



# **Table of Contents**

---

<b>1 Introduction</b>	<b>2</b>
<b>2 Number of Vehicles</b>	<b>12</b>
<b>3 Fuel Consumption &amp; CO<sub>2</sub></b>	<b>24</b>
<b>4 Technologies</b>	<b>40</b>
<b>5 Key Technical Parameters</b>	<b>50</b>
<b>6 Other Emissions &amp; On-road</b>	<b>66</b>
<b>Annex</b>	
Remarks on Data Sources	70
List of Figures and Tables	72
References	76
Abbreviations	78
Tables	79



An electronic version of this Pocketbook including more detailed statistical data is available online:  
<http://eupocketbook.theicct.org>

# 1 INTRODUCTION

The 2015/16 edition of *European Vehicle Market Statistics* offers a statistical portrait of passenger car, light commercial and heavy-duty vehicle fleets in the European Union from 2001 to 2014. As in previous editions, the emphasis is on vehicle technologies, fuel consumption, and emissions of greenhouse gases and other air pollutants.

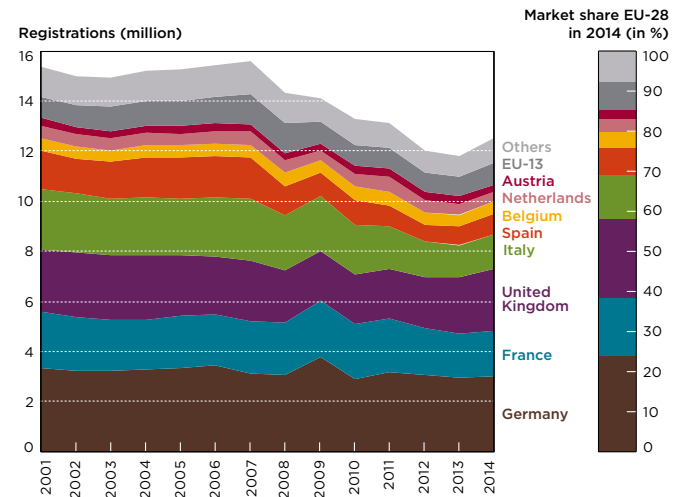
The following pages give a concise overview of data in subsequent chapters and also summarize the latest regulatory developments in the EU. More comprehensive tables are included in the annex, along with information on sources.

## Number of vehicles

After declining for several years, new passenger car registrations in the EU increased slightly to about 12.5 million in 2014. That number is still about 20% below where it was before the economic crisis, when there were about 15.6 million cars sold annually in the EU. The decline in vehicle sales was most pronounced for the southern EU Member States. In Spain, the number of new car registrations has fallen by about 50% since 2007. But vehicle sales in the region are rising again; 2014 registrations in Spain were about 20% above 2013 levels.

The European market remains centered on a handful of countries. Some 75% of all new passenger car registrations occur in the five largest markets (Germany, France, the United Kingdom, Italy, and Spain). But from the point of view of makes and manufacturers, the market is much more diverse: the top seven brands capture only about 50% of the market.

This is very different from the heavy-duty-vehicle market. Only five manufacturers dominate EU truck sales. Together they account for nearly 100% of all new vehicle registrations. In contrast to other heavy-duty vehicle markets, the same manufacturer



Data source: ACEA; data until 2007 is for EU-25 only

**Fig. 1-1**

Passenger cars:  
Registrations  
by Member State

usually makes both the vehicle and its engine in Europe. Therefore, the heavy-duty engine market in Europe is also dominated by the same five manufacturers. The total number of newly registered heavy-duty trucks and buses in the EU in 2013 was 0.3 million. The main markets for trucks are the same as for cars, with the addition of Poland, which accounts for about 6% of heavy-duty vehicle sales but only 2% of cars.

Internationally, total vehicle (passenger plus commercial) sales grew at a somewhat slower pace than in 2013. While China, the United States, the EU, Japan, Canada, South Korea, and Mexico saw robust growth, sales were flat to negative in Brazil, India, Russia, Indonesia, Australia, Turkey, Argentina, and Thailand. Iran and Saudi Arabia broke into the top 15 vehicle markets, replacing Turkey and Argentina. Global vehicle sales reached another all-time high at 88 million units.\* This is a 35% growth in vehicle sales in just five years. Much of the growth was concentrated in just two countries, China and the United States, which together accounted for 46% of global vehicle sales. Growth outside the

\*This compares to 86 million units in 2013; the total differs from that given in the 2013 EU pocketbook due to data source difference.

top 15 markets accelerated: of the 2.6 million unit increase in car and truck sales globally from 2013 to 2014, some 27% (or 0.69 million units), occurred in those smaller markets, compared to 3% of the increase from 2012 to 2013. Emerging market economies with very high growth in the past few years – Brazil, India, Russia, and Thailand – continued to experience declines in sales in 2014.

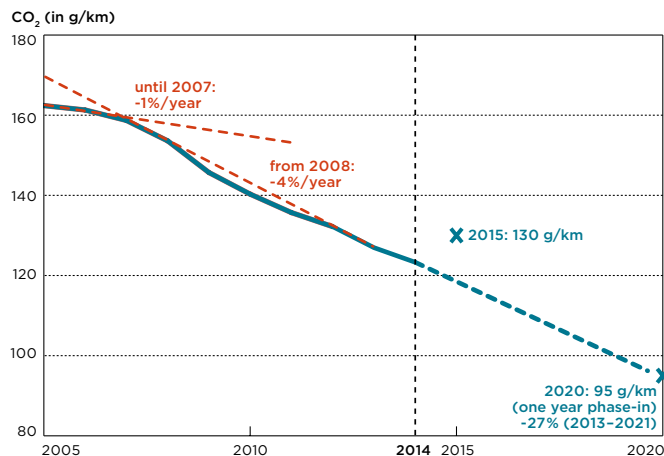
### Fuel consumption and CO<sub>2</sub> emissions

2013 was the first year in which average carbon dioxide (CO<sub>2</sub>) emissions from new passenger cars fell below the 130 g/km target that applies from 2015 on. The CO<sub>2</sub> emission level in 2014 continued to decrease, to a value of 123.3 g/km according to the European Environment Agency (EEA, 2015). Thus, the 2009 EU legislation setting binding CO<sub>2</sub> targets has proven effective. The annual CO<sub>2</sub> reduction rate for new cars on the market has increased from about 1% prior to 2008 to about 4% since then, and the 2015 target was met two years early. CO<sub>2</sub> emissions and fuel consumption are directly linked, so that the current level of emissions amounts to about 5.1 liters/100 km.

**Fig. 1-2**

CO<sub>2</sub> emissions of new cars in the EU

<http://goo.gl/oifeHu>



Effects of phase-in, super-credits and eco-innovations not shown here.

In 2012, the European Commission formally proposed an average CO<sub>2</sub> emissions target of 95 g/km for 2020, which in terms of fuel consumption equates to about 3.8 liters/100 km. Details of the proposal had been under discussion in the European Parliament and the European Council in the first half of 2013, with the European Parliament proposing some changes to the European Commission document, including a 2025 target range of 68–78 g/km of CO<sub>2</sub>. In November 2013, a final compromise was reached, and the regulation was formally adopted in March 2014.

Under the new EU regulation, only 95% of the new vehicle fleet must comply with the 95 g/km target by 2020 (ICCT, 2014a). After one year of phase-in, from 2021 all new vehicles will then be taken into account for calculating the manufacturers' fleet averages. CO<sub>2</sub> emission targets for every manufacturer are adjusted for the average weight of their specific vehicles, so that manufacturers of heavier vehicles get a less stringent target to meet. In percentage terms, the required reduction is the same for every manufacturer: 27% from 2015 to 2020/21. So-called super-credits for vehicles with CO<sub>2</sub> emissions lower than 50 g/km are also taken into account: these vehicles count double in 2020, with the multiplier factor reduced to 1.0 by 2023 (ICCT, 2015a).

Light commercial vehicles (i.e., commercial vehicles below 3.5 metric tons gross vehicle weight) have their own CO<sub>2</sub> emission standard. The 2017 target requires an average fleet emission level of 175 g/km – a level that was reached in 2013. A new regulation setting a 2020 target of 147 g/km was adopted in February 2014. As for passenger cars, vehicle weight is taken into account when calculating manufacturer-specific CO<sub>2</sub> targets.

On heavy-duty vehicles, in May 2014 the European Commission published a strategy for reducing CO<sub>2</sub> emissions. According to this strategy paper, the focus of the EU in the short term will be on certifying, reporting, and monitoring heavy-duty CO<sub>2</sub> emissions. For this purpose, the European

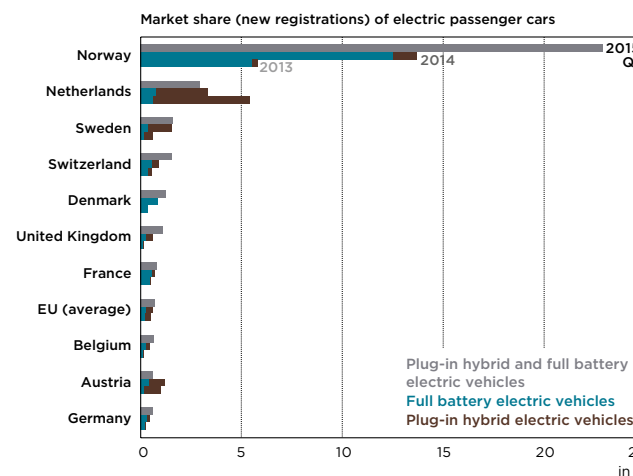
Commission has developed VECTO, a computer simulation tool to determine CO<sub>2</sub> emission levels of new heavy-duty vehicles. The Commission expects that this new tool will provide greater transparency and better comparability for CO<sub>2</sub> emission performance and fuel consumption of trucks and buses. The corresponding legislative proposal to introduce VECTO in the EU is expected for 2016. In the medium term, the Commission will also consider further measures, such as setting mandatory CO<sub>2</sub> emission limits for newly-registered heavy-duty vehicles. The EU is the only major truck market in the world without a CO<sub>2</sub> emission regulation (ICCT, 2014b).

**Technologies**

The vast majority of Europe’s new cars remain powered by gasoline or diesel motors. Diesel cars account for 53% of all new registrations in 2014. This situation differs notably from other major car markets. The U.S., Chinese, and Japanese markets are all dominated by gasoline-powered cars, with diesels playing almost no role. One market of note that has embraced diesel technology, however, is India, where the diesel share was around 50% in 2014.

The market share of hybrid-electric vehicles in the EU was 1.4% of all new car sales in 2014. In the Netherlands (3.7%) and France (2.3%) hybrid vehicles make up a much larger share of the market than in the rest of EU Member States, with fewer hybrid vehicles sold in the Netherlands than in previous years, due to a change in the national vehicle taxation scheme. One-fourth of all new Toyotas sold in the EU were hybrid-electric. For comparison, in Japan more than 20% of all new car sales in 2014 were hybrids, and in the U.S. the share of hybrid-electric passenger cars was around 3%.

Plug-in hybrid (PHEV) and battery-electric vehicles (BEV) make up about 0.7% of vehicle registrations in the EU, with notable differences among the Member States. In the Netherlands, 3.1% of all new sales were PHEVs in 2014, and another 0.9% BEVs. The underlying reason for the relatively high proportions there is the Netherlands’ CO<sub>2</sub>-based vehicle taxation scheme, which features high rebates for vehicles that emit less than 50 g/km of CO<sub>2</sub>. However, some of these rebates were phased out at the end of 2013, which led to a decrease in electric vehicle sales in 2014. Although they are not members of the EU, we now also include data on Norway and Switzerland in the EU Pocketbook, and with this edition also add data for Turkey. Particularly for electric vehicles, Norway is of great interest. PHEVs and BEVs accounted for 13.8% of all new car sales in Norway in 2014, and in the first quarter of 2015 their market share further increased to 22.9%. This makes Norway the world’s leading market for electric vehicles (in terms of market share, not absolute number of vehicles). Underlying reasons are, again, fiscal incentives provided by the Norwegian government.



**Fig. 1-3**

2013–2015 sales of electric vehicles  
<http://goo.gl/8xsNQ4>



### Key technical parameters

The average mass of new cars in the EU remained about constant, at 1,390 kg in 2014. Ten years earlier, the average weight was around 1,330 kg. As in previous years, both the German and Swedish new car fleets were significantly above the EU average, at 1,474 and 1,574 kg respectively. In contrast, French, Italian and Dutch consumers opted for significantly lighter cars (1,303, 1,319, and 1,299 kg respectively).

Average vehicle engine power, engine displacement, and average number of cylinders of new vehicles remained about constant in 2014.

### Other emissions and on-road

In September 2014, the Euro 6 emission standard entered into force for newly type-approved vehicle models, and since September 2015 for all new vehicles in the EU. In 2014, about 17% of all new car sales were Euro 6 vehicles, though the variation among manufacturers is wide: for some manufacturers as much as half of sales are Euro 6-compliant vehicles, while others have as yet no significant Euro 6 fleet.

Euro 6 sets emission limits that range from 68% (gasoline carbon monoxide) to 96% (diesel particulates) lower than those established under Euro 1 in 1992. For nitrogen oxide (NO<sub>x</sub>) emissions from diesel cars the limits were reduced by 68% from Euro 4 to Euro 6. However, recent analysis indicates that the “real-world” performance – that is, achieved when driving on-road under normal conditions – is much worse than suggested by the official values (measured in the laboratory using the NEDC driving cycle). The recently uncovered practice of Volkswagen to apply an illegal defeat device in some of their vehicles is an extreme case of these differences between laboratory and real-world emission levels. But even without the use of defeat devices, official and on-road emission levels vary widely for today’s new vehicle fleet. An ICCT meta-analysis of on-road driving data for Euro 6-equivalent diesel vehicles concludes that,

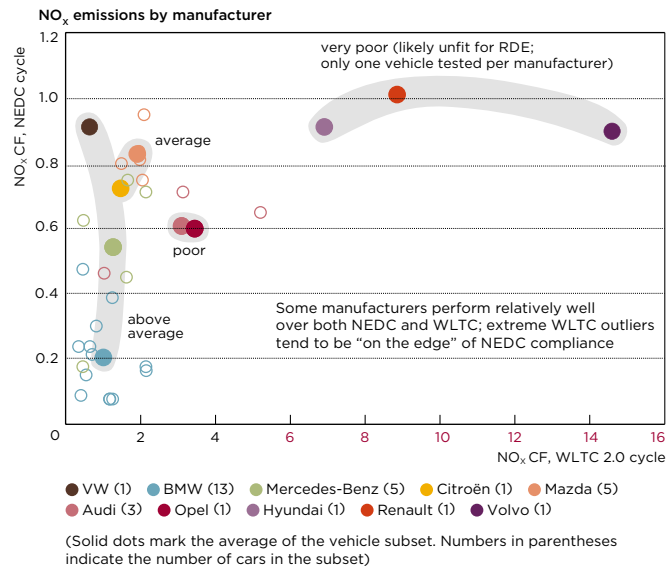
on average, the vehicles tested show NO<sub>x</sub> emission levels that are an order of magnitude higher than the Euro 6 limit (ICCT, 2014c). Remarkable performance differences among the vehicles tested were found, with a few vehicles performing substantially better than others. A recent ICCT analysis of data for 32 Euro 6 diesel cars confirms this finding: While all 32 vehicles passed the Euro 6 NO<sub>x</sub> limit in the current NEDC test procedure, only ten cars met the same limit when tested in the more realistic WLTC test procedure, with remarkable differences between vehicle manufacturers rather than after-treatment technologies (ICCT, 2015c). This supports the notion that the technology for clean diesels (i.e., vehicles whose average emission levels lie below Euro 6 emission limits under real-world driving) already exists. Unless these technologies are properly adopted, the high on-road emissions of NO<sub>x</sub> from the new diesel technology classes of passenger cars could have serious adverse health effects in the exposed population, including asthma onset in children, impaired lung function, cardiovascular disease and premature death (HEI, 2010).

The European Commission has initiated the Real Driving Emissions (RDE) working group, which is preparing for the introduction of on-road testing with portable emissions measurement systems (PEMS) as part of the passenger-car type-approval process in the EU. In May 2015 the EU Member States agreed to introduce PEMS testing in addition to the already-required laboratory testing in a fixed driving cycle. On-road testing for new diesel car types will begin in 2016 for monitoring purposes. Later, conformity factors (CF) will regulate how much higher vehicle emissions are allowed to be during on-road testing than during laboratory testing. The exact timing and stringency of these conformity factors are under discussion in Brussels and are now more relevant than ever before, given the implications of the Volkswagen defeat device scandal.

**Fig. 1-4**

NO<sub>x</sub> emissions over the NEDC and WLTC cycles for Euro 6 diesel cars

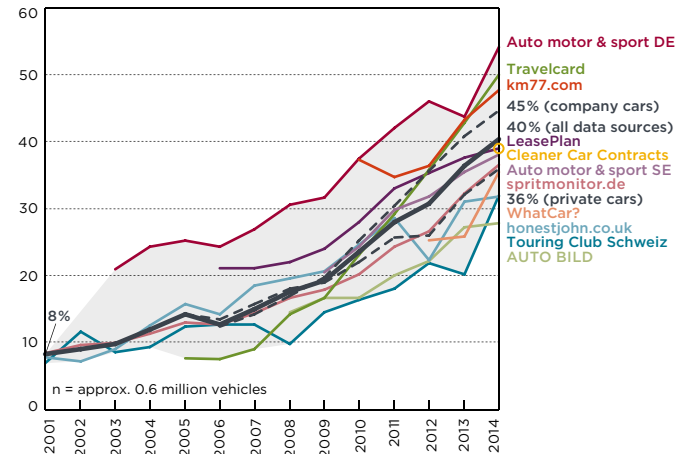
<http://goo.gl/Uqsenm>



For fuel consumption and CO<sub>2</sub>, an ICCT analysis of driving data from about 0.6 million vehicles in the EU concludes that there is an increasing discrepancy between official (laboratory) values and actual, on-road experience. In 2001 the offset was around 8%; by 2014 it had increased to around 36% of the official values for private cars, and as much as 45% for company cars (ICCT, 2015b). This means that today's private vehicles on average consume about 36% more fuel than suggested by the manufacturers' sales brochures, which are based on laboratory performance measured using the New European Driving Cycle (NEDC). A recent in-depth analysis of the underlying reasons for the growing gap suggests an increasing exploitation of tolerances and flexibilities in laboratory testing as the main driver of this development (ElementEnergy and ICCT, 2015).

The new Worldwide Harmonized Light Vehicles Test Procedure (WLTP), with its more dynamic test cycle and tightened test procedure, is expected to result in somewhat more realistic values. The WLTP was adopted in March 2014, and the European Commission is currently preparing its implementation for the type-approval of new cars in the European Union from 2017 on (ICCT, 2014d). A key aspect of the transition will be an appropriate conversion of existing CO<sub>2</sub> targets and CO<sub>2</sub>-based taxation schemes from NEDC into WLTP. The European Commission has established a separate working group to advise it on this conversion. It is expected that by the end of 2015 there will be a legislative proposal for the introduction of WLTP in the EU.

**Fig. 1-5**



Increasing gap between type-approval and real-world CO<sub>2</sub> emissions

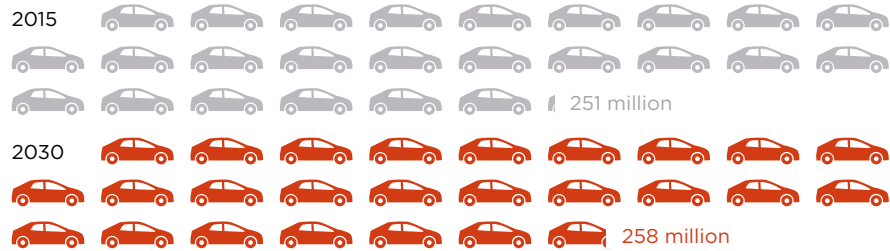
<http://goo.gl/qBheCe>



# 2 NUMBER OF VEHICLES

## Number of vehicles on EU roads

### Passenger cars



### Light-commercial vehicles



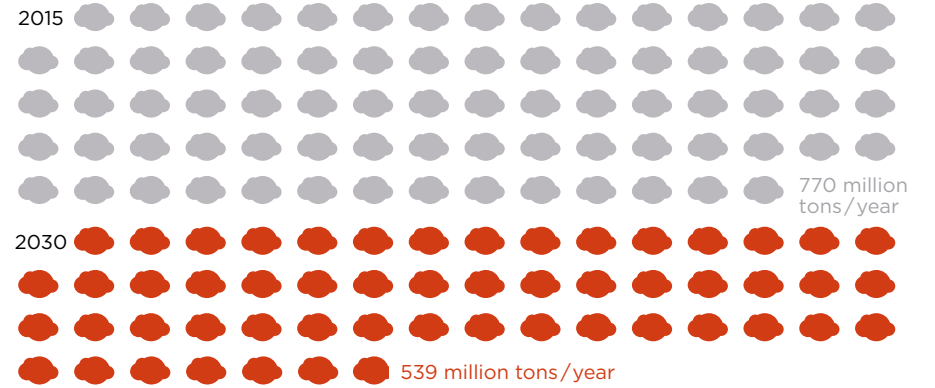
### Heavy-duty vehicles



1 symbol represents 10 million vehicles

## CO<sub>2</sub> emissions in the EU

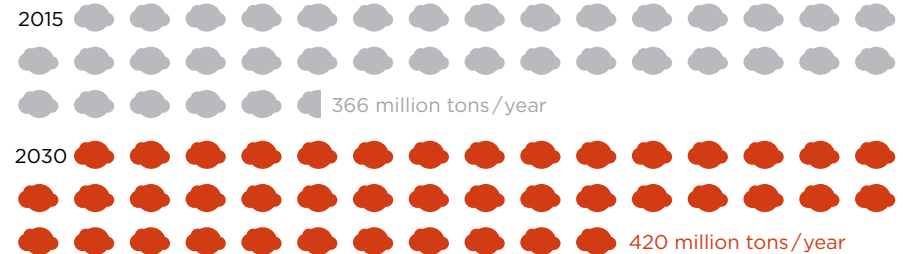
### Passenger cars



### Light-commercial vehicles



### Heavy-duty vehicles



1 symbol represents 10 million metric tons/year

Buses and trucks account for only about 5 percent of the vehicles in the EU. At the same time their CO<sub>2</sub> emissions make up one third of total road transport emissions. For the future, emissions from cars and light-commercial vehicles are expected to decrease. But with the EU being the only major market worldwide without a heavy-duty CO<sub>2</sub> regulation, emission levels for these vehicles will continue to increase.



Data source: ICCT Global Transportation Roadmap Model  
<http://www.theicct.org/global-transportation-roadmap-model>



New car registrations in the EU increased slightly to 12.5 million in 2014. Vehicle registrations remain about 20% below their 2007 peak but seem to be trending upward. Registrations in the EU are dominated by the larger Member States; the three largest alone (Germany, France, United Kingdom) account for nearly 60% of the total (**Fig. 2-1**).

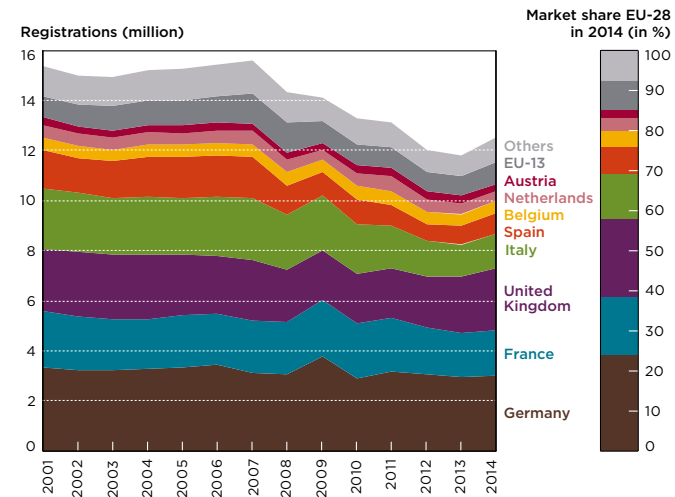
Germany is the largest market, with a 24% share of the overall European market. Registrations in Germany dropped in 2006–2008, then rose in 2009 thanks to a government scrappage scheme, and from that point on remained stable at around 3 million vehicles per year. By contrast, in Spain, Europe’s fifth largest vehicle market, only 0.8 million new cars were registered in 2014, about half the peak before the economic crisis. However, compared to the low point in 2012, vehicle registrations in Spain have increased by 20% (**Fig. 2-2**).

The European market is very diverse, with the most-registered brand, VW, commanding only 12% of the market, and no other brand managing more than 10%. The “other” category, containing all brands outside the top ten, is remarkably large – more than 35% of all registrations (**Fig. 2-5**).

At 1.56 million, new light commercial vehicle (LCV) registrations account for approximately 11% of the total light-duty vehicle market (**Fig. 2-9**).

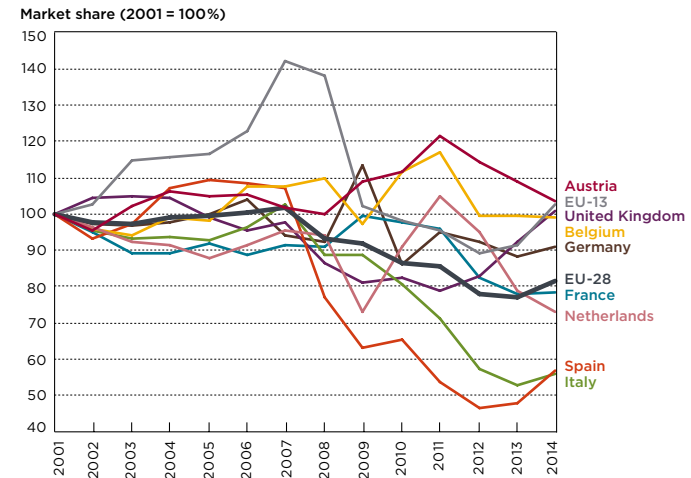
The VW Golf remains the most popular car model in Europe. It accounted for about 4% of all new vehicle sales in the EU in 2014. On the LCV side, Ford Transit leads, with about 11% of the market (**Fig. 2-10** and **Fig. 2-11**).

The total number of newly registered heavy trucks and buses in the EU was 0.3 million in 2014 – more than in previous years, but still nearly 30% lower than before the economic crisis (**Fig. 2-12**). The truck market in the EU is dominated by only five manufacturers, together accounting for nearly 100% of all sales (**Fig. 2-15**).



**Fig. 2-1**

Passenger cars:  
Registrations  
by Member State

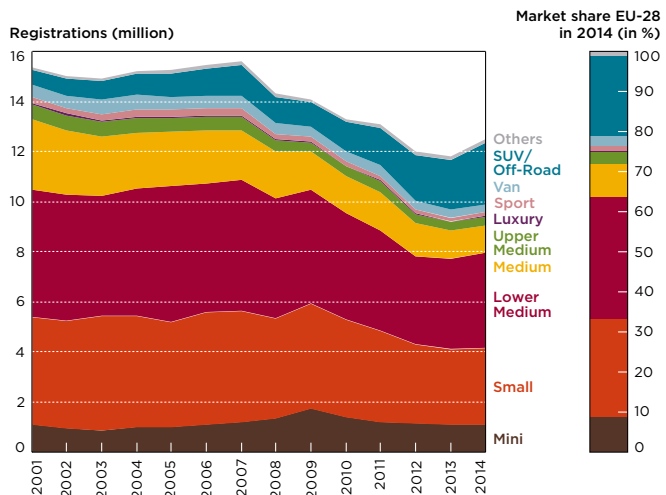


**Fig. 2-2**

Passenger cars:  
Registrations  
by Member State

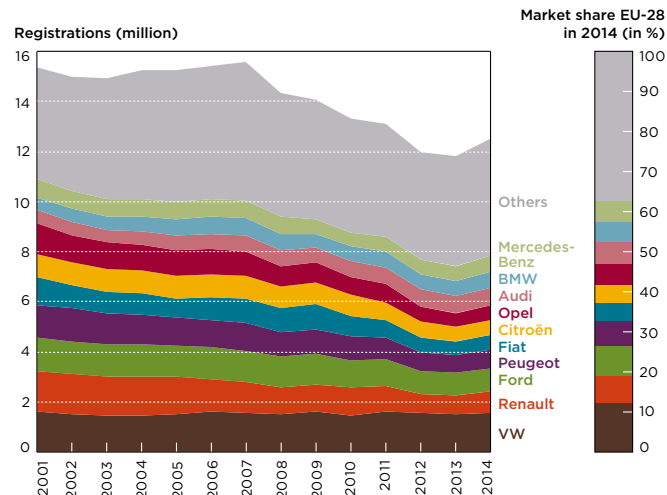
**Fig. 2-3**

Passenger cars:  
Registrations by  
vehicle segment



**Fig. 2-5**

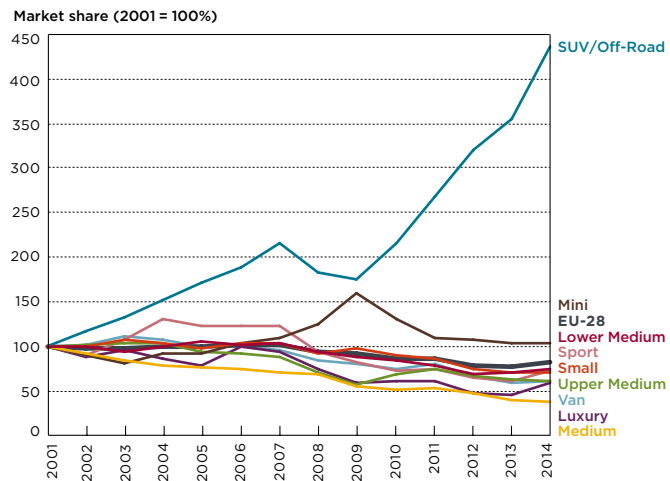
Passenger cars:  
Registrations  
by brand



While in reality many brands are part of a larger group (for example VW, Audi, Škoda, Seat and others are part of the Volkswagen Group), for this report it was decided to show each of the brands individually. The reason for this is that brand affiliations have changed in the past (as for example in the case of Daimler and Chrysler) and may change in the future.

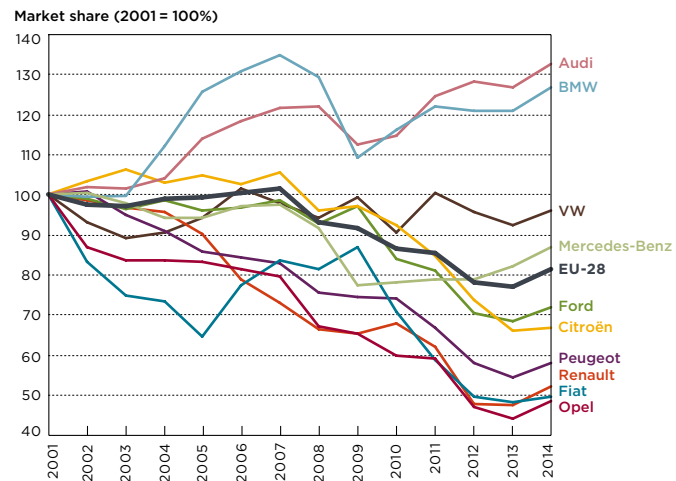
**Fig. 2-4**

Passenger cars:  
Registrations  
by vehicle segment



**Fig. 2-6**

Passenger cars:  
Registrations  
by brand



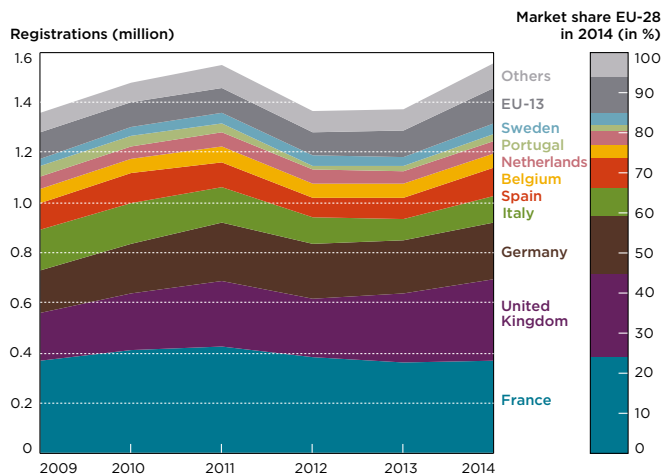
**Tab. 2-1**

Vehicle segment classification used for this report

Segment	Example vehicles
Mini	Smart fortwo, Fiat Panda, Citroën C1
Small	VW Polo, Mini Cooper, Fiat Punto
Lower Medium	VW Golf, Audi A3, Volvo C30, Alfa Romeo 147
Medium	BMW 3-series, Mercedes-Benz C-Class, Audi A4, VW Passat
Upper Medium	BMW 5-series, Mercedes-Benz E-Class, Audi A6
Luxury	BMW 7-series, Mercedes-Benz S-Class, Audi A8
Sport	BMW Z4, Porsche 911, Mercedes-Benz SLK, Honda S2000
Van	Mercedes-Benz Viano, Ford S-MAX, VW Sharan
SUV/Off-Road	Mitsubishi L200, Nissan Navara, VW Amarok
Others	VW Transporter-T5, Opel Vivaro, Mercedes-Benz Vito

**Fig. 2-7**

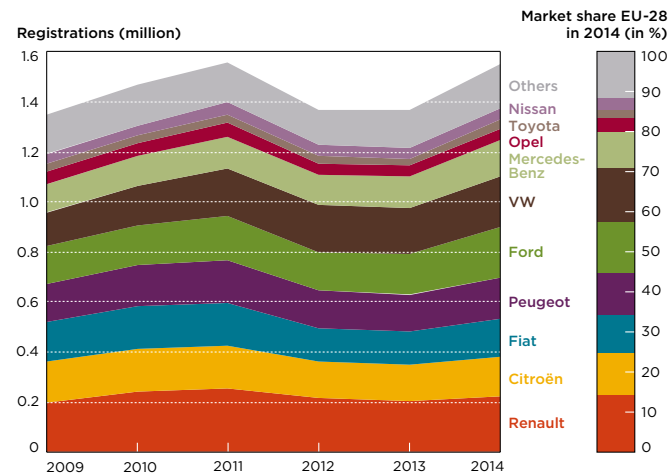
Light-commercial vehicles:  
Registrations by Member State



Light-commercial vehicles (N1 category) in the EU are defined as vehicles designed and constructed for the carriage of goods and having a maximum mass not exceeding 3.5 metric tons. They can be further classified into three sub-categories: N1 class I vehicles with a reference mass (mass in running order plus 25 kg) not exceeding 1305 kg; N1 class II vehicles with a reference mass between 1305 and 1760 kg and N1 class III vehicles with a reference mass above 1760 kg.

