



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
NATIONAL VEHICLE AND FUEL EMISSIONS LABORATORY
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ANN ARBOR, MICHIGAN 48105-2498

OFFICE OF
AIR AND RADIATION

CISD-11-11 (LDV/LDT/ICI/LIMO)

August 8, 2011

Dear Manufacturer:

SUBJECT: Fuel Economy Label Information for 2012 Model Year

Enclosed with this letter are the following documents designed to guide you in your 2012 model year fuel economy labeling program.

Enclosure 1

"Fuel Economy Supplementary Information for 2012 Model Year" contains information necessary to print fuel economy labels, including information about 2012 fuel costs, gas guzzler taxes, fuel economy ranges, etc. If your labels are currently approved and printed, you may continue using the 2011 fuel costs on an interim basis until August 28, 2011. You are free to update your currently approved labels sooner if you prefer. All labels approved after issuance of this letter should use the new fuel costs.

Enclosure 2

Enclosure 2 provides instructions for submitting information to EPA for the Fuel Economy Guide for alternative-fueled vehicles, CNG vehicles, electric vehicles, plug-in hybrid vehicles, and sport utility vehicles.

Enclosure 3

Enclosure 3 contains instructions and guidance for manufacturers who voluntarily wish to use the new 2013 labeling requirements for 2012 vehicles, ref. 76 FR 39478, July 6, 2011.

Enclosure 4

Enclosure 4 contains the timetable for inclusion of fuel economy label values in the 2012 model year Fuel Economy Guide.

If you have any questions about these instructions, please contact your certification team representative.

Sincerely,

A handwritten signature in black ink, appearing to read 'Karl J. Simon', with a long horizontal flourish extending to the right.

Karl J. Simon, Director
Compliance and Innovative Strategies Division
Office of Transportation and Air Quality

Enclosures

cc: Dennis Smith, DOE

ENCLOSURE 1

Fuel Economy Supplementary Information for the 2012 Model Year

Annual Fuel Cost Estimates

Annual fuel cost estimates used on fuel economy labels (window stickers of new vehicles) are based on the following fuel cost estimates:

Regular Unleaded Gasoline	\$3.70	per gallon
Mid-Grade Unleaded Gasoline	\$3.85	per gallon
Premium Unleaded Gasoline	\$3.95	per gallon
Diesel Fuel	\$3.95	per gallon
E85	\$3.25	per gallon
LPG	\$TBD*	per gallon
CNG	\$2.15	per gallon equivalent
Electricity	\$0.12	per kilowatt-hour
Hydrogen	\$TBD*	per kg

*Please contact your EPA representative for LPG and Hydrogen costs.

The annual fuel cost estimations should be calculated based on 15,000 annual vehicle miles, the above listed fuel cost and the adjusted combined mpg (0.55/0.45 harmonic weighting of the adjusted city and highway FE, then rounded to the nearest whole mpg).

Fuel Economy Ranges to be placed on FE Labels

As you know, beginning with 2008 model year vehicles, fuel economy labels must contain the range of the highest and lowest combined mpg values of vehicles within each vehicle class, commonly called the “fuel economy range” for a comparable class of vehicles. [Current labels no longer contain the city and highway mpg ranges.] Pursuant to 40 CFR 600.314-08(d), EPA will provide the 2012 combined mpg ranges for comparable classes of vehicles via an EPA guidance letter to be issued at the same time the Fuel Economy Guide is released for publication. These ranges shall be applied to all vehicles manufactured more than 15 days after the ranges are available, ref. 40 CFR 600.301. These ranges should be used throughout the 2012 model year, since EPA’s Verify computer data base will no longer issue receipt letters with up-to-date range values.

Any 2012 model year vehicles introduced into commerce on or before the date the ranges are available (plus 15 days) should use the 2011 ranges provided via guidance letter CISC-10-19.

If in the course of the model year, manufacturers add a model which exceeds the ranges provided in the EPA guidance letter, manufacturers should update the ranges for that model appropriately. We request that the combined fuel economy indicator arrow be placed at the end of the range, and the range value be increased or decreased as needed.

Fuel Economy Data to be Included in the Printed Fuel Economy Guide

EPA and DOE will publish the printed copy of the Fuel Economy Guide once per year, normally in November. The printed Guide will be distributed to automobile dealerships, libraries, credit unions, etc. and published as a PDF file on the web site www.fueleconomy.gov.

