0	.0	74.0	.0	.0	.0	73.3	26.7	.0	100.0	.0	.0
1981	.0	.0	.0	100.0	.2	.2	.0	74.6	25.2	.0	100.0	.0	.0
1982	.0	.0	.0	100.0	.0	.0	.0	89.0	11.0	.0	100.0	.0	.0
1983	.0	.0	.0	100.0	24.1	24.1	.0	71.3	4.6	.0	99.9	.1	.0
1984	.0	.0	.0	100.0	25.8	25.8	.0	72.7	1.5	.0	100.0	.0	.0
1985	.0	.0	.0	100.0	29.2	29.2	.0	70.4	.4	.0	100.0	.0	.0
1986	.0	.0	.0	100.0	23.7	.0	23.7	76.3	.0	.0	100.0	.0	.0
1987	.0	.0	.0	100.0	30.3	.0	30.3	69.7	.0	.0	100.0	.0	.0
1988	.0	.0	.0	100.0	30.2	.0	30.2	69.8	.0	.0	100.0	.0	.0
1989	.0	.0	.0	100.0	33.1	.0	33.1	66.9	.0	.0	100.0	.0	.0
1990	.0	.0	.0	100.0	32.7	.0	32.7	67.3	.0	.0	100.0	.0	.0
1991	.0	.0	.0	100.0	100.0	80.5	19.5	.0	.0	.0	100.0	.0	.0
1992	.0	.0	.0	100.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0
1993	.2	.0	.0	100.0	100.0	99.8	.2	.0	.0	.0	100.0	.0	.0
1994	.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0
1995	.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0
1996	.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0

Table E-7 CHARACTERISTICS OF 1975 TO 2000 SMALL VANS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1975	2	.000	18.0	25.1	20.6	3498	118	78	19.1	96	.654	.0204	36.1
1976	1	.000	16.8	25.8	19.9	3500	120	67	20.9	92	.557	.0179	34.9
1977	2	.000	19.1	27.6	22.2	3500	120	67	20.8	92	.557	.0180	38.9
1978	3	.000	17.4	24.5	20.0	3500	120	67	20.9	92	.558	.0185	35.0
1979	8	.001	16.5	22.6	18.7	3500	120	67	20.9	92	.558	.0188	32.9
1980	16	.001	16.3	23.9	19.0	3618	120	67	21.4	91	.558	.0182	34.4
1981	11	.001	16.3	22.3	18.5	3644	120	67	21.6	91	.558	.0181	33.8
1982	15	.002	19.7	24.9	21.7	3668	111	61	23.4	89	.549	.0164	42.1
1983	14	.001	17.4	23.5	19.7	3567	118	69	20.9	92	.582	.0185	35.7
1984	83	.006	23.1	29.5	25.6	3313	120	87	16.6	100	.720	.0263	42.8
1985	93	.006	23.0	29.6	25.5	3270	121	88	16.2	101	.726	.0270	41.9
1986	102	.007	23.1	29.8	25.7	3298	131	95	15.3	104	.728	.0289	42.6
1987	126	.008	21.8	28.3	24.3	3299	134	98	15.0	105	.736	.0299	40.3
1988	55	.004	21.7	29.0	24.5	3402	134	100	15.1	105	.751	.0294	41.9
1989	35	.002	22.5	29.1	25.0	3390	130	98	15.3	104	.755	.0289	42.5
1990	30	.002	21.1	28.5	23.9	3554	140	120	14.0	111	.854	.0339	42.6
1991	15	.001	21.3	28.3	24.0	3402	124	95	15.8	103	.761	.0276	40.7
1992	40	.003	23.4	33.3	27.0	3217	129	115	13.0	112	.901	.0352	43.5
1993	12	.001	24.4	35.0	28.2	3032	121	120	12.0	115	.990	.0390	42.9
1994	11	.001	23.1	34.1	27.0	3248	135	130	11.9	117	.965	.0396	44.0
1995	6	.000	22.8	33.1	26.5	3163	134	130	11.7	118	.966	.0407	42.1
1996	2	.000	22.2	33.4	26.2	3416	142	134	12.1	117	.947	.0374	44.8

PERCENT OF SMALL VANS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	DESIGNED DOM	IMPORT
1975	.0	.0	43.3	.0	61.1	.0	.0	38.9	.0	.0	.0	100.0
1976	.0	.0	84.8	.0	100.0	.0	.0	.0	.0	.0	.0	100.0
1977	.0	.0	89.9	.0	100.0	.0	.0	.0	.0	.0	.0	100.0
1978	.0	.0	85.0	.0	100.0	.0	.0	.0	.0	.0	.0	100.0
1979	.0	.0	81.2	.0	100.0	.0	.0	.0	.0	.0	.0	100.0
1980	.0	.0	82.9	.0	100.0	.0	.0	.0	.0	.0	.0	100.0
1981	.0	.0	81.2	.0	100.0	.0	.0	.0	.0	.0	.0	100.0
1982	.0	.0	89.0	.0	61.7	.0	.0	.0	38.3	.0	.0	100.0
1983	4.2	.0	76.9	.0	93.6	.0	.0	.0	6.4	.0	4.2	95.8
1984	20.0	.0	41.9	50.1	80.0	.0	.0	17.6	2.4	.0	2.4	97.6
1985	18.7	3.2	40.8	53.3	78.1	.0	.0	21.9	.0	.0	.0	100.0
1986	22.4	13.1	36.4	60.8	64.5	.0	64.5	35.5	.0	.0	.0	100.0
1987	20.5	17.0	30.4	66.8	83.2	18.1	65.1	16.8	.0	.0	.0	100.0
1988	21.1	16.0	28.4	68.6	100.0	18.4	81.6	.0	.0	.0	.0	100.0
1989	27.6	21.3	30.0	65.4	100.0	.3	99.7	.0	.0	.0	.0	100.0
1990	55.8	22.8	20.8	55.9	100.0	1.0	99.0	.0	.0	.0	.0	100.0
1991	42.3	28.4	45.2	36.5	100.0	.0	100.0	.0	.0	.0	.0	100.0
1992	84.4	15.6	26.8	73.2	100.0	.0	100.0	.0	.0	.0	.0	100.0
1993	98.5	1.5	14.5	85.5	100.0	.0	100.0	.0	.0	69.3	.0	100.0
1994	66.1	33.9	14.1	85.9	100.0	.0	100.0	.0	.0	23.3	.0	100.0
1995	27.3	72.7	18.8	81.2	100.0	.0	100.0	.0	.0	100.0	.0	100.0
1996	92.3	7.7	3.8	96.2	100.0	.0	100.0	.0	.0	100.0	.0	100.0

Table E-8 CHARACTERISTICS OF 1975 TO 2000 MID-SIZE VANS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1975	302	.030	12.0	15.3	13.3	4230	310	141	13.9	112	.453	.0332	28.8
1976	308	.025	12.6	16.5	14.1	4277	317	143	14.0	112	.449	.0332	30.7
1977	313	.022	12.9	16.4	14.3	4348	326	149	13.6	114	.456	.0341	31.4
1978	399	.028	12.6	15.6	13.8	4345	327	152	13.3	115	.465	.0349	30.5
1979	313	.023	13.1	16.0	14.3	4506	320	137	15.0	109	.433	.0303	32.6
1980	130	.011	15.0	20.0	16.9	4230	288	136	14.3	111	.475	.0317	35.9
1981	138	.013	15.9	21.2	17.9	4248	279	134	14.6	110	.480	.0312	38.2
1982	180	.019	15.9	21.1	17.9	4266	284	139	14.3	111	.485	.0321	38.3
1983	230	.022	16.4	22.3	18.7	4396	294	141	14.5	111	.480	.0318	41.5
1984	420	.030	16.8	23.2	19.2	4081	248	127	14.8	109	.537	.0307	39.7
1985	600	.041	17.5	23.7	19.8	3945	233	131	14.1	111	.586	.0329	39.7
1986	782	.051	18.1	25.3	20.8	3964	224	129	14.3	110	.595	.0322	41.5
1987	848	.057	18.4	26.2	21.2	3959	226	146	12.9	116	.671	.0367	42.3
1988	941	.062	18.7	27.3	21.8	3974	223	148	12.7	117	.691	.0372	43.5
1989	1100	.076	18.7	27.2	21.8	3980	218	146	12.9	116	.700	.0366	43.6
1990	1124	.089	18.6	27.4	21.8	4033	219	148	12.9	116	.693	.0367	44.2
1991	943	.075	18.7	27.4	21.9	4079	214	148	13.0	116	.714	.0362	44.8
1992	1088	.089	18.7	27.5	21.8	4102	218	152	12.8	117	.713	.0369	45.0
1993	1323	.100	19.0	28.5	22.3	4033	211	153	12.5	118	.741	.0380	45.1
1994	1273	.091	18.8	27.9	22.0	4075	218	157	12.4	119	.731	.0384	45.0
1995	1552	.102	18.8	28.5	22.2	4041	226	158	12.3	119	.717	.0389	45.0
1996	1298	.099	19.2	29.4	22.8	4115	211	168	11.8	122	.806	.0410	47.0
1997	1105	.076	19.1	29.0	22.6	4134	210	168	11.9	122	.807	.0406	46.8
1998	1356	.094	19.6	30.4	23.3	4090	209	176	11.3	125	.849	.0431	47.7
1999	1344	.085	19.2	30.0	22.9	4203	213	179	11.4	124	.848	.0425	48.2
2000	1264	.079	19.6	30.6	23.4	4212	209	179	11.4	125	.865	.0426	49.3

PERCENT OF MID-SIZE VANS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	DESIGNED DOM	IMPORT
1975	.0	.0	19.1	.0	.0	.0	.0	100.0	.0	.0	100.0	.0
1976	.0	.0	17.6	.0	.0	.0	.0	100.0	.0	.0	100.0	.0
1977	.0	.0	11.8	.0	.0	.0	.0	100.0	.0	.0	100.0	.0
1978	.0	.0	10.6	.0	.0	.0	.0	100.0	.0	.0	100.0	.0
1979	[illegible]	.0	13.5	10.4	.0	.0	.0	100.0	.0	.0	100.0	.0
1980	.0	.0	21.9	71.3	.0	.0	.0	100.0	.0	.0	100.0	.0
1981	.6	.0	16.0	81.1	.0	.0	.0	100.0	.0	.0	100.0	.0
1982	.0	.0	10.5	78.7	.0	.0	.0	100.0	.0	.0	100.0	.0
1983	.0	.0	9.1	77.2	.0	.0	.0	92.9	7.1	.0	100.0	.0
1984	32.0	.0	12.0	48.7	.0	.0	.0	98.5	1.5	.0	100.0	.0
1985	40.4	.0	6.1	45.9	1.1	.0	.1	98.5	.4	.0	100.0	.0
1986	29.7	.0	5.7	61.5	32.7	21.7	10.9	67.1	.2	.0	100.0	.0
1987	33.1	.0	3.9	70.6	73.6	36.8	36.9	26.3	.1	.0	100.0	.0
1988	42.4	.0	2.6	83.1	99.7	49.8	49.9	.2	.1	.0	100.0	.0
1989	39.0	.1	2.3	80.2	99.9	47.9	52.0	.0	.1	.0	96.9	3.1
1990	51.0	6.8	1.2	96.2	99.9	46.4	53.5	.0	.1	.0	95.7	4.3
1991	41.2	11.5	.7	99.0	99.9	39.7	60.2	.0	.1	.0	86.4	13.6
1992	47.8	5.6	.8	98.3	99.9	31.3	68.6	.0	.1	.0	92.0	8.0
1993	53.4	4.9	1.1	98.6	100.0	22.6	77.4	.0	.0	.0	85.2	14.8
1994	57.7	6.9	.4	98.7	100.0	20.7	79.3	.0	.0	1.3	88.3	11.7
1995	65.5	9.4	.0	99.5	100.0	13.1	86.9	.0	.0	3.4	85.7	14.3
1996	80.0	2.5	.0	99.5	100.0	.0	100.0	.0	.0	5.0	88.5	11.5
1997	72.1	5.4	.0	99.5	100.0	.0	100.0	.0	.0	6.0	85.9	14.1
1998	86.0	3.6	.0	100.0	100.0	.0	100.0	.0	.0	11.4	90.3	9.7
1999	85.6	2.9	.0	100.0	100.0	.0	100.0	.0	.0	15.8	81.9	18.1
2000	87.7	4.4	.0	100.0	100.0	.0	100.0	.0	.0	23.6	73.1	26.9

Table E-9 CHARACTERISTICS OF 1975 TO 2000 LARGE VANS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1975	153	.015	11.1	15.1	12.6	4135	334	148	13.7	115	.434	.0354	26.4
1976	192	.016	11.8	16.3	13.4	4081	335	151	13.3	117	.444	.0369	28.0
1977	199	.014	13.9	18.1	15.5	4110	343	158	12.6	119	.459	.0384	32.2
1978	224	.015	13.5	17.4	15.0	4088	335	145	13.3	114	.429	.0353	31.2
1979	159	.011	10.8	14.2	12.1	4665	336	163	13.5	116	.480	.0347	28.6
1980	96	.008	14.2	18.8	16.0	4639	315	133	15.5	107	.421	.0284	37.6
1981	96	.009	15.0	19.6	16.8	4513	310	128	15.6	107	.414	.0282	38.2
1982	115	.012	14.4	18.8	16.1	4548	314	131	15.5	107	.418	.0286	37.0
1983	138	.013	14.3	19.2	16.2	4532	314	134	15.1	108	.429	.0295	37.0
1984	174	.012	14.4	19.8	16.4	4421	314	143	14.4	111	.451	.0320	36.6
1985	162	.011	14.1	19.3	16.1	4491	312	146	14.3	112	.464	.0322	36.3
1986	160	.010	15.4	21.2	17.6	4610	306	142	14.9	110	.464	.0306	40.8
1987	140	.009	14.8	20.7	17.0	4659	309	155	13.9	113	.500	.0331	39.8
1988	137	.009	14.7	20.8	16.9	4858	309	156	14.3	113	.501	.0319	41.3
1989	142	.010	14.6	20.5	16.8	4821	309	155	14.3	113	.501	.0321	40.7
1990	107	.009	14.3	20.4	16.5	4901	314	162	14.0	114	.514	.0328	40.7
1991	76	.006	14.4	20.7	16.7	4943	312	162	14.1	114	.518	.0325	41.4
1992	93	.008	14.5	21.3	16.9	5132	315	167	14.2	114	.527	.0324	43.6
1993	106	.008	14.6	21.2	17.0	5132	315	178	13.5	117	.565	.0347	43.7
1994	112	.008	14.5	21.6	17.0	5156	318	183	13.3	118	.576	.0355	43.9
1995	104	.007	14.6	21.6	17.1	5185	314	178	13.7	117	.567	.0343	44.3
1996	109	.008	14.6	21.7	17.1	5153	325	197	12.7	122	.604	.0383	44.1
1997	139	.010	15.7	23.9	18.6	5120	300	221	11.3	129	.740	.0431	47.6
1998	132	.009	15.5	23.7	18.3	5137	297	220	11.3	129	.745	.0429	47.2
1999	187	.012	14.9	22.9	17.7	5200	310	230	11.1	131	.745	.0441	46.0
2000	207	.013	15.5	23.3	18.2	5022	296	222	11.1	130	.755	.0443	45.8

PERCENT OF LARGE VANS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	DESIGNED DOM	IMPORT
1975	.0	.0	31.4	.0	.0	.0	.0	100.0	.0	.0	100.0	.0
1976	.0	.0	24.8	.0	.0	.0	.0	100.0	.0	.0	100.0	.0
1977	.0	.0	17.4	.0	.0	.0	.0	100.0	.0	.0	100.0	.0
1978	.0	.0	16.5	.0	.0	.0	.0	100.0	.0	.0	100.0	.0
1979	.0	.0	13.9	.0	.0	.0	.0	100.0	.0	.0	100.0	.0
1980	.0	.0	22.2	1.6	.0	.0	.0	100.0	.0	.0	100.0	.0
1981	.0	.0	23.5	2.6	.0	.0	.0	100.0	.0	.0	100.0	.0
1982	.0	.0	14.4	.4	.0	.0	.0	100.0	.0	.0	100.0	.0
1983	.0	.0	10.3	35.6	.0	.0	.0	100.0	.0	.0	100.0	.0
1984	.0	.0	11.2	35.8	.0	.0	.0	100.0	.0	.0	100.0	.0
1985	.0	.0	6.5	49.5	.0	.0	.0	100.0	.0	.0	100.0	.0
1986	.0	.0	4.8	52.8	47.7	.0	47.7	51.1	1.2	.0	100.0	.0
1987	.0	.0	2.0	50.4	84.1	1.4	82.8	15.9	.0	.0	100.0	.0
1988	.0	.0	1.5	52.5	99.2	4.5	94.7	.8	.0	.0	100.0	.0
1989	.0	.0	1.2	51.1	100.0	5.0	95.0	.0	.0	.0	100.0	.0
1990	.0	.0	.0	75.3	100.0	5.5	94.5	.0	.0	.0	100.0	.0
1991	.0	.0	.0	77.6	100.0	5.0	95.0	.0	.0	.0	100.0	.0
1992	.0	.0	.0	83.7	100.0	2.8	97.2	.0	.0	.0	100.0	.0
1993	.0	.2	.0	80.9	100.0	2.7	97.3	.0	.0	.0	100.0	.0
1994	.0	.0	.0	83.7	100.0	1.9	98.1	.0	.0	.0	100.0	.0
1995	1.7	.0	.8	80.2	100.0	5.5	94.5	.0	.0	.0	98.3	1.7
1996	.0	.0	.0	85.1	100.0	.0	100.0	.0	.0	.0	100.0	.0
1997	1.2	.0	.0	100.0	100.0	.0	100.0	.0	.0	.0	98.8	1.2
1998	.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	.0	100.0	.0
1999	.4	.0	.0	100.0	100.0	.0	100.0	.0	.0	.0	99.6	.4
2000	.9	.0	.0	100.0	100.0	.0	100.0	.0	.0	.0	99.1	.9

Table E-10 CHARACTERISTICS OF 1975 TO 2000 SMALL SUVS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1975	53	.005	14.1	19.3	16.1	2897	273	118	11.9	117	.429	.0415	23.3
1976	60	.005	14.2	18.6	15.9	2980	273	108	12.7	112	.397	.0365	24.0
1977	72	.005	15.3	19.8	17.[illegible]	3055	274	111	12.7	112	.405	.0366	26.1
1978	91	.006	15.0	19.8	16.9	2986	275	109	12.6	112	.398	.0369	25.2
1979	104	.008	15.5	18.6	16.7	3192	261	117	12.7	113	.463	.0366	26.7
1980	60	.005	17.0	21.8	18.8	3083	227	95	14.6	105	.453	.0305	29.3
1981	43	.004	18.2	23.9	20.4	3054	224	102	13.6	108	.475	.0334	31.4
1982	42	.004	18.5	23.8	20.5	2922	207	97	13.9	107	.495	.0329	30.0
1983	55	.005	19.3	24.5	21.4	2830	210	100	13.3	109	.505	.0348	30.2
1984	145	.010	19.2	25.4	21.6	3302	186	101	14.7	106	.563	.0307	35.6
1985	115	.008	19.1	27.3	22.1	3438	167	98	15.5	103	.596	.0284	38.0
1986	177	.012	20.7	28.7	23.7	3231	167	118	13.0	112	.733	.0360	38.2
1987	254	.017	21.2	29.2	24.2	3169	161	112	13.4	110	.723	.0346	38.3
1988	288	.019	21.3	29.0	24.2	3128	157	112	13.2	111	.739	.0350	37.9
1989	228	.016	20.1	27.3	22.8	3443	171	120	13.3	111	.731	.0346	39.4
1990	189	.015	20.7	27.8	23.4	3329	162	115	13.4	110	.749	.0344	39.1
1991	136	.011	21.5	26.8	23.6	3195	145	110	14.0	109	.768	.0338	38.1
1992	129	.011	21.3	26.7	23.4	3087	146	117	13.0	113	.811	.0372	36.7
1993	144	.011	21.1	26.5	23.2	3113	150	121	12.8	114	.814	.0382	36.6
1994	175	.013	2[illegible]	27.4	23.8	3074	142	118	1[illegible].8	114	.842	.0378	36.9
1995	189	.013	21.9	27.8	24.2	2965	138	117	12.4	115	.864	.0391	36.3
1996	120	.009	25.4	33.6	28.5	2896	107	106	12.8	111	.988	.0364	41.4
1997	489	.034	19.8	27.8	22.8	3473	182	152	11.2	122	.861	.0434	39.8
1998	316	.022	20.9	28.7	23.8	3474	162	154	11.2	123	.970	.0440	41.9
1999	320	.020	21.3	29.0	24.2	3508	155	145	11.7	120	.970	.0412	43.0
2000	376	.023	20.7	28.2	23.5	3670	161	149	11.8	120	.954	.0405	43.6

PERCENT OF SMALL SUVS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	DESIGNED DOM	IMPORT
1975	.0	88.3	100.0	.0	.0	.0	.0	100.0	.0	.0	88.3	11.7
1976	.0	85.9	84.6	.0	.0	.0	.0	100.0	.0	.0	85.9	14.1
1977	.0	79.1	90.1	.0	.0	.0	.0	100.0	.0	.0	79.1	20.9
1978	.0	85.5	86.9	.0	.0	.0	.0	100.0	.0	.0	85.5	14.5
1979	.0	87.3	77.5	.0	.0	.0	.0	100.0	.0	.0	95.3	4.7
1980	.0	100.0	88.6	.0	.0	.0	.0	100.0	.0	.0	91.8	8.2
1981	.0	100.0	90.5	8.8	.0	.0	.0	100.0	.0	.0	94.0	6.0
1982	.0	74.2	67.4	6.8	.0	.0	.0	100.0	.0	.0	85.3	14.7
1983	.0	77.2	70.5	6.6	.0	.0	.0	100.0	.0	.0	89.9	10.1
1984	.0	97.9	42.2	3.2	.0	.0	.0	100.0	.0	.0	94.4	5.6
1985	.0	100.0	55.1	44.0	.0	.0	.0	100.0	.0	.0	92.1	7.9
1986	.0	100.0	60.2	37.4	62.3	.0	62.3	37.7	.0	.0	76.0	24.0
1987	.0	91.0	65.3	25.3	48.2	4.2	44.0	51.8	.0	.0	61.6	38.4
1988	.0	86.7	67.3	27.3	54.0	2.3	51.7	46.0	.0	.0	64.8	35.2
1989	.0	84.9	60.4	31.1	79.9	26.0	53.9	20.1	.0	.0	67.2	32.8
1990	.0	85.8	64.6	31.6	84.2	36.0	48.2	15.8	.0	.0	56.0	44.0
1991	.0	65.6	61.0	33.9	98.7	59.4	39.3	1.3	.0	.0	55.9	44.1
1992	.0	62.6	66.5	28.8	97.7	47.9	49.7	2.3	.0	.0	52.1	47.9
1993	.0	66.4	63.5	31.0	97.7	40.4	57.3	2.3	.0	.0	56.4	43.6
1994	.0	65.2	60.3	25.3	100.0	32.3	67.7	.0	.0	3.2	52.4	47.6
1995	.0	86.6	70.4	29.6	100.0	21.1	78.9	.0	.0	.0	55.0	45.0
1996	14.9	65.6	39.7	60.3	100.0	.0	100.0	.0	.0	100.0	.0	100.0
1997	6.2	78.3	41.6	53.9	100.0	.0	100.0	.0	.0	47.3	52.2	47.8
1998	8.8	73.6	42.6	57.4	100.0	.0	100.0	.0	.0	71.4	28.6	71.4
1999	8.8	76.0	35.3	64.7	100.0	.0	100.0	.0	.0	72.3	27.7	72.3
2000	5.9	69.1	45.0	55.0	100.0	.0	100.0	.0	.0	60.4	21.3	78.7

Table E-11

CHARACTERISTICS OF 1975 TO 2000 MID-SIZE SUVS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1975	123	.012	11.0	13.6	12.1	4724	349	156	14.0	113	.445	.0325	28.6
1976	168	.014	11.9	15.4	13.3	4730	354	150	14.5	112	.422	.0313	31.5
1977	194	.014	13.1	17.0	14.6	4610	349	153	13.9	113	.438	.0330	33.8
1978	270	.019	12.3	16.3	13.8	4653	358	160	13.4	115	.448	.0343	32.3
1979	187	.013	10.8	13.4	11.9	4807	344	153	14.5	112	.445	.0316	28.6
1980	100	.009	12.8	16.7	14.3	4708	324	145	14.8	110	.448	.0304	34.1
1981	79	.008	13.8	18.6	15.6	4664	317	140	15.0	109	.445	.0297	36.8
1982	98	.010	14.5	19.4	16.4	4732	320	140	15.2	109	.440	.0294	40.1
1983	203	.020	16.3	23.1	18.8	4312	250	126	15.3	107	.537	.0290	41.5
1984	431	.031	16.4	23.2	18.9	4092	226	123	15.0	107	.571	.0298	39.5
1985	563	.039	17.0	24.6	19.7	4011	212	122	14.9	108	.602	.0303	40.3
1986	538	.035	17.2	24.0	19.7	4006	204	126	14.4	109	.653	.0314	39.9
1987	562	.038	17.0	24.7	19.8	3975	216	141	13.3	114	.679	.0356	39.7
1988	610	.040	16.8	24.4	19.5	4017	234	152	12.6	118	.675	.0384	39.5
1989	624	.043	16.9	24.2	19.5	4026	254	161	12.0	121	.650	.0406	39.7
1990	447	.035	16.4	24.0	19.1	4079	243	162	12.1	121	.689	.0403	39.1
1991	904	.072	17.3	25.5	20.2	4112	236	163	12.0	120	.699	.0399	41.7
1992	799	.066	17.0	25.1	19.9	4106	233	170	11.7	123	.735	.0418	40.9
1993	1038	.079	17.0	25.5	20.0	4115	242	183	11.0	127	.764	.0449	41.4
1994	1240	.089	16.9	25.0	19.7	4196	239	182	11.2	126	.769	.0437	41.6
1995	1397	.092	16.8	24.8	19.6	4213	237	179	11.4	125	.766	.0428	41.6
1996	1528	.116	17.0	25.5	20.0	4196	249	182	11.2	126	.740	.0438	42.2
1997	1419	.098	17.6	25.7	20.5	4216	235	179	11.5	124	.782	.0426	43.4
1998	1619	.112	17.7	26.3	20.8	4151	236	179	11.3	125	.774	.0431	43.3
1999	1793	.113	17.9	26.1	20.9	4161	230	187	10.9	127	.838	.0449	43.6
2000	1967	.123	17.9	26.1	20.8	4167	231	188	10.9	128	.835	.0452	43.5

PERCENT OF MID-SIZE SUVS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	DESIGNED DOM	IMPORT
1975	.0	88.4	18.3	.0	.0	.0	.0	100.0	.0	.0	100.0	.0
1976	.0	91.1	17.7	.0	.0	.0	.0	100.0	.0	.0	99.9	.1
1977	.0	89.5	17.8	.0	.0	.0	.0	100.0	.0	.0	99.5	.5
1978	.0	93.9	17.7	.0	.0	.0	.0	100.0	.0	.0	99.1	.9
1979	.0	90.3	19.1	1.2	.0	.0	.0	100.0	.0	.0	99.8	.2
1980	.0	95.8	22.4	29.7	.0	.0	.0	97.1	2.9	.0	100.0	.0
1981	.0	96.8	21.0	48.6	.0	.0	.0	100.0	.0	.0	100.0	.0
1982	.0	93.0	19.8	45.0	.0	.0	.0	86.5	13.5	.0	100.0	.0
1983	.0	89.2	26.3	56.1	.0	.0	.0	95.7	4.3	.0	98.0	2.0
1984	.0	86.9	28.2	50.0	.0	.0	.0	98.8	1.2	.0	95.3	4.7
1985	.0	81.4	25.1	59.4	7.0	.0	.0	92.2	.8	.0	93.4	6.6
1986	.0	87.3	33.8	57.1	50.8	36.9	13.9	47.9	1.3	.0	80.1	19.9
1987	.0	85.5	27.6	63.6	84.8	53.4	31.4	15.0	.2	.0	79.8	20.2
1988	.0	87.1	21.1	70.2	96.9	46.1	50.8	3.0	.1	.0	77.5	22.5
1989	.0	86.4	16.7	75.4	97.9	49.2	48.7	2.0	.1	.0	84.1	15.9
1990	.0	89.8	19.6	75.9	98.4	28.0	70.4	1.5	.1	.0	67.3	32.7
1991	.0	79.6	17.3	81.7	99.6	34.6	64.9	.4	.0	.0	81.5	18.5
1992	.0	74.4	17.4	82.6	100.0	17.4	82.6	.0	.0	.0	79.6	20.4
1993	.0	58.1	11.6	88.4	100.0	.6	99.4	.0	.0	.0	84.8	15.2
1994	.0	78.9	11.3	88.7	100.0	.3	99.7	.0	.0	6.8	79.2	20.8
1995	.0	79.4	10.3	89.7	100.0	.0	100.0	.0	.0	19.7	70.0	30.0
1996	.0	70.8	6.1	93.9	100.0	.0	100.0	.0	.0	11.2	83.3	16.7
1997	1.5	67.6	5.8	94.2	100.0	.0	100.0	.0	.0	23.9	66.9	33.1
1998	1.2	71.8	4.7	95.3	100.0	.0	100.0	.0	.0	19.7	74.0	26.0
1999	1.9	69.9	5.7	94.3	100.0	.0	100.0	.0	.0	26.0	67.5	32.5
2000	1.8	71.6	6.0	94.0	100.0	.0	10 0	.0	.0	25.2	68.6	31.4

Table E-12

CHARACTERISTICS OF 1975 TO 2000 LARGE SUVS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1975	11	.001	11.1	13.8	12.2	4728	364	171	13.0	118	.463	.0338	28.9
1976	16	.001	11.3	14.9	12.7	4904	373	166	13.9	115	.437	.0321	31.2
1977	17	.001	12.3	15.6	13.6	4870	371	170	13.6	116	.450	.0330	33.7
1978	19	.001	12.0	15.0	13.2	4953	373	168	13.5	116	.453	.0323	32.8
1979	109	.008	10.3	12.1	11.1	5260	375	152	15.8	109	.403	.0287	29.3
1980	23	.002	12.6	17.2	14.3	5188	340	160	14.7	112	.470	.0303	37.3
1981	14	.001	13.6	18.0	15.3	5127	338	170	13.9	115	.502	.0328	39.3
1982	22	.002	16.0	24.3	18.9	5410	344	146	16.5	107	.427	.0269	52.7
1983	30	.003	15.1	21.9	17.6	5327	355	153	15.8	109	.434	.0287	48.7
1984	49	.003	14.5	21.2	16.9	5247	351	157	15.1	111	.450	.0300	45.3
1985	57	.004	14.3	21.6	16.9	5248	350	161	14.9	112	.460	.0307	44.9
1986	58	.004	14.3	21.5	16.8	5227	350	162	14.7	112	.463	.0310	44.5
1987	57	.004	14.5	21.4	17.0	5501	350	205	12.7	122	.587	.0372	46.9
1988	69	.005	14.2	20.9	16.6	5518	351	199	13.0	120	.567	.0360	46.0
1989	74	.005	14.1	21.6	16.7	5716	351	208	12.9	121	.594	.0364	47.9
1990	72	.006	14.1	21.7	16.7	5720	351	208	12.9	121	.595	.0364	47.8
1991	54	.004	13.8	20.5	16.2	5570	328	197	13.3	119	.603	.0352	45.3
1992	75	.006	13.3	19.9	15.7	5578	331	204	12.9	121	.629	.0365	43.8
1993	129	.010	13.9	20.7	16.3	5652	345	210	12.6	122	.612	.0373	46.2
1994	169	.012	14.1	20.5	16.4	5628	343	210	12.6	122	.616	.0374	46.2
1995	230	.015	14.3	20.8	16.6	5576	347	206	12.7	122	.594	.0369	46.3
1996	241	.018	14.7	22.0	17.3	5534	344	247	10.9	133	.719	.0447	47.9
1997	559	.039	14.8	22.5	17.5	5348	328	234	11.1	131	.714	.0438	46.9
1998	641	.044	14.7	22.4	17.4	5243	313	227	11.2	130	.736	.0434	45.6
1999	707	.044	14.4	21.8	17.0	5409	324	242	10.9	132	.755	.0449	46.0
2000	878	.055	14.7	22.3	17.3	5439	312	248	10.8	134	.803	.0457	47.3

PERCENT OF LARGE SUVS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	DESIGNED DOM	IMPORT
1975	.0	13.5	13.4	.0	.0	.0	.0	100.0	.0	.0	100.0	.0
1976	.0	22.8	14.6	.0	.0	.0	.0	100.0	.0	.0	100.0	.0
1977	.0	18.4	13.9	.0	.0	.0	.0	100.0	.0	.0	100.0	.0
1978	.0	26.9	19.3	.0	.0	.0	.0	100.0	.0	.0	100.0	.0
1979	.0	16.1	15.3	.0	.0	.0	.0	99.3	.7	.0	100.0	.0
1980	.0	30.0	17.8	78.6	.0	.0	.0	94.1	5.9	.0	100.0	.0
1981	.0	25.4	3.1	96.9	.0	.0	.0	100.0	.0	.0	100.0	.0
1982	.0	28.7	1.1	98.9	.0	.0	.0	46.8	53.2	.0	100.0	.0
1983	.0	30.5	.9	99.1	.0	.0	.0	65.0	35.0	.0	100.0	.0
1984	.0	30.2	1.0	99.0	.0	.0	.0	80.7	19.3	.0	100.0	.0
1985	.0	31.3	.9	99.1	.0	.0	.0	88.5	11.5	.0	100.0	.0
1986	.0	32.8	.6	99.4	.0	.0	.0	91.7	8.3	.0	100.0	.0
1987	.0	36.2	.6	99.4	95.6	95.6	.0	.0	4.4	.0	100.0	.0
1988	.0	41.0	.5	99.5	96.9	96.9	.0	.0	3.1	.0	100.0	.0
1989	.0	43.4	.5	99.5	97.6	97.6	.0	.0	2.4	.0	100.0	.0
1990	.0	42.8	.3	99.7	97.8	97.8	.0	.0	2.2	.0	100.0	.0
1991	.0	54.1	.0	100.0	97.5	76.3	21.2	.0	2.5	.0	78.8	21.2
1992	.0	67.5	.6	99.4	100.0	88.8	11.2	.0	.0	.0	88.8	11.2
1993	.0	64.6	.5	99.5	100.0	93.2	6.8	.0	.0	.0	93.2	6.8
1994	.0	67.0	.4	99.6	100.0	89.7	10.3	.0	.0	9.5	90.5	9.5
1995	.0	71.9	.2	99.8	100.0	95.9	4.1	.0	.0	3.9	96.1	3.9
1996	.0	75.7	.0	100.0	99.9	.0	99.9	.0	.1	7.7	92.3	7.7
1997	.0	73.4	.0	100.0	100.0	.0	100.0	.0	.0	4.4	95.6	4.4
1998	.0	68.4	.0	100.0	100.0	.0	100.0	.0	.0	2.4	91.4	8.6
1999	.0	75.8	.0	100.0	99.9	.0	99.9	.0	.1	4.7	89.1	10.9
2000	.0	73.4	.0	100.0	100.0	.0	100.0	.0	.0	10.4	88.8	11.2

Table E-13 CHARACTERISTICS OF 1975 TO 2000 SMALL PICKUPS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1975	160	.016	19.2	28.5	22.5	2756	118	96	13.3	108	.814	.0347	31.1
1976	173	.014	20.3	30.0	23.8	2775	119	98	13.2	109	.828	.0352	33.1
1977	241	.017	22.1	31.5	25.5	2771	120	96	13.3	108	.804	.0347	35.5
1978	264	.018	22.7	30.2	25.6	2799	119	92	13.8	107	.774	.0330	35.9
1979	358	.026	19.9	27.6	22.8	2793	120	86	14.5	104	.715	.0308	32.2
1980	452	.040	21.6	28.9	24.3	2790	122	88	14.2	105	.723	.0316	34.5
1981	369	.035	25.0	33.3	28.2	2819	130	85	15.0	103	.654	.0301	40.5
1982	346	.036	24.3	32.2	27.3	2899	137	89	14.8	104	.651	.0307	40.4
1983	312	.030	24.0	31.8	26.9	2976	142	96	14.0	106	.679	.0323	40.6
1984	423	.030	23.3	30.8	26.1	3035	142	97	14.1	106	.684	.0320	40.1
1985	497	.034	23.8	31.4	26.7	3098	143	103	13.6	108	.718	.0333	41.6
1986	743	.048	22.9	30.9	25.9	3141	145	105	13.5	109	.726	.0338	40.9
1987	441	.030	22.9	31.1	26.0	3135	147	107	13.3	110	.732	.0345	40.9
1988	340	.022	22.2	29.5	25.0	3200	148	113	13.0	111	.757	.0353	40.1
1989	354	.025	21.2	28.4	23.9	3328	153	119	12.9	112	.774	.0359	40.0
1990	289	.023	21.9	29.5	24.8	3293	153	129	12.0	116	.844	.0395	41.2
1991	309	.025	22.0	29.9	25.0	3324	152	128	12.1	116	.845	.0389	41.8
1992	252	.021	21.7	29.4	24.6	3321	152	126	12.3	115	.828	.0383	41.2
1993	263	.020	23.1	31.5	26.3	3232	147	123	12.3	115	.835	.0383	42.7
1994	358	.026	21.8	30.0	24.9	3355	151	125	12.4	114	.829	.037[illegible]	42.[illegible]
1995	298	.020	21.5	29.3	24.4	3385	157	138	11.6	119	.879	.0411	41.5
1996	221	.017	21.7	29.5	24.6	3362	159	147	11.0	122	.926	.0439	41.4
1997	131	.009	22.0	29.7	24.9	3349	146	134	11.7	118	.918	.0405	41.7
1998	260	.018	21.5	29.4	24.5	3462	160	151	11.0	123	.947	.0439	42.5
1999	468	.029	19.8	26.6	22.4	3760	179	160	11.3	123	.901	.0427	42.1
2000	248	.015	20.9	28.3	23.7	3597	167	154	11.2	122	.928	.0431	42.8

PERCENT OF SMALL PICKUPS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	DESIGNED DOM	IMPORT
1975	.0	.0	88.4	.0	.0	.0	.0	100.0	.0	.0	.0	100.0
1976	.0	.0	80.1	.0	.0	.0	.0	100.0	.0	.0	.0	100.0
1977	.0	.0	79.8	.0	.0	.0	.0	100.0	.0	.0	.0	100.0
1978	.0	8.8	88.5	.0	.0	.0	.0	100.0	.0	.0	.0	100.0
1979	.0	26.3	90.3	.0	.0	.0	.0	100.0	0	.0	.0	100.0
1980	5.8	24.5	91.2	.0	3.3	.0	.0	94.2	2.5	.0	.0	100.0
1981	9.1	31.6	94.8	.1	2.5	.0	.0	75.6	22.0	.0	.8	99.2
1982	9.3	30.7	92.3	.3	1.0	.0	.0	79.3	19.7	.0	2.0	98.0
1983	9.8	30.9	90.4	1.6	.4	.0	.0	93.6	6.0	.0	1.4	98.6
1984	2.9	32.5	88.7	3.2	4.6	.0	.0	90.7	4.6	.0	.9	99.1
1985	.0	31.7	85.0	6.9	13.8	.0	.0	84.3	1.9	.0	.1	99.9
1986	.0	29.9	85.1	7.9	38.6	28.1	10.5	60.4	1.0	.0	.0	100.0
1987	.0	29.6	81.3	9.9	48.2	39.2	9.0	51.8	.0	.0	.0	100.0
1988	.0	38.4	83.2	8.5	71.8	31.4	40.4	28.2	.0	.0	.0	100.0
1989	.0	38.0	79.9	14.1	86.0	34.9	51.1	14.0	.0	.0	.0	100.0
1990	.0	31.5	81.5	14.3	88.4	.0	88.4	11.6	.0	.0	.0	100.0
1991	.0	34.7	79.6	14.9	100.0	.0	100.0	.0	.0	.0	.0	100.0
1992	.0	36.8	80.8	13.3	100.0	.0	100.0	.0	.0	.0	.0	100.0
1993	.0	27.1	81.8	12.2	100.0	.0	100.0	.0	.0	.0	.0	100.0
1994	.0	39.5	81.4	11.5	100.0	.0	100.0	.0	.0	.0	.0	100.0
1995	.0	37.8	73.2	20.0	100.0	.0	100.0	.0	.0	30.1	.0	100.0
1996	.0	36.6	69.2	18.7	100.0	.0	100.0	.0	.0	59.8	.0	100.0
1997	.0	20.8	79.6	20.4	100.0	.0	100.0	.0	.0	.0	.0	100.0
1998	.0	39.7	62.9	22.9	100.0	.0	100.0	.0	.0	100.0	.0	100.0
1999	.0	63.3	61.0	32.6	100.0	.0	100.0	.0	.0	57.1	.0	100.0
2000	.0	36.4	63.0	28.4	100.0	.0	100.0	.0	.0	81.7	.0	100.0

Table E-14 CHARACTERISTICS OF 1975 TO 2000 MID-SIZE PICKUPS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1975	56	.005	18.6	25.1	21.1	3000	109	67	18.6	95	.615	.0223	31.6
1976	54	.004	20.1	27.7	22 9	3000	109	65	18.9	94	.596	.0216	34.9
1977	66	.005	25.8	35.9	29.5	3000	125	72	17.5	97	.580	.0240	44.5
1978	75	.005	26.0	34.8	29.3	3000	124	72	17.6	96	.581	.0238	44.4
1979	101	.007	22.9	30.8	25.9	2971	131	80	16.2	100	.609	.0268	39.2
1980	98	.009	22.8	30.9	25.9	2944	133	82	15.7	101	.620	.0280	38.6
1981	130	.012	23.1	31.8	26.4	2909	131	84	15.2	102	.641	.0288	39.0
1982	315	.032	23.1	32.9	26.7	2936	152	98	13.8	108	.648	.0332	39.5
1983	621	.060	23.0	32.5	26.5	3016	146	91	14.8	104	.626	.0301	40.3
1984	703	.050	22.2	31.8	25.7	3093	148	92	14.9	104	.626	.0298	40.1
1985	616	.043	22.1	32.1	25.7	3064	154	97	14.2	106	.637	.0317	39.7
1986	788	.051	22.6	32.0	26.1	3081	147	102	14.0	108	.687	.0328	40.4
1987	1052	.071	22.0	31.4	25.4	3163	159	106	13.8	109	.672	.0334	40.4
1988	1055	.069	21.8	31.3	25.3	3205	165	110	13.6	110	.670	.0342	40.8
1989	887	.061	21.5	30.5	24.8	3278	177	116	13.2	111	.671	.0353	40.9
1990	600	.048	21.3	30.5	24.7	3338	175	120	13.0	112	.697	.0358	41.4
1991	873	.069	21.1	30.7	24.6	3352	190	125	12.7	114	.673	.0372	41.5
1992	716	.059	20.3	30.0	23.8	3493	195	131	12.7	115	.685	.0373	41.9
1993	743	.056	20.3	29.8	23.7	3521	198	135	12.5	116	.694	.0383	42.0
1994	970	.069	2[illegible]	30.4	24.3	3593	193	142	12.3	118	.745	.0392	44.1
1995	700	.046	21.2	31.1	24.7	3631	190	141	12.3	117	.768	.0386	45.5
1996	698	.053	21.1	31.4	24.8	3668	187	140	12.4	117	.775	.0381	46.0
1997	691	.048	20.7	30.5	24.2	3729	196	147	12.3	118	.768	.0390	45.8
1998	830	.057	20.5	30.2	23.9	3714	192	146	12.2	118	.780	.0390	45.1
1999	850	.054	19.3	28.7	22.6	3754	197	148	12.2	118	.772	.0393	43.0
2000	677	.042	19.3	28.7	22.7	3826	196	151	12.2	119	.788	.0392	43.9

PERCENT OF MID-SIZE PICKUPS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	DESIGNED DOM	IMPORT
1975	.0	.0	68.8	.0	.0	.0	.0	100.0	.0	.0	.0	100.0
1976	.0	.0	85.5	.0	.0	.0	.0	100.0	.0	.0	.0	100.0
1977	.0	.0	91.4	.0	.0	.0	.0	100.0	.0	.0	0	100.0
1978	.0	.0	86.9	.0	.0	.0	.0	100.0	.0	.0	.0	100.0
1979	.0	.0	80.2	.0	.0	.0	.0	100.0	.0	.0	.0	100.0
1980	.0	.0	83.7	.0	.0	.0	.0	100.0	.0	.0	.0	100.0
1981	.0	.0	88.1	.0	.0	.0	.0	100.0	.0	.0	.0	100.0
1982	.0	4.1	68.7	28.8	.0	.0	.0	97.9	2.1	.0	70.1	29.9
1983	.0	17.3	72.6	14.2	.0	.0	.0	96.5	3.5	.0	73.6	26.4
1984	.0	19.6	71.1	16.8	.0	.0	.0	98.0	2.0	.0	68.7	31.3
1985	.0	19.8	65.1	32.7	27.4	.0	.0	71.9	.7	.0	84.8	15.2
1986	.0	16.8	73.0	23.7	57.4	26.7	30.7	42.4	.2	.0	62.1	37.9
1987	.0	20.5	67.2	28.9	50.8	26.5	24.4	48.8	.3	.0	65.5	34.5
1988	.0	19.8	65.0	32.6	71.9	39.2	32.7	28.1	.0	.0	78.3	21.7
1989	.0	18.7	62.9	35.6	80.5	46.7	33.8	19.5	.0	.0	77.1	22.9
1990	.0	16.7	61.6	38.4	87.2	27.9	59.3	12.8	.0	.0	74.5	25.5
1991	.0	14.8	63.5	36.5	93.0	56.4	36.6	7.0	.0	.0	85.1	14.9
1992	.0	15.5	59.9	40.1	91.7	32.7	59.0	8.3	.0	.0	84.6	15.4
1993	.0	18.0	59.4	40.6	94.3	28.9	65.5	5.7	.0	.0	91.5	8.5
1994	.0	18.1	57.3	42.7	97.9	12.8	85.1	2.1	.0	.0	96.0	4.0
1995	.0	15.6	59.8	40.2	100.0	17.2	82.8	.0	.0	.0	96.2	3.8
1996	.0	14.3	52.9	47.1	100.0	.0	100.0	.0	.0	.1	99.9	.1
1997	.0	17.4	49.0	51.0	100.0	.0	100.0	.0	.0	.0	100.0	.0
1998	.0	20.1	44.3	55.7	100.0	.0	100.0	.0	.0	.0	100.0	.0
1999	.0	25.8	34.9	65.1	100.0	.0	100.0	.0	.0	.0	100.0	.0
2000	.0	25.6	40.1	59.9	100.0	.0	100.0	.0	.0	.0	100.0	.0

Table E-15 CHARACTERISTICS OF 1975 TO 2000 LARGE PICKUPS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1975	1126	.110	11.5	15.7	13.1	4241	343	151	13.3	115	.438	.0356	28.3
1976	1639	.133	12.4	16.3	13.9	4301	344	146	13.8	113	.423	.0340	30.5
1977	1719	.122	13.4	17.2	14.9	4318	347	156	13.1	116	.449	.0361	32.7
1978	1928	.133	13.3	16.8	14.7	4326	339	154	13.2	116	.454	.0356	32.3
1979	1748	.126	13.1	16.2	14.3	4486	330	149	14.1	113	.452	.0333	32.7
1980	887	.078	15.3	20.3	17.2	4312	305	137	14.3	110	.452	.0317	37.6
1981	940	.089	16.5	22.2	18.6	4124	293	132	14.2	110	.452	.0319	38.8
1982	780	.080	16.5	22.2	18.6	4233	299	136	14.2	111	.457	.0321	40.1
1983	695	.067	15.9	21.7	18.1	4270	302	138	14.2	111	.461	.0323	39.4
1984	917	.065	15.6	21.4	17.8	4291	301	138	14.3	111	.459	.0321	38.6
1985	964	.067	15.6	21.1	17.7	4292	305	149	13.4	114	.490	.0347	38.4
1986	1001	.065	16.1	21.8	18.2	4283	298	146	13.6	113	.495	.0340	39.3
1987	654	.044	15.5	21.3	17.7	4375	309	162	12.8	118	.522	.0368	39.0
1988	1064	.070	15.6	22.2	18.0	4436	318	173	12.2	121	.542	.0388	40.2
1989	990	.068	15.6	22.4	18.1	4444	318	175	12.2	121	.547	.0393	40.3
1990	945	.075	15.4	22.7	18.0	4497	320	178	12.1	122	.555	.0396	40.8
1991	738	.059	15.6	23.0	18.2	4476	315	178	12.1	122	.562	.0396	41.1
1992	872	.072	15.6	23.3	18.3	4562	312	174	12.5	120	.556	.0381	42.0
1993	996	.075	15.9	23.8	18.7	4552	303	180	12.1	122	.600	.0395	42.6
1994	1263	.090	15.6	23.3	18.3	4613	316	189	11.7	124	.600	.0410	42.4
1995	1273	.084	15.3	22.9	18.0	4672	316	188	11.9	123	.598	.0402	42.2
1996	1036	.079	15.5	23.2	18.2	4718	315	210	11.1	129	.671	.0445	43.1
1997	1585	.110	16.0	24.2	18.9	4802	303	222	10.6	132	.737	.0463	45.4
1998	1323	.092	15.7	24.0	18.6	4799	308	225	10.5	133	.735	.0470	44.6
1999	1607	.101	15.7	23.3	18.4	4803	303	229	10.4	134	.759	.0479	44.2
2000	1764	.110	16.0	24.0	18.9	4830	306	236	10.2	136	.776	.0490	45.6

PERCENT OF LARGE PICKUPS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	DESIGNED DOM	IMPORT
1975	.0	16.1	33.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0
1976	.0	23.8	32.9	.0	.0	.0	.0	100.0	.0	.0	100.0	.0
1977	.0	25.2	27.7	.0	.0	.0	.0	100.0	.0	.0	100.0	.0
1978	.0	30.5	28.5	.0	.0	.0	.0	98.6	1.4	.0	100.0	.0
1979	.0	10.5	27.3	1.7	.0	.0	.0	96.9	3.1	.0	100.0	.0
1980	.0	21.6	39.5	35.5	.0	.0	.0	94.5	5.5	.0	100.0	.0
1981	.0	13.4	38.9	42.1	.0	.0	.0	97.7	2.3	.0	100.0	.0
1982	.0	17.3	30.9	42.8	.0	.0	.0	90.6	9.4	.0	100.0	.0
1983	.0	22.3	26.4	52.2	.0	.0	.0	95.5	4.5	.0	100.0	.0
1984	.0	25.1	26.7	50.9	.0	.0	.0	97.6	2.4	.0	100.0	.0
1985	.0	25.8	25.7	48.1	9.7	.7	.0	89.1	1.2	.0	100.0	.0
1986	.0	28.3	27.0	52.5	24.3	2.6	21.7	75.0	.7	.0	100.0	.0
1987	.0	30.8	29.1	41.6	79.1	36.0	43.1	20.4	.4	.0	99.4	.6
1988	.0	33.8	26.8	54.5	99.1	62.6	36.5	.5	.5	.0	99.9	.1
1989	.0	34.8	33.2	56.6	99.6	60.8	38.8	.0	.4	.0	100.0	.0
1990	.0	33.9	24.9	68.0	99.6	62.6	37.0	.0	.4	.0	100.0	.0
1991	.0	32.5	27.3	71.3	99.6	60.1	39.5	.0	.4	.0	100.0	.0
1992	.0	32.1	26.8	73.1	99.7	54.7	45.0	.0	.3	.0	100.0	.0
1993	.0	35.0	22.4	77.6	100.0	52.1	47.9	.0	.0	.0	93.9	6.1
1994	.0	36.9	15.9	84.1	100.0	53.0	47.0	.0	.0	.1	98.9	1.1
1995	.0	41.5	20.7	79.3	100.0	44.9	55.1	.0	.0	2.8	97.2	2.8
1996	.0	37.9	15.0	85.0	99.7	.0	99.7	.0	.3	3.7	96.3	3.7
1997	.0	43.3	10.5	89.5	99.9	.0	99.9	.0	.1	1.9	98.1	1.9
1998	.0	43.2	9.8	90.2	99.9	.0	99.9	.0	.1	.8	99.2	.8
1999	.0	43.2	11.1	88.9	100.0	.0	100.0	.0	.0	.0	100.0	.0
2000	.0	42.3	8.0	92.0	100.0	.0	100.0	.0	.0	4.7	95.3	4.7

Appendix F

Table F-1 CHARACTERISTICS OF 1975 TO 2000 TWO-SEATER CARS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1975	244	.030	16.7	25.0	19.7	3015		173	125	12.6	117	.764	.0406	29.5		
1976	203	.021	16.5	24.6	19.4	3032		187	136	12.1	120	.752	.0429	29.4		
1977	221	.020	17.2	25.0	20.0	3062	50.0	183	134	12.4	119	.755	.0421	30.7	1032	1534
1978	191	.017	16.6	24.4	19.4	3079	50.0	187	143	11.8	122	.795	.0446	29.9	1002	1495
1979	256	.024	17.0	25.6	20.1	3026	50.0	180	128	12.2	118	.735	.0411	30.6	1039	1528
1980	200	.021	17.3	26.7	20.6	2954	50.0	180	121	12.3	116	.702	.0400	30.8	1058	1539
1981	162	.019	18.9	27.0	21.9	3005	50.0	202	142	10.6	124	.758	.0469	33.2	1125	1660
1982	263	.034	21.9	32.7	25.7	2726	50.0	146	106	13.0	112	.734	.0377	35.7	1337	1784
1983	137	.017	20.4	29.9	23.9	2756	50.0	146	115	11.8	116	.778	.0411	33.2	1216	1660
1984	348	.033	22.5	34.6	26.7	2886	50.0	174	121	12.1	117	.717	.0410	39.7	1423	1983
1985	335	.031	22.8	34.5	26.9	2826	50.0	158	123	11.6	118	.806	.0425	39.1	1443	1955
1986	303	.028	23.8	36.3	28.1	2915	50.0	166	130	11.7	119	.818	.0430	41.9	1504	2097
1987	282	.026	23.1	35.7	27.5	2920	50.0	167	134	11.5	121	.830	.0442	41.5	1487	2074
1988	203	.019	23.0	35.7	27.4	2940	50.0	170	138	11.2	122	.845	.0455	41.8	1505	2091
1989	113	.011	22.6	35.0	26.9	3030	50.0	198	160	10.2	130	.891	.0509	42.4	1508	2121
1990	177	.020	23.4	35.4	27.7	2979	50.0	164	160	10.3	130	1.019	.0511	42.1	1484	2103
1991	178	.021	24.7	36.7	29.0	2890	50.0	149	150	10.8	127	1.040	.0491	42.9	1573	2146
1992	81	.010	22.5	34.5	26.7	3022	50.0	187	183	10.0	137	1.018	.0565	40.6	1433	2032
1993	118	.014	24.0	36.6	28.4	2975	50.0	169	178	9.6	137	1.138	.0572	43.3	1520	2167
1994	84	.010	21.9	33.9	26.0	3134	50.0	207	197	8.8	143	1.073	.0613	41.5	1371	2077
1995	79	.008	22.0	34.7	26.3	3176	50.0	204	199	8.9	142	1.077	.0606	42.5	1390	2124
1996	65	.008	21.5	34.6	26.0	3168	50.0	216	205	8.6	145	1.050	.0632	41.3	1336	2066
1997	72	.009	22.3	35.2	26.7	3056	50.0	178	198	8.7	144	1.157	.0628	41.3	1381	2064
1998	78	.010	20.3	32.4	24.4	3458	50.0	243	255	7.7	160	1.107	.0731	42.6	1243	2132
1999	109	.013	20.8	33.3	25.0	3262	50.0	218	239	7.7	157	1.148	.0721	41.0	1277	2051
2000	125	.015	20.8	33.5	25.1	3245	50.0	222	242	7.6	159	1.174	.0735	41.2	1301	2062

PERCENT OF TWO-SEATER CARS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	DESIGNED DOM	EUR	ASIA
1975	.0	.0	74.6	.0	42.4	.0	42.4	57.6	.0	.0	16.4	50.1	33.6
1976	.0	.0	70.5	.0	37.1	.0	37.1	62.9	.0	.0	22.9	49.3	27.8
1977	.0	.0	70.5	.0	40.2	.0	40.2	59.8	.0	.0	22.3	50.0	27.7
1978	.0	.0	71.8	.0	46.9	.0	46.9	53.1	.0	.0	22.7	44.0	33.3
1979	.0	.0	72.8	.0	31.5	.0	31.5	68.5	.0	.0	18.6	36.8	44.6
1980	.0	.0	74.0	13.6	34.4	.0	34.4	65.6	.0	.0	17.6	36.9	45.5
1981	.0	.0	61.3	20.1	55.4	.0	55.4	44.6	.0	.0	23.4	23.4	53.2
1982	47.8	.0	69.2	9.5	32.8	9.5	23.3	67.2	.0	.0	57.3	6.7	36.0
1983	17.1	.0	81.0	4.5	40.3	.0	40.3	59.7	.0	.0	17.1	9.6	73.3
1984	17.9	.0	60.4	33.7	73.6	53.1	20.5	26.4	.0	.0	57.0	3.8	39.3
1985	25.0	.0	67.4	26.3	64.9	11.6	53.3	35.1	.0	.0	37.1	4.8	58.1
1986	29.8	.0	62.4	30.7	81.7	11.7	70.0	18.3	.0	11.5	46.7	6.9	46.4
1987	32.7	.0	64.0	28.5	85.9	14.6	71.3	14.1	.0	7.4	36.1	7.2	56.7
1988	41.9	.0	62.1	27.4	100.0	26.1	73.9	.0	.0	23.8	36.3	8.1	55.6
1989	32.6	16.5	51.5	36.6	100.0	14.2	85.8	.0	.0	38.5	30.7	14.4	54.8
1990	31.3	.0	66.9	27.2	100.0	11.5	88.5	.0	.0	67.0	19.0	7.2	73.8
1991	34.9	.0	68.5	21.1	100.0	18.6	81.4	.0	.0	66.9	12.7	9.1	78.2
1992	16.1	.1	55.3	26.3	100.0	13.7	86.3	.0	.0	52.7	26.1	13.6	60.3
1993	42.3	.0	59.8	35.3	100.0	5.6	94.4	.0	.0	47.9	22.3	5.1	72.6
1994	24.1	.1	57.5	35.6	100.0	.0	100.0	.0	.0	64.8	29.4	12.6	58.0
1995	23.5	.1	57.9	31.4	100.0	.0	100.0	.0	.0	65.4	27.0	19.2	53.8
1996	4.7	.0	55.6	40.8	100.0	.0	100.0	.0	.0	64.3	35.3	26.9	37.8
1997	10.8	.1	64.0	34.3	100.0	.0	100.0	.0	.0	84.3	15.4	47.6	37.0
1998	.0	.1	36.5	61.3	100.0	.0	100.0	.0	.0	61.1	38.1	61.6	.3
1999	.0	.1	46.8	50.8	100.0	.0	100.0	.0	.0	64.8	30.1	53.0	16.9
2000	3.1	.0	54.3	43.2	100.0	.0	100.0	.0	.0	62.2	33.0	45.8	21.1

Table F-2 CHARACTERISTICS OF 1975 TO 2000 MINI-COMPACT CARS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1975	941	.114	19.6	29.3	23.0	2721		128	82	15.2	102	.669	.0298	32.1		
1976	913	.094	22.4	32.3	26.0	2688		124	80	15.1	102	.673	.0297	35.3		
1977	915	.081	24.2	34.4	27.9	2544	78.8	116	83	14.0	105	.756	.0326	36.1	2297	2839
1978	901	.081	24.1	32.8	27.4	2583	79.1	120	83	14.1	105	.730	.0322	35.9	2256	2846
1979	436	.040	24.1	33.7	27.6	2450	79.7	113	77	14.4	103	.689	.0312	34.0	2239	2718
1980	383	.041	24.5	34.3	28.1	2458	82.8	116	78	14.4	103	.675	.0314	34.7	2385	2875
1981	227	.026	30.6	40.1	34.3	2164	82.6	92	67	14.5	101	.723	.0307	37.6	2909	3105
1982	178	.023	31.7	41.5	35.5	2193	82.7	95	70	14.6	102	.727	.0311	39.6	3065	3287
1983	156	.020	31.5	42.7	35.7	2273	82.0	99	77	14.2	104	.754	.0327	41.5	3094	3412
1984	42	.004	21.6	32.9	25.6	2855	75.9	151	141	10.5	125	.927	.0484	37.0	2017	2812
1985	73	.007	31.1	44.8	36.0	2300	79.2	114	95	13.1	111	.818	.0380	44.2	3406	3518
1986	176	.016	26.1	39.1	30.7	2407	80.5	113	104	12.8	114	.881	.0403	39.4	2903	3176
1987	71	.007	26.2	38.7	30.7	2636	77.2	128	130	11.3	123	.985	.0469	42.4	2721	3300
1988	43	.004	26.8	38.7	31.1	2619	77.9	128	129	11.7	122	.954	.0462	43.4	2877	3411
1989	28	.003	23.0	33.7	26.9	2866	77.2	146	148	10.7	128	.985	.0504	39.2	2157	3051
1990	76	.009	22.4	33.5	26.3	3019	80.7	148	145	10.5	125	.969	.0475	39.8	2146	3216
1991	95	.011	24.5	35.9	28.6	2912	75.5	127	137	10.8	123	1.076	.0464	41.9	2185	3166
1992	118	.015	26.9	39.3	31.4	2691	81.0	110	118	11.2	118	1.073	.0435	42.3	2584	3421
1993	74	.009	25.8	37.6	30.0	2818	79.5	118	130	10.9	121	1.089	.0454	42.3	2437	3364
1994	39	.005		36.4	28.1	3146	81.0	132	153	10.3	129	1.202	.0501	44.1	2342	3576
1995	56	.006	23.1	35.1	27.3	3218	79.9	147	166	9.9	131	1.122	.0513	44.0	2212	3525
1996	43	.006	22.6	35.0	26.9	3270	76.8	157	179	9.8	134	1.127	.0538	44.4	2148	3431
1997	43	.005	22.3	34.9	26.6	3338	76.6	154	185	9.7	136	1.194	.0547	44.8	2088	3452
1998	37	.005	21.5	34.3	25.8	3522	78.9	169	195	9.6	137	1.146	.0548	45.6	2057	3605
1999	56	.007	21.1	34.3	25.5	3604	79.9	177	214	9.1	143	1.200	.0589	46.2	2057	3692
2000	44	.005	19.8	32.3	24.0	3789	79.4	204	254	8.1	154	1.272	.0672	45.6	1916	3630

PERCENT OF MINI-COMPACT CARS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	DESIGNED DOM	EUR	ASIA
1975	19.6	.0	67.7	.0	11.5	.0	11.5	88.5	.0	.0	55.6	13.6	30.8
1976	22.1	.0	63.5	.0	4.5	.0	4.5	95.5	.0	.0	53.6	7.1	39.3
1977	25.4	.0	70.6	.0	1.9	.0	1.9	98.1	.0	.0	19.2	5.7	75.1
1978	22.3	.0	63.0	.0	1.5	.0	1.5	98.5	.0	.0	36.5	4.6	58.9
1979	44.8	.0	73.4	.0	3.4	.0	3.4	96.6	.0	.0	39.4	6.6	54.0
1980	47.2	.0	60.0	.0	1.6	.0	1.6	98.4	.0	.0	47.0	9.5	43.5
1981	83.2	.0	81.2	.0	1.0	.0	1.0	99.0	.0	.0	.0	5.9	94.1
1982	80.4	.0	80.8	.0	6.4	.0	6.4	93.6	.0	.0	.1	19.9	80.0
1983	81.8	.0	80.9	.2	20.6	.0	20.6	79.4	.0	.0	.2	21.4	78.4
1984	30.6	.0	84.3	.2	92.6	.0	92.6	7.4	.0	.0	.2	96.9	2.9
1985	67.7	.0	86.1	.1	46.9	.0	46.9	53.1	.0	.0	.1	49.5	50.4
1986	54.6	.0	82.7	5.1	52.2	.0	52.2	47.8	.0	5.8	.0	43.8	56.2
1987	54.9	.0	81.9	3.9	85.9	.0	85.9	14.1	.0	18.6	.0	69.4	30.6
1988	62.4	.0	76.6	8.3	77.0	.0	77.0	23.0	.0	23.5	.0	62.7	37.3
1989	62.4	3.5	65.3	16.1	100.0	.0	100.0	.0	.0	36.9	.0	74.6	25.4
1990	11.4	.0	61.6	32.1	100.0	.0	100.0	.0	.0	3.2	.0	20.6	79.4
1991	50.9	.0	59.8	36.3	100.0	.0	100.0	.0	.0	90.6	.0	10.7	89.3
1992	71.5	.0	55.3	41.3	100.0	.0	100.0	.0	.0	91.8	.0	15.0	85.0
1993	64.9	.0	52.6	45.4	100.0	.0	100.0	.0	.0	81.2	.0	6.5	93.5
1994	44.5	.0	43.2	51.4	100.0	.0	100.0	.0	.0	92.8	.0	46.1	53.9
1995	17.3	.0	40.8	50.6	100.0	.0	100.0	.0	.0	94.7	.0	35.8	64.2
1996	37.7	6.7	48.0	50.2	100.0	.0	100.0	.0	.0	80.8	.0	47.8	52.2
1997	48.1	4.7	47.8	50.2	100.0	.0	100.0	.0	.0	82.3	.0	42.5	57.5
1998	38.5	1.1	34.4	64.6	100.0	.0	100.0	.0	.0	91.1	.0	56.0	44.0
1999	33.3	4.7	38.2	59.0	100.0	.0	100.0	.0	.0	91.5	.0	66.7	33.3
2000	2.5	13.4	39.9	55.0	100.0	.0	100.0	.0	.0	58.3	.0	100.0	.0

Appendix F (Continued)

Table F-3 CHARACTERISTICS OF 1975 TO 2000 SUB-COMPACT CARS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1975	1011	.123	16.6	23.8	19.2	3242		206	107	14.2	108	.585	.0329	31.4		
1976	1368	.141	19.3	27.0	22.2	3033		181	97	14.7	106	.607	.0316	33.8		
1977	1577	.140	20.9	28.9	23.9	2966	90.7	174	98	14.2	107	.633	.0325	36.1	2329	3268
1978	2056	.184	21.5	30.0	24.6	2842	89.7	159	93	14.4	106	.649	.0321	35.7	2387	3201
1979	3044	.282	21.1	29.3	24.1	2847	90.4	155	94	14.2	106	.659	.0323	34.8	2297	3140
1980	3552	.376	23.7	32.9	27.1	2640	89.9	128	82	14.7	103	.669	.0308	36.2	2523	3251
1981	2712	.311	25.8	35.0	29.3	2604	90.3	124	81	14.7	103	.676	.0308	38.7	2744	3491
1982	2329	.298	25.3	35.5	29.1	2657	91.8	133	86	14.5	105	.666	.0317	39.4	2792	3613
1983	1968	.246	25.9	37.2	30.0	2687	93.3	136	90	14.0	106	.693	.0330	41.0	2941	3829
1984	2545	.238	25.4	36.9	29.6	2737	93.3	140	97	13.5	108	.722	.0348	41.1	2883	3830
1985	2181	.202	25.9	37.4	30.1	2734	93.9	136	100	13.2	110	.760	.0358	41.5	2941	3901
1986	2376	.216	26.4	37.9	30.6	2764	94.7	136	100	13.4	109	.765	.0354	42.7	3018	4048
1987	2088	.195	26.8	38.4	31.1	2728	92.7	128	99	13.7	109	.795	.0350	42.8	2995	3965
1988	2143	.200	27.8	39.2	32.0	2668	93.2	122	99	13.5	110	.823	.0358	43.1	3116	4019
1989	1950	.195	26.9	38.6	31.2	2748	93.1	129	104	13.0	111	.852	.0369	43.3	3044	4034
1990	1974	.224	27.4	38.6	31.5	2762	94.5	117	108	12.5	113	.962	.0385	43.9	3072	4149
1991	2303	.270	27.0	39.3	31.5	2779	94.8	124	111	12.3	114	.938	.0392	44.1	3086	4181
1992	2021	.249	27.3	40.0	31.8	2806	93.8	122	117	12.0	116	.987	.0408	45.2	3110	4241
1993	1872	.221	27.3	40.4	32.0	2797	94.4	124	120	11.8	117	.977	.0418	45.3	3140	4272
1994	1995	.237	26.[illegible]	40.5	31.6	2879	94.4	1.4	125	11.7	118	.973	.0[illegible]	45.9	3101	4336
1995	1623	.173	26.6	40.7	31.5	2949	93.6	141	134	11.3	121	1.015	.0443	47.0	3094	4404
1996	1108	.140	27.8	42.3	32.9	2875	94.9	136	131	11.2	121	1.024	.0446	47.7	3257	4529
1997	1487	.178	27.8	41.2	32.5	2909	95.5	126	128	11.5	119	1.058	.0431	47.6	3196	4555
1998	1601	.201	26.7	40.8	31.6	2983	96.4	138	135	11.1	122	1.022	.0447	47.5	3123	4581
1999	1505	.175	26.3	40.1	31.1	2993	96.5	140	139	11.0	123	1.025	.0454	46.9	3077	4529
2000	1345	.156	25.5	39.7	30.8	3016	96.4	142	143	10.8	124	1.036	.0465	46.7	3039	4510

PERCENT OF SUB-COMPACT CARS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	DESIGNED DOM	EUR	ASIA
1975	17.6	.0	40.9	.0	8.9	.0	8.9	91.1	.0	.0	55.9	22.8	21.3
1976	13.1	.0	42.8	.0	3.1	.0	3.1	96.9	.0	.0	55.9	17.0	27.1
1977	19.4	.0	46.5	.0	12.5	.0	12.5	86.3	1.2	.0	53.6	19.7	26.8
1978	22.3	.0	54.4	.0	11.7	.0	11.7	86.6	1.8	.0	45.5	20.0	34.6
1979	25.9	.0	51.5	.0	7.3	.0	7.3	91.3	1.5	.0	58.2	10.3	31.5
1980	35.3	.4	58.2	3.5	10.9	.0	10.9	85.6	3.4	.0	45.9	13.6	40.4
1981	36.0	.3	58.9	8.5	12.1	.0	12.1	82.4	5.5	.0	36.8	10.9	52.3
1982	39.8	.2	55.1	23.6	18.1	3.2	14.8	77.8	4.1	.0	33.6	9.9	56.5
1983	53.4	.2	55.8	32.0	24.2	2.7	21.5	74.6	1.2	.0	32.3	8.2	59.5
1984	49.8	.5	51.5	35.1	31.9	3.0	28.9	66.3	1.7	.0	39.5	10.9	49.6
1985	58.7	.3	49.4	34.1	33.9	5.1	28.8	65.9	.2	.0	35.7	6.8	57.6
1986	64.5	1.1	50.3	34.0	41.4	4.9	36.5	58.5	.1	3.7	32.9	5.8	61.4
1987	69.1	.5	51.3	39.4	47.0	6.8	40.3	52.9	.1	13.4	25.1	10.1	64.8
1988	77.7	1.2	53.6	40.0	50.9	15.2	35.7	49.1	.0	24.6	20.7	8.4	70.9
1989	72.3	1.1	46.5	45.3	65.1	20.6	44.5	34.9	.0	29.3	24.9	5.5	69.6
1990	87.9	.5	44.9	51.1	95.5	24.0	71.5	4.5	.0	48.3	14.7	4.1	81.2
1991	84.3	1.4	39.1	56.2	99.8	40.3	59.6	.2	.0	44.3	30.6	3.1	66.4
1992	84.2	1.6	38.0	56.4	100.0	15.5	84.5	.0	.0	50.4	26.1	3.8	70.1
1993	84.6	1.7	42.6	51.9	100.0	8.3	91.7	.0	.0	44.6	29.8	4.5	65.8
1994	81.8	.2	37.7	58.0	100.0	6.4	93.6	.0	.0	46.8	36.6	2.2	61.2
1995	72.1	1.4	40.4	55.4	100.0	5.0	95.0	.0	.0	62.0	26.9	4.3	68.9
1996	75.8	1.1	41.4	52.1	100.0	7.8	92.2	.0	.0	64.4	24.3	3.6	72.1
1997	83.3	.6	31.4	64.9	100.0	4.5	95.5	.0	.0	77.5	17.0	3.3	79.7
1998	81.3	.6	30.1	68.3	99.8	.7	99.1	.0	.2	58.4	48.4	5.8	45.8
1999	81.2	.7	31.3	67.2	99.6	.7	98.9	.0	.4	47.1	48.7	8.9	42.4
2000	80.5	.4	37.0	61.2	99.7	.8	98.8	.0	.3	49.8	47.7	11.5	40.8

Table F-4 CHARACTERISTICS OF 1975 TO 2000 COMPACT CARS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1975	1893	.230	14.3	19.3	16.2	3958		287	129	14.6	110	.454	.0322	32.5		
1976	2557	.263	15.5	21.0	17.5	4025		289	125	15.2	108	.434	.0307	35.5		
1977	2767	.245	15.8	21.4	17.9	4128	107.3	291	131	14.6	110	.452	.0315	37.1	1946	3986
1978	1482	.133	17.5	24.7	20.2	3552	105.1	236	113	14.5	108	.506	.0318	36.0	2163	3782
1979	668	.062	17.1	23.5	19.5	3624	105.3	246	117	14.4	109	.495	.0321	35.7	2095	3761
1980	690	.073	19.4	27.6	22.4	3184	106.2	186	102	14.4	107	.577	.0324	36.1	2438	3830
1981	976	.112	23.0	33.5	26.7	2825	104.3	142	91	14.2	106	.671	.0325	37.9	2852	3959
1982	1268	.162	24.7	37.0	29.0	2794	102.9	128	86	14.6	104	.695	.0310	40.7	3035	4193
1983	1456	.182	24.7	36.2	28.8	2844	103.2	141	91	14.4	105	.677	.0318	41.2	3051	4259
1984	2731	.256	25.6	36.9	29.7	2798	103.1	136	90	14.3	106	.687	.0321	41.9	3134	4319
1985	2929	.271	25.7	37.2	29.8	2804	103.1	138	98	13.5	109	.727	.0347	42.2	3155	4356
1986	3348	.304	25.7	37.2	29.8	2819	103.2	137	98	13.5	109	.735	.0346	42.4	3143	4372
1987	4012	.374	25.5	37.3	29.7	2836	102.8	135	100	13.3	109	.759	.0351	42.4	3110	4359
1988	4317	.402	25.6	37.6	29.9	2889	103.6	136	106	13.0	111	.794	.0365	43.4	3147	4500
1989	3585	.358	25.6	37.5	29.9	2886	102.8	130	108	12.7	112	.837	.0372	43.3	3110	4452
1990	2771	.315	24.7	36.7	29.0	2984	103.3	138	118	12.3	115	.857	.0393	43.4	3027	4484
1991	2455	.288	24.7	36.7	29.0	2984	104.5	136	120	12.1	116	.887	.0400	43.5	3079	4553
1992	2221	.274	24.2	36.7	28.6	3034	104.3	143	127	11.8	118	.893	.0416	43.5	3015	4536
1993	2473	.292	25.1	37.9	29.6	2982	104.1	139	121	12.0	116	.886	.0405	44.3	3121	4613
1994	2602	.309	25.2	38.3	29.8	3023	103.9	138	124	11.9	117	.912	.0408	45.2	3131	4694
1995	3432	.365	25.8	39.5	30.6	2998	103.9	134	132	11.2	121	.992	.0439	45.9	3213	4775
1996	2981	.378	25.5	39.4	30.3	3007	103.1	134	133	11.1	121	.999	.0441	45.7	3157	4712
1997	2840	.341	25.4	39.5	30.3	3004	102.6	135	133	11.1	121	.988	.0442	45.6	3142	4683
1998	2119	.266	25.9	40.4	30.9	3010	102.7	131	135	11.0	121	1.028	.0444	46.7	3219	4794
1999	2327	.270	25.5	39.8	30.4	3114	103.2	137	141	10.9	122	1.030	.0449	47.6	3193	4911
2000	2370	.275	25.5	39.8	30.4	3101	103.4	134	141	10.9	123	1.060	.0452	47.4	3202	4900

