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CAFE - Fuel Economy

Corporate Average Fuel Economy (CAFE)

First enacted by Congress in 1975, the purpose of CAFE is to reduce energy consumption by increasing the fuel economy of cars and light trucks. NHTSA has recently set standards to increase CAFE levels rapidly over the next several years, which will improve our nation's energy security and save consumers money at the pump. This site contains an immense amount of information about the CAFE program including a CAFE overview, rulemaking actions, fleet characteristics data, compliance activities, summaries of manufacturers' fuel economy performances since 1978, and related studies.

LATEST NEWS

[Aug. 31, 2015: NHTSA, EPA extend comment period for Phase 2 MD/HD fuel efficiency and GHG standards](#)

[MD/HD Phase 2 public hearings: Long Beach, Calif. | Chicago](#)

Proposed Phase 2 fuel efficiency and GHG emissions standards for medium & heavy duty vehicles, MYs 2018-2027

Standards for medium- and heavy-duty vehicles would improve fuel efficiency and cut carbon pollution to reduce the impacts of climate change, while bolstering energy security and spurring manufacturing innovation. The proposed standards are expected to lower CO₂ emissions by approximately 1 billion metric tons, cut fuel costs by about \$170 billion, and reduce oil consumption by up to 1.8 billion barrels over the lifetime of the vehicles sold under the program. These reductions are nearly equal to the greenhouse gas emissions associated with energy use by all U.S. residences in one year.

Notice of Proposed Rulemaking

[Read the news release](#)

[Overview Fact sheet](#)

[Detailed Fact sheet](#)

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[CAFE Model for HD pickups and vans](#)

[Documents and research supporting Phase 2 proposal](#)

[Submit comments to docket number NHTSA-2014-0132](#)

NEPA Process

[Notice of Intent \(NOI\) to Prepare Environmental Impact Statement](#)

[Draft Environmental Impact Statement \(DEIS\) & Appendices](#)

CAFE Fuel Economy Standards and Midterm Evaluation for Light-Duty Vehicles, MYs 2022-2025

In October of 2012, the National Highway Traffic Safety Administration (NHTSA) and the

CAFE Compliance and Effects Modeling System: The Volpe Model

Since 2003, NHTSA has been using and improving the CAFE Compliance and Effects Model -- commonly referred to as "the CAFE model" or "the Volpe model" -- as a tool to estimate how manufacturers could comply with CAFE standards by adding technology to their future vehicle fleets. The model also estimates impacts of that additional technology on fuel consumption, greenhouse gas emissions, and economic costs and benefits to vehicle owners and society.

[Learn more about The Volpe Model](#)

Summary of Fuel Economy Performance

[December 2014 Summary of Fuel Economy Performance](#)

[Flexible Fuel Credits \(2003-2013\)](#)

[Summary of CAFE fines \(Updated August 2014\)](#)

[CAFE Credit Status for Models Year 2008 through 2012](#)

[New Passenger Car Fleet Characteristics](#)

[Domestic Passenger Car Fleet Characteristics](#)

[Imported Passenger Car Fleet Characteristics](#)

[Light Truck Fleet Characteristics](#)

[2WD Light Truck Fleet Characteristics](#)

[4WD Light Truck Fleet Characteristics](#)

[Asian Imported Passenger Car Fleet Characteristics](#)

[European Imported Passenger Car Fleet Characteristics](#)

[Historical Passenger Car Fleet Characteristics](#)

NHTSA Workshops on Vehicle Mass-Size-Safety

[May 2013 Workshop reports and presentations](#)

[February 2011 workshop reports and presentations](#)

U.S. Environmental Protection Agency (EPA) issued [joint final rules](#) to further improve fuel economy and reduce greenhouse gas emissions for passenger cars and light trucks. Since NHTSA is required by Congress to set CAFE standards for no more than five years at a time, it issued final standards for model years 2017 to 2021 and presented non-final “augural” standards for years 2022-2025. The non-final standards were presented in the interest of aiding manufacturers in future product planning and of harmonization with EPA’s greenhouse gas emission standards. NHTSA will propose and establish CAFE standards for MYs 2022-2025 through a comprehensive future rulemaking that will be informed by the latest available data and information.

In its part of the joint light-duty program, EPA issued final GHG standards for all nine model years 2017 to 2025. However, EPA made a regulatory commitment to conduct a Midterm Evaluation (MTE) of longer-term standards for MY 2022-2025. Through the MTE, EPA will decide whether the GHG standards for model years 2022-2025, established in 2012, are still appropriate given the latest available data and information.