Unless otherwise instructed, EPA will forward to DOE all 2012 MY fuel economy label values in the EPA database on the date indicated in Enclosure 3. DOE is then responsible for printing and distributing the Fuel Economy Guide. If a manufacturer wishes to exclude a model type from the printed Guide, a request providing justification for the exclusion must be submitted in writing to EPA for approval.

Release Date

The manufacturer-specified “release date” in the VERIFY database should correspond to the date that the vehicle will be introduced into commerce. EPA will use this date to determine when fuel economy information for a model type should be released to the public and listed at www.fueleconomy.gov.

EPA/DOE Fuel Economy Web Site (www.fueleconomy.gov)

The EPA and the Department of Energy (DOE) maintain a website devoted to fuel economy and related information: www.fueleconomy.gov. The web site contains all the information in the printed Guide, plus tips and other general information about the fuel economy of passenger cars and light trucks. EPA and DOE have already posted 2012 data for early-introduction models. Early-introduction models are normally posted on May 15, July 15, and September 10 of each year. On the day of the EPA press release later this year, EPA will post a copy of the updated Guide information on this website. The site will be updated periodically thereafter as new models are added. As mentioned above, EPA will use the manufacturer-provided Release Date to determine which data are available to post on the web site.

EPA encourages automobile manufacturers (and dealers) to link their web sites to the EPA/DOE site, as a public reference for fuel economy of passenger cars and light-duty trucks.

Displaying “www.fueleconomy.gov” on FE Labels (Window Stickers)

As a reminder, EPA labeling regulations require the EPA/DOE website address to be listed on your fuel economy labels, ref. 40 CFR 600.302-12(b)(5) and 600.307-08(b)(9).

Gas Guzzler Tax

If, according to your calculations, one or more of your model types are subject to the Gas Guzzler Tax, those model types are noted by the letter "G" in the engine description section of the Fuel Economy Guide.

The total amount of tax is determined by the Internal Revenue Service (IRS). The manufacturer is responsible to the IRS for reporting and paying the Gas Guzzler Tax. The amount of the Gas Guzzler tax is required to be shown on the label, as determined from the tax schedule shown in 40 CFR 600.513-08, unless the manufacturer has been granted an alternative tax rate schedule. However, the IRS may audit your records and make its own determination about your tax liability. If the IRS determines a different tax rate after the model year, you will not be required to re-label unsold vehicles.

Limousine Manufacturers

Under the Revenue Consolidation Act of 1991, limousine manufacturers or modifiers are subject to the Gas Guzzler requirements. Manufacturers or modifiers of such

vehicles should obtain fuel economy labels for their vehicles and conversions and pay the appropriate tax to the IRS.

ENCLOSURE 2

Supplementary Instructions for Submitting Fuel Economy Information to EPA for the 2012 Fuel Economy Guide

1. Background Information

For the 2012 Fuel Economy Guide, EPA will list all gasoline, diesel and alternative fuel vehicles together. This will help consumers find alternative fuel vehicles and compare their fuel economy with gasoline vehicles more conveniently through "one stop shopping."

The 2012 Guide will also separately list the following advanced technology and alternative-fueled vehicles:

Hybrid-Electric Vehicles (HEVs)
Plug-in Hybrid-Electric Vehicles (PHEVs)
Hydrogen Fuel Cell Vehicles (FCVs)
Electric Vehicles (EVs)
Diesel Fueled Vehicles
Ethanol (E85) Flexible-Fueled Vehicles
Compressed Natural Gas (CNG) Vehicles
Liquefied Petroleum Gas (LPG) Vehicles

For dual-fueled vehicles, the gasoline mpg values for the vehicle will be listed in both the Gasoline section of the Guide and the appropriate alternative-fuel section of the Guide.

2. Listing New Technology and Alternative-Fueled Vehicles

Manufacturers should provide information as specified in EPA's Verify database for any new technology vehicle or alternative-fueled vehicle.

For **flexible fueled and dual-fueled vehicles**, manufacturers should enter the data into the EPA Verify database for both fuels in the same model type index by clicking on the buttons to "Add Another Fuel Usage" and "Add Another Base Level Fuel Usage." For example, enter the gasoline test data in "Base Level Fuel Usage #1" and the E85 test data in "Base Level Fuel Usage #2." Please do not enter the gasoline and alternative fuel data using two separate index numbers.

