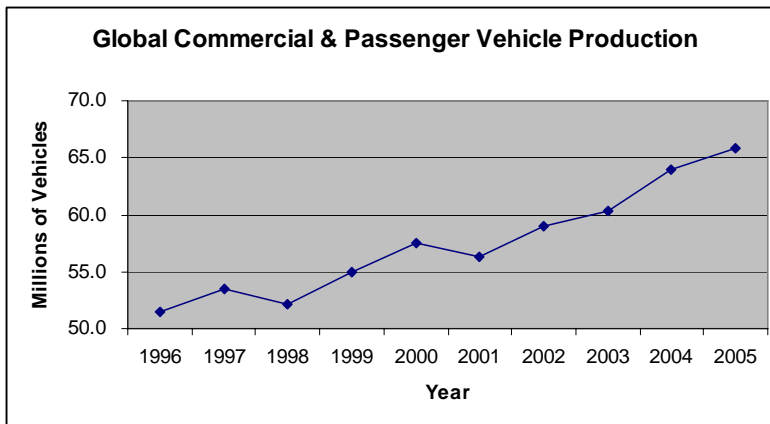


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There are no official statistics on the number of cars entering junkyards throughout the world every year, but if we use what's coming into our streets as a guide to what's being taken off the streets, the numbers are staggering. In 2005, worldwide production of commercial and passenger vehicles reached almost 66 million vehicles.



From 1996 through 2005, 575 million vehicles rolled off the assembly lines. Many of these vehicles are already well on their way to hitting the scrap heap and becoming an environmental problem.

When the new Mercedes C-Class debuted in early 2007, along with it came something that has never accompanied a passenger car anywhere in the world - an Environmental Certificate issued by the German technical inspection authority, TÜV Süd Management Service GmbH, indicating the new model complied with the ISO standard 14062 - a standard which governs the integration of environmental aspects into product design and development.

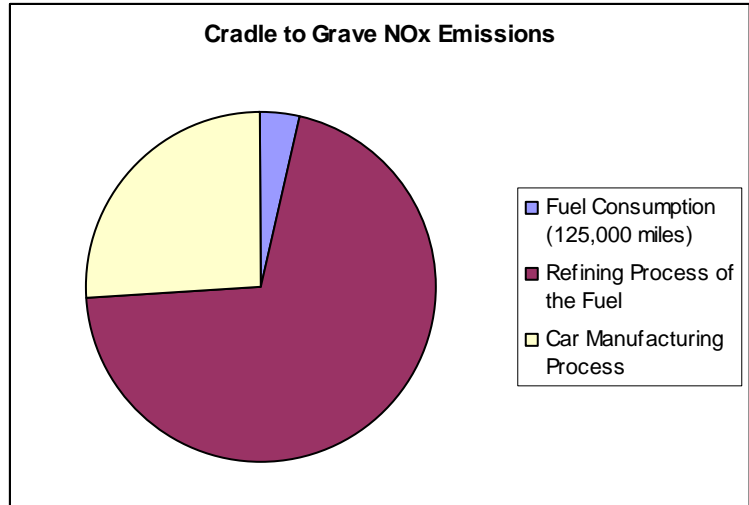
Cradle to Grave – and everything in between....

The Environmental Certificate was awarded to Mercedes based on their complete cradle to grave life cycle assessment which took into account approximately 40,000 individual processes and evaluated everything to do with the car, from the production of the materials and components used in its manufacture, through the resources consumed during its active period in operation, (which is approximately 125,000 miles), and culminated with the cars end-of-life disposal.

It all starts with the engine.....

When most people think about automobiles and pollution, the most often thought about aspect is tail pipe emissions from burning carbon based fuels in the car's engine. Little consideration is given to the manufacturing process used to make the car, or the refining process to make the fuel we buy at the pump. Mercedes designed the engine for the new C-Class to produce 90 percent less nitrogen oxide emissions, 86 percent less hydrocarbons and 75 less carbon monoxide than the current European threshold. In fact, the engine is so efficient, that only 3.5 percent of the total nitrous oxide emissions during the cradle to grave analysis is produced by the engine during the actual use phase of the vehicle; the majority of the nitrous oxide emissions are a byproduct of the vehicle manufacturing process, (26 percent), and the production of the fuel used to power the vehicle, (70 percent). Nitrogen oxide emissions over the life cycle of the vehicle have been cut by more than 20% as compared with the previous model, which was introduced in 2001.

Even the process to manufacture the engine was evaluated by Mercedes' engineers. After a careful review of the engine's design and manufacturing process, Mercedes was able to reduce the overall energy requirement for production, use and disposal by 17.7 percent from the previous



models engine. This equals the amount of energy contained in about 1,300 gallons of gasoline. Per vehicle, the TÜV measured the life cycle carbon dioxide emissions at 50.3 tons. This is a reduction from the previous generation C-Class by twelve tons or 19%.