PERCENT OF COMPACT CARS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	DESIGNED DOM	EUR	ASIA
1975	2.4	.0	8.1	.0	4.4	.0	4.4	94.6	1.0	.0	94.4	5.6	.0
1976	2.5	.0	6.3	.0	3.6	.0	3.6	95.4	.9	.0	96.5	3.5	.0
1977	2.3	.0	4.4	.0	3.8	.0	3.8	95.1	1.1	.0	96.6	3.4	.0
1978	17.8	.0	10.0	16.3	9.1	.0	9.1	88.8	2.2	.0	92.3	7.7	.0
1979	13.6	.0	9.0	.0	14.8	.0	14.8	77.2	8.0	.0	81.5	18.5	.0
1980	56.8	5.8	14.5	6.7	10.8	.0	10.8	80.9	8.4	.0	79.1	20.9	.0
1981	81.4	2.1	32.9	5.8	8.0	.0	8.0	86.0	6.0	.0	86.0	14.0	.0
1982	84.8	1.9	34.8	39.7	21.5	13.1	8.3	73.2	5.3	.0	81.4	13.7	4.9
1983	74.7	2.2	32.3	42.4	50.6	37.4	13.2	45.1	4.4	.0	77.3	12.7	10.0
1984	82.0	.8	28.4	41.0	54.0	32.4	21.6	43.1	2.8	.0	81.4	6.7	11.9
1985	85.3	.2	28.3	42.8	70.8	46.9	24.0	26.7	2.4	.0	71.7	11.0	17.3
1986	86.6	.2	28.5	50.0	76.4	43.4	33.0	22.9	.7	1.0	65.3	9.6	25.2
1987	90.5	.4	29.5	49.3	74.6	42.2	32.4	25.1	.3	5.3	52.6	7.4	40.0
1988	91.2	.2	25.6	59.0	91.4	42.7	48.7	8.6	.0	10.9	59.2	5.1	35.7
1989	95.8	.5	26.0	56.2	94.9	40.0	54.9	5.0	.1	15.8	53.7	6.0	40.3
1990	95.5	.8	19.3	63.6	99.9	33.2	66.7	.0	.1	34.5	53.2	5.9	40.9
1991	95.0	1.6	21.7	65.3	99.6	17.3	82.3	.0	.4	38.8	45.9	6.4	47.7
1992	96.1	.9	19.2	66.2	99.8	10.8	89.0	.0	.2	32.3	54.2	5.3	40.5
1993	97.5	.5	18.3	69.9	100.0	12.3	87.7	.0	.0	40.3	56.5	3.0	40.5
1994	96.2	.4	18.8	72.8	100.0	8.3	91.7	.0	.0	50.7	41.9	5.5	52.7
1995	95.4	.8	19.5	78.7	99.8	.0	99.8	.0	.2	66.2	55.3	7.0	37.6
1996	97.3	.9	17.2	81.9	100.0	.0	100.0	.0	.0	65.9	54.0	6.1	39.9
1997	95.5	1.1	16.8	83.2	100.0	.0	100.0	.0	.0	61.8	54.6	8.2	37.2
1998	93.8	1.8	15.3	84.7	99.6	.0	99.6	.0	.4	74.3	50.0	10.1	39.8
1999	92.7	1.8	18.7	80.9	99.0	.0	99.0	.0	1.0	73.1	47.1	13.5	39.4
2000	93.1	2.0	18.0	81.2	99.3	.0	99.3	.0	.7	67.6	40.7	18.2	41.1

Table F-5 CHARACTERISTICS OF 1975 TO 2000 MID-SIZE SEDANS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1975	1631	.198	11.7	16.9	13.6	4630		353	158	13.9	115	.447	.0341	31.9		
1976	1964	.202	13.6	19.4	15.7	4558		343	156	13.8	114	.454	.0340	36.1		
1977	2226	.197	14.3	20.2	16.4	4473	112.9	332	151	13.9	114	.454	.0337	37.1	1880	4186
1978	3339	.299	16.0	23.0	18.6	3820	113.0	292	135	13.4	113	.464	.0353	35.5	2139	4015
1979	3211	.297	16.7	23.2	19.1	3710	113.1	272	128	13.6	112	.474	.0345	35.6	2197	4023
1980	2987	.316	18.6	26.9	21.6	3362	113.2	228	113	13.8	109	.512	.0336	36.5	2478	4132
1981	2902	.332	19.8	28.6	22.9	3346	113.9	220	107	14.2	108	.509	.0322	38.5	2645	4393
1982	2136	.273	20.5	30.5	24.0	3321	113.9	211	107	14.2	108	.529	.0324	40.2	2785	4576
1983	2269	.284	20.4	30.3	23.9	3316	113.8	212	111	13.8	109	.544	.0336	39.9	2770	4542
1984	2770	.260	20.5	30.6	24.1	3318	113.7	210	113	13.6	110	.563	.0342	40.2	2780	4565
1985	2777	.257	21.2	31.9	24.9	3318	113.6	205	117	13.3	112	.606	.0354	41.5	2873	4714
1986	2666	.242	21.9	33.4	25.9	3241	113.8	194	118	13.0	113	.640	.0364	42.1	2978	4786
1987	2252	.210	22.0	33.6	26.0	3247	113.7	188	123	12.7	114	.684	.0379	42.3	2993	4817
1988	2113	.197	22.3	35.1	26.7	3293	113.4	183	129	12.3	116	.718	.0389	44.0	3057	4995
1989	2591	.259	22.2	35.3	26.6	3314	113.6	181	131	12.2	117	.735	.0396	44.2	3049	5027
1990	2342	.266	21.7	35.1	26.2	3450	113.7	187	140	12.0	119	.758	.0407	45.3	3000	5152
1991	2114	.248	21.6	34.8	26.0	3412	113.5	191	146	11.5	121	.773	.0428	44.5	2973	5050
1992	2120	.261	21.3	34.7	25.8	3515	113.9	191	151	11.5	122	.801	.0427	45.4	2949	5170
1993	2330	.276	21.6	35.1	26.1	3515	113.9	192	153	11.4	123	.812	.0434	46.0	2992	5243
1994	2057	.244	21.4	34.7	25.9	3529	113.5	189	155	11.4	123	.827	.0437	45.7	2953	5192
1995	2515	.268	21.5	35.5	26.1	3546	114.3	189	166	10.7	127	.889	.0465	46.3	2996	5295
1996	2359	.299	21.9	35.6	26.5	3527	114.1	181	162	10.9	126	.906	.0459	46.7	3028	5327
1997	2399	.288	21.9	35.9	26.5	3551	114.5	184	170	10.6	128	.933	.0476	47.2	3056	5409
1998	2970	.373	22.4	36.5	27.1	3534	114.0	177	169	10.5	128	.965	.0477	48.1	3107	5480
1999	3168	.368	22.4	36.4	27.1	3546	113.9	175	172	10.5	129	.994	.0484	48.3	3107	5498
2000	2775	.321	22.4	36.3	27.1	3558	113.6	174	182	10.0	132	1.052	.0510	48.4	3094	5489

PERCENT OF MID-SIZE SEDANS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	DESIGNED DOM	EUR	ASIA
1975	2.7	.0	.6	.0	.7	.0	.7	99.3	.0	.0	99.3	.7	.0
1976	2.5	.0	.4	.0	.6	.0	.6	99.4	.0	.0	99.8	.2	.0
1977	2.1	.0	.3	.0	.7	.0	.7	99.3	.0	.0	99.7	.3	.0
1978	1.4	.0	1.7	11.1	1.4	.0	1.4	98.6	.0	.0	99.8	.2	.0
1979	5.2	.0	1.9	21.4	2.3	.0	2.3	96.3	1.4	.0	99.5	.5	.0
1980	30.2	.0	7.8	25.3	2.5	1.5	1.0	94.9	2.5	.0	99.5	.5	.0
1981	32.3	.0	5.6	52.2	2.4	2.3	.1	93.7	4.0	.0	99.9	.1	.0
1982	44.7	.0	2.0	82.6	15.6	15.4	.2	80.7	3.8	.0	99.8	.2	.0
1983	48.9	.0	1.2	80.0	17.7	17.2	.5	80.6	1.7	.0	99.3	.7	.0
1984	55.1	.0	.9	82.0	29.4	25.6	3.8	69.7	1.0	.0	97.3	2.7	.0
1985	61.9	.0	1.3	77.6	50.1	37.1	13.0	49.6	.3	.0	96.5	3.5	.0
1986	71.0	.1	1.8	76.4	67.7	42.3	25.4	32.1	.2	.0	95.6	4.4	.0
1987	77.3	.2	1.5	77.6	84.1	43.4	40.7	15.5	.4	.0	95.3	4.7	.0
1988	87.0	.1	3.8	91.1	94.9	28.0	66.9	5.1	.0	.1	87.8	5.6	6.5
1989	86.5	.1	4.7	91.7	99.3	21.0	78.3	.7	.0	.8	85.6	3.8	10.7
1990	85.2	.2	3.9	93.9	100.0	13.3	86.6	.0	.0	5.1	82.6	4.1	13.3
1991	87.2	.1	3.6	94.5	99.9	11.2	88.7	.0	.1	5.3	82.3	3.5	14.1
1992	79.1	.1	2.7	96.6	100.0	5.3	94.7	.0	.0	20.0	74.3	2.3	23.4
1993	85.4	.2	2.3	97.2	100.0	4.4	95.6	.0	.0	27.8	72.7	3.0	24.3
1994	84.7	.0	2.0	97.7	100.0	4.0	96.0	.0	.0	31.4	70.2	3.6	26.2
1995	79.6	.0	2.7	97.2	100.0	1.1	98.9	.0	.0	38.5	66.5	3.8	29.7
1996	91.9	.0	4.3	94.9	99.7	.0	99.7	.0	.3	47.2	65.5	4.0	30.5
1997	90.6	.1	2.5	97.5	99.8	.0	99.8	.0	.2	49.9	63.7	6.4	29.9
1998	95.2	.5	3.0	97.0	99.9	.0	99.9	.0	.1	57.2	54.5	5.9	39.6
1999	94.5	1.5	4.6	95.1	99.9	.0	99.9	.0	.1	64.5	49.4	8.4	42.2
2000	91.6	1.4	5.0	94.5	100.0	.0	100.0	.0	.0	69.3	37.9	12.3	49.8

Table F-6

CHARACTERISTICS OF 1975 TO 2000 LARGE SEDANS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1975	1555	.189	11.3	16.2	13.1	5142		409	180	13.5	117	.439	.0348	33.9		
1976	1679	.173	12.3	17.2	1[illegible].2	5156		410	180	13.4	117	.440	.0349	36.6		
1977	2319	.205	13.8	19.5	15.9	4482	128.1	366	165	12.8	118	.453	.0370	35.7	2065	4573
1978	2048	.183	14.5	20.9	16.8	4394	128.5	357	162	12.8	118	.457	.0370	37.2	2193	4775
1979	2111	.196	15.2	21.1	17.4	4210	130.0	339	154	12.9	116	.454	.0365	36.8	2279	4783
1980	963	.102	16.3	24.1	19.1	4130	130.9	314	137	14.0	112	.440	.0331	39.8	2526	5213
1981	956	.109	17.1	26.7	20.4	4108	131.0	304	133	14.3	111	.444	.0325	42.6	2712	5571
1982	832	.106	17.4	26.9	20.7	4034	131.0	292	135	13.9	112	.468	.0337	42.1	2730	5517
1983	1079	.135	16.9	26.4	20.2	4041	131.3	292	140	13.4	113	.481	.0347	40.9	2657	5370
1984	1236	.116	17.2	26.9	20.5	4022	130.9	294	140	13.4	114	.478	.0349	41.3	2688	5407
1985	1512	.140	18.5	29.8	22.3	3841	129.3	279	143	12.7	116	.512	.0371	42.9	2887	5543
1986	1267	.115	19.6	32.7	23.9	3719	127.4	260	147	12.1	119	.577	.0396	44.5	3055	5672
1987	1218	.113	19.5	32.8	23.9	3696	127.0	259	149	11.8	120	.587	.0405	44.1	3036	5599
1988	1303	.121	19.8	33.2	24.2	3730	128.1	262	150	11.9	120	.587	.0405	45.2	3111	5793
1989	1289	.129	19.6	33.0	24.0	3721	127.4	261	158	11.4	122	.619	.0427	44.7	3064	5696
1990	1092	.124	19.3	32.8	23.7	3799	126.7	258	161	11.4	123	.639	.0427	45.0	3004	5695
1991	1012	.119	19.3	32.6	23.6	3893	129.0	264	178	10.7	127	.685	.0459	46.0	3053	5941
1992	1240	.153	19.4	33.0	23.8	3872	129.6	262	185	10.4	130	.715	.0480	46.1	3091	5979
1993	1103	.130	[illegible]	33.4	24.2	3831	128.9	256	181	10.5	129	.720	.0473	46.4	3133	5989
1994	1277	.152	[illegible]	33.1	24.1	3858	128.3	248	[illegible]	10.2	131	.766	.0487	46.4	3092	5959
1995	1306	.139	19.9	34.0	24.5	3831	127.9	248	206	9.4	138	.845	.0539	46.8	3136	5993
1996	1066	.135	19.8	33.9	24.3	3894	127.6	250	217	9.2	140	.879	.0557	47.4	3114	6047
1997	1195	.143	19.9	34.2	24.5	3821	127.4	242	216	9.1	141	.903	.0567	46.9	3138	5980
1998	912	.114	20.1	34.0	24.6	3784	127.4	240	218	8.9	142	.922	.0575	46.5	3143	5931
1999	1160	.135	20.1	33.8	24.5	3870	127.1	237	219	9.1	141	.950	.0567	47.6	3142	6046
2000	1648	.191	20.8	35.1	25.4	3792	125.2	223	206	9.5	138	.937	.0540	48.3	3197	6045

PERCENT OF LARGE SEDANS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	DESIGNED DOM	EUR	ASIA
1975	1.5	.0	.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0
1976	1.5	.0	.0	.0	1.2	.0	1.2	98.8	.0	.0	100.0	.0	.0
1977	1.5	.0	.0	.0	.5	.0	.5	99.5	.0	.0	100.0	.0	.0
1978	1.1	.0	.0	2.5	.2	.0	.2	98.5	1.4	.0	100.0	.0	.0
1979	.0	.0	.0	6.5	.2	.0	.2	96.4	3.5	.0	100.0	.0	.0
1980	.0	.0	.0	41.6	2.0	2.0	.0	87.5	10.4	.0	100.0	.0	.0
1981	.0	.0	.0	89.8	17.1	17.1	.0	67.7	15.2	.0	100.0	.0	.0
1982	.0	.0	.0	93.1	20.1	20.1	.0	69.9	10.0	.0	100.0	.0	.0
1983	.0	.0	.0	99.9	37.3	37.3	.0	60.3	2.4	.0	100.0	.0	.0
1984	.0	.0	.0	99.9	39.0	39.0	.0	60.3	.8	.0	100.0	.0	.0
1985	31.9	.0	.0	100.0	64.0	44.9	19.1	35.7	.3	.0	100.0	.0	.0
1986	55.9	.0	.7	99.2	81.2	15.8	65.4	18.8	.0	.7	99.2	.8	.0
1987	60.9	.0	.5	99.5	85.1	15.2	69.9	14.9	.0	1.1	98.9	1.1	.0
1988	58.7	.0	.4	99.6	89.5	12.6	76.9	10.5	.0	1.1	95.9	4.1	.0
1989	61.9	.0	.3	99.7	97.0	22.2	74.8	3.0	.0	.8	96.0	4.0	.0
1990	69.0	.0	.2	99.8	98.9	6.0	92.9	1.1	.0	.5	97.5	2.5	.0
1991	59.8	.0	.4	99.6	100.0	16.7	83.3	.0	.0	.9	96.8	3.2	.0
1992	58.5	.0	.3	98.5	99.9	10.7	89.2	.0	.1	1.9	97.5	2.5	.0
1993	64.8	.0	.4	98.2	100.0	10.3	89.7	.0	.0	8.0	97.7	2.3	.0
1994	69.2	.0	.2	99.0	100.0	.0	100.0	.0	.0	17.1	98.8	1.2	.0
1995	71.2	.0	.2	98.2	99.9	.0	99.9	.0	.1	30.4	93.2	2.1	4.6
1996	67.7	.0	.1	99.3	100.0	.0	100.0	.0	.0	38.4	91.8	2.1	6.2
1997	72.4	.0	.4	99.6	100.0	.0	100.0	.0	.0	35.6	91.0	2.8	6.2
1998	74.2	.0	.1	99.9	100.0	.0	100.0	.0	.0	39.8	88.8	2.9	8.4
1999	69.3	.0	.0	100.0	100.0	.0	100.0	.0	.0	45.3	90.3	2.4	7.3
2000	77.8	.1	.0	100.0	100.0	.0	100.0	.0	.0	37.0	90.1	3.4	6.5

Table F-7 CHARACTERISTICS OF 1975 TO 2000 SMALL WAGONS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1975	477	.058	19.3	27.7	22.4	2833		128	87	14.8	104	.713	.0307	32.1		
1976	345	.036	20.7	29.4	23.9	2902		136	86	15.2	103	.668	.0297	35.0		
1977	384	.034	22.4	30.6	25.5	2801	108.0	134	85	14.9	104	.685	.0305	36.2	2824	3897
1978	361	.032	21.4	29.3	24.3	2805	108.0	134	90	14.3	105	.709	.0319	34.6	2692	3732
1979	310	.029	22.5	31.2	25.7	2711	105.1	123	81	15.1	102	.684	.0295	35.0	2742	3682
1980	310	.033	25.1	34.6	28.6	2591	108.2	113	75	15.4	101	.685	.0289	37.6	3175	4068
1981	418	.048	26.2	36.6	30.0	2531	110.6	108	79	14.4	103	.755	.0313	38.2	3356	4228
1982	382	.049	26.5	37.6	30.6	2580	112.2	109	75	15.3	101	.698	.0289	39.6	3463	4447
1983	531	.066	28.2	39.1	32.2	2565	108.2	105	74	15.3	101	.713	.0289	41.5	3507	4483
1984	461	.043	27.6	39.4	31.9	2620	116.5	107	77	15.2	102	.719	.0294	42.1	3762	4905
1985	496	.046	28.3	39.7	32.5	2579	117.7	106	78	15.1	102	.727	.0300	42.2	3870	4963
1986	348	.032	27.1	37.6	31.0	2647	118.4	113	82	14.7	103	.730	.0308	41.3	3729	4895
1987	361	.034	26.8	37.4	30.7	2795	120.0	116	91	14.2	106	.788	.0324	43.2	3733	5184
1988	253	.024	27.5	37.6	31.3	2757	118.7	113	93	13.7	107	.829	.0336	43.3	3748	5140
1989	159	.016	27.5	38.3	31.5	2766	118.6	112	96	13.5	108	.862	.0344	43.7	3769	5185
1990	160	.018	25.7	36.3	29.6	3026	122.2	120	110	12.9	111	.920	.0361	44.9	3652	5484
1991	209	.025	26.3	38.1	30.6	3005	123.3	120	106	13.3	110	.880	.0350	46.1	3816	5679
1992	143	.018	25.9	37.8	30.2	3076	123.7	122	123	12.4	116	1.017	.0399	46.5	3778	5756
1993	301	.036	27.8	41.2	32.5	2882	123.0	118	99	13.5	108	.842	.0343	47.1	4047	5794
1994	206	.025	27.[illegible]	42.4	32.9	2908	122.9	1[illegible]1	103	13.3	110	.848	.03[illegible]	48.1	4106	5915
1995	198	.021	28.3	42.6	33.3	2859	122.1	118	100	13.4	109	.844	.0348	47.8	4116	5836
1996	90	.011	26.8	40.4	31.6	2952	118.0	122	114	12.5	113	.928	.0382	46.7	3769	5514
1997	149	.018	27.2	41.7	32.2	2901	119.5	124	117	11.8	116	.943	.0404	46.8	3893	5596
1998	98	.012	27.0	41.8	32.1	2874	116.9	124	119	11.7	117	.959	.0412	46.2	3790	5405
1999	118	.014	27.0	41.9	32.2	2881	119.2	124	120	11.7	117	.967	.0414	46.5	3873	5538
2000	94	.011	23.8	37.6	28.5	3233	120.2	132	152	10.5	125	1.156	.0467	46.2	3469	5550

PERCENT OF SMALL WAGONS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	DESIGNED DOM	EUR	ASIA
1975	13.3	.0	48.6	.0	.8	.0	.8	99.2	.0	.0	34.8	10.9	54.3
1976	12.2	.0	42.8	.0	3.2	.0	3.2	96.8	.0	.0	49.7	5.2	45.1
1977	23.3	.0	52.9	.0	6.4	.0	6.4	93.0	.6	.0	37.4	7.2	55.4
1978	23.0	.0	56.3	.0	6.9	.0	6.9	93.1	.0	.0	33.7	9.6	56.7
1979	13.3	12.1	59.3	.0	1.0	.0	1.0	99.0	.0	.0	32.5	1.4	66.1
1980	24.4	9.8	67.3	4.6	1.1	.0	1.1	92.5	6.3	.0	19.2	6.7	74.1
1981	57.9	8.0	62.0	8.1	4.0	.0	4.0	93.9	2.2	.0	41.6	3.5	54.8
1982	68.3	8.9	54.0	19.4	5.6	.7	4.8	93.3	1.2	.0	44.9	1.8	53.3
1983	55.4	39.3	51.0	23.7	20.7	17.0	3.7	79.0	.3	.0	35.0	1.1	64.0
1984	81.4	15.6	43.7	39.2	37.3	32.2	5.1	61.1	1.6	.0	53.4	1.4	45.2
1985	60.0	39.6	42.7	42.2	21.7	15.4	6.2	77.8	.5	.0	35.2	1.4	63.4
1986	78.4	20.7	43.3	29.0	31.0	24.3	6.8	68.2	.8	.0	49.1	1.2	49.6
1987	76.6	23.4	34.4	41.0	71.8	42.6	29.2	28.2	.0	16.3	35.1	1.8	63.1
1988	80.2	19.8	37.8	34.6	93.4	62.8	30.6	6.6	.0	18.9	34.5	6.5	58.9
1989	89.9	10.1	26.6	51.8	89.7	48.8	41.0	10.3	.0	36.9	36.3	2.0	61.8
1990	68.3	31.7	30.6	58.8	100.0	40.6	59.4	.0	.0	63.6	21.0	1.2	77.8
1991	79.1	20.9	24.4	74.1	100.0	20.0	80.0	.0	.0	48.6	43.7	.0	56.3
1992	73.0	25.5	30.9	68.2	100.0	4.7	95.3	.0	.0	43.9	40.4	1.8	57.8
1993	83.2	16.2	28.9	70.6	100.0	4.2	95.8	.0	.0	19.9	73.6	.8	25.6
1994	88.6	10.6	26.3	72.1	100.0	2.2	97.8	.0	.0	20.0	15.5	1.3	83.2
1995	92.8	4.6	23.8	76.2	100.0	.0	100.0	.0	.0	25.7	80.2	3.5	16.3
1996	84.5	11.2	20.8	79.2	100.0	.0	100.0	.0	.0	51.1	60.4	7.0	32.7
1997	82.9	14.4	19.6	80.4	100.0	.0	100.0	.0	.0	40.7	71.9	4.6	23.5
1998	78.9	18.3	18.8	81.2	100.0	.0	100.0	.0	.0	45.6	68.7	8.1	23.2
1999	83.0	13.0	26.6	73.3	100.0	.0	100.0	.0	.0	43.6	65.5	6.9	27.6
2000	59.5	25.7	26.5	73.3	100.0	.0	100.0	.0	.0	84.8	15.7	43.9	40.4

Table F-8

CHARACTERISTICS OF 1975 TO 2000 MID-SIZE WAGONS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1975	289	.035	11.4	16.5	13.2	4791		361	162	13.8	115	.473	.0338	32.1		
1976	485	.050	14.0	19.4	16.0	4555		315	142	14.8	110	.458	.0311	36.7		
1977	548	.048	14.4	19.6	16.3	4410	143.6	297	135	15.1	109	.459	.0305	36.1	2368	5190
1978	503	.045	16.3	22.6	18.6	3836	140.0	258	123	14.4	109	.484	.0320	35.8	2630	5010
1979	482	.045	16.9	22.9	19.1	3758	139.7	249	118	14.7	108	.480	.0313	36.1	2698	5046
1980	257	.027	18.4	25.8	21.1	3534	139.7	228	107	15.0	106	.482	.0304	37.5	2985	5231
1981	272	.031	20.2	28.0	23.1	3285	136.2	193	103	14.5	107	.562	.0316	38.1	3187	5187
1982	284	.036	20.6	28.9	23.7	3384	136.1	205	108	14.3	108	.551	.0320	40.3	3265	5481
1983	276	.034	21.2	29.9	24.4	3348	136.2	200	109	14.1	108	.568	.0325	41.0	3368	5586
1984	365	.034	21.6	31.0	25.0	3298	135.9	172	107	14.1	108	.633	.0324	41.4	3428	5622
1985	341	.032	21.6	31.6	25.2	3356	130.2	170	112	13.9	109	.679	.0334	42.4	3280	5531
1986	409	.037	22.1	33.1	26.0	3355	137.8	162	115	13.6	110	.718	.0342	43.6	3592	6014
1987	359	.033	21.7	33.0	25.6	3434	140.2	173	125	13.0	113	.735	.0363	44.0	3606	6182
1988	285	.027	22.0	34.4	26.2	3378	139.4	171	126	12.7	114	.743	.0372	44.5	3677	6199
1989	239	.024	21.4	33.8	25.6	3436	139.9	176	132	12.4	116	.765	.0383	44.1	3597	6177
1990	184	.021	21.0	33.9	25.3	3498	141.6	181	139	12.0	118	.782	.0397	44.4	3593	6281
1991	122	.014	21.4	34.7	25.9	3506	142.3	181	140	12.0	118	.794	.0401	45.5	3701	6484
1992	137	.017	21.5	35.5	26.2	3503	142.6	188	143	11.8	119	.777	.0408	46.0	3747	6560
1993	166	.020	21.7	35.2	26.2	3498	137.7	188	144	11.7	120	.790	.0411	46.0	3626	6340
1994	138	.016	21.5	35.2	26.0	3532	137.4	180	151	11.4	122	.863	.0428	46.0	3584	6327
1995	176	.019	22.1	35.6	26.6	3482	135.9	167	148	11.4	121	.915	.0426	46.5	3627	6313
1996	169	.021	21.9	34.7	26.3	3661	136.9	161	153	11.6	122	.965	.0422	48.2	3614	6612
1997	149	.018	22.0	34.3	26.3	3666	136.5	160	158	11.3	123	1.001	.0434	48.1	3590	6576
1998	153	.019	22.2	33.8	26.2	3668	135.3	155	169	10.7	127	1.097	.0461	48.2	3560	6519
1999	163	.019	21.7	34.3	26.0	3680	136.6	161	172	10.6	127	1.079	.0467	47.8	3560	6536
2000	231	.027	23.2	35.2	27.4	3589	134.0	152	163	11.0	125	1.074	.0451	49.3	3710	6610

PERCENT OF MID-SIZE WAGONS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	DESIGNED DOM	EUR	ASIA
1975	.0	.0	4.0	.0	7.6	.0	7.6	92.2	.2	.0	91.7	8.3	.0
1976	.0	.0	7.1	.0	3.4	.0	3.4	96.5	.1	.0	96.4	3.6	.0
1977	.0	.0	4.6	.0	3.5	.0	3.5	96.2	.3	.0	96.2	3.8	.0
1978	.0	[illegible]	2.3	.2	3.0	0	3.0	96.8	.3	.0	96.7	3.3	.0
1979	.0	.0	5.3	9.1	2.5	.0	2.5	95.0	2.5	.0	96.4	3.6	.0
1980	.0	.0	9.9	43.8	4.3	.0	4.3	89.8	5.9	.0	93.6	6.4	.0
1981	35.6	.0	12.8	28.5	6.9	.0	6.9	87.2	5.9	.0	91.2	8.8	.0
1982	28.2	.0	7.4	62.6	5.7	.0	5.7	88.0	6.3	.0	90.8	9.2	.0
1983	32.8	.0	6.2	50.2	7.9	.0	7.9	89.8	2.3	.0	90.5	9.5	.0
1984	69.9	.0	5.4	62.5	30.7	20.3	10.4	66.8	2.5	.0	88.1	11.9	.0
1985	69.5	4.5	5.9	64.7	56.2	30.5	25.7	42.0	1.8	.0	83.2	11.4	5.4
1986	82.2	2.1	9.1	71.0	79.3	28.0	51.3	20.6	.2	.0	76.2	11.1	12.7
1987	83.9	.1	4.4	83.6	94.5	22.8	71.7	4.7	.8	.0	84.9	11.3	3.8
1988	87.7	.7	3.8	87.2	100.0	29.8	70.2	.0	.0	.0	82.3	13.9	3.7
1989	77.5	8.2	7.1	80.7	100.0	12.3	87.7	.0	.0	1.0	76.3	15.6	8.0
1990	81.1	.4	1.7	87.9	100.0	1.5	98.5	.0	.0	3.4	79.2	20.8	.0
1991	79.6	1.3	2.4	85.6	100.0	.7	99.3	.0	.0	3.6	77.0	23.0	.0
1992	80.8	.6	1.7	88.9	100.0	.3	99.7	.0	.0	10.3	74.9	18.5	6.6
1993	87.0	.6	1.8	91.2	100.0	.0	100.0	.0	.0	17.3	68.1	13.7	18.2
1994	89.0	.4	1.6	94.0	100.0	.0	100.0	.0	.0	20.1	63.3	21.9	14.8
1995	64.8	27.8	10.1	86.7	100.0	.0	100.0	.0	.0	51.4	44.9	17.0	38.1
1996	61.0	39.0	12.9	87.1	99.2	.0	99.2	.0	.8	63.5	44.2	13.5	42.3
1997	48.5	51.5	13.4	86.6	99.9	.0	99.9	.0	.1	67.6	37.7	10.8	51.5
1998	32.7	64.2	13.7	86.3	100.0	.0	100.0	.0	.0	82.4	20.4	29.0	50.7
1999	45.0	53.0	13.5	86.5	100.0	.0	100.0	.0	.0	68.5	32.1	26.2	41.7
2000	46.4	52.2	14.3	85.7	100.0	.0	100.0	.0	.0	70.3	27.4	33.6	39.0

Table F-9 CHARACTERISTICS OF 1975 TO 2000 LARGE WAGONS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1975	197	.024	10.3	14.9	11.9	5453		410	181	14.0	116	.441	.0333	32.7		
1976	207	.021	11.8	16.5	13.5	5444		416	185	13.7	117	.445	.0340	36.9		
1977	340	.030	13.6	18.7	15.5	4713	163.1	365	161	13.6	115	.442	.0342	36.9	2567	6008
1978	293	.026	13.8	19.7	15.9	4664	162.4	354	162	13.4	116	.460	.0348	37.3	2601	6056
1979	275	.026	14.2	19.3	16.1	4466	162.5	333	155	13.4	115	.465	.0346	36.1	2633	5872
1980	102	.011	16.3	24.2	19.1	4423	161.5	323	134	15.2	109	.418	.0304	43.2	3152	6975
1981	108	.012	16.7	26.0	19.9	4394	161.4	312	131	15.3	108	.424	.0299	44.7	3273	7199
1982	146	.019	16.0	25.4	19.2	4396	161.3	306	139	14.6	110	.456	.0316	42.6	3130	6872
1983	130	.016	16.3	25.9	19.6	4379	161.6	307	142	14.1	112	.465	.0325	43.0	3174	6944
1984	176	.017	16.6	26.3	19.9	4371	161.7	305	144	13.9	112	.472	.0330	43.6	3227	7049
1985	145	.013	17.3	28.0	20.9	4354	161.7	305	153	13.2	115	.504	.0354	45.6	3382	7360
1986	120	.011	18.1	30.0	22.0	4381	161.4	304	146	13.9	113	.479	.0334	48.3	3558	7791
1987	88	.008	18.3	29.9	22.1	4348	161.8	304	143	14.0	112	.470	.0330	48.2	3583	7789
1988	75	.007	19.0	30.4	22.8	4349	161.7	304	143	14.0	112	.470	.0330	49.7	3691	8025
1989	63	.006	18.7	29.9	22.5	4334	161.8	304	143	13.9	112	.471	.0332	48.8	3643	7887
1990	31	.004	18.8	30.2	22.7	4337	161.6	304	143	13.9	112	.471	.0332	49.2	3664	7942
1991	34	.004	18.7	31.8	22.9	4402	169.1	304	177	11.9	122	.581	.0404	50.4	3877	8535
1992	27	.003	18.3	32.0	22.7	4500	170.3	338	177	12.1	121	.526	.0394	51.1	3865	8695
1993	19	.002	18.1	32.1	22.5	4500	168.9	340	174	12.2	120	.513	.0386	50.7	3804	8560
1994	16	.002	18.6	32.0	22.9	4500	169.2	350	250	9.1	144	.714	.0556	51.6	3878	8726
1995	10	.001	18.5	31.9	22.8	4500	167.6	350	250	9.1	144	.714	.0556	51.3	3824	8603
1996	9	.001	18.7	32.8	23.2	4500	170.2	350	260	8.9	147	.743	.0578	52.2	3946	8879

PERCENT OF LARGE WAGONS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	DESIGNED DOM	EUR	ASIA
1975	.0	.0	.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0
1976	.0	.0	.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0
1977	.0	.0	.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0
1978	.0	.0	.0	.0	.0	.0	.0	98.6	1.4	.0	100.0	.0	.0
1979	.0	.0	.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0
1980	.0	.0	.0	74.0	.0	.0	.0	73.3	26.7	.0	100.0	.0	.0
1981	.0	.0	.0	100.0	.2	.2	.0	74.6	25.2	.0	100.0	.0	.0
1982	.0	.0	.0	100.0	.0	.0	.0	89.0	11.0	.0	100.0	.0	.0
1983	.0	.0	.0	100.0	24.1	24.1	.0	71.3	4.6	.0	99.9	.1	.0
1984	.0	.0	.0	100.0	25.8	25.8	.0	72.7	1.5	.0	100.0	.0	.0
1985	.0	.0	.0	100.0	29.2	29.2	.0	70.4	.4	.0	100.0	.0	.0
1986	.0	.0	.0	100.0	23.7	.0	23.7	76.3	.0	.0	100.0	.0	.0
1987	.0	.0	.0	100.0	30.3	.0	30.3	69.7	.0	.0	100.0	.0	.0
1988	.0	.0	.0	100.0	30.2	.0	30.2	69.8	.0	.0	100.0	.0	.0
1989	.0	.0	.0	100.0	33.1	.0	33.1	66.9	.0	.0	100.0	.0	.0
1990	.0	.0	.0	100.0	32.7	.0	32.7	67.3	.0	.0	100.0	.0	.0
1991	.0	.0	.0	100.0	100.0	80.5	19.5	.0	.0	.0	100.0	.0	.0
1992	.0	.0	.0	100.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0
1993	.2	.0	.0	100.0	100.0	99.8	.2	.0	.0	.0	100.0	.0	.0
1994	.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0
1995	.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0
1996	.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0

Appendix G

Table G-1

CHARACTERISTICS OF 1975 TO 2000 1750-LB. CARS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1985	37	.003	51.9	66.1	57.4	1750	82.6	61	48	15.7	96	.787	.0274	50.4	4756	4161
1986	81	.007	50.8	63.7	55.9	1750	84.6	61	46	16.3	95	.759	.0264	49.8	4809	4208
1987	38	.004	51.3	65.4	56.8	1750	84.4	61	46	16.2	95	.756	.0264	50.1	4828	4224
1988	55	.005	47.0	58.7	51.6	1750	84.6	61	47	16.3	95	.766	.0267	46.0	4443	3888
1989	25	.003	54.1	67.4	59.4	1750	90.9	61	49	15.4	96	.806	.0281	52.0	5400	4725
1990	4	.001	59.1	74.8	65.3	1750	89.1	61	49	15.5	96	.803	.0280	57.1	5815	5088
1991	4	.000	59.2	74.7	65.3	1750	89.1	61	55	14.1	100	.902	.0314	57.1	5815	5089
1992	8	.001	59.1	74.8	65.3	1750	89.1	61	55	14.1	100	.902	.0314	57.1	5815	5088
1993	10	.001	59.1	74.8	65.3	1750	89.1	61	55	14.1	100	.902	.0314	57.1	5815	5088
1994	8	.001	60.0	74.7	65.8	1750	89.1	61	55	14.1	100	.902	.0314	57.6	5864	5131

PERCENT OF 1750 LB. CARS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	EUR	ASIA
1985	100.0	.0	90.1	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	.0	100.0
1986	100.0	.0	64.7	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	.0	100.0
1987	100.0	.0	100.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	.0	100.0
1988	100.0	.0	59.5	.0	2.8	2.8	.0	97.2	.0	.0	100.0	.0	.0	.0	.0	100.0
1989	100.0	.0	100.0	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	.0	.0	100.0
1990	100.0	.0	100.0	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	.0	.0	100.0
1991	100.0	.0	100.0	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	.0	.0	100.0
1992	100.0	.0	100.0	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	.0	.0	100.0
1993	100.0	.0	100.0	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	.0	.0	100.0
1994	100.0	.0	100.0	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	.0	.0	100.0

Table G-2 CHARACTERISTICS OF 1975 TO 2000 2000-LB. CARS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1975	105	.013	27.3	38.5	31.4	2000		83	54	15.9	97	.655	.0272	31.5		
1976	154	.016	28.4	39.8	32.6	2000		83	56	15.6	97	.670	.0279	32.9		
1977	157	.014	31.3	44.0	36.0	2000	73.7	84	61	14.4	100	.739	.0307	36.8	2709	2709
1978	270	.024	30.9	41.7	34.9	2000	80.3	90	62	14.3	101	.695	.0312	35.3	2847	2847
1979	234	.022	28.2	38.3	32.0	2000	80.1	88	62	14.3	101	.712	.0312	32.3	2594	2594
1980	280	.030	29.0	39.6	33.0	2000	85.7	90	63	14.3	101	.696	.0314	33.4	2860	2860
1981	209	.024	34.3	44.9	38.4	2000	86.7	86	64	14.0	102	.744	.0321	38.8	3362	3362
1982	157	.020	35.9	47.3	40.3	2000	87.3	86	61	14.5	100	.715	.0308	40.7	3554	3554
1983	94	.012	38.7	51.6	43.6	2000	86.0	84	61	14.4	100	.728	.0308	44.0	3783	3783
1984	92	.009	39.4	52.3	44.3	2000	73.5	86	67	13.5	103	.776	.0335	45.0	3297	3297
1985	62	.006	39.5	52.4	44.4	2000	60.2	89	69	13.3	105	.782	.0348	45.5	2757	2757
1986	58	.005	31.7	45.0	36.6	2000	72.3	76	56	15.4	98	.750	.0281	38.9	2658	2658
1987	106	.010	35.7	46.8	40.0	2000	79.9	70	55	15.9	97	.799	.0276	41.7	3256	3256
1988	186	.017	39.5	49.8	43.6	2000	91.0	77	59	15.0	99	.770	.0293	44.4	4009	4009
1989	135	.013	39.8	49.1	43.5	2000	92.4	76	59	15.2	99	.782	.0294	44.5	4056	4056
1990	71	.008	42.6	55.4	47.5	2000	92.7	72	58	15.2	99	.813	.0290	48.0	4449	4449
1991	142	.017	42.3	54.7	47.1	2000	88.8	67	58	15.3	98	.866	.0288	47.7	4243	4243
1992	120	.015	42.5	54.7	47.3	2000	88.8	64	56	15.6	98	.886	.0282	47.8	4254	4254
1993	111	.013	43.6	56.5	48.6	2000	91.1	67	58	15.2	99	.870	.0291	49.2	4485	4485
1994	97	.012	[illegible]	56.2	48.9	2000	91.9	62	56	[illegible]	98	.902	.0281	49.6	4561	4561
1995	33	.004	48.2	62.3	53.7	2000	99.9	63	57	15.4	98	.900	.0284	53.8	5370	5370
1996	37	.005	47.2	60.3	52.3	2000	99.9	72	60	14.8	99	.846	.0298	52.6	5253	5253
1997	13	.002	48.9	63.2	54.4	2000	90.5	61	55	15.7	97	.902	.0275	54.4	4928	4928
1998	11	.001	47.5	63.5	53.6	2000	89.7	60	55	15.7	97	.917	.0275	53.6	4803	4803
1999	10	.001	45.3	59.7	50.8	2000	88.0	61	55	15.7	97	.902	.0275	50.8	4471	4471
2000	13	.002	45.4	62.2	51.7	2000	82.3	61	57	15.3	98	.931	.0284	53.0	4229	4229

PERCENT OF 2000 LB. CARS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	EUR	ASIA
1975	100.0	.0	100.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	2.3	97.7
1976	92.5	.0	89.7	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	10.1	89.9
1977	100.0	.0	87.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	6.0	94.0
1978	100.0	.0	100.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	53.9	46.1
1979	100.0	.0	100.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	39.8	60.2
1980	100.0	.0	83.9	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	43.3	56.7
1981	82.7	.0	90.6	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	5.4	94.6
1982	85.1	.0	93.0	2.5	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	15.3	84.7
1983	91.9	.0	100.0	.0	8.1	.0	8.1	91.9	.0	.0	100.0	.0	.0	.0	9.4	90.6
1984	98.7	.0	96.7	3.1	1.3	.0	1.3	98.7	.0	.0	100.0	.0	.0	.0	.0	100.0
1985	100.0	.0	94.7	5.3	11.9	.0	11.9	88.1	.0	.0	100.0	.0	.0	.0	.0	100.0
1986	100.0	.0	100.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	61.2	38.8
1987	100.0	.0	80.5	.0	6.3	.0	6.3	93.7	.0	.0	100.0	.0	.0	.0	45.9	54.1
1988	93.9	6.1	99.0	.0	14.0	.0	14.0	86.0	.0	.0	100.0	.0	.0	.0	14.5	85.5
1989	100.0	.0	65.0	.0	57.2	19.3	37.9	42.8	.0	2.1	100.0	.0	.0	.0	1.7	98.3
1990	100.0	.0	89.8	.0	97.4	46.9	50.5	2.6	.0	.4	100.0	.0	.0	.0	.0	100.0
1991	100.0	.0	68.4	.0	98.3	69.2	29.1	1.7	.0	.0	100.0	.0	.0	.0	.5	99.5
1992	100.0	.0	53.4	.0	99.6	86.6	13.0	.4	.0	.0	100.0	.0	.0	.0	.0	100.0
1993	100.0	.0	76.2	.0	100.0	71.3	28.7	.0	.0	.0	100.0	.0	.0	.0	.0	100.0
1994	100.0	.0	52.3	.0	100.0	98.5	1.5	.0	.0	.0	100.0	.0	.0	.0	.0	100.0
1995	100.0	.0	100.0	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	.0	.0	100.0
1996	100.0	.0	100.0	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	.0	.0	100.0
1997	100.0	.0	100.0	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	.0	.0	100.0
1998	100.0	.0	100.0	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	.0	.0	100.0
1999	100.0	.0	100.0	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	.0	.0	100.0
2000	100.0	.0	100.0	.0	100.0	84.9	15.1	.0	.0	100.0	100.0	.0	.0	.0	.0	100.0

Appendix G (Continued)

Table G-3 CHARACTERISTICS OF 1975 TO 2000 2250-LB. CARS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1975	375	.046	24.0	36.4	28.3	2250	.0	89	66	15.3	100	.749	.0294	32.1	0	0
1976	570	.059	25.8	36.1	29.6	2250	.0	91	66	15.3	100	.736	.0296	33.6	0	0
1977	851	.075	27.8	39.5	32.1	2250	85.5	90	68	14.8	101	.762	.0303	36.8	2799	3149
1978	886	.079	28.1	38.3	31.9	2250	85.6	89	67	15.0	100	.758	.0298	36.8	2814	3166
1979	699	.065	27.5	37.9	31.4	2250	88.0	88	65	15.2	100	.745	.0291	35.9	2813	3165
1980	1162	.123	28.4	38.9	32.4	2250	89.6	92	67	15.0	100	.722	.0296	37.1	2956	3325
1981	1191	.136	30.2	41.5	34.4	2250	91.3	96	68	14.8	101	.710	.0302	39.3	3187	3586
1982	884	.113	31.3	42.7	35.6	2250	92.5	94	66	15.0	100	.703	.0294	40.5	3328	3744
1983	985	.123	31.8	43.7	36.2	2250	96.4	94	67	14.9	101	.709	.0298	41.2	3528	3969
1984	899	.084	32.6	44.6	37.1	2250	97.2	94	68	14.8	101	.721	.0303	42.3	3657	4114
1985	840	.078	33.2	44.7	37.5	2250	96.9	94	70	14.4	102	.748	.0312	42.7	3678	4138
1986	745	.068	34.2	45.3	38.5	2250	93.1	93	68	14.8	101	.737	.0304	43.8	3627	4080
1987	461	.043	34.8	45.7	39.0	2250	89.7	90	69	14.6	102	.766	.0308	44.2	3534	3976
1988	401	.037	34.8	45.6	38.9	2250	91.7	90	73	14.0	104	.808	.0325	44.2	3603	4053
1989	280	.028	34.6	45.4	38.7	2250	93.4	89	78	13.3	106	.876	.0347	44.0	3655	4112
1990	97	.011	35.6	45.9	39.6	2250	87.6	86	77	13.5	105	.891	.0341	45.1	3456	3888
1991	129	.015	34.0	44.6	38.1	2250	90.3	88	81	12.9	107	.921	.0360	43.7	3444	3874
1992	146	.018	35.2	46.9	39.7	2250	93.2	89	82	12.8	108	.924	.0365	45.8	3796	4271
1993	136	.016	34.4	45.6	38.7	2250	94.4	88	81	12.8	108	.921	.0362	44.2	3710	4173
1994	117	.01[illegible]	34.9	47.2	39.6	2250	95.5	86	76	13.6	105	.885	.0[illegible]0	45.1	3830	4309
1995	161	.017	35.9	47.8	40.4	2250	95.8	84	76	13.7	105	.903	.0339	45.9	3908	4397
1996	135	.017	34.5	46.0	38.9	2250	95.7	90	78	13.5	106	.869	.0349	43.9	3733	4200
1997	87	.010	34.8	46.7	39.3	2250	92.1	81	72	14.2	103	.891	.0322	44.5	3646	4102
1998	26	.003	34.7	45.9	39.0	2250	89.8	80	80	13.0	107	1.002	.0356	44.2	3529	3970
1999	22	.003	34.5	45.3	38.7	2250	87.7	79	79	13.2	106	1.000	.0351	43.8	3414	3841
2000	62	.007	36.0	49.0	40.9	2250	95.5	86	95	11.5	115	1.106	.0425	46.2	3938	4431

PERCENT OF 2250 LB. CARS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	EUR	ASIA
1975	46.1	.0	90.3	.0	22.6	.0	22.6	77.4	.0	.0	100.0	.0	.0	.0	65.0	35.0
1976	37.5	.0	72.2	.0	5.7	.0	5.7	94.3	.0	.0	100.0	.0	.0	32.9	36.9	30.2
1977	43.0	.0	78.9	.0	14.4	.0	14.4	83.7	1.9	.0	100.0	.0	.0	15.7	33.6	50.7
1978	41.6	.0	80.6	.0	16.7	.0	16.7	79.2	4.1	.0	100.0	.0	.0	13.9	26.6	59.5
1979	44.8	.0	87.0	.0	15.6	.0	15.6	79.0	5.5	.0	100.0	.0	.0	11.3	27.[illegible]	6[illegible]
1980	57.9	.0	80.7	.0	14.9	.0	14.9	75.7	9.3	.0	100.0	.0	.0	20.5	26.2	53.3
1981	69.8	.0	82.7	5.0	6.5	.0	6.5	84.3	9.2	.0	100.0	.0	.0	33.3	15.7	51.0
1982	79.8	.0	74.9	6.8	5.7	.0	5.7	89.6	4.7	.0	100.0	.0	.0	27.0	11.2	61.9
1983	93.2	1.6	72.6	10.2	20.1	12.1	8.0	78.5	1.4	.0	100.0	.0	.0	29.4	7.5	63.0
1984	91.1	.0	71.8	13.5	23.3	16.5	6.8	74.1	2.6	.0	100.0	.0	.0	36.9	8.4	54.7
1985	97.1	.3	65.3	21.6	10.2	8.6	1.6	89.7	.1	.0	100.0	.0	.0	20.9	.0	79.1
1986	96.3	.0	65.5	20.1	14.0	6.3	7.7	85.9	.0	.0	100.0	.0	.0	10.0	.0	90.0
1987	96.3	.0	70.5	14.1	13.2	3.4	9.9	86.8	.0	1.6	100.0	.0	.0	7.1	.0	92.9
1988	100.0	.0	69.9	18.0	37.5	28.1	9.4	62.5	.0	28.0	100.0	.0	.0	.0	2.9	97.1
1989	100.0	.0	63.5	15.0	33.1	28.0	5.1	66.9	.0	23.1	100.0	.0	.0	.0	.1	99.9
1990	95.4	4.6	70.3	3.6	59.6	20.3	39.4	40.4	.0	19.3	100.0	.0	.0	.0	.0	100.0
1991	95.7	4.3	69.6	22.3	99.1	18.8	80.3	.9	.0	18.1	100.0	.0	.0	.0	.1	99.9
1992	99.8	.2	80.0	12.5	99.8	2.0	97.8	.2	.0	20.6	100.0	.0	.0	.0	.0	100.0
1993	98.6	1.4	76.0	13.3	100.0	1.8	98.2	.0	.0	16.1	100.0	.0	.0	.0	.0	100.0
1994	100.0	.0	79.9	16.6	100.0	3.5	96.5	.0	.0	7.5	100.0	.0	.0	.0	.0	100.0
1995	100.0	.0	48.7	27.7	100.0	30.1	69.9	.0	.0	31.6	100.0	.0	.0	.0	.0	100.0
1996	100.0	.0	29.5	32.8	100.0	36.9	63.1	.0	.0	38.4	100.0	.0	.0	.0	.0	100.0
1997	100.0	.0	39.1	4.4	100.0	61.8	38.2	.0	.0	17.3	100.0	.0	.0	.0	.0	100.0
1998	100.0	.0	22.8	.0	100.0	.0	100.0	.0	.0	100.0	100.0	.0	.0	.0	.0	100.0
1999	100.0	.0	13.7	.0	100.0	.0	100.0	.0	.0	100.0	100.0	.0	.0	.0	.0	100.0
2000	100.0	.0	59.9	2.8	100.0	.0	100.0	.0	.0	100.0	100.0	.0	.0	.0	.0	100.0

Table G-4

CHARACTERISTICS OF 1975 TO 2000 2500-LB. CARS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1975	406	.049	20.9	30.5	24.4	2500	.0	95	73	15.2	101	.774	.0292	30.7	0	0
1976	349	.036	22.4	33.1	26.2	2500	.0	97	73	15.1	101	.755	.0294	33.1	0	0
1977	465	.041	25.5	35.8	29.3	2500	90.3	98	75	14.9	102	.764	.0299	36.9	2674	3343
1978	782	.070	24.6	33.5	27.9	2500	91.6	101	74	15.1	101	.734	.0297	35.3	2582	3227
1979	1078	.100	24.7	33.1	27.9	2500	90.6	101	72	15.4	100	.710	.0287	35.1	2543	3178
1980	1172	.124	24.8	33.3	28.0	2500	92.3	104	71	15.6	100	.680	.0283	35.3	2607	3259
1981	1531	.175	25.8	35.3	29.4	2500	94.8	108	76	14.8	102	.711	.0305	37.0	2816	3520
1982	1442	.184	27.1	38.1	31.2	2500	91.5	106	72	15.4	101	.683	.0289	39.4	2898	3623
1983	1240	.155	28.1	39.1	32.2	2500	94.8	106	75	15.0	102	.705	.0300	40.7	3104	3879
1984	1529	.143	28.4	40.0	32.7	2500	96.3	107	78	14.7	103	.726	.0312	41.3	3194	3993
1985	1699	.157	28.5	40.4	32.8	2500	98.3	109	82	14.0	105	.760	.0330	41.5	3284	4106
1986	1622	.147	29.4	40.9	33.7	2500	100.0	106	80	14.3	104	.759	.0321	42.4	3399	4249
1987	1975	.184	29.3	40.5	33.4	2500	98.9	104	78	14.6	103	.749	.0311	42.1	3330	4162
1988	1802	.168	30.1	40.9	34.1	2500	99.5	100	78	14.5	103	.785	.0314	42.9	3418	4272
1989	1335	.133	30.1	41.5	34.4	2500	98.0	98	85	13.6	106	.865	.0339	43.2	3384	4231
1990	942	.107	30.9	42.1	35.1	2500	94.0	97	89	13.0	108	.920	.0356	44.1	3330	4162
1991	748	.088	31.4	43.1	35.8	2500	94.2	96	91	12.8	109	.957	.0365	45.0	3407	4259
1992	525	.065	31.2	43.8	35.9	2500	94.1	97	94	12.5	110	.980	.0376	45.2	3416	4270
1993	517	.061	31.6	45.1	36.5	2500	93.9	99	93	12.5	110	.956	.0374	46.1	3465	4331
1994	424	.050	31.[illegible]	44.7	36.0	2500	94.4	100	91	12.8	109	.930	.0366	45.6	3455	4319
1995	484	.051	32.1	47.2	37.5	2500	94.1	100	99	12.0	113	.991	.0396	47.3	3569	4462
1996	329	.042	32.0	47.2	37.4	2500	95.3	103	102	11.8	114	.999	.0407	47.1	3613	4516
1997	329	.039	31.7	46.4	37.0	2500	94.8	101	98	12.2	112	.976	.0393	46.6	3557	4447
1998	209	.026	31.6	47.5	37.2	2500	99.6	104	97	12.1	112	.948	.0390	46.7	3722	4652
1999	197	.023	30.7	46.2	36.1	2500	95.1	104	101	11.8	114	.975	.0405	45.4	3482	4352
2000	143	.017	31.3	47.1	36.9	2500	97.0	105	102	11.7	114	.983	.0409	46.3	3622	4528

PERCENT OF 2500 LB. CARS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	EUR	ASIA
1975	36.0	.0	75.3	.0	20.4	.0	20.4	79.6	.0	.0	100.0	.0	.0	.0	47.2	52.8
1976	18.3	.0	67.5	.0	12.9	.0	12.9	87.1	.0	.0	100.0	.0	.0	.0	27.1	72.9
1977	20.7	.0	69.3	.0	12.5	.0	12.5	86.3	1.2	.0	100.0	.0	.0	.0	15.8	84.2
1978	34.3	.0	53.2	.0	8.0	.0	8.0	92.0	.0	.0	100.0	.0	.0	41.6	10.0	48.5
1979	43.7	3.[illegible]	56.[illegible]		2.3	.0	2.3	97.[illegible]	.6	.0	100.0	.0	.0	46.3	5.6	48.0
1980	47.9	3.3	52.5	.0	3.8	.0	3.8	93.5	2.8	.0	100.0	.0	.0	38.0	8.2	53.7
1981	53.6	2.7	52.4	.9	4.1	.0	4.1	93.4	2.5	.0	96.3	3.7	.0	49.8	5.3	44.9
1982	69.3	.6	57.3	8.6	4.6	.0	4.6	92.4	3.0	.0	99.3	.7	.0	50.3	5.9	43.8
1983	68.9	13.1	51.3	20.7	3.2	.1	3.2	96.3	.4	.0	98.6	1.4	.0	42.3	2.4	55.3
1984	75.4	2.4	47.3	26.4	13.5	1.6	11.9	84.4	2.2	.0	99.9	.1	.0	46.5	8.2	45.2
1985	77.1	9.2	53.7	19.8	19.9	4.2	15.7	78.4	1.7	.0	100.0	.0	.0	46.6	10.5	42.8
1986	94.3	.9	49.5	22.1	22.2	5.3	16.9	76.8	1.0	.8	100.0	.0	.0	42.7	11.7	45.6
1987	97.7	.8	47.7	32.6	33.2	19.5	13.6	66.8	.0	2.7	100.0	.0	.0	28.2	8.9	62.9
1988	99.7	.3	48.3	41.8	63.4	51.5	11.9	36.6	.0	13.6	100.0	.0	.0	17.1	5.7	77.2
1989	97.8	2.2	52.0	37.6	72.0	47.3	24.7	28.0	.0	24.5	100.0	.0	.0	14.7	4.6	80.7
1990	94.4	.1	56.7	34.2	95.5	51.0	44.5	4.5	.0	30.1	100.0	.0	.0	11.9	3.5	84.6
1991	94.7	.1	62.7	36.6	100.0	36.0	64.0	.0	.0	43.1	100.0	.0	.0	11.0	1.4	87.6
1992	94.7	.0	53.6	46.3	100.0	17.4	82.6	.0	.0	50.6	100.0	.0	.0	14.9	.4	84.7
1993	95.8	.0	61.9	32.8	100.0	23.3	76.7	.0	.0	35.7	100.0	.0	.0	22.9	3.1	73.9
1994	95.2	.0	50.7	41.6	100.0	24.6	75.4	.0	.0	46.9	100.0	.0	.0	24.6	.0	75.4
1995	95.9	.0	48.4	45.6	100.0	.0	100.0	.0	.0	47.4	100.0	.0	.0	30.9	.0	69.1
1996	94.2	.0	50.1	43.7	100.0	.0	100.0	.0	.0	44.6	100.0	.0	.0	33.8	.0	66.2
1997	94.4	.0	47.0	53.0	100.0	.0	100.0	.0	.0	38.8	100.0	.0	.0	33.7	.0	66.3
1998	100.0	.0	38.2	61.8	100.0	.0	100.0	.0	.0	22.9	100.0	.0	.0	45.6	.0	54.3
1999	90.8	.0	41.4	58.6	100.0	.0	100.0	.0	.0	24.2	100.0	.0	.0	40.4	.0	59.6
2000	92.8	.0	53.7	46.3	100.0	.0	100.0	.0	.0	29.5	100.0	.0	.0	44.7	.0	55.3

Table G-5

CHARACTERISTICS OF 1975 TO 2000 2750-LB. CARS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1975	281	.034	18.5	27.7	21.7	2750	.0	127	100	12.8	110	.799	.0365	30.4	0	0
1976	203	.021	21.1	30.4	24.5	2750	.0	121	95	13.4	108	.794	.0348	34.1	0	0
1977	349	.031	21.3	30.9	24.8	2750	80.3	126	96	13.3	109	.765	.0350	34.5	2026	2786
1978	498	.045	21.4	30.9	24.8	2750	88.6	129	94	13.4	108	.740	.0344	34.5	2220	3052
1979	459	.043	20.5	30.3	24.0	2750	82.2	132	94	13.6	108	.710	.0341	33.3	2017	2773
1980	973	.103	22.1	33.3	26.1	2750	96.0	141	93	13.6	107	.665	.0339	36.3	2549	3505
1981	714	.082	24.0	34.2	27.7	2750	107.2	136	92	13.8	107	.678	.0333	38.3	2972	4086
1982	961	.123	24.5	36.5	28.8	2750	104.3	124	87	14.4	105	.707	.0316	39.6	3006	4133
1983	863	.108	26.2	37.0	30.2	2750	106.3	124	88	14.2	105	.712	.0320	41.8	3235	4448
1984	2050	.192	25.9	37.5	30.1	2750	102.7	127	89	14.1	106	.705	.0324	41.7	3112	4279
1985	1878	.174	26.4	37.9	30.6	2750	102.9	128	93	13.6	108	.735	.0340	42.2	3163	4349
1986	1899	.172	26.4	38.2	30.6	2750	102.0	125	95	13.4	108	.769	.0347	42.4	3140	4318
1987	1896	.177	26.5	38.4	30.8	2750	101.7	124	96	13.3	109	.790	.0350	42.6	3142	4321
1988	1519	.141	27.1	39.3	31.5	2750	102.1	123	97	13.1	109	.804	.0354	43.5	3225	4435
1989	1204	.120	27.3	39.7	31.8	2750	101.7	118	96	13.3	109	.820	.0349	43.8	3240	4455
1990	1081	.123	27.6	39.5	31.9	2750	98.7	111	100	12.9	110	.919	.0364	44.0	3158	4343
1991	1462	.172	27.8	40.7	32.5	2750	100.3	112	100	12.9	110	.913	.0364	44.8	3273	4500
1992	1280	.158	27.9	41.1	32.6	2750	98.5	110	106	12.3	113	.972	.0386	45.1	3234	4447
1993	1651	.195	28.1	41.7	33.0	2750	101.9	112	106	12.4	113	.955	.0384	45.6	3378	4644
1994	1521	.181	28.6	42.8	33.6	2750	101.2	109	108	12.1	114	1.001	.0394	46.5	3423	4706
1995	1747	.186	28.9	43.1	33.9	2750	102.6	109	111	12.0	115	1.017	.0403	46.9	3500	4813
1996	1240	.157	28.9	42.7	33.9	2750	101.5	108	117	11.5	118	1.086	.0427	46.9	3458	4754
1997	1637	.196	29.1	43.0	34.0	2750	100.5	109	112	11.7	116	1.039	.0409	47.0	3436	4725
1998	1615	.203	29.4	44.1	34.6	2750	100.5	110	117	11.3	118	1.072	.0427	47.8	3490	4799
1999	1481	.172	29.5	44.1	34.7	2750	101.1	110	117	11.3	118	1.072	.0426	47.9	3520	4840
2000	1247	.144	29.5	43.4	34.4	2750	100.4	110	121	11.1	119	1.109	.0441	47.6	3473	4776

PERCENT OF 2750 LB. CARS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	EUR	ASIA
1975	.4	.0	70.7	.0	3.9	.0	3.9	96.1	.0	.0	100.0	.0	.0	9.2	17.4	73.3
1976	.9	.0	63.5	.0	3.6	.0	3.6	96.4	.0	.0	100.0	.0	.0	15.3	27.3	57.4
1977	2.0	.0	67.5	.0	9.4	.0	9.4	90.6	.0	.0	100.0	.0	.0	21.2	26.8	52.0
1978	.9	.0	66.7	.0	5.5	.0	5.5	94.5	.0	.0	100.0	.0	.0	27.7	13.9	58.4
1979	5.4	.0	59.6	.0	6.1	.0	6.1	93.9	.0	.0	100.0	.0	.0	60.1	16.1	23.7
1980	47.9	.0	53.6	.0	13.8	.0	13.8	86.2	.0	.0	66.9	33.1	.0	69.0	6.8	24.2
1981	70.0	.0	36.0	.0	18.3	.0	18.3	81.1	.6	.0	43.2	56.8	.0	69.8	7.5	22.7
1982	77.9	3.1	33.7	30.2	12.2	5.8	6.4	87.4	.4	.0	69.7	30.3	.0	73.8	6.5	19.8
1983	89.4	4.0	31.2	33.0	52.9	40.6	12.3	46.5	.6	.0	70.5	29.5	.0	76.3	7.2	16.6
1984	87.7	2.2	30.5	36.3	54.7	42.4	12.2	44.3	1.0	.0	85.7	14.3	.0	80.6	2.3	17.1
1985	93.3	2.8	21.8	45.1	74.0	59.5	14.5	25.6	.4	.0	86.0	14.0	.0	72.9	3.2	23.9
1986	92.7	2.9	34.7	47.5	84.7	52.6	32.1	15.0	.3	3.0	91.3	8.7	.0	59.6	1.6	38.8
1987	95.7	1.9	31.5	44.0	83.2	58.4	24.7	16.6	.2	6.9	92.7	7.3	.0	61.0	1.6	37.4
1988	97.4	1.8	31.0	58.1	78.6	59.8	18.9	21.4	.0	7.9	85.9	14.1	.0	60.7	6.3	32.9
1989	97.5	1.1	29.6	59.2	85.6	63.8	21.8	14.1	.3	13.1	91.2	8.8	.0	64.3	6.2	29.5
1990	99.0	.9	25.7	65.5	99.5	43.0	56.5	.4	.2	45.9	100.0	.0	.0	40.4	6.0	53.7
1991	99.3	.2	28.1	68.0	99.7	36.1	63.5	.0	.3	45.0	100.0	.0	.0	46.3	5.3	48.4
1992	99.5	.5	30.1	64.4	99.9	14.0	85.9	.0	.1	52.6	100.0	.0	.0	40.8	4.7	54.5
1993	98.4	1.6	27.3	69.4	100.0	6.2	93.8	.0	.0	43.1	100.0	.0	.0	52.8	.3	47.0
1994	98.7	.1	32.1	66.4	100.0	.3	99.7	.0	.0	67.4	100.0	.0	.0	21.5	.6	77.9
1995	99.9	.0	27.6	72.4	100.0	.0	100.0	.0	.0	74.7	100.0	.0	.0	53.9	.9	45.2
1996	100.0	.0	25.1	74.8	100.0	.0	100.0	.0	.0	88.0	100.0	.0	.0	44.1	.3	55.6
1997	100.0	.0	22.1	77.5	100.0	.0	100.0	.0	.0	75.7	100.0	.0	.0	47.0	.2	52.8
1998	100.0	.0	22.4	77.3	100.0	.0	100.0	.0	.0	83.4	100.0	.0	.0	47.4	.2	52.4
1999	100.0	.0	24.3	75.2	100.0	.0	100.0	.0	.0	79.9	100.0	.0	.0	43.5	.0	56.5
2000	99.9	.0	25.2	73.9	100.0	.0	100.0	.0	.0	93.3	100.0	.0	.0	33.0	2.4	64.6

Table G-6 CHARACTERISTICS OF 1975 TO 2000 3000-LB. CARS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1975	828	.100	18.4	26.8	21.4	3000	.0	147	98	14.4	107	.674	.0329	32.6	0	0
1976	884	.091	20.1	29.7	23.5	3000	.0	147	95	14.6	106	.657	.0317	35.7	0	0
1977	584	.052	20.2	28.6	[illegible]	3000	87.6	146	104	13.7	109	.715	.0347	35.3	2078	3117
1978	903	.081	19.7	27.3	22.5	3000	97.3	164	102	13.9	108	.637	.0339	34.2	2215	3322
1979	1286	.119	19.1	27.4	22.1	3000	96.3	162	100	13.9	108	.634	.0333	33.5	2152	3228
1980	2026	.215	20.3	29.4	23.6	3000	100.9	164	100	13.8	108	.624	.0334	35.6	2392	3589
1981	1626	.186	21.1	30.0	24.4	3000	103.8	165	101	13.9	108	.619	.0335	36.8	2544	3816
1982	1554	.199	21.9	32.6	25.7	3000	104.2	163	103	13.6	109	.640	.0343	39.0	2717	4076
1983	1515	.189	22.0	32.8	25.8	3000	105.4	161	104	13.4	110	.658	.0349	39.1	2749	4123
1984	1994	.187	22.5	33.6	26.4	3000	104.9	157	107	13.3	111	.689	.0357	40.0	2789	4183
1985	2037	.189	23.0	34.5	27.1	3000	106.4	153	110	13.0	112	.727	.0366	41.0	2906	4359
1986	2829	.257	23.4	34.9	27.5	3000	106.6	151	108	13.2	111	.723	.0359	41.5	2956	4433
1987	2743	.256	23.8	35.4	27.9	3000	106.3	147	111	12.9	112	.767	.0371	42.3	2997	4496
1988	3146	.293	24.2	36.1	28.4	3000	105.3	145	114	12.6	113	.797	.0380	43.0	3017	4526
1989	3402	.340	24.1	36.2	28.4	3000	105.2	146	118	12.3	115	.815	.0393	42.8	3001	4502
1990	2856	.324	24.3	36.2	28.6	3000	103.9	142	121	12.0	116	.867	.0405	43.0	2980	4471
1991	2714	.318	23.9	35.8	28.1	3000	104.0	145	124	11.8	118	.868	.0414	42.5	2943	4414
1992	1918	.237	24.1	36.4	28.4	3000	102.7	146	127	11.6	119	.885	.0423	42.7	2928	4392
1993	2021	.239	24.3	36.9	28.7	3000	102.6	147	125	11.8	118	.863	.0417	43.2	2959	4438
1994	2033	.242	[illegible]	37.3	29.1	3000	102.9	143	124	[illegible]	117	.881	.0413	43.8	3002	4503
1995	1933	.206	25.0	38.6	29.7	3000	103.6	139	135	10.9	122	.988	.0452	44.7	3090	4634
1996	1796	.228	25.1	39.3	29.9	3000	103.1	137	133	11.0	121	.980	.0444	45.1	3095	4643
1997	1765	.212	25.1	39.2	30.0	3000	102.5	136	134	11.0	121	.993	.0447	45.1	3079	4619
1998	1151	.144	25.3	39.1	30.1	3000	101.1	132	131	11.2	120	.996	.0436	45.4	3062	4593
1999	1047	.122	25.6	39.1	30.3	3000	100.0	128	128	11.4	119	1.001	.0427	46.0	3072	4609
2000	1191	.138	25.0	39.0	30.3	3000	101.1	127	129	11.4	119	1.017	.0430	45.8	3103	4654

PERCENT OF 3000 LB. CARS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	EUR	ASIA
1975	3.5	.0	48.6	.0	17.1	.0	17.1	82.9	.0	.0	100.0	.0	.0	69.7	7.1	23.3
1976	2.5	.0	50.4	.0	9.8	.0	9.8	90.2	.0	.0	100.0	.0	.0	66.5	4.0	29.4
1977	3.6	.0	51.3	.0	22.4	.0	22.4	77.6	.0	.0	100.0	.0	.0	51.7	8.7	39.6
1978	4.4	.0	35.2	.0	18.0	.0	18.0	82.0	.0	.0	62.0	38.0	.0	71.0	8.2	20.8
1979	2.6	.0	39.7	.0	14.1	.0	14.1	85.3	.1	.0	71.5	28.5	.0	70.5	4.9	24.7
1980	32.0	.0	30.9	1.0	7.5	.0	7.5	92.0	.5	.0	62.4	37.6	.0	82.0	4.1	13.8
1981	45.4	.0	21.6	.7	11.9	.0	11.9	87.8	.4	.0	55.3	44.7	.0	78.3	3.9	17.8
1982	53.2	.0	17.0	65.1	45.5	26.9	18.6	53.8	.7	.0	52.5	47.5	.0	77.0	5.0	18.0
1983	63.0	.0	17.2	62.7	49.2	26.5	22.7	50.1	.7	.0	44.2	55.8	.0	75.5	7.5	17.0
1984	73.9	.2	16.2	58.2	57.2	29.6	27.6	42.1	.8	.0	44.4	55.6	.0	79.7	11.1	9.2
1985	77.9	.5	14.4	53.5	72.2	34.7	37.5	27.4	.4	.0	39.8	60.2	.0	81.5	11.0	7.5
1986	82.2	1.0	15.1	56.4	84.8	49.0	35.7	15.0	.2	2.3	46.3	53.6	.1	80.6	9.3	10.1
1987	84.1	1.9	15.7	63.5	99.1	49.5	49.6	.9	.0	10.6	52.4	47.6	.0	71.9	8.9	19.2
1988	90.6	1.2	17.2	66.8	100.0	30.1	69.9	.0	.0	14.6	73.1	25.6	1.3	71.5	6.5	22.0
1989	91.3	1.4	16.4	71.5	97.4	24.0	73.4	2.6	.0	15.0	67.0	31.9	1.1	63.3	5.1	31.7
1990	95.0	.7	20.8	68.8	99.9	25.0	74.9	.1	.0	36.0	79.4	20.6	.0	51.9	1.8	46.3
1991	93.3	1.5	18.4	72.4	100.0	24.3	75.7	.0	.0	34.4	74.6	25.4	.0	54.3	1.6	44.1
1992	94.2	.7	20.3	66.3	100.0	12.8	87.2	.0	.0	29.4	89.6	10.4	.0	58.9	1.7	39.4
1993	94.6	.9	19.7	68.9	100.0	13.2	86.8	.0	.0	37.9	86.7	13.3	.0	58.2	1.6	40.2
1994	99.1	.3	16.4	75.6	100.0	10.5	89.5	.0	.0	37.1	87.2	12.8	.0	57.5	3.0	39.5
1995	95.4	2.6	22.1	77.9	100.0	1.4	98.6	.0	.0	65.5	89.5	10.5	.0	48.5	5.5	46.0
1996	96.7	1.8	20.7	79.3	100.0	.0	100.0	.0	.0	61.9	90.9	9.1	.0	54.7	7.4	37.9
1997	95.5	2.3	19.8	80.1	99.9	.0	99.9	.0	.1	68.0	90.3	9.7	.0	47.2	8.9	43.9
1998	94.6	2.7	24.2	75.6	99.0	.0	99.0	.0	1.0	57.1	89.0	11.0	.0	60.0	15.0	24.9
1999	94.3	2.4	38.4	60.8	97.3	.0	97.3	.0	2.7	48.5	90.8	9.2	.0	46.6	25.8	27.6
2000	94.2	1.7	30.3	68.6	98.3	.0	98.3	.0	1.7	45.5	90.6	9.4	.0	47.4	29.2	23.4

Appendix G (Continued)

Table G-7 CHARACTERISTICS OF 1975 TO 2000 3500-LB. CARS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1975	1029	.125	15.9	22.0	18.2	3500	.0	227	102	15.6	104	.463	.0292	32.4	0	0
1976	933	.096	17.2	23.1	19.4	3500	.0	231	100	15.8	104	.447	.0286	34.3	0	0
1977	724	.064	17.9	24.1	20.2	3500	102.4	232	104	15.3	105	.458	.0297	35.9	2104	3682
1978	2991	.268	17.6	24.6	20.2	3500	111.1	257	119	13.8	111	.468	.0342	35.5	2253	3943
1979	2684	.249	17.8	24.1	20.2	3500	112.3	252	120	13.7	111	.477	.0342	35.4	2273	3978
1980	2147	.227	18.1	25.3	20.7	3500	111.3	244	115	14.1	109	.477	.0329	36.5	2325	4068
1981	1829	.209	19.2	27.4	22.2	3500	113.3	234	113	14.3	108	.487	.0322	39.1	2534	4435
1982	1421	.182	19.3	27.9	22.4	3500	112.0	237	118	14.0	110	.505	.0338	39.6	2546	4455
1983	1669	.209	19.4	29.0	22.8	3500	111.8	238	122	13.6	112	.524	.0348	40.2	2577	4509
1984	2220	.208	19.4	29.2	22.9	3500	109.6	236	127	13.2	113	.556	.0363	40.4	2538	4442
1985	2461	.228	19.7	30.3	23.4	3500	111.9	228	133	12.7	116	.603	.0379	41.0	2629	4600
1986	2760	.251	20.3	32.4	24.4	3500	113.5	225	141	12.0	119	.654	.0404	42.9	2787	4878
1987	2520	.235	20.3	33.2	24.6	3500	114.0	217	147	11.6	121	.703	.0421	43.1	2818	4931
1988	2693	.251	20.9	34.4	25.4	3500	113.5	212	151	11.4	122	.732	.0431	44.6	2902	5078
1989	2688	.268	20.7	34.1	25.1	3500	114.2	207	151	11.4	122	.751	.0431	44.2	2887	5052
1990	2704	.307	21.0	34.5	25.5	3500	113.0	194	150	11.4	122	.795	.0429	44.7	2893	5063
1991	2137	.251	20.9	34.1	25.4	3500	111.2	195	156	11.1	124	.822	.0446	44.5	2837	4964
1992	2822	.348	21.1	34.6	25.6	3500	113.6	192	155	11.2	123	.829	.0442	44.9	2917	5104
1993	2848	.337	21.5	35.1	26.0	3500	114.2	194	156	11.1	124	.825	.0447	45.7	2986	5226
1994	2770	.32[illegible]	21.5	35.2	26.1	3500	111.7	191	156	11.1	124	.837	.0[illegible]5	45.8	2926	5121
1995	3628	.386	21.7	35.9	26.4	3500	111.9	188	166	10.6	127	.906	.0473	46.4	2966	5191
1996	3154	.400	21.9	35.8	26.5	3500	111.5	181	164	10.7	127	.925	.0470	46.5	2966	5191
1997	3196	.384	22.0	36.1	26.7	3500	112.4	181	170	10.4	129	.957	.0486	46.9	3014	5274
1998	3994	.501	22.4	36.6	27.1	3500	111.5	178	170	10.4	129	.969	.0485	47.6	3035	5311
1999	4541	.527	22.6	36.6	27.3	3500	110.9	176	172	10.3	130	.997	.0493	47.9	3040	5321
2000	4480	.519	22.5	36.8	27.3	3500	111.4	174	176	10.1	131	1.030	.0504	47.9	3053	5343