For **compressed natural gas (CNG) vehicles**, manufacturers should provide the city, highway and combined fuel economy values in miles per gallon-equivalent, where one gallon-equivalent is equal to 121.5 standard cubic feet of CNG; ref. the "gasoline gallon equivalent" definition provided in 40 CFR 600.002.

For **electric vehicles and plug-in hybrid vehicles**, manufacturers should provide the city, highway and combined fuel economy/energy consumption values when operating on electricity in units of miles per gallon-equivalent and also kW-hr/100 miles, where one gallon of gasoline is equivalent to 33.705 kilowatt-hours of electricity; ref. the "gasoline gallon equivalent" definition provided in 40 CFR 600.002.

Currently, EPA's Verify Release 8 data base (deployed May 13, 2011) will only accept one fuel economy unit per fuel in the FE Label module (field GL-90). EPA intends to revise Verify to

allow multiple units in field GL-90 for electric and plug-in electric vehicles when operating on electricity. Until Verify can be updated (likely in the September, 2011 deployment) manufacturers should enter data as follows:

Instructions for Entering MPGe & kW-hr/100mile data for EVs and PHEVs (Units)			
Verify Module	Field	Field Name	Tips for entering data
Test Information	TI-20.5	Fuel Economy Value Unit	Enter electricity data separately, using one test number for units of MPGe and one test number for units of kW-hr/mile
Test Information	TI-9	Test Fuel Type	For PHEV charge depleting tests, enter the fuel used for the internal combustion engine, (e.g. gasoline). Please don't enter electricity.
FE Label	GL-90	Fuel Economy Value Unit	For EVs and PHEVs when operating on electricity, enter fuel economy data in units of MPGe for fields GL-91 to GL 102 as applicable. Enter energy consumption data and battery charge time in the model type comments field (GL-4).
FE Label	GL-4	Mfr FE Label Comments	For EVs and PHEVs when operating on electricity, enter in the model type comments field the rounded adjusted FE Label energy consumption values (fields GL-97 to GL-99 or GL 100 to GL102, as applicable) rounded to the nearest kW-hr/100 mile. Enter the battery charge time (rounded to the nearest hour) and the charge voltage in the comment field; e.g. Charge time XX hrs at 240v or YY hrs at 120v; FE Label kW-hr/100 values = XX city, YY hwy, ZZ combined.

3. Placeholders for New Technology and Alternative-Fueled Vehicles Which will be Available Later in the 2012 Model Year

If the city and highway fuel economy values and driving ranges will not be available by August 30, 2011, manufacturers should submit the information in the tables below with the fuel economy and driving ranges listed as "NA" (not available). Please include the manufacturer/division name, carline name, transmission type, engine displacement in liters, engine number of cylinders, vehicle class, interior volume for 2-door, 4-door, hatchback models, and the cargo volume (if applicable). The information should be emailed to Dave Good at good.david@epa.gov.

For **fuel cell vehicles**, manufacturers should provide an Excel file with the following information, plus a short explanation of the availability of the vehicles, as follows:

Model Name	Vehicle Class, Body type, Pass/Cargo	Trans Type	Type of Fuel Cell	Motor Type & Power	Energy Storage Device and Rating	Fuel Type	Miles Per Kilogram		Driving Range (miles)
							City	Hwy	
AB	Compact 2dr - 91/12	Auto (A1)	PEM	100 kW-AC Induction	144 Volt Nickel Metal Hydride	Hydrogen	NA	NA	NA
CD	SUV	Auto CVT	PEM	100 kW-DC Brushless	244 Volt Lithium Ion	Hydrogen	NA	NA	NA

Availability:

AB Fuel Cell vehicles are initially available in California and Arizona only.

CD Fuel Cell vehicles will be available nationwide (initially for lease only) in the late fall of 2011.

Additional information may also be included if necessary to describe your vehicles.