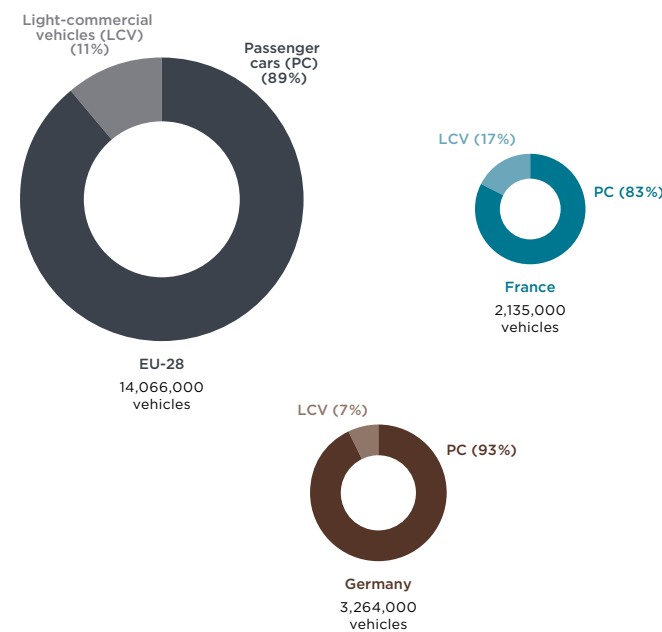
**Fig. 2-8**

Light-commercial vehicles:  
Registrations by brand



**Fig. 2-9**

Market share, passenger cars/  
light-commercial vehicles (2014)



**Fig. 2-10**

Top-selling passenger car models in EU-28 (2014)

Model / Sales numbers and market share, EU-28



**Fig. 2-11**

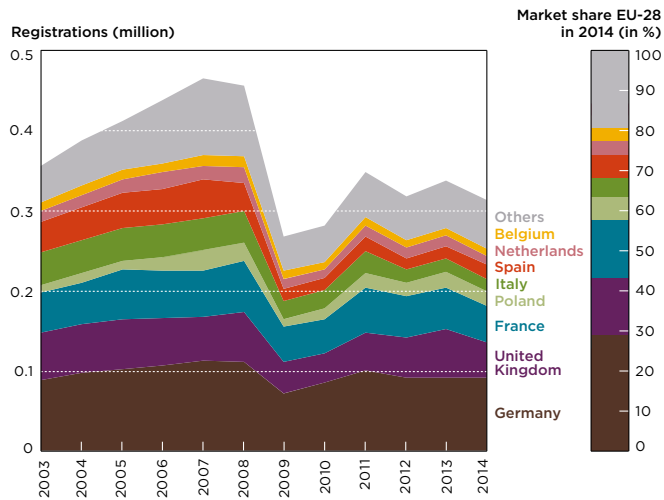
Top-selling light-commercial vehicle models in EU-28 (2014)

Model / Sales numbers and market share, EU-28



**Fig. 2-12**

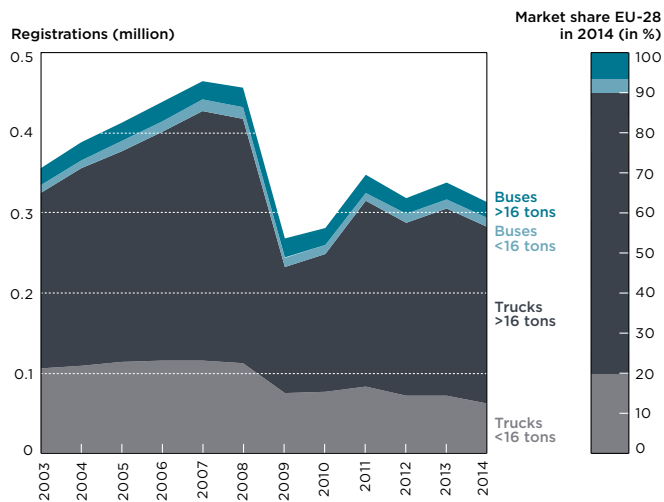
Trucks and buses over 3.5 tons:  
Registrations by Member State



Data source: ACEA; data until 2007 is for EU-25 only

**Fig. 2-13**

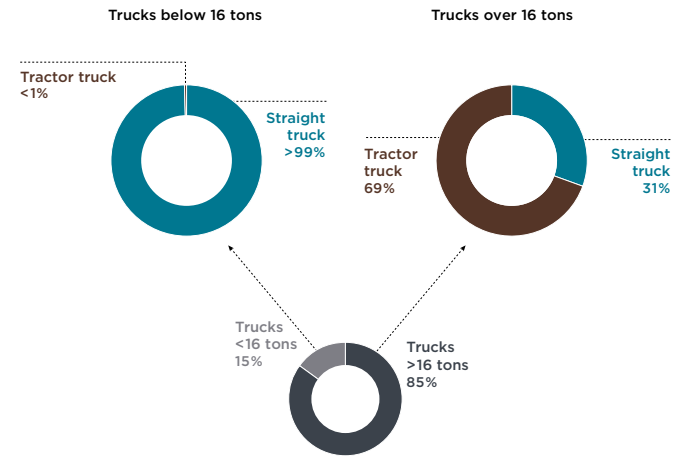
Trucks and buses over 3.5 tons:  
Registrations by vehicle type



Data source: ACEA; data until 2007 is for EU-25 only

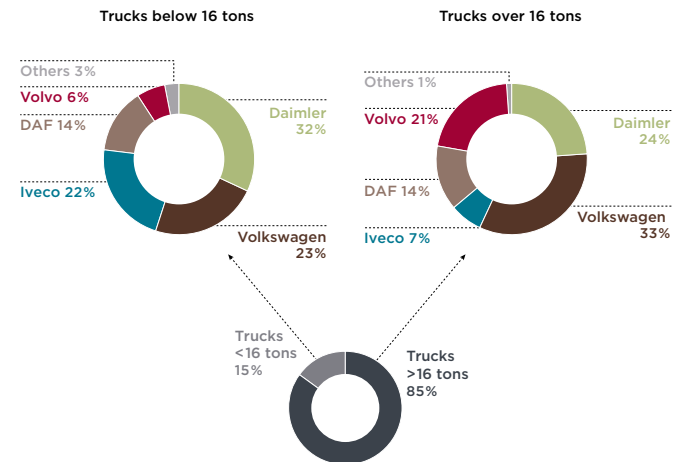
**Fig. 2-14**

Trucks over 3.5 tons gross vehicle weight:  
Registrations by vehicle type (2014)



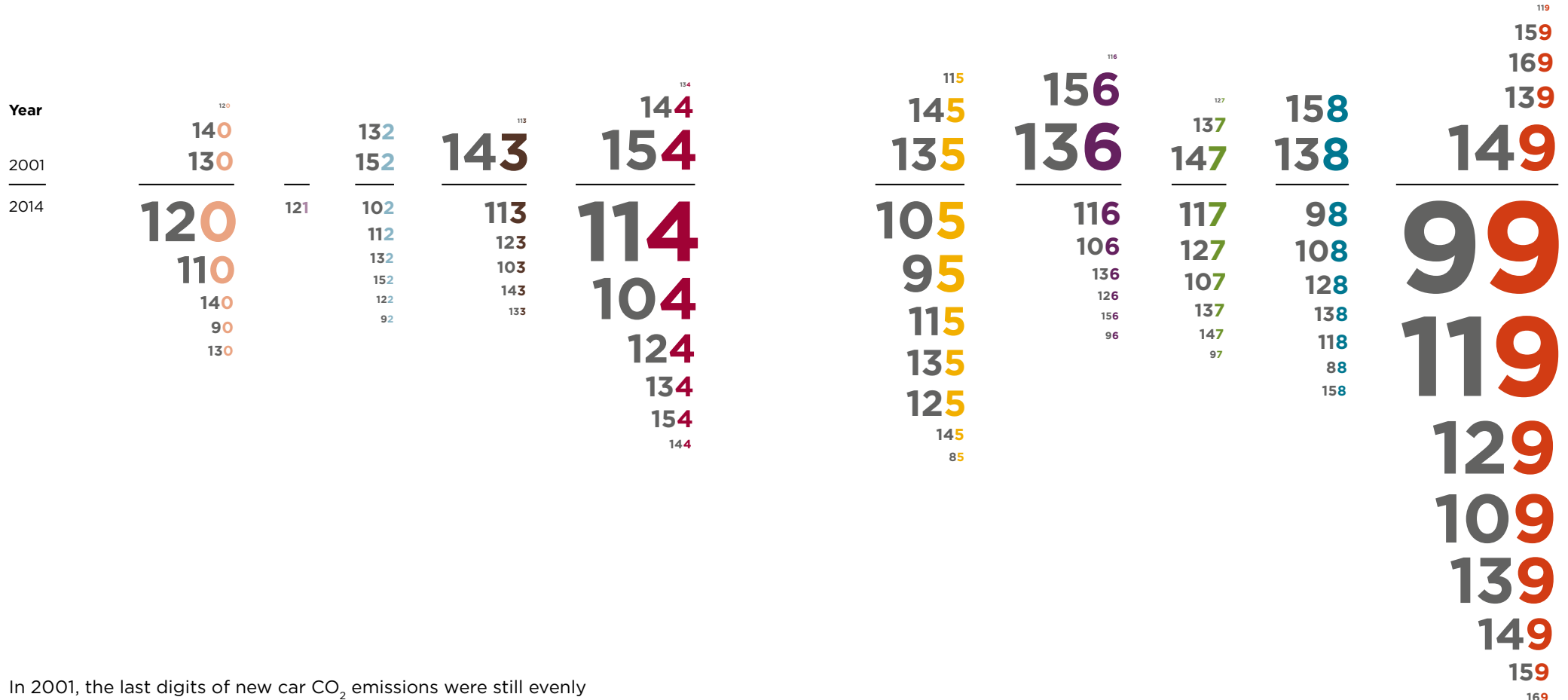
**Fig. 2-15**

Trucks over 3.5 tons gross vehicle weight:  
Registrations by manufacturer (2014)



### 3 FUEL CONSUMPTION & CO<sub>2</sub>

CO<sub>2</sub> emission figures of new passenger cars in the EU (in g/km)



In 2001, the last digits of new car CO<sub>2</sub> emissions were still evenly distributed. In comparison, today it is much more likely that the CO<sub>2</sub> figure of your car ends with a '9' than with any other digit. This is because in many EU member states vehicle taxes are based on CO<sub>2</sub>, and very often you end up in a lower tax category if your vehicle emits no more than x9 g/km of CO<sub>2</sub>. Manufacturers know about this and are optimizing their vehicles towards these tax thresholds.



Data source: (ICCT, 2015d)  
<http://theicct.org/how-taxes-influence-vehicle-co2-emission-levels>

Market share in %



Only vehicles with more than 0.5% market share shown.

Average CO<sub>2</sub> emissions of newly registered cars in the EU, normalized to the NEDC test cycle, was 123 g/km in 2014.\* The EU's overall 2015 target of 130 g/km was already met in 2013 – two years ahead of schedule. But emission levels vary widely among Member States, with Germany at the upper end (132 g/km) and France at the lower end (115 g/km) of the spectrum. The Netherlands have the lowest emission level (108 g/km), with a noticeably sharp decline since 2007 (**Fig. 3-6**).

In July 2012, the European Commission came forward with a regulatory proposal to set a 2020 target of 95 g/km for newly registered cars. The regulation was formally adopted in March 2014. It sets individual targets for manufacturers, depending on the average vehicle weight of a manufacturer's fleet, and requires all manufacturers to reduce CO<sub>2</sub> emissions by 27% compared to their individual 2015 targets (**Tab. 3-1**). The regulation will be phased in over one year, so that only in 2021 will all vehicles be taken into account when calculating the fleet averages.

For light commercial vehicles (LCVs), a similar 2020 regulation was adopted. It sets an overall target of 147 g/km – 16% lower than the 2017 target of 175 g/km. This 2017 target was already met in 2013, when CO<sub>2</sub> emissions of LCVs in the EU reached a level of 175 g/km. In 2014, the CO<sub>2</sub> level of new LCVs was 171 g/km.

While average CO<sub>2</sub> emissions have dropped for all engine technologies, the decline in emission levels since 2005 has been particularly steep for gasoline vehicles. This is in part due to shifts in market structure, but also to the fact that the CO<sub>2</sub> efficiency gap between gasoline and diesel engines continues to narrow (126 g/km vs. 123 g/km in 2014). Hybrid-electric vehicles show a lower CO<sub>2</sub> emission level (91 g/km in 2014) (**Fig. 3-9**).

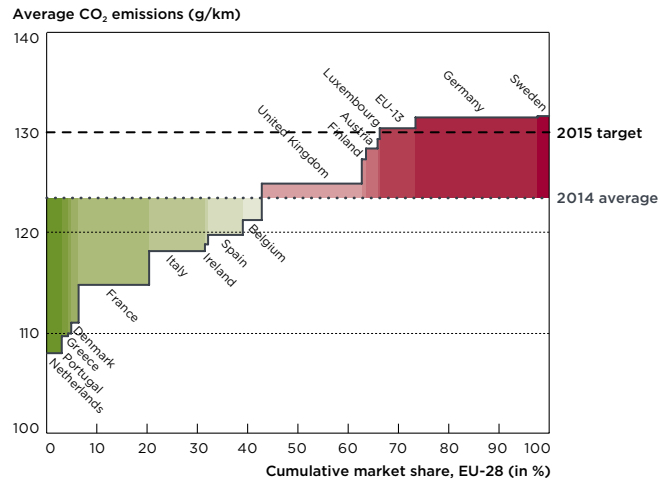
The evolution of key vehicle parameters, such as engine power, displacement, and vehicle weight since 2001, testify to the significant developments in automotive design over the past decade. CO<sub>2</sub> emissions have decreased significantly, even as average mass has increased. At the same time, manufacturers are extracting more and more power from smaller engines. These developments imply that lower CO<sub>2</sub> emissions would be possible if vehicle weight and engine size were reduced (**Fig. 3-16**). In 2014, the average weight of new cars in the EU remained constant compared to the previous year, at 1,390 kg (**Fig. 3-14**).

---

\*ICCT data on CO<sub>2</sub> emissions deviates slightly from the official European Commission CO<sub>2</sub> monitoring data compiled by EEA and the European Commission (EEA, 2015). The deviation is typically less than 1% and is due to differences in data collection and definitions. The provisional EU-28 2014 average CO<sub>2</sub> emission according to EEA was 123.3 g/km compared to 123.7 g/km for ICCT's data.

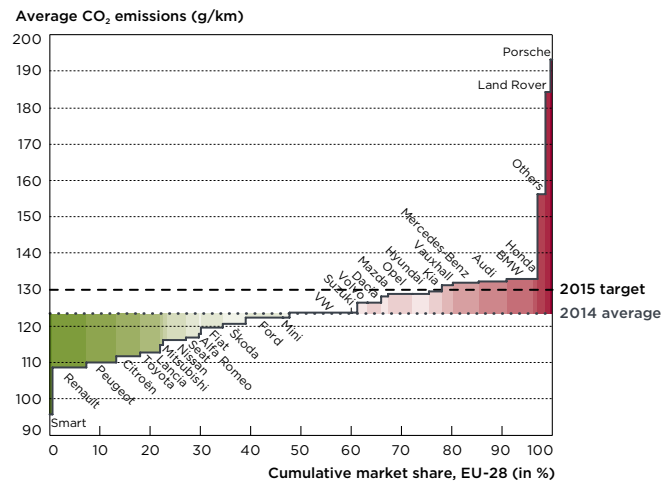
**Fig. 3-1**

Passenger cars: CO<sub>2</sub> emissions and market share by Member State (2014)



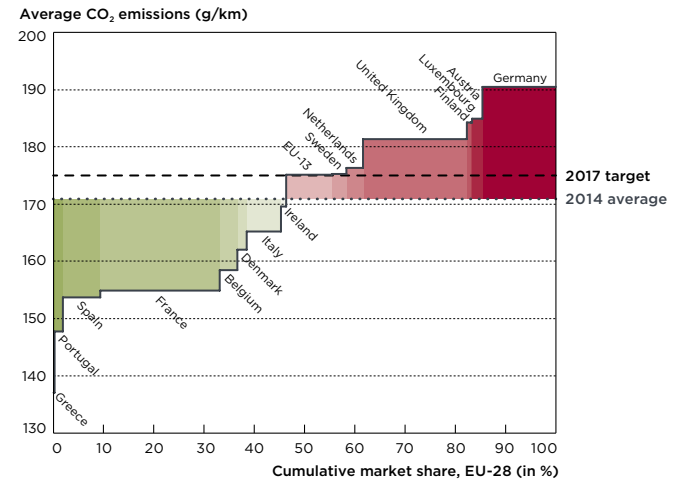
**Fig. 3-2**

Passenger cars: CO<sub>2</sub> emissions and market share by brand (2014)



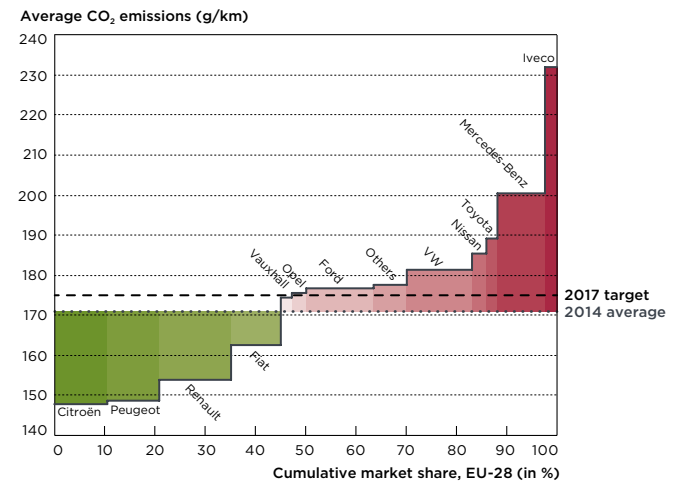
**Fig. 3-3**

Light-commercial vehicles: CO<sub>2</sub> emissions and market share by Member State (2014)



**Fig. 3-4**

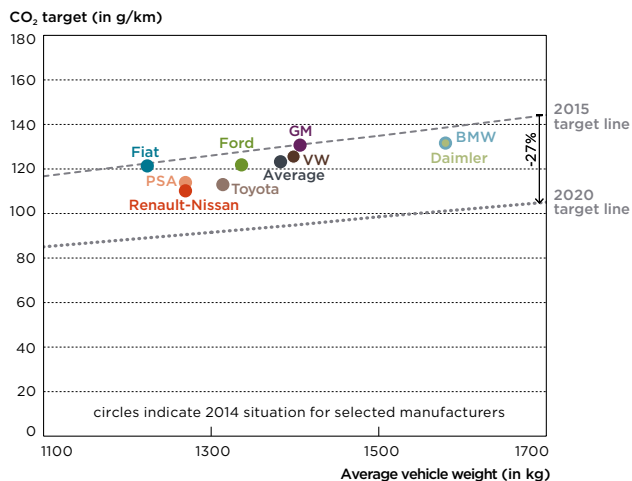
Light-commercial vehicles: CO<sub>2</sub> emissions and market share by brand (2014)





**Fig. 3-5**

EU new passenger vehicles CO<sub>2</sub> emissions and weight in 2014 by manufacturer and corresponding 2020/21 targets



2015 and 2020 targets calculated assuming no future change to 2014 vehicle weight. Data source for 2014: European Environmental Agency EEA; vehicle weight is 'mass in running order', i.e., the weight of an empty vehicle +75 kg. CO<sub>2</sub> emissions and vehicle weight are shown by manufacturer instead of brand.

**Tab. 3-1**

EU new passenger vehicles CO<sub>2</sub> emissions and weight in 2014 by manufacturer and corresponding 2015 and 2020/21 targets

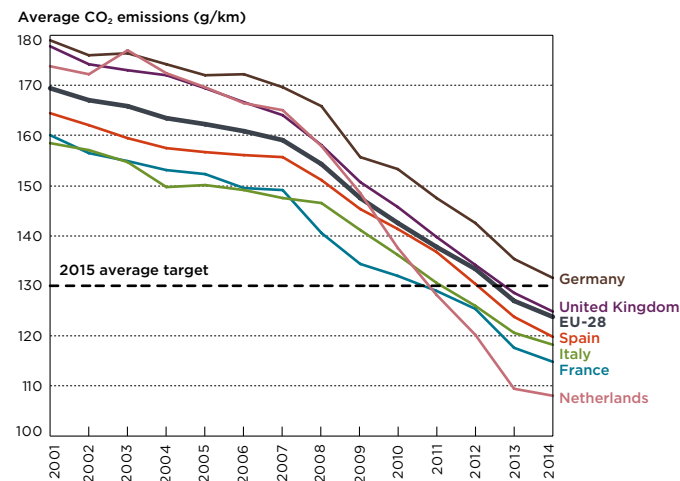
<http://goo.gl/oifeHu>



Manufacturer	Market share (%)	Average mass (kg)	Average CO <sub>2</sub> (g/km)		
			2014 w/o super-credits	2015 Target	2020/21 Target
Peugeot-Citroën	11	1269	110	125	91
Toyota	4	1314	113	127	93
Renault-Nissan	14	1270	114	125	91
Fiat (incl. Chrysler)	6	1224	122	123	90
Ford	7	1336	122	128	93
<b>Average</b>		<b>1383</b>	<b>123</b>	<b>130</b>	<b>95</b>
Volkswagen	25	1398	126	131	96
GM	7	1406	131	132	96
Daimler	5	1579	131	139	102
BMW	6	1581	132	140	102

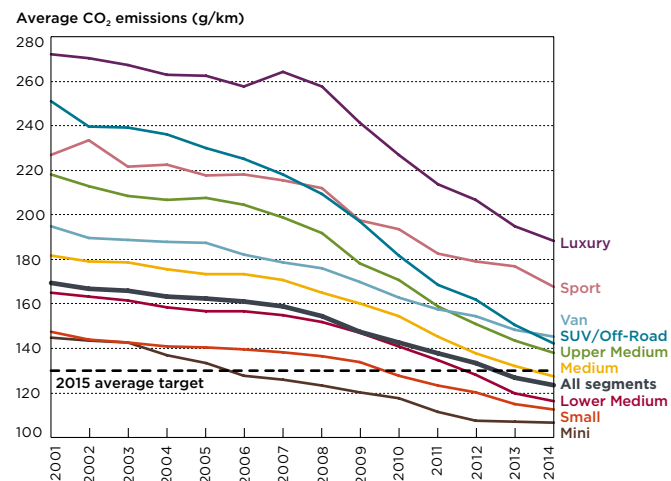
**Fig. 3-6**

Passenger cars: CO<sub>2</sub> emissions by Member State



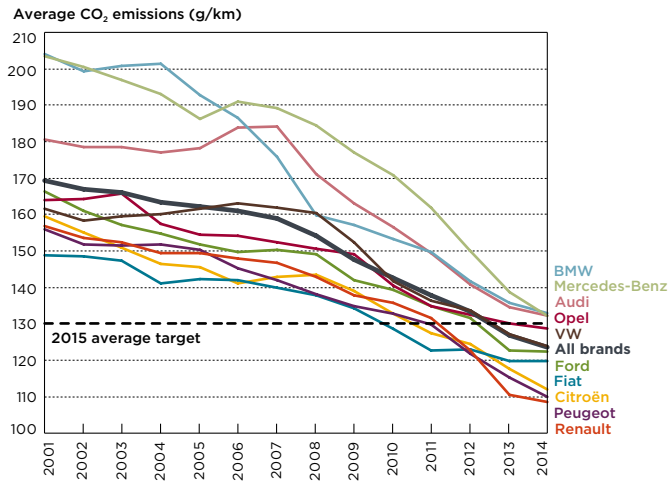
**Fig. 3-7**

Passenger cars: CO<sub>2</sub> emissions by vehicle segment



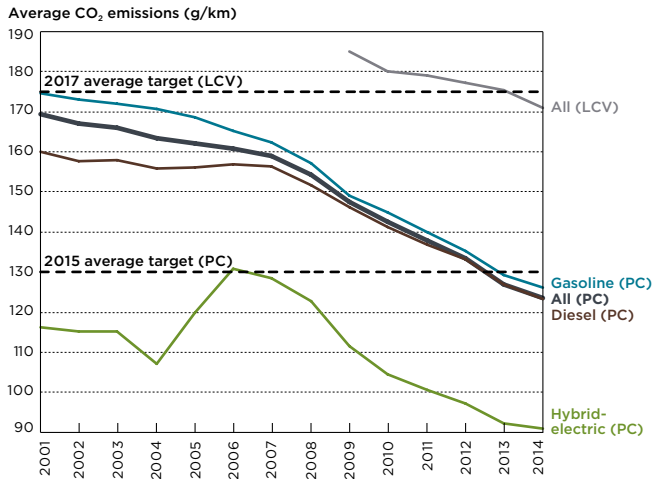
**Fig. 3-8**

Passenger cars:  
CO<sub>2</sub> emissions  
by brand



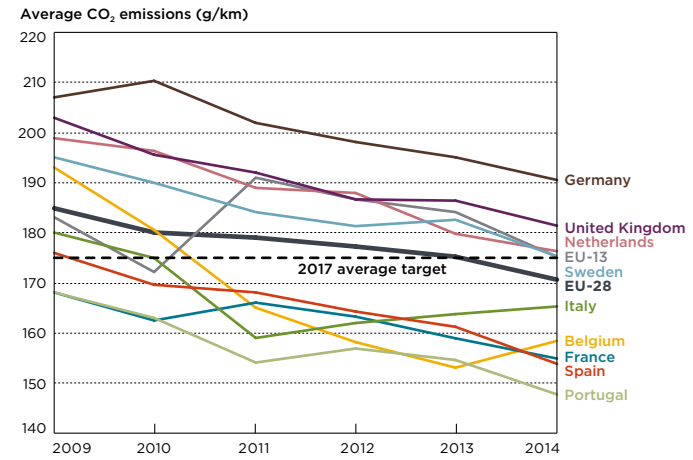
**Fig. 3-9**

Passenger cars:  
CO<sub>2</sub> emissions by  
engine technology



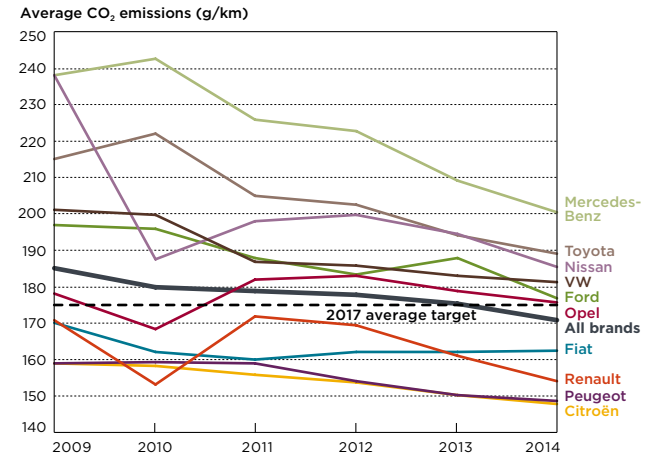
**Fig. 3-10**

Light-commercial  
vehicles: CO<sub>2</sub>  
emissions by  
Member State



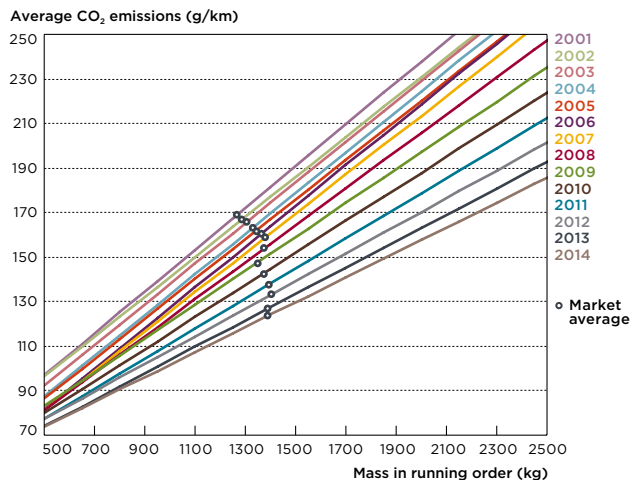
**Fig. 3-11**

Light-commercial  
vehicles: CO<sub>2</sub>  
emissions by brand



**Fig. 3-12**

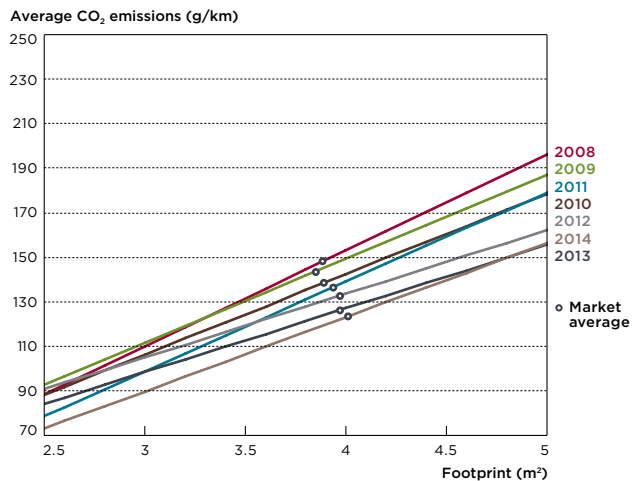
Passenger cars:  
Sales-weighted  
correlation  
CO<sub>2</sub> emissions  
and vehicle mass



The sales-weighted correlation between CO<sub>2</sub> and vehicle mass is flattening over time, so that a vehicle with the same mass tends to produce less CO<sub>2</sub> in 2014 than in 2001. At the same time the average vehicle mass has increased from 2001 to 2014. If vehicle mass had stayed constant at about 1270 kg the average CO<sub>2</sub> emission in 2014 would likely have been close to 115 g/km instead of 123 g/km, according to the correlation shown in Figure 3-14.

**Fig. 3-13**

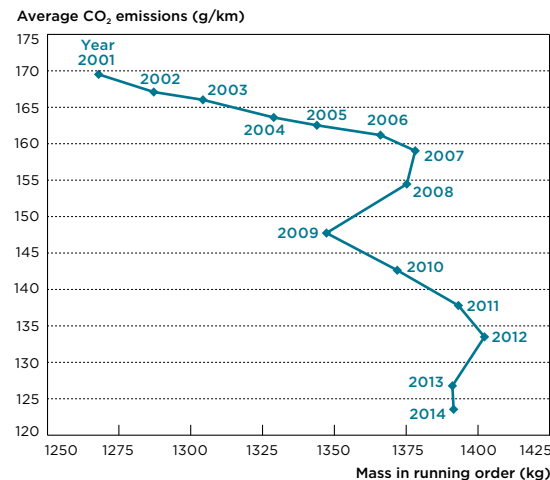
Passenger cars:  
Sales-weighted  
correlation CO<sub>2</sub>  
emissions and  
vehicle footprint



The footprint of a vehicle is defined as the product of track width and wheelbase. Data for footprint are only available for 2008 to 2014.