PERCENT OF 3500 LB. CARS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	EUR	ASIA
1975	.0	.0	19.3	.0	6.5	.0	6.5	91.6	1.9	.0	97.7	2.3	.0	91.4	8.6	.0
1976	.0	.0	17.2	.0	5.7	.0	5.7	92.9	1.4	.0	98.1	1.9	.0	92.1	7.9	.0
1977	.0	.0	16.2	.0	6.1	.0	6.1	91.1	2.7	.0	97.1	2.9	.0	90.6	9.4	.0
1978	.0	.0	4.7	6.4	1.4	.0	1.4	98.1	.5	.0	34.2	65.8	.0	98.0	2.0	0
1979	.0	.0	4.0	16.9	1.3	.0	1.3	97.9	.8	.0	23.4	76.6	.0	97.7	2.3	
1980	.2	.4	3.1	37.9	2.2	.0	2.2	96.2	1.7	.0	18.4	81.4	.1	96.2	3.8	.0
1981	.0	.5	3.4	84.4	3.0	.0	3.0	94.5	2.5	.0	13.7	86.2	.0	94.5	5.2	.3
1982	.5	.6	6.9	88.4	9.5	4.4	5.1	85.6	4.9	.0	27.8	72.2	.0	91.2	6.0	2.7
1983	.9	.8	8.7	83.4	14.4	5.3	9.1	83.0	2.6	.0	35.0	65.0	.0	90.1	4.7	5.2
1984	8.2	.2	7.7	88.9	35.6	12.1	23.5	63.0	1.4	.0	39.5	60.5	.0	90.0	4.4	5.6
1985	35.2	.0	8.3	88.8	69.9	32.3	37.6	29.5	.7	.0	35.1	45.3	19.6	86.1	4.3	9.5
1986	49.2	.5	8.6	88.5	80.1	20.7	59.4	19.9	.1	1.1	35.2	41.3	25.5	87.1	5.0	8.0
1987	64.1	.4	8.8	87.8	92.1	15.0	77.1	7.4	.4	3.1	36.6	34.1	29.3	80.3	6.2	13.5
1988	72.8	.2	7.9	89.7	99.7	11.4	88.2	.3	.0	5.0	30.5	44.5	24.9	84.4	5.2	10.4
1989	80.6	.2	6.8	88.2	100.0	12.2	87.8	.0	.0	6.9	22.8	51.7	25.5	83.0	5.8	11.2
1990	84.5	1.9	6.3	89.6	100.0	2.8	97.2	.0	.0	12.3	23.6	59.0	17.4	76.8	7.9	15.3
1991	79.7	2.7	7.4	88.2	99.9	3.9	96.0	.0	.1	16.1	30.7	58.0	11.3	72.0	8.3	19.7
1992	78.6	1.7	5.2	92.2	99.9	1.9	98.0	.0	.1	24.0	21.8	63.6	14.7	69.9	5.8	24.3
1993	87.5	1.6	4.6	93.7	100.0	.4	99.6	.0	.0	25.6	17.0	66.5	16.5	72.6	5.5	21.8
1994	84.8	.9	7.4	91.5	100.0	.0	100.0	.0	.0	26.0	27.8	55.9	16.3	70.1	6.1	23.7
1995	79.4	1.4	7.1	91.8	100.0	.0	100.0	.0	.0	37.5	27.7	57.4	14.9	64.7	6.2	29.1
1996	89.0	2.5	7.5	91.8	99.8	.0	99.8	.0	.2	46.7	25.5	64.3	10.2	59.9	5.8	34.3
1997	88.8	2.9	6.2	93.8	99.9	.0	99.9	.0	.1	48.5	25.3	60.1	14.6	57.4	6.5	36.1
1998	88.0	2.7	5.7	94.3	100.0	.0	100.0	.0	.0	56.5	23.7	65.6	10.7	54.6	6.5	38.9
1999	89.2	2.4	6.6	93.2	100.0	.0	100.0	.0	.0	62.9	29.4	61.7	8.9	54.3	6.8	38.9
2000	88.7	3.1	8.3	91.4	100.0	.0	100.0	.0	.0	59.1	29.0	54.3	16.7	49.4	9.2	41.4

Table G-8

CHARACTERISTICS OF 1975 TO 2000 4000-LB. CARS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1975	1089	.132	13.8	18.6	15.6	4000	.0	292	130	14.5	110	.443	.0325	31.8	0	0
1976	1977	.203	15.6	21.2	17.7	4000	.0	280	122	15.4	108	.433	.0305	35.7	0	0
1977	3323	.294	15.8	21.4	17.9	4000	113.5	293	133	14.2	111	.453	.0333	36.0	2044	4087
1978	2235	.200	15.7	21.9	18.0	4000	114.9	305	145	13.1	115	.474	.0362	36.2	2092	4184
1979	2643	.245	15.6	21.5	17.8	4000	119.6	311	147	13.0	116	.472	.0367	35.8	2150	4300
1980	1316	.139	16.2	23.5	18.8	4000	122.4	302	136	13.9	112	.453	.0339	38.3	2349	4698
1981	1312	.150	17.2	26.0	20.3	4000	123.2	295	133	14.0	112	.458	.0334	41.2	2542	5085
1982	1215	.155	17.3	26.7	20.6	4000	126.4	287	135	13.8	112	.479	.0339	41.6	2626	5252
1983	1445	.181	17.1	26.4	20.3	4000	126.7	287	139	13.4	113	.490	.0348	40.9	2588	5176
1984	1702	.159	17.3	26.8	20.6	4000	126.3	289	139	13.4	113	.485	.0347	41.3	2603	5207
1985	1671	.155	18.2	28.6	21.7	4000	125.3	294	148	12.8	116	.508	.0371	43.6	2733	5467
1986	918	.083	18.4	29.1	22.1	4000	124.9	299	154	12.4	118	.520	.0384	44.3	2774	5548
1987	912	.085	18.3	28.4	21.7	4000	122.2	294	157	12.3	119	.551	.0392	43.7	2676	5352
1988	829	.077	18.5	29.4	22.2	4000	125.8	289	160	12.1	120	.569	.0400	44.6	2819	5639
1989	860	.086	19.1	30.6	23.0	4000	125.1	275	154	12.5	118	.576	.0386	46.2	2892	5783
1990	986	.112	19.0	31.0	23.0	4000	123.1	263	165	12.0	122	.643	.0412	46.2	2842	5684
1991	1114	.131	19.1	31.7	23.3	4000	124.9	265	186	10.7	129	.718	.0466	46.7	2917	5835
1992	1166	.144	19.3	31.8	23.4	4000	123.4	258	198	10.2	133	.788	.0495	47.0	2905	5810
1993	1059	.125	19.4	31.9	23.6	4000	121.9	253	198	10.3	133	.806	.0494	47.3	2882	5764
1994	1342	.159	19.[illegible]	31.8	23.5	4000	121.5	248	204	10.0	135	.842	.0510	47.1	2860	5720
1995	1281	.136	19.2	32.3	23.5	4000	121.3	253	219	9.4	140	.885	.0547	47.1	2859	5717
1996	1092	.138	19.5	32.9	23.9	4000	124.1	249	218	9.5	139	.885	.0546	47.9	2975	5950
1997	1259	.151	19.5	32.8	23.8	4000	123.1	248	225	9.3	142	.913	.0562	47.8	2939	5879
1998	922	.116	19.6	32.4	23.8	4000	123.0	247	234	8.9	145	.963	.0585	47.8	2935	5870
1999	1196	.139	19.6	32.9	24.0	4000	122.6	238	232	9.0	144	1.003	.0581	48.1	2946	5892
2000	1414	.164	19.9	33.3	24.3	4000	122.5	235	229	9.1	143	1.001	.0572	48.8	2991	5983

PERCENT OF 4000 LB. CARS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	EUR	ASIA
1975	.0	.0	7.6	.0	.6	.0	.6	99.4	.0	.0	94.4	4.6	1.0	98.4	1.6	.0
1976	.0	.0	6.9	.0	.4	.0	.4	99.0	.6	.0	82.6	17.1	.3	98.6	1.4	.0
1977	.0	.0	3.3	.0	.5	.0	.5	99.1	.4	.0	51.9	19.3	28.9	99.1	.9	.0
1978	.0	.0	3.0	10.4	.9	.0	.9	98.4	.7	.0	40.8	18.9	40.4	98.4	1.6	.0
1979	5.3	.	2.[illegible]	10.	2.8	.0	2.8	94.[illegible]	2.3	.0	24.1	24.7	51.2	98.3	1.7	.0
1980	10.9	2.3	.9	40.1	7.4	4.9	2.5	83.0	9.6	.0	15.7	29.2	55.1	97.4	2.6	.0
1981	11.1	.9	.9	82.8	11.5	10.3	1.2	75.3	13.2	.0	12.2	29.1	58.8	97.5	2.5	.0
1982	11.1	1.3	.0	89.6	20.5	18.7	1.8	70.0	9.4	.0	5.6	28.1	66.3	95.2	4.8	.0
1983	12.5	1.3	.0	94.6	39.9	38.0	2.0	55.7	4.4	.0	5.8	23.4	70.8	95.0	5.0	.0
1984	12.8	1.1	.0	95.8	43.2	41.1	2.1	53.9	2.8	.0	5.1	22.8	72.1	95.8	4.2	.0
1985	13.0	.0	.1	94.8	45.2	41.4	3.8	52.7	2.0	.0	5.2	30.7	64.2	94.3	5.7	.0
1986	.2	.7	.2	92.5	52.7	4.4	48.3	46.8	.5	1.1	9.4	26.6	64.0	91.9	7.1	1.0
1987	1.1	.4	4.0	87.9	54.1	3.2	50.9	44.7	1.2	4.5	12.7	31.9	55.3	86.2	9.6	4.3
1988	6.3	.3	1.6	92.7	77.2	2.2	75.0	22.8	.0	5.5	10.8	21.1	68.1	86.7	10.9	2.4
1989	8.9	.0	2.5	92.5	98.0	13.6	84.4	2.0	.0	4.0	8.0	28.1	63.9	89.2	8.7	2.1
1990	33.2	.1	1.8	95.5	99.9	4.6	95.3	.0	.1	10.5	5.3	33.9	60.8	85.7	6.1	8.1
1991	38.6	.9	1.9	95.4	99.6	12.9	86.8	.0	.4	10.4	5.9	26.7	67.4	86.9	5.6	7.5
1992	41.3	1.9	1.6	97.3	100.0	5.2	94.8	.0	.0	15.9	14.1	22.5	63.4	79.1	4.1	16.8
1993	39.2	.7	.9	97.1	100.0	4.3	95.7	.0	.0	31.9	16.2	30.9	52.9	74.9	5.1	20.0
1994	45.6	.2	.8	97.3	100.0	.0	100.0	.0	.0	40.8	15.3	28.7	55.9	79.1	5.9	15.0
1995	44.7	.6	1.2	96.4	99.6	.0	99.6	.0	.4	48.9	16.3	30.4	53.3	81.6	8.3	10.1
1996	51.6	.7	1.1	97.1	99.8	.0	99.8	.0	.2	48.3	9.1	30.4	60.5	87.7	5.1	7.3
1997	50.7	.9	1.0	99.0	99.8	.0	99.8	.0	.2	48.2	9.3	35.3	55.4	82.7	10.3	7.0
1998	50.7	4.4	1.2	98.8	99.6	.0	99.6	.0	.4	49.1	9.8	40.4	49.7	71.5	17.0	11.6
1999	53.3	5.7	2.1	97.9	99.7	.0	99.7	.0	.3	50.4	8.9	35.1	55.9	72.4	21.2	6.4
2000	51.8	5.7	2.5	97.5	100.0	.0	100.0	.0	.0	48.0	8.9	32.0	59.1	71.0	23.7	5.3

Table G-9

CHARACTERISTICS OF 1975 TO 2000 4500-LB. CARS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1975	1791	.217	12.4	17.6	14.3	4500	.0	347	158	13.6	116	.455	.0351	32.5	0	0
1976	2223	.229	13.6	19.3	15.7	4500	.0	346	157	13.5	115	.454	.0349	35.6	0	0
1977	3496	.309	14.5	20.0	16.5	4500	118.7	346	157	13.4	115	.454	.0349	37.4	1973	4440
1978	1997	.179	14.0	20.6	16.3	4500	123.8	356	161	13.1	117	.453	.0358	37.0	2038	4586
1979	1527	.142	14.3	20.3	16.5	4500	127.6	353	157	13.4	115	.445	.0349	37.4	2122	4775
1980	363	.038	16.0	24.4	19.0	4500	137.3	350	137	15.1	109	.394	.0305	43.7	2661	5988
1981	318	.036	17.1	26.8	20.4	4500	137.1	343	127	16.1	106	.374	.0282	47.3	2876	6471
1982	183	.023	17.5	27.7	21.0	4500	148.3	323	127	16.1	106	.401	.0283	48.6	3153	7095
1983	188	.023	16.4	26.7	19.9	4500	146.6	311	143	14.4	111	.463	.0318	45.2	2935	6603
1984	185	.017	16.7	26.9	20.2	4500	152.0	308	148	14.0	113	.482	.0329	45.6	3074	6917
1985	104	.010	17.3	28.4	21.0	4500	160.2	306	150	13.8	113	.490	.0333	47.3	3369	7579
1986	101	.009	17.7	28.9	21.5	4500	156.5	308	150	14.0	113	.485	.0333	48.6	3398	7646
1987	78	.007	18.3	30.4	22.3	4500	160.2	306	140	14.6	110	.458	.0311	50.1	3570	8033
1988	105	.010	18.8	30.3	22.6	4500	144.8	305	144	14.4	111	.474	.0321	51.1	3296	7416
1989	87	.009	18.1	28.9	21.8	4500	141.1	306	151	14.1	114	.494	.0336	49.3	3118	7016
1990	67	.008	16.8	27.3	20.3	4500	130.1	322	178	12.6	122	.555	.0397	46.3	2729	6140
1991	72	.009	17.2	28.5	20.9	4500	133.6	312	201	11.3	129	.648	.0448	47.6	2894	6511
1992	113	.014	17.9	30.7	22.1	4500	137.2	334	191	11.6	126	.587	.0424	49.9	3070	6908
1993	84	.010	17.8	31.5	22.1	4500	141.3	339	187	11.8	124	.567	.0416	49.9	3151	7089
1994	88	.010	18.2	31.0	22.4	4500	136.8	344	255	9.0	145	.747	.0567	50.6	3101	6978
1995	110	.012	18.3	30.9	22.4	4500	127.6	310	257	9.0	146	.867	.0572	50.6	2882	6485
1996	96	.012	18.6	31.9	22.9	4500	131.5	323	260	8.9	147	.826	.0578	51.6	3025	6805
1997	37	.005	18.4	29.7	22.2	4500	109.2	257	271	8.7	150	1.057	.0602	50.1	2451	5515
1998	31	.004	18.2	29.6	22.0	4500	100.4	272	287	8.3	155	1.059	.0637	49.6	2236	5031
1999	93	.011	16.7	27.3	20.2	4500	121.4	283	211	10.9	132	.747	.0470	45.8	2458	5530
2000	81	.009	18.5	29.8	22.3	4500	112.5	278	283	8.3	154	1.022	.0629	50.2	2520	5670

PERCENT OF 4500 LB. CARS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	EUR	ASIA
1975	.9	.0	.6	.0	1.6	.0	1.6	98.4	.0	.0	27.6	69.7	2.7	98.9	1.1	.0
1976	2.0	.0	.1	.0	2.3	.0	2.3	97.7	.0	.0	28.0	69.8	2.2	99.4	.6	.0
1977	1.3	.0	.1	.0	1.6	.0	1.6	98.4	.0	.0	24.9	49.9	25.2	99.7	.3	.0
1978	2.7	.0	.0	12.9	3.1	.0	3.1	95.3	1.5	.0	2.9	48.9	48.2	99.6	.4	.0
1979	4.4	.0	.0	9.3	3.4	.0	3.4	91.1	5.5	.0	3.7	35.9	60.4	99.3	.7	.0
1980	7.5	.0	.0	54.2	.0	.0	.0	71.3	28.7	.0	.1	7.6	92.3	99.9	.1	.0
1981	8.6	.0	.0	61.7	29.7	29.7	.0	26.1	44.2	.0	.0	8.6	91.4	100.0	.0	.0
1982	6.3	.0	.0	99.8	.0	.0	.0	54.7	45.3	.0	.2	6.3	93.5	100.0	.0	.0
1983	1.4	.0	.0	100.0	.0	.0	.0	87.7	12.3	.0	.0	1.4	98.6	99.7	.3	.0
1984	.6	.0	.0	100.0	.0	.0	.0	95.8	4.2	.0	.0	.6	99.4	100.0	.0	.0
1985	.1	.0	.0	100.0	.0	.0	.0	98.9	1.1	.0	.1	.1	99.8	100.0	.0	.0
1986	.0	.0	.0	91.2	8.7	.0	8.7	91.3	.0	.0	.0	8.7	91.2	91.2	8.8	.0
1987	.0	.0	.0	100.0	.1	.0	.1	99.9	.0	.0	.1	21.6	78.3	99.9	.1	.0
1988	.0	.0	.0	100.0	2.9	.0	2.9	97.1	.0	.0	.0	2.8	97.1	97.1	2.9	.0
1989	.0	.0	.0	96.2	8.0	.0	8.0	92.0	.0	.0	3.8	4.2	92.0	92.0	8.0	.0
1990	.0	.0	.0	84.4	51.1	30.5	20.5	48.9	.0	4.2	9.4	11.1	79.5	79.5	20.5	.0
1991	.0	.0	.7	82.1	100.0	73.8	26.2	.0	.0	11.6	13.8	12.5	73.8	73.8	23.0	3.2
1992	.0	.0	.2	89.6	100.0	87.8	12.2	.0	.0	5.0	6.5	1.4	92.0	87.8	11.5	.7
1993	.0	.0	.2	96.0	100.0	89.4	10.6	.0	.0	9.3	4.8	5.8	89.4	89.4	10.4	.2
1994	.0	.0	.2	93.6	100.0	.0	100.0	.0	.0	8.9	9.3	2.3	88.5	88.5	9.4	2.1
1995	.0	.5	.5	82.4	100.0	.0	100.0	.0	.0	35.3	10.8	16.6	72.6	63.1	36.1	.8
1996	.0	.4	.4	90.7	100.0	.0	100.0	.0	.0	23.5	6.9	5.4	87.7	74.7	24.9	.4
1997	.0	.0	.1	99.9	100.0	.0	100.0	.0	.0	96.8	17.4	27.9	54.7	.9	99.1	.0
1998	.0	.0	.2	99.8	100.0	.0	100.0	.0	.0	94.4	27.8	15.7	56.5	1.4	98.6	.0
1999	.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	28.5	8.7	13.0	78.3	63.9	36.1	.0
2000	.0	6.2	.1	99.9	100.0	.0	100.0	.0	.0	1.5	13.6	11.1	75.3	7.2	92.8	.0

Table G-10

CHARACTERISTICS OF 1975 TO 2000 5000-LB. CARS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1975	1505	.183	11.1	16.0	12.9	5000	.0	388	166	14.0	115	.429	.0333	32.6	0	0
1976	1494	.154	12.8	17.8	14.6	5000	.0	378	166	13.9	115	.440	.0333	36.7	0	0
1977	1051	.093	12.1	17.7	14.1	5000	129.7	387	175	13.3	117	.453	.0351	35.5	1843	4606
1978	477	.043	12.4	18.6	14.6	5000	132.3	403	179	13.1	118	.445	.0358	36.7	1947	4869
1979	182	.017	12.3	18.2	14.4	5000	126.5	396	169	13.7	115	.426	.0339	36.7	1861	4653
1980	2	.000	11.0	15.2	12.5	5000	121.9	382	156	14.6	112	.409	.0312	31.5	1549	3873
1981	2	.000	10.3	14.2	11.7	5000	122.2	387	156	14.6	112	.402	.0311	29.4	1446	3615
1982	2	.000	9.7	13.6	11.2	5000	121.4	378	176	13.7	117	.482	.0353	28.0	1362	3406
1983	1	.000	10.1	14.0	11.5	5000	126.4	373	157	14.7	112	.426	.0314	28.9	1463	3658
1984	2	.000	9.8	13.6	11.2	5000	122.1	374	176	13.7	117	.485	.0351	28.1	1375	3439
1985	1	.000	9.5	13.2	10.9	5000	113.5	394	187	12.9	121	.494	.0375	27.2	1234	3085
1986	1	.000	9.3	13.1	10.7	5000	114.2	378	205	12.2	125	.574	.0409	26.8	1223	3058
1987	1	.000	10.1	13.6	11.4	5000	113.0	410	191	12.4	122	.466	.0382	28.6	1295	3236
1988	1	.000	10.7	15.1	12.3	5000	112.0	408	207	11.6	126	.509	.0413	30.9	1384	3461
1989	1	.000	10.8	15.2	12.4	5000	112.9	410	206	11.6	126	.502	.0411	31.0	1400	3500
1990	0	.000	9.3	13.9	10.9	5000	95.9	326	240	10.3	135	.736	.0480	27.3	1048	2620
1992	10	.001	14.7	21.9	17.3	5000	126.0	283	297	9.1	152	1.041	.0594	44.0	2213	5532
1993	16	.002	16.1	24.1	18.9	5000	125.8	247	263	9.8	142	1.072	.0526	47.6	2392	5981
1994	11	.001	16.7	26.3	20.0	5000	124.6	256	274	9.4	145	1.073	.0548	50.4	2510	6276
1995	16	.002	[illegible]	25.6	19.8	5000	119.7	280	291	[illegible]	150	1.034	.0583	50.1	2407	6019
1996	7	.001	16.4	27.1	19.9	5000	125.5	286	303	8.6	153	1.058	.0605	49.9	2509	6273
1997	9	.001	16.6	27.4	20.2	5000	125.1	288	304	8.6	154	1.057	.0608	50.6	2534	6336
1998	6	.001	16.7	27.2	20.2	5000	126.1	283	299	8.7	152	1.059	.0598	50.5	2552	6380
1999	22	.003	16.6	27.2	20.1	5000	120.8	289	304	8.5	153	1.053	.0608	50.4	2438	6095
2000	1	.000	15.2	25.9	18.6	5000	120.1	319	319	8.2	158	1.003	.0638	46.8	2246	5616

PERCENT OF 5000 LB. CARS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	EUR	ASIA
1975	.0	.0	.0	.0	.0	.0	.0	100.0	.0	.0	.0	33.5	66.5	100.0	.0	.0
1976	.3	.0	.0	.0	.0	.0	.0	100.0	.0	.0	.0	28.7	71.3	100.0	.0	.0
1977	3.3	.0	.0	.0	.7	.0	.7	99.3	.0	.0	15.2	25.8	59.0	100.0	.0	.0
1978	4.9	.0	.0	14.1	.4	.0	.4	98.7	.9	.0	.0	18.5	81.5	100.0	.0	.0
1979	.0	.0	.0	.0	.9	.0	.9	90.0	9.1	.0	.0	39.4	60.6	100.0	.0	.0
1980	.0	.0	.0	.0	6.7	.0	6.7	93.[illegible]	.0	.0	31.2	.0	68.8	68.8	31.2	.0
1981	.0	.0	.0	.0	100.0	57.4	42.6	.0	.0	.0	6.6	36.0	57.4	57.4	42.6	.0
1982	.0	.0	.0	14.2	85.8	41.5	44.2	14.2	.0	.0	.0	58.5	41.5	41.5	58.5	.0
1983	.0	.0	.0	6.5	93.5	74.2	19.3	6.5	.0	.0	2.4	23.4	74.2	74.2	25.8	.0
1984	.0	.0	.0	15.8	84.2	46.8	37.4	15.8	.0	.0	1.4	51.7	46.8	46.8	53.2	.0
1985	.0	.0	.0	16.3	83.7	.0	83.7	16.3	.0	.0	2.3	97.7	.0	.0	100.0	.0
1986	.0	.0	.0	30.6	69.4	.0	69.4	30.6	.0	.0	1.6	98.4	.0	.0	100.0	.0
1987	.0	.0	.0	1.8	100.0	.0	100.0	.0	.0	.0	1.8	98.2	.0	.0	100.0	.0
1988	.0	.0	.0	4.9	100.0	.0	100.0	.0	.0	.0	4.9	95.1	.0	.0	100.0	.0
1989	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	.0	2.0	98.0	.0	.0	100.0	.0
1990	.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	100.0	.0
1992	.0	.0	.0	.0	89.1	.0	89.1	.0	10.9	89.1	.0	.0	100.0	.0	100.0	.0
1993	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	93.5	.0	1.4	98.6	.0	100.0	.0
1994	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	100.0	10.0	.0	90.0	.0	100.0	.0
1995	.0	.0	.0	.0	95.8	.0	95.8	.0	4.2	100.0	37.5	.0	62.5	.0	100.0	.0
1996	.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	100.0	11.6	.0	88.4	.0	100.0	.0
1997	.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	100.0	13.4	.0	86.6	.0	100.0	.0
1998	.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	100.0	8.7	.0	91.3	.0	100.0	.0
1999	.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	94.5	30.9	1.6	67.6	.0	100.0	.0
2000	.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	.0	.0	.0	100.0	.0	100.0	.0

Table G-11 CHARACTERISTICS OF 1975 TO 2000 5500-LB. CARS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1975	828	.100	10.5	15.1	12.2	5500	.0	458	208	12.6	123	.454	.0378	33.6	0	0
1976	934	.096	11.6	16.2	13.3	5500	.0	460	203	12.7	121	.443	.0370	36.6	0	0
1977	298	.026	10.7	16.1	12.6	5500	131.8	447	194	13.2	119	.435	.0353	34.8	1664	4577
1978	134	.012	10.8	16.6	12.8	5500	130.7	445	191	13.3	118	.429	.0348	35.3	1682	4625
1979	2	.000	9.8	12.9	11.0	5500	112.7	417	174	14.4	114	.417	.0317	30.4	1247	3430
1980	0	.000	9.6	12.6	10.7	5500	100.7	412	170	14.7	113	.413	.0309	29.6	1084	2982
1981	0	.000	9.2	12.6	10.5	5500	98.8	412	170	14.7	113	.413	.0309	28.9	1043	2869
1982	0	.000	8.9	12.2	10.1	5500	92.5	412	170	14.7	113	.413	.0309	27.9	937	2577
1983	0	.000	9.4	13.7	10.9	5500	92.3	412	170	14.7	113	.413	.0309	30.1	1010	2778
1984	0	.000	9.4	13.8	11.0	5500	92.6	412	170	14.7	113	.413	.0309	30.1	1015	2792
1985	0	.000	9.4	13.8	11.0	5500	92.5	412	170	14.7	113	.413	.0309	30.2	1015	2792
1986	0	.000	9.4	13.8	11.0	5500	92.4	412	170	14.7	113	.413	.0309	30.1	1012	2784
1987	0	.000	9.5	13.2	10.9	5500	92.0	412	187	13.7	117	.454	.0340	30.1	1007	2771
1988	0	.000	10.6	14.8	12.2	5500	91.3	412	205	12.6	122	.498	.0373	33.4	1109	3050
1989	0	.000	10.8	15.4	12.5	5500	103.8	412	259	10.7	136	.630	.0472	34.4	1300	3576
1990	1	.000	11.3	16.2	13.1	5500	107.2	412	250	11.0	134	.607	.0455	36.0	1405	3863
1991	1	.000	11.4	16.3	13.2	5500	107.5	412	237	11.4	131	.577	.0432	36.2	1414	3890
1992	0	.000	11.7	18.8	14.1	5500	107.2	412	258	10.7	136	.625	.0468	38.9	1517	4173
1993	1	.000	13.3	19.9	15.6	5500	126.5	374	290	10.4	144	.777	.0527	43.2	2008	5521
1994	3	.000	14.[illegible]	22.8	17.7	5500	141.3	356	262	10.5	137	.735	.0[illegible]	48.9	2526	6946
1995	3	.000	15.4	23.4	18.2	5500	143.1	354	252	10.7	134	.712	.0459	50.4	2631	7235
1996	3	.000	15.3	22.3	17.8	5500	12.5	357	261	10.4	137	.734	.0475	49.2	196	538
1997	1	.000	14.8	24.6	18.1	5500	149.9	315	312	9.0	150	1.011	.0567	50.3	2793	7681
1998	2	.000	13.4	25.4	17.0	5500	142.7	287	303	9.2	148	1.062	.0551	46.9	2439	6709
1999	0	.000	12.4	20.3	15.0	5500	108.4	412	350	8.2	160	.850	.0636	41.3	1627	4475
2000	0	.000	13.3	20.7	15.8	5500	113.9	350	329	8.6	155	.947	.0599	43.6	1809	4974

PERCENT OF 5500 LB. CARS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	EUR	ASIA
1975	8.2	.0	.0	.0	.0	.0	.0	100.0	.0	.0	5.2	11.3	83.4	99.9	.1	.0
1976	7.4	.0	.0	.0	2.9	.0	2.9	97.1	.0	.0	5.8	12.1	82.1	99.9	.1	.0
1977	15.9	0	.0	.0	3.1	.0	3.1	96.9	.0	.0	.4	32.7	66.9	99.6	.4	.0
1978	33.7	.0	.0	.0	30.0	.0	30.0	70.0	.0	.0	.7	33.7	65.6	99.3	.7	[illegible]
1979	.0	.0	.0	.0	.0	.0	.0	100.0	.0	.0	58.8	.0	41.2	41.2	58.8	
1980	.0	.0	.0	.0	5.0	.0	5.0	95.0	.0	.0	100.0	.0	.0	.0	100.0	.0
1981	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	100.0	.0
1982	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	100.0	.0
1983	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	100.0	.0
1984	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	100.0	.0
1985	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	100.0	.0
1986	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	100.0	.0
1987	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	100.0	.0
1988	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	100.0	.0
1989	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	.0	47.2	52.8	.0	.0	100.0	.0
1990	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	.0	18.0	82.0	.0	.0	100.0	.0
1991	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	.0	16.5	83.5	.0	.0	100.0	.0
1992	.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	.0	15.6	84.4	.0	.0	100.0	.0
1993	.0	.0	.0	56.9	100.0	28.2	71.8	.0	.0	43.1	10.9	17.8	71.3	28.2	71.8	.0
1994	.0	.0	.0	92.4	100.0	.0	100.0	.0	.0	7.6	1.5	6.8	91.6	84.0	16.0	.0
1995	.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	.0	1.4	5.9	92.7	92.7	7.3	.0
1996	.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	.0	1.4	10.0	88.6	88.6	11.4	.0
1997	73.2	.0	.0	100.0	100.0	.0	100.0	.0	.0	73.2	3.0	23.9	73.2	73.2	26.8	.0
1998	94.1	.0	.0	100.0	100.0	.0	100.0	.0	.0	94.1	1.9	4.0	94.1	94.1	5.9	.0
1999	.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	.0	16.3	83.7	.0	.0	100.0	.0
2000	.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	.0	26.6	69.8	3.6	.0	100.0	.0

Table G-12 CHARACTERISTICS OF 1975 TO 2000 6000-LB. CARS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1985	0	.000	8.9	12.2	10.1	6000	157.5	412	170	15.7	110	.413	.0283	30.4	1595	4786
1986	0	.000	8.9	12.2	10.1	6000	157.5	412	170	15.7	110	.413	.0283	30.4	1595	4786
1987	0	.000	9.3	12.3	10.4	6000	157.5	412	173	15.5	111	.420	.0288	31.3	1645	4935
1988	0	.000	10.5	14.0	11.8	6000	157.5	412	205	13.5	119	.498	.0341	35.5	1863	5590
1993	1	.000	15.1	22.1	17.6	6000	145.5	350	175	15.3	111	.500	.0292	52.8	2559	7677
1994	0	.000	11.5	18.7	13.9	6000	90.6	412	241	11.9	128	.585	.0402	41.7	1260	3781
1995	0	.000	11.5	18.8	13.9	6000	90.6	412	280	10.7	137	.679	.0466	41.7	1260	3779
1996	0	.000	12.3	20.0	14.9	6000	88.9	412	350	8.8	155	.850	.0583	44.6	1322	3966
1997	0	.000	12.3	20.0	14.9	6000	88.9	412	350	8.8	155	.850	.0583	44.6	1322	3966
1998	0	.000	12.3	20.0	14.9	6000	88.9	412	350	8.8	155	.850	.0583	44.6	1322	3966
1999	0	.000	12.3	20.0	14.9	6000	91.1	412	350	8.8	155	.850	.0583	44.6	1355	4064
2000	0	.000	12.4	20.0	15.0	6000	113.2	412	350	8.8	155	.850	.0583	44.9	1692	5077

PERCENT OF 6000 LB. CARS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	EUR	ASIA
1985	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	.0	.0	.0	100.0	.0	100.0	.0
1986	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	.0	.0	.0	100.0	.0	100.0	.0
1987	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	.0	.0	.0	100.0	.0	100.0	.0
1988	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	.0	.0	.0	100.0	.0	100.0	.0
1993	.0	.0	.0	100.0	100.0	99.5	.5	.0	.0	.0	.0	.0	100.0	99.5	.5	.0
1994	.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	100.0	.0
1995	.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	100.0	.0
1996	.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	100.0	.0
1997	.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	100.0	.0
1998	.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	100.0	.0
1999	.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	100.0	.0
2000	.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	.0	17.6	82.4	.0	.0	100.0	.0

Table G-13 CHARACTERISTICS OF 1975 TO 2000 6500-LB. CARS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1994	0	.000	11.3	18.1	13.6	6500	140.2	412	241	12.7	125	.585	.0371	44.2	1907	6197
1998	0	.000	11.4	18.6	13.8	6500	140.1	412	300	10.6	139	.728	.0461	44.9	1934	6287
1999	0	.000	11.4	18.6	13.8	6500	140.1	412	300	10.6	139	.728	.0461	44.9	1934	6287
2000	0	.000	12.6	20.4	15.2	6500	88.9	412	325	10.0	144	.789	.0500	49.5	1352	4395

PERCENT OF 6500 LB. CARS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	EUR	ASIA
1994	.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	.0	.0	.0	100.0	.0	100.0	.0
1998	.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	.0	.0	.0	100.0	.0	100.0	.0
1999	.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	.0	.0	.0	100.0	.0	100.0	.0
2000	.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	100.0	.0

Table G-14 CHARACTERISTICS OF 1975 TO 2000 2000-LB. TRUCKS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1979	1	.000	23.2	29.5	25.7	2000	49	41	19.7	89	.837	.0205	25.7
1980	3	.002	22.5	29.4	25.2	2000	49	41	19.7	89	.837	.0205	25.2
1981	1	.000	22.5	29.4	25.2	2000	49	41	19.7	89	.837	.0205	25.2
1982	1	.001	23.7	27.3	25.2	2000	59	45	18.3	92	.763	.0225	25.2
1983	1	.001	23.7	27.3	25.2	2000	59	45	18.3	92	.763	.0225	25.2

PERCENT OF 2000 LB. TRUCKS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1979	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	100.0
1980	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	100.0
1981	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	100.0
1982	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	100.0
1983	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	100.0

Table G-15

CHARACTERISTICS OF 1975 TO 2000 2250-LB. TRUCKS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1979	0	.000	22.3	29.3	25.0	2250	49	41	21.6	88	.837	.0182	28.1
1980	25	.013	28.1	38.5	32.0	2250	94	64	15.9	99	.677	.0284	38.1
1981	24	.013	36.9	48.9	41.5	2250	97	52	17.9	93	.536	.0231	46.7
1982	13	.007	36.1	43.5	39.1	2250	91	51	18.2	93	.570	.0226	45.8
1983	4	.002	26.6	31.0	28.4	2250	71	47	19.4	91	.692	.0210	33.9
1984	7	.002	30.2	32.1	31.1	2250	70	47	19.5	91	.697	.0209	35.6
1985	6	.002	28.1	29.6	28.8	2250	61	45	20.0	90	.738	.0200	32.4
1986	37	.008	30.2	37.5	33.1	2250	81	64	15.3	99	.790	.0284	37.2
1987	63	.015	30.2	37.5	33.1	2250	81	64	15.3	99	.790	.0284	37.2
1988	83	.018	30.6	37.3	33.3	2250	81	64	15.3	99	.790	.0284	37.4
1989	5	.001	30.9	37.0	33.4	2250	80	64	15.3	99	.797	.0284	37.5

PERCENT OF 2250 LB. TRUCKS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1979	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	100.0
1980	100.0	.0	100.0	.0	54.6	.0	.0	.0	45.4	.0	100.0	.0	.0	.0	100.0
1981	100.0	.0	100.0	.0	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	.0	100.0
1982	85.0	15.0	100.0	.0	.0	.0	.0	15.0	85.0	.0	100.0	.0	.0	.0	100.0
1983	31.3	68.7	91.1	.0	.0	.0	.0	68.7	31.3	.0	100.0	.0	.0	13.3	86.7
1984	28.9	71.1	82.7	.0	.0	.0	.0	71.1	28.9	.0	100.0	.0	.0	28.9	71.1
1985	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	100.0
1986	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	100.0
1987	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	100.0
1988	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	100.0
1989	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	100.0

Table G-16

CHARACTERISTICS OF 1975 TO 2000 2500-LB. TRUCKS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1978	23	.007	23.5	33.7	27.2	2500	97	67	16.0	98	.691	.0268	34.2
1979	39	.013	24.1	33.5	27.5	2500	97	67	16.0	98	.691	.0268	34.5
1980	16	.009	22.1	32.3	25.8	2500	97	68	15.8	99	.701	.0272	32.3
1981	27	.015	24.9	34.2	28.4	2500	108	73	14.9	101	.683	.0294	35.5
1982	36	.019	24.8	32.0	27.6	2500	132	81	13.9	105	.625	.0326	34.9
1983	33	.014	25.4	32.8	28.2	2500	137	86	13.3	107	.636	.0346	36.4
1984	18	.005	24.2	31.4	27.0	2500	110	74	15.8	101	.686	.0295	34.2
1985	4	.001	26.2	35.2	29.6	2500	109	73	15.0	101	.670	.0292	37.0
1986	5	.001	26.4	36.0	30.0	2500	109	73	15.0	101	.670	.0292	37.5
1987	1	.000	26.3	35.5	29.8	2500	109	73	15.0	101	.670	.0292	37.2
1989	39	.009	28.8	34.9	31.3	2500	97	80	14.1	104	.825	.0320	39.2
1990	34	.009	29.2	35.9	31.9	2500	94	78	14.3	103	.827	.0310	39.8
1991	15	.004	28.7	35.1	31.2	2500	91	75	14.7	102	.829	.0300	39.2
1992	19	.005	27.5	33.7	30.0	2500	94	77	14.4	103	.827	.0310	37.6
1993	19	.004	26.9	33.1	29.4	2500	96	79	14.2	104	.825	.0317	36.8
1994	27	.005	26.9	33.0	29.3	2500	96	79	14.2	104	.829	.0317	36.7
1995	20	.003	27.0	33.9	29.7	2500	97	81	13.9	105	.840	.0325	37.2
1996	3	.001	26.6	33.6	29.3	2500	97	95	12.3	111	.979	.0380	36.7
1997	4	.001	5.9	32.2	28.4	2500	97	95	12.4	111	.979	.0380	35.6
1998	6	.001	26.0	32.2	28.5	2500	97	95	12.3	111	.979	.0380	35.6

PERCENT OF 2500 LB. TRUCKS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1978	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	100.0
1979	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	100.0
1980	9.5	90.5	90.5	.0	9.5	.0	.0	90.5	.0	.0	100.0	.0	.0	.0	100.0
1981	34.2	65.8	100.0	.0	34.2	.0	.0	65.8	.0	.0	100.0	.0	.0	.0	100.0
1982	49.7	20.1	58.4	.0	9.4	.0	.0	90.6	.0	.0	100.0	.0	.0	30.1	69.9
1983	48.9	13.2	59.4	2.7	2.6	.0	.0	97.4	.0	.0	100.0	.0	.0	37.9	62.1
1984	29.9	53.1	79.8	3.3	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	16.9	83.1
1985	.0	100.0	95.6	4.4	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	100.0
1986	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	100.0
1987	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	100.0
1989	.0	100.0	56.2	43.8	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	.0	100.0
1990	.0	95.5	100.0	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	.0	100.0
1991	.0	20.6	100.0	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	.0	100.0
1992	.0	11.5	75.8	24.2	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	.0	100.0
1993	.0	2.4	67.2	32.8	100.0	93.5	6.5	.0	.0	.0	100.0	.0	.0	.0	100.0
1994	.0	7.0	59.5	40.5	100.0	92.2	7.8	.0	.0	2.3	100.0	.0	.0	.0	100.0
1995	.0	5.9	60.8	39.2	100.0	90.0	10.0	.0	.0	.0	100.0	.0	.0	.0	100.0
1996	.0	.0	66.6	33.4	100.0	.0	100.0	.0	.0	100.0	100.0	.0	.0	.0	100.0
1997	.0	.0	27.2	72.8	100.0	.0	100.0	.0	.0	100.0	100.0	.0	.0	.0	100.0
1998	.0	.0	52.5	47.5	100.0	.0	100.0	.0	.0	100.0	100.0	.0	.0	.0	100.0

Table G-17 CHARACTERISTICS OF 1975 TO 2000 2750-LB. TRUCKS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1975	204	.102	18.1	26.0	21.0	2750	155	101	12.9	111	.713	.0367	29.4
1976	202	.078	19.6	27.5	22.5	2750	150	98	13.0	110	.727	.0358	31.5
1977	270	.096	21.1	29.3	24.2	2750	146	98	13.0	109	.732	.0356	33.8
1978	241	.074	21.0	27.3	23.5	2750	157	98	12.9	110	.700	.0357	33.1
1979	250	.081	19.8	27.4	22.6	2750	126	90	13.7	106	.720	.0329	31.6
1980	324	.174	22.3	30.0	25.2	2750	126	91	13.6	107	.728	.0333	34.9
1981	222	.122	24.7	33.3	27.9	2750	130	90	13.8	106	.695	.0329	38.7
1982	227	.119	24.9	33.8	28.3	2750	130	91	13.7	106	.699	.0331	39.1
1983	340	.148	25.4	34.3	28.8	2750	132	87	14.2	105	.658	.0315	39.8
1984	328	.098	25.1	33.5	28.3	2750	130	87	14.2	105	.672	.0318	39.2
1985	246	.067	26.3	35.7	29.9	2750	130	90	13.8	106	.693	.0328	41.3
1986	316	.073	26.0	35.2	29.5	2750	132	92	13.6	107	.695	.0334	40.8
1987	244	.059	26.1	35.8	29.7	2750	133	93	13.5	107	.695	.0338	41.0
1988	120	.026	24.6	33.1	27.8	2750	136	98	12.9	109	.721	.0356	38.4
1989	76	.017	24.5	32.7	27.6	2750	135	97	12.9	109	.721	.0354	38.1
1990	45	.012	24.3	30.6	26.8	2750	129	95	13.3	108	.745	.0346	36.9
1991	28	.007	26.5	32.6	28.9	2750	97	80	15.2	102	.825	.0291	39.9
1992	46	.011	25.7	33.2	28.6	2750	116	95	13.5	108	.819	.0344	39.4
1993	24	.005	26.5	32.6	29.0	2750	97	81	15.0	102	.836	.0295	39.9
1994	30	.005	26.2	32.3	28.7	2750	97	83	14.7	103	.860	.0303	39.5
1995	39	.007	25.8	32.3	28.4	2750	97	95	13.3	108	.979	.0345	39.1
1996	44	.008	25.8	32.9	28.5	2750	99	97	13.1	109	.980	.0353	39.3
1997	12	.002	25.9	32.8	28.6	2750	100	98	13.0	110	.980	.0358	39.3
1998	9	.001	25.9	32.3	28.5	2750	97	95	13.3	108	.979	.0345	39.1
1999	7	.001	28.0	35.8	31.0	2750	98	98	12.8	110	1.002	.0357	42.7
2000	3	.000	28.0	35.9	31.1	2750	98	98	12.8	109	1.001	.0356	42.7

PERCENT OF 2750 LB. TRUCKS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1975	.0	23.2	91.3	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	23.2	76.8
1976	.0	20.2	82.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	20.2	79.8
1977	.0	16.3	81.9	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	16.3	83.7
1978	.0	24.0	86.9	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	24.0	76.0
1979	.0	.0	82.7	.0	.0	.0	.0	100.0	.0	.0	93.9	6.1	.0	3.7	96.3
1980	.0	.0	86.9	.0	.0	.0	.0	100.0	.0	.0	92.4	7.6	.0	.0	100.0
1981	.0	.0	90.3	.0	.0	.0	.0	98.6	1.4	.0	73.4	26.6	.0	.0	100.0
1982	1.4	.0	87.1	4.9	.0	.0	.0	98.3	1.7	.0	62.5	37.5	.0	22.3	77.7
1983	4.0	.1	89.4	.2	.1	.0	.0	99.1	.9	.0	37.7	62.3	.0	43.0	57.0
1984	6.5	.1	86.1	2.9	1.1	.0	.0	98.2	.7	.0	49.5	50.5	.0	13.3	86.7
1985	3.4	.0	92.0	.8	1.4	.0	.0	98.1	.4	.0	50.3	49.7	.0	25.4	74.6
1986	1.7	.0	88.3	.8	.0	.0	.0	99.6	.4	.0	61.0	39.0	.0	14.8	85.2
1987	1.6	.0	89.9	.9	.0	.0	.0	100.0	.0	.0	51.7	48.3	.0	18.1	81.9
1988	.0	.0	99.4	.0	.6	.0	.6	99.4	.0	.0	63.1	36.9	.0	.0	100.0
1989	.0	.0	100.0	.0	.0	.0	.0	100.0	.0	.0	60.9	39.1	.0	.0	100.0
1990	.0	31.1	68.9	31.1	31.1	31.1	.0	68.9	.0	.0	100.0	.0	.0	.0	100.0
1991	.0	100.0	56.7	43.3	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	.0	100.0
1992	.0	49.1	78.8	21.2	100.0	49.1	50.9	.0	.0	.0	100.0	.0	.0	.0	100.0
1993	.0	92.9	60.6	39.4	100.0	78.2	21.8	.0	.0	.0	100.0	.0	.0	.0	100.0
1994	.0	89.8	51.4	48.6	100.0	77.2	22.8	.0	.0	16.7	100.0	.0	.0	.0	100.0
1995	.0	97.2	46.1	53.9	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	100.0
1996	8.5	59.5	51.5	48.5	100.0	.0	100.0	.0	.0	100.0	100.0	.0	.0	.0	100.0
1997	13.6	81.0	48.4	51.6	100.0	.0	100.0	.0	.0	100.0	100.0	.0	.0	.0	100.0
1998	.0	99.4	45.8	54.2	100.0	.0	100.0	.0	.0	100.0	100.0	.0	.0	.0	100.0
1999	4.3	.0	100.0	.0	100.0	.0	100.0	.0	.0	100.0	100.0	.0	.0	.0	100.0
2000	3.2	.0	100.0	.0	100.0	.0	100.0	.0	.0	100.0	100.0	.0	.0	.0	100.0

Table G-18 CHARACTERISTICS OF 1975 TO 2000 3000-LB. TRUCKS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1975	60	.030	18.2	24.9	20.7	3000	107	70	18.2	96	.667	.0234	31.2
1976	73	.028	18.3	25.[illegible]	21.0	3000	136	77	17.4	99	.628	.0258	32.5
1977	91	.032	22.9	31.3	26.0	3000	147	81	16.4	100	.596	.0270	40.9
1978	144	.044	22.4	29.9	25.2	3000	148	83	16.0	101	.599	.0278	39.5
1979	226	.073	19.6	25.7	21.9	3000	154	89	15.2	103	.607	.0297	34.2
1980	212	.114	20.2	26.7	22.7	3000	146	86	15.3	102	.620	.0286	34.9
1981	249	.137	23.0	30.8	25.9	3000	150	86	15.7	102	.591	.0287	40.3
1982	379	.198	22.6	31.4	25.9	3000	162	97	14.3	107	.604	.0323	39.8
1983	414	.180	22.5	31.2	25.7	3000	158	94	14.5	106	.610	.0315	39.4
1984	575	.172	22.7	31.6	26.0	3000	153	94	14.5	105	.626	.0313	39.6
1985	658	.179	22.9	31.8	26.2	3000	151	100	13.7	108	.662	.0332	39.7
1986	840	.193	23.4	32.5	26.8	3000	143	99	13.8	108	.691	.0331	40.4
1987	799	.193	23.4	32.9	26.9	3000	145	100	13.8	108	.690	.0334	40.5
1988	740	.162	23.9	33.4	27.4	3000	145	98	14.0	107	.675	.0329	41.4
1989	609	.137	24.0	33.2	27.4	3000	145	102	13.4	109	.704	.0341	41.3
1990	446	.117	24.4	33.4	27.8	3000	142	110	12.8	112	.770	.0366	42.0
1991	597	.147	24.0	33.5	27.5	3000	148	109	12.9	111	.738	.0362	41.4
1992	370	.091	23.5	32.7	26.9	3000	145	113	12.4	113	.783	.0378	40.6
1993	418	.0[illegible]	23.5	33.1	27.0	3000	148	116	12.2	114	.790	.0387	40.9
1994	338	.0[illegible]	24.0	32.5	27.2	3000	141	[illegible]17	12.1	115	.829	.0390	41.1
1995	286	.050	22.9	30.2	25.7	3000	142	124	11.7	117	.870	.0413	38.9
1996	181	.035	24.3	33.2	27.6	3000	133	127	11.4	119	.959	.0425	41.5
1997	219	.036	24.2	33.1	27.5	3000	132	127	11.4	119	.961	.0423	41.4
1998	134	.021	24.6	33.4	27.9	3000	135	132	11.1	121	.982	.0440	41.9
1999	117	.016	25.2	33.7	28.4	3000	133	131	11.1	120	.992	.0438	42.8
2000	121	.016	24.8	33.1	27.9	3000	136	134	10.8	122	.992	.0448	42.0

PERCENT OF 3000 LB. TRUCKS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1975	.0	.0	69.3	.0	.0	.0	.0	100.0	.0	.0	6.7	93.3	.0	.0	100.0
1976	.0	14.3	80.2	.0	.0	.0	.0	100.0	.0	.0	25.6	74.4	.0	14.3	85.7
1977	.0	14.0	86.2	.0	.0	.0	.0	100.0	.0	.0	27.6	72.4	.0	14.0	86.0
1978	.0	13.8	85.6	.0	.0	.0	.0	100.0	.0	.0	47.6	52.4	.0	13.8	86.2
1979	.0	47.4	88.2	.0	.0	.0	.0	100.0	.0	.0	62.9	37.1	.0	22.9	77.1
1980	.0	65.7	94.6	.0	.0	.0	.0	100.0	.0	.0	66.3	33.7	.0	20.4	79.6
1981	.0	52.6	92.2	1.4	.0	.0	.0	78.4	21.6	.0	73.5	26.5	.0	16.5	83.5
1982	.0	26.2	75.1	22.0	.0	.0	.0	84.2	15.8	.0	39.8	60.2	.0	53.4	46.6
1983	.0	23.8	75.1	9.6	.0	.0	.0	92.0	8.0	.0	31.2	68.8	.0	56.8	43.2
1984	3.7	19.7	72.7	13.6	4.4	.0	.0	91.7	3.9	.0	33.4	66.6	.0	57.9	42.1
1985	4.3	11.4	64.7	28.4	30.9	.0	.0	67.5	1.6	.0	38.6	61.4	.0	58.0	42.0
1986	2.6	5.7	78.0	17.6	51.5	31.7	19.8	47.7	.8	.0	40.2	59.8	.0	34.4	65.6
1987	2.8	6.6	74.3	19.6	61.5	37.9	23.6	38.2	.3	.0	29.0	71.0	.0	41.5	58.5
1988	1.6	2.3	77.3	16.7	66.4	36.8	29.6	33.6	.0	.0	19.2	80.7	.1	61.0	39.0
1989	1.6	3.6	82.2	12.4	77.5	46.0	31.5	22.5	.0	.0	28.5	71.5	.1	51.9	48.1
1990	.7	6.3	86.9	10.4	82.3	14.1	68.2	17.7	.0	.0	38.1	61.8	.1	39.3	60.7
1991	1.0	2.1	87.0	10.1	89.8	37.9	51.9	10.2	.0	.0	32.6	67.4	.0	50.9	49.1
1992	6.1	7.8	83.8	12.2	83.9	24.2	59.7	16.1	.0	.0	46.2	53.8	.0	36.8	63.2
1993	2.7	9.4	85.2	11.0	89.9	21.9	68.0	10.1	.0	2.0	53.1	46.9	.0	40.2	59.8
1994	.8	15.9	83.5	9.0	93.9	2.4	91.6	6.1	.0	.7	76.5	23.5	.0	23.6	76.4
1995	.6	37.5	78.8	14.2	100.0	7.7	92.3	.0	.0	12.3	89.9	10.1	.0	29.8	70.2
1996	8.0	29.0	56.4	29.0	100.0	.0	100.0	.0	.0	75.2	97.0	3.0	.0	2.6	97.4
1997	13.1	25.7	52.5	37.5	100.0	.0	100.0	.0	.0	70.1	99.7	.3	.0	.3	99.7
1998	20.7	14.1	43.4	29.2	100.0	.0	100.0	.0	.0	100.0	100.0	.0	.0	.0	100.0
1999	23.7	17.4	49.4	25.0	100.0	.0	100.0	.0	.0	100.0	100.0	.0	.0	.0	100.0
2000	18.0	16.9	55.9	26.4	100.0	.0	100.0	.0	.0	100.0	100.0	.0	.0	.0	100.0

Table G-19 CHARACTERISTICS OF 1975 TO 2000 3500-LB. TRUCKS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1975	55	.028	13.9	19.9	16.1	3500	308	138	12.5	118	.453	.0395	28.6
1976	83	.032	14.9	20.3	16.9	3500	303	132	12.9	115	.443	.0377	30.0
1977	74	.026	15.5	20.7	17.5	3500	311	136	12.7	117	.446	.0389	31.0
1978	100	.031	16.4	22.4	18.6	3500	267	128	13.2	114	.498	.0367	32.9
1979	69	.022	15.4	19.2	16.9	3500	251	110	14.7	107	.463	.0315	[illegible]
1980	82	.044	16.4	21.4	18.3	3500	211	106	15.3	106	.526	.0302	32.4
1981	122	.067	18.5	24.9	20.9	3500	238	108	14.7	107	.474	.0308	36.9
1982	145	.076	19.5	26.4	22.1	3500	205	104	15.2	105	.533	.0297	39.0
1983	275	.120	20.2	28.9	23.3	3500	174	105	14.8	106	.620	.0301	41.1
1984	738	.221	19.9	27.6	22.7	3500	164	102	15.2	105	.634	.0292	40.2
1985	953	.260	20.0	28.1	23.0	3500	168	106	14.9	106	.647	.0302	40.5
1986	1125	.259	20.2	27.9	23.0	3500	164	114	14.0	109	.704	.0327	40.6
1987	1236	.299	19.9	28.4	23.0	3500	178	125	13.2	113	.711	.0358	40.5
1988	1166	.256	19.5	28.1	22.6	3500	189	134	12.5	116	.721	.0384	39.9
1989	999	.225	19.5	27.8	22.5	3500	197	136	12.5	117	.704	.0389	39.7
1990	745	.196	19.8	28.7	23.0	3500	195	140	12.1	118	.730	.0401	40.5
1991	697	.172	19.7	28.3	22.8	3500	202	141	12.1	118	.709	.0402	40.4
1992	692	.170	20.0	28.9	23.2	3500	194	141	12.2	118	.730	.0402	41.3
1993	850	.179	20.2	29.3	23.5	3500	192	143	12.0	119	.750	.0410	41.7
1994	1057	.190	20.8	30.0	24.2	3500	185	139	12.3	118	.760	[illegible]	42.9
1995	969	.169	21.2	31.0	24.7	3500	179	141	12.1	118	.803	.0402	44.0
1996	810	.154	21.0	30.8	24.5	3500	176	144	11.9	120	.830	.0411	43.8
1997	819	.134	21.7	30.6	24.9	3500	162	134	12.4	116	.846	.0384	44.5
1998	1010	.156	21.9	31.1	25.3	3500	158	137	12.2	117	.884	.0392	45.0
1999	959	.132	21.7	30.9	25.1	3500	155	139	12.1	118	.922	.0398	44.3
2000	912	.124	21.5	30.5	24.8	3500	160	145	11.7	120	.931	.0414	44.0

PERCENT OF 3500 LB. TRUCKS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1975	.0	.0	9.7	.0	1.8	.0	.0	98.2	.0	.0	3.0	27.1	69.9	97.0	3.0
1976	.0	.0	13.7	.0	1.9	.0	.0	98.1	.0	.0	5.4	12.7	81.8	94.6	5.4
1977	.0	.0	11.8	.0	3.0	.0	.0	97.0	.0	.0	6.7	9.9	83.5	93.3	6.7
1978	.0	.0	21.4	.0	2.7	.0	.0	97.3	.0	.0	11.7	8.8	79.5	88.3	11.7
1979	.0	55.5	64.8	.0	12.2	.0	.0	87.8	.0	.0	72.4	2.8	24.9	80.3	19
1980	.0	15.1	46.7	36.8	14.6	.0	.0	85.4	.0	.0	46.6	8.0	45.4	66.8	33.2
1981	.0	6.7	61.7	31.3	6.5	.0	.0	93.5	.0	.0	16.5	11.0	72.5	80.5	19.5
1982	.0	26.1	77.0	19.1	4.3	.0	.0	93.2	2.6	.0	35.5	11.9	52.6	63.4	36.6
1983	.0	54.6	66.0	28.7	3.7	.0	.0	94.9	1.5	.0	29.0	56.7	14.3	68.3	31.7
1984	15.3	53.3	48.4	25.2	7.0	.0	.0	91.8	1.2	.0	35.8	58.2	6.0	74.4	25.6
1985	23.3	46.7	44.5	32.6	14.7	.7	.0	84.9	.4	.0	32.5	60.5	6.9	74.1	25.9
1986	20.2	54.0	45.6	34.6	49.4	19.7	29.7	50.4	.1	.0	34.7	59.3	5.9	70.8	29.2
1987	20.2	49.4	39.9	47.8	64.9	20.7	44.2	35.0	.1	.0	29.0	69.9	1.1	74.3	25.7
1988	18.1	49.9	36.4	55.5	93.7	30.2	63.5	6.3	.0	.0	29.8	70.2	.0	82.5	17.5
1989	22.3	35.7	32.2	49.8	95.0	37.5	57.6	5.0	.0	.0	19.6	80.4	.0	83.6	16.4
1990	26.4	34.7	31.8	66.0	96.0	20.1	75.9	4.0	.0	.0	20.5	79.5	.0	82.1	17.9
1991	7.3	32.8	40.6	58.4	99.7	39.4	60.3	.3	.0	.0	23.2	76.8	.0	83.1	16.9
1992	10.4	29.0	46.8	52.4	99.6	29.4	70.1	.4	.0	.0	19.0	80.9	.0	83.1	16.9
1993	25.0	22.8	40.0	59.1	99.6	20.3	79.4	.4	.0	.0	15.3	82.4	2.3	87.9	12.1
1994	13.2	16.3	48.7	49.0	100.0	13.1	86.9	.0	.0	.2	12.0	87.1	.9	92.1	7.9
1995	23.4	17.1	45.6	54.4	100.0	13.1	86.9	.0	.0	8.2	10.5	88.7	.8	86.5	13.5
1996	3.1	23.5	49.6	50.4	100.0	.0	100.0	.0	.0	12.6	9.6	89.5	1.0	83.3	16.7
1997	2.9	35.6	55.7	44.3	100.0	.0	100.0	.0	.0	21.7	25.2	74.5	.3	73.4	26.6
1998	3.5	32.7	49.7	50.3	100.0	.0	100.0	.0	.0	36.6	29.9	70.0	.1	63.4	36.6
1999	2.2	30.3	35.0	65.0	100.0	.0	100.0	.0	.0	44.4	33.4	66.6	.0	55.6	44.4
2000	2.4	43.7	42.2	57.8	100.0	.0	100.0	.0	.0	42.8	28.6	71.4	.0	57.2	42.8

Table G-20 CHARACTERISTICS OF 1975 TO 2000 4000-LB. TRUCKS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1975	1021	.514	12.3	17.2	14.1	4000	324	141	13.5	114	.433	.0353	28.8
1976	1234	.473	13.2	17.9	15.0	4000	326	137	13.7	113	.419	.0342	30.8
1977	1165	.413	14.7	19.3	16.5	4000	322	144	13.1	115	.447	.0361	33.5
1978	1317	.402	14.3	18.3	15.9	4000	319	144	13.1	115	.449	.0359	32.5
1979	702	.227	14.4	18.5	15.9	4000	301	140	13.4	114	.465	.0350	32.4
1980	536	.288	16.5	22.2	18.6	4000	279	125	14.5	109	.453	.0314	37.5
1981	675	.371	16.9	22.8	19.1	4000	282	127	14.3	109	.452	.0317	38.6
1982	490	.256	16.5	22.4	18.7	4000	286	127	14.5	110	.446	.0318	37.9
1983	501	.218	16.7	22.9	19.0	4000	269	123	14.8	108	.469	.0309	38.5
1984	688	.206	16.4	23.0	18.9	4000	265	121	15.0	108	.471	.0303	38.4
1985	742	.202	17.1	23.8	19.6	4000	259	132	14.1	111	.523	.0330	39.7
1986	935	.215	17.5	24.5	20.1	4000	243	132	14.0	111	.572	.0330	40.6
1987	856	.207	17.8	25.3	20.5	4000	227	141	13.3	114	.649	.0354	41.3
1988	1189	.261	18.1	26.2	21.1	4000	230	148	12.8	116	.668	.0369	42.4
1989	1390	.313	18.5	26.9	21.5	4000	225	149	12.7	117	.686	.0373	43.2
1990	1229	.323	18.3	26.8	21.3	4000	219	148	12.8	116	.694	.0370	43.0
1991	1502	.371	18.4	27.0	21.5	4000	221	151	12.6	117	.702	.0378	43.2
1992	1460	.359	18.4	27.3	21.5	4000	219	153	12.5	118	.711	.0382	43.3
1993	1716	.361	18.3	27.4	21.5	4000	222	164	11.9	122	.747	.0409	43.2
1994	1845	.331	18.2	27.0	21.3	4000	224	164	11.8	122	.746	.0411	43.0
1995	1857	.323	18.2	27.4	21.4	4000	225	163	11.8	121	.737	.0409	43.1
1996	1779	.339	18.7	28.0	22.0	4000	222	173	11.2	125	.794	.0434	44.4
1997	1834	.300	18.6	27.6	21.8	4000	222	176	11.1	126	.805	.0441	43.9
1998	2389	.369	18.8	28.4	22.1	4000	221	179	11.0	126	.820	.0447	44.6
1999	2446	.336	18.6	27.6	21.8	4000	215	176	11.1	126	.831	.0440	43.8
2000	1968	.267	18.9	28.1	22.2	4000	213	176	11.1	126	.842	.0441	44.6

PERCENT OF 4000 LB. TRUCKS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1975	.0	2.0	33.8	.0	.0	.0	.0	100.0	.0	.0	.6	16.1	83.3	99.4	.6
1976	.0	2.7	33.4	.0	.0	.0	.0	100.0	.0	.0	.6	12.9	86.6	99.4	.6
1977	.0	3.4	29.7	.0	.0	.0	.0	100.0	.0	.0	1.3	11.8	86.9	98.7	1.3
1978	.0	3.8	29.3	.0	.0	.0	.0	99.5	.5	.0	1.0	12.7	86.3	99.0	1.0
1979	.0	6.4	35.[illegible]	7.6	.0	.0	.0	100.0	.0	.0	.6	11.2	88.2	99.4	.6
1980	.0	5.8	50.0	21.7	.7	.0	.0	99.3	.0	.0	1.0	13.8	85.1	99.0	1.0
1981	.1	7.3	42.9	37.4	.5	.0	.0	99.5	.0	.0	.7	10.2	89.2	99.3	.7
1982	.0	9.1	31.3	33.8	.6	.0	.0	99.0	.4	.0	1.4	14.7	83.9	98.6	1.4
1983	.0	16.7	27.6	50.1	.7	.0	.0	99.2	.1	.0	.9	29.8	69.3	99.0	1.0
1984	.0	20.6	29.0	43.5	.8	.0	.0	99.2	.0	.0	1.1	32.1	66.8	98.9	1.1
1985	.0	27.4	20.6	50.2	8.0	.0	.0	92.0	.0	.0	1.0	42.8	56.2	99.0	1.0
1986	.0	23.2	25.7	57.1	59.8	34.8	24.9	39.7	.5	.0	6.3	49.6	44.0	89.3	10.7
1987	3.6	27.9	19.2	70.8	87.0	47.5	39.5	13.0	.0	.0	4.7	69.6	25.7	89.6	10.4
1988	15.8	27.5	21.8	71.3	100.0	51.9	48.1	.0	.0	.0	2.9	71.0	26.0	86.8	13.2
1989	14.8	34.8	19.3	78.0	100.0	48.7	51.3	.0	.0	.0	10.4	72.8	16.8	85.6	14.4
1990	31.8	29.0	17.5	79.8	100.0	41.8	58.2	.0	.0	.0	8.0	73.7	18.3	82.8	17.2
1991	22.4	37.0	17.0	82.8	100.0	42.0	58.0	.0	.0	.0	3.7	84.7	11.6	79.1	20.9
1992	31.5	23.0	13.9	86.1	100.0	27.0	73.0	.0	.0	.0	3.3	87.1	9.6	84.6	15.4
1993	28.6	19.6	11.0	89.0	100.0	10.6	89.4	.0	.0	.0	1.2	91.3	7.4	82.0	18.0
1994	32.5	31.9	14.4	85.6	100.0	14.5	85.5	.0	.0	4.8	5.5	85.8	8.7	80.3	19.7
1995	42.5	34.5	10.4	89.6	100.0	5.7	94.3	.0	.0	10.6	4.0	92.5	3.6	73.8	26.2
1996	48.5	26.4	7.2	92.8	100.0	.0	100.0	.0	.0	9.3	2.3	94.7	2.9	82.1	17.9
1997	37.9	26.6	10.1	89.9	100.0	.0	100.0	.0	.0	13.6	9.8	81.2	9.0	78.7	21.3
1998	44.9	26.4	8.2	91.8	100.0	.0	100.0	.0	.0	17.1	5.2	91.0	3.8	83.2	16.8
1999	33.4	37.5	16.6	83.4	100.0	.0	100.0	.0	.0	20.9	12.7	84.6	2.7	69.2	30.8
2000	37.6	25.8	12.1	87.9	100.0	.0	100.0	.0	.0	23.9	8.9	88.8	2.3	70.2	29.8

Table G-21 CHARACTERISTICS OF 1975 TO 2000 4500-LB. TRUCKS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1975	386	.194	10.7	13.6	11.9	4500	350	160	13.3	116	.456	.0356	26.9
1976	610	.234	11.6	15.1	12.9	4500	353	158	13.5	116	.445	.0351	29.3
1977	862	.305	12.5	15.9	13.8	4500	359	164	13.0	117	.456	.0364	31.3
1978	986	.301	12.3	15.4	13.5	4500	353	161	13.1	116	.456	.0357	30.8
1979	960	.311	12.8	15.9	13.9	4500	323	145	14.3	112	.452	.0322	32.0
1980	389	.209	14.0	18.3	15.7	4500	319	144	14.3	111	.453	.0320	35.7
1981	373	.205	14.9	19.9	16.8	4500	311	143	14.4	111	.461	.0318	38.2
1982	407	.213	14.9	19.7	16.8	4500	310	150	13.9	113	.484	.0333	38.2
1983	517	.225	15.0	20.2	17.0	4500	310	148	14.0	113	.481	.0330	38.6
1984	691	.207	14.7	20.0	16.7	4500	310	149	13.9	113	.481	.0332	38.0
1985	745	.203	14.5	19.4	16.4	4500	311	157	13.3	115	.505	.0349	37.2
1986	769	.177	15.3	20.6	17.3	4500	307	151	13.8	114	.493	.0337	39.3
1987	636	.154	15.0	20.6	17.1	4500	315	165	12.9	118	.523	.0367	38.7
1988	814	.179	15.4	21.6	17.7	4500	321	172	12.5	120	.535	.0382	40.0
1989	895	.202	15.3	21.7	17.6	4500	320	174	12.4	120	.541	.0386	39.9
1990	832	.219	15.6	22.7	18.2	4500	307	171	12.6	120	.561	.0380	41.3
1991	909	.224	16.1	23.8	18.8	4500	285	172	12.5	120	.615	.0382	42.6
1992	1015	.250	16.1	23.8	18.9	4500	282	172	12.5	120	.623	.0383	42.7
1993	1163	.245	16.5	24.5	19.3	4500	278	175	12.3	121	.644	.0390	43.7
1994	1490	.267	16.4	24.4	19.3	4500	277	183	11.9	123	.675	.0407	43.6
1995	1680	.292	16.3	24.3	19.2	4500	277	180	12.0	122	.666	.0400	43.4
1996	1570	.299	16.8	25.4	19.8	4500	269	185	11.8	124	.693	.0411	44.8
1997	1713	.280	17.0	25.4	19.9	4500	263	192	11.4	126	.735	.0427	45.1
1998	1491	.230	17.1	25.8	20.2	4500	265	197	11.2	128	.751	.0438	45.6
1999	2045	.281	17.1	25.4	20.1	4500	260	204	10.9	130	.789	.0454	45.4
2000	2313	.313	17.4	26.0	20.4	4500	258	204	10.9	130	.797	.0454	46.2

PERCENT OF 4500 LB. TRUCKS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1975	.0	31.9	27.8	.0	.0	.0	.0	100.0	.0	.0	.0	43.4	56.6	100.0	.0
1976	.0	44.1	30.3	.0	.0	.0	.0	100.0	.0	.0	.2	32.1	67.7	99.8	.2
1977	.0	45.0	22.0	.0	.0	.0	.0	100.0	.0	.0	.0	31.9	68.1	99.9	.1
1978	.0	50.0	21.0	.0	.0	.0	.0	98.0	2.0	.0	.0	36.7	63.3	99.8	.2
1979	.0	15.7	20.7	.2	.0	.0	.0	99.7	.3	.0	.0	24.8	75.2	100.0	.0
1980	.0	31.6	27.0	41.1	.0	.0	.0	97.3	2.7	.0	.0	24.5	75.5	100.0	.0
1981	.0	24.7	18.3	54.4	.0	.0	.0	99.0	1.0	.0	.2	26.8	72.9	99.8	.2
1982	.0	20.5	13.7	53.1	.0	.0	.0	99.6	.4	.0	.6	33.9	65.5	99.4	.6
1983	.0	26.7	14.1	59.2	.0	.0	.0	99.6	.4	.0	.0	33.7	66.3	99.3	.7
1984	.0	27.5	14.0	59.9	.0	.0	.0	99.8	.2	.0	.0	33.2	66.8	99.2	.8
1985	.0	25.1	11.9	62.6	4.6	.0	.0	95.4	.0	.0	.0	31.6	68.4	99.2	.8
1986	.0	25.8	12.4	68.6	22.1	.0	22.1	77.9	.0	.0	.0	29.3	70.7	99.7	.3
1987	.0	23.2	13.2	48.8	79.3	43.2	36.1	20.7	.0	.0	.0	31.5	68.5	99.0	1.0
1988	.0	31.3	15.1	60.8	97.4	66.4	31.0	2.5	.1	.0	.0	22.8	77.2	98.7	1.3
1989	.0	29.6	23.5	61.2	98.5	59.8	38.7	1.4	.1	.0	.0	22.9	77.1	98.9	1.1
1990	.0	28.5	15.7	74.6	99.1	59.1	40.0	.8	.1	.0	.0	36.0	64.0	94.5	5.5
1991	.0	44.9	15.6	82.0	99.5	45.3	54.2	.4	.0	.0	.0	51.0	49.0	95.9	4.1
1992	.0	39.5	18.0	81.3	100.0	36.9	63.0	.0	.0	.0	.0	51.4	48.6	93.1	6.9
1993	.3	37.7	13.6	86.1	100.0	38.2	61.8	.0	.0	.0	.0	49.6	50.4	90.9	9.1
1994	.0	46.1	10.7	88.6	100.0	27.8	72.2	.0	.0	.9	.0	56.0	44.0	90.3	9.7
1995	.0	44.2	14.0	85.6	100.0	25.8	74.2	.0	.0	8.8	.2	57.3	42.5	87.6	12.4
1996	9.7	40.2	8.1	91.5	100.0	.0	100.0	.0	.0	5.0	.0	66.7	33.3	93.7	6.3
1997	5.7	46.3	5.6	94.1	100.0	.0	100.0	.0	.0	4.1	.0	63.0	37.0	90.1	9.9
1998	5.1	48.9	5.2	94.8	100.0	.0	100.0	.0	.0	2.9	.0	59.1	40.9	89.2	10.8
1999	17.0	49.8	6.1	93.9	100.0	.0	100.0	.0	.0	5.6	1.6	59.7	38.8	90.2	9.8
2000	16.5	46.1	5.3	94.7	100.0	.0	100.0	.0	.0	11.1	2.7	61.3	35.9	83.4	16.6

Table G-22 CHARACTERISTICS OF 1975 TO 2000 5000-LB. TRUCKS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1975	201	.101	10.2	12.4	11.1	5000	365	165	14.1	114	.450	.0330	27.9
1976	297	.114	11.0	13.7	12.1	5000	364	156	14.7	112	.428	.0313	30.4
1977	256	.091	11.9	14.8	13.1	5000	372	167	14.0	115	.446	.0333	32.8
1978	324	.099	11.7	14.6	12.8	5000	371	170	13.6	116	.459	.0340	32.1
1979	673	.218	11.4	13.7	12.3	5000	363	156	15.1	112	.426	.0311	31.8
1980	242	.130	13.4	17.9	15.1	5000	347	154	14.8	111	.443	.0307	39.1
1981	122	.067	14.1	18.7	15.8	5000	330	146	15.4	109	.447	.0293	40.6
1982	170	.089	15.1	20.2	17.0	5000	331	144	15.6	108	.438	.0288	44.5
1983	173	.075	14.8	20.6	17.0	5000	332	150	15.0	110	.458	.0301	44.0
1984	260	.078	14.0	19.5	16.0	5000	327	159	14.4	113	.488	.0318	41.0
1985	277	.076	13.8	19.4	15.9	5000	326	164	14.0	114	.504	.0328	40.3
1986	289	.067	14.1	20.0	16.3	5000	323	162	14.1	113	.503	.0325	41.1
1987	235	.057	13.8	19.3	15.9	5000	327	175	13.4	117	.534	.0351	40.0
1988	366	.080	14.2	20.3	16.4	5000	330	180	13.2	118	.541	.0360	41.3
1989	340	.077	14.0	19.8	16.1	5000	322	176	13.4	117	.547	.0352	40.7
1990	390	.103	14.0	20.6	16.4	5000	332	188	12.7	121	.568	.0377	41.1
1991	245	.060	13.9	20.2	16.2	5000	325	188	12.6	121	.582	.0377	40.7
1992	363	.089	14.3	21.3	16.8	5000	320	182	13.0	119	.572	.0365	42.3
1993	405	.085	14.5	21.5	17.0	5000	324	196	12.2	123	.606	.0391	42.7
1994	574	.	14.5	21.6	17.0	5000	329	200	12.0	124	.610	.0400	42.7
1995	629	.109	14.5	21.6	17.0	5000	329	199	12.1	124	.606	.0398	42.6
1996	572	.109	14.8	22.2	17.4	5000	328	220	11.2	130	.671	.0440	43.6
1997	828	.135	15.6	23.4	18.3	5000	313	227	10.8	132	.728	.0454	45.9
1998	924	.143	14.9	22.9	17.7	5000	320	230	10.7	132	.721	.0459	44.3
1999	1076	.148	15.0	22.5	17.7	5000	315	235	10.5	134	.753	.0470	44.3
2000	1266	.172	15.4	23.0	18.1	5000	313	241	10.3	136	.775	.0483	45.3