Selection of materials with a focus on environmental considerations....

Environmental aspects played a major part when it came to the selection of materials. The engineers at Mercedes conducted a life cycle assessment for certain components to determine which material offered the greatest benefits in ecological terms. One example of this approach is the front end of the car, for which prototypes were made from steel; a steel/aluminum mix, and a steel/plastic mix. All three prototypes were considered, but after a thorough analysis of the energy requirements consumed during production, the effect that a lightweight design had on fuel consumption and several other factors, such as safety and crash worthiness, it was determined that a 15-percent lighter front end made from a mix of steel and aluminum was the most suitable solution.

Volume of components made of recycled plastics up 36 percent by weight

The new C-Class also complies with the European Union recycling rules expected to come into force in 2015, which calls for a recycling rate of 95 percent (including a maximum of 10 percent in the form of energy recovery). Altogether, 39 components weighing a total of 100 pounds are made of recycled plastics. This increases the mass of

components made from approved secondary materials by 36 percent compared with the previous model. One example of the exemplary use of recycled materials is the front wheel arch liners, which are made from old battery casings. The bumper paneling is made from production scrap arising from the manufacture of the dashboard and interior trim. A further contribution to the conservation of resources is the fact that 32 components are made of renewable raw materials.

Mercedes-Benz is the sole automotive brand with an Environmental Certificate meeting the ISO standard

The “Design for Environment” (DfE) principle defined by ISO standard 14062 has been firmly established in the development process of Mercedes-Benz passengers. Specialists in the fields of life cycle assessment, dismantling and recycling planning, materials and process engineering, structural design and production accompany the development of every new model and ensure that ecological requirements are met.

“Project Flows” afterthought.....

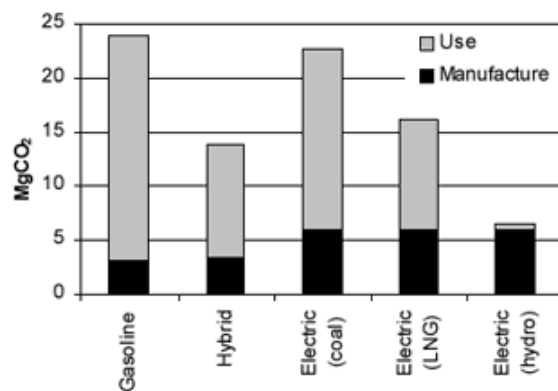
I must confess that more than any other project, “Project Flows” really challenged me to think differently about green design. Up until this point, I was content believing that a product that consumed less energy was always superior to a product that consumed more. But Project Flows made me think about the bigger picture and suddenly I found myself asking questions like, “Where did this product come from? What were the raw materials used to make it? How much energy was consumed in its manufacture?” Yes it is true that compact fluorescent bulbs use less energy than incandescent bulbs, but they also require significantly more energy and materials to produce, and each bulb contains mercury – a poisonous metal known to cause brain, spinal cord, kidney and liver damage in humans. Was this taken into consideration by the politicians and environmentalists supporting their widespread use? Suddenly I didn’t feel so good about all the new spiral bulbs glowing in my house.

I started thinking about all those hybrid electric cars and wondered whether they really were better for the environment from a big picture perspective. I did a search and

sure enough, I found a two year analysis conducted by CNW Marketing in Brandon, Oregon, which specializes in Dust to Dust analysis for automobiles. They concluded that the Toyota Prius, considered by Toyota and environmentalists to the flagship in green design, to be worse for the environment than a Hummer H3. The reason for this had to do with the Prius' complex manufacturing process. The Prius requires two engines, a conventional gasoline engine and an electric motor. The electric motor is powered by a Nickel Metal Hydride battery. The nickel for the battery is mined in Sudbury, Ontario, which, by the way, is one of the most polluted areas in Canada – so polluted in fact, that nothing grows there and NASA uses Sudbury as a test facility to simulate the surface of the moon. From Sudbury, the nickel is shipped to Europe for refining. Then it's shipped to China, where it is manufactured into nickel foam and then it is shipped to Japan where it is assembled into batteries and installed into the cars, only for the cars to be loaded on a ship and brought back to North America for sale. The start to finish journey can exceed 15,000 miles by ship and locomotive creating massive carbon emissions. In the end, the Prius registered an energy-efficiency-average of 2.865 per mile versus 2.069 per mile for the Hummer H3. The study found the Scion xB to be most energy efficient of all from a cradle to grave perspective with a rating of 0.492 per mile. Even the Mercedes C-Class only earned a rating of 1.692, but it should be noted that this rating was for the 2006 model which was designed in 2001, not the new 2007 C-Class model. In general, hybrids were ranked among the worst polluters, with a segment average of 3.65 per mile.