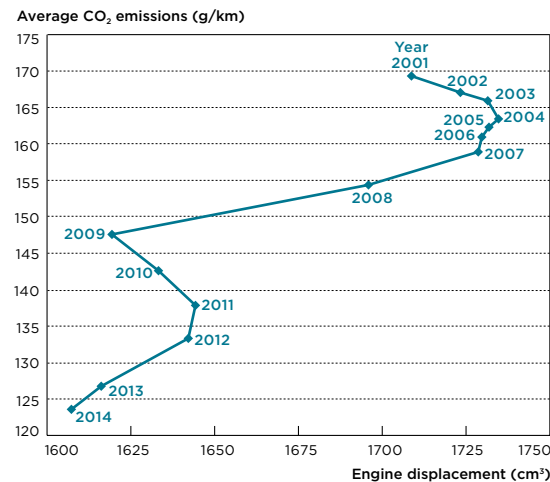
**Fig. 3-14**

Passenger cars:  
CO<sub>2</sub> emissions  
vs. vehicle mass



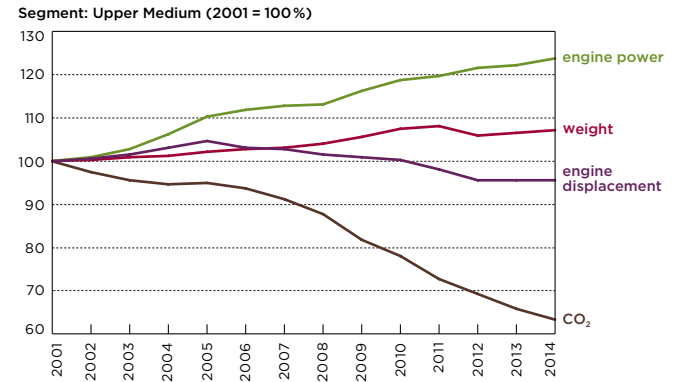
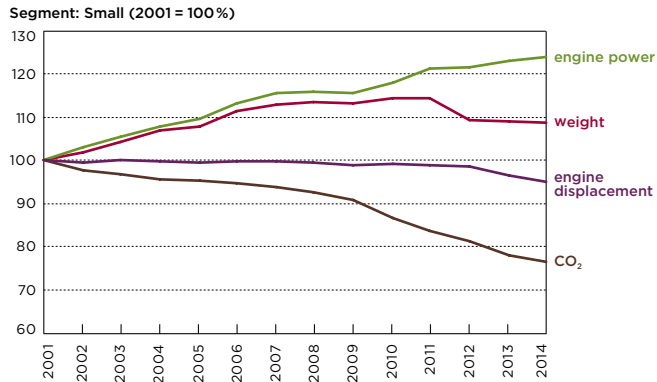
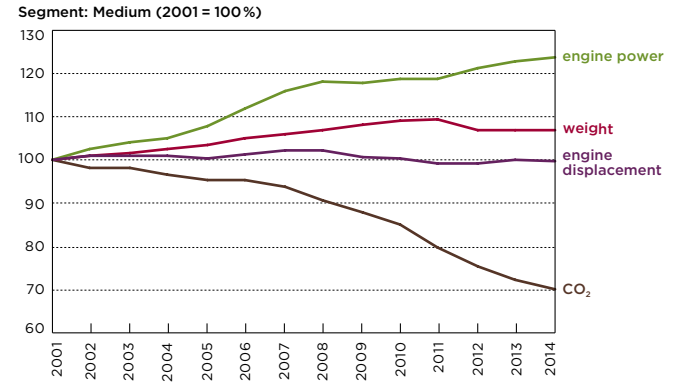
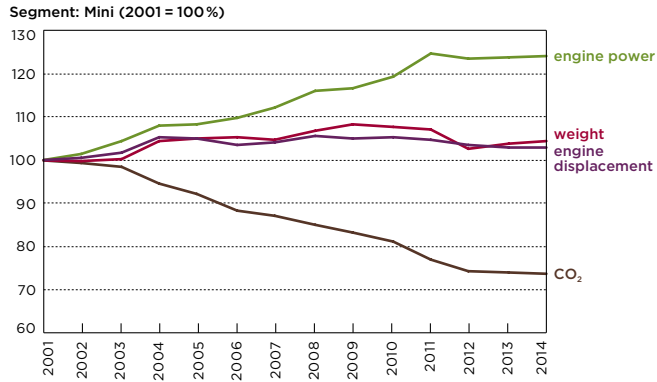
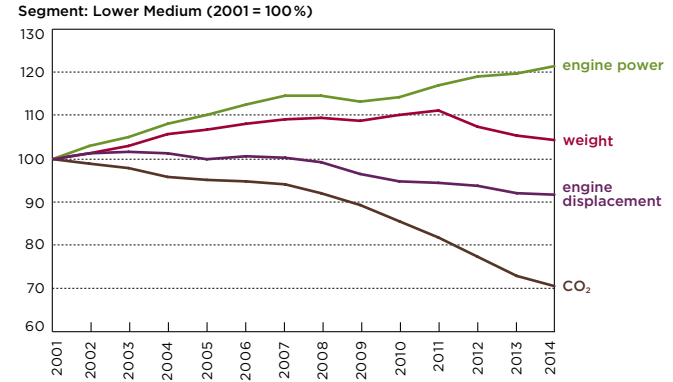
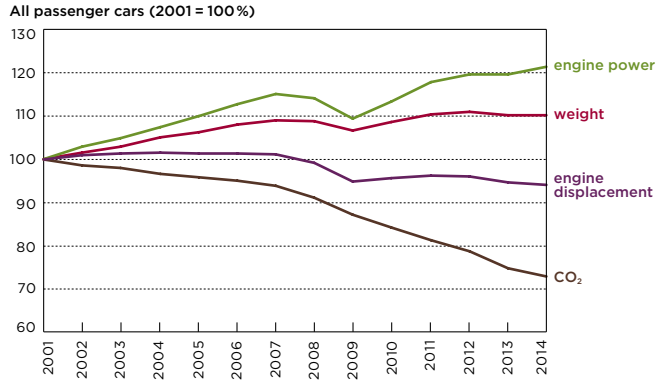
**Fig. 3-15**

Passenger cars:  
CO<sub>2</sub> emissions  
vs. engine  
displacement



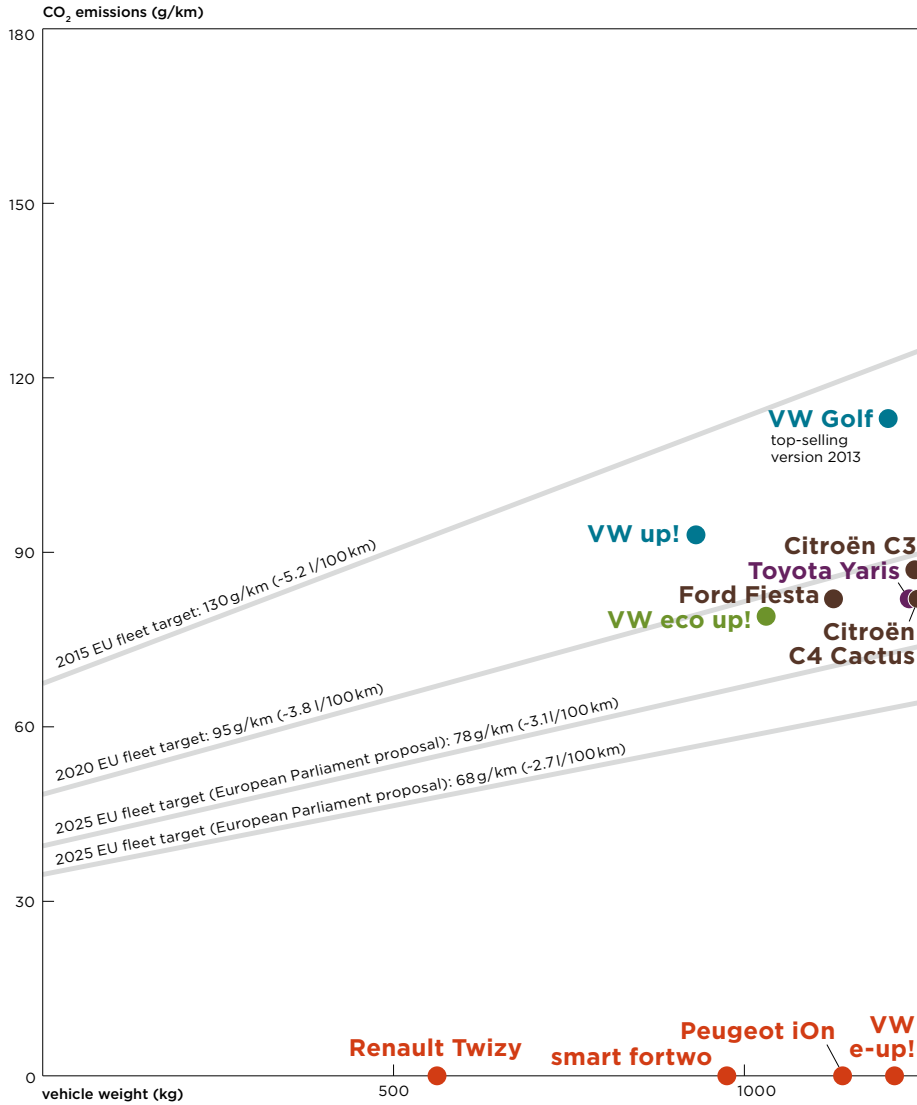
**Fig. 3-16**

Passenger cars:  
CO<sub>2</sub> emissions  
and technical  
parameters



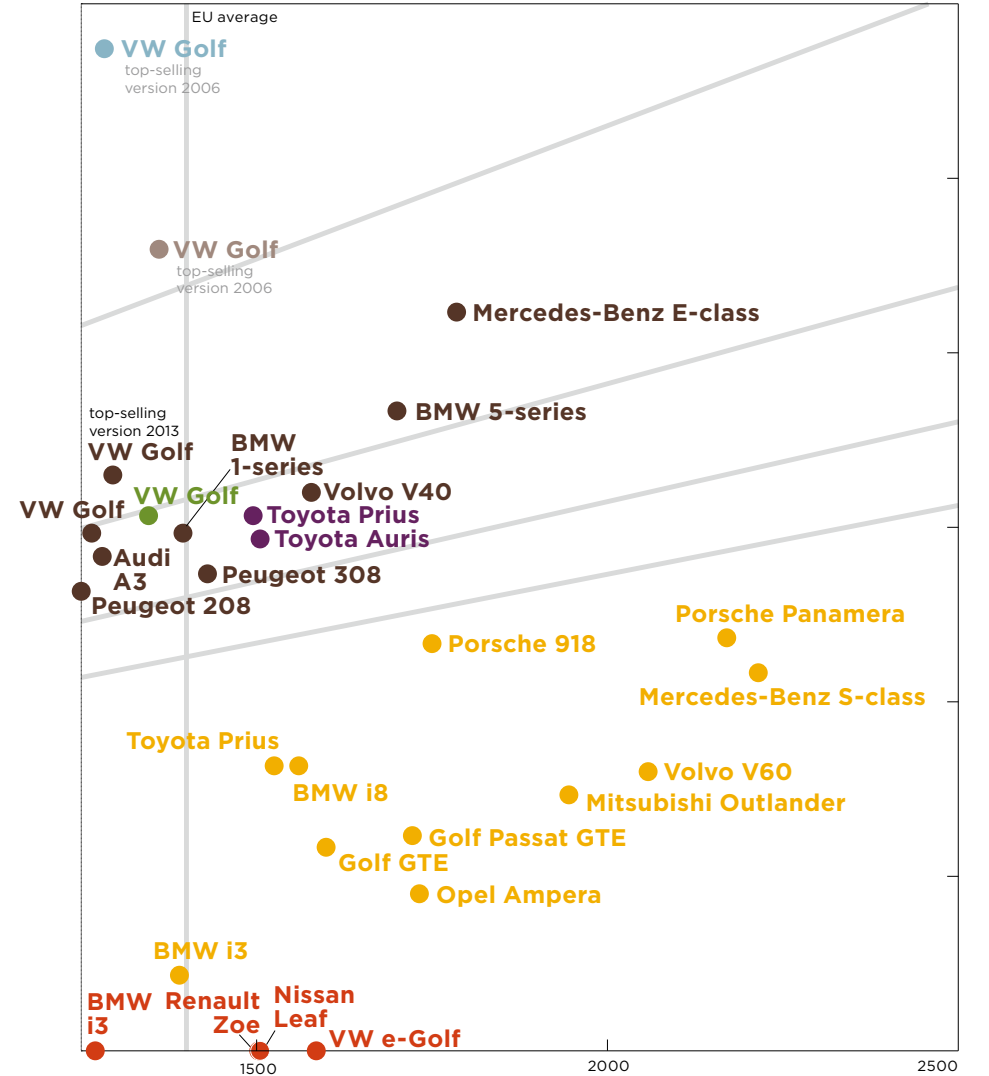
**Fig. 3-17**

CO<sub>2</sub> emissions of selected new passenger cars



Data source: (DAT, 2015), manufacturers' websites. Only a selection of available vehicles is shown.

Gasoline  
 Gasoline hybrid  
 Diesel  
 Plug-in hybrid  
 Natural gas  
 Full electric



# 4 TECHNOLOGIES

## New hybrid cars in the EU

2001: 2,200

Honda Insight  
5%

# Toyota Prius

95%

2009: 72,500

Lexus RX 400 5%  
Mercedes-Benz S-series 1%  
Lexus GS 450 1%  
Lexus RX 450 7%  
Honda Civic 12%  
Honda Insight 20%

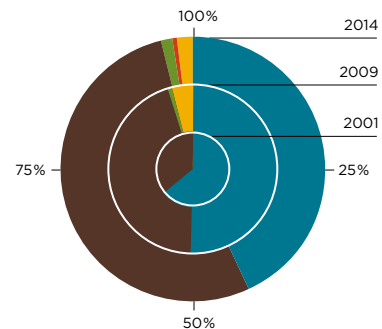
# Toyota Prius

53%

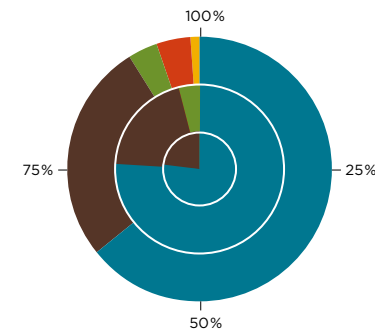
2014: 205,900

Citroën DS5 1%  
Honda Jazz 1%  
Lexus GS 300 1%  
VW Golf 1%  
Volvo V60 2%  
Lexus NX-Series 2%  
Lexus RX 450 2%  
Peugeot 508 2%  
Mercedes E 300 2%  
Toyota Prius Alpha 3%  
Peugeot 3008 3%  
Toyota Prius 3%  
Lexus CT 5%  
Lexus IS 300 4%  
Mitsubishi Outlander 9%  
Toyota Yaris 25%  
Toyota Auris 29%

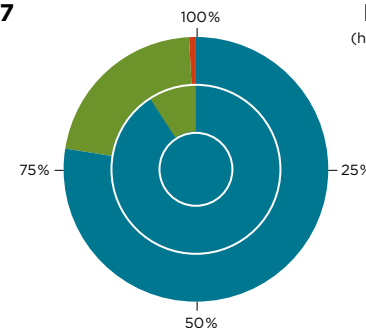
Only vehicles with 1% or more market share are included. ⚡ plug-in hybrid vehicles ⚙ diesel hybrid vehicles



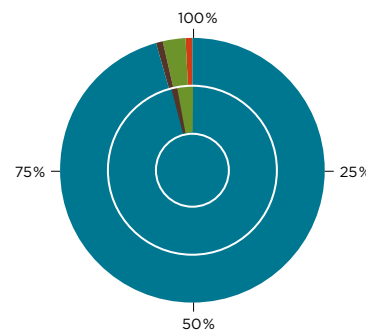
EU-27



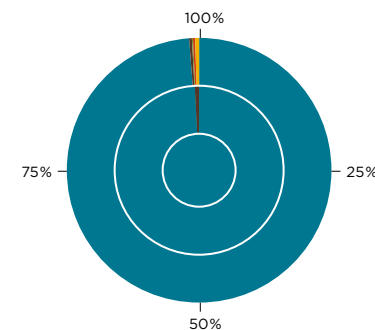
Netherlands  
(highest share of hybrid vehicles in the EU)



Japan



USA



China

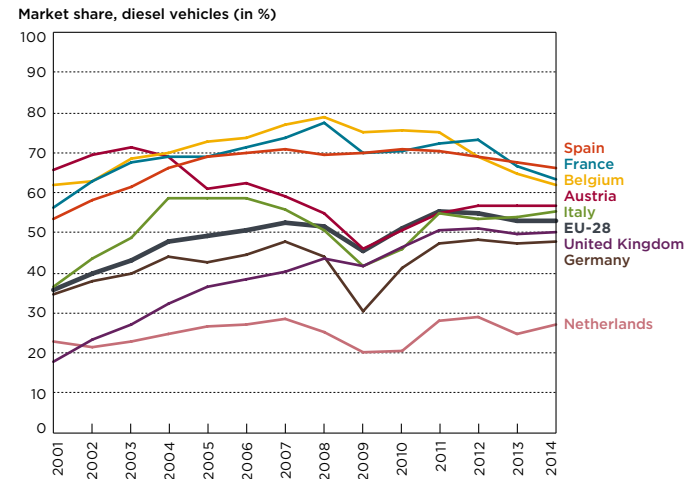
Gasoline Diesel Hybrid Natural gas Electric\*  
\*plug-in hybrid and battery electric

While in 2001 only two hybrid vehicle models were offered in the EU, and only about 2,000 were sold, more than 30 hybrid and plug-in hybrid models are now on offer and more than 200,000 are sold. Still, hybrid vehicles make up only 1.4% of new vehicle sales in the EU. In Japan, every fifth car sold is a hybrid.

Diesel dominates the passenger car market in the EU; in 2014, 53% of all newly registered cars were powered by diesel engines. As ever, there is significant variation among Member States. Belgium, France, and Spain have diesel take-up rates of more than 60%, while in the Netherlands the rate is much lower, 27% (Fig. 4-1). Diesel tends to be the preferred fuel for larger segments, while for mini/small and sport vehicles gasoline dominates (Fig. 4-9).

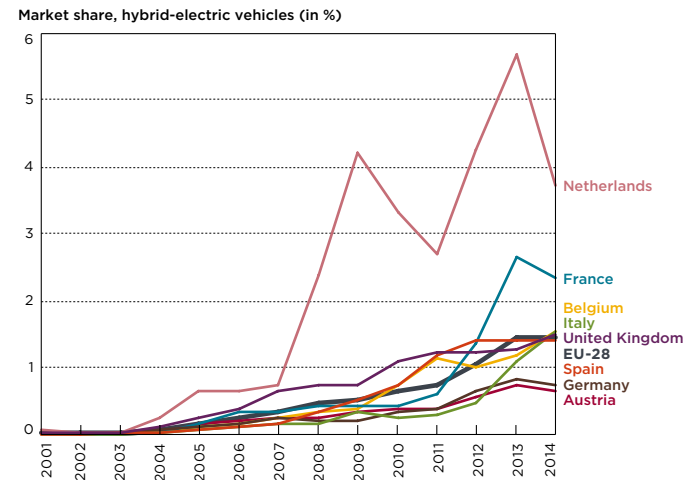
The market share of hybrid-electric vehicles remains stable, at 1.4% of all new car sales in the EU in 2014. In the Netherlands (3.7%) and France (2.3%) hybrid vehicles make up a much larger share than in the rest of EU Member States, though fewer hybrid vehicles were sold in the Netherlands in 2014 than in previous years, due to a change in the national vehicle taxation scheme (Fig. 4-2). For Toyota, one-fourth of all new vehicles sold in the EU are hybrid-electric (Fig. 4-6).

One striking feature of the European vehicle market over the last decade is the sharp increase in market share of passenger cars using gasoline direct injection (GDI) to obtain greater efficiency and lower CO<sub>2</sub> emissions. Overall market share of GDI vehicles increased sharply beginning in 2008, and is estimated at around 35% in 2014. Especially for the premium brands, GDI engines account for the majority of all gasoline vehicle sales in that timeframe. For an accurate comparison of the data, it should be noted that many of the early GDI vehicles limited operation to homogeneous charge only, whereas more complex designs introduced later also allow for stratified charge, with greater efficiency and more CO<sub>2</sub> reduction benefit (Fig. 4-14).



**Fig. 4-1**

Passenger cars:  
Market share,  
diesel vehicles by  
Member State

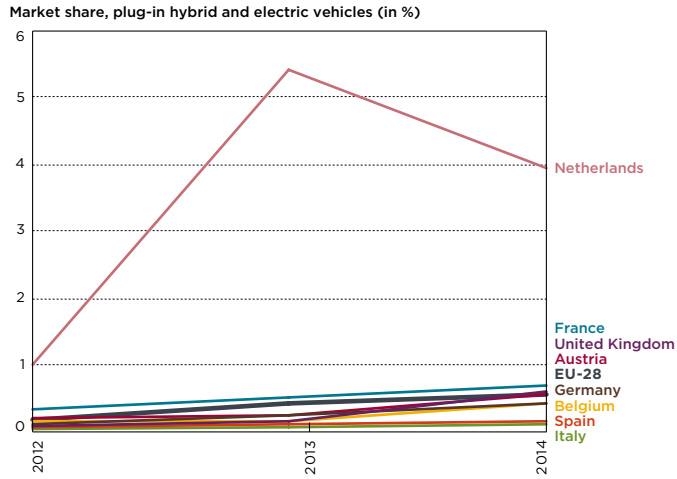


**Fig. 4-2**

Passenger cars:  
Market share,  
hybrid-electric  
vehicles (excl.  
plug-in hybrid) by  
Member State

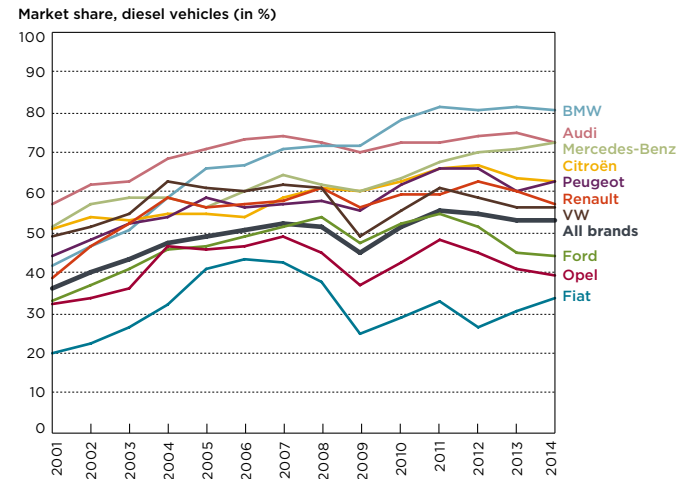
**Fig. 4-3**

Passenger cars:  
Market share,  
plug-in hybrid and  
electric vehicles by  
Member State



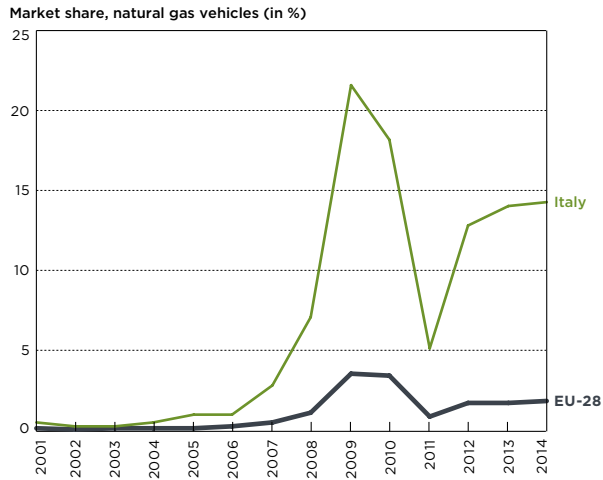
**Fig. 4-5**

Passenger cars:  
Market share,  
diesel vehicles  
by brand



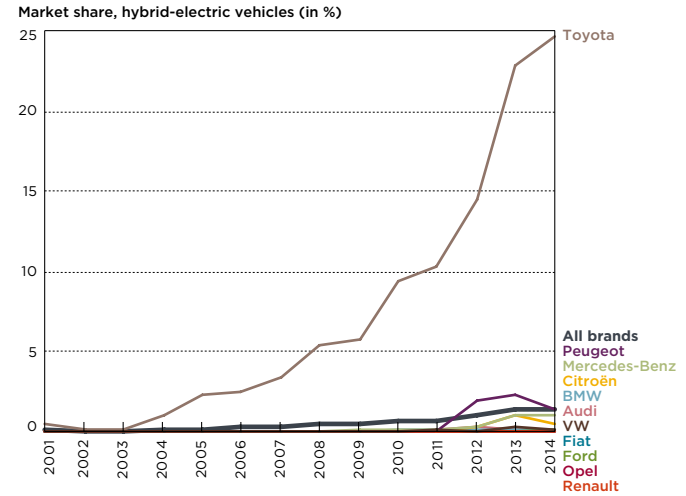
**Fig. 4-4**

Passenger cars:  
Market share,  
natural gas vehicles  
(mono- and  
bivalent) by  
Member State



**Fig. 4-6**

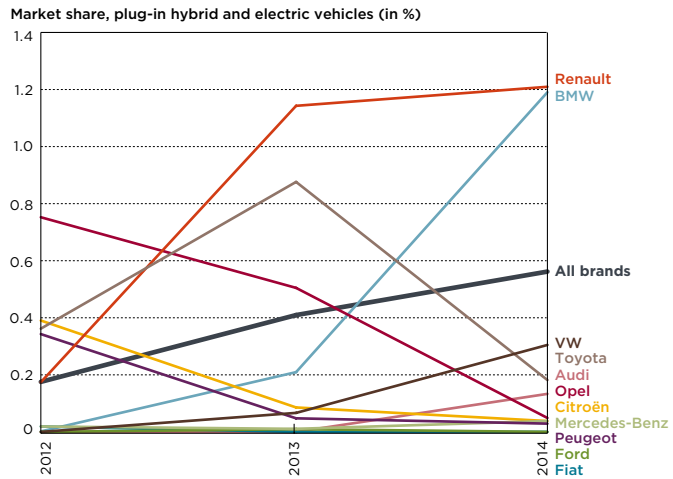
Passenger cars:  
Market share,  
hybrid-electric  
vehicles (excl.  
plug-in hybrid) by  
brand





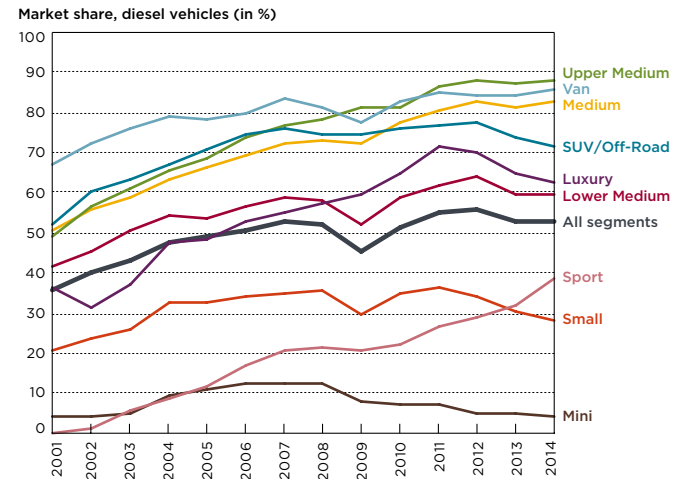
**Fig. 4-7**

Passenger cars:  
Market share,  
plug-in hybrid and  
electric vehicles  
by brand



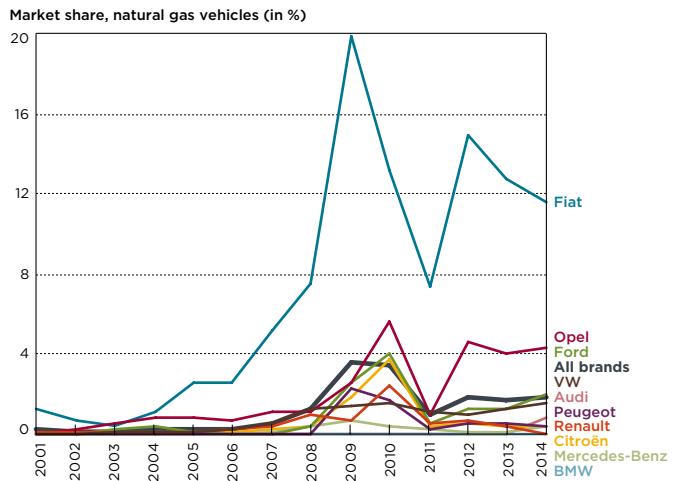
**Fig. 4-9**

Passenger cars:  
Market share,  
diesel vehicles  
by segment



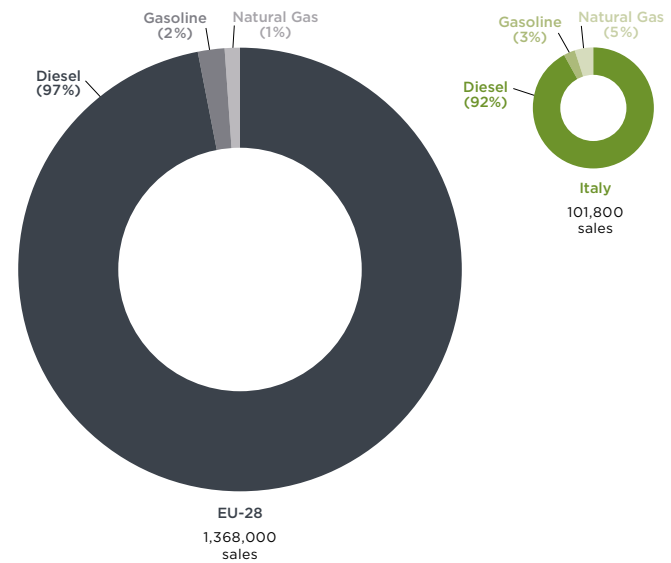
**Fig. 4-8**

Passenger cars:  
Market share,  
natural gas vehicles  
(mono- and  
bivalent) by brand



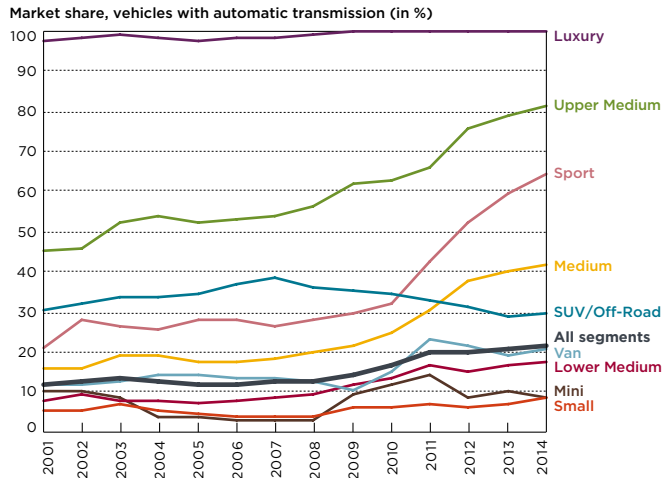
**Fig. 4-10**

Light-commercial  
vehicles: Market  
share, fuels  
by Member State



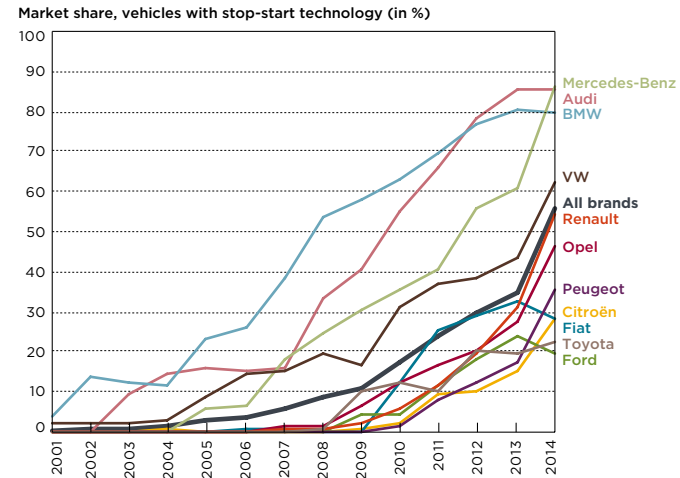
**Fig. 4-11**

Passenger cars:  
Market share,  
vehicles with  
automatic  
transmission  
by segment



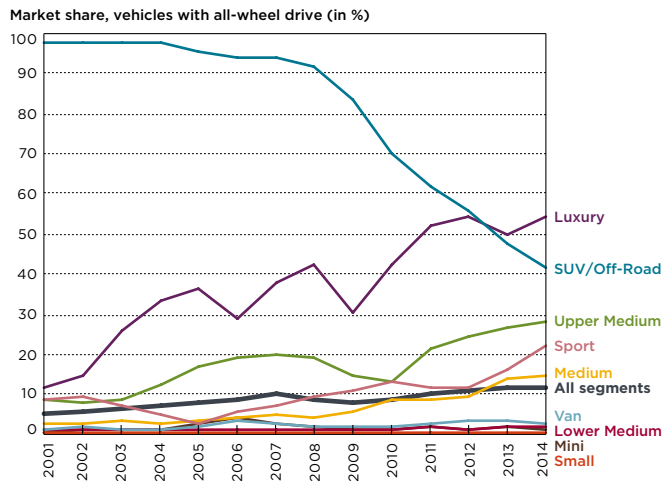
**Fig. 4-13**

Passenger cars:  
Market share,  
vehicles with stop-  
start technology  
by brand