PERCENT OF 5000 LB. TRUCKS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1975	.0	48.9	24.2	.0	.0	.0	.0	100.0	.0	.0	.0	35.9	64.1	100.0	.0
1976	.0	50.3	24.6	.0	.0	.0	.0	100.0	.0	.0	.0	35.3	64.7	100.0	.0
1977	.0	40.8	22.1	.0	.0	.0	.0	100.0	.0	.0	.0	30.4	69.6	100.0	.0
1978	.0	56.5	27.0	.0	.0	.0	.0	100.0	.0	.0	.0	36.9	63.1	100.0	.0
1979	.0	22.4	15.5	1.2	.0	.0	.0	92.2	7.8	.0	.0	25.2	74.8	100.0	.0
1980	.0	51.8	18.5	56.3	.0	.0	.0	82.5	17.5	.0	.0	23.1	76.9	100.0	.0
1981	.0	50.7	17.4	53.8	.0	.0	.0	85.6	14.4	.0	.0	33.1	66.9	100.0	.0
1982	.0	42.0	17.9	54.6	.0	.0	.0	67.9	32.1	.0	.0	23.1	76.9	100.0	.0
1983	.0	48.9	12.1	67.2	.0	.0	.0	81.7	18.3	.0	.0	38.2	61.8	100.0	.0
1984	.0	60.0	12.6	59.0	.0	.0	.0	93.4	6.6	.0	.0	45.1	54.9	100.0	.0
1985	.0	63.5	11.8	63.6	3.2	.0	.0	94.0	2.8	.0	.0	42.5	57.5	100.0	.0
1986	.0	62.7	9.5	68.8	16.2	.0	16.2	82.3	1.5	.0	.0	42.7	57.3	100.0	.0
1987	.0	70.3	13.0	53.5	70.7	40.0	30.7	28.5	.8	.0	.0	48.8	51.2	100.0	.0
1988	.0	61.1	9.8	64.3	97.4	47.8	49.6	1.4	1.1	.0	.0	31.3	68.7	100.0	.0
1989	.0	62.7	12.6	64.7	99.3	39.1	60.2	.0	.7	.0	3.4	37.0	59.6	96.6	3.4
1990	.0	58.9	8.7	84.4	99.4	54.7	44.7	.0	.6	.0	2.2	24.7	73.2	97.8	2.2
1991	.0	69.9	10.5	82.8	99.3	48.2	51.1	.0	.7	.0	2.1	19.4	78.6	93.2	6.8
1992	.0	64.5	10.0	85.1	99.6	38.8	60.8	.0	.4	.0	1.1	13.9	85.0	96.6	3.4
1993	.0	71.1	9.2	87.4	100.0	40.5	59.5	.0	.0	.0	.9	15.0	84.1	96.1	3.9
1994	.0	75.2	7.5	90.2	100.0	40.2	59.8	.0	.0	2.8	.0	11.0	89.0	96.9	3.1
1995	.3	72.7	8.3	89.6	100.0	38.7	61.3	.0	.0	1.4	.0	12.6	87.4	97.2	2.8
1996	.0	61.2	5.7	93.1	99.9	.0	99.9	.0	.1	3.2	.0	10.7	89.3	95.5	4.5
1997	.0	48.1	4.0	96.0	100.0	.0	100.0	.0	.0	3.0	.0	4.1	95.9	96.2	3.8
1998	.0	61.9	2.9	97.1	100.0	.0	100.0	.0	.0	.0	.0	4.7	95.3	99.3	.7
1999	.0	51.6	3.7	96.3	100.0	.0	100.0	.0	.0	.0	.0	5.6	94.4	94.1	5.9
2000	.0	61.4	2.6	97.4	100.0	.0	100.0	.0	.0	5.6	.0	6.3	93.7	91.7	8.3

Table G-23 CHARACTERISTICS OF 1975 TO 2000 5500-LB. TRUCKS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1975	59	.030	9.2	11.3	10.0	5500	380	175	14.7	114	.456	.0317	27.7
1976	109	.042	10.3	13.1	11.4	5500	385	173	14.8	113	.445	.0315	31.5
1977	101	.036	10.7	13.4	11.8	5500	398	184	14.1	116	.458	.0334	32.8
1978	133	.041	11.0	13.8	12.1	5500	380	173	14.5	113	.457	.0315	33.4
1979	158	.051	10.3	12.2	11.1	5500	400	183	14.3	110	.454	.0333	30.8
1980	28	.015	11.7	15.4	13.1	5500	353	162	15.2	110	.458	.0294	36.3
1981	6	.003	12.2	16.1	13.7	5500	350	163	15.2	111	.466	.0296	37.7
1982	41	.022	18.7	26.4	21.5	5500	350	132	17.9	103	.378	.0240	60.0
1983	35	.015	17.6	25.4	20.4	5500	373	136	17.6	104	.367	.0248	57.9
1984	34	.010	15.6	22.1	17.9	5500	367	145	16.8	106	.398	.0264	51.9
1985	28	.008	13.9	20.2	16.1	5500	359	157	15.8	109	.440	.0286	45.8
1986	28	.006	13.8	20.0	16.0	5500	341	157	15.8	109	.475	.0286	45.3
1987	58	.014	14.3	21.0	16.7	5500	351	206	12.6	122	.588	.0374	46.1
1988	77	.017	13.9	20.3	16.2	5500	350	199	12.9	120	.569	.0362	44.3
1989	47	.011	14.4	22.4	17.2	5500	350	205	12.7	122	.587	.0374	47.6
1990	51	.013	14.1	22.0	16.8	5500	350	206	12.6	122	.589	.0375	46.5
1991	37	.009	14.0	21.5	16.7	5500	347	201	12.9	121	.578	.0365	46.1
1992	73	.018	13.8	20.5	16.2	5500	343	201	13.0	121	.583	.0365	44.7
1993	111	.023	14.2	21.0	16.6	5500	342	200	13.0	121	.584	.0364	45.8
1994	140	.025	14.3	21.0	16.7	5500	346	202	12.9	121	.584	.0367	46.1
1995	199	.035	14.3	20.9	16.6	5500	346	202	12.8	121	.583	.0367	45.9
1996	231	.044	14.1	21.2	16.6	5500	345	234	11.5	130	.679	.0426	45.9
1997	609	.100	14.5	22.3	17.2	5500	338	238	11.2	131	.705	.0432	47.4
1998	415	.064	14.2	21.9	16.9	5500	325	231	11.5	129	.712	.0420	46.5
1999	308	.042	14.0	21.6	16.7	5500	335	242	11.1	132	.723	.0440	46.0
2000	480	.065	14.6	22.6	17.4	5500	312	243	11.1	132	.794	.0442	48.0

PERCENT OF 5500 LB. TRUCKS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1975	.0	84.9	2.6	.0	.0	.0	.0	100.0	.0	.0	.0	7.8	92.2	100.0	.0
1976	.0	86.1	3.3	.0	.0	.0	.0	100.0	.0	.0	.0	3.9	96.1	100.0	.0
1977	.0	76.1	1.7	.0	.0	.0	.0	100.0	.0	.0	.0	6.6	93.4	100.0	.0
1978	.0	89.9	1.1	.0	.0	.0	.0	100.0	.0	.0	.0	6.5	93.5	100.0	.0
1979	.0	11.9	29.5	.0	.0	.0	.0	100.0	.0	.0	.0	8.7	91.3	100.0	
1980	.0	60.6	22.9	41.6	.0	.0	.0	100.0	.0	.0	.0	.0	100.0	100.0	.0
1981	.0	73.2	24.3	55.0	.0	.0	.0	100.0	.0	.0	.0	3.9	96.1	100.0	.0
1982	.0	79.9	13.2	85.7	.0	.0	.0	7.2	92.8	.0	.0	32.0	68.0	100.0	.0
1983	.0	67.5	3.6	94.1	.0	.0	.0	19.9	80.1	.0	.0	33.8	66.2	100.0	.0
1984	.0	67.2	4.5	88.8	.0	.0	.0	42.1	57.9	.0	.0	20.2	79.8	100.0	.0
1985	.0	79.8	4.1	86.5	.0	.0	.0	70.0	30.0	.0	.0	10.8	89.2	100.0	.0
1986	.0	76.2	10.1	82.7	.0	.0	.0	74.5	25.5	.0	.0	6.4	93.6	100.0	.0
1987	.0	35.9	.4	95.8	92.6	91.6	.9	3.8	3.6	.0	.0	1.4	98.6	100.0	.0
1988	.0	36.4	1.2	89.5	97.7	88.3	9.3	.4	1.9	.0	.0	1.1	98.9	100.0	.0
1989	.0	4.6	1.0	93.2	96.9	89.8	7.1	.0	3.1	.0	.0	1.1	98.9	100.0	.0
1990	.0	3.5	1.1	98.0	97.2	83.1	14.1	.0	2.8	.0	.0	.8	99.2	100.0	.0
1991	.0	8.0	.6	99.4	95.6	72.0	23.5	.0	4.4	.0	.0	.9	99.1	100.0	.0
1992	.0	41.3	3.8	94.5	98.4	74.9	23.5	.0	1.6	.0	.0	.0	100.0	100.0	.0
1993	.0	30.8	1.0	92.8	100.0	73.5	26.5	.0	.0	.0	.0	2.2	97.8	100.0	.0
1994	.0	40.0	2.2	92.8	100.0	74.4	25.6	.0	.0	.0	.0	1.4	98.6	100.0	.0
1995	.0	61.8	1.4	94.6	100.0	75.2	24.8	.0	.0	.0	.0	.2	99.8	100.0	.0
1996	.0	73.7	1.3	94.6	98.9	.0	98.9	.0	1.1	.0	.0	.0	100.0	100.0	.0
1997	.3	87.9	.3	99.7	99.9	.0	99.9	.0	.1	.0	.0	.0	100.0	99.7	.3
1998	.0	81.3	1.1	98.9	99.9	.0	99.9	.0	.1	2.2	.0	.0	100.0	97.8	2.2
1999	.3	53.9	1.3	98.7	100.0	.0	100.0	.0	.0	.0	.0	.0	100.0	99.7	.3
2000	.4	64.5	1.1	98.9	100.0	.0	100.0	.0	.0	.0	.0	2.2	97.8	88.6	11.4

Table G-24 CHARACTERISTICS OF 1975 TO 2000 6000-LB. TRUCKS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1975	1	.000	10.0	12.3	10.9	6000	329	152	16.9	105	.463	.0253	33.2
1976	1	.001	10.6	13.9	11.9	6000	373	161	16.3	108	.433	.0268	35.8
1977	2	.001	11.2	14.2	12.4	6000	362	165	16.0	109	.458	.0275	37.4
1978	2	.001	10.7	13.4	11.8	6000	373	170	15.6	110	.458	.0284	35.4
1979	10	.003	9.7	12.6	10.8	6000	411	189	15.7	115	.448	.0315	32.6
1980	4	.002	10.8	14.9	12.3	6000	362	169	15.8	110	.467	.0282	37.5
1982	4	.002	18.2	26.2	21.1	6000	350	130	19.5	100	.372	.0217	63.4
1983	4	.002	17.4	25.3	20.2	6000	378	131	19.4	100	.346	.0218	61.3
1984	4	.001	17.4	25.8	20.4	6000	378	131	19.4	100	.346	.0218	61.9
1985	8	.002	18.0	27.6	21.4	6000	378	132	19.3	100	.349	.0219	64.6
1986	6	.001	18.8	28.5	22.2	6000	379	130	19.5	100	.343	.0217	66.8
1987	3	.001	18.1	26.8	21.2	6000	377	136	19.0	102	.363	.0227	64.5
1988	4	.001	16.0	23.6	18.7	6000	369	158	17.3	107	.431	.0263	57.7
1989	33	.007	13.5	20.0	15.8	6000	352	205	13.7	119	.584	.0341	47.8
1990	32	.008	13.6	20.4	16.0	6000	352	206	13.6	119	.587	.0343	48.3
1991	18	.005	13.5	19.9	15.8	6000	351	206	13.5	119	.588	.0344	47.5
1992	25	.006	12.5	19.3	14.9	6000	350	209	13.3	120	.595	.0348	44.7
1993	49	.010	13.4	20.1	15.8	6000	350	210	13.3	120	.600	.0350	47.4
1994	69	.012	13.9	20.0	16.1	6000	352	208	13.4	120	.592	.0347	48.4
1995	70	.012	13.6	19.9	15.8	6000	352	207	13.4	119	.590	.0346	47.6
1996	63	.012	14.1	21.6	16.7	6000	350	246	11.7	129	.703	.0410	50.2
1997	78	.013	14.2	21.3	16.7	6000	350	248	11.6	129	.709	.0413	50.1
1998	98	.015	13.3	20.9	15.9	6000	340	231	12.3	125	.685	.0386	47.7
1999	318	.044	13.7	20.8	16.2	6000	338	251	11.5	130	.745	.0419	48.7
2000	316	.043	14.0	21.0	16.4	6000	329	261	11.2	133	.794	.0435	49.3

PERCENT OF 6000 LB. TRUCKS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1975	.0	14.6	74.8	.0	.0	.0	.0	100.0	.0	.0	.0	85.4	14.6	100.0	.0
1976	.0	64.4	38.8	.0	.0	.0	.0	100.0	.0	.0	.0	35.6	64.4	100.0	.0
1977	.0	53.5	36.7	.0	.0	.0	.0	100.0	.0	.0	.0	46.5	53.5	100.0	.0
1978	.0	64.2	33.8	.0	.0	.0	.0	100.0	.0	.0	.0	30.3	69.7	100.0	.0
1979	.0	43.1	.0	.0	.0	.0	.0	100.0	.0	.0	.0	.0	100.0	100.0	.0
1980	.0	2.3	.0	76.5	.0	.0	.0	100.0	.0	.0	.0	.0	100.0	100.0	.0
1982	.0	99.3	.0	100.0	.0	.0	.0	.7	99.3	.0	.0	.0	100.0	100.0	.0
1983	.0	95.5	.0	95.5	.0	.0	.0	4.5	95.5	.0	.0	.0	100.0	100.0	.0
1984	.0	95.4	.0	95.4	.0	.0	.0	4.6	95.4	.0	.0	.0	100.0	100.0	.0
1985	.0	41.2	2.5	97.5	.0	.0	.0	4.7	95.3	.0	.0	14.0	86.0	100.0	.0
1986	.0	41.5	.3	99.7	.0	.0	.0	.0	100.0	.0	.0	15.3	84.7	100.0	.0
1987	.0	48.5	7.9	92.1	7.8	7.8	.0	.0	92.2	.0	.0	14.6	85.4	100.0	.0
1988	.0	61.9	7.4	92.6	32.9	32.9	.0	.0	67.1	.0	.0	11.9	88.1	100.0	.0
1989	.0	96.3	1.1	98.9	93.7	93.7	.0	.0	6.3	.0	.0	.9	99.1	100.0	.0
1990	.0	96.8	.7	99.3	94.5	94.5	.0	.0	5.5	.0	.0	.7	99.3	100.0	.0
1991	.0	94.9	.1	99.9	94.7	94.7	.0	.0	5.3	.0	.0	1.3	98.7	100.0	.0
1992	.0	82.5	.0	100.0	99.2	82.5	16.7	.0	.8	.0	.0	.8	99.2	100.0	.0
1993	.0	99.8	.0	100.0	100.0	99.8	.2	.0	.0	.0	.0	.2	99.8	100.0	.0
1994	.0	91.6	.0	100.0	100.0	87.0	13.0	.0	.0	.0	.0	.1	99.9	100.0	.0
1995	.0	91.3	.0	100.0	100.0	86.4	13.6	.0	.0	.0	.0	.1	99.9	100.0	.0
1996	.0	92.5	.0	100.0	99.3	.0	99.3	.0	.7	.0	.0	.0	100.0	100.0	.0
1997	.0	95.5	.0	100.0	98.4	.0	98.4	.0	1.6	.0	.0	.0	100.0	100.0	.0
1998	.0	97.4	.2	99.8	99.1	.0	99.1	.0	.9	6.6	.0	.0	100.0	93.4	6.6
1999	.0	98.6	.1	99.9	99.8	.0	99.8	.0	.2	10.5	.0	.0	100.0	89.5	10.5
2000	.0	94.6	.1	99.9	100.0	.0	100.0	.0	.0	27.3	.0	.0	100.0	87.7	12.3

Table G-25 CHARACTERISTICS OF 1975 TO 2000 6500-LB. TRUCKS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1975	1	.000	9.9	11.6	10.6	6500	321	150	18.6	103	.468	.0231	34.5
1976	1	.000	10.4	13.3	11.5	6500	324	144	19.2	102	.447	.0222	37.6
1977	1	.001	11.4	13.6	12.3	6500	316	142	19.3	101	.453	.0219	40.1
1978	2	.000	10.7	13.2	11.7	6500	327	155	18.1	104	.474	.0239	38.2
1980	1	.000	10.6	14.5	12.0	6500	368	150	18.5	103	.408	.0231	39.2
1991	1	.000	16.8	26.7	20.2	6500	379	140	19.6	101	.369	.0215	65.5

PERCENT OF 6500 LB. TRUCKS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1975	.0	.0	.0	.0	.0	.0	.0	100.0	.0	.0	.0	100.0	.0	100.0	.0
1976	.0	.0	.2	.0	.0	.0	.0	100.0	.0	.0	.0	100.0	.0	100.0	.0
1977	.0	.0	.0	.0	.0	.0	.0	100.0	.0	.0	.0	100.0	.0	100.0	.0
1978	.0	.0	.0	.0	.0	.0	.0	100.0	.0	.0	.0	86.8	13.2	100.0	.0
1980	.0	.0	.0	.0	.0	.0	.0	100.0	.0	.0	.0	.0	100.0	100.0	.0
1991	.0	100.0	.0	100.0	.0	.0	.0	.0	100.0	.0	.0	.0	100.0	100.0	.0

Appendix H

Table H-1 CHARACTERISTICS OF 1975 TO 2000 CARS M-3 TRANS.

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1978	47	.004	19.2	27.7	[illegible]	3441	113.5	219	100	15.0	104	.459	.0293	38.3	2549	4350
1979	23	.002	19.3	26.8	22.1	3584	111.7	224	102	15.2	104	.458	.0286	39.7	2493	4446
1980	17	.002	18.8	25.0	21.1	3526	109.1	228	111	14.2	107	.485	.0314	37.4	2310	4074
1981	9	.001	18.8	25.9	21.4	3500	103.7	229	115	13.7	109	.501	.0328	37.5	2223	3890

PERCENT OF M-3:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	EUR	ASIA
1978	.0	.0	100.0	.0	.0	.0	.0	100.0	.0	.0	39.4	60.6	.0	100.0	.0	.0
1979	.0	.0	100.0	.0	.0	.0	.0	100.0	.0	.0	42.9	57.1	.0	100.0	.0	.0
1980	.0	.0	100.0	.0	.0	.0	.0	100.0	.0	.0	40.2	59.8	.0	100.0	.0	.0
1981	.0	.0	100.0	.0	.0	.0	.0	100.0	.0	.0	67.3	32.7	.0	100.0	.0	.0

Table H-2 CHARACTERISTICS OF 1975 TO 2000 CARS M-4 TRANS.

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1978	1129	.101	23.9	34.4	27.7	2567	88.4	123	82	14.4	104	.701	.0316	36.3	2591	3231
1979	1509	.140	23.0	33.6	27.8	2606	89.9	123	83	14.5	104	.696	.0313	35.4	2502	3194
1980	1733	.183	23.9	35.4	28.0	2582	93.9	123	80	14.7	103	.659	.0306	36.6	2706	3452
1981	1335	.153	26.8	39.2	31.2	2499	99.0	116	78	14.4	103	.692	.0312	39.5	3162	3903
1982	1074	.137	26.6	39.8	31.3	2556	94.7	117	77	14.9	102	.675	.0299	40.5	3042	3834
1983	542	.068	29.0	41.9	33.7	2494	98.6	112	75	14.9	102	.682	.0299	42.6	3417	4198
1984	668	.063	30.2	43.8	35.1	2505	93.6	112	77	14.7	103	.695	.0306	44.5	3405	4186
1985	444	.041	31.3	45.4	36.4	2508	98.5	110	80	14.2	104	.733	.0319	46.1	3694	4559
1986	489	.044	30.1	43.2	34.9	2535	95.5	114	83	14.1	105	.738	.0324	45.0	3470	4333
1987	344	.032	31.6	43.0	35.9	2417	94.4	100	77	14.4	103	.769	.0314	44.1	3493	4183
1988	487	.045	32.9	44.0	37.1	2354	96.4	97	74	14.4	103	.761	.0311	44.1	3661	4272
1989	315	.031	33.4	45.9	38.1	2380	98.0	96	79	13.7	105	.824	.0330	45.7	3793	4483
1990	194	.022	33.1	45.1	37.6	2462	97.1	97	86	13.0	107	.892	.0350	46.5	3680	4528
1991	143	.017	34.5	45.8	38.8	2417	97.2	91	89	12.5	109	.975	.0370	47.0	3786	4572
1992	107	.013	33.9	46.0	38.5	2376	96.4	91	88	12.5	109	.963	.0371	45.7	3715	4409
1993	78	.009	34.[illegible]	45.7	38.6	2308	96.2	89	81	12.9	107	.911	.0354	44.5	3714	4285
1994	52	.006	34.[illegible]	46.7	39.2	2250	95.0	89	82	12.6	108	.921	.0364	44.1	3728	4194
1995	18	.002	37.3	51.1	42.5	2250	90.0	91	93	11.4	113	1.022	.0413	47.8	3824	4302
1996	20	.003	37.4	51.2	42.6	2250	90.0	91	93	11.4	113	1.022	.0413	4[illegible].9	3830	4309

PERCENT OF M-4:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	EUR	ASIA
1978	44.2	.0	100.0	.0	21.2	.0	21.2	75.1	3.7	.0	95.3	4.7	.0	42.4	41.4	16.2
1979	32.0	2.5	100.0	.0	9.8	.0	9.8	87.5	2.7	.0	95.1	4.9	.0	50.1	21.9	28.0
1980	47.2	2.6	100.0	.0	8.3	.0	8.3	83.9	7.7	.0	86.1	13.9	.0	59.6	25.1	15.3
1981	62.3	3.4	100.0	.0	4.3	.0	4.3	88.8	6.9	.0	85.5	14.5	.0	69.5	12.0	18.5
1982	69.6	3.7	100.0	.0	8.0	3.6	4.4	88.5	3.5	.0	94.1	5.9	.0	76.1	10.7	13.1
1983	65.4	7.8	100.0	.0	20.5	13.0	7.5	76.0	3.5	.0	93.8	6.2	.0	62.9	11.9	25.2
1984	61.2	5.5	100.0	.0	34.5	28.8	5.7	61.8	3.7	.0	95.7	4.3	.0	71.9	8.3	19.8
1985	74.5	.8	100.0	.0	27.5	18.4	9.0	72.1	.4	.0	94.9	5.1	.0	76.4	5.1	18.6
1986	74.2	.9	100.0	.0	23.6	9.1	14.4	76.4	.1	.2	97.4	2.6	.0	61.9	11.3	26.8
1987	92.0	1.0	100.0	.0	45.3	31.2	14.2	54.7	.0	1.5	98.8	1.2	.0	36.4	25.6	37.9
1988	97.9	.6	100.0	.0	55.6	36.1	19.5	44.4	.0	4.4	99.6	.4	.0	12.5	23.4	64.1
1989	99.3	.3	100.0	.0	65.6	44.7	20.9	34.4	.0	7.6	99.6	.4	.0	9.7	11.8	78.5
1990	99.6	.0	100.0	.0	90.3	58.4	31.9	9.7	.0	17.6	99.6	.4	.0	7.8	12.1	80.1
1991	100.0	.0	100.0	.0	99.6	30.1	69.5	.4	.0	41.2	100.0	.0	.0	.0	3.7	96.3
1992	100.0	.0	100.0	.0	100.0	2.5	97.5	.0	.0	20.0	100.0	.0	.0	.0	1.3	98.7
1993	100.0	.0	100.0	.0	100.0	4.2	95.8	.0	.0	.0	100.0	.0	.0	.0	.0	100.0
1994	100.0	.0	100.0	.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	.0	100.0
1995	100.0	.0	100.0	.0	100.0	.0	100.0	.0	.0	100.0	100.0	.0	.0	.0	.0	100.0
1996	100.0	.0	100.0	.0	100.0	.0	100.0	.0	.0	100.0	100.0	.0	.0	.0	.0	100.0

Table H-3

CHARACTERISTICS OF 1975 TO 2000 CARS

M-5 TRANS.

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1978	1037	.093	24.8	35.7	28.7	2564	86.2	114	84	14.1	105	.753	.0326	37.6	2586	3247
1979	742	.069	22.0	33.0	25.9	2633	82.6	117	85	14.3	105	.724	.0318	34.8	2258	2896
1980	1173	.124	24.9	36.6	29.1	2541	86.7	110	80	14.4	104	.726	.0313	37.5	2627	3274
1981	1263	.145	27.6	39.3	31.3	2488	87.2	110	79	14.4	103	.710	.0313	40.1	2870	3513
1982	1210	.155	27.9	40.0	32.3	2519	89.8	113	81	14.3	104	.710	.0318	41.4	3025	3744
1983	1543	.193	27.3	40.3	31.9	2583	93.3	120	87	13.9	106	.732	.0331	42.0	3131	3957
1984	1908	.179	26.9	39.8	31.5	2646	94.3	125	94	13.4	108	.757	.0349	42.5	3106	4032
1985	2019	.187	27.3	40.7	32.1	2629	93.7	121	95	13.1	109	.791	.0358	42.8	3136	4033
1986	2239	.203	27.6	40.6	32.2	2684	96.0	122	97	13.2	109	.805	.0356	43.9	3213	4218
1987	2328	.217	27.2	40.3	31.9	2719	95.5	121	99	13.2	110	.821	.0358	43.8	3146	4193
1988	2116	.197	27.6	40.8	32.3	2738	96.8	122	103	12.8	111	.852	.0370	44.8	3240	4341
1989	1784	.178	27.1	40.4	31.8	2786	98.0	125	108	12.4	113	.883	.0382	44.8	3218	4396
1990	1528	.173	26.7	39.4	31.2	2834	95.9	125	118	11.8	116	.967	.0410	44.7	3083	4294
1991	1599	.188	27.6	40.6	32.3	2796	95.7	121	117	11.9	116	.974	.0409	45.7	3200	4384
1992	1299	.160	27.7	41.2	32.5	2813	96.7	121	121	11.6	118	1.009	.0423	46.4	3268	4496
1993	1416	.167	28.4	42.1	33.3	2771	97.1	120	117	11.8	117	.978	.0415	46.8	3357	4557
1994	1329	.158	28.4	42.5	33.4	2831	97.8	123	119	11.7	117	.986	.0414	48.0	3393	4709
1995	1476	.157	28.1	42.7	33.2	2869	99.2	125	126	11.3	119	1.026	.0433	48.3	3407	4798
1996	1125	.143	28.1	42.8	33.2	2912	100.1	128	130	11.1	120	1.029	.0441	48.9	3426	4906
1997	1096	.132	28.2	42.9	33.3	2897	98.7	125	129	11.1	120	1.048	.0441	48.8	3380	4832
1998	954	.120	27.8	42.4	32.9	2961	99.6	130	134	10.9	122	1.052	.0448	49.3	3365	4917
1999	1149	.133	27.4	41.6	32.3	3010	100.0	131	138	10.9	122	1.068	.0454	49.3	3324	4948
2000	1141	.132	26.9	40.9	31.8	3032	100.6	133	141	10.7	124	1.084	.0463	48.6	3275	4904

PERCENT OF M-5:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	EUR	ASIA
1978	20.5	.0	100.0	.0	5.8	.0	5.8	94.2	.0	.0	99.8	.2	.0	8.7	5.5	85.8
1979	33.8	.0	100.0	.0	16.3	.0	16.3	81.7	2.0	.0	99.9	.1	.0	1.4	14.6	84.0
1980	39.2	.0	100.0	.0	19.5	.0	19.5	78.[illegible]	2.4	.0	99.3	.7	.0	.5	15.5	83.9
1981	49.8	.0	100.0	.0	20.2	.0	20.2	74.5	5.3	.0	100.0	.0	.0	1.8	15.9	82.3
1982	56.1	.2	100.0	.0	20.2	.0	20.2	74.9	4.9	.0	100.0	.0	.0	2.4	15.5	82.1
1983	66.4	6.1	100.0	.0	32.0	7.0	25.0	67.3	.8	.0	99.3	.7	.0	23.1	11.1	65.8
1984	69.6	1.4	100.0	.0	39.9	8.9	31.0	56.9	3.2	.0	99.2	.8	.0	32.8	14.0	53.2
1985	70.3	5.8	100.0	.0	42.4	9.3	33.2	55.6	2.0	.0	98.4	1.6	.0	25.9	14.2	60.0
1986	78.6	3.6	100.0	.0	57.7	12.0	45.7	41.2	1.1	5.6	96.4	3.2	.4	25.8	12.9	61.3
1987	79.2	3.4	100.0	.0	61.9	16.3	45.6	37.9	.2	11.0	97.8	1.9	.3	25.4	11.8	62.8
1988	83.0	3.1	100.0	.0	74.0	25.3	48.7	26.0	.0	19.1	95.5	4.2	.3	28.1	7.7	64.2
1989	83.2	3.2	100.0	.0	83.3	24.3	59.0	16.4	.2	22.9	92.1	7.7	.2	27.6	7.6	64.7
1990	83.5	2.6	100.0	.0	97.9	20.9	77.0	2.0	.1	47.5	93.7	6.1	.1	19.0	6.8	74.2
1991	84.3	3.1	100.0	.0	99.5	23.6	75.9	.2	.3	51.6	94.7	5.0	.3	20.9	6.9	72.2
1992	85.1	3.4	100.0	.0	99.9	13.5	86.4	.1	.1	55.0	95.0	4.7	.3	22.0	7.3	70.6
1993	89.3	2.3	100.0	.0	100.0	13.7	86.3	.0	.0	53.0	95.7	4.0	.3	28.7	5.0	66.3
1994	88.7	1.0	100.0	.0	100.0	9.8	90.2	.0	.0	59.3	96.6	3.2	.2	22.4	5.7	71.9
1995	86.1	2.2	100.0	.0	100.0	2.9	97.1	.0	.0	66.5	93.9	5.9	.2	33.5	9.2	57.2
1996	86.6	3.1	100.0	.0	99.6	3.3	96.3	.0	.4	66.6	89.0	10.9	.1	33.0	11.2	55.8
1997	86.4	3.4	100.0	.0	99.7	1.6	98.1	.0	.3	66.0	92.3	7.3	.4	31.2	13.9	54.8
1998	83.8	4.5	100.0	.0	98.8	1.2	97.6	.0	1.2	65.7	88.4	11.4	.1	35.8	17.6	46.7
1999	84.0	3.7	100.0	.0	97.8	.9	96.9	.0	2.2	62.0	85.3	14.7	.0	27.0	27.8	45.2
2000	82.0	4.7	100.0	.0	99.1	1.0	98.2	.0	.9	63.2	85.1	14.9	.0	30.5	22.7	46.8

Table H-4 CHARACTERISTICS OF 1975 TO 2000 CARS M-6 TRANS.

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1989	4	.000	18.2	32.6	22.7	3500	50.0	350	240	7.7	154	.686	.0686	39.0	1136	1988
1990	7	.001	17.9	31.6	22.3	3503	50.0	350	302	6.6	177	.864	.0863	39.0	1113	1949
1991	6	.001	17.6	31.3	21.9	3583	53.3	346	296	6.8	173	.857	.0831	39.3	1158	2088
1992	6	.001	18.3	31.8	22.7	3531	52.8	338	303	6.5	177	.914	.0860	40.1	1195	2115
1993	14	.002	18.5	31.8	22.8	3540	73.4	332	284	6.9	169	.896	.0804	40.4	1685	2989
1994	27	.003	18.5	32.7	23.0	3607	79.5	324	276	7.2	165	.932	.0765	41.6	1846	3344
1995	35	.004	18.2	32.4	22.6	3637	79.2	310	269	7.3	162	.934	.0740	41.4	1814	3306
1996	27	.003	17.5	31.7	21.9	3623	73.2	323	291	6.9	170	.954	.0807	40.1	1632	2989
1997	26	.003	17.9	31.8	22.3	3675	79.4	309	320	6.5	180	1.090	.0875	41.9	1834	3405
1998	23	.003	18.9	33.1	23.4	3654	76.5	327	319	6.4	180	1.002	.0878	43.4	1827	3371
1999	31	.004	19.3	33.3	23.8	3637	77.8	301	304	6.7	174	1.062	.0835	43.9	1886	3483
2000	66	.008	20.2	33.2	24.6	3386	72.8	233	283	6.8	172	1.356	.0831	41.8	1819	3090

PERCENT OF M-6:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	EUR	ASIA
1989	.0	.0	100.0	.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0
1990	.0	.0	100.0	.0	100.0	.0	100.0	.0	.0	37.2	100.0	.0	.0	100.0	.0	.0
1991	.0	.0	100.0	.0	100.0	.0	100.0	.0	.0	30.8	100.0	.0	.0	92.1	7.9	.0
1992	.0	.0	100.0	.0	100.0	.0	100.0	.0	.0	16.2	100.0	.0	.0	87.8	12.2	.0
1993	6.4	.0	100.0	.0	100.0	.0	100.0	.0	.0	11.4	100.0	.0	.0	83.1	5.5	11.4
1994	12.1	.0	100.0	.0	100.0	.0	100.0	.0	.0	20.3	100.0	.0	.0	76.8	4.5	18.7
1995	6.0	1.5	100.0	.0	100.0	.0	100.0	.0	.0	15.9	100.0	.0	.0	67.0	24.0	9.0
1996	.0	13.3	100.0	.0	100.0	.0	100.0	.0	.0	2.6	100.0	.0	.0	73.1	24.2	2.6
1997	.0	10.6	100.0	.0	100.0	.0	100.0	.0	.0	16.8	100.0	.0	.0	60.3	32.8	6.9
1998	.0	2.8	100.0	.0	100.0	.0	100.0	.0	.0	12.9	100.0	.0	.0	76.8	20.0	3.2
1999	.0	7.7	100.0	.0	100.0	.0	100.0	.0	.0	36.9	100.0	.0	.0	62.0	31.8	6.2
2000	12.2	11.5	100.0	.0	100.0	.0	100.0	.0	.0	51.5	95.5	4.5	.0	36.4	32.5	31.0

Table H-5 CHARACTERISTICS OF 1975 TO 2000 CARS A-3 TRANS.

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1978	8125	.727	16.2	22.9	18.6	3818	114.4	283	133	13.6	113	.493	.0347	35.6	2166	4097
1979	7462	.691	16.7	22.8	19.0	3729	115.0	269	129	13.7	112	.501	.0343	35.5	2212	4098
1980	4814	.510	19.5	27.1	22.3	3215	107.8	203	106	14.1	108	.562	.0328	35.9	2437	3893
1981	3027	.347	21.4	29.4	24.4	2958	106.5	165	95	14.4	106	.621	.0321	36.1	2629	3851
1982	1251	.160	24.7	33.1	27.9	2679	101.1	124	84	14.8	104	.684	.0311	37.5	2862	3809
1983	1158	.145	25.1	33.2	28.2	2749	106.1	130	85	14.8	104	.670	.0309	39.0	3045	4144
1984	1667	.156	24.9	34.0	28.3	2741	106.0	128	88	14.4	105	.691	.0321	38.9	3030	4124
1985	1798	.167	25.4	34.5	28.8	2764	105.3	129	99	13.3	109	.769	.0356	40.0	3072	4211
1986	1742	.158	25.3	34.5	28.8	2778	105.5	129	97	13.6	109	.756	.0348	40.1	3078	4231
1987	1498	.140	24.7	34.3	28.2	2763	105.1	130	97	13.6	109	.752	.0349	39.2	3006	4118
1988	892	.083	25.2	34.7	28.7	2792	103.4	125	98	13.5	109	.795	.0350	40.3	3022	4165
1989	815	.081	25.3	34.6	28.8	2818	102.8	126	97	13.7	108	.774	.0341	40.7	3019	4183
1990	535	.061	25.4	34.6	28.8	2869	101.6	128	98	13.7	108	.774	.0341	41.5	2977	4221
1991	368	.043	23.9	33.0	27.3	2834	99.5	124	96	13.9	107	.784	.0334	39.0	2788	3872
1992	394	.049	25.6	35.7	29.3	2799	99.2	126	98	13.7	108	.797	.0345	41.2	2969	4084
1993	351	.042	25.8	35.9	29.5	2819	100.6	128	96	13.8	108	.767	.0338	41.8	3017	4202
1994	267	.032	26.8	37.2	30.6	2735	100.2	120	91	14.0	106	.784	.0330	42.1	3146	4214
1995	67	.007	32.8	43.1	36.8	2358	99.8	84	79	13.8	105	.945	.0336	43.4	3675	4328
1996	71	.009	32.7	43.1	36.7	2322	99.9	94	77	14.0	104	.818	.0329	42.6	3666	4253
1997	49	.006	33.2	43.7	37.2	2250	90.5	79	70	14.6	102	.886	.0311	41.8	3367	3787
1998	21	.003	33.2	43.8	37.2	2274	89.9	80	80	13.2	106	.998	.0351	42.3	3354	3806
1999	19	.002	33.4	44.1	37.5	2250	87.8	79	79	13.2	106	1.000	.0351	42.2	3295	3707
2000	23	.003	33.5	44.1	37.6	2250	87.9	79	79	13.2	106	1.000	.0351	42.3	3303	3716

PERCENT OF A-3:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	EUR	ASIA
1978	3.9	.0	.0	.0	3.2	.0	3.2	96.3	.5	.0	31.2	40.6	28.2	93.4	1.9	4.6
1979	5.6	.0	.0	.0	3.0	.0	3.0	95.1	1.9	.0	31.4	38.5	30.2	94.1	1.7	4.2
1980	29.3	.8	.0	.0	4.8	.9	3.9	92.9	2.3	.0	43.9	43.9	12.2	85.5	2.9	11.7
1981	56.9	.0	.0	.0	11.0	5.1	5.9	87.1	1.8	.0	51.2	45.6	3.2	81.3	3.8	14.8
1982	76.5	.0	.0	.0	9.0	.1	8.9	89.3	1.8	.0	67.8	32.2	.1	57.7	8.6	33.8
1983	76.1	5.6	.0	.0	14.1	7.1	7.0	84.9	1.0	.0	54.9	45.0	.1	73.4	7.2	19.5
1984	94.0	.4	.0	.0	25.3	12.2	13.1	74.3	.4	.0	66.7	33.2	.1	84.1	9.0	6.9
1985	92.8	1.1	.0	.0	52.9	34.9	18.0	47.0	.1	.0	65.1	34.9	.0	83.7	8.2	8.1
1986	92.0	1.8	.0	.0	65.3	42.7	22.6	34.7	.0	.4	65.6	34.3	.1	76.4	8.7	14.9
1987	96.0	2.4	.0	.0	79.0	56.9	22.2	21.0	.0	.6	70.9	29.1	.0	81.9	7.8	10.4
1988	96.9	1.7	.0	.0	91.6	37.3	54.3	8.4	.0	1.1	90.7	9.3	.0	71.8	10.3	17.9
1989	95.9	2.8	.0	.0	95.1	30.3	64.8	4.9	.0	2.3	91.6	8.4	.0	73.8	9.0	17.3
1990	97.9	1.0	.0	.0	100.0	26.4	73.6	.0	.0	1.1	96.6	3.4	.0	78.4	10.3	11.3
1991	97.8	1.2	.0	.0	100.0	20.4	79.6	.0	.0	1.9	99.6	.4	.0	65.6	9.7	24.7
1992	97.8	1.6	.0	.0	100.0	22.6	77.4	.0	.0	9.3	100.0	.0	.0	67.2	6.2	26.6
1993	99.4	.6	.0	.0	100.0	14.6	85.4	.0	.0	1.3	100.0	.0	.0	73.9	1.7	24.4
1994	99.8	.2	.0	.0	100.0	18.9	81.1	.0	.0	.7	100.0	.0	.0	67.9	.7	31.4
1995	100.0	.0	.0	.0	100.0	56.6	43.4	.0	.0	.0	100.0	.0	.0	.0	.0	100.0
1996	100.0	.0	.0	.0	100.0	69.2	30.8	.0	.0	.0	100.0	.0	.0	.0	.0	100.0
1997	100.0	.0	.0	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	.0	.0	100.0
1998	100.0	.0	.0	.0	100.0	.0	100.0	.0	.0	98.1	100.0	.0	.0	1.9	.0	98.1
1999	100.0	.0	.0	.0	100.0	.0	100.0	.0	.0	100.0	100.0	.0	.0	.0	.0	100.0
2000	100.0	.0	.0	.0	100.0	.0	100.0	.0	.0	100.0	100.0	.0	.0	.0	.0	100.0

Table H-6 CHARACTERISTICS OF 1975 TO 2000 CARS A-4 TRANS.

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1978	42	.004	19.6	25.6	22.0	3589	102.4	167	105	15.8	105	.632	.0298	40.5	2306	4140
1979	57	.005	20.5	26.5	23.8	3567	100.6	168	102	16.2	104	.609	.0291	42.0	2361	4278
1980	57	.006	22.5	27.6	24.5	3477	101.0	169	95	16.6	103	.569	.0280	43.4	2511	4438
1981	135	.016	23.2	30.6	26.0	3277	94.6	165	105	14.6	107	.635	.0322	43.1	2514	4124
1982	230	.029	21.3	29.6	24.4	3456	107.6	194	114	14.0	109	.624	.0332	42.7	2650	4596
1983	183	.023	24.1	31.8	27.1	3325	99.1	156	112	13.9	109	.723	.0338	45.6	2743	4556
1984	206	.019	22.4	30.5	25.4	3376	99.5	166	127	12.8	115	.775	.0377	43.6	2592	4368
1985	200	.019	22.0	29.2	24.7	3408	100.5	168	129	12.6	115	.790	.0381	42.7	2547	4308
1986	154	.014	20.0	27.1	22.6	3514	105.6	191	158	11.3	124	.852	.0443	40.3	2484	4304
1987	181	.017	20.3	27.7	23.1	3519	105.9	190	161	11.0	125	.871	.0452	41.3	2538	4422
1988	142	.013	19.7	27.2	22.5	3504	104.6	188	161	11.0	125	.886	.0455	39.7	2422	4184
1989	147	.015	19.5	27.4	22.4	3546	106.6	184	163	10.9	125	.912	.0455	40.0	2441	4287
1990	117	.013	19.7	27.9	22.7	3652	110.1	175	160	11.5	123	.926	.0434	41.6	2533	4583
1991	131	.015	19.9	28.7	23.1	3662	106.2	177	167	11.1	126	.970	.0453	42.6	2502	4533
1992	100	.012	19.6	28.8	22.9	3757	107.3	182	181	10.9	129	.986	.0472	43.3	2514	4654
1993	83	.010	20.2	29.7	23.6	3853	109.5	186	186	10.9	130	.991	.0474	45.6	2620	4996
1994	64	.008	20.[illegible]	30.2	23.7	3934	105.9	200	219	9.4	140	1.102	.0551	46.7	2546	4951
1995	91	.010	21.0	31.6	24.8	4003	104.0	202	216	9.7	138	1.076	.0535	50.1	2645	5235
1996	44	.006	22.8	35.0	27.1	3720	104.4	171	172	10.9	127	1.008	.0460	[illegible]	2861	5332
1997	1	.000	18.6	30.5	22.6	3500	59.9	220	270	7.0	165	1.227	.0771	39.5	1351	2364
1998	0	.000	18.3	30.1	22.2	3500	59.9	220	270	7.0	165	1.227	.0771	38.9	1331	2329
1999	18	.002	23.4	38.3	28.4	3190	108.6	122	125	12.2	116	1.021	.0392	45.2	3087	4916
2000	32	.004	23.8	39.0	28.8	3114	107.3	119	122	12.1	116	1.031	.0394	44.8	3100	4817

PERCENT OF A-4:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	EUR	ASIA
1978	.0	.0	.0	.0	15.1	.0	15.1	36.6	48.3	.0	100.0	.0	.0	.0	64.7	35.3
1979	.0	.0	.0	.0	23.5	.0	23.5	20.3	56.1	.0	95.6	4.4	.0	.0	62.6	37.4
1980	.0	.0	.0	.0	39.8	.0	39.8	.0	60.2	.0	94.4	5.6	.0	.0	63.6	36.4
1981	.0	.0	.0	.0	32.1	.0	32.1	41.4	26.5	.0	96.9	3.1	.0	.0	35.8	64.2
1982	.0	.0	.0	.0	57.1	24.5	32.7	23.5	19.4	.0	70.1	5.4	24.5	24.5	36.6	38.9
1983	10.1	4.2	.0	.0	59.5	.0	59.5	13.0	27.5	.0	85.6	14.4	.0	.0	65.7	34.3
1984	.0	.0	.0	.0	80.0	.0	80.0	.0	20.0	.0	82.5	17.5	.0	.0	79.7	20.3
1985	.0	.0	.0	.0	82.3	.0	82.3	.0	17.7	.0	70.5	29.5	.0	.0	80.9	19.1
1986	.0	.0	.0	.0	95.8	.0	95.8	.0	4.2	.5	57.3	42.7	.0	1.6	96.3	2.0
1987	.0	.0	.0	.0	87.1	.0	87.1	.0	12.9	1.1	57.3	42.7	.0	.0	99.9	.1
1988	5.9	.0	.0	.0	99.5	.0	99.5	.0	.5	.8	64.2	35.8	.0	.0	94.1	5.9
1989	4.0	.0	.0	.0	99.8	.0	99.8	.0	.2	3.1	64.0	36.0	.0	.0	96.0	4.0
1990	7.5	.4	.0	.0	98.3	.0	98.3	.0	1.7	4.5	55.4	44.6	.0	.0	92.5	7.5
1991	11.3	5.1	.0	.0	95.4	.0	95.4	.0	4.6	13.8	60.1	39.9	.0	.0	84.5	15.5
1992	10.4	5.0	.0	.0	96.0	.0	96.0	.0	4.0	12.6	62.8	26.8	10.4	.0	86.8	13.2
1993	10.8	.9	.0	.0	100.0	.0	100.0	.0	.0	62.8	59.4	27.6	12.9	.0	89.1	10.9
1994	2.3	.0	.0	.0	100.0	.0	100.0	.0	.0	83.8	70.3	19.5	10.2	.0	97.7	2.3
1995	.0	.0	.0	.0	93.6	.0	93.6	.0	6.4	98.8	80.8	8.1	11.1	.0	100.0	.0
1996	.0	.0	.0	.0	94.0	.0	94.0	.0	6.0	98.2	56.8	43.2	.0	.0	100.0	.0
1997	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	100.0	.0
1998	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	100.0	.0
1999	100.0	.0	.0	.0	100.0	.0	100.0	.0	.0	97.9	51.0	49.0	.0	.0	.0	100.0
2000	100.0	.0	.0	.0	100.0	.0	100.0	.0	.0	98.5	62.1	37.9	.0	.0	.0	100.0

Table H-7 CHARACTERISTICS OF 1975 TO 2000 CARS A-5 TRANS.

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1990	2	.000	18.1	28.1	21.5	4000	50.0	181	228	9.0	143	1.260	.0570	43.1	1077	2154
1991	3	.000	18.2	29.2	21.9	4000	50.0	181	228	9.0	143	1.260	.0570	43.8	1094	2188
1992	6	.001	17.0	25.9	20.1	4372	104.8	191	228	9.6	138	1.192	.0523	43.9	2078	4605
1993	6	.001	16.7	25.2	19.7	4941	114.6	193	228	10.6	133	1.180	.0462	48.6	2240	5568
1994	5	.001	18.8	30.9	22.8	4853	102.1	195	217	10.9	130	1.113	.0448	55.3	2320	5715
1995	13	.001	19.1	31.2	23.1	4500	109.6	195	217	10.2	134	1.113	.0482	52.0	2535	5703
1996	9	.001	19.1	31.2	23.1	4500	105.4	195	217	10.2	134	1.113	.0482	52.1	2437	5484
1997	1	.000	18.4	30.6	22.4	3000	50.0	151	201	7.9	148	1.331	.0670	33.6	1121	1681
1998	1	.000	18.4	30.6	22.4	3000	50.0	151	201	7.9	148	1.331	.0670	33.6	1121	1681
1999	4	.000	18.3	31.1	22.5	3198	59.9	173	239	7.3	159	1.370	.0740	35.9	1347	2188
2000	5	.001	18.7	31.7	23.0	3297	60.3	187	255	7.0	163	1.360	.0772	37.8	1381	2297

PERCENT OF A-5:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	EUR	ASIA
1990	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	100.0	100.0	.0	.0	.0	100.0	.0
1991	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	100.0	100.0	.0	.0	.0	100.0	.0
1992	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	100.0	25.6	.0	74.4	.0	100.0	.0
1993	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	100.0	11.8	.0	88.2	.0	100.0	.0
1994	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	100.0	29.3	.0	70.7	.0	100.0	.0
1995	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	100.0	21.0	.0	79.0	.0	100.0	.0
1996	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	100.0	27.2	.0	72.8	.0	100.0	.0
1997	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	100.0	100.0	.0	.0	.0	100.0	.0
1998	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	100.0	100.0	.0	.0	.0	100.0	.0
1999	.0	13.0	.0	.0	100.0	.0	100.0	.0	.0	100.0	100.0	.0	.0	.0	100.0	.0
2000	.0	5.7	.0	.0	100.0	.0	100.0	.0	.0	100.0	100.0	.0	.0	.0	100.0	.0

Table H-8 CHARACTERISTICS OF 1975 TO 2000 CARS A-6 TRANS.

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT- TON-MPG
1998	0	.000	11.0	18.0	13.3	3500	50.0	213	375	5.4	203	1.761	.1071	23.3	666	1166
1999	0	.000	11.0	18.0	13.3	3500	50.0	213	375	5.4	203	1.761	.1071	23.3	666	1166

PERCENT OF A-6:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	EUR	ASIA
1998	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	100.0	.0
1999	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	100.0	.0

Table H-9 CHARACTERISTICS OF 1975 TO 2000 CARS L-3 TRANS.

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1978	749	.067	14.7	21.6	17.2	4133	114.8	311	146	13.3	114	.471	.0352	35.6	1994	4088
1979	869	.080	16.0	22.9	18.5	3821	116.0	301	142	12.8	116	.472	.0373	35.5	2161	4115
1980	1339	.142	17.1	24.9	19.9	3759	117.5	270	120	14.5	109	.449	.0322	37.8	2369	4487
1981	2261	.259	19.3	27.9	22.4	3641	115.3	253	115	14.6	108	.466	.0317	41.2	2621	4790
1982	3031	.388	20.8	30.8	24.4	3265	111.6	204	105	14.4	107	.549	.0322	40.1	2764	4497
1983	2832	.354	20.9	30.8	24.4	3235	112.1	202	108	14.0	108	.563	.0331	39.7	2780	4457
1984	3927	.368	21.8	32.1	25.5	3184	111.1	190	106	14.0	108	.594	.0332	40.7	2868	4522
1985	3203	.297	22.9	33.9	26.8	3104	109.6	179	104	13.9	108	.611	.0333	41.7	2983	4585
1986	2990	.271	23.7	34.9	27.7	3022	107.5	167	100	14.0	108	.633	.0331	41.9	3015	4518
1987	2679	.250	25.0	36.4	29.1	2925	107.0	151	99	13.9	108	.684	.0335	42.6	3143	4568
1988	3027	.282	25.6	37.3	29.8	2866	105.8	140	101	13.5	109	.736	.0350	42.8	3179	4538
1989	2467	.246	25.7	37.7	30.0	2865	104.8	138	105	13.1	111	.775	.0365	43.0	3155	4511
1990	1980	.225	25.4	37.6	29.7	2913	104.1	139	111	12.7	113	.814	.0379	43.3	3102	4512
1991	1765	.207	24.8	37.1	29.1	2918	104.1	144	114	12.4	114	.806	.0389	42.6	3041	4431
1992	1634	.202	24.1	36.7	28.5	3003	104.0	151	123	11.9	117	.833	.0409	42.8	2976	4458
1993	1421	.168	[illegible]	36.8	28.4	3020	105.0	158	125	11.8	118	.808	.0414	[illegible]	2997	4517
1994	899	.107	25.8	38.0	30.2	2901	102.2	132	110	12.5	113	.852	.0380	43.8	3094	4482
1995	893	.095	26.8	39.4	31.3	2843	103.1	124	121	11.5	118	.982	.0427	44.5	3233	4592
1996	671	.085	27.3	39.4	31.6	2826	101.6	120	122	11.5	119	1.020	.0431	44.7	3221	4546
1997	611	.073	27.2	38.5	31.3	2817	99.8	116	114	12.0	115	.988	.0405	44.1	3127	4403
1998	438	.055	26.7	39.5	31.3	2842	100.8	123	125	11.1	120	1.016	.0440	44.5	3161	4483
1999	389	.045	26.4	39.1	30.9	2855	100.8	124	125	11.1	120	1.009	.0439	44.2	3128	4454
2000	362	.042	27.1	38.8	31.3	2848	101.4	124	125	11.1	120	1.013	.0441	44.7	3190	4530

PERCENT OF L-3:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	EUR	ASIA
1978	.0	.0	.0	100.0	.0	.0	.0	100.0	.0	.0	32.3	60.9	6.8	100.0	.0	.0
1979	.0	.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	84.3	15.7	100.0	.0	.0
1980	2.0	.0	.0	100.0	.0	.0	.0	91.7	8.3	.0	16.0	59.7	24.3	100.0	.0	.0
1981	.0	.7	.0	100.0	.3	.3	.0	87.8	11.9	.0	15.6	67.6	16.9	96.8	.0	3.2
1982	33.0	.7	.0	100.0	17.7	15.7	2.0	77.1	5.2	.0	36.5	56.7	6.8	96.3	.0	3.7
1983	41.4	1.3	.0	100.0	22.8	21.8	1.0	75.8	1.4	.0	33.9	57.7	8.4	93.1	.0	6.9
1984	51.2	1.0	.0	100.0	37.5	31.0	6.5	61.8	.7	.0	38.4	53.8	7.8	93.2	.0	6.8
1985	59.5	1.3	.0	100.0	56.2	49.2	7.0	43.7	.1	.0	44.4	54.2	1.3	88.8	.0	11.2
1986	72.1	.0	.0	100.0	71.5	61.8	9.7	28.5	.0	.0	56.7	42.1	1.2	87.4	.0	12.6
1987	88.4	.0	.0	100.0	70.6	56.2	14.4	29.4	.0	1.0	56.3	43.0	.8	76.8	.0	23.2
1988	97.7	.0	.0	100.0	84.1	58.8	25.3	15.9	.0	6.4	71.4	28.6	.0	77.5	.0	22.5
1989	99.2	.1	.0	100.0	88.1	60.3	27.8	11.9	.0	11.5	69.1	30.9	.0	78.8	.0	21.2
1990	99.9	.1	.0	100.0	98.1	56.0	42.1	1.9	.0	19.4	69.6	30.4	.0	74.6	.0	25.4
1991	100.0	.0	.0	100.0	100.0	56.8	43.2	.0	.0	14.1	66.6	33.4	.0	79.6	.0	20.4
1992	100.0	.0	.0	100.0	100.0	20.8	79.2	.0	.0	16.9	71.7	28.3	.0	80.0	.0	20.0
1993	100.0	.0	.0	100.0	100.0	19.6	80.4	.0	.0	6.9	72.4	27.6	.0	89.8	.0	10.2
1994	100.0	.0	.0	100.0	100.0	21.7	78.3	.0	.0	13.3	83.5	16.5	.0	79.9	.0	20.1
1995	100.0	.0	.0	100.0	100.0	3.1	96.9	.0	.0	59.3	92.6	7.4	.0	80.4	.0	19.6
1996	100.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	52.9	98.2	1.8	.0	72.5	.0	27.5
1997	100.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	60.8	100.0	.0	.0	62.6	.0	37.4
1998	100.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	62.0	100.0	.0	.0	79.2	.0	20.8
1999	100.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	57.9	100.0	.0	.0	82.4	.0	17.6
2000	100.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	60.6	100.0	.0	.0	80.8	.0	19.2

Table H-10 CHARACTERISTICS OF 1975 TO 2000 CARS L-4 TRANS.

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1980	219	.023	16.1	25.6	19.3	3975	128.1	321	140	13.1	114	.438	.0356	38.3	2472	4934
1981	650	.074	16.4	26.3	19.8	4001	132.8	297	140	13.3	114	.472	.0351	39.6	2626	5269
1982	986	.126	16.8	26.8	20.2	4016	128.3	288	141	13.4	114	.495	.0352	40.8	2602	5255
1983	1708	.213	17.8	28.3	21.4	3823	123.3	267	134	13.3	113	.523	.0352	41.0	2654	5067
1984	2295	.215	18.3	28.9	21.9	3736	118.3	261	134	13.1	114	.542	.0360	41.0	2614	4881
1985	3127	.290	19.3	30.7	23.1	3633	119.4	247	137	12.7	116	.583	.0378	42.1	2785	5049
1986	3400	.309	20.7	33.5	25.0	3478	117.2	223	138	12.2	117	.652	.0395	43.5	2946	5116
1987	3702	.345	21.0	33.7	25.3	3445	115.1	212	138	12.1	118	.693	.0399	43.6	2927	5032
1988	4069	.379	21.4	34.4	25.8	3464	115.4	210	141	11.9	119	.714	.0405	44.7	2991	5176
1989	4475	.447	21.3	34.4	25.7	3442	114.9	202	141	11.9	119	.741	.0410	44.3	2966	5105
1990	4441	.504	21.4	34.5	25.8	3466	113.4	193	144	11.7	120	.790	.0416	44.8	2943	5090
1991	4503	.528	21.9	35.0	26.4	3407	112.9	189	148	11.4	122	.823	.0431	44.9	3000	5088
1992	4559	.562	21.5	35.0	26.1	3491	114.5	195	156	11.2	124	.841	.0443	45.5	3004	5226
1993	5077	.600	22.4	35.9	26.9	3407	113.3	184	150	11.3	122	.853	.0436	45.9	3079	5214
1994	5748	.683	22.1	35.7	26.7	3420	112.2	185	154	11.1	124	.865	.0446	45.7	3020	5136
1995	6772	.721	22.4	36.5	27.2	3397	111.9	181	161	10.7	126	.919	.0469	46.2	3066	5171
1996	5895	.747	22.5	36.5	27.2	3408	111.9	178	162	10.6	127	.937	.0471	46.3	3060	5189
1997	6394	.767	22.8	37.0	27.6	3371	111.5	174	163	10.6	127	.957	.0477	46.5	3098	5193
1998	6265	.786	23.1	37.4	27.9	3369	110.9	170	162	10.6	127	.975	.0476	47.2	3124	5233
1999	6632	.770	22.9	37.0	27.6	3430	111.7	173	167	10.5	128	.988	.0484	47.5	3114	5313
2000	6392	.740	22.9	37.2	27.7	3441	112.6	173	171	10.3	130	1.011	.0492	47.8	3147	5394

PERCENT OF L-4:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	EUR	ASIA
1980	.0	.0	.0	100.0	8.9	8.9	.0	91.1	.0	.0	.0	31.7	68.3	100.0	.0	.0
1981	.0	.0	.0	100.0	10.4	10.4	.0	89.6	.0	.0	.0	10.1	89.9	100.0	.0	.0
1982	14.8	.0	.0	100.0	22.0	19.7	2.3	73.4	4.6	.0	4.8	22.6	72.5	97.7	.0	2.3
1983	17.5	.0	.0	100.0	43.6	37.0	6.6	54.5	1.9	.0	24.6	18.6	56.8	87.7	.1	12.2
1984	18.2	.0	.0	100.0	50.2	35.8	14.5	49.0	.8	.0	35.0	16.8	48.2	84.3	.2	15.5
1985	42.4	1.3	.0	100.0	59.9	31.5	28.5	39.6	.5	.0	27.9	20.5	51.6	82.7	1.5	15.8
1986	57.3	.0	.0	100.0	69.0	6.7	62.3	30.9	.1	1.2	29.1	31.4	39.5	79.2	2.6	18.3
1987	62.2	.0	.0	100.0	81.2	11.6	69.6	18.8	.0	8.2	41.2	24.2	34.5	70.4	2.2	27.3
1988	66.4	.1	.0	100.0	89.6	9.7	79.9	10.4	.0	12.0	34.2	32.1	33.7	72.1	4.2	23.7
1989	72.0	.3	.0	100.0	95.0	10.8	84.2	5.0	.0	12.2	29.5	40.4	30.1	70.0	3.6	26.4
1990	78.2	.8	.0	100.0	99.2	4.0	95.2	.8	.0	24.8	35.1	39.7	25.3	63.0	3.2	33.8
1991	76.9	1.2	.0	100.0	100.0	8.1	91.9	.0	.0	27.6	43.3	33.6	23.1	62.3	2.7	34.9
1992	72.5	.7	.0	100.0	100.0	5.2	94.8	.0	.0	29.4	35.2	37.4	27.4	62.7	2.5	34.8
1993	80.2	1.3	.0	100.0	100.0	3.7	96.3	.0	.0	36.5	38.6	39.7	21.7	62.1	2.4	35.5
1994	81.8	.4	.0	100.0	100.0	1.0	99.0	.0	.0	39.6	43.3	34.5	22.3	60.3	2.9	36.7
1995	80.5	1.1	.0	100.0	100.0	.0	100.0	.0	.0	47.6	43.8	37.1	19.1	62.9	3.4	33.8
1996	86.3	1.3	.0	100.0	100.0	.0	100.0	.0	.0	54.9	41.9	40.2	17.9	62.5	3.3	34.1
1997	87.5	1.5	.0	100.0	100.0	.0	100.0	.0	.0	55.4	44.2	37.6	18.2	60.2	3.6	36.1
1998	90.2	1.7	.0	100.0	100.0	.0	100.0	.0	.0	59.6	40.0	45.8	14.2	58.9	4.0	37.2
1999	89.6	1.5	.0	100.0	100.0	.0	100.0	.0	.0	61.5	38.1	44.8	17.1	59.6	3.6	36.8
2000	90.4	1.7	.0	100.0	99.8	.0	99.8	.0	.2	59.4	36.5	38.6	24.9	56.0	6.9	37.1

Table H-11

CHARACTERISTICS OF 1975 TO 2000 CARS

L-5 TRANS.

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1993	9	.001	17.0	28.2	20.7	4249	116.2	243	280	8.0	156	1.152	.0661	43.9	2402	5105
1994	22	.003	17.8	30.2	21.8	4011	110.0	222	258	8.2	152	1.164	.0643	43.8	2400	4810
1995	29	.003	18.4	31.0	22.5	4301	110.8	233	271	8.3	152	1.167	.0630	48.5	2496	5378
1996	26	.003	18.1	30.0	22.[illegible]	4309	106.7	245	258	8.8	148	1.054	.0592	47.5	2370	5090
1997	150	.018	20.3	32.9	24.5	4027	107.3	217	236	9.0	144	1.097	.0582	49.5	2659	5327
1998	261	.033	21.0	33.7	25.3	3923	105.7	202	233	8.9	145	1.165	.0590	49.9	2696	5274
1999	362	.042	20.3	33.3	24.6	3936	106.8	203	233	8.9	145	1.168	.0590	48.6	2648	5199
2000	610	.071	20.3	33.1	24.6	3858	109.0	199	227	8.9	144	1.162	.0587	47.6	2697	5186

PERCENT OF L-5:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	EUR	ASIA
1993	.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	100.0	.0	100.0	.0	.0	100.0	.0
1994	.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	100.0	56.8	43.2	.0	.0	100.0	.0
1995	.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	98.0	38.5	61.5	.0	.0	100.0	.0
1996	16.2	11.4	.0	100.0	100.0	.0	100.0	.0	.0	67.8	43.7	9.6	46.7	.0	90.4	9.6
1997	2.0	5.4	.0	100.0	98.2	.0	98.2	.0	1.8	93.7	38.4	42.7	19.0	.0	99.9	.1
1998	7.5	10.6	.0	100.0	98.7	.0	98.7	.0	1.3	61.6	37.1	54.3	8.6	.0	79.0	21.0
1999	9.0	17.0	.0	100.0	98.9	.0	98.9	.0	1.1	53.3	41.9	50.4	7.7	.0	88.0	12.0
2000	23.5	11.6	.0	100.0	100.0	.0	100.0	.0	.0	52.9	33.1	57.7	9.2	3.1	78.1	18.7

Table H-12

CHARACTERISTICS OF 1975 TO 2000 CARS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	OTHER TRANS. CU-FT -MPG	CU-FT- TON-MPG
1978	45	.004	26.4	32.1	28.7	2151	85.7	92	64	14.7	100	.698	.0299	31.0	2474	2681
1979	131	.012	26.7	33.2	29.3	2251	86.0	96	68	14.6	101	.715	.0304	33.7	2599	2912
1980	91	.010	31.0	39.1	34.2	2132	88.4	93	73	13.2	105	.789	.0344	36.8	3040	3248
1981	51	.006	31.0	41.0	34.9	2250	87.8	96	78	13.1	106	.816	.0349	39.2	3062	3445
1982	37	.005	32.6	43.0	36.6	2200	87.8	91	67	14.4	101	.740	.0307	40.3	3217	3534
1983	36	.005	31.5	41.9	35.4	2277	89.2	94	70	14.3	102	.748	.0309	40.5	3183	3608
1984	3	.000	29.4	39.2	33.1	2545	93.5	117	88	13.4	107	.758	.0348	42.1	3109	3942
1986	0	.000	19.4	29.9	23.0	2750	50.0	170	160	8.8	136	.941	.0582	31.7	1151	1583
1989	12	.001	36.7	43.9	39.6	2250	88.6	73	66	15.3	100	.904	.0293	44.5	3508	3947
1990	4	.000	30.1	37.4	33.0	2515	83.6	99	104	13.1	113	1.022	.0388	42.2	2970	3550
1991	5	.001	27.7	35.8	30.8	2621	80.8	113	121	12.4	118	1.034	.0425	41.1	2747	3354
1992	1	.000	20.8	33.1	25.0	3210	68.8	164	199	9.3	142	1.186	.0595	40.5	1895	2817
1993	1	.000	26.4	35.8	29.9	2718	78.7	117	133	12.0	121	1.082	.0451	41.2	2603	3267
1996	1	.000	36.4	46.6	40.4	2750	97.1	97	115	11.5	117	1.186	.0418	55.5	3920	5390
1997	7	.001	37.8	48.4	41.9	2750	99.5	97	115	11.5	117	1.186	.0418	57.7	4172	5737
1998	5	.001	38.0	49.4	42.4	2750	97.1	97	115	11.5	117	1.186	[illegible]	58.3	4120	5665
1999	3	.000	37.5	48.8	41.8	2750	97.1	97	115	11.5	117	1.186	.0418	57.5	4062	5586
2000	2	.000	25.7	38.0	30.1	2905	87.4	122	173	10.2	136	1.312	.0564	50.9	3378	4701

PERCENT OF OTHER:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	EUR	ASIA
1978	100.0	.0	.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	.0	100.0
1979	100.0	.0	.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	.0	100.0
1980	100.0	.0	.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	.0	100.0
1981	100.0	.0	.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	.0	100.0
1982	100.0	.0	.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	.0	100.0
1983	100.0	.0	.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	.0	100.0
1984	100.0	.0	.0	.0	10.9	.0	10.9	89.1	.0	.0	100.0	.0	.0	.0	.0	100.0
1986	.0	.0	.0	.0	100.0	.0	100.0	.	.0	.0	100.0	.0	.0	.0	100.0	.0
1989	100.0	.0	.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	.0	100.0
1990	25.3	56.8	.0	.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	17.9	82.1
1991	.0	72.6	.0	.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	27.4	72.6
1992	13.1	10.9	.0	.0	100.0	.0	100.0	.0	.0	55.8	100.0	.0	.0	.0	76.0	24.0
1993	.0	64.7	.0	.0	100.0	.0	100.0	.0	.0	14.8	100.0	.0	.0	.0	35.3	64.7
1996	100.0	.0	.0	.0	100.0	.0	100.0	.0	.0	100.0	100.0	.0	.0	.0	.0	100.0
1997	100.0	.0	.0	.0	100.0	.0	100.0	.0	.0	100.0	100.0	.0	.0	.0	.0	100.0
1998	100.0	.0	.0	.0	100.0	.0	100.0	.0	.0	100.0	100.0	.0	.0	.0	.0	100.0
1999	100.0	.0	.0	.0	100.0	.0	100.0	.0	.0	100.0	100.0	.0	.0	.0	.0	100.0
2000	79.3	.0	.0	.0	100.0	.0	100.0	.0	.0	79.3	100.0	.0	.0	.0	20.7	79.3

Table H-13 CHARACTERISTICS OF 1975 TO 2000 VANS M-3 TRANS.

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1979	40	.083	15.7	20.1	17.3	4248	264	129	14.6	108	.490	.0304	37.1
1980	29	.121	16.7	22.7	19.0	4172	275	126	14.6	108	.464	.0304	39.6
1981	20	.082	17.6	23.6	19.9	4166	274	125	14.7	108	.461	.0301	41.5
1982	12	.039	17.9	23.6	20.1	4177	276	117	15.4	105	.428	.0281	41.9
1983	11	.029	17.7	23.6	19.9	4227	279	118	15.5	105	.424	.0279	42.2
1984	14	.020	18.4	24.4	20.7	4096	285	118	15.2	106	.414	.0288	42.5
1985	7	.008	18.7	23.9	20.8	4034	287	132	13.8	111	.465	.0327	41.9
1986	5	.004	18.8	24.0	20.9	4023	281	136	13.5	112	.488	.0337	42.1
1987	1	.001	18.4	24.1	20.6	4069	266	161	11.8	120	.605	.0396	41.9

PERCENT OF M-3:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1979	.0	.0	100.0	.0	.0	.0	.0	100.0	.0	.0	.0	85.7	14.3	100.0	.0
1980	.0	.0	100.0	.0	.0	.0	.0	100.0	.0	.0	.0	57.3	42.7	100.0	.0
1981	.0	.0	100.0	.0	.0	.0	.0	100.0	.0	.0	.0	56.1	43.9	100.0	.0
1982	.0	.0	100.0	.0	.0	.0	.0	100.0	.0	.0	.0	48.4	51.6	100.0	.0
1983	.0	.0	100.0	.0	.0	.0	.0	100.0	.0	.0	.0	44.9	55.1	100.0	.0
1984	.0	.0	100.0	.0	.0	.0	.0	100.0	.0	.0	.0	32.5	67.5	100.0	.0
1985	.0	.0	100.0	.0	.0	.0	.0	100.0	.0	.0	.0	38.8	61.2	100.0	.0
1986	.0	.0	100.0	.0	.0	.0	.0	100.0	.0	.0	.0	51.4	48.6	100.0	.0
1987	.0	.0	100.0	.0	100.0	100.0	.0	.0	.0	.0	.0	100.0	.0	100.0	.0

Table H-14 CHARACTERISTICS OF 1975 TO 2000 VANS M-4 TRANS.

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1979	31	.065	13.3	17.6	15.0	4224	272	125	15.7	107	.470	.0290	32.0
1980	33	.139	16.7	23.8	19.3	3928	207	94	18.1	99	.476	.0236	38.1
1981	34	.137	17.2	23.4	19.5	4048	230	99	17.7	100	.451	.0243	39.7
1982	36	.118	18.6	25.1	21.1	3927	208	92	18.8	98	.463	.0231	42.2
1983	34	.090	17.6	24.5	20.1	3953	217	98	17.6	100	.473	.0245	40.0
1984	50	.074	18.6	25.8	21.3	3774	196	100	16.4	102	.559	.0265	40.4
1985	31	.036	19.9	26.8	22.5	3751	180	98	16.6	101	.600	.0263	42.5
1986	16	.016	18.7	25.3	21.2	3799	191	102	16.1	102	.582	.0269	40.6
1987	13	.011	17.7	23.7	20.0	3903	190	107	16.1	103	.601	.0272	39.0
1988	3	.003	18.5	24.0	20.6	3885	172	111	15.8	105	.666	.0284	40.2
1989	3	.002	19.5	24.7	21.5	4050	168	107	16.8	102	.662	.0263	43.6
1990	3	.003	20.1	24.5	21.8	4000	129	90	18.9	97	.698	.0225	43.7
1991	0	.000	17.4	20.1	18.5	4311	129	90	19.6	96	.698	.0209	39.9

PERCENT OF M-4:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1979	.0	.0	100.0	.0	22.1	.0	.0	77.9	.0	.0	22.1	25.3	52.7	[illegible]	[illegible]
1980	.0	.0	100.0	.0	38.7	.0	.0	61.3	.0	.0	38.7	34.9	26.3	61.3	38.7
1981	2.4	.0	100.0	.0	27.1	.0	.0	72.9	.0	.0	27.1	32.1	40.7	72.9	27.1
1982	.0	.0	100.0	.0	20.7	.0	.0	63.8	15.6	.0	36.2	35.6	28.1	63.8	36.2
1983	.3	.0	100.0	.0	30.1	.0	.0	69.2	.6	.0	30.4	46.1	23.5	69.9	30.1
1984	17.7	.0	100.0	.0	31.6	.0	.0	68.0	.4	.0	38.2	41.1	20.6	61.8	38.2
1985	10.4	.0	100.0	.0	55.5	.0	.0	44.1	.3	.0	43.9	36.0	20.1	56.1	43.9
1986	6.5	.0	100.0	.0	55.4	15.0	40.4	44.2	.4	.0	40.4	39.1	20.4	59.6	40.4
1987	.0	.0	100.0	.0	82.5	6.3	76.2	17.4	.1	.0	53.7	23.8	22.5	46.3	53.7
1988	.0	.0	100.0	.0	99.4	29.1	70.3	.0	.6	.0	70.3	29.7	.0	29.7	70.3
1989	.0	.0	100.0	.0	98.8	25.1	73.7	.0	1.2	.0	73.7	26.3	.0	26.3	73.7
1990	.0	6.6	100.0	.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	100.0
1991	.0	100.0	100.0	.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	100.0

Table H-15

CHARACTERISTICS OF 1975 TO 2000 VANS

M-5 TRANS.

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1983	0	.001	33.1	35.0	33.9	3198	97	49	24.7	87	.505	.0160	53.9
1984	41	.061	24.0	34.3	27.8	3370	129	89	16.1	101	.689	.0266	46.8
1985	47	.055	23.6	34.0	27.4	3301	128	95	15.1	104	.743	.0290	45.2
1986	68	.065	22.5	32.1	26.[illegible]	3377	143	100	14.8	105	.708	.0300	43.9
1987	58	.052	21.9	31.9	25.5	3408	147	108	14.3	107	.738	.0316	43.6
1988	39	.035	20.9	31.5	24.6	3607	167	116	14.1	109	.714	.0321	44.6
1989	35	.027	20.5	30.9	24.1	3673	170	120	13.9	109	.724	.0326	44.5
1990	19	.015	21.5	31.9	25.2	3584	159	123	13.5	111	.777	.0344	45.5
1991	14	.013	20.5	29.7	23.8	3719	146	117	14.4	108	.802	.0314	44.2
1992	19	.016	22.5	33.0	26.3	3407	141	117	13.2	111	.854	.0347	44.7
1993	17	.012	20.5	31.9	24.4	3723	156	118	14.2	108	.762	.0318	45.7
1994	7	.005	21.9	33.3	25.9	3542	154	115	14.0	109	.755	.0325	45.9
1995	2	.001	21.1	28.6	23.9	3942	138	119	14.7	109	.874	.0321	46.9
1996	0	.000	24.8	34.2	28.3	3210	133	127	11.9	116	.955	.0395	45.5

PERCENT OF M-5:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1983	24.2	.0	100.0	.0	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	24.2	75.8
1984	70.9	.0	100.0	.0	29.1	.0	.0	68.9	1.9	.0	38.0	62.0	.0	63.9	36.1
1985	61.6	6.3	100.0	.0	32.1	.0	.0	67.9	.0	.0	51.8	48.2	.0	48.2	51.8
1986	31.1	19.7	100.0	.0	37.5	4.4	33.1	59.6	2.9	.0	44.8	52.2	2.9	55.2	44.8
1987	29.3	24.5	100.0	.0	60.2	12.7	47.5	39.8	.0	.0	50.5	49.5	.0	49.5	50.5
1988	31.8	20.3	100.0	.0	100.0	36.9	63.1	.0	.0	.0	34.9	60.0	5.2	65.1	34.9
1989	32.2	15.7	100.0	.0	100.0	31.3	68.7	.0	.0	.0	24.6	70.6	4.8	69.9	30.1
1990	56.8	12.7	100.0	.0	100.0	35.1	64.9	.0	.0	.0	31.7	68.3	.0	59.6	40.4
1991	6.4	35.6	100.0	.0	100.0	1.0	99.0	.0	.0	.0	48.3	51.7	.0	21.6	78.4
1992	67.5	11.3	100.0	.0	100.0	21.4	78.6	.0	.0	.0	55.1	44.9	.0	35.3	64.7
1993	66.[illegible]	.6	100.0	.0	100.0	34.0	66.0	[illegible]	.0	7.8	10.5	89.5	.0	57.9	42
1994	68.5	7.0	100.0	.0	100.0	51.9	48.1	.0	.0	9.9	21.9	78.1	.0	76.4	23.6
1995	67.2	32.8	100.0	.0	100.0	.0	100.0	.0	.0	59.0	59.0	.0	41.0	.0	100.0
1996	58.1	41.9	100.0	.0	100.0	.0	100.0	.0	.0	100.0	100.0	.0	.0	.0	100.0

Table H-16 CHARACTERISTICS OF 1975 TO 2000 VANS A-3 TRANS.