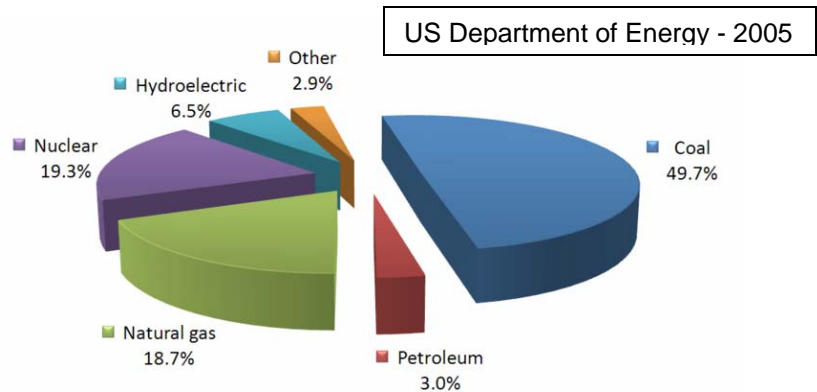
The study done by CNW is not the first of its kind. Another study conducted by the Institute for Lifecycle Environmental Assessment on Carbon Dioxide emissions found that electric cars can be almost equal polluters to a gasoline powered car if the energy used to recharge the electric cars batteries is produced by burning coal.

Total carbon dioxide emissions over the lifetimes of gasoline, hybrid, and electric cars. The electric car is shown three times, with differing use energies depending on the method of generating electricity: coal, liquefied natural gas, or hydroelectric.



And just where does the majority of electrical energy in the US come from?
Well...you guessed it...from
burning coal.

More than anything,
“Project Flows” made me
realize that environmental
friendliness is not a subject
that can be evaluated on the
surface and certainly not as
black and white as I originally thought. In fact, if anything, it taught me that there is still
a lot of grey in the world of green.



References:

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Greentecholog.com – Mercedes C-Class Environmental Certificate
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Institute for Lifecycle Environmental Assessment, (www.ilea.org) – Automobiles:
Electric vs. Gasoline

Dust to Dust Energy Cost by Model per Mile - 2006

Calculated by taking into account the breakdown of various metals, plastics and fabrics and the use of energy to produce these various materials. The cost of producing various weights of these materials. Use of human vs. robotic labor. Cost per energy unit IS NOT part of this evaluation, only the amount of energy necessary.

Source: CNW Marketing in Brandon, Oregon (www.cnwmr.com)

| Sorted by Segment & Model | |
|------------------------------------|-----------------------|
| Calendar Year 2006 Model & Segment | Dust to Dust Per Mile |
| Aveo | 0.74 |
| Echo | 0.78 |
| Accent | 0.83 |
| Fit | 0.91 |
| Versa | 0.93 |
| Yaris | 0.94 |
| Rio | 0.99 |
| Budget | 0.87 |

| | |
|----------------|-------------|
| xB | 0.49 |
| Neon | 0.64 |
| Ion | 0.67 |
| Corolla | 0.72 |
| Elantra | 0.75 |
| xA | 0.76 |
| Protégé | 0.78 |
| Focus | 0.79 |
| tC | 0.80 |
| Cavalier | 0.80 |
| Sunfire | 0.82 |
| Spectra | 0.83 |
| Aerio | 0.90 |
| Sentra | 0.91 |
| G5 | 0.96 |
| Cobalt | 0.97 |
| Forenza/Reno | 0.99 |
| Matrix ** | 1.01 |
| Mazda3 | 1.02 |
| Lancer | 1.04 |
| Rabbit | 1.04 |
| Caliber | 1.17 |
| Economy | 0.86 |

| | |
|------------------|-------------|
| Tracker | 0.66 |
| Wrangler | 0.71 |
| Liberty | 1.07 |
| Sportage | 1.31 |
| Sorento | 1.38 |
| Blazer | 1.41 |
| Grand Vitara | 1.43 |
| Vitara | 1.46 |
| XL-7 | 1.57 |
| Mazda5 | 1.59 |
| Rodeo | 1.70 |
| Xterra | 2.05 |
| Entry SUV | 1.36 |