[Light-duty midterm evaluation for MYs 2022-25](#)

Phase 1 of Fuel Efficiency and GHG Emission Program for Medium- and Heavy-Duty Trucks, MYs 2014-2018

Technical Amendments

[Partial Withdrawal of Heavy-Duty Engine and Vehicle, and Nonroad Technical Amendments](#)

[Heavy-Duty Engine and Vehicle, and Nonroad Technical Amendments](#)

Final Rule

[Final rule](#)

[Correcting Amendments for Base Tire Definition](#)

[Final Regulatory Impact Analysis](#)

[Read the Aug. 9, 2011, News Release](#)

[Fact Sheet](#)

NEPA Process

[Environmental Impact Statements \(FEIS & DEIS\)](#)

Notice of Proposed Rulemaking

[Fact Sheet](#)

[Correction Notice for Notice of Proposed Rulemaking](#)

[Notice of Proposed Rulemaking](#)

[Draft Regulatory Impact Analysis](#)

[NHTSA Study: Factors and Considerations for Establishing a Fuel Efficiency Regulatory Improvement Program for Commercial Medium- and Heavy-Duty Vehicles](#)

[Notice of Public Hearings for Proposal on Nov. 15 & 18](#)

[NAS Study: Technologies and Approaches to Reducing the Fuel Consumption of Medium- and Heavy-Duty Vehicles](#)

[Read the News Release](#)

DOT and EPA Establish CAFE and GHG Emissions Standards for Model Years 2017 and Beyond

Following the direction set by President Obama on May 21, 2010, NHTSA and EPA have issued joint Final Rules for Corporate Average Fuel Economy and Greenhouse Gas emissions regulations for model years 2017 and beyond, that will help address our country’s dependence on imported oil, save consumers money at the pump, and reduce emissions of greenhouse gases that contribute to global climate change.

[Read the Aug. 28, 2012, News Release](#)

[Final Rule \(Federal Register version\)](#)

[Correction Notice for Final Rule, Part 536 \(Oct. 18, 2012\)](#)

[Final Regulatory Impact Analysis \(FRIA\)](#)

[Joint Technical Support Document \(TSD\)](#)[Environmental Impact Statements: Final \(July 2012\) & Draft \(Nov. 2011\)](#)[Fact Sheet](#)[CAFE Compliance and Effects Modeling System: The Volpe Model](#)[Other NHTSA Research Supporting the Final Rule](#)[Transcripts for Public Hearings in Detroit, Philadelphia, and San Francisco](#)[Documents Associated with the Dec. 2011 Proposal](#)[Documents Leading Up to the Proposal](#)

DOT and EPA Unveil New Fuel Economy Labels

NHTSA and EPA have jointly issued a final rule establishing new requirements for a fuel economy and environment label that will be posted on the window sticker of all new automobiles sold in the U.S. The redesigned label provides expanded information to American consumers about new vehicle fuel economy and fuel consumption, greenhouse gas and smog-forming emissions, and projected fuel costs and savings, and also includes a smartphone interactive code that permits direct access to additional web resources. Click the link below for more information.

[Complete Information on the New Label](#)

Download Crash Databases for Statistical Analysis of Relationships Between Vehicles' Fatality Risk, Mass and Footprint

NHTSA plans to issue a technical report on relationships between fatality risk, mass, and footprint in model year 2000-2007 passenger cars, light trucks, and vans. The agency has made the crash databases used in its statistical analyses available to the public, enabling other researchers to analyze the same data.

[Download databases in SAS format and documentation from FTP site](#)

New Fuel Efficiency Program Announced

At the direction of President Obama on May 21, 2010, NHTSA and EPA are taking the next steps to improve fuel efficiency and reduce greenhouse gas (GHG) emissions from mobile sources.

[Notice of Intent to Prepare an Environmental Impact Statement](#)[Read the Presidential Memorandum](#)[Fact Sheet](#)[Stakeholder Commitment Letters](#)

Joint Rulemaking to Establish CAFE and GHG Emissions Standards, MY 2012-2016

There is a critically important need for our country to address global climate change and to reduce oil consumption. In this context, DOT and EPA worked in coordination to establish standards for CAFE and emissions of greenhouse gases (GHG) for Model Years 2012-2016.