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1979	377	.784	11.9	14.8	13.0	4625	334	148	14.5	112	.445	.0321	30.6
1980	85	.350	13.5	17.8	15.2	4657	315	137	15.5	108	.437	.0294	35.6
1981	77	.314	14.3	18.5	16.0	4511	309	130	15.6	107	.425	.0290	36.2
1982	119	.385	14.0	18.3	15.6	4518	314	135	15.2	108	.431	.0299	35.5
1983	110	.286	14.1	18.3	15.7	4399	316	133	15.1	109	.424	.0304	34.8
1984	263	.390	15.8	21.0	17.8	3962	249	127	14.5	109	.548	.0319	35.9
1985	365	.427	17.2	22.5	19.2	3827	218	121	14.7	108	.593	.0314	37.5
1986	328	.314	18.6	24.9	21.0	3843	204	115	15.2	106	.597	.0299	40.7
1987	286	.257	17.1	22.8	19.3	4098	239	136	14.1	111	.593	.0329	40.1
1988	199	.176	17.3	22.7	19.4	4172	247	139	14.2	112	.578	.0329	41.1
1989	262	.205	18.5	24.5	20.8	3899	208	131	14.1	111	.667	.0333	41.2
1990	53	.042	16.9	21.4	18.7	4326	260	151	13.5	115	.615	.0352	40.5
1991	19	.018	15.8	19.5	17.3	4608	276	142	14.9	110	.527	.0307	39.8
1992	23	.019	14.8	18.9	16.4	4897	306	174	13.4	118	.564	.0358	40.4
1993	24	.017	15.0	19.2	16.6	5074	303	160	14.7	113	.526	.0318	42.3
1994	29	.021	14.7	19.0	16.4	4956	307	175	13.5	118	.568	.035[illegible]	40.7
1995	27	.016	14.7	18.8	16.3	5030	305	168	14.1	115	.549	.033[illegible]	41.1
1996	23	.016	14.2	18.6	15.9	5066	305	170	14.1	116	.554	.0342	40.3
1997	5	.004	14.2	18.9	16.0	4500	318	215	10.3	133	.676	.0478	36.0

PERCENT OF A-3:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1979	.0	.0	.0	.0	.4	.0	.0	99.6	.0	.0	.4	63.2	36.4	99.6	.4
1980	.0	.0	.0	.0	3.2	.0	.0	96.8	.0	.0	3.2	10.4	86.4	96.8	3.2
1981	.0	.0	.0	.0	2.7	.0	.0	97.3	.0	.0	2.7	5.1	92.1	97.3	2.7
1982	.0	.0	.0	.0	1.4	.0	.0	98.6	.0	.0	1.4	16.3	82.4	98.6	1.4
1983	.4	.0	.0	.0	2.6	.0	.0	97.0	.4	.0	3.0	28.7	68.3	97.4	2.6
1984	39.7	.0	.0	.0	2.1	.0	.0	97.[illegible]	.5	.0	2.5	62.5	34.9	97.9	2.1
1985	59.2	.0	.0	.0	1.5	.0	.0	98.[illegible]	.0	.0	1.5	78.9	19.6	98.5	1.5
1986	66.3	.0	.0	.0	.9	.0	.9	99.1	.0	.0	.9	78.4	20.7	99.1	.9
1987	43.2	.0	.0	.0	41.2	24.5	16.7	58.8	.0	.0	1.2	75.6	23.2	98.8	1.2
1988	38.1	.0	.0	.0	98.7	68.8	29.9	1.3	.0	.0	.8	67.7	31.5	99.2	.8
1989	64.6	.0	.0	.0	100.0	53.3	46.7	.0	.0	.0	.6	73.6	25.8	99.4	.6
1990	16.3	6.7	.0	.0	100.0	29.7	70.3	.0	.0	.0	6.7	45.8	47.5	93.3	6.7
1991	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	.0	13.8	.0	86.2	86.2	13.8
1992	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	.0	.0	36.6	63.4	100.0	.0
1993	.0	1.0	.0	.0	100.0	.0	100.0	.0	.0	.0	.0	14.9	85.1	100.0	.0
1994	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	.0	.0	38.5	61.5	100.0	.0
1995	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	.0	.0	27.8	72.2	100.0	.0
1996	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	.0	.0	28.4	71.6	100.0	.0
1997	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	.0	.0	100.0	.0	100.0	.0

Table H-17 CHARACTERISTICS OF 1975 TO 2000 VANS A-4 TRANS.

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1990	6	.005	12.7	17.6	14.5	4709	348	184	12.1	122	.530	.0393	34.2
1991	3	.003	12.6	17.2	14.4	4639	344	182	12.1	122	.530	.0394	33.4
1992	1	.001	11.9	16.4	13.6	4856	360	203	11.5	126	.564	.0421	32.9

PERCENT OF A-4:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1990	.0	.0	.0	.0	100.0	100.0	.0	.0	.0	.0	.0	80.1	19.9	100.0	.0
1991	.0	.0	.0	.0	100.0	100.0	.0	.0	.0	.0	.0	83.2	16.8	100.0	.0
1992	.0	.0	.0	.0	100.0	100.0	.0	.0	.0	.0	.0	68.7	31.3	100.0	.0

Table H-18 CHARACTERISTICS OF 1975 TO 2000 VANS L-3 TRANS.

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1979	33	.068	13.3	16.7	14.7	4227	301	136	14.4	111	.452	.0322	31.3
1980	94	.390	14.7	19.6	16.6	4283	296	139	14.2	111	.471	.0325	35.6
1981	114	.466	15.6	20.9	17.6	4307	285	137	14.5	111	.482	.0318	38.1
1982	142	.458	16.0	21.1	17.9	4315	285	142	14.3	112	.493	.0327	38.7
1983	26	.068	17.7	22.8	19.7	4000	225	95	18.1	99	.422	.0237	39.5
1984	101	.149	16.3	21.8	18.4	4208	266	131	14.9	109	.499	.0309	38.7
1985	150	.175	15.4	20.1	17.2	4369	285	149	13.7	114	.531	.0340	37.6
1986	183	.175	15.6	20.6	17.5	4365	288	146	13.9	113	.518	.0333	38.3
1987	228	.205	19.2	26.7	22.0	3773	207	137	13.0	115	.702	.0368	41.7
1988	367	.324	19.5	28.5	22.7	3853	194	143	12.6	116	.760	.0374	43.9
1989	111	.087	18.3	25.5	20.9	3871	215	138	13.1	114	.682	.0360	40.7
1990	308	.244	20.2	28.7	23.3	3789	186	125	14.1	110	.677	.0331	44.4
1991	225	.218	20.5	28.5	23.5	3892	183	125	14.4	109	.687	.0320	46.0
1992	258	.211	20.9	29.4	24.0	3902	179	128	14.0	111	.718	.0329	47.0
1993	274	.190	21.2	30.6	24.6	3632	179	132	13.0	114	.737	.0365	44.7
1994	236	.169	20.	28.7	23.5	3761	185	138	12.9	115	.745	.0368	44.3
1995	226	.136	21.2	29.9	24.4	3647	184	136	12.8	115	.737	.0374	44.6
1996	243	.172	20.5	29.3	23.7	4042	182	153	12.5	118	.845	.0378	48.2
1997	204	.164	20.2	29.1	23.5	4047	183	149	12.8	116	.822	.0367	47.8
1998	113	.076	20.6	30.4	24.1	4059	173	153	12.5	117	.898	.0377	49.4
1999	77	.050	20.6	29.7	23.9	4112	168	155	12.5	118	.953	.0378	49.8
2000	50	.034	19.7	27.8	22.6	4192	180	159	12.4	118	.913	.0379	48.3

PERCENT OF L-3:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1979	.0	.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	100.0	.0	100.0	.0
1980	.0	.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	98.4	1.6	100.0	.0
1981	.0	.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	97.9	2.1	100.0	.0
1982	.0	.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	99.7	.3	100.0	.0
1983	.0	.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	100.0	.0	100.0	.0
1984	8.3	.0	.0	100.0	.0	.0	.0	100.0	.0	.0	8.3	91.7	.0	91.7	8.3
1985	7.4	.0	.0	100.0	.0	.0	.0	100.0	.0	.0	7.4	92.6	.0	92.6	7.4
1986	8.3	.0	.0	100.0	.0	.0	.0	100.0	.0	.0	8.3	91.7	.0	91.7	8.3
1987	72.9	.0	.0	100.0	68.2	.0	68.2	31.8	.0	.0	8.6	91.4	.0	91.4	8.6
1988	87.8	.0	.0	100.0	100.0	12.2	87.8	.0	.0	.0	2.4	97.6	.0	97.6	2.4
1989	63.5	.0	.0	100.0	100.0	36.5	63.5	.0	.0	.0	6.9	93.1	.0	93.1	6.9
1990	90.1	.0	.0	100.0	100.0	69.4	30.6	.0	.0	.0	.3	99.6	.1	99.7	.3
1991	90.8	.0	.0	100.0	100.0	60.9	39.1	.0	.0	.0	2.4	97.6	.0	97.6	2.4
1992	94.0	.0	.0	100.0	100.0	37.0	63.0	.0	.0	.0	.0	100.0	.0	100.0	.0
1993	96.8	.0	.0	100.0	100.0	27.3	72.7	.0	.0	.0	.0	100.0	.0	100.0	.0
1994	86.0	.0	.0	100.0	100.0	27.3	72.7	.0	.0	.0	.0	100.0	.0	100.0	.0
1995	91.2	.0	.0	100.0	100.0	30.7	69.3	.0	.0	.0	.0	100.0	.0	100.0	.0
1996	90.2	.0	.0	100.0	100.0	.0	100.0	.0	.0	12.9	.0	100.0	.0	100.0	.0
1997	86.5	.0	.0	100.0	100.0	.0	100.0	.0	.0	18.3	.0	100.0	.0	100.0	.0
1998	88.4	.0	.0	100.0	100.0	.0	100.0	.0	.0	43.6	.0	100.0	.0	100.0	.0
1999	78.3	.0	.0	100.0	100.0	.0	100.0	.0	.0	78.3	.0	100.0	.0	100.0	.0
2000	64.4	.0	.0	100.0	100.0	.0	100.0	.0	.0	64.4	.0	64.4	35.6	100.0	.0

Table H-19 CHARACTERISTICS OF 1975 TO 2000 VANS L-4 TRANS.

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1981	0	.000	14.2	18.8	15.9	4500	302	142	14.4	111	.470	.0316	35.8
1983	201	.525	15.9	22.2	18.2	4569	306	151	14.0	113	.495	.0331	42.1
1984	207	.307	16.5	23.4	19.0	4363	276	136	14.8	110	.517	.0310	41.9
1985	255	.299	17.1	24.7	19.9	4106	259	138	13.9	112	.556	.0337	41.2
1986	445	.426	18.1	26.4	21.1	4064	234	134	14.1	111	.593	.0329	43.0
1987	526	.472	18.0	26.3	21.0	4053	237	151	12.8	117	.665	.0372	42.6
1988	524	.463	17.6	26.3	20.7	4182	251	155	12.8	117	.641	.0372	43.3
1989	867	.679	18.0	26.9	21.2	4144	234	153	12.8	117	.681	.0369	44.1
1990	872	.691	17.7	26.5	20.8	4196	238	158	12.6	118	.686	.0376	43.9
1991	772	.747	17.9	26.6	21.0	4196	229	156	12.7	117	.708	.0373	44.3
1992	919	.753	17.8	26.6	21.0	4217	234	159	12.6	118	.702	.0377	44.4
1993	1127	.782	18.1	27.4	21.4	4205	226	161	12.4	119	.733	.0383	45.1
1994	1123	.804	18.1	27.3	21.3	4221	232	163	12.3	119	.720	.0387	45.2
1995	1406	.846	18.2	27.9	21.6	4166	237	162	12.2	120	.707	.0390	45.1
1996	1143	.811	18.6	28.7	22.1	4211	227	174	11.7	123	.783	.0415	46.6
1997	1017	.818	18.4	28.3	21.8	4283	227	179	11.6	124	.798	.0417	46.8
1998	1374	.924	19.0	29.6	22.6	4193	221	182	11.2	126	.835	.0435	47.5
1999	1454	.950	18.4	28.9	22.0	4335	228	186	11.3	126	.830	.0430	47.8
2000	1420	.966	18.9	29.4	22.5	4330	223	186	11.3	126	.847	.0431	48.8

PERCENT OF L-4:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1981	.0	.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	.0	100.0	100.0	.0
1983	.0	.0	.0	100.0	.0	.0	.0	91.9	8.1	.0	.0	75.5	24.5	100.0	.0
1984	.0	.0	.0	100.0	15.9	.0	.0	81.1	3.0	.0	15.9	54.0	30.0	84.1	15.9
1985	.1	.0	.0	100.0	16.2	.0	.1	82.8	1.0	.0	15.2	53.4	31.4	84.8	15.2
1986	.1	.0	.0	100.0	81.0	37.0	44.0	18.6	.4	.0	10.5	70.4	19.0	89.5	10.5
1987	.0	.9	.0	100.0	99.8	48.9	50.9	.0	.2	.0	12.3	74.3	13.4	87.7	12.3
1988	.0	.2	.0	100.0	99.8	54.8	45.0	.0	.2	.0	5.6	80.7	13.7	94.4	5.6
1989	21.[illegible]	.4	.0	100.0	99.9	39.5	60.4	.[illegible]	.1	.0	1.8	89.8	8.4	94.5	5.5
1990	33.6	8.8	.0	100.0	99.9	32.8	67.1	.0	.1	.0	1.8	88.9	9.3	92.9	7.1
1991	24.5	13.9	.0	100.0	99.9	30.8	69.1	.0	.1	.0	.0	92.4	7.6	83.9	16.1
1992	32.5	7.1	.0	100.0	99.9	26.4	73.6	.0	.1	.0	3.2	88.3	8.5	87.5	12.5
1993	39.2	5.8	.0	100.0	100.0	19.7	80.3	.0	.0	.6	.9	91.4	7.6	82.2	17.8
1994	47.5	8.1	.0	100.0	100.0	17.6	82.4	.0	.0	1.7	.8	90.8	8.3	86.0	14.0
1995	57.7	10.7	.0	100.0	100.0	10.0	90.0	.0	.0	4.1	.4	93.7	5.9	83.8	16.2
1996	71.8	2.9	.0	100.0	100.0	.0	100.0	.0	.0	3.0	.1	91.7	8.2	86.8	13.2
1997	61.1	5.0	.0	100.0	100.0	.0	100.0	.0	.0	2.9	.0	86.4	13.6	84.5	15.5
1998	77.5	3.5	.0	100.0	100.0	.0	100.0	.0	.0	7.7	.0	90.4	9.6	90.4	9.6
1999	75.1	2.7	.0	100.0	100.0	.0	100.0	.0	.0	10.5	.0	87.2	12.8	83.2	16.8
2000	75.9	3.9	.0	100.0	100.0	.0	100.0	.0	.0	18.8	.0	86.7	13.3	75.9	24.1

Table H-20 CHARACTERISTICS OF 1975 TO 2000 VANS L-5 TRANS.

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1997	17	.014	17.2	26.2	20.4	4236	244	160	12.5	118	.656	.0379	43.1

PERCENT OF L-5:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1997	.0	47.3	.0	100.0	100.0	.0	100.0	.0	.0	.0	.0	100.0	.0	100.0	.0

Table H-21 CHARACTERISTICS OF 1975 TO 2000 VANS OTHER TRANS.

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1984	0	.000	28.8	38.5	32.4	2750	122	88	14.3	105	.721	.0320	44.6
1987	2	.002	17.3	19.9	18.4	4000	129	90	18.3	97	.698	.0225	36.8
1989	0	.000	17.4	20.2	18.6	4500	129	90	20.4	95	.698	.0200	41.7
1990	0	.000	17.4	20.0	18.5	4500	129	90	20.8	95	.698	.0200	41.6

PERCENT OF OTHER:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1984	100.0	.0	.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	100.0
1987	.0	100.0	.0	.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	100.0
1989	.0	100.0	.0	.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	100.0
1990	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	100.0

Table H-22

CHARACTERISTICS OF 1975 TO 2000 SUVS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1979	83	.207	15.3	18.4	16.6	3272	276	120	12.6	113	.436	.0370	27.1
1980	19	.106	13.9	18.1	15.6	4780	310	140	15.2	108	.451	.0291	37.4
1981	9	.066	14.9	19.1	16.5	4693	304	131	15.6	106	.430	.0278	39.0
1982	9	.058	14.5	19.1	16.3	4657	307	136	15.1	108	.442	.0290	38.1
1983	8	.028	15.6	20.5	17.5	4705	308	137	15.0	108	.447	.0291	41.4
1984	4	.006	13.5	19.3	15.6	5066	311	161	14.0	113	.518	.0317	39.6
1985	12	.016	15.1	19.9	16.9	4793	306	150	14.2	111	.489	.0313	41.0
1986	9	.012	14.9	19.8	16.7	4884	307	146	14.8	109	.474	.0298	41.1
1987	6	.007	14.6	19.3	16.4	5047	314	164	13.9	114	.522	.0326	41.5
1988	3	.003	13.7	18.7	15.6	5098	340	192	12.5	121	.563	.0377	39.8
1989	3	.003	14.0	18.8	15.8	5111	326	174	13.5	116	.531	.0340	40.6
1990	1	.001	13.0	18.2	14.9	5203	343	199	12.2	122	.578	.0383	38.9
1991	0	.000	13.3	17.8	15.0	5000	348	207	11.4	126	.593	.0414	37.5
1992	19	.019	18.4	25.9	21.2	3500	242	190	9.3	136	.785	.0543	37.0

PERCENT OF M-3:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1979	.0	97.7	100.0	.0	.0	.0	.0	100.0	.0	.0	91.6	8.4	.0	100.0	.0
1980	.0	84.2	100.0	.0	.0	.0	.0	98.3	1.7	.0	.0	85.3	14.7	100.0	.0
1981	.0	96.7	100.0	.0	.0	.0	.0	100.0	.0	.0	.0	95.1	4.9	100.0	.0
1982	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	.0	97.5	2.5	100.0	.0
1983	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	.0	96.8	3.2	100.0	.0
1984	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	.0	86.7	13.3	100.0	.0
1985	.0	100.0	100.0	.0	14.2	.0	.0	85.8	.0	.0	.0	95.8	4.2	100.0	.0
1986	.0	100.0	100.0	.0	33.9	.0	33.9	66.1	.0	.0	.0	96.2	3.8	100.0	.0
1987	.0	100.0	100.0	.0	90.0	39.0	51.0	10.0	.0	.0	.0	94.4	5.6	100.0	.0
1988	.0	100.0	100.0	.0	96.1	83.8	12.3	3.9	.0	.0	.0	88.3	11.7	100.0	.0
1989	.0	100.0	100.0	.0	100.0	59.3	40.7	.0	.0	.0	.0	88.9	11.1	100.0	.0
1990	.0	100.0	100.0	.0	100.0	100.0	C	.0	.0	.0	.0	79.6	20.4	100.0	.0
1991	.0	100.0	100.0	.0	100.0	100.0	.0	.0	.0	.0	.0	100.0	.0	100.0	.0
1992	.0	100.0	100.0	.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	100.0	.0

Table H-23 CHARACTERISTICS OF 1975 TO 2000 SUVS M-4 TRANS.

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1979	50	.126	11.2	14.2	12.4	4888	322	153	14.5	111	.479	.0311	30.5
1980	61	.330	17.1	22.0	19.1	3184	222	95	14.9	104	.462	.0299	30.8
1981	47	.343	17.8	23.9	20.1	3293	235	105	14.0	107	.467	.0323	33.2
1982	28	.175	17.1	23.3	19.5	3634	245	107	15.0	105	.472	.0299	35.7
1983	47	.163	18.2	24.9	20.7	3403	212	106	14.5	107	.538	.0313	35.5
1984	83	.133	18.2	24.6	20.6	3603	204	105	15.2	105	.555	.0294	37.4
1985	58	.078	19.3	26.5	22.0	3529	158	95	16.2	102	.630	.0268	39.3
1986	27	.035	19.1	25.7	21.6	3616	198	114	14.1	108	.610	.0317	39.7
1987	18	.021	17.6	24.1	20.1	3872	193	118	14.5	107	.639	.0307	40.6
1988	1	.001	24.0	32.0	27.1	3348	150	117	13.0	111	.780	.0351	45.2
1992	16	.016	19.0	27.4	22.1	3484	239	188	9.3	136	.788	.0539	38.4

PERCENT OF M-4:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1979	.0	55.3	100.0	.0	.0	.0	.0	98.5	1.5	.0	9.7	57.1	33.2	89.7	10.3
1980	.0	100.0	100.0	.0	.0	.0	.0	93.4	6.6	.0	88.1	9.7	2.2	91.9	8.1
1981	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	82.7	17.3	.0	94.5	5.5
1982	.0	98.0	100.0	.0	.0	.0	.0	91.8	8.2	.0	66.2	33.8	.0	78.0	22.0
1983	.0	93.9	100.0	.0	.0	.0	.0	100.0	.0	.0	50.9	49.1	.0	82.1	17.9
1984	.0	95.5	100.0	.0	.0	.0	.0	100.0	.0	.0	36.7	63.3	.0	77.9	22.1
1985	.0	88.3	100.0	.0	9.0	.0	.0	91.0	.0	.0	16.7	83.3	.0	59.1	40.9
1986	.0	84.8	100.0	.0	53.0	53.0	.0	47.0	.0	.0	32.7	67.3	.0	91.3	8.7
1987	.0	79.1	100.0	.0	74.2	67.8	6.4	25.8	.0	.0	.0	100.0	.0	74.2	25.8
1988	.0	69.7	100.0	.0	100.0	100.0	.0	.0	.0	.0	.0	100.0	.0	100.0	.0
1992	.0	67.7	100.0	.0	100.0	.0	100.0	.0	.0	.0	.0	100.0	.0	100.0	.0

Table H-24 CHARACTERISTICS OF 1975 TO 2000 SUVS M-5 TRANS.

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1982	10	.065	17.4	25.1	20.2	3062	244	105	13.3	109	.437	.0344	31.1
1983	38	.130	18.5	27.2	21.6	3495	203	110	14.1	108	.563	.0319	38.2
1984	96	.155	19.2	28.2	22.5	3468	180	105	14.5	106	.599	.0307	39.0
1985	135	.184	18.9	28.3	22.2	3564	169	106	14.7	106	.636	.0299	39.8
1986	252	.326	21.0	29.1	24.0	3409	150	107	14.4	107	.725	.0313	41.1
1987	297	.340	21.1	29.1	24.1	3274	157	111	13.7	109	.729	.0336	39.4
1988	318	.329	20.9	28.8	23.8	3315	159	114	13.5	110	.742	.0341	39.4
1989	239	.258	19.4	27.2	22.3	3589	178	126	13.2	112	.730	.0351	40.1
1990	209	.295	19.6	26.9	22.4	3497	172	124	13.1	112	.750	.0353	39.2
1991	239	.218	19.3	26.5	22.0	3739	186	140	12.7	116	.766	.0373	41.1
1992	190	.190	19.4	26.8	22.2	3700	176	133	12.9	114	.776	.0359	41.0
1993	212	.162	19.6	26.8	22.3	3641	186	149	11.8	120	.811	.0408	40.6
1994	246	.155	19.2	26.1	21.8	3632	182	147	12.0	119	.815	.0403	39.6
1995	278	.153	19.5	25.9	22.0	3535	169	140	12.1	118	.841	.0397	38.8
1996	141	.075	20.8	28.5	23.7	3588	174	146	11.8	119	.876	.0406	42.4
1997	285	.116	20.3	27.6	23.1	3537	176	149	11.4	121	.866	.0423	40.9
1998	210	.082	20.3	27.6	23.1	3586	177	153	11.4	122	.894	.0426	41.7
1999	216	.077	21.1	28.7	23.9	3653	168	152	11.6	121	.940	.0414	44.0
2000	287	.089	20.1	27.5	22.9	3775	179	156	11.6	121	.909	.0414	43.4

PERCENT OF M-5:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1982	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	93.7	6.3	.0	100.0	.0
1983	.0	90.4	100.0	.0	.0	.0	.0	100.0	.0	.0	39.9	60.1	.0	96.8	3.2
1984	.0	92.7	100.0	.0	.0	.0	.0	100.0	.0	.0	31.9	68.1	.0	90.4	9.6
1985	.0	94.7	100.0	.0	13.1	.0	.0	86.2	.6	.0	39.9	60.1	.0	86.0	14.0
1986	.0	97.4	100.0	.0	42.8	15.5	27.3	55.2	2.0	.0	38.7	61.3	.0	46.5	53.5
1987	.0	96.7	100.0	.0	53.1	19.9	33.2	46.8	.1	.0	56.0	44.0	.0	45.0	55.0
1988	[illegible]	91.7	100.0	.0	63.3	12.9	50.4	36.7	.0	.0	60.8	39.2	.0	45.9	5[illegible]1
1989	.0	86.8	100.0	.0	85.2	33.9	51.3	14.8	.0	.0	57.6	42.4	.0	57.3	42.7
1990	.0	88.6	100.0	.0	89.2	34.3	54.9	10.8	.0	.0	58.5	41.5	.0	44.1	55.9
1991	.0	78.5	100.0	.0	99.2	28.8	70.5	.8	.0	.0	34.7	65.3	.0	52.1	47.9
1992	.0	69.9	100.0	.0	98.4	32.5	66.0	1.6	.0	.0	35.1	64.6	.2	41.4	58.6
1993	.0	74.6	100.0	.0	98.5	13.7	84.8	1.5	.0	.0	43.1	56.6	.3	56.7	43.3
1994	.0	73.1	100.0	.0	100.0	16.5	83.5	.0	.0	10.6	43.0	56.8	.3	49.7	50.3
1995	.1	79.2	100.0	.0	100.0	8.0	92.0	.0	.0	20.1	48.0	51.8	.2	44.3	55.7
1996	2.9	59.0	100.0	.0	100.0	.0	100.0	.0	.0	52.9	33.8	66.2	.0	33.4	66.6
1997	2.9	70.3	100.0	.0	100.0	.0	100.0	.0	.0	51.2	71.3	28.7	.0	41.9	58.1
1998	2.9	74.4	100.0	.0	100.0	.0	100.0	.0	.0	50.4	63.9	36.1	.0	47.0	53.0
1999	3.9	65.3	100.0	.0	100.0	.0	100.0	.0	.0	68.1	52.3	47.7	.0	26.7	73.3
2000	2.1	70.7	100.0	.0	100.0	.0	100.0	.0	.0	50.6	59.0	41.0	.0	37.9	62.1

Table H-25 CHARACTERISTICS OF 1975 TO 2000 SUVS A-3 TRANS.

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1979	265	.661	10.8	13.0	11.7	4823	349	149	14.9	111	.432	.0310	28.3
1980	56	.303	12.3	15.9	13.7	4496	326	140	14.6	110	.429	.0312	30.8
1981	24	.179	12.8	16.4	14.2	4743	326	142	15.0	109	.439	.0301	33.7
1982	45	.280	14.4	17.6	15.7	4178	281	129	14.6	109	.472	.0312	32.4
1983	47	.164	14.7	18.5	16.2	4116	276	126	14.6	109	.476	.0313	33.0
1984	173	.277	14.6	19.2	16.4	4141	258	128	14.8	109	.518	.0307	34.3
1985	88	.120	12.6	16.6	14.2	4717	337	165	13.4	116	.492	.0349	33.5
1986	53	.069	12.9	17.2	14.5	4653	337	158	13.8	114	.469	.0338	33.9
1987	58	.067	12.9	17.2	14.6	4604	327	152	14.0	113	.464	.0330	33.7
1988	61	.063	13.1	17.8	14.9	4649	331	160	13.6	115	.484	.0344	34.7
1989	60	.065	12.9	17.1	14.5	4610	330	162	13.4	116	.488	.0350	33.5
1990	14	.020	14.2	18.7	15.9	3991	307	128	14.3	110	.418	.0320	31.8
1991	11	.010	14.6	19.4	16.4	3847	283	167	11.3	125	.625	.0447	31.7
1992	6	.006	14.9	18.0	16.1	3500	242	190	9.3	136	.785	.0543	28.3
1993	8	.006	16.4	20.5	18.0	3500	242	190	9.3	136	.785	.0543	31.5
1994	25	.016	20.1	25.0	22.1	3500	134	118	13.7	110	.881	[illegible]	[illegible]

PERCENT OF A-3:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1979	.0	63.7	.0	.0	.0	.0	.0	100.0	.0	.0	8.8	56.3	34.8	100.0	.0
1980	.0	99.7	.0	.0	.0	.0	.0	100.0	.0	.0	12.4	86.1	1.5	100.0	.0
1981	.0	100.0	.0	.0	.0	.0	.0	100.0	.0	.0	1.1	98.9	.0	100.0	.0
1982	.0	72.5	.0	.0	.0	.0	.0	100.0	.0	.0	24.1	75.9	.0	100.0	.0
1983	.0	71.1	.0	.0	.0	.0	.0	100.0	.0	.0	26.6	73.4	.0	100.0	.0
1984	.0	92.5	.0	.0	.0	.0	.0	100.0	.0	.0	45.8	54.2	.0	99.6	.4
1985	.0	81.2	.0	.0	.0	.0	.0	99.6	.4	.0	1.1	98.9	.0	99.3	.7
1986	.0	91.9	.0	.0	.0	.0	.0	100.0	.0	.0	7.8	92.2	.0	98.4	1.6
1987	.0	93.2	.0	.0	11.9	.0	11.9	88.1	.0	.0	15.4	84.6	.0	100.0	.0
1988	.0	95.6	.0	.0	56.9	17.1	39.8	43.1	.0	.0	13.5	86.5	.0	100.0	.0
1989	.0	94.7	.0	.0	62.1	25.3	36.8	37.9	.0	.0	17.2	82.8	.0	100.0	.0
1990	.0	100.0	.0	.0	.7	.0	.7	99.3	.0	.0	51.3	48.7	.0	100.0	.0
1991	.0	100.0	.0	.0	65.3	.0	65.3	34.7	.0	.0	65.3	34.7	.0	100.0	.0
1992	.0	100.0	.0	.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	100.0	.0
1993	.0	100.0	.0	.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	100.0	.0
1994	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	100.0	.0

Table H-26

CHARACTERISTICS OF 1975 TO 2000 SUVS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1987	15	.017	19.5	23.3	21.0	3500	156	109	14.6	107	.699	.0311	36.8
1988	7	.008	18.7	22.1	20.1	3500	156	109	14.6	107	.699	.0311	35.1
1989	9	.010	17.9	21.5	19.4	4000	181	143	13.0	115	.790	.0357	38.7
1990	13	.019	13.6	18.8	15.5	4728	312	169	13.1	117	.557	.0358	37.0
1991	5	.004	13.8	19.0	15.8	4748	313	169	13.1	117	.550	.0357	37.7
1992	0	.000	11.5	15.6	13.0	5000	357	193	12.3	122	.541	.0386	32.6
1997	22	.009	23.1	30.4	25.9	3000	149	142	10.4	125	.953	.0473	38.9

PERCENT OF A-4:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1987	.0	100.0	.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	100.0
1988	.0	100.0	.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	100.0
1989	.0	100.0	.0	.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	100.0
1990	.0	54.6	.0	.0	100.0	91.0	9.0	.0	.0	.0	.0	100.0	.0	91.0	9.0
1991	.0	56.6	.0	.0	100.0	93.1	6.9	.0	.0	.0	.0	100.0	.0	93.1	6.9
1992	.0	91.2	.0	.0	100.0	93.1	6.9	.0	.0	.0	.0	100.0	.0	100.0	.0
1997	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	100.0	100.0	.0	.0	.0	100.0

Table H-27 CHARACTERISTICS OF 1975 TO 2000 SUVS L-3 TRANS.

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1979	2	.006	12.0	14.7	13.1	4720	340	152	14.3	112	.447	.0322	31.0
1980	48	.262	12.7	17.2	14.4	5042	342	161	14.3	113	.470	.0319	36.3
1981	56	.411	14.1	19.2	16.0	4659	318	149	14.3	112	.468	.0319	37.3
1982	25	.157	14.6	20.2	16.7	4284	313	135	14.5	110	.436	.0316	36.1
1983	26	.090	13.9	18.7	15.7	4280	330	135	14.5	110	.410	.0317	34.0
1984	51	.082	18.9	23.9	20.8	3364	174	104	14.7	106	.607	.0311	35.0
1985	63	.086	18.5	24.0	20.6	3441	166	105	14.9	106	.632	.0305	35.5
1986	83	.108	18.1	22.9	20.0	3549	178	117	13.9	109	.669	.0330	35.6
1987	24	.027	16.1	20.8	17.9	4114	212	141	13.4	113	.702	.0345	36.8
1988	5	.005	15.4	21.5	17.6	4500	318	145	14.2	112	.456	.0322	39.7
1989	17	.019	27.4	32.9	29.6	2500	97	80	14.3	104	.825	.0320	37.1
1990	14	.020	26.5	31.9	28.7	2750	97	80	15.4	102	.825	.0291	39.5
1991	46	.042	21.1	24.6	22.5	3269	133	88	16.3	101	.681	.0270	36.9
1992	34	.034	20.9	23.9	22.1	3146	128	94	15.0	104	.748	.0300	35.0
1993	37	.028	20.8	23.8	22.0	3145	128	94	15.0	104	.749	.0301	34.9
1994	36	.023	22.[illegible]	27.4	24.2	2849	132	108	13.2	112	.832	.0370	34.8
1995	45	.025	22.0	27.4	24.1	2870	130	113	12.5	114	.893	.0387	35.2
1996	18	.009	25.2	30.6	27.4	2736	97	95	13.3	108	.979	.0347	37.5
1997	37	.015	18.4	24.4	20.7	3335	188	147	11.4	122	.808	.0437	34.7
1998	32	.012	18.2	23.8	20.4	3300	191	150	11.2	123	.812	.0448	33.9
1999	59	.021	16.9	22.9	19.2	3863	217	164	11.5	123	.763	.0423	37.0
2000	25	.008	17.2	23.3	19.5	3864	217	165	11.5	123	.765	.0424	37.7

PERCENT OF L-3:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1979	.0	.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	100.0	.0	100.0	.0
1980	.0	63.9	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	61.7	38.3	100.0	.0
1981	.0	77.2	.0	100.0	.0	.0	.0	100.0	.0	.0	6.7	68.9	24.4	100.0	.0
1982	.0	95.6	.0	100.0	.0	.0	.0	100.0	.0	.0	11.3	88.7	.0	100.0	.0
1983	.0	99.9	.0	100.0	.0	.0	.0	100.0	.0	.0	14.1	85.9	.0	100.0	.0
1984	.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	9.0	91.0	.0	100.0	.0
1985	.0	94.8	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	100.0	.0	100.0	.0
1986	.0	84.3	.0	100.0	13.8	13.8	.0	86.2	.0	.0	.0	100.0	.0	100.0	.0
1987	.0	77.1	.0	100.0	77.2	77.2	.0	22.8	.0	.0	.0	100.0	.0	22.9	77.1
1988	.0	.0	.0	100.0	100.0	100.0	.0	.0	.0	.0	.0	100.0	.0	100.0	.0
1989	.0	100.0	.0	100.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	.0	100.0
1990	.0	100.0	.0	100.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	.0	100.0
1991	.0	33.1	.0	100.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	66.9	33.1
1992	.0	28.8	.0	100.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	57.4	42.6
1993	.0	25.0	.0	100.0	100.0	95.0	5.0	.0	.0	.0	100.0	.0	.0	58.3	41.7
1994	.0	68.6	.0	100.0	100.0	57.8	42.2	.0	.0	7.2	100.0	.0	.0	33.0	67.0
1995	.0	81.9	.0	100.0	100.0	17.5	82.5	.0	.0	.0	100.0	.0	.0	38.0	62.0
1996	.0	61.2	.0	100.0	100.0	.0	100.0	.0	.0	100.0	100.0	.0	.0	.0	100.0
1997	.0	92.3	.0	100.0	100.0	.0	100.0	.0	.0	19.5	100.0	.0	.0	80.5	19.5
1998	.0	89.8	.0	100.0	100.0	.0	100.0	.0	.0	23.4	99.6	.4	.0	76.6	23.4
1999	.0	98.4	.0	100.0	100.0	.0	100.0	.0	.0	.0	98.4	1.6	.0	100.0	.0
2000	.0	91.6	.0	100.0	100.0	.0	100.0	.0	.0	.0	91.6	8.4	.0	100.0	.0

Table H-28 CHARACTERISTICS OF 1975 TO 2000 SUVS L-4 TRANS.

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1982	43	.265	16.6	24.4	19.4	5287	336	146	16.3	108	.437	.0279	52.6
1983	122	.423	17.2	25.6	20.2	4549	256	131	15.7	107	.545	.0288	46.4
1984	217	.347	17.1	25.7	20.1	4406	241	130	15.3	108	.567	.0295	44.5
1985	379	.515	17.4	26.5	20.6	4164	218	123	15.3	107	.586	.0294	42.9
1986	348	.450	16.4	24.3	19.2	4266	233	140	13.9	112	.643	.0333	40.9
1987	454	.520	17.0	25.7	20.1	4089	228	152	12.8	117	.689	.0375	40.9
1988	571	.590	16.9	24.8	19.7	4071	240	158	12.3	119	.679	.0395	40.1
1989	597	.645	17.0	24.8	19.8	4168	263	168	11.9	122	.652	.0410	41.1
1990	456	.645	16.2	24.0	19.0	4315	259	171	12.1	122	.680	.0404	40.7
1991	794	.725	16.9	25.3	19.9	4215	247	167	12.0	121	.687	.0401	42.0
1992	737	.735	16.4	24.4	19.2	4260	247	176	11.7	123	.723	.0419	40.9
1993	1053	.804	16.5	24.8	19.4	4301	257	188	11.2	127	.743	.0444	41.7
1994	1278	.806	16.4	24.3	19.2	4392	256	187	11.4	126	.746	.0431	42.2
1995	1494	.822	16.3	24.2	19.1	4431	257	184	11.6	125	.734	.0422	42.4
1996	1730	.916	16.7	25.1	19.7	4356	260	189	11.2	127	.741	.0438	43.0
1997	1828	.741	16.8	24.9	19.7	4462	259	197	11.1	128	.787	.0442	43.9
1998	1927	.748	16.8	25.2	19.7	4446	256	197	11.0	128	.795	.0444	43.9
1999	2111	.749	16.9	24.8	19.7	4499	254	203	10.8	129	.835	.0454	44.4
2000	2447	.760	16.8	24.8	19.6	4551	254	207	10.8	130	.842	.0456	44.6

PERCENT OF L-4:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1982	.0	55.6	.0	100.0	.0	.0	.0	47.7	52.3	.0	.0	50.1	49.9	100.0	.0
1983	.0	70.8	.0	100.0	.0	.0	.0	84.1	15.9	.0	.0	75.2	24.8	100.0	.0
1984	.0	67.8	.0	100.0	.0	.0	.0	93.3	6.7	.0	.0	77.7	22.3	100.0	.0
1985	.0	71.0	.0	100.0	3.9	.0	.0	93.5	2.5	.0	13.4	71.6	15.0	99.2	.8
1986	.0	77.2	.0	100.0	70.9	38.4	32.4	27.2	1.9	.0	19.0	64.3	16.7	96.8	3.2
1987	.0	74.1	.0	100.0	99.3	60.0	39.3	.0	.7	.0	14.2	73.4	12.5	97.8	2.2
1988	.0	78.4	.0	100.0	99.5	51.6	47.9	.0	.5	.0	13.8	74.2	12.0	89.6	10.4
1989	.0	78.8	.0	100.0	99.6	54.1	45.5	.0	.4	.0	8.9	78.8	12.3	92.4	7.6
1990	.0	81.6	.0	100.0	99.6	36.1	63.4	.0	.4	.0	10.0	74.3	15.7	78.7	21.3
1991	.0	78.3	.0	100.0	99.8	39.8	60.0	.0	.2	.0	.0	93.1	6.9	86.3	13.7
1992	.0	74.1	.0	100.0	100.0	23.2	76.8	.0	.0	.0	.4	89.5	10.1	85.5	14.5
1993	.0	57.5	.0	100.0	100.0	11.4	88.6	.0	.0	.0	.7	87.1	12.2	88.4	11.6
1994	.0	78.5	.0	100.0	100.0	11.8	88.2	.0	.0	6.1	.6	86.1	13.2	83.6	16.4
1995	.0	79.1	.0	100.0	100.0	15.4	84.6	.0	.0	15.3	.8	83.9	15.4	77.9	22.1
1996	.8	72.1	.0	100.0	100.0	.0	100.0	.0	.0	12.6	3.2	82.9	13.9	83.7	16.3
1997	2.4	72.6	.0	100.0	100.0	.0	100.0	.0	.0	23.0	12.4	57.0	30.6	70.9	29.1
1998	2.1	74.2	.0	100.0	100.0	.0	100.0	.0	.0	23.2	7.8	61.7	30.6	71.8	28.2
1999	2.5	73.7	.0	100.0	100.0	.0	100.0	.0	.0	27.7	7.1	62.2	30.7	67.4	32.6
2000	2.1	73.2	.0	100.0	100.0	.0	100.0	.0	.0	27.1	7.5	59.7	32.8	68.4	31.6

Table H-29 CHARACTERISTICS OF 1975 TO 2000 SUVS L-5 TRANS.

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1997	294	.119	17.1	25.6	20.1	4469	244	160	13.0	116	.656	.0358	45.0
1998	406	.158	17.5	25.9	20.5	4310	239	166	12.3	120	.701	.0386	44.2
1999	434	.154	17.2	25.5	20.1	4357	240	185	11.4	125	.775	.0423	43.9
2000	462	.143	17.4	25.7	20.4	4404	240	189	11.4	126	.791	.0430	44.9

PERCENT OF L-5:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1997	.0	65.2	.0	100.0	100.0	.0	100.0	.0	.0	.0	.0	100.0	.0	100.0	.0
1998	.0	53.5	.0	100.0	100.0	.0	100.0	.0	.0	.0	.0	87.1	12.9	90.3	9.7
1999	.0	63.9	.0	100.0	100.0	.0	100.0	.0	.0	.0	.0	86.7	13.3	90.0	10.0
2000	.0	64.3	.0	100.0	100.0	.0	100.0	.0	.0	1.2	.0	83.8	16.2	87.1	12.9

Table H-30 CHARACTERISTICS OF 1975 TO 2000 SUVS OTHER TRANS.

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1983	1	.003	11.8	17.0	13.7	5000	318	160	14.3	113	.503	.0320	34.2

PERCENT OF OTHER:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1983	.0	100.0	.0	.0	.0	.0	.0	100.0	.0	.0	.0	100.0	.0	100.0	.0

Table H-31 CHARACTERISTICS OF 1975 TO 2000 PICKUPS M-3 TRANS.

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1979	230	.104	16.0	20.5	17.7	4181	272	127	14.6	108	.469	.0304	37.3
1980	267	.186	15.5	20.7	17.5	4282	293	135	14.2	110	.464	.0315	37.8
1981	221	.154	17.0	22.6	19.2	4126	285	127	14.4	109	.449	.0308	39.8
1982	151	.105	16.7	22.0	18.7	4145	289	128	14.4	109	.445	.0310	39.2
1983	125	.077	16.8	22.2	18.9	4269	296	129	14.6	108	.438	.0304	40.6
1984	86	.042	17.3	23.4	19.6	4259	289	129	14.7	108	.445	.0302	42.0
1985	165	.079	16.3	21.3	18.2	4352	302	141	13.8	112	.469	.0325	40.1
1986	170	.067	16.5	21.5	18.5	4329	299	137	14.2	110	.459	.0316	40.2
1987	119	.056	15.9	20.5	17.7	4454	303	155	13.1	115	.512	.0350	39.6
1988	67	.027	16.0	20.9	17.9	4462	311	164	12.6	118	.527	.0368	40.1
1989	72	.032	15.9	20.5	17.7	4559	307	157	13.3	115	.511	.0345	40.7
1990	27	.015	14.7	19.8	16.6	4671	316	169	12.8	118	.534	.0362	39.4
1991	14	.007	15.0	19.8	16.8	4644	314	171	12.6	118	.545	.0369	39.7
1992	5	.003	16.5	20.6	18.1	4556	300	150	13.6	113	.499	.0330	41.3
1993	3	.002	17.0	21.4	18.7	4555	300	159	13.1	115	.528	.0349	42.8

PERCENT OF M-3:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1979	.0	9.7	100.0	.0	.0	.0	.0	100.0	.0	.0	.0	.0	100.0	100.0	.0
1980	.0	32.2	100.0	.0	.0	.0	.0	100.0	.0	.0	.0	.0	100.0	100.0	.0
1981	.0	24.9	100.0	.0	.0	.0	.0	100.0	.0	.0	.0	.0	100.0	100.0	.0
1982	.0	32.5	100.0	.0	.0	.0	.0	100.0	.0	.0	.0	.0	100.0	100.0	.0
1983	.0	41.8	100.0	.0	.0	.0	.0	100.0	.0	.0	.0	.0	100.0	100.0	.0
1984	.0	23.3	100.0	.0	.0	.0	.0	98.7	1.3	.0	.0	.0	100.0	100.0	.0
1985	.0	54.3	100.0	.0	5.2	.0	.0	94.2	.6	.0	.0	.0	100.0	100.0	.0
1986	.0	51.0	100.0	.0	17.9	.0	17.9	81.7	.4	.0	.0	.0	100.0	100.0	.0
1987	.0	54.8	100.0	.0	93.5	22.2	71.4	6.2	.2	.0	.0	.0	100.0	100.0	.0
1988	.0	49.2	100.0	.0	97.4	42.4	55.1	1.5	1.0	.0	.0	.0	100.0	100.0	.0
1989	.0	55.8	100.0	.0	99.4	24.6	74.8	.0	.6	.0	.0	.0	100.0	100.0	.0
1990	.0	67.4	100.0	.0	98.7	56.6	42.1	.0	1.3	.0	.0	.0	100.0	100.0	.0
1991	.0	62.1	100.0	.0	98.2	54.1	44.1	.0	1.8	.0	.0	.0	100.0	100.0	.0
1992	.0	55.3	100.0	.0	100.0	.0	100.0	.0	.0	.0	.0	.0	100.0	100.0	.0
1993	.0	56.4	100.0	.0	100.0	.0	100.0	.0	.0	.0	.0	.0	100.0	100.0	.0

Table H-32 CHARACTERISTICS OF 1975 TO 2000 PICKUPS M-4 TRANS.

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1979	527	.239	16.1	21.2	17.8	3692	220	118	14.3	108	.592	.0314	33.6
1980	377	.263	20.4	27.9	23.2	3104	156	92	14.9	104	.644	.0297	36.4
1981	355	.247	21.5	29.7	24.6	3253	190	98	14.8	105	.567	.0300	40.2
1982	327	.227	22.3	31.0	25.5	3166	181	101	14.0	107	.601	.0322	40.6
1983	409	.251	23.2	32.0	26.5	3035	159	92	14.6	104	.606	.0306	40.4
1984	460	.225	20.1	27.6	22.9	3412	192	101	14.9	105	.564	.0298	39.6
1985	316	.152	23.0	32.3	26.4	3135	180	102	13.8	107	.606	.0327	41.7
1986	294	.116	23.3	32.3	26.6	3206	181	104	13.8	108	.617	.0328	43.0
1987	276	.129	22.8	31.8	26.1	3235	182	109	13.5	109	.629	.0338	42.5
1988	110	.045	23.5	30.4	26.2	2947	146	106	12.7	111	.723	.0361	38.7
1989	57	.026	22.9	29.8	25.6	2955	157	107	12.6	111	.698	.0365	37.6
1990	51	.028	23.1	30.6	26.0	2988	156	110	12.5	112	.721	.0371	38.8
1991	5	.003	17.6	24.9	20.3	4271	249	143	13.6	113	.606	.0338	43.0
1992	45	.024	16.1	24.2	18.9	4312	279	161	12.6	118	.576	.0372	40.9
1993	24	.012	15.2	22.0	17.7	4813	313	190	12.0	123	.606	.0394	42.9
1994	17	.007	15.1	21.4	17.4	4946	326	198	11.8	124	.609	.0400	43.4
1995	11	.005	15.1	22.0	17.6	4961	331	199	11.7	124	.604	.0401	43.9

PERCENT OF M-4:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1979	.0	29.9	100.0	.0	.0	.0	.0	99.9	.1	.0	44.5	8.7	46.8	46.8	53.2
1980	5.5	28.8	100.0	.0	3.1	.0	.0	94.4	2.5	.0	67.0	10.9	22.1	22.1	77.9
1981	4.8	22.7	100.0	.0	1.4	.0	.0	93.7	4.9	.0	42.1	17.2	40.7	41.4	58.6
1982	4.8	15.9	100.0	.0	.4	.0	.0	93.9	5.7	.0	31.7	41.0	27.3	62.1	37.9
1983	1.1	16.7	100.0	.0	.1	.0	.0	96.4	3.5	.0	16.2	69.4	14.3	73.7	26.3
1984	.4	27.0	100.0	.0	.0	.0	.0	98.1	1.9	.0	17.4	48.0	34.6	76.5	23.5
1985	.0	10.1	100.0	.0	20.6	.0	.0	78.7	.7	.0	27.9	45.8	26.3	62.6	37.4
1986	.0	9.0	100.0	.0	35.3	30.7	4.6	64.[illegible]	.5	.0	43.7	28.6	27.6	55.5	44.5
1987	.0	7.3	100.0	.0	63.9	41.7	22.3	35.9	.2	.0	26.2	49.7	24.1	65.2	34.8
1988	.0	.8	100.0	.0	41.7	38.5	3.2	58.3	.0	.0	88.7	10.1	1.1	10.8	89.2
1989	.0	6.6	100.0	.0	19.2	13.0	6.2	80.8	.0	.0	82.1	10.1	7.9	16.0	84.0
1990	.0	5.5	100.0	.0	38.4	4.9	33.5	61.6	.0	.0	87.8	4.5	7.7	10.2	89.8
1991	.0	59.6	100.0	.0	82.5	16.6	65.9	17.4	.1	.0	.0	35.4	64.6	82.6	17.4
1992	.0	46.1	100.0	.0	99.2	42.1	57.2	.0	.8	.0	.0	48.0	52.0	100.0	.0
1993	.0	67.6	100.0	.0	100.0	80.3	19.7	.0	.0	.0	.0	.0	100.0	100.0	.0
1994	.0	74.7	100.0	.0	100.0	88.6	11.4	.0	.0	.0	.0	.0	100.0	100.0	.0
1995	.0	68.9	100.0	.0	100.0	88.7	11.3	.0	.0	.0	.0	.0	100.0	100.0	.0

Table H-33 CHARACTERISTICS OF 1975 TO 2000 PICKUPS M-5 TRANS.

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1979	124	.056	19.5	28.4	22.7	2810	132	89	14.2	105	.675	.0318	32.6
1980	200	.139	22.2	31.1	25.5	2788	129	91	13.9	106	.704	.0326	35.9
1981	254	.176	25.3	34.5	28.7	2867	134	85	15.2	103	.632	.0298	42.0
1982	298	.207	24.7	33.5	28.0	2955	139	88	15.1	103	.634	.0300	42.2
1983	383	.235	23.6	32.8	27.0	3059	144	94	14.5	105	.659	.0310	41.9
1984	575	.281	23.4	32.6	26.8	3069	141	92	14.8	104	.657	.0302	41.5
1985	590	.284	23.1	31.8	26.3	3109	146	100	14.0	107	.682	.0321	41.2
1986	1013	.400	22.8	31.7	26.1	3133	143	101	14.0	107	.705	.0323	41.0
1987	859	.400	22.7	31.9	26.1	3127	147	103	13.9	108	.697	.0329	40.9
1988	1076	.438	21.3	30.3	24.6	3382	181	115	13.6	110	.658	.0339	41.9
1989	1040	.466	20.6	29.2	23.8	3495	189	122	13.2	112	.674	.0349	41.7
1990	763	.416	20.6	29.2	23.7	3540	193	130	12.7	114	.708	.0368	42.3
1991	983	.512	21.2	30.1	24.4	3439	186	127	12.7	114	.707	.0368	42.2
1992	816	.444	20.5	29.5	23.8	3585	193	130	12.8	114	.704	.0364	42.8
1993	852	.426	20.7	30.0	24.1	3548	187	131	12.6	114	.723	.0370	42.9
1994	1030	.397	21.1	30.0	24.3	3632	184	132	12.8	114	.745	.03[illegible]	[illegible]
1995	889	.391	20.4	29.5	23.7	3781	197	139	12.6	115	.752	.0371	45.3
1996	677	.346	21.0	30.4	24.4	3739	187	142	12.4	116	.794	.0380	46.0
1997	609	.253	21.3	30.7	24.7	3777	189	149	12.1	118	.809	.0392	47.1
1998	662	.274	21.0	30.4	24.4	3759	184	150	12.0	119	.833	.0397	46.4
1999	760	.260	19.1	27.2	22.1	3934	207	167	11.4	123	.819	.0421	43.8
2000	569	.211	20.4	29.3	23.6	3830	191	157	11.7	121	.841	.0408	45.6

PERCENT OF M-5:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1979	.0	.0	100.0	.0	.0	.0	.0	100.0	.0	.0	71.4	28.6	.0	.0	100.0
1980	2.1	3.8	100.0	.0	.8	.0	.0	97.9	1.3	.0	79.8	20.2	.0	.0	100.0
1981	6.5	19.5	100.0	.0	1.7	.0	.0	73.[illegible]	25.0	.0	78.8	21.2	.0	.0	100.0
1982	3.0	27.1	100.0	.0	.7	.0	.0	77.[illegible]	22.3	.0	72.3	27.5	.2	7.7	92.3
1983	3.3	31.0	100.0	.0	.1	.0	.0	92.5	7.4	.0	56.4	43.6	.1	16.9	83.1
1984	1.2	30.0	100.0	.0	2.6	.0	.0	93.3	4.1	.0	51.4	48.6	.0	19.7	80.3
1985	.0	35.2	100.0	.0	20.1	.0	.0	78.0	1.9	.0	56.6	43.4	.0	35.0	65.0
1986	.0	28.7	100.0	.0	41.0	21.9	19.1	58.2	.8	.0	49.7	48.5	1.8	23.6	76.4
1987	.0	28.2	100.0	.0	43.4	20.5	22.9	56.2	.4	.0	33.3	66.3	.5	33.5	66.5
1988	.0	29.1	100.0	.0	72.7	27.6	45.1	27.3	.0	.0	17.3	62.7	20.1	65.2	34.8
1989	.0	28.2	100.0	.0	85.5	36.6	48.9	14.5	.0	.0	22.7	53.1	24.2	60.9	39.1
1990	.0	27.4	100.0	.0	90.8	22.5	68.3	9.2	.0	.0	25.0	48.2	26.8	58.1	41.9
1991	.0	21.8	100.0	.0	94.5	37.9	56.6	5.5	.0	.0	25.1	56.2	18.7	63.9	36.1
1992	.0	23.0	100.0	.0	93.1	29.9	63.3	6.9	.0	.0	25.0	49.8	25.2	63.5	36.5
1993	.0	24.2	100.0	.0	95.5	21.6	73.9	4.5	.0	.0	25.2	51.8	23.0	63.4	36.6
1994	.0	25.0	100.0	.0	98.0	9.1	88.9	2.0	.0	.2	28.3	53.9	17.8	67.6	32.4
1995	.0	23.0	100.0	.0	100.0	15.2	84.8	.0	.0	8.0	24.6	47.1	28.4	71.0	29.0
1996	.0	21.5	100.0	.0	100.0	.0	100.0	.0	.0	14.5	22.5	54.5	22.9	75.5	24.5
1997	.0	19.2	100.0	.0	100.0	.0	100.0	.0	.0	1.3	17.1	55.5	27.4	81.6	18.4
1998	.0	25.4	100.0	.0	100.0	.0	100.0	.0	.0	25.1	24.7	55.6	19.7	74.9	25.1
1999	.0	48.5	100.0	.0	100.0	.0	100.0	.0	.0	15.4	37.6	39.0	23.4	62.4	37.6
2000	.0	25.7	100.0	.0	100.0	.0	100.0	.0	.0	24.8	27.5	47.7	24.9	71.2	28.8

Table H-34 CHARACTERISTICS OF 1975 TO 2000 PICKUPS A-3 TRANS.

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1979	1297	.588	12.9	15.8	14.0	4448	331	149	14.2	113	.456	.0336	31.9
1980	277	.193	15.6	19.9	17.3	3944	278	129	14.1	110	.492	.0327	34.2
1981	207	.144	15.8	20.5	17.6	3968	287	125	14.5	109	.455	.0315	35.2
1982	196	.136	15.4	19.7	17.1	3987	292	129	14.1	110	.459	.0325	34.5
1983	239	.147	16.0	20.9	17.9	3705	248	116	14.6	108	.502	.0313	33.7
1984	297	.146	15.3	20.1	17.1	3855	269	130	14.1	111	.501	.0334	33.4
1985	268	.129	14.8	19.1	16.5	4106	306	154	12.8	117	.507	.0372	34.3
1986	236	.093	15.9	20.4	17.7	4023	288	145	13.3	115	.516	.0358	35.9
1987	200	.093	15.0	19.5	16.7	4318	303	157	13.0	117	.522	.0363	36.4
1988	199	.081	15.0	19.6	16.8	4441	309	168	12.5	119	.546	.0380	37.6
1989	101	.045	14.3	18.7	16.0	4501	318	170	12.6	119	.533	.0378	36.4
1990	47	.026	14.8	19.1	16.4	4323	328	183	11.6	125	.566	.0422	37.1

PERCENT OF A-3:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1979	.0	7.5	.0	.0	.0	.0	.0	95.8	4.2	.0	2.7	1.5	95.8	95.8	4.2
1980	.6	15.9	.0	.0	.6	.0	.0	99.4	.0	.0	14.3	5.7	80.0	80.0	20.0
1981	.0	10.5	.0	.0	.0	.0	.0	100.0	.0	.0	6.4	7.5	86.2	86.2	13.8
1982	3.7	14.1	.0	.0	.0	.0	.0	100.0	.0	.0	7.6	4.1	88.4	88.4	11.6
1983	5.7	18.6	.0	.0	.1	.0	.0	99.8	.1	.0	6.5	34.2	59.3	86.7	13.3
1984	1.2	30.9	.0	.0	.0	.0	.0	99.5	.5	.0	2.5	28.5	69.0	89.9	10.1
1985	.0	22.4	.0	.0	2.3	.0	.0	97.5	.2	.0	1.0	4.9	94.1	94.1	5.9
1986	.0	19.7	.0	.0	8.9	.0	8.9	91.0	.1	.0	3.5	9.5	86.9	86.9	13.1
1987	.0	25.5	.0	.0	66.0	21.6	44.4	34.0	.0	.0	.0	4.3	95.7	95.7	4.3
1988	.0	31.0	.0	.0	98.0	53.5	44.5	2.0	.0	.0	.0	.0	100.0	100.0	.0
1989	.0	37.7	.0	.0	100.0	43.6	56.4	.0	.0	.0	.0	.0	100.0	100.0	.0
1990	.0	12.2	.0	.0	100.0	97.5	2.5	.0	.0	.0	.0	.0	100.0	100.0	.0

Table H-35 CHARACTERISTICS OF 1975 TO 2000 PICKUPS A-4 TRANS.

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1981	6	.004	23.8	30.6	26.5	2750	144	98	13.1	109	.681	.0356	36.4
1982	42	.029	16.9	24.6	[illegible]	3715	262	131	13.2	113	.525	.0353	36.4
1983	9	.006	24.5	29.7	26.6	2788	144	99	13.1	109	.685	.0354	37.0
1984	27	.013	22.9	27.0	24.6	2809	144	100	13.1	110	.694	.0356	34.6
1985	38	.018	23.3	27.8	25.1	3018	144	107	13.2	110	.741	.0354	38.1
1986	47	.019	21.9	25.5	23.4	3133	144	107	13.4	110	.745	.0346	37.0
1987	72	.034	23.8	29.7	26.1	3040	142	103	13.7	109	.725	.0340	40.1
1988	53	.022	22.7	27.6	24.7	3112	142	108	13.4	110	.765	.0351	38.8
1989	34	.016	24.5	31.1	27.1	3024	141	109	13.0	111	.773	.0361	41.1
1990	32	.018	15.8	21.1	17.8	4047	259	153	12.5	117	.635	.0379	37.0
1991	27	.014	18.0	23.3	20.0	3683	213	135	12.7	115	.684	.0369	37.6
1992	16	.009	22.5	28.3	24.8	3105	156	118	12.5	114	.767	.0377	38.9
1993	16	.008	23.5	30.7	26.3	3000	144	112	12.6	113	.778	.0373	39.4
1994	25	.010	23.5	30.7	26.3	3000	144	112	12.6	113	.778	.0373	39.4
1995	20	.009	23.6	30.5	26.3	3000	147	132	11.1	121	.897	.0442	39.4
1996	26	.014	[illegible]	30.3	25.9	3000	149	142	10.4	125	.953	.0473	38.8
1998	37	.015	[illegible]	30.9	26.5	3000	149	142	10.4	125	.953	.0473	39.7
1999	30	.010	23.7	30.7	26.4	3000	149	142	10.4	125	.953	.0473	39.6
2000	21	.008	23.6	30.5	26.2	3000	149	142	10.4	125	.953	.0473	39.4

PERCENT OF A-4:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1981	.0	.0	.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	100.0
1982	.0	.0	.0	.0	.0	.0	.0	100.0	.0	.0	25.4	.0	74.6	74.6	25.4
1983	.0	.0	.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	100.0
1984	.0	.0	.0	.0	17.1	.0	.0	82.9	.0	.0	100.0	.0	.0	.0	100.0
1985	.0	.0	.0	.0	28.4	.0	.0	71.6	.0	.0	98.0	2.0	.0	.0	100.0
1986	.0	.0	.0	.0	33.5	.0	33.5	66.5	.0	.0	93.2	6.8	.0	.0	100.0
1987	.0	5.3	.0	.0	9.7	.0	9.7	90.3	.0	.0	53.6	46.3	.1	.0	100.0
1988	.0	7.2	.0	.0	54.3	.0	54.3	45.7	.0	.0	52.8	47.2	.0	.0	100.0
1989	.0	4.9	.0	.0	61.9	.0	61.9	38.1	.0	.0	61.9	38.1	.0	.0	100.0
1990	.0	37.1	.0	.0	100.0	62.3	37.7	.0	.0	.0	37.7	.0	62.3	62.3	37.7
1991	.0	28.4	.0	.0	100.0	38.3	61.7	.0	.0	.0	61.7	.0	38.3	38.3	61.7
1992	.0	3.9	.0	.0	100.0	4.0	96.0	.0	.0	.0	94.0	.0	6.0	6.0	94.0
1993	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	100.0
1994	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	100.0
1995	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	68.2	100.0	.0	.0	.0	100.0
1996	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	100.0	100.0	.0	.0	.0	100.0
1998	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	100.0	100.0	.0	.0	.0	100.0
1999	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	100.0	100.0	.0	.0	.0	100.0
2000	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	100.0	100.0	.0	.0	.0	100.0

Table H-36 CHARACTERISTICS OF 1975 TO 2000 PICKUPS L-3 TRANS.

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1979	29	.013	14.6	18.7	16.2	4000	290	132	14.2	111	.454	.0330	32.4
1980	315	.219	15.1	20.2	17.0	4469	313	142	14.4	111	.458	.0320	38.8
1981	343	.238	16.2	21.7	18.3	4221	290	139	14.0	112	.483	.0331	38.9
1982	275	.191	17.7	24.3	20.[illegible]	3768	245	130	13.6	112	.546	.0346	37.8
1983	119	.073	16.7	22.8	19.0	4100	277	139	13.9	113	.503	.0338	38.9
1984	193	.095	16.3	22.1	18.5	4164	276	137	14.1	111	.502	.0328	38.5
1985	234	.113	15.8	20.9	17.8	4204	279	147	13.4	114	.536	.0350	37.4
1986	206	.081	16.1	21.1	18.0	4155	279	146	13.3	114	.535	.0350	37.5
1987	134	.063	17.6	23.9	20.0	3751	251	125	14.0	111	.502	.0334	37.6
1988	99	.040	17.1	23.5	19.5	3825	247	123	14.3	109	.512	.0322	37.3
1989	40	.018	17.4	22.8	19.4	3835	230	117	15.0	107	.533	.0304	37.3
1990	24	.013	16.9	21.6	18.7	3919	242	132	14.1	111	.556	.0334	36.9
1991	13	.007	15.0	20.4	17.0	4272	294	156	12.9	117	.531	.0366	36.4
1992	5	.003	16.2	21.1	18.1	4043	239	127	14.5	109	.531	.0314	36.6
1993	4	.002	16.6	21.6	18.5	4039	239	127	14.5	109	.531	.0315	37.5

PERCENT OF L-3:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1979	.0	.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	.0	100.0	100.0	.0
1980	.0	17.8	.0	100.0	.0	.0	.0	84.8	15.2	.0	.0	.0	100.0	100.0	.0
1981	.0	10.4	.0	100.0	.0	.0	.0	93.8	6.2	.0	.1	.0	99.9	100.0	.0
1982	.0	5.9	.0	100.0	.0	.0	.0	100.0	.0	.0	.3	32.9	66.7	100.0	.0
1983	.0	3.0	.0	100.0	.2	.0	.0	99.2	.6	.0	4.2	.4	95.5	96.2	3.8
1984	.0	1.1	.0	100.0	.1	.0	.0	99.8	.1	.0	7.1	.5	92.4	93.3	6.7
1985	.0	.1	.0	100.0	2.5	2.5	.0	97.5	.0	.0	11.0	.0	89.0	89.0	11.0
1986	.0	3.8	.0	100.0	3.3	3.3	.0	96.7	.0	.0	8.1	.0	91.9	91.9	8.1
1987	.0	21.6	.0	100.0	4.9	4.9	.0	95.1	.0	.0	2.2	64.8	33.0	96.1	3.9
1988	.0	13.1	.0	100.0	100.0	100.0	.0	[illegible]	.0	.0	.0	60.1	[illegible]	100.0	[illegible]
1989	.0	.0	.0	100.0	100.0	100.0	.0	.0	.0	.0	.0	44.3	55.7	100.0	.0
1990	.0	.0	.0	100.0	100.0	100.0	.0	.0	.0	.0	.0	32.5	67.5	100.0	.0
1991	.0	.0	.0	100.0	100.0	100.0	.0	.0	.0	.0	.0	.0	100.0	100.0	.0
1992	.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	.0	.0	.0	100.0	100.0	.0
1993	.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	.0	.0	.0	100.0	100.0	.0

Table H-37 CHARACTERISTICS OF 1975 TO 2000 PICKUPS L-4 TRANS.

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1981	53	.037	15.3	23.1	18.0	4030	302	142	13.2	114	.470	.0353	36.3
1982	150	.104	17.6	24.6	20.2	4713	324	149	14.6	112	.465	.0321	48.2
1983	337	.207	17.4	25.0	20.2	4134	274	138	13.9	112	.524	.0336	42.0
1984	405	.198	16.9	24.9	19.8	4115	268	135	14.0	111	.521	.0328	40.9
1985	465	.224	17.5	25.8	20.5	3913	244	131	13.8	111	.558	.0336	40.1
1986	564	.223	17.4	25.3	20.2	3966	248	140	13.2	114	.593	.0355	40.1
1987	485	.226	17.5	26.0	20.5	3855	240	149	12.5	118	.645	.0384	39.4
1988	855	.348	16.7	24.8	19.6	4091	279	164	12.1	121	.606	.0400	40.1
1989	886	.397	16.6	24.4	19.4	4108	284	167	12.0	122	.599	.0406	39.9
1990	890	.485	16.2	24.1	19.1	4266	290	170	12.2	121	.601	.0400	40.7
1991	877	.457	16.7	24.8	19.6	4139	282	167	12.0	121	.607	.0405	40.6
1992	953	.518	16.2	24.3	19.1	4306	288	168	12.3	120	.594	.0392	41.1
1993	1103	.551	16.5	24.6	19.3	4337	287	176	11.9	122	.622	.0406	42.0
1994	1518	.586	16.4	24.4	19.3	4353	291	184	11.5	125	.645	.0423	42.0
1995	1350	.595	15.9	23.7	18.7	4457	296	186	11.6	124	.642	.0417	41.7
1996	1251	.640	16.3	24.4	19.2	4458	288	199	11.1	128	.702	.04[illegible]	42.9
1997	1744	.725	16.4	24.6	19.3	4651	291	213	10.8	131	.740	.045[illegible]	44.8
1998	1656	.686	16.4	24.9	19.4	4535	282	208	10.8	130	.749	.0457	44.1
1999	2082	.712	16.5	24.4	19.3	4505	271	206	10.9	130	.774	.0455	43.5
2000	2051	.763	16.4	24.5	19.2	4666	288	223	10.5	133	.781	.0476	44.9

PERCENT OF L-4:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1981	.0	.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	.0	100.0	100.0	.0
1982	.0	19.3	.0	100.0	.0	.0	.0	58.0	42.0	.0	.0	.0	100.0	100.0	.0
1983	.0	20.1	.0	100.0	.0	.0	.0	91.7	8.3	.0	.0	26.1	73.9	100.0	.0
1984	.0	23.3	.0	100.0	.0	.0	.0	95.0	5.0	.0	.0	29.0	71.0	100.0	.0
1985	.0	29.6	.0	100.0	24.9	.1	.0	72.8	2.3	.0	1.8	43.3	54.9	98.2	1.8
1986	.0	31.8	.0	100.0	68.8	22.2	46.6	30.[illegible]	1.1	.0	7.4	33.2	59.5	92.6	7.4
1987	.1	28.0	.0	100.0	94.2	65.7	28.5	5.[illegible]	.5	.0	8.4	44.6	47.0	88.9	11.1
1988	.0	31.9	.0	100.0	98.3	71.8	26.6	1.2	.5	.0	3.4	33.3	63.3	94.9	5.1
1989	.0	30.2	.0	100.0	98.2	73.3	24.9	1.5	.4	.0	5.6	33.6	60.8	92.3	7.7
1990	.0	29.7	.0	100.0	98.7	53.9	44.8	1.0	.3	.0	4.6	25.0	70.4	92.7	7.3
1991	.0	27.6	.0	100.0	99.0	60.5	38.5	.7	.3	.0	5.3	36.3	58.4	92.4	7.6
1992	.0	28.5	.0	100.0	99.4	46.9	52.5	.4	.2	.0	3.5	30.1	66.4	94.8	5.2
1993	.0	29.8	.0	100.0	99.7	48.1	51.6	.3	.0	.0	2.9	27.4	69.7	94.6	5.4
1994	.0	33.7	.0	100.0	100.0	45.1	54.9	.0	.0	.0	2.7	27.3	70.0	96.6	3.4
1995	.0	39.8	.0	100.0	100.0	40.5	59.5	.0	.0	3.0	4.4	20.9	74.7	93.9	6.1
1996	.0	34.1	.0	100.0	99.7	.0	99.7	.0	.3	3.7	3.3	26.3	70.4	94.7	5.3
1997	.0	39.9	.0	100.0	99.9	.0	99.9	.0	.1	1.3	1.5	17.2	81.3	97.2	2.8
1998	.0	38.6	.0	100.0	99.9	.0	99.9	.0	.1	4.1	3.6	24.4	72.0	95.9	4.1
1999	.0	39.2	.0	100.0	100.0	.0	100.0	.0	.0	5.8	7.3	24.1	68.6	92.7	7.3
2000	.0	40.6	.0	100.0	100.0	.0	100.0	.0	.0	6.0	3.4	17.4	79.1	92.9	7.1

Table H-38 CHARACTERISTICS OF 1975 TO 2000 PICKUPS L-5 TRANS.

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1997	52	.022	17.9	26.9	21.1	3974	244	160	11.8	121	.656	.0403	41.9
1998	58	.024	18.1	26.4	21.0	3846	244	160	11.5	122	.656	.0418	40.4
1999	52	.018	17.8	26.3	20.8	3949	244	160	11.8	121	.656	.0406	41.1
2000	48	.018	17.2	24.9	20.0	3975	244	160	11.8	121	.656	.0403	39.8

PERCENT OF L-5:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1997	.0	42.2	.0	100.0	100.0	.0	100.0	.0	.0	.0	.0	100.0	.0	100.0	.0
1998	.0	59.8	.0	100.0	100.0	.0	100.0	.0	.0	.0	.0	100.0	.0	100.0	.0
1999	.0	45.3	.0	100.0	100.0	.0	100.0	.0	.0	.0	.0	100.0	.0	100.0	.0
2000	.0	67.8	.0	100.0	100.0	.0	100.0	.0	.0	.0	.0	100.0	.0	100.0	.0

Table H-39 CHARACTERISTICS OF 1975 TO 2000 PICKUPS OTHER TRANS.