| | |
|---------|------|
| CR-V | 1.47 |
| Vue | 1.81 |
| Equinox | 1.84 |

| Sorted in Ascending Order of Efficiency | |
|---|-----------------------|
| Calendar Year 2006 Model | Dust to Dust Per Mile |
| xB | 0.49 |
| Neon | 0.64 |
| Tracker | 0.66 |
| Ion | 0.67 |
| Wrangler | 0.71 |
| Corolla | 0.72 |
| Aveo | 0.74 |
| Elantra | 0.75 |
| xA | 0.76 |
| S10 | 0.76 |
| Echo | 0.78 |
| Protégé | 0.78 |
| Focus | 0.79 |
| tC | 0.80 |
| Cavalier | 0.80 |
| Sunfire | 0.82 |
| Spectra | 0.83 |
| Accent | 0.83 |
| Aerio | 0.90 |
| Sentra | 0.91 |
| Fit | 0.91 |
| Versa | 0.93 |
| Yaris | 0.94 |
| Ranger | 0.96 |
| G5 | 0.96 |
| Cobalt | 0.97 |
| Forenza/Reno | 0.99 |
| Rio | 0.99 |
| Matrix ** | 1.01 |
| Mazda3 | 1.02 |
| Vibe | 1.02 |
| Lancer | 1.04 |
| Rabbit | 1.04 |
| Liberty | 1.07 |
| Canyon | 1.12 |
| Tacoma | 1.12 |
| Colorado | 1.13 |
| B-Series | 1.14 |
| Sonoma | 1.15 |
| Caliber | 1.17 |
| Dakota | 1.23 |
| Sebring | 1.29 |
| Sportage | 1.31 |
| Frontier | 1.35 |
| Impala | 1.35 |
| Sorento | 1.38 |
| Crown Victoria | 1.38 |
| LeSabre | 1.38 |
| Blazer | 1.41 |
| Grand Vitara | 1.43 |

| Sorted by Segment & Model | |
|------------------------------------|-----------------------|
| Calendar Year 2006 Model & Segment | Dust to Dust Per Mile |
| RAV4 | 1.85 |
| Escape | 1.88 |
| Element | 1.90 |
| Mariner | 1.91 |
| Torrent | 1.98 |
| Compass | 2.01 |
| Santa Fe | 2.02 |
| Outlander | 2.14 |
| Rondo | 2.17 |
| Aztek | 2.32 |
| Tucson | 2.34 |
| Tribute | 2.39 |
| Entry Sport Wagon | 2.00 |
| Silverado | 2.38 |
| F Series | 2.38 |
| Sierra | 2.41 |
| Ram pickup | 2.41 |
| Tundra | 2.89 |
| Titan | 3.07 |
| Full Size Pickup | 2.59 |
| Econoline van | 2.25 |
| Sprinter Van | 2.37 |
| Express/G Van | 2.38 |
| Savana/G Van | 2.60 |
| Econoline/Club Wagon | 2.62 |
| Full Size Van | 2.45 |
| Prius | 2.87 |
| Civic Hybrid | 3.40 |
| Accord Hybrid | 3.42 |
| Insight | 3.45 |
| Escape Hybrid | 3.54 |
| Mariner Hybrid | 3.60 |
| Camry Hybrid | 3.62 |
| Highlander Hybrid | 3.66 |
| GS450h | 4.42 |
| RX400h | 4.55 |
| Hybrids | 3.65 |
| Town Car | 2.66 |
| RL | 2.81 |
| STS | 3.19 |
| 5 Series | 3.20 |
| E class | 3.48 |
| 80 series | 3.49 |
| DTS | 3.57 |
| DeVille | 3.68 |
| Seville | 3.68 |
| M45 | 4.19 |
| GS 350 | 4.25 |
| GS 430 | 4.36 |
| Q45 | 4.36 |
| S-Type | 4.51 |
| LS 430 | 4.78 |

| Sorted in Ascending Order of Efficiency | |
|---|-----------------------|
| Calendar Year 2006 Model | Dust to Dust Per Mile |
| Grand Prix | 1.44 |
| Amanti | 1.46 |
| Vitara | 1.46 |
| CR-V | 1.47 |
| i-280/i-350 | 1.49 |
| Tiburon | 1.50 |
| Grand Marquis | 1.50 |
| 9-5 | 1.54 |
| Raider | 1.55 |
| Durango | 1.57 |
| Altima | 1.57 |
| XL-7 | 1.57 |
| 3 Series | 1.59 |
| Mazda5 | 1.59 |
| Taurus | 1.59 |
| Monte Carlo | 1.61 |
| Explorer | 1.61 |
| TrailBlazer | 1.62 |
| XG350/Azera | 1.62 |
| 9-2 | 1.62 |
| Aura | 1.64 |
| S2000 | 1.64 |
| 9-3 | 1.64 |
| CTS | 1.64 |
| Mazda6 | 1.64 |
| PT Cruiser | 1.64 |
| Sable | 1.64 |
| Crossfire | 1.64 |
| Lucerne | 1.64 |
| Galant | 1.69 |
| C class | 1.69 |
| Rodeo | 1.70 |
| Mustang | 1.70 |
| Ridgeline | 1.72 |
| TSX | 1.75 |
| A4/S4 | 1.80 |
| Grand Cherokee | 1.81 |
| Vue | 1.81 |
| Equinox | 1.84 |
| G35 | 1.84 |
| Jetta | 1.85 |
| RAV4 | 1.85 |
| Beetle | 1.86 |
| Solstice | 1.87 |
| Park Avenue | 1.88 |
| Escape | 1.88 |
| MR2 Spyder | 1.88 |
| Bonneville | 1.88 |
| Element | 1.90 |
| I30/I35 | 1.90 |
| ES 330 | 1.90 |
| Legacy | 1.90 |
| MX-5 Miata | 1.90 |
| Mariner | 1.91 |
| Verona | 1.92 |
| MPV | 1.93 |