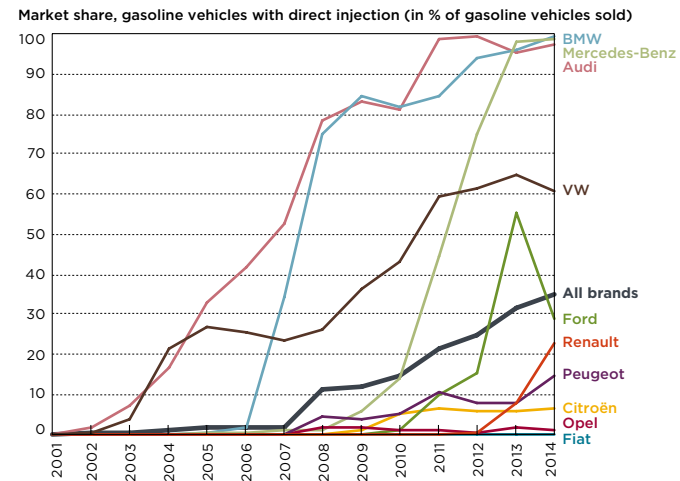
**Fig. 4-12**

Passenger cars:  
Market share,  
vehicles with  
all-wheel drive  
by segment



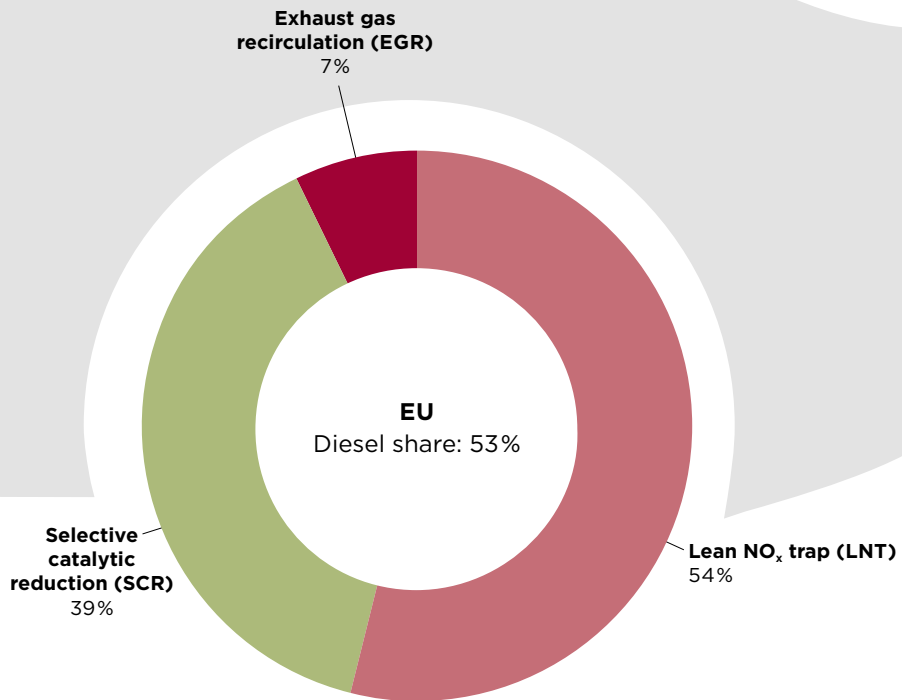
**Fig. 4-14**

Passenger cars:  
Market share of  
gasoline vehicles  
with direct injection  
by brand

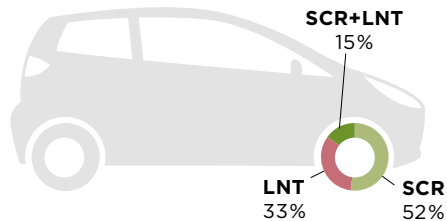


# 5 KEY TECHNICAL PARAMETERS

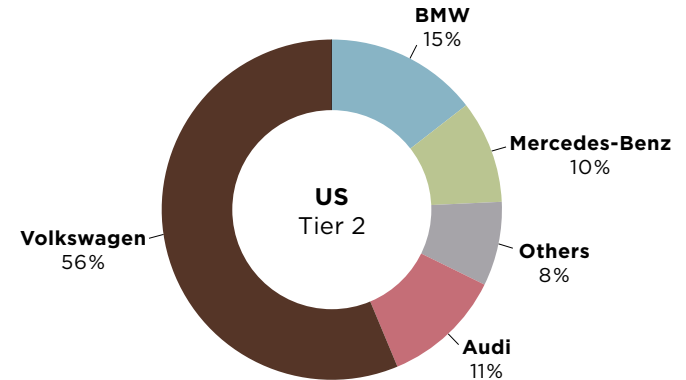
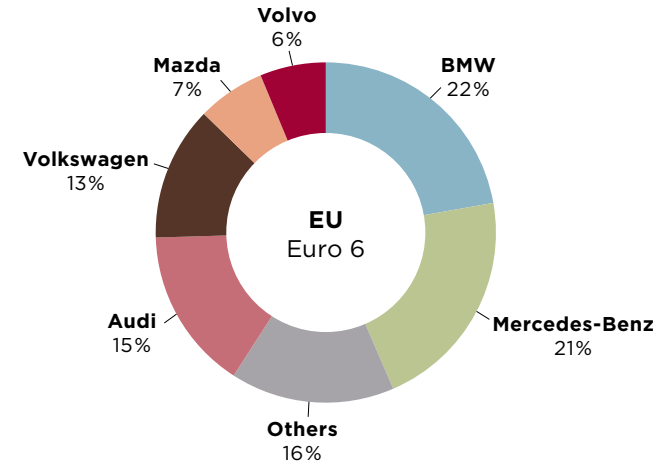
## Nitrogen oxides (NO<sub>x</sub>) control technologies for new Euro 6 equivalent diesel cars (2014)



## US Diesel share: 0.8%



## Market shares by brand for new Euro 6 equivalent diesel car sales (2014)



Diesel cars account for 53% of new car sales in the EU, but less than 1% of light-duty sales in the US. The SCR technology or a combination of SCR and LNT is applied in 67% of all Euro 6 equivalent diesel vehicles in the US, while manufacturers in the EU tend to use LNT technology. Independent measurements (ICCT, 2015c) have shown that some LNT implementations have very poor performance outside of the standard cycle used for emissions certification in Europe.



Data source: (ICCT, 2015c)  
<http://www.theicct.org/nox-control-technologies-euro-6-diesel-passenger-cars>

Average engine power for new passenger cars in the EU remained constant at 89 kW – still 20% higher than in 2001.

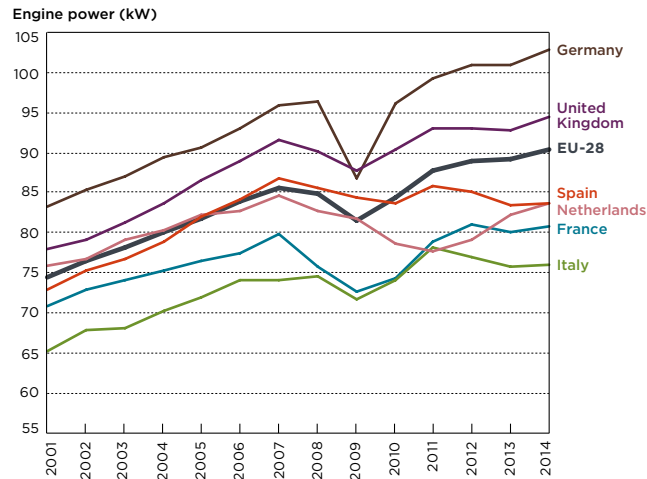
Statistics on vehicle mass and CO<sub>2</sub> emissions show that those countries and brands with bigger, heavier fleets also have the most powerful fleets, and vice versa. Germany's fleet is significantly more powerful than the EU average (103 kW vs. 89 kW), while BMW, Mercedes-Benz, and Audi produce cars even more above the average, at 139 kW, 127 kW, and 123 kW respectively. At the other end of the scale, the French, Italian, and Dutch fleets all come in around or below 80 kW, while Fiat's average barely exceeds 60 kW. The power figures also display the effects of the economic crisis, with almost all countries' average power dipping significantly between 2008 and 2010 (**Fig. 5-1** and **Fig. 5-2**).

Both engine displacement and average number of cylinders are decreasing, especially since 2007. This is, in part, another effect of the economic crisis, but it also signals an underlying technical trend: improved combustion processes and turbocharging allow manufacturers to extract more power from smaller engines. Thus, manufacturers are able to substitute a 6-cylinder engine for a 4-cylinder, and to generally reduce engine displacement (**Fig. 5-5** to **Fig. 5-12**).

The average mass of new passenger cars in the EU remained about constant, at 1,390 kg. Sweden (1,574 kg in 2014) and Germany (1,474 kg) have, on average, the heaviest cars in the EU; the Netherlands (1,299 kg) has the lightest (**Fig. 5-13**). The average size of the new fleet increased slightly, to a footprint of about 7.82 m<sup>2</sup> (**Fig. 5-19**).

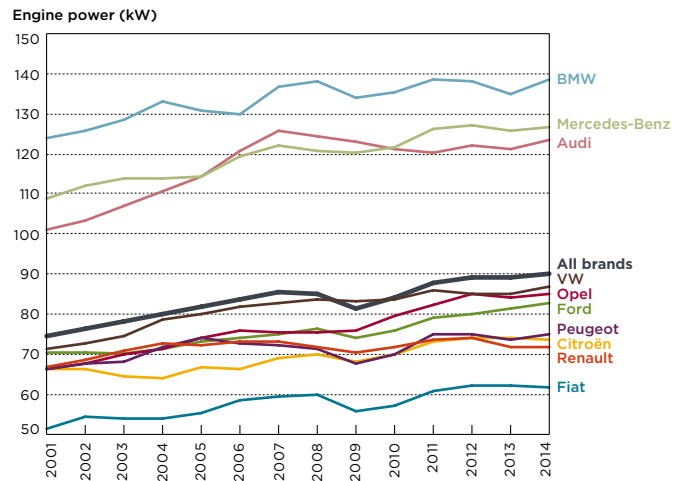
**Fig. 5-1**

Passenger cars:  
Engine power  
by Member State



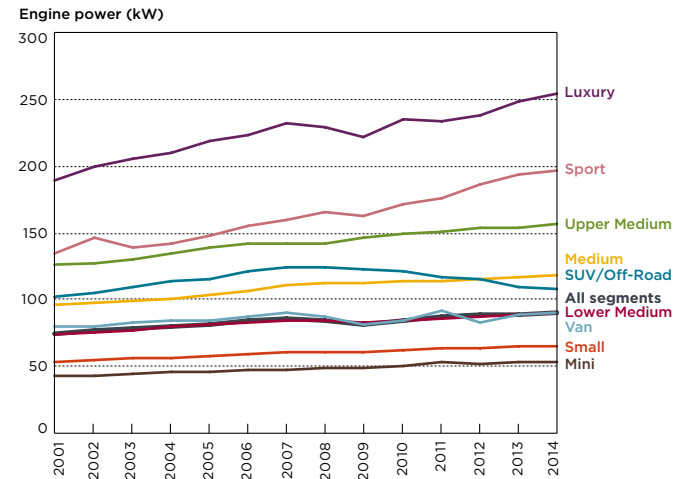
**Fig. 5-2**

Passenger cars:  
Engine power  
by brand



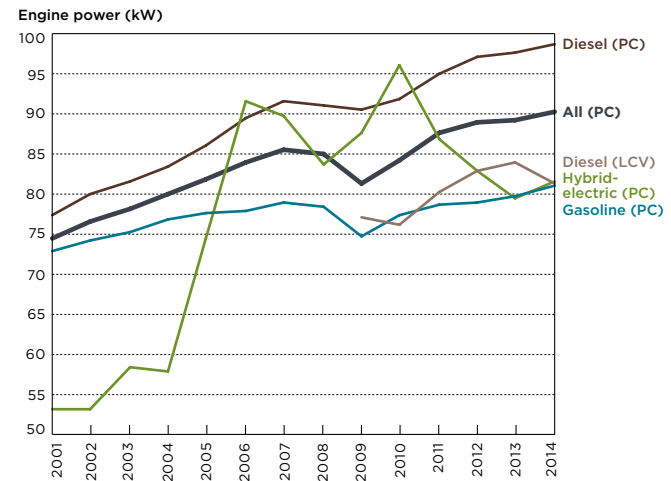
**Fig. 5-3**

Passenger cars:  
Engine power  
by segment



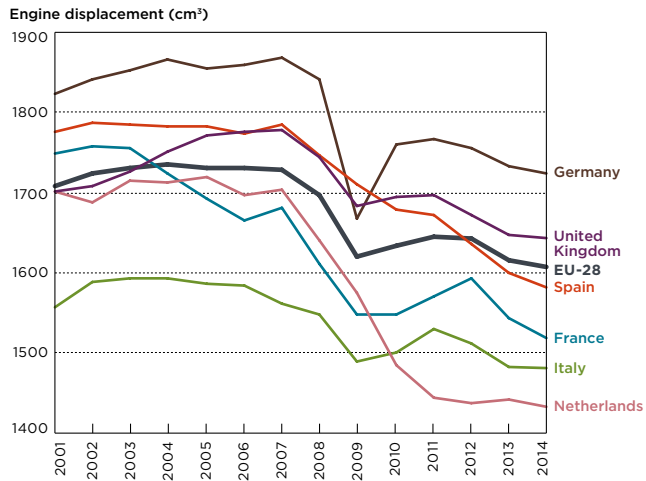
**Fig. 5-4**

New vehicles:  
Engine power by  
type of vehicle and  
engine technology



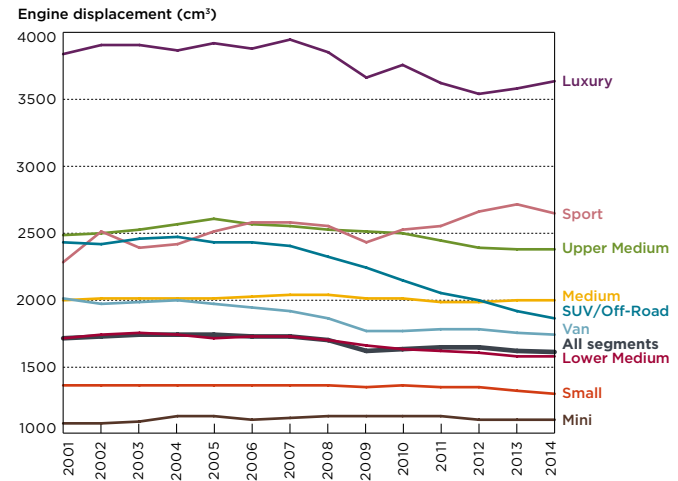
**Fig. 5-5**

Passenger cars:  
Engine displacement  
by Member State



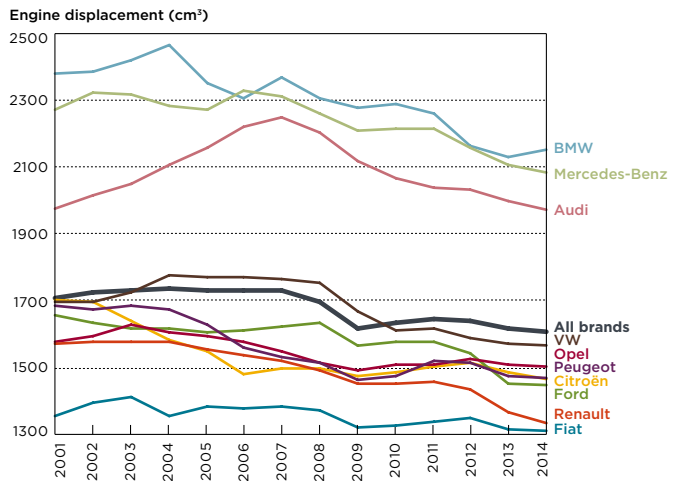
**Fig. 5-7**

Passenger cars:  
Engine displacement  
by segment



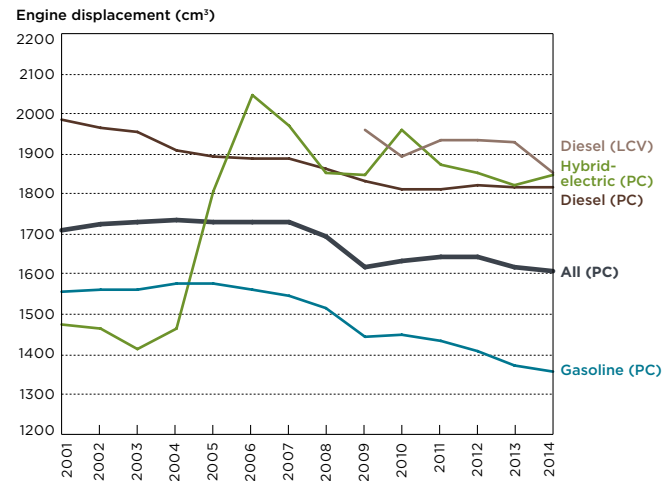
**Fig. 5-6**

Passenger cars:  
Engine displacement  
by brand



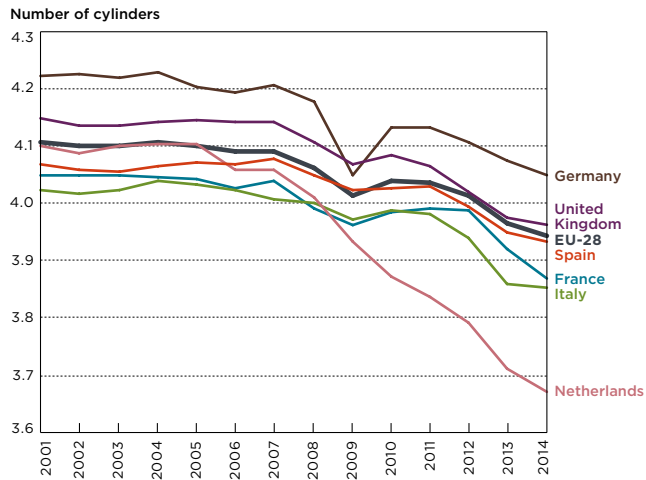
**Fig. 5-8**

New vehicles:  
Engine displacement  
by type of  
vehicle and engine  
technology



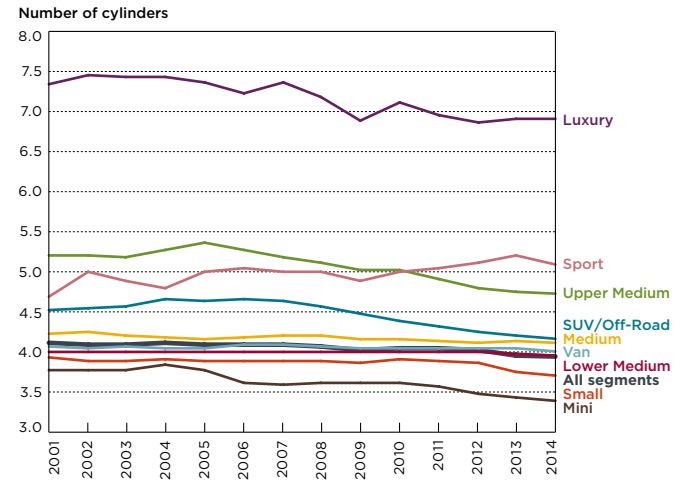
**Fig. 5-9**

Passenger cars:  
Number of  
cylinders by  
Member State



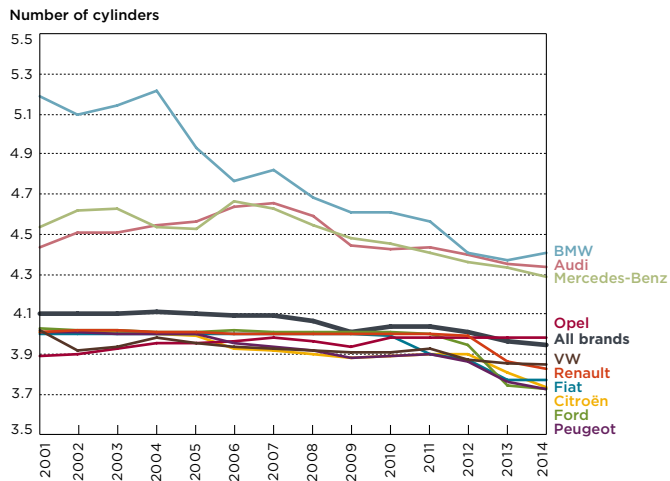
**Fig. 5-11**

Passenger cars:  
Number of  
cylinders by  
segment



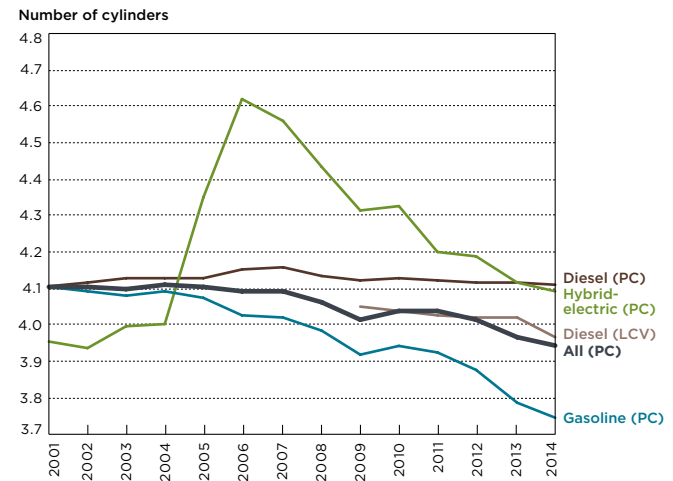
**Fig. 5-10**

Passenger cars:  
Number of  
cylinders by brand



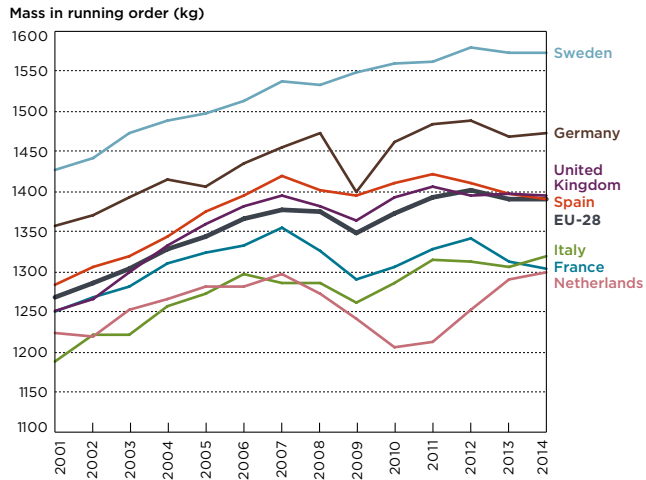
**Fig. 5-12**

New vehicles:  
Number of  
cylinders by type  
of vehicle and  
engine technology



**Fig. 5-13**

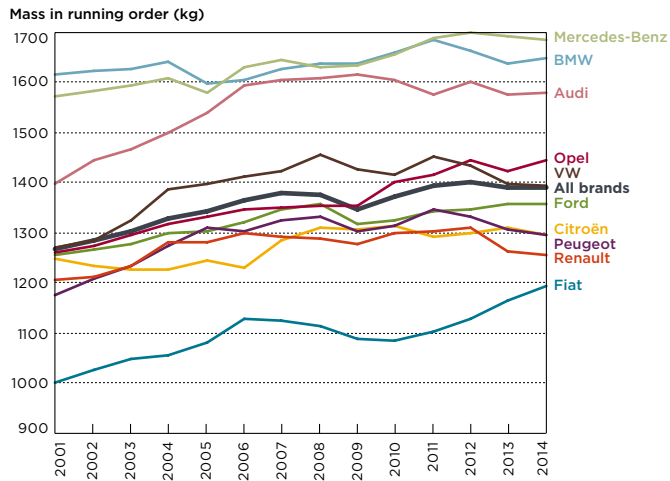
Passenger cars:  
Vehicle mass  
in running order  
by Member State



Vehicle mass in running order in the EU is defined as mass of the empty vehicle plus 75 kg of weight for the driver and some luggage, 90% of the fuel capacity and 100% of the capacity of other liquid containing systems (like water or oil). The weight of optional equipment for the vehicle is not included.

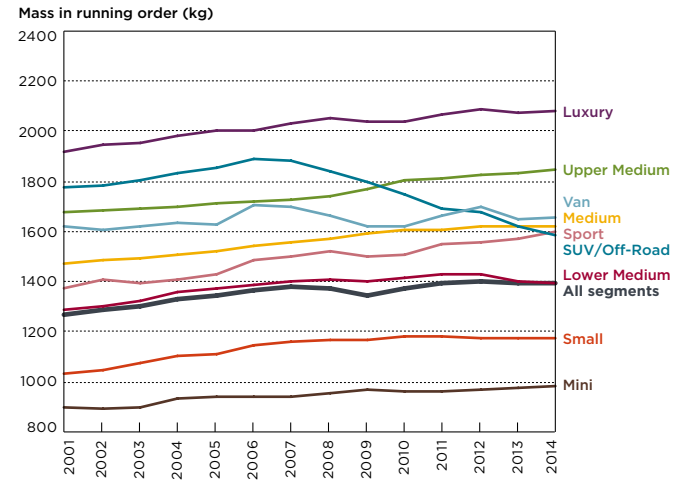
**Fig. 5-14**

Passenger cars:  
Vehicle mass  
in running order  
by brand



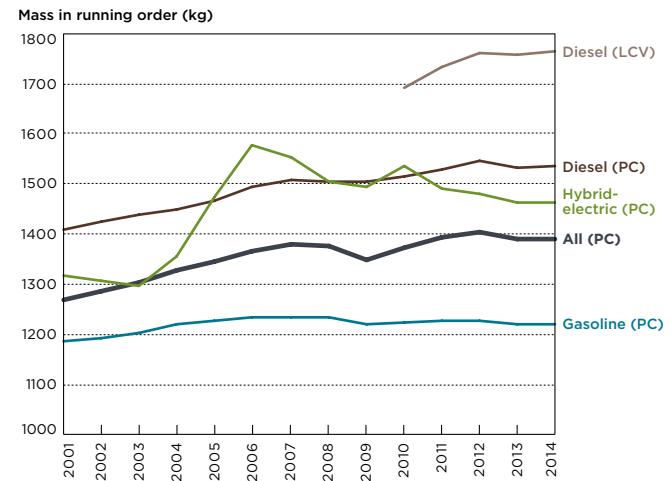
**Fig. 5-15**

Passenger cars:  
Vehicle mass  
in running order  
by segment



**Fig. 5-16**

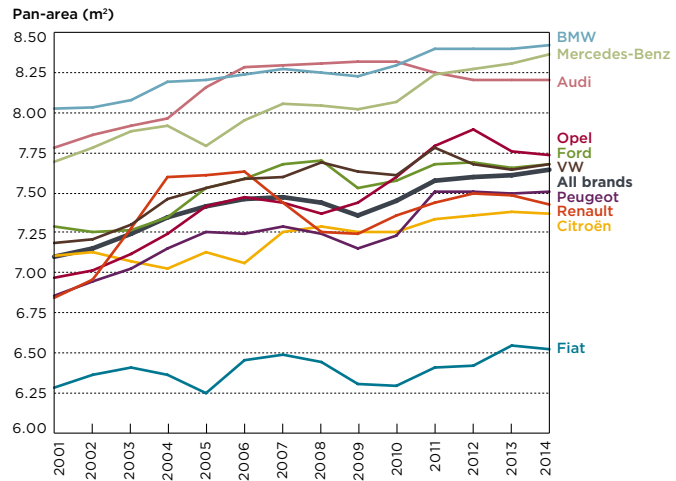
Passenger cars:  
Vehicle mass in  
running order by  
type of vehicle and  
engine technology





**Fig. 5-17**

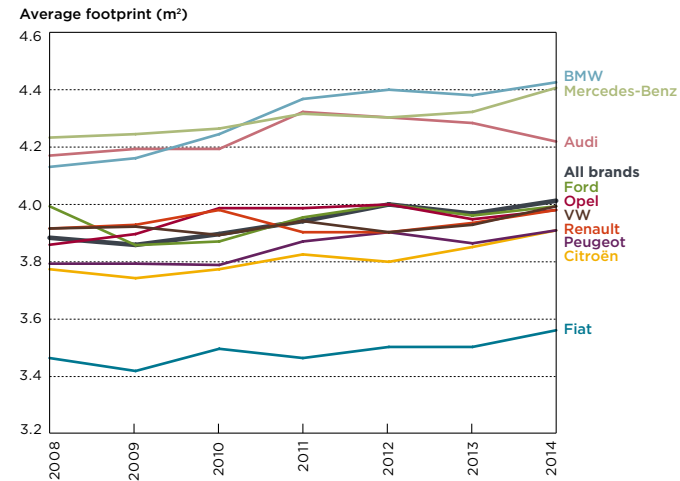
Passenger cars:  
Vehicle pan-area  
by brand



Pan-area is defined as length x width of a vehicle. It is also called 'shadow' of a vehicle and it is an indicator for the size of a vehicle. Another indicator is 'footprint', defined as track width x wheelbase of a vehicle.

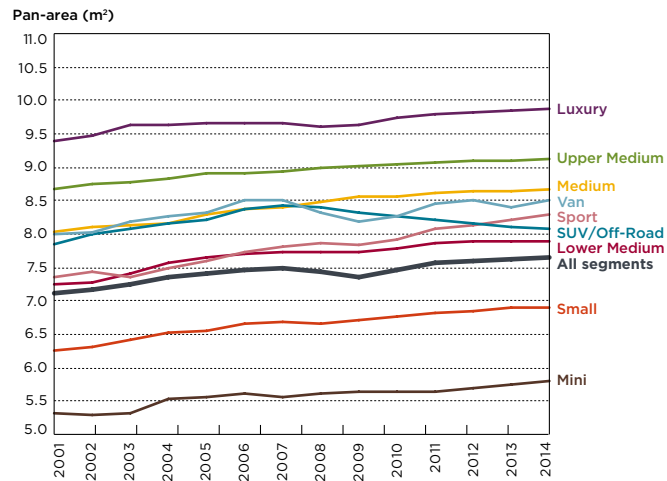
**Fig. 5-19**

Passenger cars:  
Average footprint  
by brand



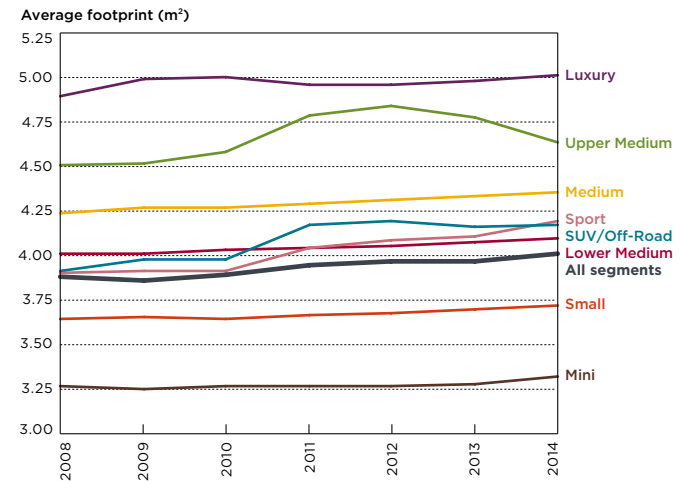
**Fig. 5-18**

Passenger cars:  
Vehicle pan-area  
by segment



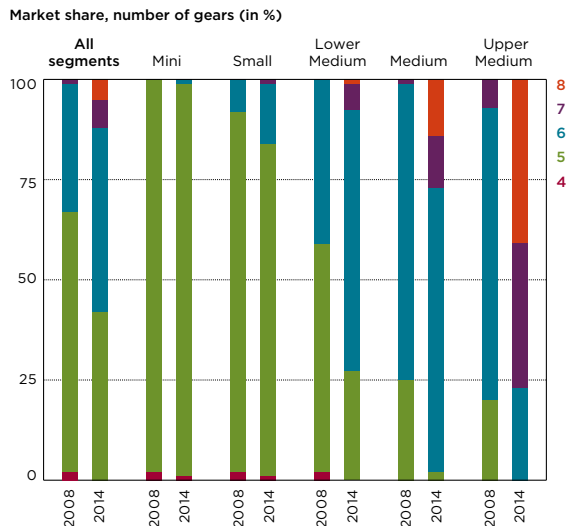
**Fig. 5-20**

Passenger cars:  
Average footprint  
by segment



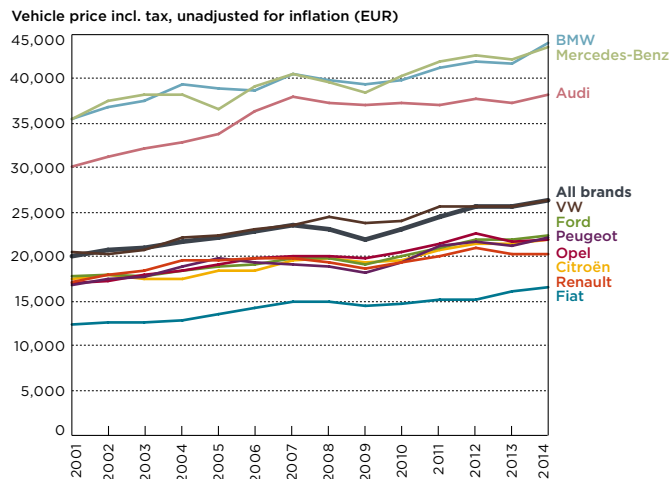
**Fig. 5-21**

Passenger cars:  
Number of gears  
by segment



**Fig. 5-22**

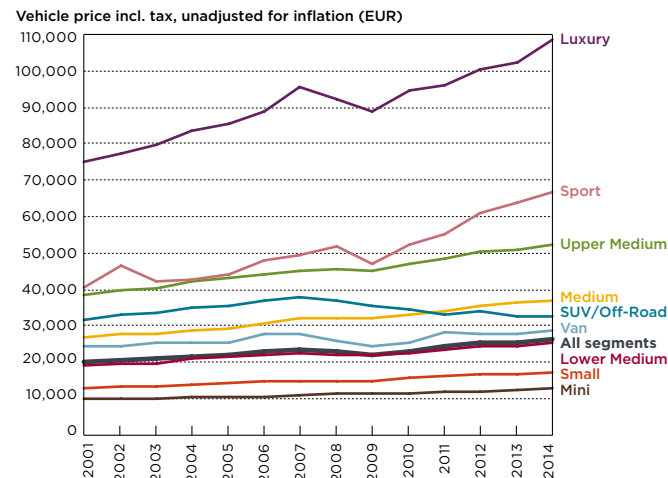
Passenger cars:  
Vehicle price (incl. tax, unadjusted for inflation) by brand



Sales taxes in the EU are between 18% and 27%. In addition to the general tax, some Member States have also introduced a special sales or registration tax for new cars. For more details, see the ACEA tax guide. The data in this report were not adjusted for differences in the level of taxation between Member States. Furthermore, the data were not adjusted for inflation.