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1983	6	.004	13.7	18.6	15.6	4498	280	132	15.9	108	.465	.0292	35.5
1996	1	.000	13.2	19.6	1[illegible].5	5365	346	227	11.3	129	.657	.0422	41.6

PERCENT OF OTHER:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1983	.0	59.1	.0	.0	.0	.0	.0	100.0	.0	.0	.0	.0	100.0	100.0	.0
1996	.0	77.0	.0	.0	100.0	.0	100.0	.0	.0	.0	.0	.0	100.0	100.0	.0

Appendix I

Table I-1 CHARACTERISTICS OF 1975 TO 2000 "OTHER" CYLINDER CARS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1975	53	.006	13.4	19.5	15.6	2956		158	134	10.8	122	.850	.0451	23.0		
1976	30	.003	16.4	23.8	19.1	3081		170	141	10.7	123	.838	.0455	29.8		
1977	17	.002	17.4	26.0	20.4	3106	91.1	173	143	10.6	123	.836	.0458	32.5	1949	2967
1978	4	.000	13.8	19.3	15.8	3483	93.9	220	183	9.8	132	.838	.0511	28.3	1627	2667
1979	53	.005	16.6	26.3	19.9	2799	51.2	145	128	10.6	122	.889	.0457	28.0	1021	1429
1980	53	.006	16.4	26.5	19.8	2759	50.2	141	101	12.6	111	.715	.0365	27.3	994	1372
1981	34	.004	20.4	29.4	23.7	2500	50.0	140	100	11.7	113	.714	.0400	29.7	1187	1483
1982	52	.007	20.3	29.1	23.5	2533	50.8	144	103	11.7	114	.716	.0406	29.7	1192	1513
1983	63	.008	19.3	27.9	22.4	2568	51.3	146	106	11.7	115	.718	.0407	28.7	1145	1477
1984	44	.004	18.0	28.3	21.5	2668	52.2	156	118	11.1	118	.753	.0436	28.6	1119	1505
1985	63	.006	18.1	28.4	21.6	2665	52.3	155	117	11.3	118	.744	.0429	28.7	1124	1510
1986	56	.005	18.3	29.5	22.1	3028	79.7	176	158	9.7	130	.905	.0517	33.5	1780	2673
1987	54	.005	18.5	29.8	22.3	3060	51.5	170	160	9.7	131	.947	.0519	34.2	1150	1764
1988	48	.004	17.4	28.1	21.0	3308	58.3	190	174	9.8	132	.928	.0520	34.9	1207	2033
1989	20	.002	15.5	25.1	18.8	3792	69.7	248	228	8.8	145	.943	.0594	35.8	1297	2501
1990	19	.002	16.2	26.4	19.6	3724	65.0	232	216	9.0	142	.956	.0573	36.5	1259	2382
1991	15	.002	16.0	26.4	19.4	3769	67.4	231	229	8.8	145	.993	.0595	36.6	1290	2481
1992	5	.001	13.5	21.9	16.3	4458	87.2	334	317	7.7	165	.949	.0715	36.4	1413	3193
1993	14	.002	17.5	28.9	21.3	3373	58.2	217	284	6.6	173	1.432	.0850	35.7	1219	2109
1994	10	.001	15.5	25.8	18.9	3766	63.8	323	220	6.6	179	1.120	.0867	35.5	1192	2290
1995	6	.001	14.0	23.4	17.1	4313	79.6	371	364	6.6	182	1.026	.0853	37.1	1365	3024
1996	4	.001	14.8	25.8	18.3	4131	79.8	408	381	6.2	193	.950	.0952	37.9	1473	3188
1997	4	.001	13.6	25.2	17.1	4218	75.6	403	405	6.0	199	1.018	.0992	36.6	1323	2929
1998	3	.000	14.1	25.0	17.5	4222	79.4	388	395	6.2	195	1.027	.0963	37.6	1436	3151
1999	4	.001	13.4	23.9	16.7	4406	82.7	387	398	6.4	193	1.039	.0940	37.3	1413	3290
2000	4	.000	13.4	24.7	16.9	4219	73.7	403	402	6.1	199	1.011	.0997	36.0	1265	2829

PERCENT OF OTHER CYLINDER CARS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	EUR	ASIA
1975	.0	.0	48.7	.0	3.6	.0	3.6	96.4	.0	.0	100.0	.0	.0	.0	3.6	96.4
1976	.0	.0	36.7	.0	8.3	.0	8.3	91.7	.0	.0	100.0	.0	.0	.0	8.3	91.7
1977	.0	.0	56.8	.0	9.5	.0	9.5	90.5	.0	.0	100.0	.0	.0	.0	9.5	90.5
1978	.0	.0	41.0	.0	38.2	.0	38.2	61.8	.0	.0	100.0	.0	.0	.0	38.2	61.8
1979	.0	.0	87.6	.0	2.8	.0	2.8	97.[illegible]	.0	.0	100.0	.0	.0	.0	2.[illegible]	97.2
1980	.0	.0	90.0	.0	.4	.0	.4	99.6	.0	.0	100.0	.0	.0	.0	.6	99.4
1981	.0	.0	91.4	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	.0	100.0
1982	.0	.0	87.6	.0	2.2	.0	2.2	97.8	.0	.0	100.0	.0	.0	.0	2.2	97.8
1983	.0	.0	89.0	.0	3.5	.0	3.5	96.5	.0	.0	100.0	.0	.0	.0	3.5	96.5
1984	.0	.0	85.6	8.0	27.4	21.0	6.4	72.6	.0	.0	100.0	.0	.0	.0	6.4	93.6
1985	.0	.0	81.4	12.0	20.4	.0	20.4	79.6	.0	.0	100.0	.0	.0	.0	6.8	93.2
1986	.0	.0	75.1	15.9	100.0	.0	100.0	.0	.0	.6	100.0	.0	.0	.0	9.6	90.4
1987	.0	.0	81.0	13.6	100.0	.0	100.0	.0	.0	.7	100.0	.0	.0	.0	6.0	94.0
1988	.0	.0	71.0	17.4	100.0	.0	100.0	.0	.0	1.0	93.8	6.2	.0	.0	18.8	81.2
1989	.0	.0	35.0	30.3	100.0	.9	99.1	.0	.0	2.2	81.2	18.8	.0	.0	55.7	44.3
1990	.0	.0	41.6	31.7	100.0	.0	100.0	.0	.0	2.2	83.0	17.0	.0	.0	45.9	54.1
1991	.7	.0	45.4	38.5	100.0	.0	100.0	.0	.0	2.5	88.1	11.9	.0	.0	46.9	53.1
1992	.0	1.1	14.4	24.4	100.0	.0	100.0	.0	.0	26.4	63.4	16.0	20.6	4.7	95.3	.0
1993	.0	.1	70.6	18.0	100.0	.0	100.0	.0	.0	11.3	92.3	2.0	5.7	6.7	19.7	73.6
1994	.0	1.0	56.5	28.4	100.0	.0	100.0	.0	.0	16.5	96.5	1.3	2.2	23.8	42.4	33.8
1995	.0	.7	37.6	28.9	100.0	.0	100.0	.0	.0	38.9	80.8	8.9	10.3	23.7	68.0	8.3
1996	.0	.6	44.5	55.5	100.0	.0	100.0	.0	.0	26.9	64.7	.0	35.3	43.8	56.2	.0
1997	.0	1.8	40.8	59.2	100.0	.0	100.0	.0	.0	47.2	74.5	.0	25.5	36.7	63.3	.0
1998	.0	2.9	37.0	63.0	100.0	.0	100.0	.0	.0	39.7	63.1	.0	36.9	29.9	70.1	.0
1999	.0	3.5	35.5	64.5	100.0	.0	100.0	.0	.0	44.2	59.6	4.0	36.4	28.4	71.6	.0
2000	.0	.0	49.2	50.8	100.0	.0	100.0	.0	.0	29.2	70.9	4.1	25.0	41.7	58.3	.0

Table I-2 CHARACTERISTICS OF 1975 TO 2000 THREE-CYLINDER CARS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1985	37	.003	51.9	66.1	57.4	1750	82.6	61	48	15.7	96	.787	.0274	50.4	4756	4161
1986	81	.007	50.8	63.7	55.9	1750	84.6	61	46	16.3	95	.759	.0264	49.8	4809	4208
1987	78	.007	46.0	58.1	50.8	1878	84.8	63	51	16.2	96	.810	.0271	48.1	4369	4074
1988	103	.010	42.8	54.1	47.2	1866	86.6	65	54	15.4	98	.824	.0286	44.8	4168	3871
1989	85	.008	43.4	53.8	47.5	1975	90.9	64	55	15.9	97	.843	.0276	47.6	4446	4331
1990	46	.005	44.3	55.2	48.7	2021	87.9	63	54	16.2	96	.854	.0269	50.3	4437	4440
1991	111	.013	43.6	55.3	48.2	2008	85.5	62	56	15.6	98	.907	.0280	49.2	4232	4232
1992	111	.014	43.8	55.9	48.6	1984	87.6	61	55	15.8	97	.902	.0278	48.9	4344	4296
1993	88	.010	46.3	58.5	51.1	1979	88.6	61	56	15.5	98	.906	.0282	51.4	4638	4569
1994	100	.012	45.1	57.3	50.0	1981	91.7	61	55	15.7	97	.904	.0280	50.3	4672	4613
1995	29	.003	48.9	63.3	54.5	2000	99.9	61	55	15.7	97	.902	.0275	54.5	5445	5445
1996	25	.003	49.5	63.1	54.8	2000	99.9	61	55	15.7	97	.902	.0275	54.8	5478	5478
1997	13	.002	48.9	63.2	54.4	2000	90.5	61	55	15.7	97	.902	.0275	54.4	4928	4928
1998	11	.001	47.5	63.5	53.6	2000	89.7	60	55	15.7	97	.917	.0275	53.6	4803	4803
1999	10	.001	45.3	59.7	50.8	2000	88.0	61	55	15.7	97	.902	.0275	50.8	4471	4471
2000	13	.002	45.4	62.2	51.7	2000	82.3	61	57	15.3	98	.931	.0284	53.0	4229	4229

PERCENT OF THREE-CYLINDER CARS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	I	LARGE	DESIGNED DOM	EUR	ASIA
1985	100.0	.0	90.1	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	.0	100.0
1986	100.0	.0	64.7	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	.0	100.0
1987	100.0	.0	73.5	.0	8.6	.0	8.6	91.4	.0	.0	100.0	.0	.0	.0	.0	100.0
1988	89.0	11.0	76.5	.0	14.7	1.5	13.2	85.3	.0	.0	100.0	.0	.0	.0	.0	100.0
1989	100.0	.0	64.3	.0	70.5	57.5	13.0	29.5	.0	.0	100.0	.0	.0	.0	.0	100.0
1990	89.0	11.0	77.7	.0	94.3	70.1	24.2	5.7	.0	.0	100.0	.0	.0	.0	.0	100.0
1991	94.5	5.5	61.0	.0	97.5	89.7	7.8	2.5	.0	.0	100.0	.0	.0	.0	.0	100.0
1992	99.6	.4	50.1	.0	99.3	97.4	1.9	.7	.0	.0	100.0	.0	.0	.0	.0	100.0
1993	97.7	2.3	69.2	.0	100.0	95.4	4.6	.0	.0	.0	100.0	.0	.0	.0	.0	100.0
1994	100.0	.0	53.9	.0	100.0	97.6	2.4	.0	.0	.0	100.0	.0	.0	.0	.0	100.0
1995	100.0	.0	100.0	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	.0	.0	100.0
1996	100.0	.0	100.0	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	.0	.0	100.0
1997	100.0	.0	100.0	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	.0	.0	100.0
1998	100.0	.0	100.0	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	.0	.0	100.0
1999	100.0	.0	100.0	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	.0	.0	100.0
2000	100.0	.0	100.0	.0	100.0	84.9	15.1	.0	.0	100.0	100.0	.0	.0	.0	.0	100.0

Table I-3 CHARACTERISTICS OF 1975 TO 2000 FOUR-CYLINDER CARS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1975	1805	.219	20.8	30.6	24.3	2651		112	79	15.1	102	.716	.0298	32.4		
1976	2017	.207	22.8	33.1	26.5	2613		111	77	15.2	102	.706	.0296	34.8		
1977	2287	.202	24.8	35.3	28.7	2523	86.8	106	78	14.6	103	.742	.0308	36.6	2556	3191
1978	2926	.262	24.7	34.3	28.3	2511	88.9	108	77	14.7	103	.727	.0308	36.0	2580	3208
1979	3157	.292	23.6	33.0	27.1	2564	90.1	110	77	14.9	102	.707	.0300	35.0	2491	3165
1980	4511	.478	24.4	34.3	28.1	2573	93.0	116	78	14.8	102	.681	.0303	36.4	2662	3394
1981	4469	.512	26.0	36.2	29.8	2555	97.7	115	79	14.6	103	.693	.0308	38.4	2953	3747
1982	4251	.544	26.7	38.2	30.9	2595	97.8	114	78	14.9	102	.686	.0300	40.3	3061	3951
1983	4158	.520	27.1	38.2	31.2	2622	101.2	118	81	14.7	103	.694	.0307	41.3	3213	4174
1984	5744	.538	27.1	38.7	31.4	2655	100.3	119	85	14.3	105	.718	.0320	42.0	3192	4208
1985	5865	.543	27.3	38.9	31.5	2671	101.7	120	90	13.8	107	.752	.0336	42.4	3251	4317
1986	6462	.587	27.1	38.6	31.3	2719	102.5	121	91	13.9	106	.753	.0332	42.8	3244	4389
1987	6679	.622	26.9	38.4	31.1	2732	102.1	121	92	13.8	107	.772	.0336	42.8	3207	4365
1988	6333	.590	27.5	39.0	31.7	2739	101.8	118	95	13.6	108	.805	.0343	43.7	3268	4448
1989	5671	.566	26.9	38.6	31.1	2794	101.5	120	100	13.1	110	.840	.0357	43.7	3196	4434
1990	4925	.559	26.4	38.1	30.7	2857	100.8	122	108	12.6	112	.901	.0378	44.0	3120	4437
1991	4843	.568	26.5	38.5	30.8	2846	100.9	120	108	12.5	113	.913	.0380	44.1	3150	4457
1992	3946	.487	26.5	38.9	30.9	2885	100.7	120	112	12.3	114	.947	.0388	44.8	3153	4518
1993	4267	.505	27.0	39.9	31.6	2866	101.9	119	110	12.4	113	.930	.0383	45.5	3257	4639
1994	4190	.498	[illegible]	40.2	31.6	2899	102.0	120	113	12.3	114	.955	.0390	46.0	3259	4699
1995	4620	.492	27.3	41.1	32.2	2889	102.7	118	120	11.7	117	1.016	.0413	46.7	3340	4795
1996	3982	.505	26.8	40.6	31.6	2936	102.8	121	123	11.6	118	1.023	.0420	46.6	3285	4793
1997	4481	.538	26.9	40.8	31.8	2947	102.4	121	124	11.5	118	1.024	.0420	47.0	3281	4812
1998	4090	.513	27.0	41.1	32.0	3015	103.4	122	127	11.5	118	1.044	.0422	48.3	3331	5001
1999	4197	.488	26.8	40.8	31.7	3063	104.0	124	129	11.5	119	1.046	.0421	48.6	3320	5067
2000	4098	.475	26.2	40.1	31.2	3080	104.5	124	132	11.3	120	1.071	.0428	48.2	3294	5051

PERCENT OF FOUR-CYLINDER CARS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	EUR	ASIA
1975	25.2	.0	68.9	.0	14.4	.0	14.4	84.8	.8	.0	98.7	1.3	.0	29.5	32.1	38.4
1976	22.0	.0	63.9	.0	6.7	.0	6.7	92.7	.6	.0	99.4	.6	.0	36.3	22.1	41.5
1977	28.3	.0	69.5	.0	11.9	.0	11.9	86.3	1.8	.0	99.3	.7	.0	19.9	24.1	56.0
1978	31.8	.0	67.4	.0	10.4	.0	10.4	87.8	1.7	.0	97.6	2.4	.0	31.1	20.9	48.0
1979	33.5	1.2	65.9	.0	7.0	.0	7.0	90.9	2.1	.0	95.8	4.2	.0	42.0	16.0	42.0
1980	44.8	1.0	60.3	.0	9.1	.0	9.1	87.3	3.6	.0	89.5	10.5	.0	45.5	14.9	39.6
1981	60.6	.9	55.2	1.7	7.5	.0	7.5	88.5	4.0	.0	82.7	17.3	.0	50.9	9.5	39.7
1982	72.1	.9	49.5	21.4	18.7	11.2	7.5	78.7	2.6	.0	83.8	16.2	.0	54.1	8.7	37.2
1983	76.2	5.1	45.0	26.2	32.7	21.0	11.7	66.3	1.0	.0	79.3	20.7	.0	53.5	7.2	39.3
1984	81.3	1.4	39.9	30.4	43.7	28.3	15.4	54.7	1.6	.0	85.0	15.0	.0	63.4	7.2	29.4
1985	84.0	3.7	36.7	31.8	52.3	33.6	18.7	46.9	.8	.0	81.6	18.4	.0	58.5	7.4	34.1
1986	89.5	1.5	36.5	37.0	63.3	38.9	24.4	36.3	.4	2.2	79.3	20.6	.2	55.3	7.3	37.5
1987	92.0	1.5	34.4	43.0	68.1	43.2	24.9	31.8	.1	7.4	81.3	18.5	.2	49.6	7.0	43.3
1988	94.1	1.0	35.2	50.3	78.5	45.9	32.7	21.5	.0	15.1	87.2	12.6	.2	45.0	6.6	48.4
1989	93.2	1.5	31.8	53.5	84.9	41.3	43.7	15.0	.1	19.2	86.3	13.5	.2	44.2	5.3	50.5
1990	93.2	1.5	30.6	57.9	98.2	35.3	62.9	1.7	.0	39.6	88.9	11.0	.1	36.0	5.1	58.8
1991	92.5	2.1	31.2	60.9	99.9	31.0	68.9	.0	.1	42.9	90.8	9.0	.2	36.9	4.6	58.5
1992	88.5	1.2	30.1	61.4	100.0	13.4	86.6	.0	.0	49.0	89.1	10.7	.2	34.4	4.2	61.4
1993	94.1	2.0	29.3	62.9	100.0	11.9	88.1	.0	.0	46.5	89.4	10.4	.2	40.9	2.5	56.6
1994	97.1	.7	27.4	67.1	100.0	7.9	92.1	.0	.0	56.7	89.1	10.7	.1	29.7	3.0	67.3
1995	90.2	2.2	27.4	70.7	100.0	1.7	98.3	.0	.0	73.2	88.9	11.0	.1	38.7	3.9	57.4
1996	95.9	2.5	24.0	73.8	99.9	1.5	98.3	.0	.1	76.3	84.7	15.2	.1	39.5	4.5	56.1
1997	95.8	2.8	21.5	77.3	99.9	1.2	98.7	.0	.1	74.1	84.6	15.2	.1	39.5	4.9	55.6
1998	95.6	3.0	19.3	80.1	99.7	.0	99.7	.0	.3	78.2	75.2	24.7	.1	41.2	5.6	53.2
1999	96.2	2.8	22.5	76.6	99.3	.0	99.3	.0	.7	75.8	72.8	27.2	.0	38.6	7.8	53.6
2000	95.3	3.5	22.5	76.2	99.5	.0	99.5	.0	.5	71.5	72.5	27.5	.0	34.7	12.6	52.7

Table I-4 CHARACTERISTICS OF 1975 TO 2000 FIVE-CYLINDER CARS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1975	5	.001	23.9	31.4	26.8	3500		183	77	19.3	95	.421	.0220	46.8		
1976	12	.001	22.2	27.8	24.4	4000		183	77	21.5	93	.421	.0192	48.8		
1977	12	.001	23.0	27.7	24.9	4000	105.0	183	77	21.5	93	.421	.0192	49.8	2613	5227
1978	39	.003	18.4	25.1	20.9	3411	103.6	152	102	15.1	106	.690	.0306	37.0	2202	3821
1979	43	.004	20.5	26.5	22.8	3596	106.0	162	100	16.1	104	.636	.0284	42.3	2462	4499
1980	66	.007	20.8	29.0	23.8	3357	105.3	152	92	16.3	102	.630	.0281	41.6	2593	4399
1981	59	.007	22.4	30.5	25.4	3358	105.3	155	98	15.6	104	.650	.0297	44.0	2739	4671
1982	58	.007	23.9	31.7	26.9	3601	105.8	163	114	14.3	108	.705	.0319	49.9	2896	5300
1983	64	.008	24.5	32.2	27.4	3660	106.1	165	114	14.5	108	.696	.0313	51.4	2949	5462
1984	116	.011	21.5	29.9	24.6	3326	110.3	148	109	13.9	109	.748	.0330	42.1	2742	4619
1985	99	.009	21.0	29.2	24.0	3360	110.2	151	117	13.3	111	.788	.0352	41.1	2661	4509
1986	71	.006	20.0	29.2	23.3	3035	111.0	136	116	12.3	114	.854	.0383	35.6	2595	3949
1987	44	.004	20.5	29.8	23.9	3095	110.7	139	127	11.7	117	.914	.0409	37.4	2661	4132
1988	18	.002	20.7	30.7	24.3	3047	104.6	140	129	11.4	119	.920	.0422	37.3	2552	3894
1989	15	.002	20.5	29.6	23.8	3415	108.5	140	135	12.0	117	.969	.0398	40.7	2585	4430
1990	18	.002	20.6	29.8	23.9	3407	105.1	141	138	11.8	118	.980	.0406	41.1	2536	4331
1991	15	.002	20.8	31.5	24.5	3460	106.7	142	141	11.9	119	1.002	.0407	43.2	2665	4626
1992	27	.003	22.3	33.1	26.1	3497	100.9	150	170	10.3	129	1.135	.0486	46.0	2656	4645
1993	41	.005	22.7	35.4	27.1	3509	108.2	149	169	10.3	128	1.133	.0481	47.6	2938	5152
1994	54	.006	21.[illegible]	34.3	26.1	3504	114.7	147	184	9.7	134	1.252	.0524	45.8	2998	5252
1995	60	.006	22.0	35.4	26.5	3512	118.6	146	185	9.6	134	1.271	.0528	46.6	3146	5521
1996	84	.011	21.9	34.7	26.3	3500	115.6	148	180	9.8	133	1.221	.0515	46.0	3043	5325
1997	51	.006	21.8	34.8	26.2	3500	117.1	148	181	9.7	133	1.224	.0518	45.9	3074	5379
1998	97	.012	21.4	33.8	25.7	3609	120.1	148	185	9.8	133	1.251	.0514	46.3	3082	5569
1999	75	.009	21.7	34.0	25.9	3647	118.5	148	193	9.6	135	1.309	.0531	47.2	3073	5592
2000	65	.008	21.7	34.0	25.9	3704	120.8	148	187	9.9	132	1.261	.0505	48.0	3134	5793

PFRCENT OF FIVE-CYLINDER CARS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	EUR	ASIA
1975	.0	.0	.0	.0	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	.0	100.0	.0
1976	.0	.0	.0	.0	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	.0	100.0	.0
1977	.0	.0	.0	.0	.0	.0	.0	.0	100.0	.0	100.0	.0	.0	.0	100.0	.0
1978	58.9	.0	8.1	.0	58.9	.0	58.9	.0	41.1	.0	100.0	.0	.0	.0	100.0	.0
1979	40.4	.0	8.9	.0	38.0	.0	38.0	.0	62.0	.0	94.1	5.9	.0	.0	100.0	.0
1980	56.6	.0	18.5	.0	41.9	.0	41.9	.0	58.1	.0	95.2	4.8	.0	.0	100.0	.0
1981	51.0	.0	21.5	.0	40.8	.0	40.8	.0	59.2	.0	96.0	4.0	.0	.0	100.0	.0
1982	37.1	.0	11.0	.0	35.3	.0	35.3	.0	64.7	.0	94.7	5.3	.0	.0	100.0	.0
1983	32.2	.8	11.7	.0	29.0	.0	29.0	.0	71.0	.0	95.9	4.1	.0	.0	100.0	.0
1984	65.8	2.6	18.2	.0	68.4	.0	68.4	.0	31.6	.0	47.5	52.5	.0	.0	100.0	.0
1985	63.1	4.1	15.6	.0	67.3	.0	67.3	.0	32.7	.0	45.3	54.7	.0	.0	100.0	.0
1986	84.9	12.6	28.4	.0	97.5	.0	97.5	.0	2.5	.0	30.2	69.8	.0	.0	100.0	.0
1987	70.4	24.0	36.5	.0	94.4	.0	94.4	.0	5.6	.0	36.6	63.4	.0	.0	100.0	.0
1988	60.5	36.0	56.1	.0	96.5	.0	96.5	.0	3.5	.0	57.4	42.6	.0	.0	100.0	.0
1989	86.8	10.9	29.2	.0	97.7	.0	97.7	.0	2.3	.0	21.4	78.6	.0	.0	100.0	.0
1990	74.5	19.0	30.8	.0	93.5	.0	93.5	.0	6.5	13.1	39.6	60.4	.0	.0	100.0	.0
1991	69.0	16.4	24.5	55.2	85.4	.0	85.4	.0	14.6	13.8	38.9	61.1	.0	.0	100.0	.0
1992	88.6	1.1	17.1	72.5	89.7	.0	89.7	.0	10.3	86.6	98.9	1.1	.0	.0	13.4	86.6
1993	93.3	1.8	15.7	79.4	100.0	.0	100.0	.0	.0	100.0	32.9	67.1	.0	.0	73.9	26.1
1994	99.1	.9	9.8	90.2	100.0	.0	100.0	.0	.0	100.0	18.6	81.4	.0	.0	82.2	17.8
1995	97.6	2.4	8.7	91.3	100.0	.0	100.0	.0	.0	100.0	3.1	96.9	.0	.0	99.3	.7
1996	100.0	.0	4.8	95.2	100.0	.0	100.0	.0	.0	100.0	27.6	72.4	.0	.0	72.4	27.6
1997	100.0	.0	3.2	96.8	100.0	.0	100.0	.0	.0	100.0	16.8	83.2	.0	.0	83.2	16.8
1998	78.6	21.4	3.3	96.7	100.0	.0	100.0	.0	.0	100.0	10.1	89.9	.0	.0	92.3	7.7
1999	72.7	27.3	5.7	94.3	100.0	.0	100.0	.0	.0	100.0	5.7	94.3	.0	.0	100.0	.0
2000	67.4	32.6	16.4	83.6	100.0	.0	100.0	.0	.0	100.0	11.9	88.1	.0	.0	100.0	.0

Table I-5 CHARACTERISTICS OF 1975 TO 2000 SIX-CYLINDER CARS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1975	1533	.186	16.2	22.1	18.4	3625		225	105	15.7	105	.485	.0295	33.5		
1976	1935	.199	17.1	23.0	19.3	3715		231	100	16.7	103	.445	.0273	36.0		
1977	1851	.164	17.3	23.3	19.6	3753	106.6	229	105	16.1	104	.471	.0284	36.9	2095	3955
1978	2325	.208	17.7	24.6	20.2	3482	108.6	221	107	14.8	107	.495	.0311	35.3	2206	3844
1979	2187	.203	17.9	24.6	20.4	3421	108.8	217	109	14.4	108	.508	.0319	34.9	2224	3814
1980	2644	.280	18.8	26.5	21.6	3332	111.0	213	110	13.9	109	.530	.0334	36.0	2407	4004
1981	2394	.274	19.6	27.8	22.6	3382	111.6	215	110	14.1	108	.522	.0328	38.3	2527	4283
1982	2080	.266	19.7	28.9	23.0	3404	112.9	213	114	13.8	110	.548	.0338	39.3	2614	4457
1983	1858	.232	20.3	30.1	23.8	3373	111.0	211	116	13.6	111	.565	.0346	40.2	2654	4481
1984	2455	.230	20.5	30.5	24.1	3364	111.3	205	117	13.4	111	.586	.0350	40.5	2684	4515
1985	2498	.232	20.3	31.2	24.1	3387	111.8	206	124	12.9	114	.617	.0368	40.8	2697	4566
1986	2694	.245	20.8	32.8	24.9	3377	112.0	200	134	12.1	117	.683	.0398	42.2	2805	4745
1987	2489	.232	20.8	33.7	25.1	3414	112.9	198	143	11.6	120	.733	.0419	42.9	2847	4862
1988	2985	.278	21.4	34.8	25.9	3397	113.6	193	142	11.5	120	.744	.0418	44.0	2952	5017
1989	3157	.315	21.2	34.6	25.7	3423	114.8	194	146	11.4	121	.762	.0429	44.0	2956	5059
1990	2989	.339	20.9	34.5	25.4	3504	114.0	197	150	11.4	122	.773	.0431	44.6	2911	5099
1991	2635	.309	20.9	34.2	25.3	3490	113.6	197	156	11.0	124	.796	.0448	44.2	2887	5040
1992	3067	.378	20.8	34.6	25.4	3500	114.3	199	158	10.9	125	.810	.0454	44.4	2908	5091
1993	3255	.385	21.3	34.8	25.8	3488	113.9	199	158	10.9	125	.805	.0454	45.0	2946	5139
1994	3126	.372	21.1	34.6	25.6	3533	113.2	198	159	10.9	125	.812	.0451	45.2	2901	5126
1995	3667	.390	21.4	35.6	26.0	3532	113.1	195	172	10.3	129	.888	.0487	46.0	2952	5211
1996	3020	.383	21.4	35.6	26.1	3552	113.6	194	172	10.3	129	.894	.0485	46.3	2966	5270
1997	3006	.361	21.2	35.4	25.9	3574	114.5	197	179	10.1	131	.918	.0502	46.3	2969	5310
1998	3094	.388	21.5	35.9	26.2	3542	113.3	194	180	10.0	132	.934	.0507	46.4	2971	5266
1999	3535	.411	21.5	35.8	26.2	3579	113.2	192	188	9.7	134	.986	.0526	46.9	2973	5325
2000	3659	.424	21.6	36.1	26.4	3595	114.0	192	193	9.5	136	1.018	.0538	47.4	3012	5421

PERCENT OF SIX-CYLINDER CARS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	EUR	ASIA
1975	.0	.0	19.3	.0	8.3	.0	8.3	91.7	.0	.0	92.4	6.9	.7	89.1	4.2	6.7
1976	.0	.0	15.2	.0	4.7	.0	4.7	95.3	.0	.0	84.0	15.2	.8	93.3	2.7	4.0
1977	.0	.0	11.9	.0	6.7	.0	6.7	93.3	.0	.0	74.8	22.9	2.3	93.1	2.3	4.7
1978	.0	.0	9.1	8.3	5.3	.0	5.3	94.7	.0	.0	54.0	43.9	2.1	94.0	1.5	4.5
1979	[illegible]	.0	9.1	8.2	6.9	.0	6.9	93.1	.0	.0	40.5	57.8	1.7	92.5	1.4	6.1
1980	22.0	1.5	8.2	25.7	4.3	.0	4.3	95.5	.2	.0	29.0	66.6	4.4	95.5	1.2	3.3
1981	14.2	.8	5.4	58.8	6.8	.0	6.8	92.9	.3	.0	23.1	70.5	6.4	92.9	1.2	5.9
1982	19.5	1.1	5.3	89.3	17.8	8.0	9.8	79.6	2.6	.0	25.0	65.1	10.0	88.8	2.3	8.9
1983	22.4	1.7	6.6	90.1	12.3	.0	12.3	85.7	2.0	.0	31.7	64.0	4.3	87.1	3.0	9.9
1984	31.5	.9	6.1	91.9	29.8	8.8	21.0	68.8	1.4	.0	29.9	67.0	3.1	88.3	3.3	8.3
1985	48.6	.0	6.3	92.7	62.7	21.6	41.1	36.7	.6	.0	30.1	56.0	13.9	86.9	3.7	9.3
1986	63.4	.3	6.9	91.1	80.1	15.4	64.7	19.6	.3	1.1	35.0	43.6	21.4	86.8	5.3	7.9
1987	73.0	.2	7.9	89.2	96.7	7.9	88.8	2.5	.8	4.1	38.1	37.9	24.0	78.4	7.2	14.4
1988	83.8	.2	5.8	92.5	99.9	2.3	97.6	.1	.0	5.3	33.1	46.1	20.8	84.0	6.7	9.3
1989	84.1	.3	5.0	93.0	100.0	.2	99.8	.0	.0	6.1	19.1	61.2	19.7	84.1	6.1	9.8
1990	86.3	.1	3.9	94.3	100.0	.1	99.8	.0	.0	8.3	19.4	61.1	19.5	83.4	4.7	11.9
1991	87.8	.4	4.3	93.6	99.9	.0	99.9	.0	.1	9.9	20.4	62.3	17.3	82.7	4.7	12.6
1992	88.6	1.3	4.2	93.1	100.0	.1	99.9	.0	.0	12.2	25.6	55.3	19.2	81.5	4.4	14.0
1993	88.2	.3	4.3	93.8	100.0	.0	100.0	.0	.0	19.0	24.5	57.5	18.0	81.0	3.8	15.2
1994	86.4	.2	4.3	94.2	100.0	.0	100.0	.0	.0	20.4	28.7	46.7	24.6	82.8	3.9	13.3
1995	87.4	.2	4.4	93.9	99.8	.0	99.8	.0	.2	29.8	28.9	50.3	20.8	76.0	5.8	18.3
1996	88.9	.7	4.4	94.3	99.9	.0	99.9	.0	.1	34.1	24.9	56.6	18.4	74.9	4.9	20.1
1997	87.8	.6	3.5	96.5	99.9	.0	99.9	.0	.1	35.5	22.5	52.9	24.6	71.7	6.9	21.4
1998	87.8	1.1	4.0	96.0	99.9	.0	99.9	.0	.1	38.1	22.2	60.6	17.2	69.6	7.7	22.7
1999	86.6	1.8	5.0	94.9	99.9	.0	99.9	.0	.1	47.8	24.6	56.0	19.4	65.8	10.9	23.3
2000	86.2	1.9	5.8	94.1	100.0	.0	100.0	.0	.0	51.0	22.6	45.7	31.7	61.6	12.1	26.3

Table I-6 CHARACTERISTICS OF 1975 TO 2000 EIGHT-CYLINDER CARS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1975	4840	.588	11.6	16.6	13.4	4732		376	167	13.4	117	.446	.0354	32.0		
1976	5728	.589	13.2	18.5	15.1	4689		368	165	13.4	116	.448	.0352	35.5		
1977	7132	.631	14.1	19.7	16.2	4450	119.0	348	158	13.2	116	.455	.0356	36.1	1939	4305
1978	5882	.526	14.9	21.4	17.2	4166	119.2	335	154	12.8	117	.460	.0371	36.1	2085	4317
1979	5354	.496	15.4	21.4	17.6	4060	120.6	324	149	12.9	116	.460	.0368	35.9	2145	4344
1980	2169	.230	16.4	24.0	19.1	3920	120.6	309	135	13.6	113	.439	.0346	37.9	2343	4616
1981	1778	.204	17.1	26.0	20.2	3973	123.0	307	133	14.0	112	.440	.0337	40.9	2538	5071
1982	1377	.176	17.0	26.5	20.3	3940	123.4	305	138	13.5	114	.457	.0355	40.5	2537	5054
1983	1859	.232	16.8	26.4	20.1	3946	125.0	298	143	12.9	115	.482	.0364	39.8	2519	4999
1984	2316	.217	17.0	26.8	20.3	3913	122.3	300	144	12.8	116	.483	.0371	39.8	2491	4915
1985	2229	.207	18.1	28.8	21.7	3895	122.8	296	151	12.4	118	.509	.0389	42.3	2670	5227
1986	1651	.150	18.6	30.1	22.5	3813	120.2	299	152	12.0	120	.511	.0403	42.9	2712	5201
1987	1387	.129	18.4	29.6	22.2	3846	120.2	299	155	12.0	120	.520	.0407	42.7	2676	5177
1988	1247	.116	18.7	30.4	22.6	3854	121.5	301	164	11.6	123	.544	.0430	43.6	2754	5349
1989	1070	.107	18.7	30.7	22.7	3831	121.5	300	160	11.6	122	.535	.0423	43.5	2765	5339
1990	812	.092	18.4	30.4	22.3	3947	121.4	294	173	11.3	125	.597	.0441	44.2	2720	5404
1991	905	.106	18.7	31.1	22.8	3947	122.0	298	198	10.0	134	.669	.0504	45.0	2788	5540
1992	951	.117	18.8	31.3	22.9	4006	124.1	295	208	9.8	136	.714	.0523	46.1	2862	5765
1993	791	.094	18.6	31.5	22.8	4010	123.8	296	215	9.6	139	.736	.0542	45.8	2835	5720
1994	933	.111	18.7	31.4	22.9	3989	121.2	292	225	9.2	142	.776	.0556	45.7	2783	5588
1995	1013	.108	18.6	31.7	22.9	4005	120.3	289	230	9.0	143	.803	.0575	45.9	2759	5553
1996	775	.098	18.9	32.3	23.3	4018	122.3	289	241	8.7	147	.841	.0602	46.7	2850	5746
1997	780	.094	19.0	31.9	23.2	4001	122.2	279	247	8.5	149	.891	.0620	46.4	2837	5682
1998	672	.084	19.0	31.5	23.1	3971	117.6	280	256	8.2	153	.918	.0647	45.9	2720	5423
1999	786	.091	18.6	30.7	22.6	4014	118.9	281	247	8.6	149	.880	.0619	45.4	2692	5420
2000	795	.092	19.0	31.7	23.2	3999	117.8	280	253	8.4	151	.907	.0635	46.4	2738	5494

PERCENT OF EIGHT-CYLINDER CARS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	EUR	ASIA
1975	1.7	.0	1.6	.0	.7	.0	.7	99.3	.0	.0	27.0	37.0	36.0	99.6	.4	.0
1976	2.0	.0	1.2	.0	1.4	.0	1.4	98.6	.0	.0	29.9	37.4	32.7	99.8	.2	.0
1977	1.8	.0	1.0	.0	1.1	.0	1.1	98.9	.0	.0	30.6	32.7	36.7	99.8	.2	.0
1978	2.1	.0	1.2	9.5	1.9	.0	1.9	97.5	.6	.0	14.2	46.8	39.0	99.7	.3	.0
1979	3.7	.0	1.4	12.9	2.2	.0	2.2	95.3	2.6	.0	13.3	42.8	43.9	99.6	.4	.0
1980	7.6	.0	.8	40.5	4.4	3.0	1.4	85.8	9.8	.0	9.9	46.4	43.7	99.2	.8	.0
1981	8.8	.0	1.1	80.4	13.8	13.0	.8	69.5	16.8	.0	8.8	39.9	51.3	99.2	.8	.0
1982	5.5	.0	3.9	90.8	10.4	9.1	1.3	77.9	11.7	.0	16.7	27.3	55.9	98.7	1.3	.0
1983	9.6	.0	3.5	95.5	35.4	34.4	1.0	62.4	2.2	.0	12.7	26.6	60.7	99.0	1.0	.0
1984	9.3	.0	3.2	95.8	37.6	32.5	5.2	61.7	.7	.0	17.7	24.6	57.7	98.9	1.1	.0
1985	18.2	.0	2.5	96.0	47.4	42.4	5.1	52.5	.1	.0	14.9	26.4	58.8	98.4	1.6	.0
1986	12.2	.0	4.3	93.2	48.4	12.2	36.2	51.6	.0	.2	19.8	31.7	48.4	97.4	2.6	.0
1987	14.2	.0	4.4	92.4	55.9	13.9	42.0	44.1	.0	.2	20.8	29.1	50.1	96.7	3.3	.0
1988	16.4	.0	6.2	91.5	76.2	19.8	56.4	23.8	.0	.2	23.3	17.1	59.6	97.5	2.5	.0
1989	21.2	.0	7.2	90.3	90.9	36.9	54.0	9.1	.0	.2	22.2	10.6	67.2	97.4	2.6	.0
1990	28.4	.0	6.7	91.4	96.0	10.1	85.9	4.0	.0	7.8	16.4	17.6	66.0	91.1	2.3	6.6
1991	20.5	.1	5.1	92.7	100.0	29.1	70.9	.0	.0	7.4	19.5	16.2	64.3	91.3	2.4	6.4
1992	21.9	.0	3.7	94.3	100.0	21.4	78.6	.0	.0	8.1	15.1	14.6	70.3	91.0	2.1	6.9
1993	23.2	.0	5.3	92.8	100.0	15.3	84.7	.0	.0	16.6	14.2	19.5	66.3	91.5	3.1	5.4
1994	19.3	.0	6.1	92.3	100.0	.0	100.0	.0	.0	21.9	18.6	25.7	55.6	91.2	4.3	4.6
1995	24.1	.0	6.5	91.4	100.0	.0	100.0	.0	.0	35.3	18.6	27.4	54.1	90.8	5.2	4.0
1996	27.9	.0	6.7	93.3	100.0	.0	100.0	.0	.0	36.2	14.1	19.4	66.4	93.9	2.0	4.1
1997	28.3	.3	5.2	94.8	100.0	.0	100.0	.0	.0	44.6	12.4	29.8	57.8	85.6	9.0	5.4
1998	32.5	.3	7.2	92.8	100.0	.0	100.0	.0	.0	51.7	21.8	22.4	55.8	82.7	10.3	7.1
1999	26.3	.3	5.4	94.6	100.0	.0	100.0	.0	.0	40.2	21.8	17.9	60.3	83.5	12.1	4.4
2000	21.3	1.2	6.3	93.7	100.0	.0	100.0	.0	.0	34.6	19.9	18.8	61.2	73.7	22.5	3.8

Table I-7 CHARACTERISTICS OF 1975 TO 2000 FOUR-CYLINDER VANS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1975	2	.004	18.0	25.1	20.6	3498	.0	118	78	19.1	96	.656	.0224	36.1
1976	1	.003	16.8	25.8	19.9	3500	.0	120	67	20.9	92	.558	.0191	34.9
1977	2	.004	19.1	27.6	22.2	3500	.0	120	67	20.8	92	.558	.0191	38.9
1978	3	.004	17.4	24.5	20.0	3500	.0	120	67	20.9	92	.558	.0191	35.0
1979	8	.018	16.5	22.6	18.7	3500	.0	120	67	20.9	92	.558	.0191	32.9
1980	16	.065	16.3	23.9	19.0	3618	.0	120	67	21.4	91	.558	.0186	34.4
1981	11	.046	16.3	22.3	18.5	3644	.0	120	67	21.6	91	.558	.0185	33.8
1982	15	.048	19.7	24.9	21.7	3668	.0	111	61	23.4	89	.550	.0168	42.1
1983	14	.037	17.4	23.5	19.7	3567	.0	118	69	20.9	92	.583	.0194	35.7
1984	217	.321	21.9	29.2	24.7	3380	.0	136	94	15.8	103	.694	.0281	42.0
1985	341	.399	21.3	28.3	24.0	3409	.0	142	97	15.5	104	.690	.0287	41.0
1986	354	.339	21.8	29.5	24.7	3425	.0	146	99	15.4	104	.681	.0290	42.5
1987	268	.241	21.7	29.4	24.6	3401	.0	143	100	15.2	105	.702	.0296	41.9
1988	143	.127	22.4	30.1	25.3	3464	.0	145	98	15.7	103	.678	.0283	44.0
1989	224	.176	21.8	29.5	24.7	3505	.0	149	110	14.7	107	.743	.0316	43.4
1990	101	.080	22.3	30.9	25.5	3544	.0	149	109	15.0	107	.736	.0310	45.3
1991	146	.141	20.9	29.2	23.9	3791	.0	148	120	14.5	109	.814	.0316	45.4
1992	141	.116	21.7	30.6	25.0	3588	.0	145	117	14.1	109	.812	.0325	44.8
1993	92	.064	21.2	30.5	24.6	3638	.0	147	118	14.2	109	.809	.0324	44.9
1994	66	.047	.4	30.5	24.7	3604	.0	149	116	14.4	109	.782	.0322	44.6
1995	87	.053	21.9	30.5	25.1	3621	.0	143	130	13.2	114	.921	.0360	45.4
1996	66	.047	21.5	30.6	24.8	3817	.0	142	149	12.1	118	1.050	.0392	47.5
1997	66	.053	21.6	30.7	24.9	3831	.0	142	144	12.5	116	1.003	.0375	47.8
1998	139	.094	21.3	32.5	25.2	3941	.0	165	173	11.1	125	1.047	.0439	49.7
1999	61	.040	22.0	33.2	26.0	3989	.0	148	150	12.5	117	1.015	.0376	51.8
2000	32	.022	22.0	33.2	25.9	4000	.0	148	150	12.5	117	1.014	.0375	51.9

PERCENT OF FOUR-CYLINDER VANS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1975	.0	.0	43.3	.0	61.1	.0	.0	38.9	.0	.0	100.0	.0	.0	.0	100.0
1976	.0	.0	84.8	.0	100.0	.0	.0	.0	.0	.0	100.0	.0	.0	.0	100.0
1977	.0	.0	89.9	.0	100.0	.0	.0	.0	.0	.0	100.0	.0	.0	.0	100.0
1978	.0	.0	85.0	.0	100.0	.0	.0	.0	.0	.0	100.0	.0	.0	.0	100.0
1979	.0	.0	81.2	.0	100.0	.0	.0	.0	.0	.0	100.0	.0	.0	.0	100.0
1980	.0	.0	82.9	.0	100.0	.0	.0	.0	.0	.0	100.0	.0	.0	.0	100.0
1981	.0	.0	81.2	.0	100.0	.0	.0	.0	.0	.0	100.0	.0	.0	.0	100.0
1982	.0	.0	89.0	.0	61.7	.0	.0	.0	38.3	.0	100.0	.0	.0	.0	100.0
1983	4.2	.0	76.9	.0	93.6	.0	.0	.0	6.4	.0	100.0	.0	.0	4.2	95.8
1984	69.5	.0	30.2	19.1	30.5	.0	.0	68.6	.9	.0	38.1	61.9	.0	62.8	37.2
1985	76.0	.9	19.9	15.3	23.1	.0	.0	76.9	.0	.0	27.4	72.6	.0	72.6	27.4
1986	72.0	3.8	17.8	19.9	24.2	2.4	21.8	75.8	.0	.0	28.9	71.1	.0	71.1	28.9
1987	59.8	8.0	19.9	32.5	41.3	10.3	31.1	58.7	.0	.0	47.0	53.0	.0	53.0	47.0
1988	67.7	6.2	18.1	27.8	100.0	68.4	31.6	.0	.0	.0	38.7	61.3	.0	61.3	38.7
1989	83.9	3.4	9.6	14.2	100.0	54.0	46.0	.0	.0	.0	15.8	84.2	.0	80.2	19.8
1990	80.2	6.9	14.1	70.3	100.0	55.3	44.7	.0	.0	.0	30.1	69.9	.0	64.2	35.8
1991	34.0	11.2	7.5	90.6	100.0	29.6	70.4	.0	.0	.0	10.3	89.7	.0	29.6	70.4
1992	61.9	9.4	11.9	88.1	100.0	38.0	62.0	.0	.0	.0	28.4	71.6	.0	38.0	62.0
1993	59.8	4.7	9.8	90.2	100.0	46.9	53.1	.0	.0	9.1	13.2	86.8	.0	46.9	53.1
1994	66.7	10.1	7.8	92.2	100.0	55.8	44.2	.0	.0	29.8	16.4	83.6	.0	55.8	44.2
1995	71.1	10.6	1.3	98.7	100.0	32.6	67.4	.0	.0	67.4	6.9	93.1	.0	32.6	67.4
1996	87.7	1.8	.1	99.9	100.0	.0	100.0	.0	.0	100.0	2.5	97.5	.0	50.1	49.9
1997	92.7	2.0	.0	100.0	100.0	.0	100.0	.0	.0	100.0	.0	100.0	.0	56.9	43.1
1998	100.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	100.0	.0	100.0	.0	35.4	64.6
1999	100.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	100.0	.0	100.0	.0	97.8	2.2
2000	100.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	100.0	.0	100.0	.0	100.0	.0

Table I-8

CHARACTERISTICS OF 1975 TO 2000 FIVE-CYLINDER VANS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1993	11	.007	18.6	25.1	21.0	4157	.0	150	109	16.6	103	.727	.0263	43.7
1994	0	.000	17.5	24.6	20.1	4260	.0	150	109	16.8	102	.727	.0257	42.8
1995	2	.001	17.3	23.3	19.6	5000	.0	150	109	19.1	98	.727	.0218	48.9

PERCENT OF FIVE-CYLINDER VANS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1993	100.0	.0	35.7	64.3	100.0	.0	100.0	.0	.0	.0	.0	100.0	.0	.0	100.0
1994	100.0	.0	48.0	52.0	100.0	.0	100.0	.0	.0	.0	.0	100.0	.0	.0	100.0
1995	100.0	.0	43.8	56.2	100.0	.0	100.0	.0	.0	.0	.0	.0	100.0	.0	100.0

Table I-9

CHARACTERISTICS OF 1975 TO 2000 SIX-CYLINDER VANS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1975	117	.256	14.5	19.1	16.3	3967	.0	271	102	16.9	101	.380	.0257	32.6
1976	128	.255	15.7	20.1	17.4	4023	.0	271	102	17.1	101	.380	.0253	35.2
1977	107	.208	16.3	20.6	18.0	4039	.0	278	113	15.9	105	.408	.0280	36.4
1978	152	.244	15.6	19.6	17.2	4086	.0	280	119	15.3	106	.430	.0293	35.3
1979	96	.200	15.1	18.8	16.6	4233	.0	263	121	15.5	106	.465	.0287	35.5
1980	114	.473	16.3	21.7	18.4	4182	.0	266	118	15.6	105	.449	.0284	38.5
1981	119	.488	16.7	21.9	18.7	4191	.0	268	117	15.9	105	.438	.0279	39.2
1982	121	.389	16.7	22.1	18.7	4181	.0	266	111	16.5	103	.419	.0266	39.2
1983	117	.307	16.8	22.4	18.9	4206	.0	265	110	16.7	103	.418	.0263	39.9
1984	144	.214	16.4	22.3	18.6	4118	.0	272	112	16.2	104	.413	.0273	38.5
1985	182	.213	18.0	25.2	20.6	4002	.0	269	136	13.8	113	.509	.0343	41.5
1986	391	.374	18.0	25.9	20.9	4049	.0	237	132	14.2	111	.574	.0327	42.3
1987	566	.509	18.9	27.1	21.8	3930	.0	219	149	12.5	117	.703	.0381	43.0
1988	735	.649	19.0	28.0	22.2	3940	.0	213	149	12.5	117	.722	.0380	43.8
1989	777	.608	18.9	27.8	22.1	3992	.0	212	146	12.8	116	.713	.0367	44.3
1990	935	.741	19.0	27.9	22.2	4011	.0	208	144	13.0	115	.705	.0360	44.6
1991	742	.718	18.9	27.7	22.0	4084	.0	212	147	13.0	115	.706	.0360	45.2
1992	902	.739	18.9	27.9	22.1	4118	.0	213	149	13.0	116	.711	.0362	45.7
1993	1174	.815	19.1	28.6	22.5	4047	.0	208	152	12.6	117	.742	.0377	45.4
1994	1138	.816	19.0	28.3	22.3	4083	.0	212	154	12.6	118	.733	.0377	45.6
1995	1375	.828	19.0	28.9	22.5	4050	.0	221	155	12.4	118	.711	.0384	45.5
1996	1230	.873	19.1	29.3	22.7	4148	.0	214	167	11.9	121	.788	.0405	47.1
1997	1047	.842	19.0	29.0	22.5	4181	.0	213	169	11.9	122	.798	.0405	47.1
1998	1248	.839	19.3	30.0	23.0	4136	.0	214	177	11.4	125	.826	.0428	47.6
1999	1302	.851	19.0	29.8	22.7	4230	.0	215	180	11.4	125	.841	.0426	48.1
2000	1313	.893	19.3	30.0	22.9	4266	.0	214	181	11.4	125	.856	.0425	49.0

PERCENT OF SIX-CYLINDER VANS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1975	.0	.0	16.8	.0	.0	.0	.0	100.0	.0	.0	.0	49.3	50.7	100.0	.0
1976	.0	.0	21.7	.0	.0	.0	.0	100.0	.0	.0	.0	48.2	51.8	100.0	.0
1977	.0	.0	15.5	.0	.0	.0	.0	100.0	.0	.0	.0	36.7	63.3	100.0	.0
1978	.0	.0	14.0	.0	.0	.0	.0	100.0	.0	.0	.0	43.0	57.0	100.0	.0
1979	.0	.0	43.1	9.2	.0	.0	.0	100.0	.0	.0	.0	64.7	35.3	100.0	.0
1980	.0	.0	40.3	33.0	.0	.0	.0	100.0	.0	.0	.0	56.8	43.2	100.0	.0
1981	.0	.0	34.6	35.1	.0	.0	.0	100.0	.0	.0	.0	52.2	47.8	100.0	.0
1982	.0	.0	27.5	38.3	.0	.0	.0	100.0	.0	.0	.0	52.8	47.2	100.0	.0
1983	.0	.0	26.6	40.8	.0	.0	.0	100.0	.0	.0	.0	53.6	46.4	100.0	.0
1984	.0	.0	22.2	44.4	.0	.0	.0	100.0	.0	.0	.0	43.9	56.1	100.0	.0
1985	.0	.0	8.4	71.0	.0	.0	.0	100.0	.0	.0	.0	70.1	29.9	100.0	.0
1986	.0	.0	6.3	76.7	60.3	41.2	19.1	39.2	.5	.0	.0	84.7	15.3	100.0	.0
1987	25.9	.0	3.5	86.7	96.9	33.6	63.4	3.1	.0	.0	.0	91.6	8.4	100.0	.0
1988	42.7	.0	2.2	90.7	100.0	29.8	70.2	.0	.0	.0	.0	93.7	6.3	100.0	.0
1989	32.2	.2	2.1	91.8	100.0	29.0	71.0	.0	.0	.0	.0	93.7	6.3	96.8	3.2
1990	54.4	8.1	.6	96.0	100.0	33.4	66.6	.0	.0	.0	.0	96.0	4.0	95.5	4.5
1991	46.5	13.0	.4	97.4	100.0	31.8	68.2	.0	.0	.0	.0	96.4	3.6	94.5	5.5
1992	51.7	6.0	.3	98.1	100.0	23.1	76.9	.0	.0	.0	.0	96.8	3.2	95.6	4.4
1993	55.5	5.2	.3	97.9	100.0	15.1	84.9	.0	.0	.0	.0	96.7	3.3	87.4	12.6
1994	61.3	7.4	.1	98.3	100.0	14.4	85.6	.0	.0	.0	.0	96.5	3.5	88.6	11.4
1995	69.4	10.3	.0	98.6	100.0	5.4	94.6	.0	.0	.0	.0	96.8	3.2	87.7	12.3
1996	79.8	2.6	.0	98.7	100.0	.0	100.0	.0	.0	.0	.0	97.2	2.8	90.4	9.6
1997	70.3	5.5	.0	100.0	100.0	.0	100.0	.0	.0	.0	.0	95.8	4.2	87.7	12.3
1998	82.2	3.9	.0	100.0	100.0	.0	100.0	.0	.0	1.2	.0	96.0	4.0	96.7	3.3
1999	83.7	3.0	.0	100.0	100.0	.0	100.0	.0	.0	11.6	.0	96.4	3.6	81.4	18.6
2000	82.1	4.2	.0	100.0	100.0	.0	100.0	.0	.0	20.3	.0	93.8	6.2	73.9	26.1

Table I-10

CHARACTERISTICS OF 1975 TO 2000 EIGHT-CYLINDER VANS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1975	338	.741	11.0	14.2	12.2	4278	.0	334	158	12.8	117	.470	.0370	26.4
1976	372	.742	11.4	15.4	12.9	4263	.0	342	161	12.5	119	.470	.0380	27.8
1977	405	.788	12.6	16.2	14.0	4312	.0	347	163	12.5	119	.471	.0380	30.[illegible]
1978	470	.752	12.2	15.4	13.5	4307	.0	346	159	12.7	117	.460	.0371	29.3
1979	376	.782	11.7	14.7	12.9	4643	.0	342	152	14.2	113	.445	.0328	30.2
1980	111	.462	13.2	17.6	14.9	4630	.0	334	152	14.0	113	.456	.0330	34.6
1981	114	.466	14.5	19.2	16.3	4530	.0	316	148	14.0	112	.469	.0328	37.1
1982	175	.563	14.4	19.0	16.2	4511	.0	316	153	13.6	114	.486	.0340	36.8
1983	251	.656	15.1	20.5	17.1	4560	.0	318	152	13.9	113	.481	.0335	39.8
1984	315	.465	14.4	19.9	16.4	4534	.0	317	154	13.7	114	.487	.0341	37.8
1985	332	.389	14.0	18.9	15.9	4542	.0	314	157	13.4	115	.501	.0348	36.3
1986	300	.287	14.9	20.3	16.9	4607	.0	312	155	13.7	114	.497	.0338	39.2
1987	279	.251	14.7	20.6	16.9	4603	.0	319	167	13.1	118	.521	.0363	39.0
1988	255	.225	14.9	21.3	17.2	4708	.0	322	168	13.2	117	.520	.0359	40.7
1989	276	.216	14.7	21.2	17.0	4689	.0	326	174	12.9	119	.533	.0374	40.1
1990	226	.179	14.6	21.4	17.1	4692	.0	332	186	12.2	123	.560	.0400	40.1
1991	145	.141	14.6	21.6	17.1	4724	.0	331	186	12.2	123	.560	.0397	40.4
1992	178	.146	14.6	21.4	17.0	4769	.0	332	196	11.8	125	.590	.0416	40.7
1993	164	.114	14.8	22.3	17.5	4784	.0	334	202	11.4	127	.606	.0425	41.8
1994	191	.137	14.6	22.0	17.2	4777	.0	331	207	11.2	128	.626	.0433	41.2
1995	197	.119	14.8	22.1	17.4	4734	.0	336	199	11.5	126	.594	.0423	41.3
1996	113	.080	14.6	22.1	17.2	4930	.0	332	219	11.0	130	.660	.0447	42.6
1997	130	.104	15.3	23.1	18.0	4965	.0	322	228	10.7	132	.709	.0461	44.9
1998	100	.067	15.0	23.2	17.9	5109	.0	322	231	10.8	132	.720	.0454	45.7
1999	167	.109	14.7	22.9	17.5	5184	.0	327	237	10.7	133	.726	.0457	45.4
2000	125	.085	15.3	23.5	18.1	5033	.0	325	240	10.4	135	.740	.0478	45.7

PERCENT OF EIGHT-CYLINDER VANS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1975	.0	.0	25.5	.0	.0	.0	.0	100.0	.0	.0	.0	72.1	27.9	100.0	.0
1976	.0	.0	19.9	.0	.0	.0	.0	100.0	.0	.0	.0	66.1	33.9	100.0	.0
1977	.0	.0	13.6	.0	.0	.0	.0	100.0	.0	.0	.0	67.7	32.3	100.0	.0
1978	.0	.0	12.3	.0	.0	.0	.0	100.0	.0	.0	.0	70.9	29.1	100.0	.0
1979	.0	.0	6.1	6.3	.0	.0	.0	100.0	.0	.0	.0	66.7	33.3	100.0	.0
1980	.0	.0	3.3	50.6	.0	.0	.0	100.0	.0	.0	.0	58.3	41.7	100.0	.0
1981	.7	.0	2.8	63.3	.0	.0	.0	100.0	.0	.0	.0	66.0	34.0	100.0	.0
1982	.0	.0	1.4	54.9	.0	.0	.0	100.0	.0	.0	.0	66.6	33.4	100.0	.0
1983	.0	.0	1.6	71.3	.0	.0	.0	93.5	6.5	.0	.0	66.6	33.4	100.0	.0
1984	.0	.0	2.2	64.4	.0	.0	.0	98.0	2.0	.0	.0	70.5	29.5	100.0	.0
1985	.1	.0	.7	67.4	.1	.0	.1	99.1	.8	.0	.0	67.6	32.4	100.0	.0
1986	.1	.0	.4	85.7	25.6	.1	25.5	73.8	.6	.0	.0	66.5	33.5	100.0	.0
1987	.0	.0	.2	62.6	66.9	42.5	24.4	32.8	.3	.0	.0	67.1	32.9	100.0	.0
1988	.0	.0	.1	72.5	98.5	65.7	32.8	1.0	.5	.0	.0	64.4	35.6	100.0	.0
1989	.0	.0	.1	84.1	99.7	68.1	31.5	.0	.3	.0	.0	66.3	33.7	100.0	.0
1990	.0	.0	.0	93.5	99.6	70.8	28.8	.0	.4	.0	.0	68.9	31.1	100.0	.0
1991	.0	.0	.0	98.0	99.5	67.8	31.7	.0	.5	.0	.0	66.1	33.9	100.0	.0
1992	.0	.0	.0	94.5	99.6	45.7	53.9	.0	.4	.0	.0	63.9	36.1	100.0	.0
1993	.0	.3	.0	97.8	100.0	49.5	50.5	.0	.0	.0	.0	58.6	41.4	100.0	.0
1994	.0	.0	.0	94.1	100.0	34.3	65.7	.0	.0	.0	.0	62.1	37.9	100.0	.0
1995	.0	.0	.0	96.1	100.0	54.3	45.7	.0	.0	.0	.0	70.2	29.8	100.0	.0
1996	.0	.0	.0	94.2	100.0	.0	100.0	.0	.0	.0	.0	33.7	66.3	100.0	.0
1997	.0	.0	.0	95.8	100.0	.0	100.0	.0	.0	.0	.0	27.3	72.7	100.0	.0
1998	.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	.0	.0	17.6	82.4	100.0	.0
1999	.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	.0	.0	15.8	84.2	100.0	.0
2000	.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	.0	.0	.0	100.0	100.0	.0

Table I-11 CHARACTERISTICS OF 1975 TO 2000 FOUR-CYLINDER SUVS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1975	6	.034	10.1	15.6	12.0	4000	257	110	15.7	104	.428	.0275	24.0
1979	14	.034	17.5	21.1	19.0	3032	136	76	17.1	99	.600	.0259	28.6
1980	19	.102	21.0	25.4	22.8	2893	137	81	15.8	101	.624	.0278	32.9
1981	13	.098	22.5	27.3	24.4	2941	145	81	15.7	101	.573	.0276	35.9
1982	18	.110	22.9	25.4	24.0	2557	136	78	15.0	102	.589	.0303	30.7
1983	23	.080	22.4	25.5	23.7	2647	130	80	15.1	103	.634	.0303	31.4
1984	71	.113	21.2	27.3	23.6	3118	139	89	15.6	102	.644	.0285	36.8
1985	93	.127	21.7	28.4	24.3	3325	139	94	15.7	103	.680	.0282	40.5
1986	191	.248	22.4	29.8	25.2	3355	131	97	15.2	104	.745	.0291	42.3
1987	207	.237	22.5	29.5	25.2	3130	127	95	14.7	104	.755	.0303	39.4
1988	191	.197	22.5	29.1	25.0	3123	122	94	14.8	104	.773	.0298	38.9
1989	123	.133	21.5	27.9	24.0	3226	131	103	14.0	107	.790	.0322	38.7
1990	115	.162	22.6	28.8	25.0	3100	124	99	14.1	107	.808	.0321	38.9
1991	129	.118	22.0	27.0	24.0	3228	128	97	14.9	105	.775	.0302	38.9
1992	113	.113	22.3	27.7	24.4	3035	125	101	13.8	108	.814	.0333	37.5
1993	123	.094	22.2	27.4	24.3	3058	126	103	13.7	108	.822	.0337	37.5
1994	160	.101	22.4	28.3	24.7	3045	123	104	13.5	109	.850	.0343	37.8
1995	195	.108	22.5	28.6	24.9	3005	126	108	13.0	111	.869	.0362	37.6
1996	150	.080	.4	32.5	27.5	3028	115	111	12.7	112	.974	.0368	41.
1997	390	.158	22.8	30.5	25.8	3289	133	126	12.3	115	.957	.0385	42.5
1998	343	.133	23.2	31.3	26.3	3391	128	129	12.4	115	1.011	.0382	44.7
1999	383	.136	23.4	31.4	26.4	3450	129	138	11.9	118	1.073	.0400	45.9
2000	409	.127	23.2	31.1	26.2	3490	130	138	12.0	118	1.073	.0298	45.9

PERCENT OF FOUR-CYLINDER SUVs:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1975	.0	.0	100.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	100.0
1979	.0	32.5	32.5	.0	.0	.0	.0	100.0	.0	.0	73.7	26.3	.0	93.8	6.2
1980	.0	99.9	100.0	.0	.0	.0	.0	100.0	.0	.0	94.3	5.7	.0	83.6	16.4
1981	.0	100.0	98.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	94.1	5.9
1982	.0	38.4	38.4	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	84.0	16.0
1983	.0	41.0	44.3	1.3	.0	.0	.0	100.0	.0	.0	89.7	10.3	.0	75.8	24.2
1984	.0	94.3	69.3	25.3	.0	.0	.0	100.0	.0	.0	23.7	76.3	.0	67.3	32.7
1985	.0	91.2	69.4	29.6	32.8	.0	.0	65.9	1.3	.0	13.8	86.2	.0	56.5	43.5
1986	.0	95.6	86.3	13.2	40.5	21.6	18.9	56.8	2.7	.0	23.6	76.4	.0	23.2	76.8
1987	.0	96.8	85.0	7.7	37.8	19.7	18.1	62.1	.1	.0	52.3	47.7	.0	16.6	83.4
1988	.0	97.8	83.3	12.8	46.9	6.8	40.1	53.1	.0	.0	56.6	43.4	.0	6.7	93.3
1989	.0	95.6	72.5	27.5	91.9	49.8	42.1	8.1	.0	.0	61.1	38.9	.0	17.6	82.4
1990	.0	90.9	83.1	15.9	97.1	61.1	36.0	2.9	.0	.0	76.2	23.8	.0	19.4	80.6
1991	.0	60.2	63.3	36.4	98.6	62.6	36.0	1.4	.0	.0	86.1	13.9	.0	40.3	59.7
1992	.0	50.9	67.2	32.8	97.4	54.5	42.8	2.6	.0	.0	91.8	8.2	.0	37.9	62.1
1993	.0	54.2	63.7	36.3	97.3	47.3	50.0	2.7	.0	.0	90.6	9.4	.0	44.1	55.9
1994	.0	53.8	60.8	23.4	100.0	35.4	64.6	.0	.0	3.5	89.4	10.6	.0	42.7	57.3
1995	.2	80.3	72.4	27.6	100.0	20.5	79.5	.0	.0	2.7	84.4	15.6	.0	44.3	55.7
1996	12.0	59.7	45.4	54.6	100.0	.0	100.0	.0	.0	91.2	80.2	19.8	.0	4.5	95.5
1997	7.8	65.6	43.1	51.3	100.0	.0	100.0	.0	.0	81.8	68.1	31.9	.0	16.1	83.9
1998	13.7	69.6	33.2	66.8	100.0	.0	100.0	.0	.0	89.6	57.3	42.7	.0	10.4	89.6
1999	12.5	68.9	31.1	68.9	100.0	.0	100.0	.0	.0	93.2	59.1	40.9	.0	6.8	93.2
2000	10.7	66.2	33.8	66.2	100.0	.0	100.0	.0	.0	92.2	60.1	39.9	.0	7.8	92.2

Table I-12 CHARACTERISTICS OF 1975 TO 2000 SIX-CYLINDER SUVS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1975	12	.062	16.4	19.9	17.8	3152	237	95	14.7	105	.399	.0307	27.8
1976	45	.184	14.1	18.3	15.7	3255	253	101	14.3	106	.400	.0318	26.0
1977	49	.174	14.9	19.5	16.7	3323	253	105	14.1	107	.413	.0320	28.0
1978	60	.157	14.5	19.4	16.4	3217	255	104	13.8	107	.407	.0327	26.5
1979	63	.158	15.5	18.9	16.9	3211	257	120	12.4	114	.466	.0379	27.1
1980	54	.293	16.0	20.5	17.8	3590	258	100	15.5	104	.393	.0285	32.0
1981	44	.327	16.4	22.1	18.5	3564	266	113	14.0	109	.428	.0327	32.9
1982	41	.256	16.5	22.9	18.9	3601	264	112	14.3	108	.426	.0318	34.2
1983	150	.518	18.3	26.6	21.3	3728	206	112	14.8	107	.563	.0305	40.1
1984	368	.589	18.4	26.3	21.3	3677	188	108	15.1	106	.590	.0298	39.4
1985	444	.604	18.3	27.6	21.6	3736	178	109	15.2	105	.617	.0293	40.5
1986	388	.501	18.0	25.6	20.8	3670	182	126	13.4	112	.701	.0345	38.2
1987	491	.562	18.2	26.9	21.3	3694	198	138	12.7	116	.709	.0377	39.4
1988	582	.602	18.0	26.5	21.1	3681	211	147	12.0	119	.706	.0402	38.9
1989	595	.643	18.2	26.1	21.1	3770	231	155	11.7	121	.680	.0413	39.9
1990	423	.597	17.6	25.6	20.5	3813	219	154	11.9	120	.716	.0408	39.1
1991	875	.799	17.4	25.7	20.4	4067	233	163	11.9	121	.704	.0404	41.6
1992	793	.791	17.0	25.1	19.9	4071	230	170	11.6	123	.743	.0424	40.7
1993	950	.725	17.3	25.7	20.3	4083	234	181	11.0	127	.777	.0448	41.6
1994	1130	.713	17.[illegible]	25.1	19.9	4188	231	180	11.3	125	.783	.0434	42.0
1995	1242	.684	17.0	25.0	19.8	4205	230	177	11.5	124	.777	.0426	41.9
1996	1285	.680	17.4	26.0	20.4	4189	241	180	11.3	125	.751	.0434	42.9
1997	1349	.547	17.5	25.6	20.4	4215	236	180	11.3	125	.773	.0432	43.1
1998	1495	.580	17.6	26.1	20.6	4190	237	182	11.2	126	.778	.0438	43.3
1999	1633	.579	17.8	25.9	20.7	4184	233	188	10.9	128	.820	.0450	43.3
2000	1812	.562	17.7	25.6	20.5	4244	233	188	11.0	127	.819	.0448	43.6

PERCENT OF SIX-CYLINDER SUVs:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1975	.0	79.8	69.6	.0	.0	.0	.0	100.0	.0	.0	69.6	29.9	.5	100.0	.0
1976	.0	73.8	75.9	.0	.0	.0	.0	100.0	.0	.0	82.1	17.2	.7	80.8	19.2
1977	.0	63.0	83.8	.0	.0	.0	.0	100.0	.0	.0	86.4	13.2	.5	67.8	32.2
1978	.0	70.2	84.1	.0	.0	.0	.0	100.0	.0	.0	87.8	11.0	1.2	73.7	26.3
1979	.0	92.9	86.0	.3	.0	.0	.0	98.8	1.2	.0	88.4	10.4	1.2	93.1	6.9
1980	.0	98.0	83.0	3.9	.0	.0	.0	92.0	8.0	.0	65.5	31.9	2.6	96.5	3.5
1981	.0	98.2	78.4	21.6	.0	.0	.0	100.0	.0	.0	61.7	38.3	.0	96.0	4.0
1982	.0	95.9	77.6	22.4	.0	.0	.0	100.0	.0	.0	59.4	40.6	.0	91.8	8.2
1983	.0	86.7	51.3	46.2	.0	.0	.0	100.0	.0	.0	23.0	77.0	.0	97.3	2.7
1984	.0	86.1	33.3	43.1	.0	.0	.0	100.0	.0	.0	34.9	65.1	.0	98.6	1.4
1985	.0	82.1	30.1	68.6	.0	.0	.0	100.0	.0	.0	23.1	76.9	.0	98.7	1.3
1986	.0	86.9	30.0	68.2	68.9	40.6	28.4	31.1	.0	.0	33.9	66.1	.0	99.4	.6
1987	.0	82.1	28.6	69.2	92.1	46.9	45.2	7.9	.0	.0	29.8	70.2	.0	92.5	7.5
1988	.0	82.0	27.3	71.0	94.7	38.7	56.0	5.3	.0	.0	30.9	69.1	.0	90.2	9.8
1989	.0	82.2	24.6	71.9	94.0	42.4	51.6	6.0	.0	.0	25.6	74.4	.0	88.5	11.5
1990	.0	86.4	26.3	72.0	93.7	20.8	72.9	6.3	.0	.0	24.1	75.9	.0	68.8	31.2
1991	.0	79.6	17.9	81.3	100.0	33.9	66.1	.0	.0	.0	2.8	95.8	1.3	81.9	18.1
1992	.0	75.2	18.6	80.6	100.0	17.5	82.5	.0	.0	.0	3.1	95.8	1.1	79.9	20.1
1993	.0	63.4	13.9	85.3	100.0	.6	99.4	.0	.0	.0	3.4	95.7	.9	83.6	16.4
1994	.0	78.0	12.8	87.2	100.0	.4	99.6	.0	.0	9.0	2.7	95.9	1.4	77.3	22.7
1995	.0	77.9	10.6	89.4	100.0	.0	100.0	.0	.0	22.4	1.8	97.5	.7	69.2	30.8
1996	.0	69.7	5.4	94.6	100.0	.0	100.0	.0	.0	13.5	.0	98.6	1.4	82.4	17.6
1997	1.6	70.3	8.7	91.3	100.0	.0	100.0	.0	.0	20.5	16.4	81.8	1.8	72.1	27.9
1998	.0	69.5	6.4	93.6	100.0	.0	100.0	.0	.0	16.9	8.0	87.5	4.5	75.0	25.0
1999	.9	70.1	5.9	94.1	100.0	.0	100.0	.0	.0	20.9	5.8	90.4	3.8	71.4	28.6
2000	.7	72.0	8.2	91.8	100.0	.0	100.0	.0	.0	21.2	7.2	87.5	5.3	67.8	32.2

Table I-13 CHARACTERISTICS OF 1975 TO 2000 EIGHT-CYLINDER SUVS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1975	169	.905	11.6	14.6	12.8	4281	337	151	13.2	116	.445	.0363	27.2
1976	199	.816	12.0	15.6	13.4	4551	354	149	14.0	113	.421	.0334	30.4
1977	234	.826	13.2	17.2	14.8	4423	348	152	13.5	115	.435	.0348	32.7
1978	321	.843	12.6	16.5	14.1	4465	354	157	13.1	116	.442	.0356	31.4
1979	323	.808	10.9	13.2	11.8	4825	353	151	14.7	111	.426	.0314	28.5
1980	112	.605	12.4	16.4	13.9	4776	339	154	14.1	112	.453	.0323	33.4
1981	78	.575	13.5	18.1	15.2	4790	329	150	14.5	111	.459	.0314	36.7
1982	103	.634	14.5	19.7	16.4	4961	333	145	15.3	109	.441	.0296	42.7
1983	116	.401	14.2	19.7	16.2	4962	339	148	15.1	110	.442	.0301	41.8
1984	186	.298	13.4	18.6	15.4	4971	336	156	14.5	112	.467	.0315	39.3
1985	198	.269	13.6	19.1	15.6	4977	335	162	14.1	114	.486	.0327	39.6
1986	194	.251	14.0	20.1	16.2	4981	330	159	14.3	113	.484	.0321	40.9
1987	175	.200	13.8	19.6	15.9	5090	336	181	13.3	118	.537	.0355	41.1
1988	194	.201	13.9	19.9	16.1	5115	338	183	13.2	118	.541	.0357	41.5
1989	208	.224	13.8	20.1	16.0	5196	336	186	13.2	119	.551	.0357	42.1
1990	170	.241	13.7	20.8	16.2	5257	338	192	12.9	120	.569	.0367	42.9
1991	91	.083	13.8	20.7	16.2	5293	339	199	12.6	122	.589	.0377	43.2
1992	96	.096	13.5	20.4	15.9	5428	340	201	12.7	121	.591	.0371	43.2
1993	237	.181	14.3	21.7	16.9	5019	334	209	11.5	128	.629	.0429	42.2
1994	295	.186	14.5	21.4	17.0	5003	334	209	11.5	128	.629	.0431	42.3
1995	378	.208	14.5	21.5	17.0	5066	334	206	11.7	126	.621	.0417	42.8
1996	454	.241	14.8	22.3	17.5	4965	328	225	10.8	132	.687	.0458	43.3
1997	728	.295	14.9	22.6	17.6	5084	323	228	10.9	131	.707	.0452	44.8
1998	737	.286	14.6	22.3	17.3	5086	320	225	11.0	131	.707	.0447	43.9
1999	804	.285	14.4	21.8	17.0	5288	325	240	10.8	133	.741	.0457	44.9
2000	1000	.310	14.7	22.6	17.5	5235	313	244	10.5	135	.783	.0470	45.7

PERCENT OF EIGHT-CYLINDER SUVs:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1975	.0	87.5	37.3	.0	.0	.0	.0	100.0	.0	.0	23.1	70.6	6.3	100.0	.0
1976	.0	88.0	24.4	.0	.0	.0	.0	100.0	.0	.0	11.5	80.6	7.9	100.0	.0
1977	.0	86.7	25.8	.0	.0	.0	.0	100.0	.0	.0	12.5	80.2	7.3	100.0	.0
1978	.0	91.9	25.1	.0	.0	.0	.0	100.0	.0	.0	12.0	82.1	5.9	100.0	.0
1979	.0	66.3	33.1	.6	.0	.0	.0	100.0	.0	.0	11.9	54.7	33.5	100.0	.0
1980	.0	82.4	14.9	41.4	.0	.0	.0	100.0	.0	.0	6.6	73.5	19.9	100.0	.0
1981	.0	84.3	9.9	59.3	.0	.0	.0	100.0	.0	.0	2.3	79.6	18.0	100.0	.0
1982	.0	79.9	8.9	57.5	.0	.0	.0	75.9	24.1	.0	.0	78.9	21.1	100.0	.0
1983	.0	80.8	4.7	67.6	.0	.0	.0	83.3	16.7	.0	.0	73.7	26.3	100.0	.0
1984	.0	79.4	6.4	49.3	.0	.0	.0	92.2	7.8	.0	.0	73.8	26.2	100.0	.0
1985	.0	71.7	3.3	55.5	4.5	.0	.0	90.6	4.8	.0	.0	71.0	29.0	100.0	.0
1986	.0	75.2	3.6	72.9	20.0	.0	20.0	76.6	3.4	.0	.0	69.9	30.1	100.0	.0
1987	.0	73.9	2.9	69.9	70.4	53.7	16.7	27.8	1.9	.0	.0	67.4	32.6	99.0	1.0
1988	.0	74.9	2.6	70.9	89.1	60.1	29.0	9.4	1.5	.0	.0	64.4	35.6	98.0	2.0
1989	.0	76.0	3.0	73.6	92.9	60.0	32.9	6.0	1.1	.0	.0	64.5	35.5	97.9	2.1
1990	.0	73.0	2.0	86.9	94.8	62.1	32.8	4.0	1.2	.0	.0	57.8	42.2	97.1	2.9
1991	.0	70.6	1.4	89.7	94.1	64.0	30.1	4.1	1.8	.0	.0	52.9	47.1	95.9	4.1
1992	.0	73.8	1.3	98.2	100.0	69.3	30.7	.0	.0	.0	.0	31.1	68.9	96.8	3.2
1993	.0	47.3	.9	99.1	100.0	50.6	49.4	.0	.0	.0	.0	49.4	50.6	98.1	1.9
1994	.0	81.1	1.4	98.6	100.0	51.4	48.6	.0	.0	.0	.7	47.5	51.9	97.1	2.9
1995	.0	82.9	1.2	98.8	100.0	58.3	41.7	.0	.0	.0	.4	41.1	58.4	94.5	5.5
1996	.0	78.6	.8	99.2	99.9	.0	99.9	.0	.1	.0	.0	51.1	48.9	94.6	5.4
1997	.0	75.5	.1	99.9	100.0	.0	100.0	.0	.0	.0	.4	26.2	73.4	96.7	3.3
1998	.0	75.2	.0	100.0	100.0	.0	100.0	.0	.0	.0	.0	22.3	77.7	97.3	2.7
1999	.0	77.6	.0	100.0	99.9	.0	99.9	.0	.1	4.2	.0	19.9	80.1	91.6	8.4
2000	.0	73.7	.0	100.0	100.0	.0	100.0	.0	.0	5.3	.0	21.8	78.2	95.0	5.0