| Sorted by Segment & Model | |
|------------------------------------|-----------------------|
| Calendar Year 2006 Model & Segment | Dust to Dust Per Mile |
| A6 | 5.12 |
| allroad quattro | 5.94 |
| Phaeton | 12.96 |
| Luxury Car | 4.46 |

| | |
|----------------------------|-------------|
| Vibe | 1.02 |
| Sebring | 1.29 |
| PT Cruiser | 1.64 |
| Beetle | 1.86 |
| Verona | 1.92 |
| Malibu | 1.96 |
| Sonata | 1.98 |
| Optima | 2.02 |
| Classic | 2.08 |
| Fusion | 2.12 |
| Impreza | 2.34 |
| Grand Am | 2.34 |
| Milan | 2.34 |
| Civic | 2.36 |
| Stratus | 2.38 |
| G6 | 2.51 |
| Golf/GTI/R32 | 2.54 |
| L series | 2.81 |
| HHR | 2.42 |
| Lower Mid-Range Car | 2.24 |

| | |
|----------------------------|-------------|
| Durango | 1.57 |
| Explorer | 1.61 |
| TrailBlazer | 1.62 |
| Grand Cherokee | 1.81 |
| Freelander | 1.96 |
| Ascender | 1.99 |
| Commander | 2.05 |
| 4Runner | 2.15 |
| Axiom | 2.17 |
| Pathfinder | 2.22 |
| Montero Sport | 2.41 |
| Montero | 2.43 |
| Nitro | 2.47 |
| FJ Cruiser | 2.58 |
| Lower Mid-Range SUV | 2.07 |

| | |
|------------------|-------------|
| Expedition | 3.55 |
| Tahoe | 3.76 |
| Yukon | 3.78 |
| Suburban | 3.99 |
| Excursion | 4.04 |
| Yukon XL | 4.09 |
| Sequoia | 4.12 |
| Armada | 4.26 |
| Aspen | 4.30 |
| Large SUV | 3.99 |

| | |
|----------|------|
| Endeavor | 2.17 |
| Pilot | 2.25 |
| CX-7 | 2.37 |

| Sorted in Ascending Order of Efficiency | |
|---|-----------------------|
| Calendar Year 2006 Model | Dust to Dust Per Mile |
| Forester | 1.94 |
| Safari | 1.94 |
| Accord | 1.96 |
| Freelander | 1.96 |
| Mini Cooper | 1.96 |
| Malibu | 1.96 |
| Passat | 1.97 |
| Sonata | 1.98 |
| Torrent | 1.98 |
| Avalon | 1.99 |
| Ascender | 1.99 |
| Compass | 2.01 |
| IS 250/350 | 2.01 |
| <i>Jetta wagon</i> | 2.01 |
| Mini Cooper S | 2.02 |
| Optima | 2.02 |
| Santa Fe | 2.02 |
| Astro | 2.03 |
| Xterra | 2.05 |
| Commander | 2.05 |
| Maxima | 2.06 |
| LS | 2.07 |
| H3 | 2.07 |
| RSX | 2.08 |
| Classic | 2.08 |
| EOS | 2.08 |
| CL | 2.08 |
| Sedona | 2.08 |
| Sky | 2.09 |
| Relay | 2.11 |
| Fusion | 2.12 |
| LaCrosse | 2.13 |
| Outlander | 2.14 |
| Zephyr | 2.14 |
| 40 series | 2.14 |
| Celica | 2.14 |
| 4Runner | 2.15 |
| Caravan/Grand Caravan | 2.17 |
| Rondo | 2.17 |
| X-Type | 2.17 |
| Uplander | 2.17 |
| Axiom | 2.17 |
| 9-7X | 2.17 |
| Charger | 2.17 |
| Endeavor | 2.17 |
| Eclipse Spyder | 2.19 |
| 300/300M | 2.20 |
| TL | 2.20 |
| Magnum | 2.20 |
| Baja | 2.21 |
| Sienna | 2.22 |
| Freestar | 2.22 |
| Pathfinder | 2.22 |
| Five Hundred | 2.22 |
| Montego | 2.22 |
| Econoline van | 2.25 |