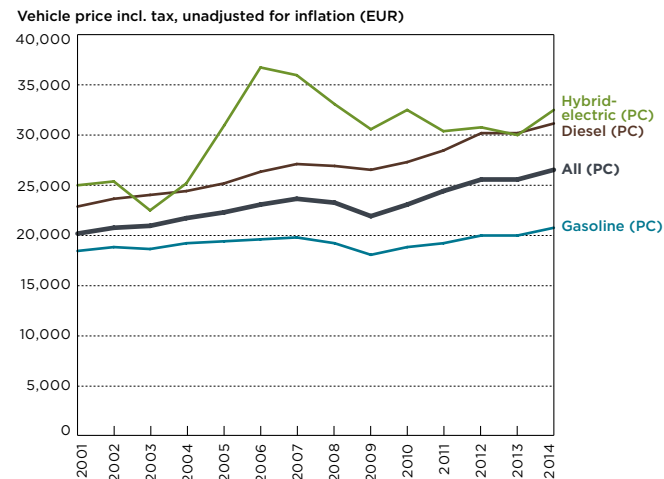
**Fig. 5-23**

Passenger cars:  
Vehicle price (incl. tax, unadjusted for inflation) by segment



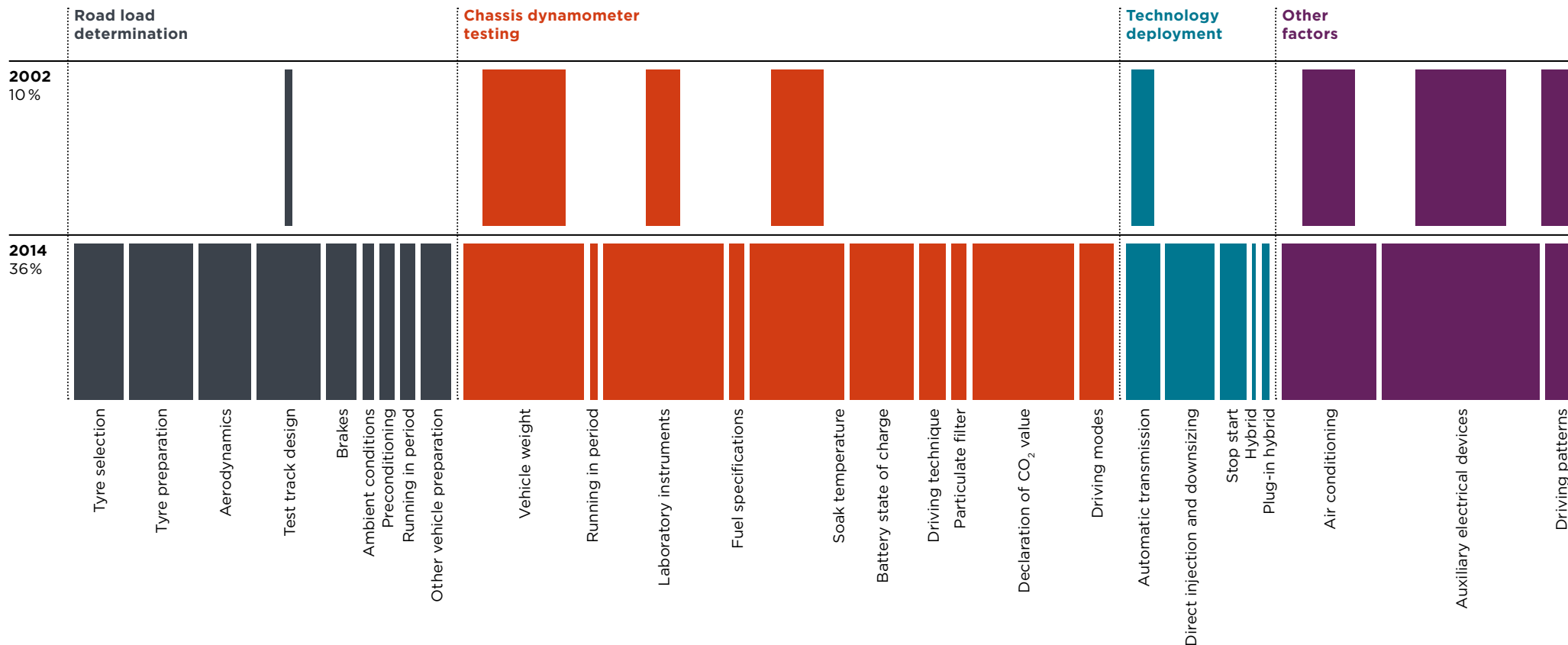
**Fig. 5-24**

Passenger cars:  
Vehicle price (incl. tax, unadjusted for inflation) by engine technology



# 6 OTHER EMISSIONS & ON-ROAD

The 'gap' between type approval and real world CO<sub>2</sub> emissions



Contribution to the 'gap' (in %)

1.0 0.5 0.1

The difference between official CO<sub>2</sub> emissions measured in the laboratory during type approval and real emissions on the road was about 10% in 2002. By 2014, this 'gap' had grown to about 36% for private cars. Most of this growth in the gap is due to manufacturers increasingly exploiting 'loopholes' in the vehicles' test procedure. The introduction of a new procedure in 2017 will help to reduce the gap, but additional measures are needed to bring official and real world emissions in line again.



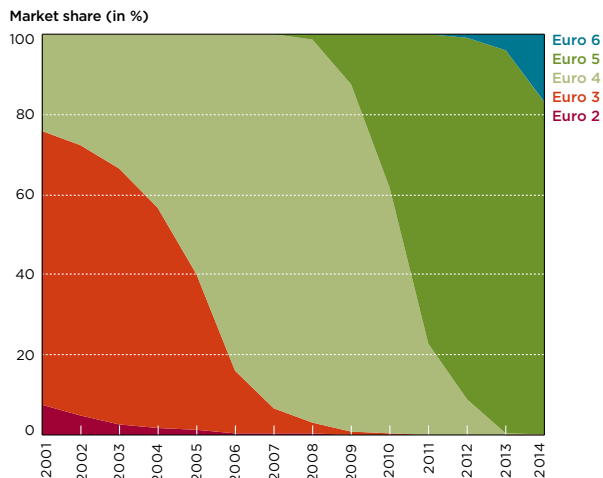
Data source: (ICCT, 2015b)  
<http://www.theicct.org/laboratory-road-2015-update>

Since September 2014 the Euro 6 emission limit has applied for new-vehicle type approvals, and since September 2015 it has been mandatory for all new vehicle sales and registrations. In 2017, about 17% of all new sales were Euro 6 vehicles (Fig. 6-1), with remarkable differences among individual brands (Fig. 6-2).

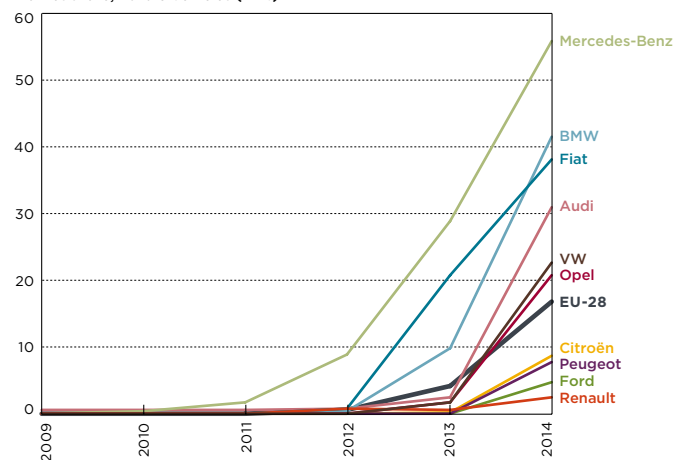
The progression from Euro 3 to Euro 6 resulted in significantly lower emission limits. Emissions, as measured over the NEDC test cycle, are generally in compliance with these limits. However, on-road measured nitrogen oxide (NO<sub>x</sub>) emissions have not decreased to the same extent (ICCT, 2014c; Carslaw et al., 2011). For fuel consumption and CO<sub>2</sub>, a similar pattern is seen, with a discrepancy between laboratory and on-road fuel consumption of around 40% (ICCT, 2015b). A analysis of the underlying reasons for the growing gap suggests an increasing exploitation of tolerances and flexibilities in laboratory testing as the main driver of this development (ElementEnergy and ICCT, 2015).

**Fig. 6-1**

Passenger cars:  
Market share  
emission standards



Market share, Euro 6 vehicles (in %)



**Fig. 6-2**

Passenger cars:  
Market share, Euro  
6 vehicles by brand

**Tab. 6-1**

EU emission limits  
for gasoline and  
diesel passenger  
cars

<http://www.transportpolicy.net>



EU emission limits for gasoline passenger cars (in g/km)

	Effective date*	CO	HC	NMHC	NO <sub>x</sub>	HC+NO <sub>x</sub>	PM	PN
Euro 3	Jan 2000	2.30	0.20	-	0.15	-	-	-
Euro 4	Jan 2005	1.00	0.10	-	0.08	-	-	-
Euro 5	Sep 2009	1.00	0.10	0.068	0.06	-	0.0050	-
Euro 6	Sep 2014	1.00	0.10	0.068	0.06	-	0.0045	6.0x10 <sup>11</sup> **

EU emission limits for diesel passenger cars (in g/km)

	Effective date*	CO	HC	NMHC	NO <sub>x</sub>	HC+NO <sub>x</sub>	PM	PN
Euro 3	Jan 2000	0.64	-	-	0.50	0.56	0.0500	-
Euro 4	Jan 2005	0.50	-	-	0.25	0.30	0.0250	-
Euro 5	Sep 2009	0.50	-	-	0.18	0.23	0.0050	-
Euro 6	Sep 2014	0.50	-	-	0.08	0.17	0.0045	6.0x10 <sup>11</sup> **

\* For new vehicle types

\*\* 6.0x10<sup>12</sup> within first three years from Euro 6 effective dates.

Applies only to diesel and direct-injection gasoline cars.

Emission limits for light-commercial (N1) vehicles class I are identical to passenger car limits listed in Tab. 6-1. N1 class II and N1 class III emission limits are not listed here.

All emission levels as tested in the New European Drive Cycle (NEDC). Emissions levels in real-world driving may differ from the test cycle values. **CO:** Carbon monoxide; **HC:** Hydrocarbon; **NMHC:** Nonmethane hydrocarbon; **NO<sub>x</sub>:** Nitrogen oxides; **HC+NO<sub>x</sub>:** Hydrocarbon and nitrogen oxides; **PM:** Particulate matter

## Remarks on Data Sources

With the adoption of the EU regulation setting CO<sub>2</sub> emission performance standards for new passenger cars (Regulation (EC) No. 443/2009) and light-commercial vehicles (Regulation (EC) No. 510/2011) Member States are required to report certain details for each new vehicle registered in their territory. The information is then compiled and published by the European Environmental Agency (EEA) on behalf of the European Commission. The first statistical report for passenger cars was published in 2011, and the first report for light-commercial vehicles in 2013. Before the adoption of Regulation (EC) No. 443/2009, Decision No. 1753/2000/EC was in place, which established the scheme for monitoring the average specific CO<sub>2</sub> emissions from new passenger cars. Therefore, official EU CO<sub>2</sub> monitoring data for new passenger cars is available from the year 2000 onwards. While these data collections are an important step forward in making transparent and detailed vehicle market statistics for Europe available to the general public, the amount of information included is limited to a few parameters, such as number of registrations, manufacturer, fuel type, CO<sub>2</sub> emission, and vehicle mass.

The basis for the statistics shown in this report is a database compiled by the ICCT. It includes technical information, emission levels, and registration volumes at a car variant level. Sources of information include data obtained by R. L. Polk from various registration authorities, as well as car manufacturers' and importers' associations, data from the European Environmental Agency, the United Kingdom Vehicle Certification Agency (VCA), the German Kraftfahrtbundesamt (KBA), Automobil Revue, km77.com and information provided directly by manufacturers and suppliers. Data included in this report are aggregated to a great extent and are only intended to illustrate high-level trends. It is not to be considered official data and does not provide the same level of precision as the EC CO<sub>2</sub> monitoring data.

For light-commercial vehicles only 2009 to 2014 data are available.

For the United States, the Environmental Protection Agency (US EPA) is in charge of releasing a similar annual publication that includes trends on vehicle technologies, CO<sub>2</sub> emissions and fuel economy from 1975 onward (EPA, 2015). For China, a similar statistical overview was prepared by ICCT for the 2010 car fleet (ICCT, 2012).

## List of Figures and Tables

<b>Fig. 1-1</b> Passenger cars: Registrations by Member State	<b>3</b>	<b>Fig. 2-8</b> Light-commercial vehicles: Registrations by brand	<b>19</b>	<b>Fig. 3-5</b> EU new passenger vehicles CO <sub>2</sub> emissions and weight in 2014 by manufacturer and corresponding 2020/21 targets	<b>30</b>	<b>Fig. 3-15</b> Passenger cars: CO <sub>2</sub> emissions vs. engine displacement	<b>35</b>
<b>Fig. 1-2</b> CO <sub>2</sub> emissions of new cars in the EU	<b>4</b>	<b>Fig. 2-9</b> Market share, passenger cars/ light-commercial vehicles (2014)	<b>19</b>	<b>Tab. 3-1</b> EU new passenger vehicles CO <sub>2</sub> emissions and weight in 2014 by manufacturer and corresponding 2015 and 2020/21 targets	<b>30</b>	<b>Fig. 3-16</b> Passenger cars: CO <sub>2</sub> emissions and technical parameters	<b>36</b>
<b>Fig. 1-3</b> 2013–2015 sales of electric vehicles	<b>7</b>	<b>Fig. 2-10</b> Top-selling passenger car models in EU-28 (2014)	<b>20</b>	<b>Fig. 3-6</b> Passenger cars: CO <sub>2</sub> emissions by Member State	<b>31</b>	<b>Fig. 3-17</b> CO <sub>2</sub> emissions of selected new passenger cars	<b>38</b>
<b>Fig. 1-4</b> NO <sub>x</sub> emissions over the NEDC and WLTC cycles for Euro 6 diesel cars	<b>10</b>	<b>Fig. 2-11</b> Top-selling light-commercial vehicle models in EU-28 (2014)	<b>21</b>	<b>Fig. 3-7</b> Passenger cars: CO <sub>2</sub> emissions by vehicle segment	<b>31</b>	<b>Fig. 4-1</b> Passenger cars: Market share, diesel vehicles by Member State	<b>43</b>
<b>Fig. 1-5</b> Increasing gap between type-approval and real-world CO <sub>2</sub> emissions	<b>11</b>	<b>Fig. 2-12</b> Trucks and buses over 3.5 tons: Registrations by Member State	<b>22</b>	<b>Fig. 3-8</b> Passenger cars: CO <sub>2</sub> emissions by brand	<b>32</b>	<b>Fig. 4-2</b> Passenger cars: Market share, hybrid- electric vehicles (excl. plug-in hybrid) by Member State	<b>43</b>
<b>Fig. 2-1</b> Passenger cars: Registrations by Member State	<b>15</b>	<b>Fig. 2-13</b> Trucks and buses over 3.5 tons: Registrations by vehicle type	<b>22</b>	<b>Fig. 3-9</b> Passenger cars: CO <sub>2</sub> emissions by engine technology	<b>32</b>	<b>Fig. 4-3</b> Passenger cars: Market share, plug-in hybrid and electric vehicles by Member State	<b>44</b>
<b>Fig. 2-2</b> Passenger cars: Registrations by Member State	<b>15</b>	<b>Fig. 2-14</b> Trucks over 3.5 tons gross vehicle weight: Registrations by vehicle type (2014)	<b>23</b>	<b>Fig. 3-10</b> Light-commercial vehicles: CO <sub>2</sub> emissions by Member State	<b>33</b>	<b>Fig. 4-4</b> Passenger cars: Market share, natural gas vehicles (mono- and bivalent) by Member State	<b>44</b>
<b>Fig. 2-3</b> Passenger cars: Registrations by vehicle segment	<b>16</b>	<b>Fig. 2-15</b> Trucks over 3.5 tons gross vehicle weight: Registrations by manufacturer (2014)	<b>23</b>	<b>Fig. 3-11</b> Light-commercial vehicles: CO <sub>2</sub> emissions by brand	<b>33</b>	<b>Fig. 4-5</b> Passenger cars: Market share, diesel vehicles by brand	<b>45</b>
<b>Fig. 2-4</b> Passenger cars: Registrations by vehicle segment	<b>16</b>	<b>Fig. 3-1</b> Passenger cars: CO <sub>2</sub> emissions and market share by Member State (2014)	<b>28</b>	<b>Fig. 3-12</b> Passenger cars: Sales-weighted correlation CO <sub>2</sub> emissions and vehicle mass	<b>34</b>	<b>Fig. 4-6</b> Passenger cars: Market share, hybrid- electric vehicles (excl. plug-in hybrid) by brand	<b>45</b>
<b>Fig. 2-5</b> Passenger cars: Registrations by brand	<b>17</b>	<b>Fig. 3-2</b> Passenger cars: CO <sub>2</sub> emissions and market share by brand (2014)	<b>28</b>	<b>Fig. 3-13</b> Passenger cars: Sales-weighted correlation CO <sub>2</sub> emissions and vehicle footprint	<b>34</b>	<b>Fig. 4-7</b> Passenger cars: Market share, plug-in hybrid and electric vehicles by brand	<b>46</b>
<b>Fig. 2-6</b> Passenger cars: Registrations by brand	<b>17</b>	<b>Fig. 3-3</b> Light-commercial vehicles: CO <sub>2</sub> emissions and market share by Member State (2014)	<b>29</b>	<b>Fig. 3-14</b> Passenger cars: CO <sub>2</sub> emissions vs. vehicle mass	<b>35</b>		
<b>Tab. 2-1</b> Vehicle segment classification used for this report	<b>18</b>	<b>Fig. 3-4</b> Light-commercial vehicles: CO <sub>2</sub> emissions and market share by brand (2014)	<b>29</b>				
<b>Fig. 2-7</b> Light-commercial vehicles: Registrations by Member State	<b>18</b>						

<b>Fig. 4-8</b>	<b>46</b>	<b>Fig. 5-6</b>	<b>56</b>	<b>Fig. 5-18</b>	<b>62</b>
Passenger cars: Market share, natural gas vehicles (mono- and bivalent) by brand		Passenger cars: Engine displacement by brand		Passenger cars: Vehicle pan-area by segment	
<b>Fig. 4-9</b>	<b>47</b>	<b>Fig. 5-7</b>	<b>57</b>	<b>Fig. 5-19</b>	<b>63</b>
Passenger cars: Market share, diesel vehicles by segment		Passenger cars: Engine displacement by segment		Passenger cars: Average footprint by brand	
<b>Fig. 4-10</b>	<b>47</b>	<b>Fig. 5-8</b>	<b>57</b>	<b>Fig. 5-20</b>	<b>63</b>
Light-commercial vehicles: Market share, fuels by Member State		New vehicles: Engine displacement by type of vehicle and engine technology		Passenger cars: Average footprint by segment	
<b>Fig. 4-11</b>	<b>48</b>	<b>Fig. 5-9</b>	<b>58</b>	<b>Fig. 5-21</b>	<b>64</b>
Passenger cars: Market share, vehicles with automatic transmission by segment		Passenger cars: Number of cylinders by Member State		Passenger cars: Number of gears by segment	
<b>Fig. 4-12</b>	<b>48</b>	<b>Fig. 5-10</b>	<b>58</b>	<b>Fig. 5-22</b>	<b>64</b>
Passenger cars: Market share, vehicles with all-wheel drive by segment		Passenger cars: Number of cylinders by brand		Passenger cars: Vehicle price (incl. tax, unadjusted for inflation) by brand	
<b>Fig. 4-13</b>	<b>49</b>	<b>Fig. 5-11</b>	<b>59</b>	<b>Fig. 5-23</b>	<b>65</b>
Passenger cars: Market share, vehicles with stop-start technology by brand		Passenger cars: Number of cylinders by segment		Passenger cars: Vehicle price (incl. tax, unadjusted for inflation) by segment	
<b>Fig. 4-14</b>	<b>49</b>	<b>Fig. 5-12</b>	<b>59</b>	<b>Fig. 5-24</b>	<b>65</b>
Passenger cars: Market share of gasoline vehicles with direct injection by brand		New vehicles: Number of cylinders by type of vehicle and engine technology		Passenger cars: Vehicle price (incl. tax, unadjusted for inflation) by engine technology	
<b>Fig. 5-1</b>	<b>54</b>	<b>Fig. 5-13</b>	<b>60</b>	<b>Fig. 6-1</b>	<b>68</b>
Passenger cars: Engine power by Member State		Passenger cars: Vehicle mass in running order by Member State		Passenger cars: Market share emission standards	
<b>Fig. 5-2</b>	<b>54</b>	<b>Fig. 5-14</b>	<b>60</b>	<b>Fig. 6-2</b>	<b>69</b>
Passenger cars: Engine power by brand		Passenger cars: Vehicle mass in running order by brand		Passenger cars: Market share, Euro 6 vehicles by brand	
<b>Fig. 5-3</b>	<b>55</b>	<b>Fig. 5-15</b>	<b>61</b>	<b>Tab. 6-1</b>	<b>69</b>
Passenger cars: Engine power by segment		Passenger cars: Vehicle mass in running order by segment		EU emission limits for gasoline and diesel passenger cars	
<b>Fig. 5-4</b>	<b>55</b>	<b>Fig. 5-16</b>	<b>61</b>		
New vehicles: Engine power by type of vehicle and engine technology		Passenger cars: Vehicle mass in running order by type of vehicle and engine technology			
<b>Fig. 5-5</b>	<b>56</b>	<b>Fig. 5-17</b>	<b>62</b>		
Passenger cars: Engine displacement by Member State		Passenger cars: Vehicle pan-area by brand			

## References

- Carslaw et al. (2011). *Recent evidence concerning higher NO<sub>x</sub> emissions from passenger cars and light duty vehicles*. Journal of Atmospheric Environment 45 (2011) 7053-7063.
- Deutsche Automobil Treuhand GmbH (DAT) (2015). *Leitfaden über den Kraftstoffverbrauch, die CO<sub>2</sub>-Emissionen und den Stromverbrauch aller neuen Personenkraftwagenmodelle, die in Deutschland zum Verkauf angeboten werden*. Ausgabe 2015, 3. Quartal.
- ElementEnergy and ICCT (2015). *Impact of real-world driving on emissions from UK cars and vans*. Retrieved from <https://www.theecc.org.uk/publication/impact-of-real-world-driving-emissions>
- European Environmental Agency (EEA) (2015). *New cars' CO<sub>2</sub> emissions well below Europe's 2015 target*. Retrieved from <http://www.eea.europa.eu/highlights/new-cars2019-co2-emissions-well>
- HEI Panel on the Health Effects of Traffic-Related Air Pollution (2010). *Traffic-Related Air Pollution: A Critical Review of the Literature on Emissions, Exposure, and Health Effects*. HEI Special Report no. 17. Health Effects Institute. January 12. Retrieved from <http://pubs.healtheffects.org/view.php?id=334>
- International Council on Clean Transportation (ICCT) (2012). *The New Passenger Car Fleet in China, 2010 - Technology Assessment and International Comparisons*. Retrieved from <http://www.theicct.org/new-passenger-car-fleet-china-2010>
- International Council on Clean Transportation (ICCT) (2013). *Global transportation roadmap*. Retrieved from <http://www.theicct.org/global-transportation-roadmap-model>
- International Council on Clean Transportation (ICCT) (2014a). *EU CO<sub>2</sub> standards for passenger cars and light commercial vehicles*. Retrieved from <http://theicct.org/eu-co2-standards-passenger-cars-and-lcvs>
- International Council on Clean Transportation (ICCT) (2014b). *Europe's global leadership on vehicle emission standards at risk in the truck sector*. Retrieved from <http://www.theicct.org/blogs/staff/europes-global-leadership-vehicle-emission-standards-at-risk-truck-sector>
- International Council on Clean Transportation (ICCT) (2014c). <http://www.theicct.org/real-world-exhaust-emissions-modern-diesel-cars>
- International Council on Clean Transportation (ICCT) (2014d). *World-Harmonized Light-Duty Vehicles Test Procedure*. Retrieved from <http://www.theicct.org/wltp-november2013-update>
- International Council on Clean Transportation (ICCT) (2015a). *CO<sub>2</sub> emissions from new passenger cars in the EU: Car manufacturers' performance in 2014*. Retrieved from <http://www.theicct.org/co2-new-cars-eu-manufacturer-performance-2014>
- International Council on Clean Transportation (ICCT) (2015b). *From laboratory to road: A 2015 update of official and "real-world" fuel consumption and CO<sub>2</sub> values for passenger cars in Europe*. Retrieved from <http://www.theicct.org/laboratory-road-2015-update>
- International Council on Clean Transportation (ICCT) (2015c). *NO<sub>x</sub> control technologies for Euro 6 diesel passenger cars*. Retrieved from <http://www.theicct.org/nox-control-technologies-euro-6-diesel-passenger-cars>
- International Council on Clean Transportation (ICCT) (2015d). *Optimizing to the last digit: How taxes influence vehicle CO<sub>2</sub> emission levels*. Retrieved from <http://theicct.org/how-taxes-influence-vehicle-co2-emission-levels>
- National Renewable Energy Laboratory (NREL) (2013). *Transportation Energy Futures Project*. Retrieved from [http://www.nrel.gov/analysis/transportation\\_futures/index.html](http://www.nrel.gov/analysis/transportation_futures/index.html)
- United States Environmental Protection Agency (U.S. EPA) (2015). *Light-Duty Automotive Technology, Carbon Dioxide Emissions, and Fuel Economy Trends: 1975 through 2014*. Retrieved from <http://www.epa.gov/otaq/fetrends.htm>



## Abbreviations

<b>ACEA</b>	Association des Constructeurs Européens d'Automobiles (European Automobile Manufacturers' Association)
<b>BEV</b>	Battery Electric Vehicles
<b>CF</b>	Conformity factor
<b>CO</b>	Carbon monoxide
<b>CO<sub>2</sub></b>	Carbon dioxide
<b>EC</b>	European Commission
<b>EEA</b>	European Environment Agency
<b>EU</b>	European Union
<b>EU-13</b>	All 13 EU Member States having joined the EU between 1995 and 2014
<b>EU-28</b>	All 28 EU Member States
<b>HC</b>	Hydrocarbon
<b>HEV</b>	Hybrid Electric Vehicles
<b>KBA</b>	Kraftfahrtbundesamt
<b>LCV</b>	Light-commercial vehicles
<b>LPG</b>	Liquefied petroleum gas
<b>PC</b>	Passenger cars
<b>PHEV</b>	Plug-in Hybrid Electric Vehicles
<b>NEDC</b>	New European Driving Cycle
<b>NMHC</b>	Non-methane hydrocarbon
<b>NO<sub>x</sub></b>	Nitrogen oxides
<b>PM</b>	Particulate matter
<b>SUV</b>	Sports Utility Vehicle
<b>US EPA</b>	United States Environmental Protection Agency
<b>VCA</b>	Vehicle Certification Agency
<b>WLTP</b>	Worldwide Harmonized Light Vehicles Test Procedure

## Tables

Passenger cars 2014  
 Passenger cars 2013  
 Passenger cars 2012  
 Passenger cars 2011  
 Passenger cars 2010  
 Passenger cars 2009  
 Passenger cars 2008  
 Passenger cars 2007  
 Passenger cars 2006  
 Passenger cars 2005  
 Passenger cars 2004  
 Passenger cars 2003  
 Passenger cars 2002  
 Passenger cars 2001

Light-commercial vehicles 2014  
 Light-commercial vehicles 2013  
 Light-commercial vehicles 2012  
 Light-commercial vehicles 2011  
 Light-commercial vehicles 2010  
 Light-commercial vehicles 2009

An electronic version of this Pocketbook, including more detailed statistical data is available online: <http://eupocketbook.theicct.org>



# 2014

## Passenger cars

	Total sales/registrations	Total sales/registrations [%]	Price [EUR incl. tax]	Diesel [%]	Hybrid (excl. plug-in hybrid) [%]	Plug-in hybrid [%]	Battery electric / fuel cell [%]	Natural gas (mono-/bivalent, incl. LPG) [%]	Flex-Fuel (ethanol/gasoline) [%]	Automatic [%]	Front drive [%]	Rear drive [%]	4-wheel drive [%]	Direct injection (non-diesel) [%]	Euro 5 [%]	Euro 6 [%]	Engine power [kW]	Engine size [ccm]
<b>EU-28</b>	<b>12,513,670</b>	<b>100</b>	<b>26,435</b>	<b>53</b>	<b>1.4</b>	<b>0.2</b>	<b>0.3</b>	<b>1.9</b>	<b>0</b>	<b>23</b>	<b>81</b>	<b>7</b>	<b>12</b>	<b>35</b>	<b>83</b>	<b>17</b>	<b>90</b>	<b>1607</b>
<b>Germany</b>	3,036,629	24	29,588	48	0.7	0.1	0.3	0.5	0	30	73	11	16	52	75	25	103	1724
<b>UK</b>	2,476,435	20	27,793	50	1.5	0.3	0.3	0	0	27	79	9	12	27	88	12	95	1643
<b>France</b>	1,765,228	14	24,324	63	2.3	0.1	0.6	0.1	0	20	90	4	7	24	86	14	81	1518
<b>Italy</b>	1,370,952	11	22,271	55	1.5	0	0.1	14.3	0	12	86	4	10	9	74	26	76	1481
<b>EU-13</b>	875,562	7	21,270	43	0.8	0	0.1	0.6	0	16	84	2	14	33	92	8	89	1587
<b>Spain</b>	855,308	7	23,920	66	1.4	0	0.1	0.3	0	9	89	5	6	32	89	10	84	1581
<b>Belgium</b>	482,939	4	25,702	62	1.6	0.1	0.3	0.2	0	12	84	8	8	31	84	16	86	1593
<b>Netherlands</b>	387,825	3	25,884	27	3.7	3.1	0.9	1.0	0	26	88	6	6	38	83	17	84	1432
<b>Sweden</b>	303,946	2	31,117	59	2.3	1.1	0.5	1.6	0.8	46	64	5	31	49	82	18	106	1781
<b>Austria</b>	303,318	2	28,004	57	0.6	0.1	0.5	0.3	0	15	74	4	22	37	87	13	89	1637
<b>Denmark</b>	189,068	2	32,457	31	0.6	0	0.9	0	0	14	94	5	2	22	91	9	75	1368
<b>Portugal</b>	142,826	1	27,441	71	1.3	0.1	0.1	0.6	0	12	86	11	2	11	89	11	81	1518
<b>Finland</b>	106,281	1	32,414	39	2.2	0.2	0.2	0.1	0.5	42	78	5	18	55	85	15	97	1631
<b>Ireland</b>	96,344	1	26,948	73	1.0	0	0.2	0	0	14	89	5	6	19	93	7	80	1581
<b>Greece</b>	71,216	1	20,987	64	0.6	0	0.1	0.3	0	9	90	4	5	4	87	13	71	1382
<b>Luxembourg</b>	49,793	0	31,311	72	0.8	0.1	0.7	0.1	0	68	67	9	24	42	80	20	112	1858
<b>Switzerland</b>	301,892	-	34,005	37	2.0	0.2	0.6	0.2	0	41	56	5	39	56	74	26	117	1822
<b>Norway</b>	144,196	-	43,079	49	6.9	1.2	12.6	0	0	44	58	8	34	52	82	18	98	1738
<b>Turkey</b>	587,331	-	20,785	62	0	0	0	0	46	90	6	5	38	91	9	9	80	1486
<b>VW</b>	1,551,453	12	26,394	56	0	0.1	0.2	1.5	0.1	23	90	0	9	61	77	23	87	1567
<b>Ford</b>	939,906	8	22,490	44	0	0	0	1.9	0.1	9	95	0	5	29	95	5	83	1448
<b>Renault</b>	853,980	7	20,251	57	0	0	1.2	0.8	0	10	96	3	0	23	97	3	72	1334
<b>Peugeot</b>	757,054	6	22,089	63	1.3	0	0	0.5	0	12	98	0	2	15	92	8	75	1468
<b>Audi</b>	696,774	6	38,283	72	0.1	0.1	0	0.8	0	45	65	0	35	98	69	31	123	1973
<b>BMW</b>	643,880	5	44,048	81	0.1	0.2	1.0	0	0	57	2	65	33	100	58	41	139	2155
<b>Mercedes-Benz</b>	633,356	5	43,444	72	1.1	0	0	0.3	0	61	40	45	16	98	44	56	127	2083
<b>Opel</b>	599,441	5	22,004	40	0	0	0.1	4.3	0	9	95	0	5	1	79	21	85	1501
<b>Citroën</b>	588,528	5	21,925	63	0.4	0	0	0.3	0	15	98	0	2	6	91	9	74	1466
<b>Fiat</b>	574,390	5	16,556	33	0	0	0	11.6	0	4	95	0	5	0	62	38	62	1311
<b>Škoda</b>	550,284	4	21,374	48	0	0	0	0.7	0	15	92	0	8	68	97	3	81	1497
<b>Toyota</b>	503,849	4	22,030	26	24.7	0.2	0	0	0	34	92	0	8	0	94	6	74	1526
<b>Nissan</b>	463,585	4	23,489	51	0	0	2.2	1.2	0	11	94	0	6	42	100	0	81	1413
<b>Hyundai</b>	408,499	3	19,761	37	0	0	0	1.8	0	8	93	0	7	33	99	1	78	1452
<b>Dacia</b>	354,225	3	12,989	51	0	0	0	6.7	0	0	88	0	12	12	100	0	69	1302
<b>Kia</b>	341,707	3	21,106	47	0.2	0	0	1.9	0	9	92	0	8	33	100	0	82	1496
<b>Seat</b>	318,929	3	20,849	44	0	0	0	1.2	0	8	99	0	1	58	92	8	81	1463
<b>Vauxhall</b>	269,179	2	22,764	36	0	0	0.2	0	0	9	98	0	2	1	98	2	85	1541
<b>Volvo</b>	236,465	2	39,075	90	0	2.2	0	0.2	0.1	48	74	0	26	87	73	27	119	1968