For **electric vehicles**, manufacturers should provide an Excel file plus a short explanation of the availability of the vehicles, as follows:

Carline Name	Type of Battery	Trans Type	Motor Size Type	Energy Consumption (KW-hr/100mi)		Driving Range (miles)	Veh. Class, Body Type, Pass/Cargo Volume
				City	Hwy		
AB Electric	Lead-Acid	Auto (A1)	95 KW AC Induction	NA	NA	NA	Large Cars 4dr-113/13
AB Electric	Nickel-Metal Hydride	Auto (A2)	45 KW AC Induction	NA	NA	NA	Large Cars 4dr-113/13
CD Electric	Lithium-Ion	Auto CVT	62 KW DC	NA	NA	NA	Subcompact 2 dr-85/11

Availability:

AB Electric vehicles are initially available to the U.S. Postal Service in California and Arizona only.

CD Electric vehicles will be available nationwide (initially for lease only) in the late fall of 2011.

Additional information may also be included if necessary to describe your vehicles.

For **other alternative fueled vehicles**, manufacturers should provide an Excel file with the following information:

Model Name	Vehicle Class, Body Type Pass/Cargo	Trans Type	No. of cyl.	Engine	Fuel Type	Miles Per Gallon		Driving Range (miles)
						City	Hwy	
AA	Compact 4dr - 95/11	L5	4	1.8L	Dedicated CNG	NA	NA	NA
BB	SUV-4WD	L4	8	5.3L	E85	NA	NA	NA
					Gasoline	NA	NA	NA

4. Listing Driving Ranges for Alternative-Fueled Vehicles

The calculation of the EPA driving range should be based on the adjusted combined fuel economy label value (rounded to the nearest whole mpg value) as determined in 40 CFR 600.210-08(c), (d), and (e), as applicable, and the useable fuel tank capacity of the vehicle (rounded to the nearest tenth of a gallon). Manufacturers should enter the driving range(s), rounded to the nearest mile, in the model type driving range field in the Fuel Economy Label module of EPA's Verify data base.

If several fuel tank capacities are available for a vehicle, a manufacturer should enter the driving range, rounded to the nearest mile, for the smallest and largest fuel tank available for the vehicle. Manufacturers should enter this information in the "model type driving range" field in the Fuel Economy Label module of EPA's Verify database. For example, manufacturers should enter 'nnn' for a single driving range or 'nnn/nnn' for model types which are available with multiple fuel tank capacities.

For dual-fueled vehicles, manufacturers should provide the driving range of the vehicle when operated on gasoline or diesel fuel, and the driving range when operated on any alternative fuel.

For **ethanol vehicles**, manufacturers should determine the vehicle's driving range rounded to the nearest mile by multiplying the adjusted combined fuel economy label value (rounded to the nearest whole mpg) by the vehicle's useable fuel storage capacity (rounded to the nearest tenth of a gallon); ref. 40 CFR 600.311-12(j)(3) as revised by 76 FR 39478, July 6, 2011.

For **CNG vehicles**, manufacturers should determine the vehicle's driving range rounded to the nearest mile by multiplying the adjusted combined fuel economy label value (rounded to the nearest whole mpg equivalent) by the vehicle's useable fuel storage capacity (rounded to the nearest tenth of a gasoline gallon equivalents); ref. 40 CFR 600.311-12(j)(3) as revised by 76 FR 39478, July 6, 2011. The CNG fuel tank capacity used to calculate the EPA driving range should be based on 80 percent of the nominal fuel tank capacity (using a slow fill rate) in order to account for the reduced fuel tank capacity, which results from a fast fill rate.

For **electric vehicles**, manufacturers should determine the city, highway and combined driving range (rounded to the nearest mile) as outlined in Section 8 of SAE J1634, Electric Vehicle Energy Consumption and Range Test Procedure, as published October 2002, ref. 40 CFR 600.311-12(j)(2) as revised by 76 FR 39478, July 6, 2011. Manufacturers should determine the combined driving range by arithmetically averaging the city driving range and highway driving range, weighted 0.55 (city) and 0.45 (highway).

For **plug-in hybrid vehicles when operating on electricity**, manufacturers should determine the city, highway and combined driving range (rounded to the nearest mile) as outlined in the provisions of 40 CFR 600.311-12(j)(4) as revised by 76 FR 39478, July 6, 2011. For example, manufacturers should determine the city and highway charge-depleting driving range values (rounded to the nearest mile) as outlined in SAE J1711, Recommended Practice for Measuring the Exhaust Emissions and Fuel Economy of Hybrid-Electric Vehicles, Including Plug-In Hybrid Vehicles, June 2010. Manufacturers should determine the combined driving range by arithmetically averaging the city driving range and highway driving range, weighted 0.55 (city) and 0.45 (highway).