| Sorted by Segment & Model | |
|------------------------------------|-----------------------|
| Calendar Year 2006 Model & Segment | Dust to Dust Per Mile |
| Freestyle | 2.46 |
| Highlander | 2.53 |
| Rendezvous | 2.69 |
| Pacifica | 2.89 |
| Murano | 2.93 |
| Mid-Range Sport Wagon | 2.54 |

| | |
|-----------------------|-------------|
| MPV | 1.93 |
| Safari | 1.94 |
| Astro | 2.03 |
| Sedona | 2.08 |
| Relay | 2.11 |
| Caravan/Grand Caravan | 2.17 |
| Uplander | 2.17 |
| Sienna | 2.22 |
| Freestar | 2.22 |
| Odyssey | 2.25 |
| Monterey | 2.28 |
| Town & Country | 2.30 |
| Venture | 2.33 |
| Entourage | 2.34 |
| Montana | 2.36 |
| Quest | 2.41 |
| Terraza | 2.45 |
| Montana SV6 | 2.47 |
| Minivan | 2.23 |

| | |
|------------------------|-------------|
| 9-5 | 1.54 |
| 3 Series | 1.59 |
| CTS | 1.64 |
| C class | 1.69 |
| G35 | 1.84 |
| Park Avenue | 1.88 |
| ES 330 | 1.90 |
| IS 250/350 | 2.01 |
| LS | 2.07 |
| CL | 2.08 |
| Zephyr | 2.14 |
| X-Type | 2.17 |
| TL | 2.20 |
| 60 series | 2.26 |
| 70 series | 2.93 |
| Near Luxury Car | 2.00 |

| | |
|---------------------|-------------|
| 7 Series | 2.89 |
| Maserati * | 3.22 |
| XJ | 3.28 |
| S class | 4.32 |
| A8 | 5.04 |
| Prestige Car | 3.75 |

| | |
|---------|------|
| 9-2 | 1.62 |
| 9-3 | 1.64 |
| TSX | 1.75 |
| A4/S4 | 1.80 |
| I30/I35 | 1.90 |

| Sorted in Ascending Order of Efficiency | |
|---|-----------------------|
| Calendar Year 2006 Model | Dust to Dust Per Mile |
| Avalanche | 2.25 |
| Odyssey | 2.25 |
| Pilot | 2.25 |
| 60 series | 2.26 |
| A3 | 2.27 |
| Mark LT | 2.27 |
| Monterey | 2.28 |
| Town & Country | 2.30 |
| Eclipse | 2.31 |
| Aztek | 2.32 |
| Venture | 2.33 |
| Envoy | 2.34 |
| Impreza | 2.34 |
| Grand Am | 2.34 |
| Milan | 2.34 |
| Entourage | 2.34 |
| Tucson | 2.34 |
| 350Z | 2.35 |
| Escalade EXT | 2.35 |
| Viper | 2.35 |
| B9 Tribeca | 2.36 |
| Camry | 2.36 |
| Civic | 2.36 |
| Montana | 2.36 |
| CX-7 | 2.37 |
| Sprinter Van | 2.37 |
| Express/G Van | 2.38 |
| Silverado | 2.38 |
| 6 Series | 2.38 |
| Rainier | 2.38 |
| F Series | 2.38 |
| Stratus | 2.38 |
| Diamante | 2.38 |
| Tribute | 2.39 |
| Sierra | 2.41 |
| Montero Sport | 2.41 |
| Lotus | 2.41 |
| Ram pickup | 2.41 |
| Quest | 2.41 |
| HHR | 2.42 |
| Montero | 2.43 |
| RX8 | 2.43 |
| Discovery | 2.43 |
| LR3 | 2.43 |
| Mountaineer | 2.44 |
| Terraza | 2.45 |
| Freestyle | 2.46 |
| Montana SV6 | 2.47 |
| Nitro | 2.47 |
| G6 | 2.51 |
| X3 | 2.51 |
| Highlander | 2.53 |
| Cayenne | 2.54 |
| QX56 | 2.54 |
| Golf/GTI/R32 | 2.54 |
| X5 | 2.56 |

| Sorted by Segment & Model | |
|------------------------------------|-----------------------|
| Calendar Year 2006 Model & Segment | Dust to Dust Per Mile |
| Passat | 1.97 |
| Maxima | 2.06 |
| LaCrosse | 2.13 |
| 40 series | 2.14 |
| Charger | 2.17 |
| 300/300M | 2.20 |
| Magnum | 2.20 |
| Five Hundred | 2.22 |
| Montego | 2.22 |
| Diamante | 2.38 |
| Premium Mid-Range Car | 2.03 |