Number of cylinders	Number of gears	Mass in running order [kg]	Gross weight [kg]	Payload [kg]	Length [mm]	Width [mm]	Height [mm]	Wheelbase [mm]	Front track [mm]	Rear track [mm]	Footprint [m²]	Seats	Doors	Fuel consumption (NEDC) [l/100 km]	Fuel consumption (extra-urban) [l/100 km]	Fuel consumption (urban) [l/100 km]	CO <sub>2</sub> (NEDC) [g/km]	
3.9	5.7	1391	1859	523	4283	1778	1535	2623	1531	1522	4.0	5.0	4.7	5.0	4.4	6.2	123	<b>EU-28</b>
4.0	5.9	1474	1946	534	4370	1790	1543	2663	1544	1533	4.1	4.9	4.6	5.4	4.6	6.7	132	<b>Germany</b>
4.0	5.8	1394	1855	512	4263	1776	1521	2614	1533	1524	4.0	4.9	4.5	5.1	4.4	6.3	125	<b>UK</b>
3.9	5.6	1303	1796	546	4212	1778	1540	2603	1522	1514	4.0	5.0	4.8	4.6	4.1	5.6	115	<b>France</b>
3.9	5.5	1319	1748	487	4125	1749	1543	2552	1507	1498	3.8	4.8	4.8	4.9	4.3	6.0	118	<b>Italy</b>
4.0	5.7	1375	1860	537	4359	1779	1541	2637	1534	1525	4.0	5.0	4.8	5.4	4.6	6.7	130	<b>EU-13</b>
3.9	5.6	1391	1852	513	4284	1789	1531	2620	1533	1524	4.0	5.1	4.8	4.8	4.2	5.9	120	<b>Spain</b>
3.9	5.7	1388	1897	560	4338	1787	1547	2647	1537	1530	4.1	5.0	4.7	4.9	4.3	5.9	121	<b>Belgium</b>
3.7	5.5	1299	1752	515	4208	1754	1509	2595	1519	1506	3.9	4.9	4.8	4.6	4.1	5.7	108	<b>Netherlands</b>
4.1	6.1	1574	2036	510	4504	1810	1550	2694	1555	1546	4.2	5.0	4.9	5.3	4.6	6.6	132	<b>Sweden</b>
4.0	5.7	1455	1934	535	4360	1789	1562	2652	1539	1530	4.1	5.1	4.8	5.2	4.5	6.4	128	<b>Austria</b>
3.6	5.5	1263	1696	461	4105	1734	1508	2560	1504	1491	3.8	4.8	4.8	4.7	4.1	5.7	111	<b>Denmark</b>
3.8	5.6	1355	1790	494	4263	1766	1497	2612	1525	1515	4.0	4.9	4.8	4.4	3.8	5.2	110	<b>Portugal</b>
4.0	6.1	1469	1928	523	4449	1794	1521	2682	1549	1539	4.1	5.1	4.9	5.3	4.6	6.5	127	<b>Finland</b>
3.9	5.7	1401	1868	523	4361	1787	1524	2639	1541	1532	4.1	5.0	4.7	4.7	4.1	5.6	119	<b>Ireland</b>
3.8	5.3	1253	1692	490	4096	1733	1502	2542	1500	1489	3.8	4.9	4.7	4.4	3.9	5.4	110	<b>Greece</b>
4.2	6.7	1515	1994	530	4367	1799	1541	2669	1547	1541	4.1	4.9	4.6	5.2	4.5	6.3	129	<b>Luxembourg</b>
4.1	6.0	1524	1975	504	4369	1793	1551	2655	1543	1535	4.1	5.0	4.7	5.9	5.0	7.4	142	<b>Switzerland</b>
4.0	5.9	1498	1966	519	4417	1788	1542	2671	1544	1536	4.1	5.0	4.9	5.1	4.5	6.1	110	<b>Norway</b>
4.0	5.7	1348	1811	511	4383	1778	1499	2637	1531	1524	4.0	-	4.5	4.8	4.2	5.9	121	<b>Turkey</b>
3.8	5.7	1393	1908	579	4310	1777	1544	2626	1530	1507	4.0	5.0	4.7	5.0	4.3	6.2	124	<b>VW</b>
3.7	5.4	1358	1865	553	4271	1793	1558	2609	1534	1524	4.0	5.1	4.7	5.0	4.3	6.3	122	<b>Ford</b>
3.8	5.4	1255	1749	545	4185	1771	1529	2622	1520	1514	4.0	5.0	4.8	4.5	4.0	5.4	110	<b>Renault</b>
3.7	5.4	1295	1738	496	4176	1793	1518	2588	1511	1505	3.9	5.0	4.8	4.4	3.9	5.4	110	<b>Peugeot</b>
4.3	6.4	1581	2047	515	4491	1823	1468	2704	1565	1550	4.2	4.9	4.6	5.2	4.6	6.3	132	<b>Audi</b>
4.4	7.1	1648	2135	553	4611	1825	1485	2806	1567	1588	4.4	4.9	4.4	5.2	4.6	6.4	134	<b>BMW</b>
4.3																		

# 2013

## Passenger cars

	Total sales/registrations	Total sales/registrations [%]	Price [EUR incl. tax]	Diesel [%]	Hybrid excl. PHEV [%]	Natural gas (mono-/bivalent, incl. LPG) [%]	Flex-Fuel (ethanol/gasoline) [%]	Electric/fuel cell incl. PHEV [%]	Automatic [%]	Front drive [%]	Rear drive [%]	4-wheel drive [%]	Direct Injection (non-diesel) [%]	Euro 5 [%]	Euro 6 [%]	Engine power [KW]	Engine size [ccm]	Number of cylinders	Compression rate (gasoline)	Compression rate (diesel)
<b>EU-28</b>	<b>11,825,400</b>	<b>100</b>	<b>25,561</b>	<b>53</b>	<b>1.4</b>	<b>1.8</b>	<b>0</b>	<b>0.42</b>	<b>21</b>	<b>81</b>	<b>7</b>	<b>12</b>	<b>32</b>	<b>96</b>	<b>4</b>	<b>89</b>	<b>1616</b>	<b>4.0</b>	<b>10.5</b>	<b>16.4</b>
<b>Germany</b>	2,952,257	25	28,870	48	0.8	0.4	0	0.25	29	73	11	15	49	93	7	101	1732	4.1	10.4	16.4
<b>UK</b>	2,264,737	19	25,533	50	1.3	0	0	0.16	25	79	10	11	27	98	2	93	1647	4.0	10.6	16.4
<b>France</b>	1,756,251	15	23,776	66	2.6	0.2	0	0.52	18	90	3	7	18	98	1	80	1543	3.9	10.5	16.5
<b>Italy</b>	1,286,716	11	21,730	54	1.1	14.0	0	0.09	12	85	5	10	10	90	10	76	1483	3.9	10.7	16.5
<b>EU-13</b>	<b>780,691</b>	<b>7</b>	<b>20,404</b>	<b>43</b>	<b>0.6</b>	<b>0.3</b>	<b>0</b>	<b>0.04</b>	<b>13</b>	<b>84</b>	<b>2</b>	<b>14</b>	<b>29</b>	<b>98</b>	<b>2</b>	<b>88</b>	<b>1598</b>	<b>4.0</b>	<b>10.5</b>	<b>16.5</b>
<b>Spain</b>	722,703	6	23,636	67	1.4	0	0	0.12	9	88	5	7	28	98	1	84	1600	3.9	10.5	16.5
<b>Belgium</b>	486,065	4	24,902	65	1.2	0	0	0.15	12	84	8	7	21	96	4	84	1600	4.0	10.6	16.5
<b>Netherlands</b>	417,024	4	26,013	25	5.7	0.6	0	5.43	27	87	6	7	36	97	2	82	1441	3.7	10.7	16.2
<b>Austria</b>	319,035	3	27,238	57	0.8	0.2	0	0.26	15	75	4	21	30	96	3	88	1639	4.0	10.4	16.4
<b>Sweden</b>	269,552	2	32,013	61	1.9	1.4	1.2	0.56	41	65	5	29	47	97	3	104	1784	4.1	10.6	16.5
<b>Denmark</b>	181,270	2	30,785	32	0.6	0	0	0.30	9	95	4	1	20	99	1	72	1359	3.6	10.5	16.5
<b>Portugal</b>	105,921	1	27,054	72	1.0	0.8	0	0.20	11	86	12	2	15	98	2	81	1525	3.9	10.6	16.3
<b>Finland</b>	103,493	1	31,472	37	2.2	0.1	0.4	0.21	37	79	5	16	50	97	3	95	1648	4.0	10.6	16.4
<b>Ireland</b>	74,367	1	24,743	72	0.8	0	0	0.06	13	89	6	4	17	99	1	80	1578	3.9	10.6	16.4
<b>Greece</b>	58,694	0	19,906	58	0.7	0.1	0	0.01	10	91	4	5	2	98	1	69	1363	3.8	10.8	17.0
<b>Luxembourg</b>	46,624	0	30,341	73	0.7	0	0	0.40	63	69	9	22	40	96	4	110	1861	4.2	10.6	16.3
<b>Switzerland</b>	307,846	-	32,195	37	2.2	0.3	0	0.57	38	59	5	36	50	92	8	113	1811	4.2	10.4	16.4
<b>Norway</b>	142,151	-	45,120	53	6.7	0	0	5.79	37	62	5	33	48	94	6	95	1721	4.0	10.8	16.2
<b>VW</b>	1,490,410	13	25,651	56	0.2	1.3	0.1	0.07	23	90	0	9	64	98	2	85	1570	3.9	10.2	16.6
<b>Ford</b>	893,840	8	21,857	45	0	1.2	0.1	0.01	8	96	0	4	55	100	0	82	1454	3.7	10.6	16.2
<b>Renault</b>	776,698	7	20,262	60	0	0.4	0	1.14	7	100	0	0	8	99	1	72	1368	3.9	9.7	15.8
<b>Peugeot</b>	711,165	6	21,188	61	2.4	0.6	0	0.05	11	97	0	3	8	100	0	74	1473	3.8	10.8	16.9
<b>Audi</b>	664,932	6	37,318	75	0.1	0	0	0	42	67	0	33	95	97	2	121	2001	4.4	10.0	16.4
<b>BMW</b>	612,994	5	41,704	81	0.1	0	0	0.21	53	0	70	30	96	90	10	135	2130	4.4	10.6	16.4
<b>Mercedes-Benz</b>	599,892	5	42,095	71	1.0	0	0	0.02	60	42	45	14	98	71	29	126	2107	4.3	10.4	16.1
<b>Citroën</b>	580,590	5	21,537	64	1.0	0.4	0	0.09	13	98	0	2	6	99	0	74	1484	3.8	10.8	17.1
<b>Fiat</b>	557,470	5	16,113	31	0	12.7	0	0	4	95	0	5	0	79	21	62	1317	3.8	10.9	17.1
<b>Opel</b>	546,115	5	21,779	41	0	4.1	0	0.51	8	95	0	5	2	97	2	84	1511	4.0	10.2	17.1
<b>Toyota</b>	488,535	4	21,768	26	22.8	0	0	0.88	33	91	1	8	3	100	0	76	1549	3.8	11.4	16.3
<b>Škoda</b>	485,062	4	20,077	46	0	0.2	0	0	12	92	0	8	63	100	0	78	1476	3.8	10.2	16.6
<b>Nissan</b>	405,766	3	22,957	51	0	2.1	0	1.52	10	91	0	8	9	99	0	84	1524	3.9	10.6	15.3
<b>Hyundai</b>	405,681	3	19,439	39	0	1.7	0	0	7	93	0	6	5	99	0	79	1476	4.0	10.5	16.8
<b>Kia</b>	337,465	3	20,228	45	0.2	1.1	0	0	9	92	0	8	25	100	0	81	1487	3.9	10.6	17.0
<b>Dacia</b>	283,475	2	12,647	52	0	5.2	0.2	0	0	89	0	11	0	100	0	68	1323	3.8	9.7	16.6
<b>Seat</b>	279,974	2	19,707	44	0	0.8	0	0	6	99	0	1	64	100	0	77	1445	3.8	10.3	16.5
<b>Vauxhall</b>	259,451	2	22,190	38	0	0	0	0.10	9	96	0	4	0	100	0	85	1549	4.0	10.6	17.2
<b>Volvo</b>	210,924	2	38,657	87	0	0.2	0.5	3.75	45	72	0	28	87	99	1	114	1962	4.6	12.6	16.4
<b>Mini</b>	147,661	1	23,395	45	0	0	0	0	18	87	0	13	27	95	4	90	1665	4.0	10.9	16.5

Number of gears	Performance 0-100 km/h (gasoline) [s]	Performance 0-100 km/h (diesel) [s]	Mass in running order [kg]	Gross weight [kg]	Payload [kg]	Length [mm]	Width [mm]	Height [mm]	Wheelbase [mm]	Front track [mm]	Rear track [mm]	Footprint [m²]	Boot volume [l]	Seats	Doors	Fuel consumption (NEDC) [l/100 km]	Fuel consumption (extra-urban) [l/100 km]	Fuel consumption (urban) [l/100 km]	CO <sub>2</sub> (NEDC) [g/km]	
<b>5.7</b>	<b>11.8</b>	<b>10.8</b>	<b>1391</b>	<b>1857</b>	<b>518</b>	<b>4272</b>	<b>1776</b>	<b>1536</b>	<b>2616</b>	<b>1520</b>	<b>1517</b>	<b>4.0</b>	<b>386</b>	<b>5.0</b>	<b>4.7</b>	<b>5.2</b>	<b>4.5</b>	<b>6.4</b>	<b>127</b>	<b>EU-28</b>
5.9	11.2	9.8	1469	1943	529	4357	1785	1545	2654	1529	1527	4.0	408	4.9	4.6	5.5	4.7	6.9	135	<b>Germany</b>
5.7	11.9	10.3	1398	1852	506	4251	1772	1520	2609	1525	1518	4.0	374	4.9	4.5	5.2	4.5	6.5	129	<b>UK</b>
5.6	12.3	11.6	1312	1798	535	4206	1775	1539	2598	1509	1507	3.9	371	5.0	4.7	4.7	4.1	5.8	118	<b>France</b>
5.5	13.1	11.6	1307	1742	484	4114	1744	1542	2546	1498	1496	3.8	344	4.8	4.7	5.1	4.4	6.3	121	<b>Italy</b>
5.6	11.8	10.9	1373	1863	538	4352	1776	1543	2629	1522	1518	4.0	425	5.0	4.8	5.5	4.7	6.9	134	<b>EU-13</b>
5.6	12.2	11.3	1398	1857	509	4285	1800	1529	2619	1524	1519	4.0	394	5.1	4.8	5.0	4.3	6.1	124	<b>Spain</b>
5.6	12.4	11.6	1398	1893	547	4325	1784	1548	2643	1523	1522	4.0	397	5.0	4.7	5.0	4.3	6.1	124	<b>Belgium</b>
5.6	11.8	11.2	1291	1746	513	4185	1750	1508	2587	1503	1502	3.9	347	4.8	4.7	4.7	4.2	5.9	109	<b>Netherlands</b>
5.7	12.4	11.0	1449	1929	530	4348	1784	1564	2644	1527	1525	4.0	403	5.1	4.8	5.3	4.6	6.6	132	<b>Austria</b>
5.9	11.0	10.2	1573	2042	518	4491	1808	1546	2699	1530	1545	4.2	405	5.0	4.7	5.4	4.7	6.7	135	<b>Sweden</b>
5.4	12.8	11.3	1268	1649	450	4055	1724	1506	2542	1562	1482	3.8	440	5.1	4.9	4.7	4.1	5.9	113	<b>Denmark</b>
5.5	12.9	11.2	1353	1794	489	4247	1762	1499	2604	1487	1513	4.0	326	4.8	4.7	4.5	3.9	5.5	114	<b>Portugal</b>
5.9	11.0	10.3	1450	1932	532	4436	1792	1527	2670	1540	1538	4.1	439	5.1	4.9	5.4	4.7	6.8	132	<b>Finland</b>
5.6	13.5	11.5	1393	1873	527	4367	1784	1511	2677	1517	1530	4.1	372	4.9	4.7	4.8	4.2	5.9	122	<b>Ireland</b>
5.3	13.7	14.2	1233	1663	478	4067	1729	1498	2530	1537	1462	3.6	436	5.1	4.8	4.5	3.9	5.6	112	<b>Greece</b>
6.6	9.3	9.0	1507	1987	520	4348	1794	1540	2648	1539	1543	4.2	427	5.0	4.7	5.3	4.6	6.5	133	<b>Luxembourg</b>
5.9	10.2	9.8	1511	1960	498	4354	1788	1551	2648	1530	1528	4.0	405	5.0	4.7	6.0	5.1	7.6	145	<b>Switzerland</b>
5.9	11.3	10.9	1484	1966	529	4413	1790	1547	2665	1540	1536	4.1	439	5.1	4.9	5.2	4.6	6.4	123	<b>Norway</b>
5.7	11.8	10.9	1399	1906	572	4295	1774	1548	2618	1515	1508	3.9	420	5.0	4.7	5.1	4.4	6.4	127	<b>VW</b>
5.5	12.6	11.2	1359	1856	545	4270	1788	1555	2607	1521	1520	4.0	353	5.1	4.7	5.0	4.3	6.3	123	<b>Ford</b>
5.4	12.4	12.1	1265	1761	543	4204	1776	1526	2620	1507	1503	3.9	359	5.0	4.7	4.5	4.0	5.5	112	<b>Renault</b>
5.4	12.3	11.8	1305	1749	494	4162	1795	1522	2586	1499	1497	3.9	363	5.0	4.7	4.7	4.0	5.7	115	<b>Peugeot</b>
6.3	8.7	8.9	1577	2042	514	4490	1823	1468	2704	1609	1552	4.3	429	4.8	4.6	5.3	4.7	6.4	135	<b>Audi</b>
6.9	8.0	8.4	1637	2111	537	4606	1821	1479	2802	1548	1578	4.4	453	4.9	4.5	5.3	4.6	6.5	136	<b>BMW</b>
6.5	8.4	9.0	1691	2212	559	4579	1812	1514	2781	1563	1569									

# 2012

## Passenger cars

	Total sales/registrations	Total sales/registrations [%]	Price [EUR incl. tax]	Diesel [%]	Hybrid excl. PHEV [%]	Natural gas (mono-/bivalent, incl. LPG) [%]	Flex-Fuel (ethanol/gasoline) [%]	Electric/fuel cell incl. PHEV [%]	Automatic [%]	Front drive [%]	Rear drive [%]	4-wheel drive [%]	Direct injection (non-diesel) [%]	Euro 5 [%]	Euro 6 [%]	Engine power [kW]	Engine size [ccm]	Number of cylinders	Compression rate (gasoline)	Compression rate (diesel)	Number of gears	Performance 0-100 km/h (gasoline) [s]	Performance 0-100 km/h (diesel) [s]	Mass in running order [kg]	Gross weight [kg]
<b>EU-27</b>	<b>12,008,247</b>	<b>100</b>	<b>25,584</b>	<b>55</b>	<b>1.1</b>	<b>1.9</b>	<b>0.2</b>	<b>0.16</b>	<b>19</b>	<b>80</b>	<b>7</b>	<b>11</b>	<b>25</b>	<b>91</b>	<b>0.7</b>	<b>89</b>	<b>1642</b>	<b>4.0</b>	<b>10.5</b>	<b>16.6</b>	<b>5.6</b>	<b>12.0</b>	<b>10.9</b>	<b>1402</b>	<b>1864</b>
<b>Germany</b>	3,082,352	26	28,483	48	0.7	0.5	0.1	0.12	26	73	12	15	41	90	1.3	101	1756	4.1	10.4	16.5	5.8	11.3	9.9	1489	1950
<b>United Kingdom</b>	2,039,986	17	26,267	51	1.2	0	0	0.09	25	79	11	10	17	88	0.4	93	1673	4.0	10.7	16.5	5.7	11.9	10.4	1396	1858
<b>France</b>	1,860,524	15	24,139	73	1.3	0.1	0.4	0.32	16	89	3	8	12	94	0.6	81	1592	4.0	10.5	16.6	5.5	12.5	11.6	1342	1822
<b>Italy</b>	1,396,079	12	21,514	53	0.5	12.9	0	0.04	11	85	5	11	6	95	0.7	77	1511	3.9	10.7	16.6	5.5	13.4	11.5	1313	1745
<b>EU-12</b>	<b>758,774</b>	<b>6</b>	<b>20,600</b>	<b>42</b>	<b>0.4</b>	<b>0.3</b>	<b>0.2</b>	<b>0.09</b>	<b>8</b>	<b>73</b>	<b>2</b>	<b>12</b>	<b>22</b>	<b>92</b>	<b>0.5</b>	<b>87</b>	<b>1620</b>	<b>4.0</b>	<b>10.4</b>	<b>16.6</b>	<b>5.5</b>	<b>12.1</b>	<b>10.9</b>	<b>1389</b>	<b>1864</b>
<b>Spain</b>	699,589	6	23,786	69	1.4	0	0	0.07	9	86	5	9	19	85	0.6	85	-	4.0	10.6	16.6	5.6	12.4	11.3	1410	1869
<b>Netherlands</b>	502,541	4	24,123	28	4.5	1.8	0.1	0.76	21	92	5	3	29	94	0.2	79	1438	3.8	10.6	16.4	5.5	11.9	11.6	1252	1714
<b>Belgium</b>	486,736	4	25,215	69	1.0	0.1	0	0.17	12	84	8	8	16	85	1.0	84	1634	4.0	10.6	16.6	5.6	12.6	11.6	1430	1907
<b>Austria</b>	336,010	3	26,679	56	0.6	0.1	0.3	0.18	14	77	4	19	23	87	0.8	87	1648	4.0	10.5	16.5	5.6	12.6	11.1	1447	1919
<b>Sweden</b>	279,895	2	31,186	67	1.2	1.6	2.4	0.15	36	71	7	23	39	90	0.5	102	1787	4.1	10.5	16.5	5.9	11.0	10.3	1580	2032
<b>Denmark</b>	170,783	1	31,328	40	0.2	0	0	0.32	9	95	4	2	11	90	0.2	72	1404	3.7	10.5	16.7	5.3	13.0	11.5	1262	1656
<b>Finland</b>	111,292	1	31,617	39	1.3	0.1	1.0	0.09	32	80	6	15	39	91	0.5	96	1675	4.0	10.5	16.5	5.8	11.1	10.3	1457	1944
<b>Portugal</b>	95,309	1	27,450	71	1.0	0.7	0	0.09	12	85	12	2	7	92	0.3	81	1541	3.9	10.6	16.4	5.5	13.1	11.2	1366	1800
<b>Ireland</b>	79,498	1	28,087	73	0.8	0	1.5	0.17	12	88	6	5	13	97	0.4	81	1598	3.9	10.7	16.4	5.6	13.8	11.4	1418	1878
<b>Greece</b>	58,481	0	19,978	40	0.8	0.1	0	0	0	86	4	6	2	93	0.2	70	1368	3.8	10.8	17.2	5.1	13.3	12.9	1237	1658
<b>Luxembourg</b>	50,398	0	30,336	76	1.2	0	0	0.20	6	68	10	22	37	98	1.1	109	1874	4.2	10.8	16.3	6.6	9.3	9.2	1518	2003
<b>VW</b>	1,541,464	13	25,613	59	0	1.0	0.1	0	21	90	0	9	62	96	0.1	85	1588	3.9	10.2	16.7	5.7	11.9	11.0	1435	1935
<b>Ford</b>	920,047	8	22,043	52	0	1.2	0.2	0	9	96	0	4	15	80	0	80	1544	3.9	10.9	16.4	5.4	13.0	11.6	1347	1830
<b>Renault</b>	783,457	7	20,927	63	0	0.7	0.6	0.18	5	98	0	1	0	91	0.8	74	1436	4.0	9.8	15.9	5.4	12.4	11.9	1310	1785
<b>Peugeot</b>	759,950	6	21,607	66	1.9	0.5	0	0.35	12	96	0	2	8	96	0	75	1513	3.9	10.7	17.3	5.4	12.3	11.9	1333	1779
<b>Audi</b>	673,310	6	37,823	74	0.2	0	0	0	39	67	0	32	99	86	0.9	122	2031	4.4	9.9	16.5	6.2	8.7	9.0	1600	2062
<b>Citroën</b>	648,266	5	21,545	67	0.3	0.5	0	0.39	13	97	0	2	6	93	0	74	1513	3.9	10.7	17.2	5.2	13.2	13.0	1301	1759
<b>BMW</b>	614,256	5	41,989	81	0.1	0	0	0.01	50	0	71	28	94	93	0.5	138	2165	4.4	10.7	16.4	6.8	7.8	8.3	1664	2116
<b>Opel</b>	583,342	5	22,521	45	0	4.6	0	0.75	8	96	0	3	1	96	0	85	1524	4.0	10.2	17.2	5.5	12.4	11.7	1444	1894
<b>Mercedes-Benz</b>	576,078	5	42,622	70	0.3	0.1	0	0.03	56	32	53	15	75	85	9.0	127	2159	4.4	10.2	16.2	6.4	8.9	9.0	1699	2210
<b>Fiat</b>	573,170	5	15,244	26	0	14.9	0	0.02	3	95	0	5	0	90	0.9	62	1347	3.9	10.9	17.0	5.1	13.4	12.7	1127	1521
<b>Toyota</b>	486,747	4	21,500	28	14.8	0	0	0	24	91	1	7	1	87	0	76	1518	3.8	11.2	16.5	5.6	12.6	10.9	1294	1677
<b>Škoda</b>	463,791	4	20,530	49	0	0.2	0.1	0	9	90	0	8	60	91	0	78	1508	3.8	10.2	16.9	5.4	12.3	11.3	1328	1812
<b>Nissan</b>	416,938	3	22,894	51	0	1.2	0	0.68	10	88	0	10	10	87	0	84	1534	3.9	10.6	15.3	5.4	12.2	11.6	1397	1850
<b>Hyundai</b>	413,053	3	19,543	40	0	0.3	0	0	7	90	1	8	5	90	0	80	1502	4.0	10.5	16.7	5.5	12.5	11.8	1344	1780
<b>Kia</b>	330,198	3	19,726	45	0	0.2	0	0	9	89	0	9	14	94	0	79	1478	3.9	10.6	17.0	5.5	12.6	12.3	1324	1757
<b>Seat</b>	251,149	2	19,535	51	0	0.2	0	0	6	98	0	1	47	93	0	74	1455	3.8	10.3	16.6	5.4	11.7	11.6	1279	1721
<b>Vauxhall</b>	232,224	2	22,977	39	0	0	0	0.20	10	97	0	3	0	94	0	85	1538	4.0	10.6	17.1	5.5	12.4	11.2	1358	1865
<b>Dacia</b>	229,261	2	13,446	58	0	7.3	3.9	0	0	82	0	17	0	89	0	69	1460	4.0	9.7	16.7	5.4	13.1	12.7	1230	1710
<b>Volvo</b>	211,399	2	38,269	90	0	0	1.4	0.06	40	76	0	24	62	97	0	114	1944	4.6	10.1	16.4	6.0	8.9	10.2	1686	2189
<b>Chevrolet</b>	167,075	1	18,594	36	0	8.5	0	0.33	9	90	1	7	0	99	0	86	1568	4.0	10.2	16.4	5.4	13.2	10.5	1321	1743

Payload [kg]	Length [mm]	Width [mm]	Height [mm]	Wheelbase [mm]	Front track [mm]	Rear track [mm]	Footprint [m²]	Boot volume [l]	Seats	Doors	Fuel consumption (NEDC) [l/100 km]	Fuel consumption (extra-urban) [l/100 km]	Fuel consumption (urban) [l/100 km]	CO <sub>2</sub> (NEDC) [g/km]	CO (diesel vehicles) [mg/km]	CO (gasoline vehicles) [mg/km]	NHMC (gasoline vehicle Euro 5/6 vehicles) [mg/km]	NO <sub>x</sub> (diesel vehicles) [mg/km]	NO <sub>x</sub> (gasoline vehicles) [mg/km]	HC + NO <sub>x</sub> (diesel vehicles) [mg/km]	Particulates (diesel vehicles) [mg/km]	Noise (pass-by) [dB]	Noise (stationary) [dB]	
<b>512</b>	<b>4270</b>	<b>1772</b>	<b>1540</b>	<b>2561</b>	<b>1519</b>	<b>1515</b>	<b>4.0</b>	<b>384</b>	<b>4.9</b>	<b>4.6</b>	<b>5.4</b>	<b>4.6</b>	<b>6.8</b>	<b>133</b>	<b>233</b>	<b>379</b>	<b>44</b>	<b>36</b>	<b>153</b>	<b>24</b>	<b>179</b>	<b>2</b>	<b>73</b>	<b>79</b>
521	4362	1783	1552	2652	1530	1528	4.0	408	4.9	4.6	5.8	4.9	7.3	143	214	380	43	34	153	25	176	2	72	76
495	4256	1771	1519	2608	1527	1517	4.0	372	4.9	4.5	5.4	4.6	6.9	134	221	377	46	36	150	24	170	2	71	77
526	4217	1773	1545	2602	1506	1504	3.9	371	5.0	4.7	5.0	4.3	6.2	125	263	379	47	38	155	24	205	2	72	76
488	4109	1741	1546	2545	1495	1493	3.8	339	4.8	4.6	5.4	4.6	6.7	126	250	344	44	38	153	22	186	2	72	77
526	4322	1772	1545	2621	1518	1514	4.0	422	5.0	4.8	5.8	4.9	7.3	141	243	387	41	39	148	24	193	3	72	76
516	4299	1798	1534	2622	1524	1519	4.0	392	5.0	4.7	5.2	4.5	6.5	130	227	390	41	38	157	26	172	3	71	76
515	4156	1741	1512	2570	1499	1497	3.8	344	4.8	4.6	5.1	4.4	6.3	120	243	384	45	35	152	23	199	1	71	77
528	4334	1786	1549	2644	1521	1519	4.0	396	5.0	4.6	5.2	4.5	6.5	132	225	397	47	36	155	23	173	2	72	76
523	4336	1780	1566	2637	1524	1521	4.0																	