Table I-14 CHARACTERISTICS OF 1975 TO 2000 "OTHER" CYLINDER PICKUP TRUCKS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1975	3	.002	13.0	20.3	15.5	3000	80	135	10.7	122	1.688	.0450	23.3
1976	4	.002	13.8	21.5	16.4	3000	80	135	10.7	122	1.688	.0450	24.7
1977	2	.001	16.4	24.9	19.3	3000	80	135	10.7	122	1.688	.0450	29.1

PERCENT OF OTHER CYLINDER PICKUPS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1975	.0	.0	68.2	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	100.0
1976	.0	.0	81.1	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	100.0
1977	.0	.0	85.1	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0	.0	100.0

Table I-15 CHARACTERISTICS OF 1975 TO 2000 FOUR-CYLINDER PICKUP TRUCKS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1975	214	.159	19.2	27.7	22.2	2817	116	88	14.7	105	.750	.0314	31.4
1976	224	.120	20.4	29.6	23.7	2826	117	89	14.6	105	.757	.0318	33.7
1977	304	.150	22.9	32.4	2[illegible].4	2819	122	91	14.2	106	.748	.0324	37.5
1978	339	.150	23.3	31.1	26.3	2844	120	88	14.7	104	.731	.0310	37.8
1979	459	.208	20.5	28.3	23.4	2832	123	84	14.9	103	.692	.0300	33.8
1980	550	.383	21.8	29.2	24.6	2818	124	87	14.5	104	.705	.0311	35.2
1981	497	.346	24.5	33.0	27.7	2841	130	85	15.1	103	.652	.0298	40.1
1982	485	.337	24.6	33.0	27.8	2885	133	87	14.9	104	.657	.0304	40.7
1983	707	.434	24.4	32.8	27.6	2921	135	88	14.8	104	.651	.0303	40.7
1984	795	.389	24.1	32.3	27.2	2973	134	89	14.9	104	.661	.0300	40.9
1985	819	.394	24.3	32.5	27.4	3034	141	97	14.0	107	.693	.0322	41.8
1986	1256	.496	23.8	32.3	27.0	3054	139	97	14.2	106	.696	.0318	41.4
1987	1064	.496	23.7	32.7	27.1	3050	140	96	14.2	106	.686	.0316	41.5
1988	913	.371	23.8	32.5	27.1	3070	142	97	14.2	106	.685	.0317	41.8
1989	773	.347	23.6	32.2	26.8	3084	143	102	13.7	108	.710	.0331	41.5
1990	554	.302	23.9	32.4	27.1	3096	144	110	13.0	111	.765	.0356	42.1
1991	632	.329	24.0	32.8	27.3	3119	145	108	13.2	110	.749	.0349	42.7
1992	471	.256	23.7	32.7	27.1	3194	143	110	13.3	110	.767	.0347	43.3
1993	478	.239	23.9	33.0	27.3	3210	143	112	13.2	111	.782	.0351	43.9
1994	706	.273	[illegible]9	33.1	27.3	3333	141	113	13.4	110	.799	.0342	45.[illegible]
1995	653	.288	23.4	32.5	26.8	3425	147	124	12.8	113	.848	.0365	46.2
1996	556	.284	23.4	33.3	27.0	3420	142	124	12.8	113	.871	.0366	46.5
1997	465	.193	23.9	33.5	27.5	3457	140	120	13.2	111	.853	.0349	47.8
1998	616	.255	23.4	33.3	27.0	3462	145	127	12.7	114	.877	.0370	47.0
1999	536	.183	22.5	32.0	25.9	3473	145	128	12.7	114	.883	.0371	45.3
2000	429	.159	23.0	32.7	26.5	3448	144	128	12.6	115	.894	.0375	46.1

PERCENT OF FOUR-CYLINDER PICKUPS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1975	.0	.0	83.5	.0	.0	.0	.0	100.0	.0	.0	73.8	26.2	.0	.0	100.0
1976	.0	.0	81.4	.0	.0	.0	.0	100.0	.0	.0	75.6	24.4	.0	.0	100.0
1977	.0	.0	82.3	.0	.0	.0	.0	100.0	.0	.0	78.4	21.6	.0	.0	100.0
1978	.0	6.9	88.1	.0	.0	.0	.0	100.0	.0	.0	77.8	22.2	.0	.0	100.0
1979	.0	20.5	88.1	.0	.0	.0	.0	100.[illegible]	.0	.0	77.9	22.1	.0	.0	100.0
1980	4.8	20.2	89.9	.0	2.7	.0	.0	95.2	2.0	.0	82.2	17.7	.0	.0	100.0
1981	6.7	23.0	93.1	.0	1.8	.0	.0	81.9	16.3	.0	73.8	26.2	.0	.2	99.8
1982	6.6	23.4	90.8	2.3	.7	.0	.0	83.9	15.4	.0	70.2	29.8	.0	10.7	89.3
1983	4.3	18.9	86.3	1.4	.2	.0	.0	94.1	5.7	.0	43.6	56.4	.0	33.3	66.7
1984	1.5	20.6	88.9	2.5	2.5	.0	.0	93.3	4.2	.0	52.9	47.1	.0	19.5	80.5
1985	.0	22.4	84.6	8.8	29.0	.0	.0	69.3	1.7	.0	60.6	39.4	.0	27.9	72.1
1986	.0	19.8	85.9	7.9	36.9	22.6	14.3	62.3	.7	.0	55.8	42.5	1.7	20.4	79.6
1987	.0	17.3	84.5	7.9	38.5	26.8	11.7	61.1	.3	.0	39.1	60.5	.4	26.4	73.6
1988	.0	15.2	84.9	9.3	57.1	29.7	27.3	42.9	.0	.0	33.2	66.7	.1	41.7	58.3
1989	.0	15.3	84.9	10.6	71.2	36.6	34.5	28.8	.0	.0	34.8	65.1	.0	39.2	60.8
1990	.0	13.1	84.9	12.9	80.1	10.5	69.5	19.9	.0	.0	40.3	59.6	.1	32.6	67.4
1991	.0	12.4	85.3	12.0	90.3	23.0	67.3	9.7	.0	.0	39.1	60.9	.0	41.3	58.7
1992	.0	13.8	86.8	10.1	87.4	9.8	77.6	12.6	.0	.0	42.0	58.0	.0	35.4	64.6
1993	.0	14.8	86.8	9.9	91.2	4.2	87.0	8.8	.0	.0	51.7	48.3	.0	35.2	64.8
1994	.0	12.2	85.2	11.2	97.1	.4	96.7	2.9	.0	.2	41.3	58.4	.2	53.1	46.9
1995	.0	15.3	79.9	17.0	100.0	2.7	97.3	.0	.0	17.7	38.6	56.0	5.4	51.9	48.1
1996	.0	9.8	76.6	18.6	100.0	.0	100.0	.0	.0	19.3	33.7	64.9	1.4	64.8	35.2
1997	.0	5.8	78.0	22.0	100.0	.0	100.0	.0	.0	.5	28.1	71.4	.5	71.4	28.6
1998	.0	11.1	66.9	27.1	100.0	.0	100.0	.0	.0	35.5	35.4	64.5	.1	64.5	35.5
1999	.0	10.1	42.6	51.8	100.0	.0	100.0	.0	.0	39.3	39.3	60.7	.0	60.7	39.3
2000	.0	9.6	68.5	26.5	100.0	.0	100.0	.0	.0	40.1	40.1	59.9	.0	59.9	40.1

Table I-16 CHARACTERISTICS OF 1975 TO 2000 SIX-CYLINDER PICKUP TRUCKS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1975	144	.107	15.2	20.3	17.1	4020	.0	270	103	17.0	101	.384	.0256	34.7
1976	272	.146	16.7	22.4	18.9	4007	.0	267	103	16.9	101	.389	.0257	38.0
1977	254	.125	17.1	22.1	19.0	4044	.0	271	109	16.2	103	.405	.0272	38.8
1978	346	.153	16.6	21.6	18.5	4054	.0	274	116	15.5	106	.428	.0287	37.8
1979	355	.161	15.8	20.0	17.5	4173	.0	266	122	15.1	107	.464	.0294	36.8
1980	387	.269	16.9	22.8	19.1	4027	.0	271	121	14.8	107	.451	.0300	38.7
1981	472	.328	17.8	24.0	20.1	3934	.0	274	120	14.6	108	.444	.0306	39.8
1982	480	.333	19.0	26.3	21.7	3578	.0	236	113	14.2	108	.502	.0321	39.0
1983	484	.297	18.7	26.6	21.6	3653	.0	228	112	14.6	107	.516	.0310	39.6
1984	687	.336	18.2	25.8	21.0	3676	.0	227	110	14.8	106	.510	.0304	38.7
1985	591	.284	18.8	26.6	21.7	3588	.0	227	117	14.0	109	.535	.0327	38.9
1986	600	.237	18.5	25.6	21.1	3705	.0	228	129	13.3	113	.604	.0354	39.1
1987	631	.294	18.6	26.4	21.4	3647	.0	222	136	12.5	116	.638	.0378	39.0
1988	746	.304	18.5	26.6	21.4	3695	.0	229	142	12.2	117	.644	.0388	39.5
1989	732	.328	18.1	25.8	20.9	3869	.0	239	145	12.5	117	.627	.0378	40.6
1990	593	.323	18.1	26.2	21.0	3959	.0	240	147	12.5	117	.637	.0376	41.7
1991	769	.400	18.7	27.6	21.9	3807	.0	236	147	12.2	118	.641	.0390	41.6
1992	792	.430	18.1	26.9	21.2	3950	.0	242	146	12.6	117	.622	.0375	41.9
1993	916	.458	18.2	27.0	21.3	3944	.0	239	150	12.4	118	.645	.0384	42.0
1994	991	.382	18.[illegible]	26.9	21.3	3980	.0	245	160	11.8	121	.670	.0407	42.4
1995	679	.299	17.7	26.4	20.8	4122	.0	256	161	12.1	120	.645	.0396	42.8
1996	628	.321	18.0	26.5	21.0	4104	.0	249	168	11.7	122	.688	.0412	43.2
1997	673	.280	18.3	27.2	21.5	4101	.0	247	186	10.8	128	.753	.0453	44.0
1998	728	.301	18.2	26.8	21.3	4065	.0	238	180	11.0	126	.759	.0443	43.2
1999	1118	.382	17.8	25.5	20.6	4101	.0	229	177	11.2	125	.777	.0431	42.2
2000	727	.271	17.9	26.1	20.9	4137	.0	231	177	11.3	125	.772	.0429	43.1

PERCENT OF SIX-CYLINDER PICKUPS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1975	.0	3.3	16.3	.0	.0	.0	.0	100.0	.0	.0	.0	.0	100.0	100.0	.0
1976	.0	5.3	35.3	.0	.0	.0	.0	100.0	.0	.0	.0	.0	100.0	100.0	.0
1977	.0	10.8	29.6	.0	.0	.0	.0	100.0	.0	.0	.0	.0	100.0	100.0	.0
1978	.0	11.4	30.9	.0	.0	.0	.0	99.7	.3	.0	.0	.0	100.0	100.0	.0
1979	.0	11.7	61.4	2.4	.0	.0	.0	99.2	.8	.0	.0	.0	100.0	100.0	.0
1980	.0	12.6	65.4	19.5	.0	.0	.0	99.8	.2	.0	.0	.0	100.0	100.0	.0
1981	.0	10.2	61.1	21.9	.0	.0	.0	100.0	.0	.0	.4	.0	99.6	100.0	.0
1982	.0	8.9	56.6	30.2	.0	.0	.0	100.0	.0	.0	1.2	35.5	63.3	100.0	.0
1983	.0	23.5	53.0	32.1	.0	.0	.0	100.0	.0	.0	.8	45.9	53.2	100.0	.0
1984	.0	25.8	49.8	30.5	.0	.0	.0	100.0	.0	.0	.5	47.7	51.8	100.0	.0
1985	.0	26.8	52.4	33.5	1.1	1.1	.0	98.9	.0	.0	.0	49.8	50.2	100.0	.0
1986	.0	30.7	53.0	30.9	50.1	26.8	23.3	49.9	.0	.0	7.0	42.3	50.7	93.0	7.0
1987	.0	33.1	46.1	45.7	81.5	31.2	50.4	18.5	.0	.0	3.9	64.7	31.4	96.1	3.9
1988	.0	34.3	49.8	42.0	100.0	46.1	53.9	.0	.0	.0	4.9	59.7	35.3	95.1	4.9
1989	.0	33.6	51.5	43.8	100.0	47.3	52.7	.0	.0	.0	11.6	52.2	36.2	88.0	12.0
1990	.0	30.0	46.3	50.3	100.0	37.8	62.2	.0	.0	.0	11.1	45.5	43.4	88.4	11.6
1991	.0	25.8	51.7	48.3	100.0	56.4	43.6	.0	.0	.0	8.1	60.4	31.5	91.1	8.9
1992	.0	23.2	48.6	51.4	100.0	43.6	56.4	.0	.0	.0	6.8	51.9	41.3	92.7	7.3
1993	.0	24.2	45.3	54.7	100.0	41.5	58.5	.0	.0	.0	1.7	52.4	45.9	91.5	8.5
1994	.0	28.8	39.6	60.4	100.0	30.8	69.2	.0	.0	.0	6.7	53.6	39.7	92.0	8.0
1995	.0	28.1	42.7	57.3	100.0	30.4	69.6	.0	.0	1.4	6.8	45.0	48.2	93.2	6.8
1996	.0	27.2	33.5	66.5	100.0	.0	100.0	.0	.0	10.1	5.3	50.9	43.8	89.9	10.1
1997	.0	21.7	28.0	72.0	100.0	.0	100.0	.0	.0	4.2	.0	47.2	52.8	95.8	4.2
1998	.0	28.9	28.2	71.8	100.0	.0	100.0	.0	.0	7.2	5.8	54.5	39.8	92.8	7.2
1999	.0	52.4	38.0	62.0	100.0	.0	100.0	.0	.0	5.0	23.0	42.5	34.5	77.0	23.0
2000	.0	31.7	29.3	70.7	100.0	.0	100.0	.0	.0	6.6	10.5	49.3	40.2	87.2	12.8

Table I-17 CHARACTERISTICS OF 1975 TO 2000 EIGHT-CYLINDER PICKUP TRUCKS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1975	982	.732	11.1	15.2	12.6	4274	353	158	12.7	118	.446	.0373	27.3
1976	1367	.732	11.8	15.4	13.2	4360	359	155	13.1	116	.430	.0358	29.0
1977	1466	.723	13.0	16.6	14.4	4366	360	164	12.6	119	.457	.0378	31.7
1978	1582	.698	12.7	16.0	14.0	4386	353	162	12.7	118	.460	.0373	31.1
1979	1392	.631	12.5	15.5	13.6	4566	346	156	13.8	115	.449	.0344	31.7
1980	500	.348	14.2	18.8	15.9	4532	331	150	13.9	113	.453	.0333	36.8
1981	470	.326	15.3	20.7	17.4	4311	312	143	13.8	113	.461	.0334	37.8
1982	476	.331	15.7	21.1	17.8	4437	317	150	13.7	114	.475	.0341	40.5
1983	437	.269	15.2	20.7	17.2	4430	317	152	13.5	114	.483	.0346	39.1
1984	561	.275	14.8	20.4	16.9	4463	316	154	13.4	115	.489	.0347	38.3
1985	668	.321	14.7	20.1	16.7	4437	315	159	13.0	117	.506	.0361	37.4
1986	675	.267	15.2	21.0	17.4	4424	311	157	13.1	116	.503	.0356	38.7
1987	451	.210	14.8	20.6	17.0	4482	320	169	12.6	119	.527	.0379	38.2
1988	800	.325	15.1	21.6	17.5	4537	329	180	12.1	122	.544	.0397	39.8
1989	726	.326	15.0	21.8	17.5	4502	330	184	11.9	124	.556	.0411	39.4
1990	687	.375	14.8	21.9	17.3	4572	335	189	11.8	124	.561	.0414	39.7
1991	519	.271	14.7	22.0	17.3	4542	331	190	11.6	125	.573	.0420	39.4
1992	577	.313	14.8	22.3	17.4	4652	330	190	11.9	124	.573	.0410	40.6
1993	608	.304	15.0	22.7	17.7	4691	331	200	11.3	127	.606	.0429	41.7
1994	894	.345	15.0	22.4	17.6	4715	334	205	11.2	128	.614	.0436	41.5
1995	939	.414	14.7	22.1	17.3	4751	333	201	11.4	127	.606	.0425	41.2
1996	771	.394	15.0	22.7	17.7	4815	332	226	10.5	133	.680	.0470	42.6
1997	1268	.527	15.5	23.5	18.3	4933	318	228	10.6	133	.721	.0465	45.1
1998	1069	.443	15.1	23.3	18.0	4902	323	232	10.4	134	.723	.0477	44.1
1999	1270	.434	15.2	22.8	17.9	4896	319	238	10.2	136	.751	.0490	43.9
2000	1533	.570	15.7	23.7	18.5	4902	316	244	10.0	138	.775	.0499	45.5

PERCENT OF EIGHT-CYLINDER PICKUPS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1975	.0	18.0	35.4	.0	.0	.0	.0	100.0	.0	.0	.0	.0	100.0	100.0	.0
1976	.0	27.5	32.4	.0	.0	.0	.0	100.0	.0	.0	.0	.0	100.0	100.0	.0
1977	.0	27.7	27.3	.0	.0	.0	.0	100.0	.0	.0	.0	.0	100.0	100.0	.0
1978	.0	34.7	27.9	.0	.0	.0	.0	98.4	1.6	.0	.0	.0	100.0	100.0	.0
1979	.0	10.2	78.6	1.5	.0	.0	.0	96.3	3.7	.0	.0	.0	100.0	100.0	.0
1980	.0	28.5	19.5	47.9	.0	.0	.0	90.4	9.6	.0	.0	.0	100.0	100.0	.0
1981	.0	17.0	16.8	62.2	.0	.0	.0	95.5	4.5	.0	.0	.0	100.0	100.0	.0
1982	.0	20.7	13.7	56.5	.0	.0	.0	84.6	15.4	.0	.0	.0	100.0	100.0	.0
1983	.0	25.6	11.5	66.5	.0	.0	.0	92.9	7.1	.0	.0	.0	100.0	100.0	.0
1984	.0	29.1	12.8	65.7	.0	.0	.0	96.1	3.9	.0	.0	.0	100.0	100.0	.0
1985	.0	27.8	10.3	64.4	13.1	.0	.0	85.1	1.8	.0	.0	.0	100.0	100.0	.0
1986	.0	30.2	11.9	72.0	32.2	.0	32.2	66.8	1.0	.0	.0	.0	100.0	100.0	.0
1987	.1	34.1	14.4	54.8	75.3	45.3	30.0	24.1	.6	.0	.0	.0	100.0	100.0	.0
1988	.0	38.1	13.4	69.4	98.8	71.4	27.4	.6	.6	.0	.0	.0	100.0	100.0	.0
1989	.0	38.8	18.8	72.1	99.5	70.2	29.3	.0	.5	.0	.0	.2	99.8	100.0	.0
1990	.0	38.0	14.0	79.1	99.5	69.3	30.2	.0	.5	.0	.0	.0	100.0	100.0	.0
1991	.0	38.5	12.7	85.3	99.4	68.7	30.8	.0	.6	.0	.0	4.7	95.3	100.0	.0
1992	.0	40.7	12.5	87.4	99.6	55.4	44.2	.0	.4	.0	.0	5.4	94.6	100.0	.0
1993	.0	43.0	8.1	91.9	100.0	54.9	45.1	.0	.0	.0	.0	5.3	94.7	100.0	.0
1994	.0	46.0	5.9	94.1	100.0	54.4	45.6	.0	.0	.0	.0	2.9	97.1	100.0	.0
1995	.0	48.9	9.4	90.6	100.0	49.9	50.1	.0	.0	.0	.0	3.1	96.9	100.0	.0
1996	.0	45.0	5.3	94.7	99.5	.0	99.5	.0	.5	.0	.0	2.3	97.7	100.0	.0
1997	.0	52.2	4.6	95.4	99.9	.0	99.9	.0	.1	.0	.0	3.2	96.8	100.0	.0
1998	.0	52.6	4.1	95.9	99.9	.0	99.9	.0	.1	.0	.0	3.4	96.6	100.0	.0
1999	.0	44.8	8.4	91.6	100.0	.0	100.0	.0	.0	.0	.0	3.9	96.1	100.0	.0
2000	.0	48.2	4.1	95.9	100.0	.0	100.0	.0	.0	4.3	.0	4.0	96.0	95.7	4.3

Appendix J

Table J-1 CHARACTERISTICS OF 1975 TO 2000 TWO-VALVE CARS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1986	10490	.952	23.6	35.4	27.8	3053	108.0	170	111	13.2	111	.687	.0357	42.[illegible]	3064	4612
1987	9155	.853	23.2	35.3	27.4	3085	108.5	171	115	13.0	112	.706	.0367	42.5	3034	4625
1988	8601	.801	23.6	36.1	27.9	3109	109.2	171	118	12.8	113	.719	.0375	43.6	3111	4776
1989	7575	.756	23.0	35.8	27.4	3180	110.5	177	123	12.6	115	.723	.0382	43.7	3077	4843
1990	5906	.670	22.4	35.5	26.9	3292	111.2	182	129	12.4	116	.732	.0389	44.4	3031	4948
1991	5593	.656	22.5	35.8	27.0	3271	111.2	184	134	12.1	118	.749	.0405	44.4	3058	4951
1992	5367	.662	22.2	35.8	26.8	3333	112.4	190	142	11.7	120	.770	.0421	44.7	3054	5050
1993	5458	.645	23.0	36.8	27.6	3259	111.7	183	137	11.8	119	.765	.0414	45.1	3134	5064
1994	4976	.591	22.6	36.5	27.3	3322	111.6	188	141	11.7	120	.765	.0419	45.5	3099	5092
1995	4402	.468	22.5	37.1	27.3	3364	112.9	194	155	11.1	124	.808	.0453	46.1	3144	5220
1996	3384	.429	22.5	36.9	27.3	3394	112.1	193	157	11.0	125	.823	.0457	46.4	3103	5215
1997	3468	.416	22.8	37.2	27.6	3358	112.5	188	157	10.9	125	.842	.0461	46.4	3138	5227
1998	2953	.371	22.4	36.9	27.2	3382	111.5	194	164	10.5	128	.850	.0479	46.2	3069	5156
1999	3055	.355	22.4	36.6	27.2	3412	111.5	194	163	10.7	127	.847	.0472	46.6	3070	5199
2000	3040	.352	22.3	37.3	27.4	3479	112.3	196	170	10.4	129	.879	.0484	47.7	3099	5374

PERCENT OF TWO-VALVE CARS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE [illegible] SMALL	MID	LARGE	DESIGNED DOM	EUR	ASIA
1986	70.4	1.1	22.8	59.2	65.1	29.9	35.3	34.6	.3	.0	57.5	29.3	13.1	71.7	6.5	21.8
1987	74.2	1.2	20.7	61.2	77.4	35.8	41.7	22.3	.3	.0	57.4	28.5	14.1	72.2	7.4	20.4
1988	78.4	.8	19.4	68.7	90.0	35.2	54.8	10.0	.0	.0	57.9	26.3	15.9	75.0	6.9	18.1
1989	79.8	.7	15.2	72.4	94.4	31.0	63.4	5.6	.1	.0	46.9	35.4	17.7	79.6	6.3	14.2
1990	82.9	.4	11.1	78.5	99.4	25.0	74.4	.6	.1	.0	42.1	38.9	18.9	82.7	6.0	11.3
1991	81.5	.3	11.5	80.6	99.8	25.9	73.9	.0	.2	.0	45.4	36.0	18.6	84.8	5.1	10.2
1992	81.3	.6	10.1	81.6	99.9	12.8	87.1	.0	.1	.0	44.1	32.7	23.2	84.8	3.9	11.3
1993	83.2	1.0	11.7	82.1	100.0	11.1	88.9	.0	.0	.0	47.7	33.3	18.9	89.7	2.1	8.2
1994	80.4	.7	10.8	84.3	100.0	8.7	91.3	.0	.0	.0	48.0	30.4	21.6	84.6	2.2	13.2
1995	78.9	.1	11.1	88.0	100.0	2.5	97.5	.0	.0	.0	42.1	37.1	20.9	92.4	3.6	4.0
1996	78.9	.5	11.2	87.3	99.9	2.6	97.3	.0	.1	.0	41.7	38.6	19.7	91.0	5.2	3.8
1997	82.1	.5	10.5	88.1	99.9	1.9	98.0	.0	.1	.0	41.7	36.1	22.2	91.6	4.6	3.8
1998	83.4	.1	10.1	89.8	99.6	.4	99.2	.0	.4	.0	40.2	41.3	18.6	94.3	5.1	.6
1999	80.5	.0	12.7	87.3	99.1	.3	98.7	.0	.9	.0	45.0	34.2	20.8	92.0	7.6	.4
2000	80.8	.0	11.4	88.5	99.3	.0	99.3	.0	.7	.0	42.5	24.8	32.7	92.9	7.0	.0

Table J-2 CHARACTERISTICS OF 1975 TO 2000 THREE-VALVE CARS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1986	349	.032	27.9	39.8	32.2	2668	96.7	115	102	12.3	112	.888	.0382	43.1	3117	4180
1987	975	.091	30.2	41.4	34.4	2524	93.4	101	82	14.4	104	.799	.0322	43.6	3223	4069
1988	1017	.095	28.2	39.4	32.4	2689	99.4	109	93	13.6	108	.850	.0343	43.7	3247	4347
1989	1161	.116	26.8	38.5	31.0	2788	100.3	117	105	12.5	112	.902	.0375	43.5	3156	4366
1990	639	.073	27.0	39.0	31.4	2738	98.5	117	106	12.3	113	.911	.0385	43.2	3139	4259
1991	526	.062	27.7	39.4	32.0	2692	100.7	111	102	12.5	112	.928	.0377	43.2	3254	4353
1992	330	.041	26.8	38.1	30.9	2785	101.5	120	112	12.0	114	.938	.0396	43.1	3200	4387
1993	225	.027	30.7	42.1	35.0	2472	96.5	93	92	12.6	110	.984	.0370	43.5	3421	4198
1994	163	.019	30.8	41.4	34.9	2501	97.4	95	92	12.8	109	.962	.0364	43.7	3445	4260
1995	102	.011	32.0	45.9	37.1	2475	99.6	90	91	12.7	109	1.004	.0368	46.0	3705	4580
1996	74	.009	31.4	45.2	36.4	2478	100.7	91	91	12.7	109	1.002	.0367	45.1	3670	4544
1997	71	.009	32.0	47.0	37.4	2500	100.6	90	91	12.7	109	1.006	.0364	47.0	3778	4723
1998	119	.015	26.8	41.1	31.8	3116	104.6	138	150	11.1	124	1.058	.0459	49.2	3390	5166
1999	152	.018	25.2	39.3	30.1	3256	99.9	158	168	10.6	129	1.052	.0491	48.7	3110	4891
2000	202	.023	22.6	35.6	27.1	3685	104.7	196	208	9.8	138	1.058	.0541	49.7	2928	5231

PERCENT OF THREE-VALVE CARS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	EUR	ASIA
1986	100.0	.0	60.5	39.5	48.4	.0	48.4	51.6	.0	.0	100.0	.0	.0	.0	.0	100.0
1987	99.4	.6	53.7	46.3	18.9	.0	18.9	81.1	.0	.0	100.0	.0	.0	.0	.0	100.0
1988	95.9	1.3	49.8	50.1	27.7	.0	27.7	72.3	.0	.0	86.5	13.5	.0	.0	.0	100.0
1989	92.2	.1	44.5	54.5	70.0	21.2	48.9	30.0	.0	.0	89.1	10.9	.0	.0	.0	100.0
1990	89.0	.8	49.1	46.5	86.1	25.7	60.4	13.9	.0	.0	84.1	15.9	.0	.0	.0	100.0
1991	98.2	1.2	41.9	51.0	99.5	13.7	85.8	.5	.0	.0	80.3	19.7	.0	.0	.0	100.0
1992	90.9	.1	40.1	59.9	99.8	.0	99.8	.2	.0	.0	80.6	19.4	.0	.0	.0	100.0
1993	99.1	.9	52.1	28.7	100.0	7.1	92.9	.0	.0	.0	100.0	.0	.0	.0	.0	100.0
1994	93.8	.0	46.0	33.9	100.0	.0	100.0	.0	.0	.0	93.3	6.7	.0	.0	.0	100.0
1995	100.0	.0	35.8	35.7	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	.0	100.0
1996	100.0	.0	32.1	38.3	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	.0	100.0
1997	100.0	.0	38.8	61.2	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	.0	100.0
1998	55.0	.0	18.3	81.7	100.0	.0	100.0	0	.0	.0	67.3	32.7	.0	.0	45.0	55.0
1999	45.9	4.0	14.0	86.0	100.0	.0	100.0	.0	.0	.0	69.5	30.5	.0	.0	54.1	45.9
2000	27.7	6.2	12.1	87.9	100.0	.0	100.0	.0	.0	.0	50.7	28.5	20.8	.0	72.3	27.7

Table J-3

CHARACTERISTICS OF 1975 TO 2000 FOUR-VALVE CARS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1986	176	.016	23.9	34.7	27.8	3032	89.0	125	144	10.6	124	1.150	.0470	42.5	2487	3754
1987	601	.056	25.9	37.2	30.0	3025	98.4	123	126	11.8	118	1.026	.0413	45.8	3021	4518
1988	1117	.104	26.7	38.2	30.9	2889	97.1	120	119	12.0	116	.983	.0405	44.9	3063	4367
1989	1282	.128	26.2	37.7	30.4	2901	97.9	120	124	11.5	118	1.027	.0422	44.3	3029	4340
1990	2264	.257	25.3	36.4	29.3	2997	98.6	125	133	11.3	120	1.060	.0437	44.1	2933	4357
1991	2405	.282	25.6	36.8	29.6	2983	97.8	125	133	11.2	121	1.071	.0441	44.4	2953	4356
1992	2411	.297	24.9	37.0	29.2	3094	100.3	130	140	11.1	122	1.077	.0446	45.4	2986	4561
1993	2773	.328	24.5	36.9	28.9	3165	102.9	138	145	11.0	123	1.052	.0451	46.0	3029	4726
1994	3275	.389	24.5	37.3	29.0	3177	103.5	140	148	10.9	124	1.060	.0457	46.2	3049	4783
1995	4892	.521	24.5	38.0	29.1	3188	105.1	144	151	10.6	125	1.066	.0469	46.6	3106	4897
1996	4432	.562	24.3	37.9	29.0	3209	106.7	145	153	10.7	126	1.060	.0470	46.6	3131	4980
1997	4787	.574	24.2	38.0	29.0	3224	106.0	147	156	10.6	127	1.069	.0477	46.8	3110	4973
1998	4825	.606	24.6	38.5	29.3	3261	107.0	146	156	10.6	126	1.075	.0473	48.0	3177	5138
1999	5264	.612	24.1	37.9	28.8	3337	108.2	151	165	10.4	129	1.094	.0489	48.2	3153	5223
2000	5152	.597	24.0	37.6	28.7	3317	108.7	151	167	10.2	130	1.111	.0499	47.7	3154	5192

PERCENT OF FOUR-VALVE CARS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANU	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	EUR	ASIA
1986	56.6	.0	72.2	23.1	100.0	.0	100.0	.0	.0	100.0	94.8	.0	5.2	.0	27.9	72.1
1987	84.6	.0	43.4	54.8	93.2	.0	93.2	6.8	.0	100.0	97.7	.0	2.3	.0	71.3	28.7
1988	94.2	.8	38.1	60.9	86.5	17.4	69.1	13.5	.0	100.0	98.7	.1	1.2	10.7	7.5	81.7
1989	90.0	3.1	33.7	64.5	84.1	15.6	68.5	15.9	.0	100.0	97.4	1.8	.8	13.7	5.9	80.4
1990	88.0	2.5	33.7	65.7	100.0	9.6	90.4	.0	.0	100.0	94.2	5.5	.3	5.3	3.6	91.0
1991	84.1	3.9	36.8	62.0	100.0	14.3	85.7	.0	.0	100.0	94.8	4.9	.4	2.2	4.4	93.4
1992	78.4	2.3	30.6	67.1	100.0	6.4	93.6	.0	.0	100.0	80.9	18.2	1.0	7.1	5.1	87.8
1993	87.7	1.6	27.1	70.6	100.0	3.4	96.6	.0	.0	100.0	72.4	24.4	3.2	7.5	6.4	86.1
1994	90.1	.1	24.2	73.9	100.0	.0	100.0	.0	.0	100.0	72.8	20.5	6.7	14.5	7.0	78.5
1995	84.3	2.1	20.5	77.3	99.9	.0	99.9	.0	.1	100.0	70.2	21.7	8.1	29.2	7.1	63.7
1996	92.2	2.3	17.4	81.4	99.9	.0	99.9	.0	.1	100.0	63.2	27.6	9.2	33.5	5.2	61.3
1997	89.7	2.6	15.2	84.6	99.9	.0	99.9	.0	.1	100.0	64.0	27.1	8.9	29.6	7.8	62.6
1998	90.6	2.9	13.1	86.4	99.9	.0	99.9	.0	.1	100.0	54.7	37.8	7.5	33.3	7.3	59.3
1999	90.5	2.6	13.7	85.4	99.9	.0	99.9	.0	.1	100.0	49.1	40.9	10.0	34.1	8.3	57.6
2000	89.5	2.9	14.6	84.2	100.0	.2	99.8	.0	.0	100.0	47.7	40.5	11.8	27.9	11.7	60.3

Table J-4 CHARACTERISTICS OF 1975 TO 2000 FIVE-VALVE CARS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1995	0	.000	11.1	19.2	13.7	4000	50.0	213	375	6.1	191	1.761	.0937	27.3	683	1366
1996	0	.000	11.1	19.6	13.8	3500	50.0	213	375	5.5	203	1.761	.1071	24.1	689	1207
1997	9	.001	21.4	35.7	26.1	3352	98.0	116	166	10.4	129	1.403	.0494	45.2	2697	4502
1998	71	.009	21.3	36.3	26.1	3592	108.9	142	175	10.2	130	1.257	.0487	47.4	2890	5179
1999	137	.016	21.3	35.9	26.3	3592	110.0	147	177	10.1	130	1.229	.0494	47.0	2896	5184
2000	239	.028	22.3	35.0	26.7	3459	108.0	134	176	10.0	131	1.331	.0506	46.3	2911	5019

PERCENT OF FIVE-VALVE CARS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	EUR	ASIA
1995	.0	.0	100.0	.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	100.0	.0
1996	.0	.0	100.0	.0	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	100.0	.0
1997	29.6	63.4	39.4	60.6	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	100.0	.0
1998	46.1	53.2	35.9	63.8	100.0	.0	100.0	.0	.0	.0	42.1	57.9	.0	.0	100.0	.0
1999	53.3	46.3	34.7	65.2	100.0	.0	100.0	.0	.0	.0	36.9	63.1	.0	.0	100.0	.0
2000	66.3	33.4	33.8	66.2	100.0	.0	100.0	.0	.0	.0	53.8	45.1	1.0	.0	100.0	.0

Table J-5 CHARACTERISTICS OF 1975 TO 2000 TWO-VALVE VANS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1994	1346	.964	18.3	27.3	21.5	4164	228	160	12.4	119	.714	.0383	45.0
1995	1586	.955	18.4	27.9	21.7	4126	235	159	12.4	119	.694	.0387	45.0
1996	1328	.943	18.7	28.5	22.1	4215	225	172	11.8	122	.777	.0409	46.8
1997	1164	.936	18.5	28.3	21.9	4269	225	176	11.8	123	.787	.0411	46.9
1998	1333	.896	18.9	29.4	22.5	4207	223	181	11.3	125	.818	.0431	47.5
1999	1318	.861	18.2	28.5	21.8	4356	232	185	11.4	125	.807	.0425	47.5
2000	1172	.797	18.6	28.8	22.1	4356	230	184	11.5	125	.807	.0423	48.3

PERCENT OF TWO-VALVE VANS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1994	54.9	4.4	.4	97.4	100.0	19.8	80.2	.0	.0	.0	.3	91.3	8.3	91.9	8.1
1995	62.1	7.9	.1	98.2	100.0	13.2	86.8	.0	.0	.0	.0	93.4	6.6	90.3	9.7
1996	73.9	2.1	.0	98.3	100.0	.0	100.0	.0	.0	.0	.0	91.8	8.2	92.3	7.7
1997	63.3	4.6	.0	99.5	100.0	.0	100.0	.0	.0	.0	.0	88.1	11.9	90.1	9.9
1998	76.9	3.0	.0	100.0	100.0	.0	100.0	.0	.0	.0	.0	90.1	9.9	98.0	2.0
1999	71.2	2.9	.0	100.0	100.0	.0	100.0	.0	.0	.0	.0	85.8	14.2	93.1	6.9
2000	69.2	4.7	.0	100.0	100.0	.0	100.0	.0	.0	.0	.0	[illegible]	[illegible]	93.5	6.5

Table J-6 CHARACTERISTICS OF 1975 TO 2000 THREE-VALVE VANS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1994	30	.022	18.5	27.9	21.8	3954	175	149	12.5	117	.854	.0379	43.0
1995	16	.010	17.7	26.8	20.9	4089	180	152	12.6	117	.844	.0372	42.7
1996	14	.010	17.6	26.7	20.8	4133	180	152	12.7	117	.844	.0369	42.9
1997	13	.011	17.5	26.1	20.5	4178	180	152	12.8	116	.844	.0365	42.9

PERCENT OF THREE-VALVE VANS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1994	.0	96.0	1.6	98.4	100.0	.0	100.0	.0	.0	.0	12.1	87.9	.0	.0	100.0
1995	.0	100.0	.0	100.0	100.0	.0	100.0	.0	.0	.0	.0	100.0	.0	.0	100.0
1996	.0	26.6	.0	100.0	100.0	.0	100.0	.0	.0	.0	.0	100.0	.0	.0	100.0
1997	.0	35.6	.0	100.0	100.0	.0	100.0	.0	.0	.0	.0	100.0	.0	.0	100.0

Table J-7 CHARACTERISTICS OF 1975 TO 2000 FOUR-VALVE VANS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1994	19	.014	19.7	28.3	2[illegible] 8	3893	144	137	13.2	114	.953	.0353	44.5
1995	59	.036	21.4	29.7	24.5	3679	138	145	12.0	118	1.051	.0396	45.0
1996	66	.047	21.5	30.6	24.8	3817	142	149	12.1	118	1.050	.0392	47.5
1997	66	.053	21.6	30.7	24.9	3831	142	144	12.5	116	1.008	.0375	47.8
1998	154	.104	20.8	31.6	24.6	3975	167	171	11.3	124	1.027	.0431	49.1
1999	213	.139	20.6	32.1	24.6	4128	180	182	11.1	126	1.013	.0441	50.8
2000	299	.203	20.2	31.7	24.1	4206	187	189	10.9	128	1.016	.0450	50.7

PERCENT OF FOUR-VALVE VANS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1994	12.8	15.1	3.5	96.5	100.0	.0	100.0	.0	.0	100.0	12.8	87.2	.0	.0	100.0
1995	57.1	15.7	1.9	98.1	100.0	.0	100.0	.0	.0	100.0	10.3	89.7	.0	.0	100.0
1996	87.7	1.8	.1	99.9	100.0	.0	100.0	.0	.0	100.0	2.5	97.5	.0	50.1	49.9
1997	92.7	2.0	.0	100.0	100.0	.0	100.0	.0	.0	100.0	.0	100.0	.0	56.9	43.1
1998	90.3	5.6	.0	100.0	100.0	.0	100.0	.0	.0	100.0	.0	100.0	.0	32.0	68.0
1999	100.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	100.0	.0	100.0	.0	28.2	71.8
2000	100.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	100.0	.0	100.0	.0	10.9	89.1

Table J-8 CHARACTERISTICS OF 1975 TO 2000 TWO-VALVE SUVS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1994	1401	.884	17.0	24.9	19.8	4231	.0	246	180	11.5	125	.746	.0428	41.9
1995	1532	.844	16.8	24.8	19.7	4253	.0	250	177	11.6	124	.730	.0421	41.8
1996	1579	.836	16.6	25.1	19.6	4398	.0	269	191	11.2	127	.714	.0439	43.1
1997	1872	.759	16.5	24.6	19.3	4533	.0	271	195	11.3	127	.726	.0433	43.8
1998	1975	.767	16.3	24.6	19.2	4509	.0	272	195	11.3	127	.720	.0434	43.4
1999	2046	.725	16.1	24.1	19.0	4585	.0	274	204	11.0	129	.749	.0447	43.4
2000	2352	.730	16.3	24.4	19.2	4577	.0	270	207	10.9	130	.767	.0453	43.8

PERCENT OF TWO-VALVE SUVs:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1994	.0	75.1	14.4	83.8	100.0	15.2	84.8	.0	.0	.0	11.5	77.5	10.9	87.7	12.3
1995	.0	78.1	14.5	85.5	100.0	17.0	83.0	.0	.0	.0	12.4	73.2	14.4	85.1	14.9
1996	.0	74.9	4.2	95.8	100.0	.0	100.0	.0	.0	.0	.0	85.9	14.1	94.7	5.3
1997	1.1	75.4	7.5	92.5	100.0	.0	100.0	.0	.0	.0	13.8	57.7	28.5	92.9	7.1
1998	.0	73.8	5.3	94.7	100.0	.0	100.0	.0	.0	.0	4.6	65.8	29.7	94.9	5.1
1999	.0	73.6	3.4	96.6	100.0	.0	100.0	.0	.0	.0	4.3	64.9	30.8	94.3	5.7
2000	.0	73.5	6 .	94.0	100.0	.0	100.0	.0	.0	.0	6.3	62.5	31.2	91.9	8.1

Table J-9 CHARACTERISTICS OF 1975 TO 2000 THREE-VALVE SUVS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1994	69	.044	15.6	21.3	17.7	4378	.0	180	150	13.4	114	.833	.0344	38.8
1998	39	.015	18.3	26.7	21.3	4500	.0	195	215	10.3	133	1.103	.0478	48.0
1999	43	.015	18.2	25.8	21.0	5000	.0	206	224	10.9	131	1.089	.0448	52.6
2000	54	.017	17.8	25.1	20.5	5488	.0	211	228	11.6	128	1.087	.0417	56.3

PERCENT OF THREE-VALVE SUVs:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1994	.0	100.0	25.3	74.7	100.0	.0	100.0	.0	.0	.0	.0	100.0	.0	.0	100.0
1998	.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	.0	.0	.0	100.0	.0	100.0
1999	.0	100.0	.0	100.0	100.0	.0	100.0	.0	.0	.0	.0	.0	100.0	.0	100.0
2000	.0	100.0	.0	100.0	100.0	.0	100.0	.0	.0	.0	.0	.0	100.0	.0	100.0

Table J-10 CHARACTERISTICS OF 1975 TO 2000 FOUR-VALVE SUVS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1994	107	.067	17.0	23.0	19.2	4142	.0	201	179	11.2	125	.898	.0430	39.9
1995	284	.156	16.7	23.1	19.1	4266	.0	189	168	12.1	121	.887	.0395	40.8
1996	310	.164	19.8	26.9	22.5	3700	.0	164	154	11.7	121	.955	.0412	41.6
1997	595	.241	20.3	27.6	23.0	3673	.0	165	156	11.5	122	.961	.0423	42.5
1998	561	.218	20.9	28.6	23.8	3735	.0	161	161	11.4	123	1.009	.0428	44.5
1999	731	.259	20.9	28.5	23.8	3845	.0	165	170	11.1	125	1.048	.0441	45.8
2000	815	.253	19.9	27.6	22.7	4037	.0	175	177	11.2	125	1.035	.0437	45.9

PERCENT OF FOUR-VALVE SUVs:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1994	.0	73.9	24.3	75.7	100.0	.0	100.0	.0	.0	100.0	5.3	79.5	15.1	.0	100.0
1995	.0	85.2	19.7	80.3	100.0	.0	100.0	.0	.0	100.0	.0	96.9	3.1	.0	100.0
1996	5.8	51.2	24.1	75.9	100.0	.0	100.0	.0	.0	100.0	38.8	55.2	6.0	.0	100.0
1997	5.1	57.5	24.6	71.8	100.0	.0	100.0	.0	.0	100.0	38.9	57.0	4.1	.0	100.0
1998	8.4	66.9	18.9	81.1	100.0	.0	100.0	.0	.0	100.0	40.2	57.0	2.8	.0	100.0
1999	8.5	66.2	20.1	79.9	100.0	.0	100.0	.0	.0	100.0	31.7	63.8	4.6	.0	100.0
2000	7.0	65.0	17.8	82.2	100.0	.0	100.0	.0	.0	100.0	27.8	60.9	11.2	5.8	94.2

Table J-11 CHARACTERISTICS OF 1975 TO 2000 TWO-VALVE PICKUP TRUCKS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1994	2532	.977	18.1	26.5	21.1	4061	.0	249	163	12.0	120	.682	.0400	43.1
1995	2146	.945	17.3	25.6	20.3	4215	.0	261	168	12.0	121	.678	.0398	43.2
1996	1696	.867	17.3	25.9	20.4	4302	.0	265	182	11.6	124	.708	.0419	44.3
1997	2245	.933	17.2	25.8	20.2	4481	.0	272	199	11.1	128	.744	.0441	45.6
1998	2142	.888	17.2	26.0	20.3	4382	.0	263	194	11.2	127	.751	.0439	44.8
1999	2657	.909	16.8	24.8	19.7	4413	.0	261	199	11.0	128	.769	.0446	43.6
2000	2404	.894	16.9	25.2	19.8	4535	.0	274	211	10.8	131	.777	.0462	45.1

PERCENT OF TWO-VALVE PICKUPS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1994	.0	29.2	39.8	59.2	99.2	31.4	67.8	.8	.0	.0	12.3	38.3	49.3	86.1	13.9
1995	.0	31.6	38.6	61.1	100.0	32.2	67.8	.0	.0	.0	9.7	32.6	57.7	89.1	10.9
1996	.0	28.0	30.2	69.8	99.8	.0	99.8	.0	.2	.0	.0	41.1	58.9	100.0	.0
1997	.0	35.2	22.2	77.8	99.9	.0	99.9	.0	.1	.0	.0	30.8	69.2	100.0	.0
1998	.0	34.2	23.1	76.9	99.9	.0	99.9	.0	.1	.0	.0	38.7	61.3	100.0	.0
1999	.0	41.9	24.2	75.8	100.0	.0	100.0	.0	.0	.0	7.6	32.0	60.5	92.4	7.6
2000	.0	37.6	17.8	82.2	100.0	.0	100.0	.0	.0	.0	1.9	28	[illegible]	98.1	1.9

Table J-12 CHARACTERISTICS OF 1975 TO 2000 THREE-VALVE PICKUP TRUCKS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1994	57	.022	16.6	23.4	19.1	3892	.0	180	150	12.1	118	.833	.0387	37.2
1996	89	.045	22.1	30.2	25.2	3355	.0	146	134	11.8	118	.918	.0404	42.2
1997	131	.054	22.0	29.7	24.9	3349	.0	146	134	11.7	118	.918	.0405	41.7

PERCENT OF THREE-VALVE PICKUPS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1994	.0	78.4	68.1	31.9	100.0	.0	100.0	.0	.0	.0	79.7	.0	20.3	.0	100.0
1996	.0	18.0	76.8	23.2	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	100.0
1997	.0	20.8	79.6	20.4	100.0	.0	100.0	.0	.0	.0	100.0	.0	.0	.0	100.0

Table J-13

CHARACTERISTICS OF 1975 TO 2000 FOUR-VALVE PICKUP TRUCKS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1994	2	.001	23.4	32.2	26.7	3500	.0	164	150	11.1	122	.915	.0429	46.7
1995	125	.055	20.0	27.0	22.6	3612	.0	178	148	11.6	120	.842	.0415	40.9
1996	171	.087	20.8	28.1	23.6	3505	.0	174	161	10.6	126	.928	.0461	41.3
1997	30	.013	18.2	24.1	20.4	4085	.0	203	187	10.7	128	.922	.0458	41.7
1998	271	.112	21.4	29.1	24.3	3489	.0	162	153	11.0	123	.946	.0440	42.5
1999	267	.091	21.4	29.1	24.3	3519	.0	162	153	11.1	123	.947	.0438	42.9
2000	285	.106	20.0	27.3	22.7	3858	.0	188	173	10.9	126	.929	.0448	43.7

PERCENT OF FOUR-VALVE PICKUPS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE	DESIGNED DOM	IMPORT
1994	.0	.0	100.0	.0	100.0	.0	100.0	.0	.0	100.0	.0	.0	100.0	.0	100.0
1995	.0	56.7	56.8	32.2	100.0	.0	100.0	.0	.0	100.0	71.7	.0	28.3	.0	100.0
1996	.0	48.0	57.4	27.0	100.0	.0	100.0	.0	.0	100.0	77.3	.4	22.2	.0	100.0
1997	.0	54.7	26.4	73.6	100.0	.0	100.0	.0	.0	100.0	.0	.0	100.0	.0	100.0
1998	.0	40.4	61.3	25.2	100.0	.0	100.0	.0	.0	100.0	96.0	.0	4.0	.0	100.0
1999	.0	35.7	43.8	45.0	100.0	.0	100.0	.0	.0	100.0	100.0	.0	.0	.0	100.0
2000	.0	37.4	[illegible].4	43.1	100.0	.0	100.0	.0	.0	100.0	71.0	.0	29.	.0	100.0

Appendix K

Table K-1

CHARACTERISTICS OF 1975 TO 2000 DOMESTIC CARS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1975	6718	.816	12.8	18.1	14.7	4380		328	147	14.2	113	.456	.0332	32.6		
1976	8253	.849	14.4	20.1	16.5	4317		318	142	14.4	111	.455	.0324	35.8		
1977	9293	.822	14.9	20.7	17.1	4246	115.8	316	144	13.9	113	.460	.0337	36.4	2005	4220
1978	8958	.802	16.1	23.0	18.6	3853	114.4	287	134	13.6	113	.480	.0346	36.0	2170	4129
1979	8682	.804	16.8	23.3	19.2	3711	114.4	270	129	13.6	112	.500	.0345	35.8	2230	4100
1980	6728	.712	18.9	27.1	21.9	3341	110.5	220	110	14.1	108	.530	.0328	36.6	2446	4067
1981	6261	.717	20.2	29.4	23.5	3291	113.2	209	106	14.2	108	.549	.0323	38.7	2706	4408
1982	5506	.704	20.8	31.3	24.5	3247	112.1	200	105	14.3	107	.567	.0323	40.0	2800	4504
1983	5683	.710	20.5	30.9	24.1	3310	114.6	208	111	14.0	109	.565	.0331	40.2	2828	4611
1984	8102	.759	21.3	32.1	25.1	3233	111.5	197	109	13.8	109	.593	.0336	40.8	2857	4553
1985	7797	.723	21.8	33.2	25.8	3246	112.7	199	117	13.2	112	.625	.0357	41.9	2950	4734
1986	7517	.682	22.4	34.5	26.6	3199	111.6	190	117	13.0	112	.646	.0364	42.6	2998	4767
1987	6608	.616	22.4	34.8	26.7	3200	112.1	189	120	12.8	114	.666	.0374	42.7	3017	4801
1988	6574	.612	22.7	35.7	27.1	3247	112.2	189	126	12.4	115	.695	.0386	44.1	3069	4963
1989	6204	.619	22.4	35.6	26.9	3276	112.6	190	128	12.3	116	.703	.0391	44.0	3047	4972
1990	5007	.568	22.0	35.5	26.5	3359	112.9	193	134	12.2	117	.715	.0398	44.6	3014	5045
1991	4793	.562	22.0	35.5	26.6	3335	112.9	194	139	11.9	119	.730	.0413	44.3	3028	5029
1992	4724	.583	21.7	35.5	26.3	3399	114.1	201	147	11.4	122	.748	.0430	44.7	3016	5120
1993	5106	.604	22.4	36.4	27.1	3327	113.3	192	143	11.6	121	.757	.0426	45.1	3102	5135
1994	4685	.557	21.7	35.5	26.3	3431	112.8	201	154	11.2	124	.777	.0445	45.1	2980	5105
1995	5495	.585	22.4	37.1	27.2	3368	112.7	192	161	10.7	127	.858	.0472	45.9	3104	5182
1996	4564	.578	22.3	37.0	27.2	3400	112.2	189	166	10.5	128	.894	.0483	46.2	3071	5195
1997	4593	.551	22.6	37.3	27.4	3373	112.8	187	166	10.4	128	.898	.0485	46.3	3117	5226
1998	4393	.551	22.7	37.5	27.6	3345	111.2	184	165	10.4	128	.912	.0487	46.2	3091	5141
1999	4604	.535	22.4	36.8	27.2	3432	112.4	187	172	10.3	130	.929	.0494	46.7	3080	5257
2000	4263	.494	22.3	37.3	27.3	3466	113.3	190	176	10.1	131	.942	.0503	47.4	3118	5387

PERCENT OF DOMESTIC CARS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE
1975	1.3	.0	8.2	.0	.6	.0	.6	99.4	.0	.0	45.9	28.1	26.1
1976	1.4	.0	8.1	.0	.9	.0	.9	99.1	.0	.0	47.7	29.4	22.9
1977	1.4	.0	4.4	.0	.7	.0	.7	99.3	.0	.0	41.8	29.6	28.6
1978	3.3	.0	6.9	8.4	1.1	.0	1.1	98.5	.4	.0	31.2	42.7	26.1
1979	5.4	.0	9.1	10.0	1.2	.0	1.2	97.3	1.6	.0	30.4	42.1	27.5
1980	22.3	.6	15.7	23.2	1.2	1.0	.2	95.6	3.2	.0	36.4	47.7	15.8
1981	32.4	.3	15.3	45.3	3.7	3.7	.0	91.3	5.0	.0	32.7	50.3	17.0
1982	42.9	.4	15.4	70.5	13.9	13.9	.0	82.4	3.7	.0	38.8	43.4	17.8
1983	42.4	.6	12.3	72.8	27.3	26.6	.7	71.5	1.2	.0	34.7	44.1	21.3
1984	51.3	.3	13.6	69.1	38.3	32.0	6.3	60.7	.9	.0	45.3	37.2	17.4
1985	60.0	.0	11.0	69.6	57.5	44.2	13.3	42.3	.2	.0	40.7	38.0	21.3
1986	68.2	.1	11.7	70.6	70.7	41.0	29.6	29.2	.1	.0	43.6	38.1	18.3
1987	74.3	.1	10.8	70.6	84.8	45.2	39.6	15.1	.1	.0	43.3	37.1	19.6
1988	78.8	.0	10.0	80.3	95.5	36.1	59.4	4.5	.0	1.8	48.1	31.8	20.1
1989	80.7	.3	8.5	81.8	98.4	34.6	63.8	1.6	.0	2.8	40.4	38.7	21.0
1990	84.7	.1	6.2	85.4	99.3	27.4	71.9	.7	.0	2.4	36.6	41.5	21.9
1991	82.4	.0	7.1	87.9	100.0	26.9	73.1	.0	.0	1.1	40.6	38.3	21.1
1992	82.3	.0	6.2	88.2	100.0	11.2	88.8	.0	.0	3.6	38.3	35.5	26.2
1993	84.1	.0	8.2	86.7	100.0	9.0	91.0	.0	.0	4.1	43.1	35.4	21.5
1994	80.1	.0	6.8	89.3	100.0	6.9	93.1	.0	.0	10.1	40.0	32.7	27.3
1995	83.2	.0	9.4	90.6	100.0	.5	99.5	.0	.0	26.0	45.8	31.9	22.3
1996	84.4	.0	8.6	91.4	100.0	.0	100.0	.0	.0	32.5	42.9	35.5	21.6
1997	86.4	.0	7.8	92.2	100.0	.0	100.0	.0	.0	30.8	41.8	34.5	23.7
1998	88.4	.0	8.2	91.8	100.0	.0	100.0	.0	.0	36.6	44.0	37.6	18.4
1999	86.9	.0	7.1	92.9	100.0	.0	100.0	.0	.0	39.0	42.1	35.1	22.8
2000	86.3	.0	8.7	91.3	100.0	.0	100.0	.0	.0	33.7	39.0	26.2	34.8

Table K-2

CHARACTERISTICS OF 1975 TO 2000 EUROPEAN CARS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1975	673	.082	19.6	29.1	23.0	2704		114	83	15.3	103	.729	.0299	31.4		
1976	527	.054	20.1	29.3	[illegible]	2720		119	85	14.8	104	.728	.0311	32.2		
1977	623	.055	21.3	31.4	24.9	2676	89.6	115	84	14.8	104	.734	.0311	34.0	2368	3093
1978	707	.063	21.9	32.0	25.5	2579	91.1	112	83	14.5	104	.743	.0318	33.9	2505	3120
1979	599	.056	21.7	31.4	25.2	2680	89.3	118	84	14.9	104	.720	.0312	34.7	2415	3145
1980	791	.084	24.3	35.1	28.2	2574	89.6	112	78	15.2	102	.699	.0303	37.5	2690	3397
1981	525	.060	25.5	36.0	29.4	2765	93.1	121	84	15.2	103	.694	.0302	42.1	2928	3939
1982	494	.063	25.1	34.3	28.6	2895	96.4	128	92	14.8	105	.718	.0315	42.7	2923	4143
1983	440	.055	23.7	33.0	27.2	3041	98.5	140	107	13.5	110	.773	.0352	42.0	2785	4181
1984	640	.060	23.2	32.8	26.7	2987	99.9	139	110	13.0	112	.798	.0367	40.8	2772	4086
1985	665	.062	22.8	32.3	26.3	3070	102.5	145	117	12.7	114	.823	.0380	41.1	2818	4231
1986	732	.066	22.6	32.2	26.1	3016	103.0	146	123	12.2	116	.857	.0401	39.8	2793	4128
1987	743	.069	22.5	31.8	25.9	3032	100.8	145	128	11.9	118	.890	.0414	39.5	2699	4017
1988	675	.063	21.9	31.9	25.5	3084	103.1	149	133	11.7	119	.899	.0422	39.6	2707	4102
1989	550	.055	21.1	31.1	24.7	3209	104.4	156	144	11.3	122	.934	.0441	39.9	2653	4185
1990	437	.050	21.0	31.2	24.6	3360	105.1	155	148	11.5	122	.962	.0433	41.7	2657	4393
1991	390	.046	21.1	31.8	24.9	3393	104.4	156	150	11.5	122	.969	.0435	42.5	2677	4455
1992	331	.041	20.9	32.2	24.8	3467	103.9	156	161	11.1	125	1.029	.0455	43.2	2639	4505
1993	290	.034	[illegible]	32.5	24.9	3590	105.5	164	174	10.6	129	1.060	.0478	44.7	2656	4725
1994	338	.040	[illegible]	33.2	25.2	3584	105.1	164	[illegible]	[illegible]	131	1.104	.0497	45.2	2687	4761
1995	507	.054	21.5	33.9	25.8	3605	104.8	165	185	10.2	132	1.116	.0504	46.6	2745	4894
1996	406	.051	22.1	35.1	26.5	3485	103.9	158	168	10.6	128	1.062	.0476	46.4	2796	4843
1997	544	.065	21.6	34.6	26.0	3566	103.1	169	185	10.0	133	1.093	.0512	46.6	2719	4828
1998	629	.079	22.0	35.0	26.4	3547	102.7	163	183	10.1	132	1.124	.0509	47.3	2764	4883
1999	888	.103	22.2	35.4	26.7	3565	102.3	164	185	10.1	133	1.129	.0510	48.1	2802	4955
2000	1204	.139	22.2	34.8	26.5	3541	104.8	162	184	10.1	133	1.139	.0510	47.2	2831	4973

PERCENT OF EUROPEAN CARS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE
1975	46.1	.0	68.5	.0	38.8	.0	38.8	58.3	2.9	.0	94.8	5.2	.0
1976	46.3	.0	65.5	.0	33.7	.0	33.7	61.6	4.7	.0	95.8	4.2	.0
1977	55.0	.0	73.1	.0	52.4	.0	52.4	38.9	8.6	.0	95.6	4.4	.0
1978	61.9	.0	74.2	.0	53.9	.0	53.9	36.7	9.5	.0	96.9	3.1	.0
1979	54.0	.0	73.2	.0	47.6	.0	47.6	37.1	15.3	.0	94.2	5.8	.0
1980	69.3	.0	78.0	.0	48.9	.0	48.9	25.3	25.8	.0	96.0	4.0	.0
1981	61.1	.0	68.7	.0	61.4	.0	61.4	2.2	36.4	.0	95.0	5.0	.0
1982	54.8	.0	61.2	.1	65.6	.0	65.6	6.3	28.1	.0	93.8	6.2	.0
1983	42.0	.1	53.6	.3	77.1	.0	77.1	3.5	19.4	.0	90.5	9.3	.1
1984	45.4	.5	50.4	.6	84.2	.0	84.2	2.2	13.6	.0	81.6	18.4	.0
1985	45.0	.6	46.4	7.1	88.8	.0	88.8	.3	10.9	.0	79.5	20.5	.0
1986	47.1	1.2	47.1	11.9	91.4	.0	91.4	5.3	3.3	6.7	76.4	22.1	1.5
1987	45.7	1.4	49.3	11.2	90.3	.0	90.3	6.6	3.1	9.2	78.5	19.7	1.9
1988	50.7	1.0	41.1	25.4	94.2	2.4	91.8	5.7	.1	12.4	68.4	23.6	8.0
1989	44.4	.9	31.5	29.5	98.7	.1	98.7	.5	.8	13.8	66.0	24.6	9.4
1990	42.9	1.0	29.2	32.7	99.2	.0	99.2	.0	.8	18.8	63.0	30.7	6.2
1991	43.1	1.1	29.7	31.5	97.0	.0	97.0	.2	2.8	27.0	65.3	26.3	8.4
1992	36.8	1.2	29.5	34.7	98.5	.0	98.5	.0	1.5	36.9	68.2	22.4	9.4
1993	34.6	2.9	24.8	45.5	100.0	6.8	93.2	.0	.0	61.1	59.0	32.1	8.9
1994	38.8	2.4	22.8	56.6	100.0	.0	100.0	.0	.0	68.2	64.6	30.9	4.5
1995	44.2	1.5	28.6	50.8	98.8	.0	98.8	.0	1.2	68.5	69.7	24.8	5.5
1996	56.1	4.5	32.7	54.3	98.1	.0	98.1	.0	1.9	56.4	65.7	28.9	5.4
1997	43.7	4.4	29.7	69.9	98.9	.0	98.9	.0	1.1	68.9	62.6	31.2	6.2
1998	45.6	10.0	27.3	72.3	97.6	.0	97.6	.0	2.4	56.3	61.1	34.8	4.2
1999	48.4	10.7	37.0	62.5	96.3	.0	96.3	.0	3.7	49.1	62.2	34.7	3.2
2000	53.7	9.6	23.3	76.2	98.3	.0	98.3	.0	1.7	50.2	60.5	34.8	4.7

Table K-3 CHARACTERISTICS OF 1975 TO 2000 ASIAN CARS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	VOL CU-FT	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG	CU-FT -MPG	CU-FT-TON-MPG
1975	846	.103	20.1	29.3	23.4	2575		113	93	13.4	109	.814	.0355	30.8		
1976	942	.097	23.0	33.3	26.7	2550		108	86	13.9	106	.795	.0334	34.3		
1977	1383	.122	25.4	35.8	29.2	2485	83.7	104	84	13.9	106	.798	.0333	37.0	2543	3105
1978	1510	.135	25.3	34.3	28.7	2482	85.3	106	83	13.9	105	.784	.0332	36.3	2531	3097
1979	1513	.140	23.4	32.4	26.7	2506	84.9	107	78	14.6	103	.734	.0310	33.9	2356	2895
1980	1924	.204	25.5	34.7	29.0	2482	88.5	107	77	14.5	103	.720	.0309	36.4	2647	3232
1981	1948	.223	27.5	36.5	30.9	2469	88.6	109	78	14.5	103	.713	.0314	38.6	2815	3426
1982	1819	.233	27.6	37.2	31.2	2512	90.6	113	80	14.4	104	.707	.0315	39.7	2924	3611
1983	1879	.235	28.7	39.4	32.7	2528	93.1	112	82	14.2	105	.731	.0322	41.9	3159	3924
1984	1933	.181	28.5	39.9	32.7	2569	93.6	114	88	13.7	107	.768	.0340	42.5	3174	4004
1985	2328	.216	28.1	39.2	32.2	2585	94.6	113	89	13.7	107	.782	.0339	42.2	3175	4013
1986	2765	.251	28.8	40.0	32.9	2616	96.8	110	90	13.8	107	.810	.0338	43.5	3287	4211
1987	3380	.315	27.9	39.2	32.0	2700	97.1	111	93	13.9	107	.827	.0338	43.6	3194	4236
1988	3487	.325	28.6	39.6	32.7	2662	98.1	108	93	13.6	108	.851	.0344	43.8	3291	4299
1989	3264	.326	27.6	38.9	31.8	2745	98.9	112	103	12.9	111	.908	.0368	43.9	3216	4341
1990	3365	.382	26.4	37.5	30.4	2879	98.6	119	118	12.0	116	.983	.0402	44.1	3060	4347
1991	3341	.392	26.7	38.1	30.8	2865	98.3	119	120	11.8	117	1.011	.0412	44.5	3101	4374
1992	3052	.377	26.1	38.0	30.4	2968	100.1	123	127	11.7	118	1.036	.0421	45.4	3120	4541
1993	3060	.362	26.3	38.5	30.6	2971	100.5	123	127	11.6	118	1.027	.0420	45.8	3159	4608
1994	3391	.403	26.	39.5	31.3	2965	102.2	122	123	11.9	117	1.009	.040.	46.7	3272	4769
1995	3394	.361	26.2	39.2	30.8	3041	102.9	127	134	11.3	120	1.059	.0435	47.1	3229	4845
1996	2920	.370	26.0	38.9	30.5	3069	104.5	129	134	11.4	120	1.043	.0432	47.1	3252	4924
1997	3198	.384	25.9	39.0	30.5	3082	103.8	129	137	11.2	121	1.063	.0440	47.2	3211	4903
1998	2946	.370	25.9	39.2	30.6	3198	106.1	134	145	11.0	123	1.086	.0450	49.1	3287	5208
1999	3117	.362	25.6	39.0	30.3	3213	106.5	136	148	10.9	124	1.091	.0458	48.8	3265	5208
2000	3166	.367	25.2	38.6	29.9	3221	107.0	138	155	10.6	126	1.119	.0477	48.3	3240	5177

PERCENT OF ASIAN CARS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE
1975	17.0	.0	74.0	.0	14.4	.0	14.4	85.6	.0	.0	100.0	.0	.0
1976	21.2	.0	69.2	.0	6.0	.0	6.0	94.0	.0	.0	100.0	.0	.0
1977	22.0	.0	74.4	.0	6.3	.0	6.3	93.7	.0	.0	100.0	.0	.0
1978	22.8	.0	74.1	.0	5.9	.0	5.9	94.1	.0	.0	100.0	.0	.0
1979	32.4	2.5	77.8	.0	8.1	.0	8.1	91.9	.0	.0	100.0	.0	.0
1980	39.2	2.4	69.7	.0	9.4	.0	9.4	90.6	.0	.0	100.0	.0	.0
1981	45.5	2.1	68.7	3.7	11.0	.0	11.0	88.2	.8	.0	100.0	.0	.0
1982	51.3	2.2	64.4	7.4	13.1	.0	13.1	85.6	1.3	.0	100.0	.0	.0
1983	63.2	11.3	63.2	21.4	20.2	.0	20.2	79.3	.5	.0	100.0	.0	.0
1984	66.8	4.2	59.4	32.3	29.1	.5	28.6	70.1	.8	.0	100.0	.0	.0
1985	71.8	9.4	55.5	36.6	29.9	.4	29.5	69.9	.2	.0	99.2	.8	.0
1986	85.3	3.6	54.4	36.1	43.2	1.7	41.4	56.8	.1	4.6	98.1	1.9	.0
1987	89.3	3.0	47.1	48.3	46.1	8.5	37.6	53.9	.0	15.8	99.6	.4	.0
1988	93.0	2.3	47.9	47.3	59.6	23.9	35.7	40.4	.0	26.2	95.8	4.2	.0
1989	92.4	2.3	42.9	52.2	73.2	19.6	53.6	26.8	.0	31.6	91.0	9.0	.0
1990	89.9	2.3	38.3	59.5	97.4	14.4	82.9	2.6	.0	61.3	90.7	9.3	.0
1991	89.1	3.4	38.7	57.9	99.9	17.2	82.7	.1	.0	67.3	91.0	9.0	.0
1992	83.3	2.8	33.5	62.6	100.0	10.2	89.8	.0	.0	69.4	83.4	16.6	.0
1993	91.5	3.0	33.3	63.6	100.0	7.6	92.4	.0	.0	78.0	80.5	19.5	.0
1994	95.0	.8	29.8	67.6	100.0	3.2	96.8	.0	.0	75.8	83.5	16.5	.0
1995	85.6	3.0	25.5	72.5	100.0	2.4	97.6	.0	.0	91.8	74.3	24.0	1.8
1996	94.2	3.4	22.2	75.3	100.0	3.0	97.0	.0	.0	93.1	70.7	27.1	2.3
1997	94.0	3.7	18.9	79.4	100.0	2.1	97.9	.0	.0	93.7	72.8	24.8	2.3
1998	93.8	4.0	15.1	84.0	100.0	.4	99.6	.0	.0	97.2	54.9	42.5	2.6
1999	94.2	3.5	16.7	82.0	100.0	.3	99.7	.0	.0	97.3	52.2	45.1	2.7
2000	93.5	4.0	17.5	80.7	100.0	.4	99.6	.0	.0	98.2	50.2	46.4	3.4

Table K-5

CHARACTERISTICS OF 1975 TO 2000 DOMESTIC VANS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1975	455	.996	11.7	15.2	13.1	4198	318	143	13.9	113	.447	.0341	28.0
1976	501	.997	12.3	16.4	13.8	4202	324	146	13.7	114	.447	.0348	29.7
1977	512	.996	13.3	17.0	14.7	4255	333	153	13.2	116	.458	.0360	31.7
1978	622	.996	12.9	16.2	14.[illegible]	4253	330	149	13.3	115	.453	.0352	30.7
1979	472	.982	12.2	15.4	13.5	4559	325	146	14.5	111	.449	.0320	31.2
1980	226	.935	14.6	19.5	16.5	4404	299	135	14.8	109	.452	.0307	36.6
1981	234	.954	15.5	20.5	17.4	4357	292	132	15.0	109	.453	.0303	38.2
1982	296	.952	15.3	20.2	17.1	4376	296	136	14.8	110	.459	.0310	37.8
1983	369	.964	15.6	21.1	17.7	4443	301	138	14.8	110	.461	.0312	39.8
1984	595	.881	16.1	22.1	18.3	4174	267	131	14.7	109	.512	.0313	38.8
1985	762	.891	16.7	22.6	18.9	4061	250	134	14.1	111	.560	.0329	39.0
1986	942	.902	17.6	24.5	20.2	4074	238	131	14.4	110	.573	.0320	41.4
1987	988	.887	17.8	25.2	20.5	4058	238	147	13.1	116	.647	.0363	41.9
1988	1077	.951	18.1	26.2	21.0	4086	234	149	12.9	116	.667	.0366	43.2
1989	1208	.946	18.1	26.2	21.0	4078	230	147	13.1	115	.674	.0362	43.2
1990	1184	.938	18.2	26.7	21.2	4113	229	150	13.0	116	.672	.0364	44.0
1991	890	.861	18.3	26.8	21.3	4164	230	150	13.1	116	.673	.0361	44.7
1992	1094	.896	18.2	26.8	21.3	4194	230	154	12.9	117	.683	.0366	44.9
1993	1233	.856	18.5	27.7	21.8	4130	226	157	12.5	118	.709	.0380	45.1
1994	1236	.886	18.2	27.1	21.4	4180	232	160	12.4	119	.703	.0384	44.9
1995	1432	.862	18.3	27.8	21.6	4138	241	160	12.3	119	.679	.0388	44.9
1996	1259	.893	18.7	28.4	22.1	4227	226	173	11.8	123	.778	.0411	46.9
1997	1086	.874	18.5	28.3	21.9	4285	227	177	11.7	123	.790	.0414	47.1
1998	1356	.912	19.0	29.5	22.7	4203	221	180	11.3	125	.825	.0430	47.7
1999	1287	.841	18.3	28.5	21.8	4363	230	185	11.4	125	.814	.0423	47.8
2000	1128	.767	18.7	28.8	22.2	4366	230	184	11.5	125	.810	.0422	48.6

PERCENT OF DOMESTIC VANS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE
1975	.0	.0	23.3	.0	.0	.0	.0	100.0	.0	.0	.0	66.3	33.7
1976	.0	.0	20.3	.0	.0	.0	.0	100.0	.0	.0	.0	61.5	38.5
1977	.0	.0	14.0	.0	.0	.0	.0	100.0	.0	.0	.0	61.2	38.8
1978	.0		19.7	0	.0	0	.0	100.0	.0	.0	.0	64.0	36.0
1979	.0	.0	13.6	6.9	.0	.0	.0	100.0	.0	.0	.0	66.3	33.7
1980	.0	.0	22.0	41.7	.0	.0	.0	100.0	.0	.0	.0	57.5	42.5
1981	.3	.0	19.1	48.9	.0	.0	.0	100.0	.0	.0	.0	59.0	41.0
1982	.0	.0	12.0	48.1	.0	.0	.0	100.0	.0	.0	.0	60.9	39.1
1983	.2	.0	9.6	61.5	.0	.0	.0	95.4	4.6	.0	.2	62.3	37.5
1984	22.9	.0	11.9	44.8	.0	.0	.0	98.6	1.4	.0	.3	70.5	29.2
1985	31.8	.0	6.2	46.7	.8	.0	.0	98.8	.3	.0	.0	78.7	21.3
1986	24.6	.0	5.5	60.0	35.2	18.0	17.2	64.4	.4	.0	.0	83.0	17.0
1987	28.4	.0	3.6	67.8	75.1	31.8	43.3	24.8	.1	.0	.0	85.9	14.1
1988	37.0	.0	2.5	79.2	99.6	44.0	55.6	.2	.1	.0	.0	87.3	12.7
1989	35.5	.0	2.1	76.4	99.9	44.2	55.7	.0	.1	.0	.0	88.3	11.7
1990	48.4	2.9	1.0	94.3	99.9	44.6	55.3	.0	.1	.0	.0	90.9	9.1
1991	43.6	6.3	.3	97.5	99.9	42.5	57.4	.0	.1	.0	.0	91.5	8.5
1992	47.6	4.3	.6	97.1	99.9	31.4	68.6	.0	.1	.0	.0	91.5	8.5
1993	46.7	4.7	.8	97.3	100.0	24.5	75.5	.0	.0	.0	.0	91.4	8.6
1994	50.9	4.8	.4	97.2	100.0	21.5	78.5	.0	.0	.0	.0	91.0	9.0
1995	58.0	8.7	.0	98.1	100.0	14.6	85.4	.0	.0	.0	.0	92.9	7.1
1996	72.5	2.2	.0	98.2	100.0	.0	100.0	.0	.0	2.6	.0	91.3	8.7
1997	60.6	4.9	.0	99.5	100.0	.0	100.0	.0	.0	3.5	.0	87.4	12.6
1998	77.3	2.9	.0	100.0	100.0	.0	100.0	.0	.0	3.6	.0	90.3	9.7
1999	70.5	3.0	.0	100.0	100.0	.0	100.0	.0	.0	4.7	.0	85.5	14.5
2000	68.0	4.9	.0	100.0	100.0	.0	100.0	.0	.0	2.9	.0	81.9	18.1