| | |
|--------------------------|-------------|
| Crossfire | 1.64 |
| Z8 | 2.88 |
| Z4 | 2.95 |
| TT | 3.05 |
| Corvette | 3.20 |
| Boxster | 3.39 |
| CLK class | 3.77 |
| SLK class | 3.99 |
| CLS class | 4.07 |
| Cayman | 5.38 |
| Premium Sportscar | 3.43 |

| | |
|--------------------|-------------|
| Cayenne | 2.54 |
| QX56 | 2.54 |
| Navigator | 2.94 |
| Escalade | 3.20 |
| LX 470 | 3.30 |
| Land Cruiser | 3.35 |
| Escalade ESV | 3.54 |
| H2 | 3.59 |
| Range Rover | 3.75 |
| H1 | 4.01 |
| G class | 4.58 |
| GL class | 4.65 |
| Touareg | 4.80 |
| Premium SUV | 3.60 |

| | |
|-----------------------------|-------------|
| X3 | 2.51 |
| X5 | 2.56 |
| SRX | 2.97 |
| MDX | 3.01 |
| M class | 3.04 |
| FX35/45 | 3.07 |
| 50 series | 3.10 |
| R class | 3.25 |
| XC90 | 3.46 |
| RX330/350 | 3.50 |
| RDX | 3.54 |
| Q7 | 3.89 |
| Premiums Sport Wagon | 3.16 |

| | |
|------------|------|
| Impala | 1.35 |
| Grand Prix | 1.44 |
| Amanti | 1.46 |

| Sorted in Ascending Order of Efficiency | |
|---|-----------------------|
| Calendar Year 2006 Model | Dust to Dust Per Mile |
| FJ Cruiser | 2.58 |
| QX4 | 2.60 |
| Range Rover Sport | 2.60 |
| Savana/G Van | 2.60 |
| Econoline/Club Wagon | 2.62 |
| Aviator | 2.63 |
| Town Car | 2.66 |
| GX 470 | 2.66 |
| Rendezvous | 2.69 |
| CL class | 2.69 |
| GTO | 2.69 |
| SL Coupe/Roadster | 2.80 |
| RL | 2.81 |
| 911 Carrera/Carrera 4 | 2.81 |
| L series | 2.81 |
| Prius | 2.87 |
| Z8 | 2.88 |
| 7 Series | 2.89 |
| Tundra | 2.89 |
| Pacifica | 2.89 |
| Murano | 2.93 |
| 70 series | 2.93 |
| Navigator | 2.94 |

| Industry Straight Average | |
|---------------------------|------|
| 2.95 | |
| Z4 | 2.95 |
| SLR class | 2.96 |
| SRX | 2.97 |
| MDX | 3.01 |
| M class | 3.04 |
| TT | 3.05 |
| Titan | 3.07 |
| FX35/45 | 3.07 |
| Aston Martin | 3.07 |
| SSR | 3.08 |
| 50 series | 3.10 |
| STS | 3.19 |
| Corvette | 3.20 |
| 5 Series | 3.20 |
| Escalade | 3.20 |
| Maserati * | 3.22 |
| R class | 3.25 |
| SC 430 | 3.28 |
| XJ | 3.28 |
| LX 470 | 3.30 |
| Land Cruiser | 3.35 |
| Boxster | 3.39 |
| Civic Hybrid | 3.40 |
| Accord Hybrid | 3.42 |
| Insight | 3.45 |
| XC90 | 3.46 |
| XLR | 3.48 |
| E class | 3.48 |
| 80 series | 3.49 |
| RX330/350 | 3.50 |
| Escalade ESV | 3.54 |
| Escape Hybrid | 3.54 |

| Sorted by Segment & Model | |
|------------------------------------|-----------------------|
| Calendar Year 2006 Model & Segment | Dust to Dust Per Mile |
| Altima | 1.57 |
| Taurus | 1.59 |
| Monte Carlo | 1.61 |
| XG350/Azera | 1.62 |
| Aura | 1.64 |
| Mazda6 | 1.64 |
| Sable | 1.64 |
| Galant | 1.69 |
| Jetta | 1.85 |
| Legacy | 1.90 |
| Forester | 1.94 |
| Accord | 1.96 |
| Jetta wagon | 2.01 |
| Baja | 2.21 |
| Camry | 2.36 |
| Standard Mid-Range Car | 1.75 |

| | |
|---------------------|-------------|
| S10 | 0.76 |
| Ranger | 0.96 |
| Canyon | 1.12 |
| Tacoma | 1.12 |
| Colorado | 1.13 |
| B-Series | 1.14 |
| Sonoma | 1.15 |
| Dakota | 1.23 |
| Frontier | 1.35 |
| i-280/i-350 | 1.49 |
| Raider | 1.55 |
| Ridgeline | 1.72 |
| SSR | 3.08 |
| Small Pickup | 1.37 |