[Final Rule](#)[Notice of Proposed Rulemaking \(NPRM\)](#)[Environmental Impact Statements \(Final and Draft\)](#)

Average Fuel Economy Standards, Passenger Cars and Light Trucks, MY 2011-2015

Proposes substantial increases in CAFE standards for passenger cars and light trucks that would enhance energy security by improving fuel economy. Since carbon dioxide (CO₂) is the natural by-product of the combustion of fuel, the increased standards would also address climate change by reducing tailpipe emissions of CO₂. Those emissions

represent 97 percent of the total greenhouse gas emissions from motor vehicles. Implementation of the new standards would dramatically add to the billions of barrels of fuel already saved since the beginning of the CAFE program in 1975.

[Final Environmental Impact Statement](#)

[NHTSA Public Hearing on the CAFE DEIS](#)

[Draft Environmental Impact Statement](#)

[View All](#) ▼

Average Fuel Economy Standards, Passenger Cars and Light Trucks, MY 2011

NHTSA estimates that the MY 2011 standards will raise the industry-wide combined average to 27.3 mpg, save 887 million gallons of fuel over the lifetime of the MY 2011 cars and light trucks, and reduce CO2 emissions by 8.3 million metric tons during that period.

[Final Rule](#)

[Final Regulatory Impact Analysis](#)

Light Truck Fuel Economy Standard Rulemaking, MY 2008-2011

This final rule reforms the structure of the CAFE program for light trucks and establishes higher CAFE standards for model year (MY) 2008-2011 light trucks. Manufacturers may comply with CAFE standards established under the reformed structure (Reformed CAFE) or with standards established in the traditional way (Unreformed CAFE) during a transition period of MYs 2008-2010. In MY 2011, all manufacturers will be required to comply with a Reformed CAFE standard. Under Reformed CAFE, fuel economy standards are restructured so they are based on a measure of vehicle size called "footprint," the product of multiplying a vehicle's wheelbase by its track width. A target level of fuel economy is established for each increment in footprint. Smaller footprint light trucks have higher targets and larger ones, lower targets.

[New Light Truck Economy Standards to Save 10.7 Billion Gallons of Fuel](#)

[Final Rule](#)

[Final Environmental Assessment](#)

[Final Regulatory Impact Analysis](#)

Rules

| FMVSS ▲ | Part ▲ | Details | Actions |
|---------|--------------------------------------|---|---|
| | 49 CFR Parts 523, 533 and 537 | Light Truck Average Fuel Economy Standards, Model Years 2008-2011 This final rule reforms the structure of the corporate average fuel economy (CAFE) program for light trucks and establishes higher CAFE standards for model year (MY) 2008-2011 light trucks. Reforming the CAFE program will enable it to achieve larger fuel savings, while enhancing safety and preventing adverse economic consequences. | Final rule Final Environmental Assessment Final Regulatory Impact Analysis |
| | 49 CFR Parts 523, 531, 534, 536, 537 | Average Fuel Economy Standards, Passenger Cars and Light Trucks, Model Years 2011-2015 Proposes substantial increases in the Corporate Average Fuel Economy (CAFE) standards for passenger cars and light trucks that would enhance energy security by improving fuel economy. Since the carbon dioxide (CO2) emitted from the tailpipes of new motor vehicles is the natural by-product of the combustion of fuel, the increased standards would also address climate change by reducing tailpipe emissions of CO2. Those emissions represent 97 percent of the total greenhouse gas emissions from motor vehicles. Implementation of the new standards would dramatically add to the billions of barrels of fuel already saved since the beginning of the CAFE program in 1975. | Supplemental Scoping Notice Draft Environmental Impact Statement, Appendix C Draft Environmental Impact Statement, Appendix B Request for Product Plan Information Draft Environmental Impact Statement, Appendix A Draft Environmental Impact Statement Preliminary Regulatory Impact Analysis Notice of Proposed Rulemaking (NPRM) |
| | 49 CFR Part 533 | Reforming the Automobile Fuel Economy Standards Program This document seeks comment on various issues relating to the corporate average fuel economy (CAFE) program. In particular, this document seeks comments relating to possible enhancements to the program that will assist in furthering fuel conservation | Request for Comments Advance Notice of Proposed Rulemaking |