For **hydrogen fuel cell vehicles**, manufacturers should determine the vehicle's driving range rounded to the nearest mile by multiplying the adjusted combined fuel economy label value (rounded to the nearest whole miles per kilogram) by the vehicle's useable fuel storage capacity

(rounded to the nearest hundredth of a kilogram); ref. 40 CFR 600.311-12(j)(5) as revised by 76 FR 39478, July 6, 2011.

5. Battery Charge Time for Electric Vehicles and Plug-in Electric Vehicles

For **electric and plug-in electric vehicles**, manufacturers should determine the time it takes to charge a fully depleted battery using a 240 volt power source as outlined in the provisions of 40 CFR 600.311-12(k) as revised by 76 FR 39478, July 6, 2011. For example, manufacturers should charge the battery to the point that the battery meets the manufacturer's end-of-charge criteria, consistent with the procedures specified in SAE J1634 for electric vehicles and in SAE J1711 for plug-in hybrid electric vehicles. If the vehicle cannot be charged with a 240 volt charger, the manufacturer should determine the time it takes to charge a fully depleted battery using a standard 120 volt power source

6. Comparable Classes

2WD SUV Classification: When labeling 2-wheel drive SUVs, please continue to use the same vehicle classification category as in past model years (even though 2-wheel drive SUVs equal to or less than 6000 lbs GVWR will be included in 2012 passenger car CAFE's). For fuel economy labeling purposes, EPA will require 2012 and later model year 2WD SUVs to continue to be included in the 2WD SUV comparable class based on the provisions of 40 CFR 600.315-08(a)(1) and 600.315-08(a)(2).

Special Purpose Vehicle Classification: The "Special Purpose Vehicle" class is to be used when a vehicle does not fit into the definition of any comparable class, ref. 40 CFR 600.315-08(a)(3)(i). This situation is expected to be rare, but may occasionally happen for some types of camper vans, dune buggies, amphibious vehicles, or other special vehicles. In addition, if a vehicle has features that could apply to more than one comparable class, EPA will determine which class is more appropriate, ref. 40 CFR 600.315-08(a)(3)(ii).

7. Engine /Model Type Descriptors: Engine and model type descriptors are only needed to identify two otherwise identical model types (so that the customer can easily identify the model). Please enter any needed basic engine/model type descriptors in the Verify FE Label module "Model Type Descriptor" field (field GL-78.2). The engine/model type description should be clear and concise (30 characters or less). For example, a manufacturer could enter "4-valve" in the model type descriptor field to distinguish between otherwise identical 2-valve models. The use of an engine/model type descriptor is subject to EPA approval. Please enter N/A or the carline name in this field blank unless needed to identify two (or more) otherwise identical model types.

8. Relabeling: When relabeling vehicles for reasons specified 40 CFR 600.507-08(a) and 600.314-08(e)(4), please revise the original Index with the revised FE label information and also revise the release date to the effective date when the FE Label was revised. Please include in the model type comment field the reason for relabeling. Note that the provisions of 40 CFR 600.314-08 require that label values must not change for entire model year, except for the reasons outlined in the provisions of 600.507-08(a) and 600.314-08(e)(4).

ENCLOSURE 3

Guidance for Manufacturers Who Voluntarily Use 2013 Fuel Economy Labeling Requirements for 2012 Vehicles (ref. 76 FR 39478, July 6, 2011)

1. Background Information

Under the new fuel economy labeling rule published on July 6, 2011 (76 FR 39478), manufacturers may optionally adopt the new label format and content for 2012 model year vehicles. Manufacturers choosing this option will require additional information beyond the information used for the currently applicable label. This additional information is provided in this Enclosure 3. The information in this enclosure should also be used for model year 2013 vehicles until additional superseding guidance has been issued.