| | |
|-------------------------|-------------|
| Avalanche | 2.25 |
| Mark LT | 2.27 |
| Escalade EXT | 2.35 |
| Specialty Pickup | 2.29 |

| | |
|--------------------|-------------|
| Tiburon | 1.50 |
| S2000 | 1.64 |
| Mustang | 1.70 |
| Solstice | 1.87 |
| MR2 Spyder | 1.88 |
| MX-5 Miata | 1.90 |
| Mini Cooper | 1.96 |
| Mini Cooper S | 2.02 |
| RSX | 2.08 |
| EOS | 2.08 |
| Sky | 2.09 |
| Celica | 2.14 |
| Eclipse Spyder | 2.19 |
| A3 | 2.27 |
| Eclipse | 2.31 |
| 350Z | 2.35 |
| RX8 | 2.43 |
| GTO | 2.69 |
| Touring Car | 2.06 |

| Sorted in Ascending Order of Efficiency | |
|---|-----------------------|
| Calendar Year 2006 Model | Dust to Dust Per Mile |
| RDX | 3.54 |
| Expedition | 3.55 |
| DTS | 3.57 |
| H2 | 3.59 |
| Mariner Hybrid | 3.60 |
| Camry Hybrid | 3.62 |
| XK | 3.62 |
| Highlander Hybrid | 3.66 |
| DeVille | 3.68 |
| Seville | 3.68 |
| Range Rover | 3.75 |
| Tahoe | 3.76 |
| CLK class | 3.77 |
| Yukon | 3.78 |
| Q7 | 3.89 |
| SLK class | 3.99 |
| Suburban | 3.99 |
| H1 | 4.01 |
| Excursion | 4.04 |
| CLS class | 4.07 |
| Yukon XL | 4.09 |
| Sequoia | 4.12 |
| M45 | 4.19 |
| GS 350 | 4.25 |
| Armada | 4.26 |
| Lamborghini | 4.27 |
| Ferrari | 4.29 |
| Aspen | 4.30 |
| GT | 4.30 |
| S class | 4.32 |
| GS 430 | 4.36 |
| Q45 | 4.36 |
| GS450h | 4.42 |
| S-Type | 4.51 |
| RX400h | 4.55 |
| G class | 4.58 |
| GL class | 4.65 |
| Carrera GT | 4.73 |
| LS 430 | 4.78 |
| Touareg | 4.80 |
| NSX | 4.99 |
| A8 | 5.04 |
| A6 | 5.12 |
| Cayman | 5.38 |
| allroad quattro | 5.94 |
| Bentley | 10.63 |
| Rolls-Royce | 10.98 |
| Phaeton | 12.96 |
| Maybach | 15.84 |

| Sorted by Segment & Model | |
|------------------------------------|-----------------------|
| Calendar Year 2006 Model & Segment | Dust to Dust Per Mile |
| Crown Victoria | 1.38 |
| LeSabre | 1.38 |
| Grand Marquis | 1.50 |
| Lucerne | 1.64 |
| Bonneville | 1.88 |
| Avalon | 1.99 |
| Traditional Car | 1.63 |
| | |
| Maybach | 15.84 |
| Rolls-Royce | 10.98 |
| Ultra Premium Car | 13.41 |
| | |
| Aston Martin | 3.07 |
| Lamborghini | 4.27 |
| Ferrari | 4.29 |
| GT | 4.30 |
| Carrera GT | 4.73 |
| Bentley | 10.63 |
| Ultra Luxury Car | 5.22 |
| | |
| H3 | 2.07 |
| 9-7X | 2.17 |
| Envoy | 2.34 |
| B9 Tribeca | 2.36 |
| Rainier | 2.38 |
| Discovery | 2.43 |
| LR3 | 2.43 |
| Mountaineer | 2.44 |
| QX4 | 2.60 |
| Range Rover Sport | 2.60 |
| Aviator | 2.63 |
| GX 470 | 2.66 |
| Upper Mid-Range SUV | 2.43 |
| | |
| Viper | 2.35 |
| 6 Series | 2.38 |
| Lotus * | 2.41 |
| CL class | 2.69 |
| SL Coupe/Roadster | 2.80 |
| 911 Carrera/Carrera 4 | 2.81 |
| SLR class | 2.96 |
| SC 430 | 3.28 |
| XLR | 3.48 |
| XK | 3.62 |
| NSX | 4.99 |
| Upper Premium Sportscar | 3.07 |
| | |
| Industry Straight Average | 2.946 |

| Sorted in Ascending Order of Efficiency | |
|---|-----------------------|
| Calendar Year 2006 Model | Dust to Dust Per Mile |