# 2011

## Passenger cars

	Total sales/registrations	Total sales/registrations [%]	Price [EUR incl. tax]	Top speed [km/h]	Diesel [%]	Hybrid excl. PHEV [%]	Natural gas (mono-/bivalent, incl. LPG) [%]	Flex-Fuel (ethanol/gasoline) [%]	Electric/fuel cell incl. PHEV [%]	Automatic [%]	Front drive [%]	Rear drive [%]	4-wheel drive [%]	Direct injection (non-diesel) [%]	Euro 5 and Euro 6 [%]	Engine power [kW]	Engine size [ccm]	Number of cylinders	Compression rate (gasoline)	Compression rate (diesel)	Number of gears	Performance 0-100 km/h (gasoline) [s]	Performance 0-100 km/h (diesel) [s]	Mass in running order [kg]	Gross weight [kg]
<b>EU-27</b>	<b>13,117,185</b>	<b>100</b>	<b>24,439</b>	-	<b>55</b>	<b>0.7</b>	<b>1.0</b>	<b>0.2</b>	<b>0.07</b>	<b>20</b>	<b>83</b>	<b>7</b>	<b>10</b>	<b>21</b>	<b>77</b>	<b>88</b>	<b>1644</b>	<b>4.0</b>	<b>10.5</b>	<b>16.7</b>	<b>5.6</b>	<b>12.1</b>	<b>11.1</b>	<b>1393</b>	<b>1853</b>
<b>Germany</b>	3,173,473	24	27,859	-	47	0.4	0.3	0.1	0.07	26	74	13	13	35	78	99	1767	4.1	10.4	16.7	5.7	11.4	10.0	1484	1941
<b>France</b>	2,165,803	17	22,668	-	72	0.6	0.5	0.3	0.12	13	91	3	6	9	83	79	1571	4.0	10.5	16.8	5.5	12.6	11.9	1329	1798
<b>United Kingdom</b>	1,937,105	15	24,132	-	51	1.2	0	0	0.06	24	80	10	10	17	72	93	1698	4.1	10.6	16.6	5.6	11.8	10.5	1406	1867
<b>Italy</b>	1,743,989	13	21,402	-	55	0.3	5.2	0	0.02	18	85	4	11	7	85	78	1529	4.0	10.7	16.8	5.5	13.3	11.5	1314	1746
<b>EU-12</b>	<b>812,385</b>	<b>6</b>	<b>19,697</b>	-	<b>40</b>	<b>0.3</b>	<b>0.1</b>	<b>0</b>	<b>0.03</b>	<b>11</b>	<b>85</b>	<b>2</b>	<b>13</b>	<b>22</b>	<b>74</b>	<b>85</b>	<b>1612</b>	<b>4.0</b>	<b>10.4</b>	<b>16.8</b>	<b>5.5</b>	<b>12.1</b>	<b>11.0</b>	<b>1373</b>	<b>1849</b>
<b>Spain</b>	808,058	6	23,569	-	70	1.2	0	0	0.05	16	84	5	11	15	67	86	1672	4.0	10.6	16.7	5.6	12.3	11.4	1422	1887
<b>Belgium</b>	572,209	4	24,073	-	75	1.2	0.1	0	0.05	17	86	7	7	10	67	82	1622	4.0	10.6	16.7	5.5	12.8	11.9	1400	1856
<b>Netherlands</b>	555,917	4	22,202	-	28	2.7	1.1	0.1	0.16	18	93	4	3	22	74	78	1445	3.8	10.5	16.6	5.4	12.1	12.0	1212	1693
<b>Austria</b>	356,144	3	25,970	-	55	0.4	0.1	0.4	0.18	17	79	4	16	19	75	85	1644	4.0	10.4	16.7	5.6	12.7	11.2	1438	1911
<b>Sweden</b>	304,983	2	29,009	-	61	1.0	1.9	5.2	0.06	32	74	7	20	34	74	102	1792	4.2	10.4	16.6	5.8	10.8	10.3	1562	2015
<b>Denmark</b>	170,008	1	35,126	-	48	0.1	0	0	0.27	15	95	4	2	15	69	78	1505	3.9	10.5	16.9	5.4	12.5	11.5	1332	1764
<b>Portugal</b>	153,486	1	26,805	-	70	0.6	0.4	0	0.13	16	88	10	2	8	74	80	1537	3.9	10.5	16.6	5.5	13.2	11.4	1373	1795
<b>Finland</b>	126,169	1	30,480	-	42	0.9	0	0.3	0.02	30	81	5	14	33	77	96	1703	4.1	10.5	16.6	5.7	11.1	10.4	1472	1951
<b>Greece</b>	97,679	1	19,084	-	10	1.0	0.1	0	0	6	89	5	7	8	68	73	1375	3.9	10.3	16.5	5.2	13.6	12.7	1230	1649
<b>Ireland</b>	89,896	1	25,523	-	71	0.6	0	1.5	0.05	11	91	6	3	12	75	79	1579	3.9	10.6	16.7	5.5	13.8	11.4	1394	1850
<b>Luxembourg</b>	49,881	0	29,880	-	77	0.6	0	0	0.06	-	70	10	20	29	93	108	1891	4.2	10.8	16.4	6.5	9.9	9.0	1518	1990
<b>VW</b>	1,623,368	12	25,706	-	61	0	1.0	0.2	0.01	24	92	0	8	59	94	86	1619	3.9	10.2	16.7	5.8	11.8	11.1	1454	1964
<b>Ford</b>	1,060,324	8	21,061	-	54	0	0.5	0.2	0	10	96	0	4	10	66	79	1576	4.0	10.9	16.6	5.4	12.8	11.7	1342	1818
<b>Renault</b>	1,013,699	8	20,041	-	60	0	0.5	0.9	0.05	8	99	0	1	0	74	74	1457	4.0	9.8	16.2	5.4	12.2	11.9	1305	1762
<b>Peugeot</b>	874,931	7	21,145	-	66	0	0.2	0	0.19	14	99	0	0	11	73	75	1518	3.9	10.6	17.6	5.4	12.7	12.1	1346	1786
<b>Citroën</b>	745,839	6	20,695	-	66	0	0.4	0	0.21	15	99	0	1	7	80	73	1500	3.9	10.7	17.3	5.2	13.3	13.2	1294	1763
<b>Opel</b>	734,688	6	21,361	-	48	0	1.0	0	0.04	9	98	0	2	1	89	82	1507	4.0	10.2	17.3	5.5	12.4	12.1	1418	1857
<b>Fiat</b>	677,084	5	15,145	-	33	0	7.4	0.1	0.01	9	95	0	5	0	83	61	1340	3.9	10.9	17.2	5.1	13.5	12.7	1103	1502
<b>Audi</b>	654,663	5	36,899	-	72	0.1	0	0.1	0	34	68	0	32	99	64	120	2041	4.4	10.0	16.7	6.0	8.8	9.2	1576	2042
<b>BMW</b>	618,280	5	41,195	-	81	0.1	0	0	0	41	0	71	29	84	82	139	2263	4.6	11.3	16.4	6.5	8.1	8.3	1686	2131
<b>Mercedes-Benz</b>	575,824	4	41,923	-	68	0	0.3	0	0.04	61	26	62	12	45	78	126	2214	4.4	10.3	16.4	6.0	9.7	8.9	1690	2181
<b>Toyota</b>	504,264	4	20,370	-	30	10.3	0	0	0	27	91	0	9	1	45	77	1513	3.7	11.1	16.6	5.6	12.8	11.0	1297	1685
<b>Škoda</b>	469,736	4	20,313	-	50	0	0.1	0.1	0	15	91	0	9	65	79	79	1526	3.9	10.1	16.8	5.5	12.0	11.5	1344	1839
<b>Nissan</b>	444,992	3	21,411	-	47	0	0.1	0	0.30	14	88	0	11	9	77	84	1550	3.8	10.6	15.4	5.4	12.3	11.8	1381	1817
<b>Hyundai</b>	379,326	3	17,848	-	38	0	0.1	0	0	10	92	1	7	1	64	77	1492	4.0	10.4	17.0	5.1	12.9	12.4	1317	1747
<b>Seat</b>	297,427	2	19,690	-	59	0	0.1	0	0	9	99	0	1	44	78	76	1497	3.8	10.3	16.6	5.4	11.8	11.8	1295	1759
<b>Kia</b>	281,111	2	18,900	-	47	0	0.2	0	0	11	91	0	9	8	73	80	1511	3.9	10.5	17.0	5.4	13.0	12.2	1353	1776
<b>Dacia</b>	245,309	2	13,293	-	60	0	2.9	2.7	0	0	77	0	23	0	76	69	1457	4.0	9.7	16.3	5.4	12.8	12.8	1229	1699
<b>Volvo</b>	235,391	2	37,379	-	88	0	0	1.8	0.03	40	76	0	24	54	89	119	1983	4.6	10.1	16.5	6.0	8.7	9.8	1698	2193
<b>Vauxhall</b>	234,703	2	21,758	-	44	0	0	0	0	12	99	0	1	0	89	85	1556	4.0	10.6	18.2	5.2	12.3	13.1	1394	1893
<b>Chevrolet</b>	171,818	1	15,905	-	20	0	8.8	0	0.04	7	95	0	5	0	83	77	1444	4.0	10.2	16.6	5.2	13.3	10.0	1258	1661

Payload [kg]	Length [mm]	Width [mm]	Height [mm]	Wheelbase [mm]	Front track [mm]	Rear track [mm]	Footprint [m²]	Boot volume [l]	Seats	Doors	Fuel consumption (NEDC) [l/100 km]	Fuel consumption (extra-urban) [l/100 km]	Fuel consumption (urban) [l/100 km]	CO <sub>2</sub> (NEDC) [g/km]	CO (diesel vehicles) [mg/km]	CO (gasoline vehicles) [mg/km]	NHMC (gasoline Euro 5/6 vehicles) [mg/km]	NO <sub>x</sub> (diesel vehicles) [mg/km]	NO <sub>x</sub> (gasoline vehicles) [mg/km]	HC + NO <sub>x</sub> (diesel vehicles) [mg/km]	Particulates (diesel vehicles) [mg/km]	CO at -7 °C (gasoline vehicles) [mg/km]	HC at -7 °C (gasoline vehicles) [mg/km]		
<b>508</b>	<b>4263</b>	<b>1770</b>	<b>1538</b>	<b>2610</b>	<b>1511</b>	<b>1509</b>	<b>3.9</b>	<b>376</b>	<b>4.9</b>	<b>4.6</b>	<b>5.6</b>	<b>4.7</b>	<b>7.0</b>	<b>138</b>	<b>231</b>	<b>377</b>	<b>46</b>	<b>38</b>	<b>159</b>	<b>24</b>	<b>185</b>	<b>3</b>	-	-	<b>EU-27</b>
513	4362	1784	1547	2651	1523	1525	4.0	403	4.9	4.5	6.0	5.0	7.6	147	211	379	45	38	158	25	182	2	-	-	<b>Germany</b>
518	4196	1765	1541	2593	1498	1496	3.9	362	5.0	4.6	5.1	4.4	6.4	129	253	393	48	43	164	23	172	3	-	-	<b>France</b>
497	4268	1773	1519	2611	1520	1513	4.0	367	4.9	4.5	5.7	4.8	7.2	140	222	356	50	38	159	25	221	3	-	-	<b>United Kingdom</b>
483	4112	1741	1544	2546	1487	1488	3.8	335	4.8	4.5	5.3	4.5	6.7	131	246	360	47	41	157	22	208	2	-	-	<b>Italy</b>
524	4306	1766	1540	2611	1513	1510	4.0	416	5.0	4.8	5.9	5.0	7.5	144	227	377	48	36	158	24	195	3	-	-	<b>EU-12</b>
522	4310	1802	1532	2625	1521	1516	4.0	391	5.0	4.7	5.4	4.6	6.8	137	220	363	42	38	163	27	202	4	-	-	<b>Spain</b>
502	4290	1775	1540	2626	1510	1507	3.9	375	5.0	4.5	5.3	4.5	6.6	133	231	394	47	37	165	21	173	3	-	-	<b>Belgium</b>
531	4117	1733	1517	2551	1496	1492	3.8	333	4.8	4.6	5.3	4.5	6.8	128	238	398	48	36	150	23	214	1	-	-	<b>Netherlands</b>
518	4331	1779	1559	2634	1518	1516	4.0	393</																	

# 2010

## Passenger cars

	Total sales/registrations	Total sales/registrations [%]	Price [EUR incl. tax]	Top speed [km/h]	Diesel [%]	Hybrid excl. PHEV [%]	Natural gas (mono-/bivalent, incl. LPG) [%]	Flex-Fuel (ethanol/gasoline) [%]	Electric/fuel cell incl. PHEV [%]	Automatic [%]	Front drive [%]	Rear drive [%]	4-wheel drive [%]	Direct injection (non-diesel) [%]	Euro 5 and Euro6 [%]	Engine power [kW]	Engine size [ccm]	Number of cylinders	Compression rate (gasoline)	Compression rate (diesel)	Number of gears	Performance 0-100 km/h (gasoline) [s]	Performance 0-100 km/h (diesel) [s]	Mass in running order [kg]	Gross weight [kg]
<b>EU-27</b>	<b>13,305,479</b>	<b>100</b>	<b>23,123</b>	<b>185</b>	<b>51</b>	<b>0.6</b>	<b>3.4</b>	<b>0.4</b>	<b>0.01</b>	<b>16</b>	<b>83</b>	<b>7</b>	<b>9</b>	<b>14</b>	<b>38</b>	<b>84</b>	<b>1633</b>	<b>4.0</b>	<b>10.5</b>	<b>17.2</b>	<b>5.4</b>	<b>12.4</b>	<b>11.6</b>	<b>1372</b>	<b>1821</b>
<b>Germany</b>	2,877,790	22	26,721	192	41	0.3	0.4	0	0.01	23	75	14	11	24	49	96	1759	4.1	10.4	17.0	5.5	11.8	10.3	1462	1901
<b>France</b>	2,203,141	17	21,146	178	70	0.4	3.4	0.2	0.01	9	93	3	4	6	38	74	1548	4.0	10.5	17.4	5.3	12.9	12.4	1305	1767
<b>United Kingdom</b>	2,025,034	15	22,561	188	46	1.1	0	0	0.01	20	82	10	8	11	34	90	1694	4.1	10.6	17.2	5.4	12.2	10.9	1393	1851
<b>Italy</b>	1,967,376	15	20,278	178	46	0.2	18.1	0	0.01	14	86	4	10	6	34	74	1500	4.0	10.5	17.2	5.3	13.4	11.9	1287	1696
<b>Spain</b>	981,885	7	22,777	185	71	0.7	0	0	0.01	13	86	5	9	11	25	84	1678	4.0	10.5	17.4	5.4	12.4	11.7	1412	1874
<b>EU-12</b>	<b>836,447</b>	<b>6</b>	<b>19,358</b>	<b>181</b>	<b>40</b>	<b>0.2</b>	<b>0.1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>64</b>	<b>1</b>	<b>9</b>	<b>13</b>	<b>34</b>	<b>82</b>	<b>1614</b>	<b>4.0</b>	<b>10.4</b>	<b>17.7</b>	<b>5.3</b>	<b>12.6</b>	<b>11.6</b>	<b>1361</b>	<b>1830</b>
<b>Belgium</b>	546,223	4	23,284	183	76	0.7	0	0	0.01	15	86	8	6	7	34	80	1640	4.0	10.5	17.3	5.4	13.1	12.0	1400	1856
<b>Netherlands</b>	483,061	4	22,549	181	20	3.3	0.4	0	0.03	18	92	4	3	16	43	79	1485	3.9	10.5	16.8	5.3	12.3	11.4	1206	1692
<b>Austria</b>	328,013	2	24,791	182	51	0.4	0.1	0.5	0.03	14	80	5	15	10	45	83	1643	4.0	10.4	17.2	5.4	13.2	11.7	1417	1882
<b>Sweden</b>	288,793	2	26,570	196	51	1.3	2.3	12.2	0	30	76	7	17	26	37	103	1816	4.2	10.4	17.2	5.5	11.0	10.8	1560	1995
<b>Portugal</b>	223,427	2	25,707	182	67	0.7	0.4	0	0.01	12	89	9	2	4	40	78	1529	4.0	10.5	16.9	5.4	13.4	11.5	1348	1768
<b>Denmark</b>	153,301	1	34,268	180	46	0.1	0	0	0.03	13	95	4	1	12	35	77	1516	3.9	10.4	17.4	5.4	12.6	11.5	1303	1757
<b>Greece</b>	141,496	1	19,457	177	4	0.8	0	0	0	4	83	5	8	3	34	78	1429	3.9	10.6	17.4	5.3	12.8	13.6	1250	1670
<b>Finland</b>	111,386	1	29,231	193	41	1.0	0	0.3	0.01	24	83	5	12	28	45	94	1719	4.1	10.5	17.1	5.6	11.3	10.7	1465	1937
<b>Ireland</b>	88,380	1	23,963	181	63	0.8	0	3.6	0.02	9	91	5	2	8	33	76	1563	3.9	10.5	17.3	5.3	13.5	11.7	1369	1828
<b>Luxembourg</b>	49,726	0	28,345	190	75	0.5	0.1	0	0	16	73	11	16	14	61	103	1870	4.2	10.4	17.2	5.5	10.6	11.6	1493	1945
<b>VW</b>	1,463,888	11	24,062	188	55	0	1.6	0.3	0	17	91	0	8	43	73	84	1611	3.9	10.3	17.1	5.6	12.3	11.4	1415	1910
<b>Renault</b>	1,109,101	8	19,345	178	60	0	2.5	1.4	0	6	97	0	1	0	24	72	1450	4.0	9.8	16.8	5.6	11.7	12.2	1299	1761
<b>Ford</b>	1,096,768	8	19,986	178	52	0	3.9	0.5	0	7	96	0	3	1	16	76	1579	4.0	11.0	18.1	5.1	12.9	12.1	1326	1778
<b>Peugeot</b>	967,037	7	19,443	178	62	0	1.7	0	0	8	99	0	1	5	23	70	1477	3.9	10.6	17.8	5.2	13.1	12.4	1315	1734
<b>Fiat</b>	816,424	6	14,784	163	29	0	13.2	0	0.01	11	95	0	4	0	35	57	1327	4.0	10.3	17.5	5.1	14.1	13.8	1085	1486
<b>Citroën</b>	813,973	6	19,695	175	63	0	3.7	0.1	0.01	8	98	0	1	5	33	70	1487	3.9	10.6	17.7	5.2	13.4	13.3	1313	1777
<b>Opel</b>	739,732	6	20,505	184	43	0	5.7	0	0	9	97	0	1	1	52	80	1507	4.0	10.4	17.6	5.4	12.7	12.2	1401	1838
<b>Audi</b>	601,652	5	37,190	214	73	0	0	0.2	0	29	68	0	31	81	44	121	2069	4.4	9.9	16.8	5.8	9.3	9.9	1606	2080
<b>BMW</b>	590,042	4	39,850	220	78	0.1	0	0	0	38	0	78	21	85	62	135	2291	4.6	11.6	16.3	6.2	8.4	8.5	1662	2092
<b>Mercedes-Benz</b>	568,710	4	40,165	210	64	0.1	0.4	0	0	60	32	56	11	14	56	122	2215	4.5	10.3	16.7	5.7	10.3	9.4	1658	2132
<b>Toyota</b>	559,648	4	20,251	174	31	9.4	0.6	0	0	23	89	0	10	1	23	77	1517	3.7	10.9	16.8	5.5	12.8	11.0	1312	1695
<b>Škoda</b>	446,194	3	19,803	187	51	0	3.3	0.1	0	12	89	0	7	37	51	78	1561	3.8	10.2	17.7	5.4	13.0	11.3	1340	1836
<b>Nissan</b>	392,194	3	20,550	172	43	0	2.2	0	0.01	12	87	1	10	3	22	79	1532	3.9	10.3	15.9	5.1	13.1	12.2	1367	1805
<b>Hyundai</b>	343,151	3	16,582	172	30	0	4.2	0	0	10	87	1	9	0	17	76	1477	4.0	10.4	17.2	5.0	13.2	12.6	1319	1724
<b>Seat</b>	294,661	2	18,997	185	58	0	0.5	0.2	0	6	98	0	1	25	43	76	1558	3.8	10.3	17.3	5.3	12.0	11.3	1288	1758
<b>Dacia</b>	259,290	2	11,157	162	41	0	21.9	1.1	0	0	80	0	6	0	10	61	1425	4.0	9.7	17.8	5.0	12.7	14.6	1174	1612
<b>Kia</b>	255,376	2	17,752	177	43	0	2.5	0	0	11	90	0	8	0	32	80	1527	4.0	10.1	17.4	5.0	14.1	12.9	1374	1774
<b>Vauxhall</b>	246,980	2	20,699	-	32	0	0	0	0	9	100	0	0	0	61	82	1532	4.0	10.6	18.1	5.2	12.7	12.7	1375	1875
<b>Volvo</b>	214,358	2	35,338	201	87	0	0	4.3	0	33	76	0	23	6	33	114	2019	4.6	10.3	17.8	5.5	9.8	10.8	1675	2185
<b>Suzuki</b>	185,371	1	14,705	166	18	0	3.1	0	0.02	9	70	0	26	0	43	68	1340	3.7	10.5	17.6	4.9	13.0	11.0	1148	1507

Payload [kg]	Length [mm]	Width [mm]	Height [mm]	Wheelbase [mm]	Front track [mm]	Rear track [mm]	Footprint [m²]	Boot volume [l]	Seats	Doors	Fuel consumption (NEDC) [l/100 km]	Fuel consumption (extra-urban) [l/100 km]	Fuel consumption (urban) [l/100 km]	CO <sub>2</sub> (NEDC) [g/km]	CO (diesel vehicles) [mg/km]	CO (gasoline vehicles) [mg/km]	HC (gasoline vehicles) [mg/km]	NHMC (gasoline Euro 5/6 vehicles) [mg/km]	NO <sub>x</sub> (diesel vehicles) [mg/km]	NO <sub>x</sub> (gasoline vehicles) [mg/km]	HC + NO <sub>x</sub> (diesel vehicles) [mg/km]	Particulates (diesel vehicles) [mg/km]	CO at -7 °C (gasoline vehicles) [mg/km]	HC at -7 °C (gasoline vehicles) [mg/km]	
<b>497</b>	<b>4220</b>	<b>1758</b>	<b>1531</b>	<b>2593</b>	<b>1499</b>	<b>1500</b>	<b>3.9</b>	<b>362</b>	<b>4.9</b>	<b>4.5</b>	<b>5.8</b>	<b>4.9</b>	<b>7.4</b>	<b>143</b>	<b>204</b>	<b>387</b>	<b>49</b>	<b>37</b>	<b>181</b>	<b>24</b>	<b>207</b>	<b>6</b>	<b>4338</b>	<b>890</b>	<b>EU-27</b>
493	4312	1773	1535	2630	1504	1510	4.0	390	4.9	4.4	6.2	5.2	8.1	153	203	380	48	37	168	25	194	3	4285	938	<b>Germany</b>
509	4145	1751	1533	2576	1492	1488	3.8	344	4.9	4.6	5.2	4.5	6.6	132	216	384	51	41	191	24	216	9	4490	801	<b>France</b>
489	4238	1765	1519	2601	1498	1498	3.9	345	5.0	4.4	5.9	4.9	7.7	146	200	387	48	38	184	25	210	7	4281	951	<b>United Kingdom</b>
467	4059	1729	1538	2525	1483	1481	3.7	331	4.8	4.6	5.7	4.8	7.2	136	194	387	48	38	177	22	204	6	4125	815	<b>Italy</b>
516	4284	1767	1526	2617	1506	1504	3.9	376	5.0	4.6	5.6	4.7	7.1	141	196	400	47	33	184	24	209	8	4597	889	<b>Spain</b>
525	4299	1761	1539	2599	1497	1497	3.9	395	5.0	4.7	6.0	5.1	7.8	148	196	403	50	38	188	25	214	8	4734	847	<b>EU-12</b>
502	4274	1769	1541	2621	1505	1501	3.9	368	4.9	4.5	5.3	4.6	6.8	136	198	411	48	35	185	22	212	8	4694	884	<b>Belgium</b>
537	4110	1732	1521	2555	1505	1483	3.8	329	4.8	4.6	5.7	4.8	7.4	138	215	386									

# 2009

## Passenger cars

	Total sales/registrations	Total sales/registrations [%]	Price [EUR incl. tax]	Top speed [km/h]	Diesel [%]	Hybrid excl. PHEV [%]	Natural gas (mono-/bivalent, incl. LPG) [%]	Flex-Fuel (ethanol/gasoline) [%]	Electric/fuel cell incl. PHEV [%]	Automatic [%]	Front drive [%]	Rear drive [%]	4-wheel drive [%]	Direct injection (non-diesel) [%]	Euro 5 and Euro6 [%]	Engine power [kW]	Engine size [ccm]	Number of cylinders	Compression rate (gasoline)	Compression rate (diesel)	Number of gears	Performance 0-100 km/h (gasoline) [s]	Performance 0-100 km/h (diesel) [s]	Mass in running order [kg]	Gross weight [kg]
<b>EU-27</b>	<b>14,091,605</b>	<b>100</b>	<b>21,837</b>	<b>183</b>	<b>45</b>	<b>0.5</b>	<b>3.7</b>	<b>0.3</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>7</b>	<b>8</b>	<b>12</b>	<b>12</b>	<b>81</b>	<b>1619</b>	<b>4.0</b>	<b>10.5</b>	<b>17.7</b>	<b>5.3</b>	<b>12.6</b>	<b>11.6</b>	<b>1347</b>	<b>1790</b>
<b>Germany</b>	3,789,564	27	23,749	186	30	0.2	0.3	0	0	18	82	10	8	17	18	87	1667	4.0	10.4	17.5	5.4	12.5	10.4	1399	1822
<b>France</b>	2,242,894	16	20,515	178	70	0.4	1.1	0.1	0	9	93	3	4	5	11	73	1548	4.0	10.5	17.8	5.3	13.2	12.4	1291	1748
<b>Italy</b>	2,165,081	15	19,667	178	42	0.3	21.6	0	0	11	87	4	9	4	11	72	1490	4.0	10.5	17.6	5.3	13.5	11.9	1262	1678
<b>United Kingdom</b>	1,988,957	14	20,118	188	42	0.7	0	0	0	17	83	9	7	10	10	88	1683	4.1	10.6	17.6	5.3	12.3	10.8	1364	1821
<b>Spain</b>	953,116	7	22,748	187	70	0.5	0	0.1	0	11	86	5	9	12	6	84	1710	4.0	10.5	17.8	5.4	12.2	11.5	1396	1861
<b>EU-12</b>	<b>870,021</b>	<b>6</b>	<b>18,211</b>	<b>180</b>	<b>35</b>	<b>0.2</b>	<b>0.1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>63</b>	<b>1</b>	<b>7</b>	<b>9</b>	<b>8</b>	<b>79</b>	<b>1595</b>	<b>4.0</b>	<b>10.4</b>	<b>18.0</b>	<b>5.2</b>	<b>12.8</b>	<b>11.5</b>	<b>1330</b>	<b>1793</b>
<b>Belgium</b>	474,927	3	23,166	182	75	0.4	0	0	0	15	86	8	6	6	10	80	1671	4.0	10.5	17.8	5.3	13.2	12.2	1397	1865
<b>Netherlands</b>	387,279	3	25,067	184	20	4.2	0	0	0.01	18	90	5	4	16	15	82	1576	3.9	10.5	17.7	5.3	12.1	10.9	1241	1742
<b>Austria</b>	319,228	2	24,091	182	46	0.3	0.2	0.5	0.01	11	81	5	14	10	16	81	1649	4.0	10.5	17.6	5.3	13.2	11.6	1396	1859
<b>Greece</b>	220,454	2	22,181	183	3	0.8	0	0	0	7	73	7	15	9	19	87	1559	4.0	10.7	17.3	5.3	12.3	12.3	1315	1750
<b>Sweden</b>	212,229	2	23,051	197	41	1.4	2.9	18.4	0.01	26	79	7	14	30	7	104	1870	4.2	10.5	17.5	5.4	10.9	10.4	1548	1981
<b>Portugal</b>	160,909	1	25,670	182	67	0.7	0.3	0	0	13	88	9	3	6	13	78	1558	3.9	10.5	17.5	5.3	13.2	11.6	1338	1753
<b>Denmark</b>	111,965	1	34,988	182	45	0.1	0	0	0.07	10	94	4	2	13	13	79	1562	3.9	10.4	17.7	5.3	12.2	11.5	1316	1755
<b>Finland</b>	90,261	1	29,610	194	46	0.9	0.1	0.2	0	20	82	6	11	32	15	95	1783	4.1	10.4	17.6	5.5	11.1	10.7	1470	1946
<b>Ireland</b>	57,455	0	22,029	184	55	0.5	0	0.8	0	9	87	5	3	10	12	78	1608	3.9	10.5	17.4	5.3	13.0	11.5	1385	1855
<b>Luxembourg</b>	47,265	0	27,784	187	73	0.3	0.1	0	0	12	75	11	14	14	29	101	1875	4.2	10.5	17.9	5.4	11.4	11.8	1485	1936
<b>VW</b>	1,602,712	11	23,857	187	49	0	1.4	0.2	0	12	91	0	7	37	42	83	1669	3.9	10.3	18.1	5.5	12.6	11.3	1426	1929
<b>Ford</b>	1,270,907	9	19,119	178	48	0	2.6	0.6	0	5	96	0	3	0	2	74	1568	4.0	11.0	18.1	5.1	13.0	12.1	1318	1753
<b>Renault</b>	1,065,300	8	18,685	177	56	0	0.7	0.6	0	5	97	0	1	0	7	71	1449	4.0	9.9	17.5	5.4	12.1	12.4	1279	1737
<b>Fiat</b>	1,003,052	7	14,406	162	24	0	19.9	0	0.01	7	96	0	3	0	13	56	1321	4.0	10.2	17.7	5.1	14.1	13.9	1087	1489
<b>Peugeot</b>	972,341	7	18,161	177	55	0	2.2	0.1	0	5	98	0	1	4	4	68	1463	3.9	10.7	17.9	5.1	12.6	11.8	1302	1705
<b>Citroën</b>	855,937	6	19,283	174	60	0	1.8	0	0	7	98	0	1	1	4	68	1472	3.9	10.6	17.9	5.1	14.0	13.6	1307	1758
<b>Opel</b>	808,953	6	19,744	181	37	0	2.5	0	0	9	97	0	1	2	13	76	1492	3.9	10.6	17.7	5.3	13.4	12.5	1356	1796
<b>Toyota</b>	682,863	5	18,641	174	29	5.7	0	0	0	18	91	0	7	2	9	74	1463	3.7	10.7	17.1	5.3	13.4	10.8	1259	1646
<b>Audi</b>	591,381	4	36,927	215	70	0	0	0	0	28	69	0	30	83	21	123	2117	4.4	9.9	17.1	5.8	9.2	9.8	1618	2086
<b>Mercedes-Benz</b>	563,987	4	38,513	209	61	0.2	0.7	0	0	59	34	55	11	6	19	120	2208	4.5	10.3	17.3	5.7	10.4	9.5	1635	2103
<b>BMW</b>	554,332	4	39,250	222	72	0	0	0	0	41	0	80	19	84	21	134	2279	4.6	11.8	16.3	6.0	8.7	8.5	1638	2062
<b>Škoda</b>	465,765	3	17,664	180	36	0	0.4	0.2	0	6	93	0	4	14	6	71	1532	3.7	10.4	18.8	5.2	13.5	11.8	1282	1770
<b>Nissan</b>	360,701	3	20,193	174	38	0	2.6	0	0	13	85	0	11	0	6	80	1555	4.0	10.2	16.0	5.0	13.0	12.2	1361	1798
<b>Hyundai</b>	333,841	2	14,741	171	21	0	8.4	0	0	10	90	1	5	0	0	70	1408	4.0	10.4	17.4	4.9	13.2	12.6	1272	1657
<b>Seat</b>	310,670	2	17,703	183	51	0	0.8	0.1	0	4	98	0	1	15	7	74	1609	3.8	10.4	18.8	5.2	12.1	11.6	1265	1725
<b>Kia</b>	253,871	2	16,613	177	36	0	5.8	0	0	11	88	0	8	0	1	81	1560	4.0	10.1	17.5	5.0	14.2	12.3	1387	1778
<b>Suzuki</b>	241,053	2	14,758	167	21	0	1.5	0	0	9	70	0	24	0	20	67	1352	3.8	10.3	17.6	4.9	12.6	7.6	1164	1525
<b>Vauxhall</b>	237,732	2	18,219	-	29	0	0	0	0	8	99	0	1	0	16	79	1529	4.0	10.5	18.0	5.1	13.4	12.7	1330	1790
<b>Dacia</b>	235,780	2	9,841	163	24	0	15.6	0.2	0	0	83	0	0	0	0	58	1418	4.0	9.5	17.9	5.0	12.9	14.3	1164	1597
<b>Volvo</b>	191,174	1	33,049	200	78	0	0	9.5	0	29	75	0	24	0	4	112	2087	4.5	10.6	18.1	5.3	10.8	10.8	1638	2142

Payload [kg]	Length [mm]	Width [mm]	Height [mm]	Wheelbase [mm]	Front track [mm]	Rear track [mm]	Footprint [m <sup>2</sup> ]	Boot volume [l]	Seats	Doors	Fuel consumption (NEDC) [l/100 km]	Fuel consumption (extra-urban) [l/100 km]	Fuel consumption (urban) [l/100 km]	CO <sub>2</sub> (NEDC) [g/km]	CO (diesel vehicles) [mg/km]	CO (gasoline vehicles) [mg/km]	NHMC (gasoline Euro 5/6 vehicles) [mg/km]	NO <sub>x</sub> (diesel vehicles) [mg/km]	NO <sub>x</sub> (gasoline vehicles) [mg/km]	HC + NO <sub>x</sub> (diesel vehicles) [mg/km]	Particulates (diesel vehicles) [mg/km]	CO at -7 °C (gasoline vehicles) [mg/km]	HC at -7 °C (gasoline vehicles) [mg/km]	
<b>491</b>	<b>4186</b>	<b>1748</b>	<b>1526</b>	<b>2579</b>	<b>1496</b>	<b>1499</b>	<b>3.9</b>	<b>353</b>	<b>4.9</b>	<b>4.5</b>	<b>6.0</b>	<b>5.0</b>	<b>7.7</b>	<b>147</b>	<b>181</b>	<b>387</b>	<b>51</b>	<b>37</b>	<b>197</b>	<b>24</b>	<b>222</b>	<b>9</b>	<b>4516</b>	<b>888</b>
479	4230	1754	1530	2598	1492	1495	3.9	366	4.9	4.3	6.4	5.3	8.3	156	181	378	50	38	192	25	217	6	4456	922
502	4118	1742	1527	2565	1490	1482	3.8	339	4.9	4.5	5.3	4.5	6.7	134	194	401	52	31	202	23	227	12	5088	814
464	4025	1718	1533	2511	1487	1474	3.7	322	4.8	4.5	5.8	4.8	7.4	141	179	402	51	35	193	22	224	9	4414	819
492	4217	1759	1511	2591	1493	1493	3.9	342	4.9	4.4	6.1	5.0	7.9	151	163	378	53	36	200	24	217	9	4282	910
509	4280	1758	1519	2615	1504	1502	3.9	369	5.0	4.6	6.7	4.8	7.4	145	177	394	51	34	197	24	222	10	4521	918
518	4273	1751	1530	2584	1488	1489	3.8	388	5.0	4.7	6.2	5.2	8.1	153	176	407	51	43	204	25	229	12	4876	832
513	4275	1766	1542	2622	1507	1497	3.9	360	5.0	4.5	5.6	4.7	7.1	143	180	405	50	31	203	25	227	11	4857	881
546	4168	1746	1522	2579	1578	1488	3.8	338	4.9	4.5	6.2	5.1	8.0	149	169	391	50	32	194	24	217	5	4377	883
512	4266	1760	1543	2608	1496	1496	3.9	362	5.															