2. Fuel Economy and Greenhouse Gas Ratings

The new label requires a “slider bar” that displays MPG and greenhouse gas (GHG) ratings. Paragraph 600.311-12(d) requires that gasoline vehicles display a single rating, based on the rounded combined MPG, as determined for model year 2012 vehicles in the table below. These ratings were determined according to the methodology described in the regulations and in the preamble of the final rule. As described in the preamble, vehicles using only conventional gasoline only need to determine a rating based on the following table; they will not require a separate GHG rating. The MPG value to be used to determine a rating for plug-in hybrid electric vehicles is a combined city/highway “utilitized” MPG value (i.e., a weighted combination of the charge-depleting MPGe and the charge-sustaining MPG).

MY2012 Rating Scale for Fuel Economy

Fuel Economy Rating	Combined City/Highway Fuel Economy (MPG)
10	38+
9	31-37
8	27-30
7	23-26
6	22
5	19-21
4	17-18
3	15-16
2	13-14
1	0-12

Under the new regulations, manufacturers must calculate a combined city/highway CO₂ value, both for display on the label (for all vehicles) and to calculate a GHG rating (for vehicles that operate on fuels other than gasoline). Note that the combined city/highway CO₂ is determined just like the comparable MPG value, i.e., it is a sales-weighted model type value determined from sub-configuration test results, not a mathematical conversion of the MPG value. It is determined in the same way the MPG value is, using the derived 5-cycle, modified 5-cycle, or full 5-cycle methodology. The CO₂ value to be used to determine a rating for plug-in hybrid

electric vehicles is a combined city/highway “utilitized” gram per mile value (i.e., a weighted combination of the charge-depleting CO₂ emissions and the charge-sustaining CO₂ emissions).

Vehicles that operate on fuels other than gasoline (including plug-in hybrid vehicles) must determine a GHG rating from the following table. If the numerical GHG rating determined from this table is identical to the numerical fuel economy rating, then the label should display only one “pointer” on the slider bar. If the GHG rating differs from the fuel economy rating (as will be the case, for example, for some diesel and CNG vehicles) then the label should display two pointers on the slider. The pointer above the slider bar should represent the fuel economy rating, and the pointer below the slider bar should represent the GHG rating.

MY2012 Rating Scale for Greenhouse Gases

Greenhouse Gas Rating	Combined City/Highway CO ₂ g/mile
10	0-236
9	237-290
8	291-334
7	335-394
6	395-412
5	413-479
4	480-538
3	539-612
2	613-710
1	711+

3. Average New Vehicle Fuel Economy and Cost Values

The new label requires a comparison of estimated five-year fuel costs for the labeled vehicle to the estimated five-year fuel costs for the average new vehicle. In addition the fuel economy and five-year estimated fuel cost of the average vehicle are reported in the fine print of the label. Per the regulations the five-year fuel cost for the average new vehicle is based on regular unleaded gasoline cost and 15,000 miles per year, rounded to the nearest \$50. Thus, for the 2012 model year, based on the 2012 regular unleaded gasoline price projection in this memorandum, the statement in the label footer should read as follows:

“The average new vehicle gets 22 MPG and costs \$12,600 to fuel over 5 years.”

4. Smog Rating

The new label requires a “slider bar” that displays a 1 to 10 smog rating. The smog rating system is clearly defined in 600.311-12(g), but for convenience it is reproduced in the table below. Smog ratings for a model type should be assigned based on the federal emission standards to which the test group was certified. If a test group is certified only to California standards, then the smog score should be assigned based on the California emission standards to which the test group is certified. For example, if a test group is certified to EPA Bin 5 and to California ULEV II standards (a relatively common occurrence), then all vehicles in that test

group would receive a smog rating of 5, including the vehicles delivered for sale to California and other states that have adopted the California emission standards. Some models that are otherwise identical for CO₂ and fuel economy¹ may be available in two different test groups: a California test group and a federal test group, each of which is certified to different emission standards. Again, the smog score is based on the test group, thus in this case the California test group would receive a different score than the federal test group.