Table K-6 CHARACTERISTICS OF 1975 TO 2000 IMPORTED VANS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1975	2	.004	18.0	25.1	20.6	3498	118	78	19.1	96	.656	.0224	36.1
1976	1	.003	16.8	25.8	19.9	3500	120	67	20.9	92	.558	.0191	34.9
1977	2	.004	19.1	27.6	22.2	3500	120	67	20.8	92	.558	.0191	38.9
1978	3	.004	17.4	24.5	20.0	3500	120	67	20.9	92	.558	.0191	35.0
1979	8	.018	16.5	22.6	18.7	3500	120	67	20.9	92	.558	.0191	32.9
1980	16	.065	16.3	23.9	19.0	3618	120	67	21.4	91	.558	.0186	34.4
1981	11	.046	16.3	22.3	18.5	3644	120	67	21.6	91	.558	.0185	33.8
1982	15	.048	19.7	24.9	21.7	3668	111	61	23.4	89	.550	.0168	42.1
1983	13	.036	17.0	23.1	19.3	3625	119	69	21.0	92	.585	.0192	35.3
1984	81	.119	22.9	29.3	25.4	3340	121	87	16.5	100	.725	.0266	42.8
1985	93	.109	23.0	29.6	25.5	3270	121	88	16.2	101	.727	.0272	41.9
1986	102	.098	23.1	29.8	25.7	3298	131	95	15.3	104	.728	.0291	42.6
1987	126	.113	21.8	28.3	24.3	3299	134	98	15.0	105	.736	.0301	40.3
1988	55	.049	21.7	29.0	24.5	3402	134	100	15.1	105	.751	.0297	41.9
1989	69	.054	20.7	28.9	23.7	3685	152	120	14.3	109	.784	.0323	43.8
1990	78	.062	18.7	26.4	21.5	3826	163	136	13.3	114	.836	.0358	41.4
1991	143	.139	19.1	27.2	22.0	3937	156	136	13.5	113	.875	.0345	43.6
1992	127	.104	19.9	29.0	23.2	3781	153	136	13.0	114	.894	.0359	43.9
1993	208	.144	19.2	28.4	22.5	3958	170	145	12.8	116	.859	.0368	44.5
1994	159	.114	19.2	29.0	22.7	3963	174	148	12.6	117	.856	.0375	45.0
1995	230	.138	19.7	29.3	23.1	3932	170	149	12.4	117	.890	.0381	45.5
1996	150	.107	19.9	29.8	23.4	3933	171	150	12.3	118	.890	.0384	46.1
1997	157	.126	19.4	28.9	22.7	3958	172	148	12.6	117	.865	.0375	45.0
1998	131	.088	20.0	30.4	23.6	3971	177	175	11.1	126	.993	.0442	47.0
1999	244	.159	19.6	31.4	23.6	4121	195	185	10.9	127	.952	.0450	48.7
2000	342	.233	19.7	31.2	23.6	4192	193	188	10.9	128	.979	.0450	49.6

PERCENT OF IMPORTED VANS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE
1975	.0	.0	43.3	.0	61.1	.0	.0	38.9	.0	.0	100.0	.0	.0
1976	.0	.0	84.8	.0	100.0	.0	.0	.0	.0	.0	100.0	.0	.0
1977	.0	.0	89.9	.0	100.0	.0	.0	.0	.0	.0	100.0	.0	.0
1978	.0	.0	85.0	.0	100.0	.0	.0	.0	.0	.0	100.0	0	.0
1979	.0	.0	81.2	.0	100.0	.0	.0	.0	.0	.0	100.0	.0	.0
1980	.0	.0	82.9	.0	100.0	.0	.0	.0	.0	.0	100.0	.0	.0
1981	.0	.0	81.2	.0	100.0	.0	.0	.0	.0	.0	100.0	.0	.0
1982	.0	.0	89.0	.0	61.7	.0	.0	.0	38.3	.0	100.0	.0	.0
1983	.0	.0	78.9	.0	97.7	.0	.0	.0	2.3	.0	100.0	.0	.0
1984	18.1	.0	42.0	51.3	81.9	.0	.0	18.1	.0	.0	100.0	.0	.0
1985	18.7	3.2	40.8	53.3	78.1	.0	.0	21.9	.0	.0	100.0	.0	.0
1986	22.4	13.1	36.4	60.8	64.5	.0	64.5	35.5	.0	.0	100.0	.0	.0
1987	20.5	17.0	30.4	66.8	83.2	18.1	65.1	16.8	.0	.0	100.0	.0	.0
1988	21.1	16.0	28.4	68.6	100.0	18.4	81.6	.0	.0	.0	100.0	.0	.0
1989	14.2	13.3	18.2	79.4	100.0	.2	99.8	.0	.0	.0	51.4	48.6	.0
1990	21.7	62.6	10.2	80.7	100.0	.4	99.6	.0	.0	.0	39.0	61.0	.0
1991	4.4	39.8	7.6	90.5	100.0	.0	100.0	.0	.0	.0	10.5	89.5	.0
1992	26.5	15.9	9.9	90.1	100.0	.0	100.0	.0	.0	.0	31.5	68.5	.0
1993	68.5	3.5	3.4	96.6	100.0	.0	100.0	.0	.0	4.1	5.9	94.1	.0
1994	70.3	20.0	1.0	99.0	100.0	.0	100.0	.0	.0	12.3	6.8	93.2	.0
1995	81.9	11.1	.8	99.2	100.0	.0	100.0	.0	.0	25.7	2.6	96.6	.8
1996	84.9	3.4	.0	100.0	100.0	.0	100.0	.0	.0	21.9	1.1	98.9	.0
1997	88.5	3.9	.0	100.0	100.0	.0	100.0	.0	.0	18.3	.0	99.0	1.0
1998	88.6	6.6	.0	100.0	100.0	.0	100.0	.0	.0	79.9	.0	100.0	.0
1999	100.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	62.6	.0	99.7	.3
2000	100.0	.0	.0	100.0	100.0	.0	100.0	.0	.0	77.8	.0	99.4	.6

Table K-7 CHARACTERISTICS OF 1975 TO 2000 DOMESTIC SUVS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1975	181	.966	11.8	14.9	13.0	4209	331	147	13.2	115	.442	.0359	27.3
1976	235	.965	12.5	16.1	[illegible]	4321	338	141	14.0	112	.415	.0332	29.9
1977	267	.944	13.6	17.6	15.2	4244	336	145	13.5	114	.428	.0345	32.1
1978	365	.959	13.0	16.9	14.5	4278	342	150	13.2	115	.435	.0353	30.8
1979	395	.987	11.6	14.0	12.5	4520	332	144	14.4	111	.437	.0323	28.3
1980	180	.973	13.8	18.0	15.4	4277	299	132	14.6	109	.446	.0309	33.1
1981	133	.981	14.9	19.9	16.8	4220	292	132	14.4	110	.458	.0316	35.5
1982	156	.962	15.6	21.0	17.6	4389	299	131	15.0	108	.447	.0305	39.6
1983	280	.967	16.6	23.3	19.1	4166	257	125	14.9	108	.516	.0305	40.4
1984	596	.955	16.7	23.5	19.2	4024	231	122	14.9	108	.555	.0304	39.2
1985	689	.937	16.9	24.6	19.7	4055	220	123	14.9	108	.581	.0302	40.3
1986	624	.807	16.8	23.9	19.3	4059	226	135	13.7	112	.637	.0336	39.4
1987	662	.758	17.0	25.0	19.9	4021	232	148	12.8	116	.664	.0371	40.1
1988	729	.753	16.9	24.8	19.7	4022	246	156	12.3	119	.658	.0394	39.8
1989	752	.812	16.9	24.5	19.6	4114	262	163	12.0	121	.638	.0402	40.5
1990	479	.676	16.3	24.3	19.1	4189	269	168	11.9	122	.641	.0408	40.0
1991	856	.782	17.3	25.5	20.2	4141	248	167	11.9	122	.681	.0407	41.9
1992	770	.768	16.8	24.9	19.7	4158	249	176	11.4	125	.718	.0431	40.9
1993	1081	.825	[illegible]	25.1	19.7	4201	258	187	11.0	128	.733	.0451	41.4
1994	1228	.775	16.7	24.8	19.6	4298	259	187	[illegible]	127	.733	.0441	42.1
1995	1303	.718	16.5	24.6	19.3	4353	267	186	11.3	126	.708	.0435	42.1
1996	1496	.792	16.6	25.2	19.6	4410	273	192	11.2	127	.708	.0441	43.3
1997	1739	.705	16.4	24.7	19.3	4542	276	197	11.2	127	.718	.0436	43.9
1998	1874	.728	16.3	24.7	19.2	4512	275	196	11.2	127	.714	.0436	43.4
1999	1929	.684	16.1	24.2	19.0	4596	278	206	10.9	129	.745	.0450	43.5
2000	2209	.686	16.2	24.4	19.1	4619	277	211	10.7	131	.764	.0459	44.0

PERCENT OF DOMESTIC SUVs:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE
1975	.0	87.0	39.3	.0	.0	.0	.0	100.0	.0	.0	26.1	68.0	5.9
1976	.0	88.5	31.5	.0	.0	.0	.0	100.0	.0	.0	21.8	71.3	6.8
1977	.0	87.5	32.1	.0	.0	.0	.0	100.0	.0	.0	21.3	72.2	6.5
1978	.0	92.3	31.5	.0	.0	.0	.0	100.0	.0	.0	21.3	73.3	5.4
1979	.0	70.0	32.4	.6	.0	.0	.0	99.8	.2	.0	25.2	47.3	27.6
1980	.0	88.4	42.0	26.9	.0	.0	.0	97.6	2.4	.0	31.0	55.9	13.1
1981	.0	90.2	39.6	41.9	.0	.0	.0	100.0	.0	.0	30.0	59.4	10.6
1982	.0	78.6	27.0	43.9	.0	.0	.0	84.1	15.9	.0	23.2	62.9	13.9
1983	.0	80.0	29.7	53.0	.0	.0	.0	93.1	6.9	.0	17.7	71.3	10.9
1984	.0	84.3	26.1	45.0	.0	.0	.0	97.6	2.4	.0	23.0	68.8	8.2
1985	.0	79.1	23.6	63.7	2.9	.0	.0	95.5	1.6	.0	15.4	76.2	8.3
1986	.0	82.8	24.3	67.3	55.7	31.8	23.9	43.2	1.1	.0	21.5	69.1	9.4
1987	.0	78.8	23.2	67.9	87.0	49.3	37.7	12.5	.5	.0	23.7	67.7	8.6
1988	.0	78.3	20.7	70.9	92.8	43.8	49.0	6.8	.4	.0	25.6	64.9	9.5
1989	.0	79.6	18.6	73.4	93.3	48.9	44.4	6.4	.3	.0	20.4	69.8	9.8
1990	.0	79.8	19.5	75.1	92.6	41.0	51.6	7.0	.4	.0	22.2	62.8	15.0
1991	.0	75.0	14.6	83.6	99.4	39.2	60.2	.4	.2	.0	8.9	86.1	5.0
1992	.0	72.8	14.7	84.4	100.0	23.0	77.0	.0	.0	.0	8.7	82.6	8.6
1993	.0	57.2	11.1	88.1	100.0	13.7	86.3	.0	.0	.0	7.5	81.4	11.1
1994	.0	74.9	10.0	88.0	100.0	12.7	87.3	.0	.0	.0	7.5	80.0	12.5
1995	.0	79.6	9.5	90.5	100.0	16.9	83.1	.0	.0	.0	8.0	75.0	17.0
1996	.0	75.0	3.2	96.8	100.0	.0	100.0	.0	.0	.0	.0	85.1	14.9
1997	1.2	75.2	6.9	93.1	100.0	.0	100.0	.0	.0	.0	14.7	54.6	30.7
1998	.0	73.3	5.3	94.7	100.0	.0	100.0	.0	.0	.0	4.8	63.9	31.3
1999	.0	74.3	3.0	97.0	100.0	.0	100.0	.0	.0	.0	4.6	62.8	32.6
2000	.0	73.8	4.9	95.1	100.0	.0	100.0	.0	.0	2.1	3.6	61.1	35.3

Table K-8 CHARACTERISTICS OF 1975 TO 2000 IMPORTED SUVS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1975	6	.034	10.1	15.6	12.0	4000	257	110	15.7	104	.428	.0275	24.0
1976	9	.035	9.0	14.6	10.9	4082	258	125	14.4	108	.484	.0307	22.3
1977	16	.056	11.9	16.7	13.6	4029	258	125	14.3	109	.484	.0310	28.3
1978	16	.041	10.8	16.3	12.7	4078	258	125	14.4	108	.484	.0307	26.4
1979	5	.013	13.2	17.6	14.9	3708	224	111	15.2	105	.542	.0293	27.4
1980	5	.027	17.1	22.6	19.2	2760	128	73	17.6	97	.703	.0246	26.1
1981	2	.019	14.5	19.7	16.5	3546	193	99	16.3	102	.593	.0268	28.7
1982	6	.038	15.9	20.6	17.7	3348	167	89	17.1	99	.611	.0253	29.1
1983	10	.033	16.7	21.5	18.6	3294	154	86	17.2	99	.635	.0250	30.2
1984	28	.045	18.6	24.1	20.7	3475	145	90	16.9	100	657	.0254	36.6
1985	46	.063	20.2	26.2	22.5	3468	142	99	15.8	103	.718	.0281	39.8
1986	149	.193	22.1	29.4	24.9	3344	128	93	15.5	102	.740	.0280	41.8
1987	211	.242	21.0	27.5	23.5	3273	135	100	14.6	105	.753	.0304	38.6
1988	239	.247	20.5	26.8	22.9	3364	137	105	14.5	106	.772	.0309	38.6
1989	174	.188	19.2	25.4	21.6	3601	153	119	13.9	109	.784	.0328	39.0
1990	229	.324	18.8	25.5	21.4	3744	156	126	13.7	111	.809	.0333	40.0
1991	239	.218	18.2	24.9	20.7	3819	163	125	14.0	110	.780	.0326	39.7
1992	233	.232	17.9	24.5	20.4	3843	163	129	13.8	111	.799	.0333	39.3
1993	229	.175	18.4	24.7	20.8	3949	166	142	13.2	114	.854	.0355	41.0
1994	357	.225	17.7	24.0	20.1	3973	172	147	12.9	116	.858	.0366	39.9
1995	513	.282	17.7	24.4	20.2	4008	173	150	12.7	117	.872	.0372	40.5
1996	394	.208	19.1	26.1	21.7	3804	174	158	11.7	121	.925	.0411	41.4
1997	727	.295	19.6	26.8	22.3	3807	172	159	11.6	121	.936	.0416	42.5
1998	702	.272	19.9	27.6	22.8	3881	170	166	11.5	123	.988	.0425	44.4
1999	891	.316	20.1	27.6	22.9	3973	173	173	11.2	125	1.021	.0435	45.6
2000	1012	.314	19.5	26.9	22.2	4099	176	173	11.4	124	1.006	.0424	45.7

PERCENT OF IMPORTED SUVs:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE
1975	.0	.0	100.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0
1976	.0	.0	100.0	.0	.0	.0	.0	100.0	.0	.0	97.9	2.1	.0
1977	.0	.0	100.0	.0	.0	.0	.0	100.0	.0	.0	94.1	5.9	.0
1978	.0	.0	100.0	.0	.0	.0	.0	100 0	.0	.0	84.4	15.6	.0
1979	.0	17.2	100.0	.0	.0	.0	.0	100.0	.0	.0	93.4	6.6	.0
1980	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0
1981	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0
1982	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	100.0	.0	.0
1983	.0	100.0	100.0	.0	.0	.0	.0	100.0	.0	.0	58.1	41.9	.0
1984	.0	100.0	97.4	.0	.0	.0	.0	100.0	.0	.0	28.5	71.5	.0
1985	.0	100.0	91.8	6.9	41.7	.0	.0	58.3	.0	.0	19.7	80.3	.0
1986	.0	100.0	91.9	7.5	24.2	.0	24.2	72.5	3.3	.0	28.4	71.6	.0
1987	.0	100.0	79.4	13.4	36.8	18.2	18.6	63.1	.0	.0	46.2	53.8	.0
1988	.0	100.0	72.1	24.8	57.6	15.1	42.4	42.4	.0	.0	42.4	57.6	.0
1989	.0	95.3	58.7	36.0	94.3	40.8	53.4	5.7	.0	.0	42.9	57.1	.0
1990	.0	92.6	51.0	48.5	98.5	29.3	69.2	1.5	.0	.0	36.4	63.6	.0
1991	.0	82.2	47.9	52.0	99.2	41.9	57.4	.8	.0	.0	25.1	70.1	4.8
1992	.0	70.8	47.9	52.1	98.7	38.7	60.0	1.3	.0	.0	26.5	69.9	3.6
1993	.0	71.3	40.0	60.0	98.6	15.8	82.7	1.4	.0	.0	27.3	68.9	3.8
1994	.0	80.4	34.7	65.3	100.0	15.9	84.1	.0	.0	29.9	23.4	72.1	4.5
1995	.1	78.4	30.2	69.8	100.0	7.8	92.2	.0	.0	55.3	16.6	81.6	1.7
1996	4.6	56.1	24.0	76.0	100.0	.0	100.0	.0	.0	78.7	30.6	64.7	4.7
1997	4.2	61.3	22.8	74.2	100.0	.0	100.0	.0	.0	81.8	32.2	64.4	3.4
1998	6.7	65.5	15.9	84.1	100.0	.0	100.0	.0	.0	79.9	32.1	60.0	7.9
1999	7.0	67.2	17.8	82.2	100.0	.0	100.0	.0	.0	82.0	26.0	65.4	8.6
2000	5.6	67.4	17.6	82.4	100.0	.0	100.0	.0	.0	75.9	29.2	61.0	9.7

Table K-9 CHARACTERISTICS OF 1975 TO 2000 DOMESTIC PICKUP TRUCKS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1975	1126	.839	11.5	15.7	13.1	4241	343	151	13.3	115	.438	.0358	28.3
1976	1639	.878	12.4	16.3	13.9	4301	344	146	13.8	113	.423	.0341	30.5
1977	1719	.849	13.4	17.2	14.9	4318	347	156	13.1	116	.449	.0363	32.7
1978	1928	.850	13.3	16.8	14.[illegible]	4326	339	154	13.2	116	.454	.0357	32.3
1979	1748	.792	13.1	16.2	14.3	4486	330	149	14.1	113	.452	.0334	32.7
1980	887	.617	15.3	20.3	17.2	4312	305	137	14.3	110	.452	.0318	37.6
1981	943	.655	16.5	22.2	18.6	4121	293	132	14.2	110	.452	.0320	38.8
1982	1008	.699	17.5	23.9	19.9	3942	268	129	14.0	111	.499	.0329	39.8
1983	1157	.710	17.9	24.9	20.5	3783	242	120	14.4	109	.521	.0317	39.3
1984	1404	.687	17.1	23.9	19.6	3910	252	124	14.4	109	.512	.0317	38.8
1985	1487	.716	17.3	24.0	19.8	3870	253	131	13.7	112	.536	.0337	38.8
1986	1490	.589	17.6	24.2	20.0	3915	252	134	13.5	113	.559	.0344	39.6
1987	1339	.624	18.0	25.2	20.7	3796	239	138	13.0	114	.598	.0362	39.6
1988	1889	.768	17.8	25.4	20.5	3920	255	147	12.8	116	.595	.0373	40.6
1989	1674	.750	17.5	25.0	20.2	3996	265	154	12.5	118	.596	.0383	40.7
1990	1392	.759	16.9	24.7	19.7	4150	277	161	12.3	119	.598	.0388	41.3
1991	1481	.771	17.9	26.4	20.9	3931	256	153	12.3	118	.614	.0388	41.4
1992	1478	.803	17.2	25.7	20.2	4152	268	158	12.5	118	.607	.0382	42.1
1993	1614	.806	17.4	25.9	20.4	4163	266	164	12.2	120	.630	.0393	42.6
1994	2181	.842	17.5	25.8	20.5	4193	265	170	12.0	122	.660	.0404	43.2
1995	1911	.842	16.9	25.2	19.8	4327	275	173	12.0	121	.655	.0398	43.4
1996	1696	.867	17.3	25.9	20.4	4302	265	182	11.6	124	.708	.0419	44.3
1997	2245	.933	17.2	25.8	20.2	4481	272	199	11.1	128	.744	.0441	45.6
1998	2142	.888	17.2	26.0	20.3	4382	263	194	11.2	127	.751	.0439	44.8
1999	2457	.840	16.8	24.9	19.6	4440	266	201	11.0	129	.763	.0449	43.8
2000	2358	.877	16.8	25.2	19.8	4540	276	212	10.7	131	.775	.0463	45.1

PERCENT OF DOMESTIC PICKUPS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE
1975	.0	16.1	33.0	.0	.0	.0	.0	100.0	.0	.0	.0	.0	100.0
1976	.0	23.8	32.9	.0	.0	.0	.0	100.0	.0	.0	.0	.0	100.0
1977	.0	25.2	27.7	.0	.0	.0	.0	100.0	.0	.0	.0	.0	100.0
1978	.0	30	23.5	0	.0	0	.0	98.6	1.4	.0	.0	.0	100.0
1979	.0	10.5	27.3	1.7	.0	.0	.0	96.9	3.1	.0	.0	.0	100.0
1980	.0	21.6	39.5	35.5	.0	.0	.0	94.5	5.5	.0	.0	.0	100.0
1981	.0	13.7	39.1	42.0	.0	.0	.0	97.7	2.3	.0	.3	.0	99.7
1982	.0	14.1	37.4	42.2	.0	.0	.0	92.7	7.3	.0	.7	21.9	77.4
1983	.0	21.3	42.4	39.0	.0	.0	.0	96.7	3.3	.0	.4	39.5	60.1
1984	.0	25.5	39.3	41.7	.0	.0	.0	98.0	2.0	.0	.3	34.4	65.3
1985	.0	24.1	38.3	44.7	16.9	.4	.0	82.1	1.0	.0	.0	35.1	64.8
1986	.0	26.6	38.4	47.8	45.9	15.8	30.1	53.5	.6	.0	.0	32.9	67.1
1987	.0	27.6	43.9	41.8	78.3	38.4	39.9	21.4	.3	.0	.0	51.5	48.5
1988	.0	28.5	41.3	48.1	95.1	57.1	38.0	4.6	.3	.0	.0	43.7	56.3
1989	.0	28.8	42.7	51.3	99.8	60.7	39.1	.0	.2	.0	.0	40.9	59.1
1990	.0	28.8	34.2	61.0	99.8	54.6	45.2	.0	.2	.0	.0	32.1	67.9
1991	.0	23.9	43.7	55.6	99.8	63.0	36.8	.0	.2	.0	.0	50.2	49.8
1992	.0	25.6	38.4	61.5	99.8	48.0	51.9	.0	.2	.0	.0	41.0	59.0
1993	.0	26.9	35.1	64.9	100.0	45.4	54.6	.0	.0	.0	.0	42.1	57.9
1994	.0	29.1	32.7	67.3	100.0	36.4	63.6	.0	.0	.0	.0	42.7	57.3
1995	.0	32.5	33.6	66.4	100.0	36.2	63.8	.0	.0	.0	.0	35.2	64.8
1996	.0	28.0	30.2	69.8	99.8	.0	99.8	.0	.2	.0	.0	41.1	58.9
1997	.0	35.2	22.2	77.8	99.9	.0	99.9	.0	.1	.0	.0	30.8	69.2
1998	.0	34.2	23.1	76.9	99.9	.0	99.9	.0	.1	.0	.0	38.7	61.3
1999	.0	37.2	19.3	80.7	100.0	.0	100.0	.0	.0	.0	.0	34.6	65.4
2000	.0	37.3	17.2	82.8	100.0	.0	100.0	.0	.0	.0	.0	28.7	71.3

Table K-11 CHARACTERISTICS OF 1975 TO 2000 IMPORTED PICKUP TRUCKS

MODEL YEAR	SALES (000)	FRAC	FUEL ECONOMY CITY	HWY	55/45	WGHT LB	ENGINE CID	HP	0-60 TIME	TOP SPD	HP/ CID	HP/ WT	TON -MPG
1975	216	.161	19.0	27.5	22.1	2819	116	88	14.7	105	.762	.0315	31.3
1976	227	.122	20.2	29.4	23.5	2829	117	90	14.6	105	.772	.0320	33.5
1977	306	.151	22.8	32.4	26.3	2820	121	91	14.2	106	.756	.0325	37.5
1978	339	.150	23.3	31.1	26.3	2844	120	88	14.7	104	.731	.0310	37.8
1979	459	.208	20.5	28.3	23.4	2832	123	84	14.9	103	.692	.0300	33.8
1980	550	.383	21.8	29.2	24.6	2817	124	87	14.5	104	.705	.0311	35.2
1981	496	.345	24.5	33.0	27.7	2841	130	85	15.1	103	.652	.0298	40.1
1982	433	.301	24.5	32.6	27.6	2901	135	88	14.9	104	.651	.0305	40.7
1983	471	.290	24.6	32.8	27.7	2957	137	92	14.4	105	.675	.0314	41.4
1984	640	.313	24.1	32.0	27.1	2979	135	91	14.6	105	.675	.0308	40.8
1985	590	.284	23.9	31.6	26.8	3067	141	102	13.6	108	.718	.0333	41.4
1986	1042	.411	23.3	31.6	26.4	3085	140	100	14.0	107	.713	.0325	40.9
1987	808	.376	23.1	31.9	26.4	3079	140	99	14.0	107	.707	.0324	40.8
1988	569	.232	22.5	30.4	25.5	3128	144	105	13.5	109	.730	.0338	40.0
1989	558	.250	21.8	29.5	24.7	3226	148	110	13.4	110	.743	.0342	40.0
1990	442	.241	22.0	29.9	25.0	3228	149	120	12.6	113	.801	.0373	40.6
1991	439	.229	22.1	30.1	25.1	3268	150	121	12.6	114	.808	.0372	41.2
1992	362	.197	21.9	29.8	24.8	3261	149	119	12.7	113	.794	.0367	40.8
1993	388	.194	21.8	29.9	24.8	3302	151	123	12.5	114	.813	.0374	41.3
1994	410	.158	21.8	29.9	24.8	3336	151	124	12.5	114	.821	.0376	41.6
1995	360	.158	21.4	29.0	24.2	3415	160	137	11.8	118	.859	.0404	41.5
1996	259	.133	21.3	28.8	24.1	3454	164	152	11.0	123	.925	.0441	41.6
1997	161	.067	21.2	28.4	23.9	3488	157	144	11.5	120	.919	.0415	41.7
1998	271	.112	21.4	29.1	24.3	3489	162	153	11.0	123	.946	.0440	42.5
1999	468	.160	19.8	26.6	22.4	3760	179	160	11.3	123	.901	.0427	42.1
2000	331	.123	19.6	26.7	22.3	3915	190	173	11.0	125	.918	.0441	43.6

PERCENT OF IMPORTED PICKUPS:

MODEL YEAR	DRIVETRAIN FRONT	4WD	TRANSMISSION MANUAL	LOCK	FUEL METERING FI	TBI	PORT	CARB	DSL	FOUR VALVE	VEHICLE SIZE SMALL	MID	LARGE
1975	.0	.0	83.3	.0	.0	.0	.0	100.0	.0	.0	74.1	25.9	.0
1976	.0	.0	81.4	.0	.0	.0	.0	100.0	.0	.0	76.0	24.0	.0
1977	.0	.0	82.3	.0	.0	.0	.0	100.0	.0	.0	78.6	21.4	.0
1978	.0	6.9	88.1	.0	.0	.0	.0	100.0	.0	.0	77.8	22.2	.0
1979	.0	20.5	88.1	.0	.0	.0	.0	100.0	.0	.0	77.9	22.1	.0
1980	4.8	20.2	89.9	.0	2.7	.0	.0	95.2	2.0	.0	82.3	17.7	.0
1981	6.7	22.9	93.1	.0	1.8	.0	.0	81.8	16.3	.0	73.7	26.3	.0
1982	7.4	26.0	92.2	.0	.8	.0	.0	81.9	17.3	.0	78.3	21.7	.0
1983	6.5	23.8	90.3	1.0	.3	.0	.0	92.7	7.0	.0	65.2	34.8	.0
1984	1.9	23.1	89.1	2.0	3.1	.0	.0	92.6	4.3	.0	65.6	34.4	.0
1985	.0	28.8	85.0	5.8	13.4	.0	.0	84.7	1.9	.0	84.1	15.9	.0
1986	.0	23.1	86.9	5.6	28.6	20.1	8.6	70.7	.7	.0	71.4	28.6	.0
1987	.0	22.1	82.7	7.3	26.8	21.4	5.4	72.9	.3	.0	54.5	44.9	.5
1988	.0	28.2	83.0	7.7	45.6	18.7	26.9	54.4	.0	.0	59.7	40.2	.1
1989	.0	29.2	81.6	12.2	60.1	22.2	37.9	39.9	.0	.0	63.6	36.4	.1
1990	.0	25.0	82.5	14.7	75.1	.0	75.1	24.9	.0	.0	65.4	34.6	.1
1991	.0	28.0	81.0	15.2	86.1	.6	85.5	13.9	.0	.0	70.4	29.6	.0
1992	.0	28.9	82.3	13.6	83.5	.6	82.9	16.5	.0	.0	69.6	30.4	.0
1993	.0	30.8	80.6	15.3	89.1	.1	89.0	10.9	.0	.0	67.8	16.4	15.8
1994	.0	36.0	81.4	12.4	95.0	.1	94.9	5.0	.0	.4	87.2	9.5	3.3
1995	.0	35.9	71.6	22.8	100.0	.0	100.0	.0	.0	34.7	82.8	7.4	9.8
1996	.0	37.8	64.0	25.7	100.0	.0	100.0	.0	.0	65.8	85.1	.3	14.6
1997	.0	27.2	69.6	30.4	100.0	.0	100.0	.0	.0	18.9	81.1	.0	18.9
1998	.0	40.4	61.3	25.2	100.0	.0	100.0	.0	.0	100.0	96.0	.0	4.0
1999	.0	63.3	61.0	32.6	100.0	.0	100.0	.0	.0	57.1	100.0	.0	.0
2000	.0	39.8	49.5	44.0	100.0	.0	100.0	.0	.0	86.3	75.0	.0	25.0

Appendix L

Table L-1 MY2000 Best in Size Class Role Models Cars

Size Class	Rank	Manufacturer	Model Name	Weight	Drive	HP	CID	TRANS	MPG
Two Seater	1	Honda	Insight	2000	Front	67	61	M5	76.3
Two Seater	2	Toyota	MR2	2500	Front	138	110	M5	31.8
Two Seater	3	Mazda	MX-5 Miata	2500	Rear	140	112	M5	31.4
Two Seater	4	Mazda	MX-5 Miata	2500	Rear	140	112	M6	30.2
Two Seater	5	Mercedes	SLK230	3500	Rear	185	140	L5	29.2
Two Seater	6	Mazda	MX-5 Miata	2500	Rear	140	112	L4	28.9
Two Seater	7	Mercedes	SLK230	3000	Rear	185	140	M5	28.7
Two Seater	8	BMW	Z3 Roadster	3000	Rear	168	152	M5	26.2
Two Seater	9	Honda	S2000	3000	Rear	240	122	M6	26.2
Two Seater	10	Porsche	Boxster	3000	Rear	217	164	M5	26.0
Two Seater	11	BMW	Z3 Coupe	3500	Rear	168	170	L4	25.2
Two Seater	12	BMW	Z3 Roadster	3000	Rear	168	170	L4	25.1
MiniCompact	1	VW	TT	3000	Front	180	109	M5	29.4
MiniCompact	2	VW	TT	3500	4wd	180	109	M5	27.2
MiniCompact	3	Mercedes	CLK320	4000	Rear	215	195	L5	26.2
MiniCompact	4	BMW	M Roadster	3500	Rear	240	192	M5	25.1
MiniCompact	5	BMW	323I	4000	Rear	168	152	M5	24.9
MiniCompact	6	BMW	323I	4000	Rear	168	152	L5	23.3
MiniCompact	7	Porsche	911	3500	Rear	296	207	M6	23.2
MiniCompact	8	Mercedes	CLK430	4000	Rear	275	260	L5	23.1
MiniCompact	9	Jaguar	XK8	4000	Rear	290	243	L5	22.8
MiniCompact	10	Porsche	911	3500	Rear	296	207	A5	22.7
MiniCompact	11	Porsche	911	3500	4wd	296	207	M6	22.5
MiniCompact	12	Porsche	911	3500	4wd	296	207	A5	22.3
Subcompact	1	VW	Beetle	3000	Front	90	116	M5	52.7
Subcompact	2	GM Import	Metro	2000	Front	55	61	M5	48.9
Subcompact	3	Honda	Civic HX	2500	Front	115	97	M5	45.8
Subcompact	4	GM Import	Metro	2250	Front	79	79	M5	45.5
Subcompact	5	VW	Beetle	3000	Front	90	116	L4	44.7
Subcompact	6	GM Import	Civic HX	2750	Front	115	97	M5	44.2
Subcompact	7	GM Import	Civic HX	2750	Front	115	97	CVT	41.9
Subcompact	8	Mitsubishi	Mirage	2500	Front	92	90	M5	41.7
Subcompact	9	Honda	Civic	2500	Front	106	97	M5	40.5
Subcompact	10	Honda	Civic	2750	Front	106	97	M5	39.4
Subcompact	11	GM	SC	2500	Front	100	116	M5	38.7
Subcompact	12	Suzuki	Esteem	2500	Front	98	97	M5	38.6
Compact	1	VW	Jetta	3000	Front	90	116	M5	52.7
Compact	2	VW	Golf	3000	Front	90	116	L4	44.7
Compact	3	Toyota	Echo	2250	Front	108	91	M5	43.1
Compact	4	GM Import	Prizm	2750	Front	125	110	M5	39.6
Compact	5	Toyota	Echo	2500	Front	108	91	L4	39.4
Compact	6	GM	SL	2500	Front	100	116	M5	38.7
Compact	7	GM Import	Prizm	2750	Front	125	110	L4	37.5
Compact	8	Toyota	Corolla	2750	Front	125	110	L4	37.4
Compact	9	Hyundai	Accent	2500	Front	90	91	M5	36.6
Compact	10	Mazda	Protege	2750	Front	105	98	M5	36.5
Compact	11	Chrysler	Neon	2750	Front	132	122	M5	36.1
Compact	12	GM	SL	2750	Front	124	116	M5	36.1

Appendix L (Continued)

Table L-1(Cont.) MY2000 Best in Size Class Role Models Cars

Size Class	Rank	Manufacturer	Model Name	Weight	Drive	HP	CID	TRANS	MPG
Midsize	1	Chrysler	Breeze	3000	Front	132	122	M5	35.5
Midsize	2	Mazda	626	3000	Front	130	122	M5	33.5
Midsize	3	Honda	Accord	3500	Front	150	132	M5	32.1
Midsize	4	GM	LS	3000	Front	137	134	M5	31.9
Midsize	5	VW	Passat	3500	Front	150	109	M5	31.3
Midsize	6	Toyota	Camry	3500	Front	133	132	M5	31.0
Midsize	7	GM	LS	3000	Front	137	134	L4	30.5
Midsize	8	Honda	Accord	3000	Front	135	138	M5	30.4
Midsize	9	Toyota	Camry	3500	Front	133	132	L4	30.1
Midsize	10	Honda	Accord	3500	Front	150	132	L4	29.9
Midsize	11	GM	Malibu	3500	Front	150	146	L4	29.4
Midsize	12	Honda	Accord	3500	Front	135	138	L4	28.6
Large	1	Toyota	Avalon	3500	Front	210	183	L4	28.1
Large	2	GM	Impala	3500	Front	180	204	L4	27.5
Large	3	Chrysler	Intrepid	3500	Front	200	165	L4	27.3
Large	4	Chrysler	Concorde	3500	Front	200	165	L4	27.3
Large	5	GM	Impala	3500	Front	195	231	L4	26.9
Large	6	GM	Bonneville	4000	Front	205	231	L4	26.6
Large	7	GM	Park Avenue	4000	Front	205	231	L4	26.6
Large	8	Ford	Taurus	3500	Front	200	182	L4	26.4
Large	9	Ford	Taurus	3500	Front	145	182	L4	26.3
Large	10	Chrysler	Intrepid	4000	Front	225	195	L4	25.5
Large	11	Chrysler	Concorde	4000	Front	225	195	L4	25.4
Large	12	Chrysler	Intrepid	4000	Front	253	215	L4	24.8
Small Wagon	1	Suzuki	Esteem	2750	Front	98	97	M5	37.9
Small Wagon	2	GM	SW	2750	Front	124	116	M5	36.1
Small Wagon	3	GM	SW	2750	Front	100	116	L4	35.4
Small Wagon	4	Suzuki	Esteem	2750	Front	122	112	M5	35.1
Small Wagon	5	GM	SW	2750	Front	124	116	L4	33.9
Small Wagon	6	Suzuki	Esteem	2750	Front	98	97	L4	33.7
Small Wagon	7	Suzuki	Esteem	2750	Front	122	112	L4	33.7
Small Wagon	8	Hyundai	Elantra	3000	Front	136	121	M5	31.3
Small Wagon	9	Daewoe	Nubira	3000	Front	131	122	M5	30.1
Small Wagon	10	Subaru	Impreza	3000	4wd	142	135	L4	29.7
Small Wagon	11	Daewoe	Nubira	3000	Front	131	122	A4	29.5
Small Wagon	12	Suzuki	Impreza	3000	4wd	142	135	M5	29.4
Midsize Wagon	1	Ford	Focus	3000	Front	104	121	L4	33.9
Midsize Wagon	2	Ford	Focus	3000	Front	102	121	L4	32.6
Midsize Wagon	3	VW	Passat	3500	Front	150	109	M5	31.3
Midsize Wagon	4	GM	LW	3500	Front	137	134	L4	29.4
Midsize Wagon	5	Volvo	V70	3500	Front	168	149	M5	28.1
Midsize Wagon	6	Subaru	Legacy	3500	4wd	165	150	M5	27.9
Midsize Wagon	7	Subaru	Legacy	3500	4wd	165	150	L4	27.9
Midsize Wagon	8	GM Imports	Saab 9-5	4000	Front	170	141	M5	27.5
Midsize Wagon	9	VW	Passat	3500	Front	150	109	L5	27.4
Midsize Wagon	10	Volvo	V70	3500	Front	168	149	L5	27.3
Midsize Wagon	11	Subaru	Legacy	4000	4wd	165	150	L4	27.2
Midsize Wagon	12	VW	Passat	3500	Front	190	169	M5	26.9

Appendix L (Continued)

Table L-2 MY2000 Best in Size Class Role Models Light-Duty Trucks

Size Class	Rank	Manufacturer	Model Name	Weight	Drive	HP	CID	Trans	MPG
Midsize Van	1	Chrysler	Voyager	4000	Front	150	148	L3	25.9
Midsize Van	2	GM	Montana	4000	Front	185	204	L4	25.0
Midsize Van	3	GM	Venture	4000	Front	185	204	L4	25.0
Midsize Van	4	Chrysler	Caravan	4000	Front	162	201	L4	24.3
Midsize Van	5	Toyota	Sienna	4000	Front	190	183	L4	24.0
Midsize Van	6	Honda	Odyssey	4500	Front	205	212	L4	24.0
Midsize Van	7	Chrysler	Caravan	4000	Front	150	181	L4	24.0
Midsize Van	8	Chrysler	Caravan	4500	Front	162	201	L4	23.2
Midsize Van	9	Mazda	MPV	4000	Front	170	152	L4	23.1
Midsize Van	10	Chrysler	Caravan	4500	Front	162	232	L4	23.0
Midsize Van	11	Ford	Windstar	4000	Front	200	232	L4	23.0
Midsize Van	12	Nissan	Quest	4000	Front	170	200	L4	23.0
Large Van	1	VW	Eurovan	4500	Front	140	170	L4	19.6
Large Van	2	Ford	E150 Econoline	5000	Rear	220	280	L4	19.5
Large Van	3	Ford	E150 Econoline	5000	Rear	260	330	L4	19.1
Large Van	4	GM	G1500-2500 Chevy Van	5000	Rear	200	262	L4	18.9
Large Van	5	Ford	E150 Club Wagon	5500	Rear	215	280	L4	18.7
Large Van	6	GM	G1500-2500 Chevy Van	5000	Rear	220	305	L4	18.7
Large Van	7	Ford	E150 Econoline	5000	Rear	205	256	L4	18.5
Large Van	8	Chrysler	B1500 Van	4500	Rear	175	239	L3	18.5
Large Van	9	GM	G1500-2500 Chevy Van	5500	Rear	200	262	L4	18.3
Large Van	10	Chrysler	B1500 Van	4500	Rear	230	318	L4	18.2
Large Van	11	GM	G1500-2500 Chevy Van	5500	Rear	220	305	L4	17.9
Large Van	12	GM	G1500-2500 Chevy Van	5500	Rear	255	350	L4	17.8
Small SUV	1	Suzuki	Vitara	2750	Rear	97	97	M5	31.1
Small SUV	2	GM Imports	Tracker	2750	Rear	97	97	M5	31.1
Small SUV	3	Toyota	RAV4	3000	Front	127	122	M5	30.9
Small SUV	4	Suzuki	Vitara	3000	4wd	97	97	M5	30.7
Small SUV	5	GM Imports	Tracker	3000	4wd	97	97	M5	30.7
Small SUV	6	Toyota	RAV4	3000	Front	127	122	L4	30.5
Small SUV	7	Suzuki	Vitara	3000	Rear	97	97	L4	30.3
Small SUV	8	Suzuki	Vitara	3000	4wd	97	97	L4	29.5
Small SUV	9	GM Imports	Tracker	3000	Rear	127	122	L4	29.1
Small SUV	10	GM Imports	Tracker	3000	Rear	127	122	L4	28.5
Small SUV	11	Toyota	RAV4	3000	4wd	125	122	L4	28.3
Small SUV	12	Toyota	RAV4	3000	4wd	127	122	M5	28.1
Midsize SUV	1	Honda	CR-V	3500	Front	146	120	L4	27.5
Midsize SUV	2	Honda	CR-V	3500	4wd	146	120	L4	27.1
Midsize SUV	3	Honda	CR-V	3500	4wd	146	120	M5	27.1
Midsize SUV	4	Chrysler	Cherokee	3500	Rear	120	150	M5	25.7
Midsize SUV	5	Toyota	4Runner	4000	Rear	150	164	L4	25.0
Midsize SUV	6	Isuzu	Rodeo	4000	Rear	129	134	M5	24.9
Midsize SUV	7	Toyota	RX 300	4000	Front	220	183	L4	24.2
Midsize SUV	8	Suzuki	Grand Vitara	3500	Rear	155	152	M5	24.0
Midsize SUV	9	Toyota	4Runner	4000	Rear	150	164	M5	23.8
Midsize SUV	10	Chrysler	Cherokee	3500	Rear	125	150	L3	23.7
Midsize SUV	11	Chrysler	Cherokee	3500	Rear	190	242	M5	23.6
Midsize SUV	12	Suzuki	Grand Vitara	3500	4wd	155	152	M5	23.4

Table L-2 (Cont.) MY2000 Best in Size Class Role Models Light-Duty Trucks

Size Class	Rank	Manufacturer	Model Name	Weight	Drive	HP	CID	Trans	MPG
Large SUV	1	Mercedes	ML320	5500	4wd	215	195	L5	20.8
Large SUV	2	Ford	Mountaineer	4000	Rear	160	244	L5	20.8
Large SUV	3	Ford	Mountaineer	4500	4wd	205	244	L5	20.7
Large SUV	4	Mercedes	ML430	5500	4wd	268	260	L5	19.7
Large SUV	5	GM	C1500 Yukon	5500	Rear	275	293	L4	19.5
Large SUV	6	Ford	Expedition	5000	Rear	220	280	L4	19.5
Large SUV	7	Chrysler	Durango	4500	Rear	235	287	L4	19.3
Large SUV	8	Ford	Mountaineer	4500	Rear	211	302	L4	19.0
Large SUV	9	Ford	Mountaineer	4500	4wd	211	302	L4	18.6
Large SUV	10	GM	C1500 Yukon	5500	Rear	240	293	L4	18.4
Large SUV	11	GM	K1500 Yukon	5500	4wd	240	293	L4	18.3
Large SUV	12	Chrysler	Durango	4500	Rear	230	318	L4	18.2
Small Pickup	1	Nissan	Frontier	3000	Rear	142	146	M5	28.7
Small Pickup	2	Nissan	Frontier	3500	Rear	142	146	M5	28.2
Small Pickup	3	Toyota	Tacoma	3000	Rear	142	149	M5	27.4
Small Pickup	4	Toyota	Tacoma	3000	Rear	142	149	A4	26.2
Small Pickup	5	Nissan	Frontier	3500	Rear	142	146	L4	25.0
Small Pickup	6	Toyota	Tacoma	3500	Rear	190	206	M5	24.3
Small Pickup	7	Toyota	Tacoma	3500	Rear	190	206	L4	23.9
Small Pickup	8	Toyota	Tacoma	3500	Rear	150	164	L4	23.5
Small Pickup	9	Toyota	Tacoma	4000	4wd	150	164	L4	23.3
Small Pickup	10	Toyota	Tacoma	3500	4wd	150	164	L4	22.9
Small Pickup	11	Nissan	Frontier	4000	4wd	142	146	M5	22.3
Small Pickup	12	Toyota	Tacoma	4000	Rear	183	206	L4	22.1
Midsize Pickup	1	GM	S10	3500	Rear	118	134	M5	29.6
Midsize Pickup	2	GM	Sonoma	3500	Rear	118	134	M5	28.4
Midsize Pickup	3	Ford	Ranger	3500	Rear	118	153	M5	28.3
Midsize Pickup	4	Chrysler	Dakota	3500	Rear	120	150	M5	25.7
Midsize Pickup	5	Chrysler	Dakota	4000	Rear	120	150	M5	25.7
Midsize Pickup	6	Ford	Ranger	3500	Rear	118	153	L4	25.5
Midsize Pickup	7	GM	S10	3500	Rear	118	134	L4	25.2
Midsize Pickup	8	GM	S10	3500	Rear	118	134	L4	24.6
Midsize Pickup	9	GM	S10	3500	Rear	180	262	M5	23.0
Midsize Pickup	10	Ford	Ranger	4000	Rear	145	244	M5	23.0
Midsize Pickup	11	Ford	Ranger FFV	3500	Rear	145	182	M5	22.9
Midsize Pickup	12	GM	S10	4000	Rear	180	262	M5	22.8
Large Pickup	1	GM	C1500 Sierra	4000	Rear	180	262	M5	22.8
Large Pickup	2	Ford	F150	4000	Rear	205	256	M5	21.3
Large Pickup	3	Toyota	Tundra	4000	Rear	190	206	L4	21.1
Large Pickup	4	GM	C1500 Sierra	4500	Rear	240	293	L4	21.0
Large Pickup	5	Ford	F150	4000	Rear	205	256	L4	20.9
Large Pickup	6	GM	C1500 Silverado	4500	Rear	190	262	M5	20.9
Large Pickup	7	Ford	F150	4500	Rear	205	256	M5	20.8
Large Pickup	8	GM	C1500 Sierra	4500	Rear	200	262	L4	20.8
Large Pickup	9	Toyota	Tundra	4000	Rear	190	206	M5	20.8
Large Pickup	10	Toyota	Tundra	4500	Rear	190	206	M5	20.7
Large Pickup	11	Ford	F150	4500	Rear	205	256	L4	20.7
Large Pickup	12	GM	C1500 Sierra	4500	Rear	265	325	L4	20.5

Appendix L (Continued)

Table L-3 MY2000 Best in EPA Inertia Weight Class Role Models Cars

Weight	Rank	Manufacturer	Model Name	Drive	HP	CID	Trans	Size Class	MPG
2000	1	Honda	Insight	Front	67	61	M5	Two Seater	76.3
2000	2	GM Import	Metro	Front	55	61	M5	Subcompact	48.9
2250	1	GM Import	Metro	Front	79	79	M5	Subcompact	45.5
2250	2	Toyota	Echo	Front	108	91	M5	Compact	43.1
2250	3	Toyota	Echo	Front	108	91	L4	Compact	39.4
2250	4	GM Import	Metro	Front	79	79	A3	Subcompact	37.6
2500	5	Honda	Civic HX	Front	115	97	M5	Subcompact	45.8
2500	1	Mitsubishi	Mirage	Front	92	90	M5	Subcompact	41.7
2500	2	Honda	Civic	Front	106	97	M5	Subcompact	40.5
2500	3	Toyota	Echo	Front	108	91	L4	Compact	39.4
2500	4	GM	SL	Front	100	116	M5	Compact	38.7
2500	5	Suzuki	Esteem	Front	98	97	M5	Subcompact	38.6
2500	6	Mitsubishi	Mirage	Front	113	112	M5	Subcompact	37.2
2500	7	Mitsubishi	Mirage	Front	92	90	L4	Subcompact	36.7
2500	8	Hyundai	Accent	Front	90	91	M5	Compact	36.6
2500	9	Suzuki	Esteem	Front	122	112	M5	Subcompact	36.2
2500	10	GM	SL	Front	100	116	L4	Compact	36.0
2500	11	Suzuki	Esteem	Front	98	97	L4	Subcompact	35.0
2750	1	Honda	Civic HX	Front	115	97	M5	Subcompact	44.2
2750	2	Honda	Civic HX	Front	115	97	CVT	Subcompact	41.9
2750	3	Toyota	Corolla	Front	125	110	M5	Compact	39.6
2750	4	Honda	Civic	Front	106	97	M5	Subcompact	39.4
2750	5	GM	SC	Front	100	116	M5	Subcompact	38.1
2750	6	Suzuki	Esteem	Front	98	97	M5	Small Wagon	37.9
2750	7	GM Import	Prizm	Front	125	110	L4	Compact	37.5
2750	8	Toyota	Corolla	Front	125	110	L4	Compact	37.4
2750	9	Honda	Civic	Front	127	97	M5	Subcompact	37.2
2750	10	Mazda	Protege	Front	105	98	M5	Compact	36.5
2750	11	Chrysler	Neon	Front	132	122	M5	Compact	36.1
2750	12	GM	SW	Front	124	116	M5	Small Wagon	36.1
3000	1	VW	Beetle	Front	90	116	M5	Subcompact	52.7
3000	2	VW	Jetta	Front	90	116	L4	Compact	44.7
3000	3	Chrysler	Breeze	Front	132	122	M5	Midsize	35.5
3000	4	Ford	Focus	Front	104	121	L4	Compact	33.9
3000	5	Mazda	626	Front	130	122	M5	Midsize	33.5
3000	6	Ford	Focus Wagon	Front	102	121	L4	Midsize Wagon	32.6
3000	7	Ford	Cougar	Front	120	121	M5	Compact	32.4
3000	8	Honda	Integra	Front	140	112	M5	Subcompact	32.3
3000	9	VW	Beetle	Front	150	109	M5	Subcompact	32.3
3000	10	GM	Cavalier	Front	120	134	M5	Subcompact	32.1
3000	11	Hyundai	Elantra	Front	136	121	M5	Compact	32.1
3000	12	Honda	Integra	Front	170	110	M5	Subcompact	32.1

Appendix L (Continued)

Table L-3(Cont.) MY2000 Best in EPA Inertia Weight Class Role Models Cars

Weight	Rank	Manufacturer	Model Name	Drive	HP	CID	Trans	Size Class	MPG
3500	1	Honda	Accord	Front	150	132	M5	Midsize	32.1
3500	2	VW	Passat Wagon	Front	150	109	M5	Midsize Wagon	31.3
3500	3	Nissan	G20	Front	145	122	M5	Compact	31.0
3500	4	Toyota	Camry	Front	133	132	M5	Midsize	31.0
3500	5	Nissan	G20	Front	145	122	L4	Compact	30.2
3500	6	Toyota	Camry Solara	Front	133	132	L4	Subcompact	30.1
3500	7	Honda	Accord	Front	150	132	L4	Midsize	29.9
3500	8	GM	Grand AM	Front	150	146	M5	Compact	29.5
3500	9	GM	LW	Front	137	134	L4	Midsize Wagon	29.4
3500	10	GM	Malibu	Front	150	146	L4	Midsize	29.4
3500	11	Mercedes	SLK230	Rear	185	140	L5	Two Seater	29.2
3500	12	Honda	Accord	Front	135	138	L4	Midsize	28.6
4000	1	Mercedes	E320	Rear	221	195	L5	Midsize	27.9
4000	2	Gm Import	Saab 9-5	Front	170	141	M5	Midsize	27.6
4000	3	Gm Import	Saab 9-5 Wagon	Front	170	141	M5	Midsize Wagon	27.5
4000	4	Subaru	Legacy Wagon	4wd	165	150	L4	Midsize Wagon	27.2
4000	5	Mercedes	E320 4Matic	4wd	221	195	L5	Midsize	26.9
4000	6	Mercedes	E320 Wagon	Front	221	195	L5	Midsize Wagon	26.6
4000	7	GM	LeSabre	Front	205	231	L4	Large	26.6
4000	8	GM Import	Saab 9-5	Front	230	141	M5	Midsize	26.5
4000	9	GM	Camaro	Rear	200	231	L4	Subcompact	26.3
4000	10	Mercedes	CLK320	Rear	215	195	L5	Mini Compact	26.2
4000	11	GM	Camaro	Rear	200	231	M5	Subcompact	26.1
4000	12	Volvo	C70 Convertible	Front	236	142	M5	Subcompact	26.1
4500	1	Mercedes	S430	Rear	275	260	L5	Large	23.0
4500	2	Mercedes	E430 4Matic	4wd	275	260	L5	Midsize	22.8
4500	3	VW	A8	4wd	310	255	L5	Large	22.8
4500	4	BMW	540I	Rear	282	268	L5	Compact	22.7
4500	5	Ford	Town Car	Rear	215	281	L4	Large	22.5
4500	6	Mercedes	S500	Rear	302	303	L5	Large	21.7
4500	7	Mercedes	CL500	Rear	302	303	L5	Compact	21.7
4500	8	Mercedes	SL500	Rear	302	303	L5	Two Seater	21.6
4500	9	Jaguar	Vander Plas	Rear	370	243	L5	Midsize	20.9
4500	10	Ford	Crown Victoria	Rear	175	281	L4	Large	20.7
4500	11	BMW	740I	Rear	282	268	L5	Midsize	20.2
4500	12	Mercedes	SL600	Rear	390	365	L5	Two Seater	17.7
5000	1	BMW	740IL	Rear	282	268	L5	Large	21.8
5000	2	BMW	750IL	Rear	326	328	L5	Large	18.1
5500	3	Roll Royce	Park Ward	Rear	322	328	L5	Large	16.1
5500	4	Roll Royce	Bentley	Rear	350	412	L4	Subcompact	15.1
6000	1	Roll Royce	Bentley	Rear	350	412	L4	Subcompact	15.0
6500	1	Roll Royce	Corniche	Rear	325	412	L4	Subcompact	15.2

Appendix L (Continued)

Table L-4 MY2000 Best in Weight Class Role Models Light-Duty Trucks

Weight	Rank	Manufacturer	Model Name	Drive	HP	CID	Trans	Size Class	MPG
2750	1	Suzuki	Vitara 2-Door	Rear	97	97	M5	Small SUV	31.1
2750	2	GM Import	Tracker	Rear	97	97	M5	Small SUV	31.1
2750	3	Toyota	RAV4 2WD	Front	127	122	M5	Small SUV	30.9
3000	1	Toyota	RAV4 2WD	Front	127	122	M5	Small SUV	30.9
3000	2	Suzuki	Vitara 2-Door	4wd	97	97	M5	Small SUV	30.7
3000	3	GM Import	Tracker	4wd	97	97	M5	Small SUV	30.7
3000	4	Toyota	RAV4	Front	127	122	L4	Small SUV	30.5
3000	5	Suzuki	Vitara 2-Door	Rear	97	97	L4	Small SUV	30.3
3000	6	Suzuki	Vitara 2-Door	4wd	97	97	L4	Small SUV	29.5
3000	7	GM Import	Tracker	Rear	127	122	L4	Small SUV	29.1
3000	8	Nissan	Frontier	Rear	142	146	M5	Small Pickup	28.7
3000	9	GM Import	Tracker	Rear	127	122	L4	Small SUV	28.5
3000	10	Toyota	RAV4	4wd	125	122	L4	Small SUV	28.3
3000	11	Toyota	RAV4	4wd	127	122	M5	Small SUV	28.1
3000	12	GM Import	Tracker	Rear	127	122	M5	Small SUV	28.0
3500	1	GM	S10	Rear	118	134	M5	Midsize Pickup	29.6
3500	2	GM	Sonoma	Rear	118	134	M5	Midsize Pickup	28.4
3500	3	GM	Ranger	Rear	118	153	M5	Midsize Pickup	28.3
3500	4	Nissan	Frontier	Rear	142	146	M5	Small Pickup	28.2
3500	5	GM Import	Tracker	4wd	127	122	L4	Small SUV	27.9
3500	6	Subaru	Forester	4wd	165	150	M5	Small SUV	27.9
3500	7	Subaru	Forester	4wd	165	150	L4	Small SUV	27.9
3500	8	Toyota	RAV4	4wd	127	122	L4	Small SUV	27.8
3500	9	Suzuki	Vitara 4 Door	4wd	127	122	L4	Small SUV	27.7
3500	10	Honda	CR-V	Front	146	120	L4	Midsize SUV	27.5
3500	11	Honda	CR-V	4wd	146	120	L4	Midsize SUV	27.1
3500	12	Honda	CR-V	4wd	146	120	M5	Midsize SUV	27.1
4000	1	Chrysler	Voyager	Front	150	148	L3	Midsize Van	25.9
4000	2	Chrysler	Dakota	Rear	120	150	M5	Midsize Pickup	25.7
4000	3	GM	Montana	Front	185	204	L4	Midsize Van	25.0
4000	4	Toyota	4 Runner	Rear	150	164	L4	Midsize SUV	25.0
4000	5	Isuzu	Rodeo	Rear	129	134	M5	Midsize SUV	24.9
4000	6	Isuzu	Amigo	Rear	129	134	M5	Small SUV	24.8
4000	7	Chrysler	Voyager	Front	162	201	L4	Midsize Van	24.3
4000	8	Toyota	RX 300	Front	220	183	L4	Midsize SUV	24.2
4000	9	Nissan	Xterra	Rear	143	146	M5	Small SUV	24.2
4000	10	Toyota	Sienna	Front	190	183	L4	Midsize Van	24.0
4000	11	Chrysler	Voyager	Front	150	181	L4	Midsize Van	24.0
4000	12	Toyota	4 Runner	Rear	150	164	M5	Midsize SUV	23.8

Table L-4 (Cont.) MY2000 Best in Weight Class Role Models Light-Duty Trucks

Weight	Rank	Manufacturer	Model Name	Drive	HP	CID	Trans	Size Class	MPG
4500	1	Honda	Odyssey	Front	205	212	L4	Midsize Van	24.0
4500	2	Chrysler	Caravan	Front	162	201	L4	Midsize Van	23.2
4500	3	Chrysler	Town & Country	Front	162	232	L4	Midsize Van	23.0
4500	4	Chrysler	Caravan	Front	162	232	L4	Midsize Van	22.6
4500	5	Ford	Windstar	Front	200	232	L4	Midsize Van	22.5
4500	6	Chrysler	Caravan	4wd	162	232	L4	Midsize Van	21.7
4500	7	Mitsubishi	Montero	4wd	173	181	L4	Midsize SUV	21.6
4500	8	Chrysler	Dakota	Rear	175	239	M5	Midsize Pickup	21.5
4500	9	Chrysler	Caravan	4wd	162	232	L4	Midsize Van	21.5
4500	10	Ford	Explorer	4wd	160	244	M5	Midsize SUV	21.0
4500	11	GM	C1500 Silverado	Rear	240	293	L4	Large Pickup	21.0
4500	12	GM	C1500 Silverado	Rear	190	262	M5	Large Pickup	20.9
5000	1	GM	C1500 Silverado	Rear	240	293	L4	Large Pickup	20.1
5000	2	GM	C1500 Silverado	Rear	265	325	L4	Large Pickup	19.9
5000	3	GM	C1500 Silverado	Rear	240	293	M5	Large Pickup	19.7
5000	4	Ford	F150	Rear	220	280	M5	Large Pickup	19.5
5000	5	Ford	Expedition	Rear	220	280	L4	Large SUV	19.5
5000	6	Ford	E150 Econoline	Rear	220	280	L4	Large Van	19.5
5000	7	Ford	F150	Rear	220	280	L4	Large Pickup	19.5
5000	8	GM	Astro	4wd	190	262	L4	Midsize Van	19.4
5000	9	GM	C1500 Silverado	4wd	240	293	M5	Large Pickup	19.3
5000	10	Toyota	Tundra	Rear	240	273	L4	Large Pickup	19.3
5000	11	Ford	E150 Econoline	Rear	260	330	L4	Large Van	19.1
5000	12	Ford	F150	Rear	260	330	L4	Large Pickup	19.1
5500	1	Mercedes	ML320	4wd	215	195	L5	Large SUV	20.8
5500	2	Mercedes	ML430	4wd	268	260	L5	Large SUV	19.7
5500	3	GM	C1500 Yukon	Rear	275	293	L4	Large SUV	19.5
5500	4	Ford	E150 Club Wagon	Rear	215	280	L4	Large Van	18.7
5500	5	VW	Eurovan Camper	Front	140	170	L4	Midsize Van	18.5
5500	6	GM	C1500 Yukon	Rear	240	293	L4	Large SUV	18.4
5500	7	GM	K1500 Tahoe	4wd	240	293	L4	Large SUV	18.3
5500	8	GM	G1500-2500 Chevy Van	Rear	200	262	L4	Large Van	18.3
5500	9	GM	G1500-2500 Chevy Van	Rear	220	305	L4	Large Van	17.9
5500	10	Ford	Expedition	4wd	220	280	L4	Large SUV	17.9
5500	11	GM	K1500 Tahoe	4wd	285	325	L4	Large SUV	17.8
5500	12	GM	G1500-2500 Chevy Van	Rear	255	350	L4	Large Van	17.8
6000	1	GM	K1500 Suburban	4wd	265	325	L4	Large SUV	17.2
6000	2	Ford	E150 Club Wagon	Rear	255	330	L4	Large Van	17.2
6000	3	Toyota	Land Cruiser Wagon	4wd	230	273	L4	Large SUV	17.1
6000	4	Chrysler	Ram 1500	4wd	230	318	M5	Large Pickup	16.6
6000	5	Ford	Navigator	4wd	300	330	L4	Large SUV	16.2
6000	6	Ford	Expedition	4wd	260	330	L4	Large SUV	16.2
6000	7	Ford	Navigator	Rear	300	330	L4	Large SUV	16.1
6000	8	GM	Escalade	4wd	255	350	L4	Large SUV	16.1
6000	9	Chrysler	Ram 1500	4wd	245	360	L4	Large Pickup	15.8
6000	10	Chrysler	Ram 1500	4wd	230	318	L4	Large Pickup	15.4
6000	11	Ford	E250 Econoline	Rear	200	330	L4	Large Van	15.0

Appendix L (Continued)

Table L-5 Effect of Weight and 0-to-60 Time Changes On Model Year 1975 to 2000 Light-Duty Vehicles

	Each Year's Actual Data			Adjusted 55/45 MPG from Using Model Year 1990's:			Adjusted 55/45 MPG from Using Model Year 1981's:			Interior Volume From Using:		
Model Year	Wt. (lbs.)	0-60 Time	55/45 MPG	Wt. Mix & 0-60 Time	Just 0-60 Time	Just Wt. Mix	Wt. Mix & 0-60 Time	Just 0-60 Time	Just Wt. Mix	Each Year's Data	1990 Wt. Mix	1981 Wt. Mix
Cars												
1975	4058	14.2	15.8	17.8	14.6	19.8	20.0	15.9	20.4			
1976	4059	14.4	17.5	19.2	15.9	21.7	21.5	17.4	22.2			
1977	3944	14.0	18.3	20.2	17.0	22.2	22.9	18.6	23.1	110	95	95
1978	3588	13.7	19.9	20.4	18.7	21.9	23.1	20.4	22.8	109	102	100
1979	3485	13.8	20.3	20.2	19.0	21.6	22.8	20.7	22.6	109	102	101
1980	3101	14.3	23.5	21.0	21.6	22.7	23.6	23.5	23.7	104	105	104
1981	3076	14.4	25.1	22.2	23.0	24.0	25.1	25.1	25.1	106	108	107
1982	3054	14.4	26.0	23.0	23.9	24.8	25.9	26.1	25.9	106	108	107
1983	3112	14.0	25.9	23.6	24.1	25.1	26.6	26.3	26.2	109	109	108
1984	3099	13.8	26.3	24.1	24.7	25.4	27.1	26.9	26.6	108	108	107
1985	3093	13.3	27.0	25.1	25.8	26.1	28.3	28.1	27.3	108	109	108
1986	3041	13.2	27.9	25.9	26.8	26.7	29.0	29.1	27.9	107	109	109
1987	3031	13.0	28.1	26.2	27.1	26.8	29.2	29.5	28.0	107	109	108
1988	3047	12.8	28.6	27.1	27.9	27.5	30.1	30.3	28.6	107	109	108
1989	3099	12.[illegible]	28.1	27.3	27.8	27.5	30.4	30.1	28.7	107	109	108
1990	3176	12.1	27.8	27.8	27.8	27.8	31.0	30.1	28.9	107	107	105
1991	3154	11.8	28.0	28.1	28.3	27.7	31.5	30.6	28.9	107	107	106
1992	3230	11.5	27.6	28.5	28.2	28.0	32.1	30.5	29.2	108	107	106
1993	3207	11.6	28.2	28.8	28.7	28.3	32.3	31.1	29.5	108	107	106
1994	3250	11.4	28.1	29.0	28.7	28.5	32.5	31.1	29.6	108	107	106
1995	3263	10.9	28.3	30.2	29.6	29.0	33.7	32.0	30.2	109	107	106
1996	3282	10.8	28.3	30.4	29.6	29.1	33.8	32.0	30.2	109	107	107
1997	3274	10.7	28.4	30.5	29.9	29.2	33.7	32.2	30.2	109	107	105
1998	3307	10.6	28.5	30.8	30.1	29.4	34.1	32.5	30.3	109	106	105
1999	3366	10.5	28.2	30.8	29.8	29.5	33.8	32.2	30.2	109	105	104
2000	3387	10.3	28.1	31.1	29.9	29.6	34.8	32.3	30.7	110	106	105
Trucks												
1975	4072	13.6	13.7	13.0	12.9	14.0	15.0	14.1	14.7			
1976	4155	13.8	14.4	13.8	13.4	14.9	16.0	14.7	15.7			
1977	4135	13.3	15.6	15.4	14.9	16.2	17.9	16.3	17.2			
1978	4151	13.4	15.2	15.2	14.5	16.0	17.5	15.9	16.8			
1979	4252	14.3	14.7	14.3	13.4	15.6	16.8	14.8	16.6			
1980	3869	14.5	18.6	15.9	16.9	17.7	18.8	18.5	18.8			
1981	3806	14.6	20.1	17.1	18.2	19.0	20.0	20.0	20.1			
1982	3806	14.5	20.5	17.5	18.6	19.4	20.2	20.4	20.1			
1983	3763	14.5	20.9	17.8	18.9	19.7	20.3	20.8	20.3			
1984	3782	14.7	20.5	17.4	18.5	19.3	20.0	20.4	20.1			
1985	3795	14.1	20.6	18.0	19.0	19.5	20.8	20.9	20.4			
1986	3738	14.0	21.4	18.6	19.9	20.1	21.4	21.9	21.0			
1987	3713	13.3	21.6	19.1	20.6	20.1	22.0	22.5	21.1			
1988	3841	12.9	21.2	19.8	20.5	20.4	22.7	22.4	21.5			
1989	3921	12.8	20.9	19.9	20.3	20.5	22.8	22.2	21.6			
1990	4005	12.6	20.7	20.2	20.2	20.7	23.1	22.1	21.7			
1991	3948	12.6	21.3	20.5	20.8	20.9	23.3	22.8	22.0			
1992	4056	12.5	20.8	20.6	20.4	21.0	23.5	22.3	22.0			
1993	4073	12.1	21.0	21.1	20.9	21.2	23.9	22.8	22.2			
1994	4130	12.0	20.8	21.3	20.8	21.3	24.0	22.6	22.1			
1995	4184	12.0	20.5	21.3	20.5	21.2	24.0	22.4	22.0			
1996	4225	11.5	20.8	22.2	21.2	21.8	25.0	23.1	22.6			
1997	4344	11.4	20.6	22.5	21.1	22.0	25.2	23.0	22.7			
1998	4282	11.2	20.9	22.7	21.5	22.1	25.5	23.4	22.9			
1999	4356	11.1	20.4	22.7	21.1	22.0	25.7	23.0	23.0			
2000	4433	11.0	20.5	23.0	21.3	22.2	26.0	23.1	23.2			

Appendix L (Continued)

Table L-6 Effect of Vehicle Type/Size and 0-to-60 Changes on MY1975 to MY2000 Light-Duty Vehicles

	Each Year's Actual Data			Adjusted 55/45 MPG by Using Model Year 1990			Adjusted 55/45 MPG by Using Model Year 1981's:			Inertia Weight: From Using:		
Model Year	Interior Volume	0-60 Time	55/45 MPG	Size Mix & 0-60 Time	Just 0-60 Time	Just Size Mix	Size Mix & 0-60 Time	Just 0-60 Time	Just Size Mix	Each Year's Data	1990 Size Mix	1981 Size Mix
Cars												
1975		14.2	15.8	14.3	14.6	15.6	15.9	15.9	15.7	4058	4096	4030
1976		14.4	17.5	15.9	15.9	17.4	17.9	17.4	17.8	4059	4049	3945
1977	110	14.0	18.3	17.0	17.0	18.3	19.2	18.6	18.9	3944	3952	3812
1978	109	13.7	19.9	18.8	18.7	20.1	20.9	20.4	20.5	3588	3547	3466
1979	109	13.8	20.3	18.7	19.0	20.1	21.0	20.7	20.7	3485	3512	3405
1980	104	14.3	23.5	20.7	21.6	22.6	23.2	23.5	23.2	3101	3217	3153
1981	107	14.4	25.1	23.0	23.0	25.0	25.1	25.1	25.1	3076	3081	3076
1982	106	14.4	26.0	23.9	23.9	26.1	25.9	26.1	25.9	3054	3065	3073
1983	109	14.0	25.9	24.3	24.1	26.1	26.5	26.3	26.0	3112	3087	3088
1984	108	13.8	26.3	24.8	24.7	26.4	26.7	26.9	26.0	3099	3089	3115
1985	108	13.3	27.0	26.1	25.8	27.2	28.1	28.1	27.0	3093	3063	3080
1986	107	13.2	27.9	26.8	26.8	27.9	28.9	29.1	27.7	3041	3043	3060
1987	107	13.0	28.1	27.0	27.1	27.9	29.2	29.5	27.8	3031	3045	3065
1988	107	12.8	28.6	27.8	27.9	28.4	30.1	30.3	28.4	3047	3063	3068
1989	108	12.5	28.1	27.8	27.8	28.[illegible]	30.0	30.1	28.0	30[illegible]	3090	3108
1990	107	12.1	27.8	27.8	27.8	27.8	30.0	30.1	27.7	3176	3176	3195
1991	107	11.8	28.0	28.1	28.3	27.8	30.4	30.6	27.8	3154	3178	3193
1992	108	11.5	27.6	28.2	28.2	27.6	30.6	30.5	27.8	3240	3228	3241
1993	108	11.6	28.2	28.8	28.7	28.2	31.1	31.1	28.2	3207	3200	3220
1994	108	11.4	28.1	28.7	28.7	28.0	31.0	31.1	27.9	3250	3246	3272
1995	109	10.9	28.3	29.7	29.6	28.4	31.8	32.0	28.1	3263	3255	3292
1996	109	10.8	28.3	29.9	29.6	28.6	32.1	32.0	28.5	3282	3249	3282
1997	109	10.7	28.4	30.2	29.9	28.8	32.8	32.2	28.9	3274	3235	3234
1998	109	10.6	28.5	30.5	30.1	28.9	32.9	32.5	28.9	3307	3254	3259
1999	109	10.5	28.2	30.3	29.8	28.6	32.8	32.2	28.7	3366	3299	3286
2000	110	10.3	28.1	30.5	29.9	28.7	32.9	32.3	28.6	3387	3300	3306
Trucks												
1975		13.6	13.7	13.3	12.9	14.5	15.0	14.0	14.8	4072	3919	3834
1976		13.8	14.4	14.0	13.4	15.[illegible]	15.8	14.6	15.7	4155	3956	3873
1977		13.3	15.6	15.4	14.9	16.5	17.5	16.2	17.0	4135	3971	3884
1978		13.4	15.2	15.1	14.5	16.2	17.1	15.8	16.7	4151	3977	3893
1979		14.3	14.7	13.9	13.4	15.4	15.7	14.7	15.7	4252	4109	4029
1980		14.5	18.6	16.3	16.9	18.0	18.3	18.4	18.5	3869	3962	3907
1981		14.6	20.1	17.4	18.2	19.3	19.9	19.9	20.1	3806	3906	3806
1982		14.5	20.5	17.7	18.6	19.5	19.9	20.3	20.1	3806	3957	3885
1983		14.5	20.9	18.0	18.9	19.9	19.8	20.7	19.9	3763	3966	3913
1984		14.7	20.5	18.0	18.5	20.0	19.6	20.2	19.7	3782	3886	3911
1985		14.1	20.6	18.8	19.0	20.3	20.2	20.8	19.7	3795	3845	3915
1986		14.0	21.4	19.3	19.9	20.9	20.6	21.7	20.2	3738	3847	3923
1987		13.3	21.6	19.8	20.6	20.7	20.7	22.4	19.9	3713	3880	3977
1988		12.9	21.2	20.3	20.5	20.9	21.1	22.3	20.0	3841	3921	4038
1989		12.8	20.9	20.2	20.3	20.7	21.0	22.1	19.8	3921	3966	4081
1990		12.6	20.7	20.2	20.2	20.7	21.2	22.0	19.8	4005	4005	4114
1991		12.6	21.3	20.5	20.8	21.0	21.4	22.6	20.1	3948	4013	4112
1992		12.5	20.8	20.4	20.4	20.8	21.3	22.1	20.0	4056	4061	4174
1993		12.1	21.0	21.0	20.9	21.2	22.0	22.6	20.5	4073	4038	4148
1994		12.0	20.8	20.9	20.8	21.0	21.8	22.5	20.1	4130	4096	4218
1995		12.0	20.5	20.9	20.5	21.0	21.5	22.2	19.9	4184	4104	4254
1996		11.5	20.8	21.7	21.2	21.4	22.3	23.0	20.2	4225	4136	4278
1997		11.4	20.6	22.0	21.1	21.6	23.1	22.8	20.7	4344	4171	4315
1998		11.2	20.9	22.3	21.5	21.7	23.1	23.2	20.5	4282	4154	4329
1999		11.1	20.4	21.8	21.1	21.2	22.4	22.8	19.9	4356	4225	4408
2000		11.0	20.5	22.3	21.3	21.6	23.2	23.0	20.5	4433	4238	4390