

Feinstein-Collins-Schumer-Carper Proposal Fact Sheet

	Passenger Cars	Light Duty Trucks	Large Light Duty Trucks (6000-8500 pounds)	Work Trucks (8500 to 10,000 pounds)
Minimum Fuel economy for purchased vehicle	24 mpg	20	17	n/a
\$2,500 for new vehicle purchase, \$1,000 for used vehicle purchase, 2004 model year or later	Mileage improvement of at least 7 mpg	Mileage improvement of at least 3 mpg	Mileage improvement of at least 3 mpg	Trade-in work truck must be pre-1999 model (used cars not included)
\$3,500 voucher for new vehicle purchase	Mileage improvement of at least 10 mpg	Mileage improvement of at least 6 mpg	Mileage improvement of at least 5 mpg	n/a
\$4,500 voucher for new vehicle purchase	Mileage improvement of at least 13 mpg	Mileage improvement of at least 9 mpg	Mileage improvement of at least 7 mpg	n/a

Trade-in vehicles must be 17 mpg or below. All fuel economy values are EPA combined city/highway fuel economy, as posted on the window sticker of new cars.

Details of Feinstein-Collins-Schumer-Carper Counter Proposal

Consumers may trade in their gas-guzzling vehicles to be scrapped – with a fuel economy of 17 miles per gallon or less – and receive vouchers worth up to \$4,500 to help pay for the purchase of more fuel efficient cars and trucks. The program will be authorized for one year and provide for approximately one million new car or truck purchases. There are approximately 47 million vehicles on the road today that could qualify for trade-in under this program.

This proposal is consistent with the framework of the House compromise legislation, and divides the cars and trucks that would be purchased with the incentive voucher into four categories. Miles per gallon figures below refer to EPA “window sticker” values.

Passenger Cars:

- The trade-in vehicle must get 17 miles per gallon (mpg) or less.
- New passenger cars with mileage of at least 24 mpg are eligible for vouchers. This was the model year 2008 average fuel economy for cars (according to EPA).
 - If the mileage of the new car is at least 7 mpg higher than the old vehicle, the voucher will be worth \$2,500 for a new car purchase.
 - If the mileage of the new car is at least 10 mpg higher than the old vehicle, the voucher will be worth \$3,500.
 - If the mileage of the new car is at least 13 mpg higher than the old vehicle, the voucher will be worth \$4,500.
 - The purchase of a used passenger car with a mileage of at least 24 mpg would qualify for a voucher of \$1,000.

Light-Duty Trucks:

- The trade-in vehicle must get 17 miles per gallon (mpg) or less.
- New light trucks, minivans or SUVs with mileage of at least 20 mpg are eligible for vouchers. This was the model year 2008 average fuel economy for mid-size SUVs and Minivans (according to EPA).
 - If the mileage of the newly purchased truck or SUV is at least 3 mpg higher than the old truck, the voucher will be worth \$2,500 for a new vehicle purchase.
 - If the mileage of the newly purchased truck or SUV is at least 6 mpg higher than the old truck, the voucher will be worth \$3,500.
 - If the mileage of the newly purchased truck or SUV is at least 9 mpg higher than the old truck, the voucher will be worth \$4,500.
 - The purchase of a used light-duty truck or SUV with a mileage of at least 20 mpg would qualify for a voucher of \$1,000.

Large Light-Duty Trucks:

- Newly purchased large trucks (pick-up trucks and vans weighing between 6,000 and 8,500 pounds) with mileage of at least 17 mpg are eligible for vouchers.
- This is the attribute based, size adjusted CAFE standard for these vehicles in model year 2010. CAFE standards for trucks went up 1.0 mpg between 2008 and 2010, and both large trucks and large vans had an average of 16.0 mpg in model year 2008 according to EPA's report. Allowing vehicles below 17 mpg would mean the program would subsidize the purchase of large trucks and large vans (1) with below average fuel economy for their attribute class and (2) that are below the applicable CAFE standard.
 - If the mileage of the newly purchased truck is at least 3 mpg higher than the old truck, the voucher will be worth \$2,500.
 - If the mileage of the newly purchased truck is at least 5 mpg higher than the old truck, the voucher will be worth \$3,500.
 - If the mileage of the newly purchased truck is at least 7 mpg higher than the old truck, the voucher will be worth \$4,500.
 - The purchase of a used large light-duty truck with a mileage of at least 17 mpg and 3 miles per gallon higher than the trade-in vehicle would qualify for a voucher of \$1,000.

Work Trucks:

Under the proposal, consumers can trade in a pre-1999 work truck (defined as a pick-up truck or cargo van weighing from 8,500-10,000 pounds) and receive a voucher worth \$2,500 for a new work truck in the same or smaller weight class. There will be a limit on these vouchers, based on this vehicle class's market share. There are no EPA mileage measures for these trucks; however, because newer models are cleaner than older models, the age requirement ensures that the trade will improve air quality. Consumers can also "trade down," receiving a \$2,500 voucher for trading in an older work truck and purchasing a smaller light-duty truck weighing from 6,000 – 8,500 pounds.