MY2012 Smog Rating Scale

Rating	U.S. EPA Tier 2 Emission Standard	California Air Resources Board LEV II Emission Standard
1	—	ULEV & LEV II large trucks
2	Bin 8	SULEV II large trucks
3	Bin 7	—
4	Bin 6	LEV II, option 1
5	Bin 5	LEV II
6	Bin 4	ULEV II
7	Bin 3	—
8	Bin 2	SULEV II
9	—	PZEV
10	Bin 1	ZEV

5. Sport Utility Vehicle (SUV) Class Split

Section 600.315-08 contains a new requirement, starting with the 2013 model year, that splits the sport utility vehicle class into small sport utility vehicles (GVWR less than 6,000 pounds) and standard sport utility vehicles (6,000 to 8,500 pounds GVWR). EPA will include the fuel economy ranges to use for these new vehicle classes in additional upcoming guidance. Note that this upcoming guidance will include a fuel economy range for the complete SUV class (to be used for 2012 models) and for the new small and standard SUV classes (to be used for 2013 models).

6. Quick Response (QR) Code

Paragraph 600.302-12(b)(6) requires that the label contain a QR Code. A QR Code is a two-dimensional bar code that contains text – in this case a website URL. The regulations note that EPA will specify the URL that should be encoded in the QR Code.

In consultation with DOE, we have identified a methodology for determining the URL for a given model type. Using this methodology, every model type will have a unique URL assigned to it, allowing mobile devices to access the data for that specific model type. The URL should have the following form:

¹ Note that, except as outlined in Section 4 of EPA guidance letter CISD10-14, federal and California vehicles are required to be included in the same basic engine (and the same model type index as entered in EPA’s Verify data base); ref. EPA Advisory Circular 83A, section IV. A. 1. (page 3).

<http://fuelconomy.gov/qr?id=YYYYMMMXXX>

Where:

YYYY = the four digit model year of the model type (e.g., 2012);

MMM = the three character manufacturer code as entered in EPA's Verify database, in all capitals (e.g., FMX); and

XXX = the model type index as entered in EPA's Verify database, where all values are represented by 3 digits using preceding zeros as necessary (e.g., 123, 073, 004).

7. Label Text Regarding the Best Overall Vehicle

The new label requires two statements regarding the best overall vehicle – one regarding MPG and another, in a different location on the label, regarding CO₂ grams/mile performance. Similar to how we treat the fuel economy ranges of comparable vehicles (see Enclosure 1), we would typically ask the manufacturer to refer to the guidance from the prior model year until updated guidance is published. However, the guidance for the fuel economy ranges for the 2011 model year (CISD-10-19, Sept. 13, 2010) was published before the data for several advanced technology vehicles were available in EPA's database, and relying on that guidance memo to fill in the values for the best-performing vehicle would result in factual inaccuracies that are avoidable. Consequently, we are specifying that any manufacturers voluntarily using the new label for any 2012 model year vehicles should use the following statements on those labels:

The second part of the statement required under 40 CFR 600.312-12(c)(2) should read:

“The best vehicle rates 99 MPGe.”

The second sentence of the statement required under 40 CFR 600.312-12(e)(5) should read:

“The best emits 0 grams per mile (tailpipe only).”

ENCLOSURE 4

Timetable for 2012 MY Fuel Economy Guide

Task	Significant Dates	Responsible Party
1. Obtain an EPA Certificate which covers all model types to be included in the <u>Guide</u> .	August 21	Manufacturer
2. Enter general label fuel economy values and any other related information required by the <u>Guide</u> into EPA Verify database for all model types to be included in the <u>Guide</u> .	August 21	Manufacturer
3. Provide EPA “placeholder” descriptions and fuel economy values (as outlined in Enclosure 2) for alternative fuel vehicles which will not be available until later in the model year.	August 21	Manufacturer
4. Compile a list from Verify with all necessary information for model types to be included in the <u>Guide</u> for each manufacturer; send the list to an individual manufacturer for data accuracy review.	August 22	EPA
5. Complete review of all information provided in “4” above, make necessary corrections in the Verify and notify EPA its concurrence on the fuel economy data.	August 31	Manufacturer
6. Send the complete <u>Guide</u> information to DOE for printing.	September 1	EPA
7. EPA announces 2012 <u>Guide</u> via a Press Release	late September - early October	EPA

Comparable Class Fuel Economy Ranges

Task	Significant Dates	Responsible Party
1. Release the comparable class fuel economy ranges to be used on fuel economy labels to the manufacturers.	September 1	EPA
2. Ranges are required on labels as of this date.	September 18	Manufacturer

EPA intends to include in the printed Guide, all available information which is submitted to EPA prior to September 1, 2011. August 31, 2011 is the last day for manufacturers to make changes to the EPA computer database.