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|---|--|--|
| | <p>while protecting motor vehicle safety and the economic vitality of the auto industry. The agency is particularly interested in improvements to the structure of the CAFE program authorized under current statutory authority. The focus of this document is to solicit comments on the structure of the CAFE program, not the stringency level for a future CAFE standard.</p> | |
| <p>49 CFR Part 538</p> | <p>Automobile Fuel Economy Manufacturing Incentives for Alternative Fueled Vehicles This final rule extends the incentive created by the Alternative Motor Fuels Act of 1988 (AMFA) to encourage the continued production of motor vehicles capable of operating on alternative fuels for four additional model years covering model years (MY) 2005 to MY 2008. Under the special procedures for calculating the fuel economy of those vehicles contained in AMFA, alternative and dual fueled vehicles are assigned a higher fuel economy value for CAFE purposes, which can result in manufacturers earning credits for their fleets. The final rule limits the maximum amount of credit that may be applied to any manufacturers' fleet to 0.9 mpg per fleet during MY 2005 - MY 2008.</p> | <p>Final Rule</p> |
| <p>49 CFR Part 538</p> | <p>Under 49 CFR Part 538, Automotive Fuel Economy Manufacturing Incentives for Alternative Fuel Vehicles To provide an incentive for the production of vehicles that can operate on certain alternative fuels as well as on regular petroleum fuels, Congress established a special procedure for calculating the fuel economy of those vehicles for determining compliance with the Corporate Average Fuel Economy standards.</p> | <p>Notice of proposed rulemaking (NPRM)</p> |
| | <p>Draft Environmental Assessment The draft environmental assessment evaluates the potential environmental impacts associated with NHTSA's proposed action to set Corporate Average Fuel Economy Standards for model year 2008-2011 light trucks. This document describes the environment and resources that might be affected by the proposed light truck CAFE standards for model years 2008-2011, and assesses estimated impacts of alternative actions.</p> | <p>Draft of the Environmental Assessment proposed action to set CAFE standards for model year 2008-2011 light trucks</p> |
| <p>NHTSA: 49 CFR Parts 531, 533, and 537; EPA: 40 CFR Parts 86 and 600</p> | <p>Establish Light-Duty Vehicle Greenhouse Gas Emission Standards and CAFE Standards EPA and NHTSA are issuing this joint proposal to establish a National Program consisting of new standards for light-duty vehicles that will reduce greenhouse gas emissions and improve fuel economy. EPA is proposing greenhouse gas emissions standards under the Clean Air Act, and NHTSA is proposing Corporate Average Fuel Economy standards under the Energy Policy and Conservation Act, as amended. These standards apply to passenger cars, light-duty trucks, and medium-duty passenger vehicles, covering model years 2012 through 2016, and represent a harmonized and consistent National Program. Under the National Program, automobile manufacturers would be able to build a single light-duty national fleet that satisfies all requirements under both programs while ensuring that consumers still have a full range of vehicle choices.</p> | <p>Draft Environmental Impact Statement Notice of Intent Preliminary Regulatory Impact Analysis Draft Joint Technical Support Document Notice of Proposed Rulemaking</p> |
| | <p>Nissan North America, Inc. Petition for Exemption from Two-Fleet Rule Affecting Compliance with Passenger Automobile Fuel Economy Standards Nissan filed a petition requesting exemption from the two fleet rule for the 2006-2010 model years. The two fleet rule, which is contained in the CAFE statute, requires that a manufacturer divide its passenger automobiles into two fleets, a domestically-manufactured fleet and a non-domestically manufactured fleet, and ensure that each fleet separately meets the CAFE standards for passenger automobiles. The CAFE statute requires NHTSA to grant such a petition unless it finds that doing so would result in reduced employment in the U.S. related to motor vehicle manufacturing. NHTSA's analysis does not support a finding that granting the petition would reduce automotive manufacturing employment in the United States. Accordingly, in this notice, NHTSA is granting Nissan's petition.</p> | <p>Grant of petition for exemption from two-fleet rule</p> |
| <p>49 CFR Parts 523, 531, 533, 534, 536 and 537</p> | <p>Average Fuel Economy Standards, Passenger Cars and Light Trucks, Model Year 2011 NHTSA estimates that the MY 2011 standards will raise the industry-wide combined average to 27.3 mpg, save 887 million gallons of fuel over the lifetime of the MY 2011 cars and light trucks, and reduce CO2 emissions by 8.3 million metric tons during that period.</p> | <p>Final Regulatory Impact Analysis Final Rule, Record of Decision</p> |
| <p>49 CFR Part 533</p> | <p>Light Truck Average Fuel Economy Standards, Model Years 2005-2007 This final rule established the average fuel economy standards for light trucks that will be manufactured in the 2005-2007 model years (MYs). Chapter 329 of Title 49 of the United States Code requires the issuance of these standards. The standards for all light trucks manufactured by a manufacturer is set at 21.0 mpg for MY 2005, 21.6 mpg for MY 2006, and 22.2 mpg for MY 2007. This rule is effective May 5, 2003.</p> | <p>Final Environmental Assessment Final Economic Assessment Final Rule</p> |



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