# 2008

## Passenger cars

	Total sales/registrations	Total sales/registrations [%]	Price [EUR incl. tax]	Top speed [km/h]	Diesel [%]	Hybrid excl. PHEV [%]	Natural gas (mono-/bivalent, incl. LPG) [%]	Flex-Fuel (ethanol/gasoline) [%]	Electric/fuel cell incl. PHEV [%]	Automatic [%]	Front drive [%]	Rear drive [%]	4-wheel drive [%]	Direct injection (non-diesel) [%]	Euro 5 and Euro6 [%]	Engine power [kW]	Engine size [ccm]	Number of cylinders	Compression rate (gasoline)	Compression rate (diesel)	Number of gears	Performance 0-100 km/h (gasoline) [s]	Performance 0-100 km/h (diesel) [s]	Mass in running order [kg]	Gross weight [kg]
<b>EU-27</b>	<b>14,338,100</b>	<b>100</b>	<b>23,147</b>	<b>185</b>	<b>52</b>	<b>0.5</b>	<b>1.2</b>	<b>0.4</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>8</b>	<b>9</b>	<b>11</b>	<b>1</b>	<b>85</b>	<b>1696</b>	<b>4.1</b>	<b>10.5</b>	<b>17.9</b>	<b>5.3</b>	<b>12.3</b>	<b>11.5</b>	<b>1375</b>	<b>1827</b>
<b>Germany</b>	3,088,289	22	27,108	192	44	0.2	0.4	0	0	21	74	15	11	17	2	96	1842	4.2	10.5	17.8	5.4	11.9	10.4	1474	1914
<b>Italy</b>	2,174,323	15	20,403	177	51	0.2	7.1	0	0	6	84	5	10	3	4	75	1548	4.0	10.4	17.8	5.2	13.5	11.9	1287	1696
<b>United Kingdom</b>	2,130,857	15	21,937	191	43	0.7	0	0	0.01	17	83	9	8	11	0	90	1745	4.1	10.5	17.8	5.3	11.9	10.8	1383	1854
<b>France</b>	2,050,283	14	21,426	180	77	0.4	0.1	0.2	0	9	92	4	5	5	1	76	1611	4.0	10.4	17.9	5.3	12.6	12.3	1327	1790
<b>EU-12</b>	<b>1,175,625</b>	<b>8</b>	<b>17,690</b>	<b>177</b>	<b>36</b>	<b>0.2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>57</b>	<b>2</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>78</b>	<b>1599</b>	<b>4.0</b>	<b>10.4</b>	<b>18.1</b>	<b>5.2</b>	<b>13.1</b>	<b>11.7</b>	<b>1325</b>	<b>1779</b>
<b>Spain</b>	1,161,176	8	23,018	188	69	0.3	0	0.1	0	9	84	6	10	10	0	86	1747	4.1	10.5	17.9	5.3	12.0	11.5	1402	1866
<b>Belgium</b>	535,693	4	23,465	183	79	0.4	0	0	0	9	85	9	6	4	0	81	1709	4.0	10.4	18.0	5.3	13.2	12.4	1394	1886
<b>Netherlands</b>	499,952	3	25,877	184	25	2.4	0	0.1	0	16	89	5	5	11	0	83	1640	4.0	10.5	18.0	5.2	12.1	11.2	1273	1780
<b>Austria</b>	293,696	2	25,765	183	55	0.2	0.3	0.2	0	12	79	5	16	12	1	84	1731	4.0	10.5	17.9	5.3	13.0	11.8	1450	1912
<b>Greece</b>	267,215	2	21,011	180	4	0.9	0	0	0	6	75	7	14	9	2	82	1536	4.0	10.6	17.6	5.1	12.7	13.0	1283	1713
<b>Sweden</b>	253,923	2	25,036	197	36	1.6	0.5	21.5	0	22	80	6	13	22	0	103	1905	4.2	10.5	17.6	5.3	11.1	10.4	1534	1965
<b>Portugal</b>	213,374	1	25,597	182	69	0.8	0	0	0	8	89	8	2	6	1	76	1552	3.9	10.4	17.9	5.3	13.4	11.8	1341	1772
<b>Ireland</b>	151,616	1	23,066	184	34	0.8	0	1.8	0	13	86	7	6	12	1	81	1622	4.0	10.5	17.6	5.2	12.7	11.7	1394	1866
<b>Denmark</b>	150,649	1	36,211	183	47	0	0	0	0	7	93	4	2	15	0	79	1598	3.9	10.3	18.0	5.3	12.1	11.7	1292	1730
<b>Finland</b>	139,070	1	29,352	193	49	0.6	0	0	0	17	83	5	11	23	0	93	1812	4.1	10.5	17.9	5.3	11.2	11.0	1459	1922
<b>Luxembourg</b>	52,359	0	28,528	186	77	0.3	0.1	0	0	14	73	13	13	17	1	102	1939	4.3	10.5	18.0	5.3	11.2	12.1	1502	1964
<b>VW</b>	1,522,934	11	24,531	185	62	0	1.3	0.1	0	7	88	0	9	26	4	84	1752	3.9	10.3	18.7	5.5	12.8	11.6	1457	1972
<b>Ford</b>	1,210,227	8	19,838	182	54	0	0.4	0.9	0	5	96	0	2	0	0	76	1632	4.0	10.8	18.1	5.1	12.6	12.3	1358	1838
<b>Renault</b>	1,086,734	8	19,313	177	61	0	0.9	0.2	0	5	96	0	1	0	0	72	1490	4.0	9.9	17.7	5.4	12.1	12.3	1290	1772
<b>Peugeot</b>	987,494	7	18,948	181	58	0	0	0.2	0	5	97	0	1	5	0	71	1512	3.9	10.7	17.9	5.1	12.3	11.9	1334	1730
<b>Fiat</b>	942,131	7	14,921	166	37	0	7.5	0	0.01	2	94	0	4	0	11	60	1373	4.0	10.3	17.7	5.1	13.9	13.7	1115	1500
<b>Citroën</b>	843,808	6	19,858	175	61	0	0.4	0.2	0	11	98	0	1	0	0	70	1500	3.9	10.6	17.9	5.2	13.8	12.9	1309	1761
<b>Opel</b>	834,346	6	20,183	180	45	0	1.1	0	0	6	95	0	2	2	1	75	1514	4.0	10.6	18.0	5.3	13.2	12.9	1355	1791
<b>Toyota</b>	725,866	5	19,679	177	37	5.3	0	0	0	11	87	0	11	1	0	76	1555	3.8	10.6	17.3	5.2	12.7	10.7	1285	1693
<b>Mercedes-Benz</b>	667,323	5	39,538	209	62	0	0.4	0	0	52	33	56	10	1	0	121	2261	4.5	10.3	17.7	5.8	10.1	9.7	1632	2094
<b>BMW</b>	656,588	5	39,893	224	72	0	0	0	0	35	0	80	19	75	1	138	2307	4.7	11.8	16.2	6.0	8.6	8.2	1636	2070
<b>Audi</b>	639,726	4	37,268	216	73	0	0	0	0	29	75	0	23	78	2	124	2201	4.6	10.0	17.4	5.8	8.9	9.8	1607	2079
<b>Škoda</b>	434,116	3	17,801	180	46	0	0.5	0.5	0	4	90	0	3	9	1	72	1594	3.7	10.5	18.9	5.2	13.5	11.8	1297	1783
<b>Seat</b>	329,866	2	17,986	185	57	0	0.7	0.1	0	1	97	0	1	12	0	75	1651	3.8	10.4	19.1	5.1	12.1	12.1	1303	1765
<b>Nissan</b>	328,497	2	21,003	174	40	0	0	0	0	14	78	0	16	0	0	82	1617	4.0	10.2	16.3	5.0	12.5	12.2	1377	1804
<b>Vauxhall</b>	298,925	2	18,580	-	32	0	0	0	0	9	99	0	1	0	0	80	1556	4.0	10.5	17.9	5.2	13.0	11.9	1323	1799
<b>Hyundai</b>	262,857	2	16,393	170	31	0	0	0	0	10	83	1	9	0	0	73	1485	4.0	10.2	17.5	5.0	13.1	11.9	1301	1723
<b>Suzuki</b>	239,687	2	16,205	170	29	0	0	0	0	6	55	0	32	0	0	73	1471	4.0	9.9	17.6	4.9	11.4	7.9	1229	1613
<b>Kia</b>	228,877	2	18,366	178	44	0	2.3	0	0	10	84	0	11	0	1	85	1648	4.0	10.1	17.6	5.0	13.8	11.8	1422	1849
<b>Volvo</b>	208,918	1	34,369	205	68	0	0	11.7	0	25	81	0	18	0	0	112	2114	4.5	10.5	17.9	5.5	10.6	10.3	1611	2094
<b>Dacia</b>	183,716	1	9,894	164	40	0	0.6	0	0	0	59	0	0	0	0	59	1466	4.0	9.6	17.9	5.0	12.7	14.5	1160	1654

Payload [kg]	Length [mm]	Width [mm]	Height [mm]	Wheelbase [mm]	Front track [mm]	Rear track [mm]	Footprint [m²]	Boot volume [l]	Seats	Doors	Fuel consumption (NEDC) [l/100 km]	Fuel consumption (extra-urban) [l/100 km]	Fuel consumption (urban) [l/100 km]	CO <sub>2</sub> (NEDC) [g/km]	CO (diesel vehicles) [mg/km]	CO (gasoline vehicles) [mg/km]	HC (gasoline vehicles) [mg/km]	NHMC (gasoline Euro 5/6 vehicles) [mg/km]	NO <sub>x</sub> (diesel vehicles) [mg/km]	NO <sub>x</sub> (gasoline vehicles) [mg/km]	HC + NO <sub>x</sub> (diesel vehicles) [mg/km]	Particulates (diesel vehicles) [mg/km]	CO at -7 °C (gasoline vehicles) [mg/km]	HC at -7 °C (gasoline vehicles) [mg/km]	
<b>499</b>	<b>4228</b>	<b>1754</b>	<b>1525</b>	<b>2596</b>	<b>1509</b>	<b>1505</b>	<b>3.9</b>	<b>359</b>	<b>4.9</b>	<b>4.5</b>	<b>6.2</b>	<b>5.1</b>	<b>8.0</b>	<b>154</b>	<b>171</b>	<b>405</b>	<b>51</b>	<b>-</b>	<b>204</b>	<b>25</b>	<b>229</b>	<b>11</b>	<b>4814</b>	<b>914</b>	<b>EU-27</b>
490	4319	1771	1531	2633	1524	1506	4.0	386	4.9	4.3	6.7	5.5	8.8	166	155	385	51	-	204	25	229	8	4505	952	<b>Germany</b>
467	4050	1722	1530	2525	1496	1471	3.7	318	4.8	4.5	5.8	4.9	7.5	147	174	446	49	-	204	23	231	12	4930	831	<b>Italy</b>
503	4251	1760	1508	2607	1503	1499	3.9	355	5.0	4.4	6.4	5.2	8.3	158	153	393	52	-	202	26	226	10	4996	958	<b>United Kingdom</b>
503	4164	1747	1529	2586	1492	1485	3.8	348	4.9	4.6	5.5	4.6	6.9	141	189	423	52	-	206	24	230	12	5505	847	<b>France</b>
513	4268	1748	1531	2584	1488	1483	3.8	382	5.0	4.6	6.3	5.2	8.2	155	181	422	50	-	206	25	226	13	5142	865	<b>EU-12</b>
512	4274	1759	1517	2612	1502	1496	3.9	365	5.0	4.5	6.0	5.0	7.7	151	173	400	51	-	202	27	230	11	4830	931	<b>Spain</b>
543	4289	1763	1540	2627	1510	1491	3.9	355	4.9	4.5	5.7	4.8	7.3	148	175	419	50	-	206	25	231	12	5224	900	<b>Belgium</b>
557	4202	1748	1525	2594	1611	1487	3.9	340	4.9	4.5	6.5	5.3	8.4	158	151	410	52	-	203	24	226	8	4714	900	<b>Netherlands</b>
510	4310	1765	1551</																						





# 2006

## Passenger cars

	Total sales/registrations	Total sales/registrations [%]	Price [EUR incl. tax]	Top speed [km/h]	Diesel [%]	Hybrid excl. PHEV [%]	Natural gas (mono-/bivalent, incl. LPG) [%]	Flex-Fuel (ethanol/gasoline) [%]	Electric/fuel cell incl. PHEV [%]	Automatic [%]	Front drive [%]	Rear drive [%]	4-wheel drive [%]	Direct injection (non-diesel) [%]	Euro 5 and Euro6 [%]	Engine power [kW]	Engine size [ccm]	Number of cylinders	Compression rate (gasoline)	Compression rate (diesel)	Number of gears	Performance 0-100 km/h (gasoline) [s]	Performance 0-100 km/h (diesel) [s]	Mass in running order [kg]	Gross weight [kg]
<b>EU-27</b>	<b>15,443,071</b>	<b>100</b>	<b>22,969</b>	<b>184</b>	<b>51</b>	<b>0.2</b>	<b>0.3</b>	<b>0.2</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>7</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>84</b>	<b>1730</b>	<b>4.1</b>	-	-	-	-	-	<b>1366</b>	<b>1816</b>
<b>Germany</b>	3,466,489	22	24,583	190	44	0.2	0.3	0	0	18	77	13	10	6	0	93.0	1859	4.2	-	-	-	-	-	1434	1881
<b>Italy</b>	2,354,141	15	19,826	176	59	0.1	1.1	0	0	8	85	5	10	1	0	74.1	1584	4.0	-	-	-	-	-	1297	1714
<b>United Kingdom</b>	2,344,407	15	24,555	189	38	0.4	0	0	0.01	17	82	9	9	3	0	89.0	1775	4.1	-	-	-	-	-	1382	1826
<b>France</b>	2,000,563	13	21,599	180	71	0.3	0.2	0	0	8	90	3	6	1	0	77.5	1666	4.0	-	-	-	-	-	1334	1796
<b>Spain</b>	1,634,489	11	22,531	186	70	0.1	0	0	0	6	85	5	9	3	0	84.1	1773	4.1	-	-	-	-	-	1395	1856
<b>EU-12</b>	<b>1,047,967</b>	<b>7</b>	<b>17,646</b>	<b>175</b>	<b>34</b>	<b>0.1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>61</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>72.6</b>	<b>1570</b>	<b>4.0</b>	-	-	-	-	-	<b>1277</b>	<b>1731</b>
<b>Belgium</b>	526,113	3	22,447	181	74	0.2	0.1	0	0	10	86	8	6	1	0	78.5	1709	4.0	-	-	-	-	-	1368	1862
<b>Netherlands</b>	484,010	3	25,714	183	27	0.7	0	0.1	0	14	89	5	6	4	0	82.7	1696	4.1	-	-	-	-	-	1281	1789
<b>Austria</b>	308,595	2	25,245	182	62	0.2	0	0	0	11	81	5	14	3	0	82.6	1771	4.1	-	-	-	-	-	1452	1896
<b>Sweden</b>	282,475	2	25,879	199	20	1.0	1.3	9.1	0	22	81	6	14	8	0	105.1	1974	4.3	-	-	-	-	-	1514	1943
<b>Greece</b>	267,644	2	19,381	177	2	0.2	0	0	0	6	80	5	12	5	0	77.8	1540	4.0	-	-	-	-	-	1263	1684
<b>Portugal</b>	194,716	1	26,447	180	65	0.4	0	0	0	11	90	8	3	2	0	74.4	1536	3.9	-	-	-	-	-	1323	1768
<b>Ireland</b>	178,483	1	25,295	181	25	0.3	0	0	0	11	85	7	7	3	0	77.6	1623	4.0	-	-	-	-	-	1372	1834
<b>Denmark</b>	156,909	1	37,740	184	28	0	0	0	0	8	91	4	5	3	0	81.3	1682	4.0	-	-	-	-	-	1293	1776
<b>Finland</b>	145,233	1	29,846	192	20	0.1	0	0	0	20	85	4	11	6	0	92.7	1838	4.1	-	-	-	-	-	1423	1862
<b>Luxembourg</b>	50,837	0	26,400	185	77	0.2	0.1	0	0	13	76	11	13	8	0	99.7	1966	4.3	-	-	-	-	-	1480	1961
<b>VW</b>	<b>1,640,165</b>	<b>11</b>	<b>22,992</b>	<b>185</b>	<b>60</b>	<b>0</b>	<b>0.3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>0</b>	<b>4</b>	<b>25</b>	<b>0</b>	<b>81.8</b>	<b>1769</b>	<b>3.9</b>	-	-	-	-	-	<b>1412</b>	<b>1920</b>
<b>Renault</b>	1,290,698	8	19,786	178	57	0	0.2	0	0	6	98	0	0	0	0	73.2	1537	4.0	-	-	-	-	-	1299	1774
<b>Ford</b>	1,263,774	8	19,241	181	49	0	0	0.7	0	6	99	0	0	0	0	73.9	1613	4.0	-	-	-	-	-	1322	1750
<b>Peugeot</b>	1,101,218	7	19,357	181	57	0	0	0	0	7	99	0	0	0	0	72.5	1559	4.0	-	-	-	-	-	1303	1716
<b>Opel</b>	1,009,540	7	19,877	181	47	0	0.6	0	0	5	99	0	0	0	0	76.0	1579	4.0	-	-	-	-	-	1347	1791
<b>Citroën</b>	903,184	6	18,385	175	54	0	0.1	0	0	4	99	0	0	0	0	66.1	1479	3.9	-	-	-	-	-	1231	1662
<b>Fiat</b>	893,934	6	14,335	162	43	0	2.6	0	0	2	92	0	7	0	0	58.4	1380	4.0	-	-	-	-	-	1130	1546
<b>Toyota</b>	849,620	6	20,643	179	40	2.5	0	0	0	8	84	0	15	0	0	79.8	1625	3.8	-	-	-	-	-	1300	1727
<b>Mercedes-Benz</b>	709,481	5	39,192	207	61	0	0	0	0	56	36	52	11	1	0	119.4	2327	4.7	-	-	-	-	-	1630	2078
<b>BMW</b>	663,988	4	38,552	219	67	0	0	0	0	29	0	82	18	2	0	129.7	2307	4.8	-	-	-	-	-	1606	2040
<b>Audi</b>	620,511	4	36,372	212	73	0	0	0	0	29	72	0	27	42	0	120.7	2223	4.6	-	-	-	-	-	1595	2096
<b>Škoda</b>	439,182	3	17,814	182	48	0	0	0	0	7	92	0	2	12	0	70.7	1620	3.8	-	-	-	-	-	1287	1791
<b>Seat</b>	383,985	2	17,903	185	62	0	0	0	0	4	99	0	0	3	0	75.1	1693	3.8	-	-	-	-	-	1312	1780
<b>Nissan</b>	321,378	2	20,071	173	29	0	0	0	0	10	78	1	20	0	0	78.2	1668	4.1	-	-	-	-	-	1288	1726
<b>Hyundai</b>	315,583	2	19,388	169	40	0	0	0	0	14	72	1	23	0	0	79.6	1675	4.0	-	-	-	-	-	1413	1869
<b>Vauxhall</b>	301,686	2	20,382	-	25	0	0	0	0	6	100	0	0	0	0	79.4	1578	4.0	-	-	-	-	-	1316	1772
<b>Suzuki</b>	249,985	2	16,842	167	32	0	0	0	0	7	45	0	41	0	0	73.7	1514	4.0	-	-	-	-	-	1248	1639
<b>Kia</b>	235,868	2	19,038	168	48	0	0	0	0	15	75	0	23	0	0	80.4	1767	4.0	-	-	-	-	-	1469	1898
<b>Volvo</b>	230,494	1	36,582	206	62	0	1.5	3.0	0	33	78	0	21	0	0	116.8	2220	4.7	-	-	-	-	-	1639	2115
<b>Dacia</b>	138,285	1	7,782	163	36	0	0	0	0	0	30	0	0	0	0	54.5	1450	4.0	-	-	-	-	-	1046	1544

Payload [kg]	Length [mm]	Width [mm]	Height [mm]	Wheelbase [mm]	Front track [mm]	Rear track [mm]	Footprint [m²]	Boot volume [l]	Seats	Doors	Fuel consumption (NEDC) [l/100 km]	Fuel consumption (extra-urban) [l/100 km]	Fuel consumption (urban) [l/100 km]	CO <sub>2</sub> (NEDC) [g/km]	CO (diesel vehicles) [mg/km]	CO (gasoline vehicles) [mg/km]	NHMC (gasoline Euro 5/6 vehicles) [mg/km]	NO <sub>x</sub> (diesel vehicles) [mg/km]	NO <sub>x</sub> (gasoline vehicles) [mg/km]	HC + NO <sub>x</sub> (diesel vehicles) [mg/km]	Particulates (diesel vehicles) [mg/km]	CO at -7 °C (gasoline vehicles) [mg/km]	HC at -7 °C (gasoline vehicles) [mg/km]	
<b>501</b>	<b>4224</b>	<b>1759</b>	<b>1519</b>	<b>2591</b>	-	-	-	<b>4.9</b>	<b>4.4</b>	<b>6.4</b>	<b>5.3</b>	<b>8.4</b>	<b>161</b>	<b>178</b>	<b>435</b>	<b>54</b>	-	<b>227</b>	<b>29</b>	<b>253</b>	<b>16</b>	<b>4774</b>	<b>942</b>	<b>EU-27</b>
497	4296	1758	1519	2620	-	-	-	4.9	4.4	6.9	5.6	9.1	172	147	411	54	-	220	29	244	13	4585	981	<b>Germany</b>
462	4058	1718	1528	2530	-	-	-	4.8	4.4	5.9	4.9	7.6	149	188	474	55	-	230	27	254	18	5030	859	<b>Italy</b>
498	4248	1758	1504	2602	-	-	-	5.0	4.4	6.7	5.5	8.9	167	155	422	54	-	225	26	249	14	4530	959	<b>United Kingdom</b>
511	4172	1822	1522	2587	-	-	-	5.0	4.5	5.8	4.9	7.5	149	199	445	57	-	229	29	256	16	5577	940	<b>France</b>
519	4265	1753	1519	2608	-	-	-	5.0	4.5	6.1	5.1	7.9	156	193	440	57	-	231	32	257	17	4996	947	<b>Spain</b>
520	4169	1733	1524	2573	-	-	-	5.0	4.5	6.4	5.2	8.3	157	177	499	59	-	231	36	255	18	4911	884	<b>EU-12</b>
548	4260	1763	1534	2615	-	-	-	4.9	4.4	6.0	5.0	7.7	154	178	451	52	-	235	29	260	18	5248	935	<b>Belgium</b>
561	4210	1738	1526	2593	-	-	-	5.0	4.5	6.8	5.5	8.9	167	159	413	52	-	218	26	242	14	4481	935	<b>Netherlands</b>
494	4294	1755	1537	2614	-	-	-	5.1	4.6	6.3	5.3	8.2	162	174	432	54	-	242	29	267	17	4937	921	<b>Austria</b>
478	4463	1773	1505	2656	-	-	-	5.0	4.7	7.8	6.2	10.5	190	130	434	50	-	222	24	244	10	3600	943	<b>Sweden</b>
471	-	-	-	2529	-	-	-	4.9	4.3	6.9	5.7	9.1	166	133	412	49	-	277	28	238	21	4944	941	<b>Greece</b>
497	4206	1738	1501	2589	-	-	-	5.0	4.7	5.6	4.7	7.2	145	166	433	55	-	215	28	236	15	5124	899	<b>Portugal&lt;/</b>



# 2004

## Passenger cars

	Total sales/registrations	Total sales/registrations [%]	Price [EUR incl. tax]	Top speed [km/h]	Diesel [%]	Hybrid excl. PHEV [%]	Natural gas (mono-/bivalent, incl. LPG) [%]	Flex-Fuel (ethanol/gasoline) [%]	Electric/fuel cell incl. PHEV [%]	Automatic [%]	Front drive [%]	Rear drive [%]	4-wheel drive [%]	Direct injection (non-diesel) [%]	Euro 5 and Euro 6 [%]	Engine power [kW]	Engine size [ccm]	Number of cylinders	Compression rate (gasoline)	Compression rate (diesel)	Number of gears	Performance 0-100 km/h (gasoline) [s]	Performance 0-100 km/h (diesel) [s]	Mass in running order [kg]	Gross weight [kg]
<b>EU-27</b>	<b>15,237,555</b>	<b>100</b>	<b>21,709</b>	<b>183</b>	<b>48</b>	<b>0.1</b>	<b>0.2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>80</b>	<b>1735</b>	<b>4.1</b>	-	-	-	-	-	<b>1329</b>	<b>1776</b>
<b>Germany</b>	3,266,678	21	24,154	190	44	0.1	0.2	0	0	21	75	17	8	3	0	89.5	1866	4.2	-	-	-	-	-	1415	1857
<b>United Kingdom</b>	2,566,845	17	22,894	186	32	0.1	0.1	0	0	15	83	9	9	2	0	83.6	1752	4.1	-	-	-	-	-	1332	1766
<b>Italy</b>	2,290,106	15	18,603	174	58	0	0.5	0	0	6	88	6	7	1	0	70.3	1592	4.0	-	-	-	-	-	1258	1668
<b>France</b>	2,013,709	13	20,764	180	69	0	0.1	0	0.02	8	91	4	6	1	0	75.4	1723	4.0	-	-	-	-	-	1310	1791
<b>Spain</b>	1,616,077	11	20,838	184	66	0	0	0	0	10	88	5	7	1	0	79.0	1782	4.1	-	-	-	-	-	1343	1800
<b>EU-12</b>	<b>986,245</b>	<b>6</b>	<b>16,213</b>	<b>170</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>61</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>67.1</b>	<b>1491</b>	<b>4.0</b>	-	-	-	-	-	<b>1197</b>	<b>1656</b>
<b>Belgium</b>	484,676	3	20,767	180	70	0	0	0	0	11	87	8	5	1	0	75.7	1735	4.1	-	-	-	-	-	1341	1812
<b>Netherlands</b>	483,883	3	24,372	182	25	0.2	0	0	0	14	90	5	5	3	0	80.2	1712	4.1	-	-	-	-	-	1265	1763
<b>Austria</b>	311,292	2	23,714	179	69	0	0	0	0	9	84	7	9	2	0	78.5	1808	4.1	-	-	-	-	-	1403	1863
<b>Greece</b>	289,750	2	18,447	178	3	0	0	0	0	4	82	5	10	2	0	74.1	1544	4.0	-	-	-	-	-	1235	1652
<b>Sweden</b>	264,154	2	25,080	200	12	0.3	2.0	0.1	0	24	82	5	12	1	0	103.3	1992	4.4	-	-	-	-	-	1490	1942
<b>Portugal</b>	197,584	1	24,142	177	57	0.2	0	0	0	9	91	7	2	0	0	69.4	1524	4.0	-	-	-	-	-	1273	1703
<b>Ireland</b>	154,136	1	24,014	180	19	0.2	0	0	0	9	88	6	6	0	0	73.8	1592	4.0	-	-	-	-	-	1310	1771
<b>Finland</b>	142,303	1	27,950	191	15	0	0	0	0	19	90	4	6	2	0	87.7	1803	4.1	-	-	-	-	-	1373	1807
<b>Denmark</b>	121,846	1	33,667	184	25	0	0	0	0	9	96	2	2	1	0	78.0	1691	4.1	-	-	-	-	-	1319	1739
<b>Luxembourg</b>	48,271	0	25,097	183	72	0	0	0	0	6	76	11	11	4	0	93.1	1961	4.3	-	-	-	-	-	1444	1920
<b>Renault</b>	1,563,715	10	19,616	177	59	0	0.1	0	0	6	98	0	0	0	0	72.6	1578	4.0	-	-	-	-	-	1282	1776
<b>VW</b>	1,462,371	10	22,265	183	62	0	0	0	0	10	93	0	5	21	0	78.5	1774	4.0	-	-	-	-	-	1386	1889
<b>Ford</b>	1,286,833	8	18,497	179	46	0	0.3	0	0	7	99	0	0	0	0	71.5	1618	4.0	-	-	-	-	-	1298	1705
<b>Peugeot</b>	1,185,983	8	18,826	181	54	0	0	0	0.03	7	99	0	0	0	0	71.6	1671	4.0	-	-	-	-	-	1273	1720
<b>Opel</b>	1,035,859	7	18,345	178	46	0	0.8	0	0	9	98	0	0	0	0	71.2	1606	4.0	-	-	-	-	-	1317	1755
<b>Citroën</b>	907,105	6	17,551	173	55	0	0	0	0.01	5	99	0	0	0	0	64.0	1585	4.0	-	-	-	-	-	1227	1664
<b>Fiat</b>	847,536	6	12,969	161	32	0	1.1	0	0	2	99	0	0	0	0	53.9	1355	4.0	-	-	-	-	-	1057	1477
<b>Toyota</b>	746,191	5	20,388	183	35	1.0	0	0	0	11	82	0	16	0	0	78.7	1670	4.0	-	-	-	-	-	1272	1709
<b>Mercedes-Benz</b>	685,992	5	38,283	214	59	0	0	0	0	54	20	74	6	0	0	113.8	2283	4.5	-	-	-	-	-	1609	2051
<b>BMW</b>	569,749	4	39,316	221	58	0	0	0	0	35	0	82	17	0	0	132.9	2468	5.2	-	-	-	-	-	1641	2063
<b>Audi</b>	546,281	4	32,834	210	69	0	0	0	0	24	79	0	19	17	0	110.5	2109	4.5	-	-	-	-	-	1498	1988
<b>Škoda</b>	393,811	3	16,978	178	44	0	0	0	0	7	99	0	1	1	0	66.3	1606	3.8	-	-	-	-	-	1262	1725
<b>Seat</b>	392,659	3	16,987	183	58	0	0	0	0	5	98	0	0	1	0	71.5	1669	3.9	-	-	-	-	-	1251	1716
<b>Nissan</b>	390,069	3	19,336	172	38	0	0	0	0	9	77	2	20	0	0	77.1	1722	4.0	-	-	-	-	-	1291	1746
<b>Vauxhall</b>	325,023	2	19,352	-	26	0	0.3	0	0	8	100	0	0	0	1	71.2	1575	4.0	-	-	-	-	-	1280	1732
<b>Hyundai</b>	315,226	2	16,390	165	34	0	0	0	0	12	79	1	17	0	0	70.1	1601	3.9	-	-	-	-	-	1332	1769
<b>Volvo</b>	242,885	2	34,467	207	52	0	0.8	0	0	33	80	0	19	0	0	116.3	2272	4.7	-	-	-	-	-	1630	2101
<b>Suzuki</b>	210,157	1	14,879	156	25	0	0	0	0	8	45	0	44	0	0	65.1	1453	4.0	-	-	-	-	-	1168	1547
<b>Kia</b>	175,274	1	17,547	166	38	0	0	0	0	23	81	0	18	0	0	76.1	1806	4.0	-	-	-	-	-	1481	1897
<b>Dacia</b>	61,833	0	-	-	6	0	0	0	0	0	9	0	0	0	0	56.8	1446	4.0	-	-	-	-	-	-	1538

Payload [kg]	Length [mm]	Width [mm]	Height [mm]	Wheelbase [mm]	Front track [mm]	Rear track [mm]	Footprint [m²]	Boot volume [l]	Seats	Doors	Fuel consumption (NEDC) [l/100 km]	Fuel consumption (extra-urban) [l/100 km]	Fuel consumption (urban) [l/100 km]	CO <sub>2</sub> (NEDC) [g/km]	CO (diesel vehicles) [mg/km]	CO (gasoline vehicles) [mg/km]	NHMC (gasoline Euro 5/6 vehicles) [mg/km]	NO <sub>x</sub> (diesel vehicles) [mg/km]	NO <sub>x</sub> (gasoline vehicles) [mg/km]	HC + NO <sub>x</sub> (diesel vehicles) [mg/km]	Particulates (diesel vehicles) [mg/km]	CO at -7 °C (gasoline vehicles) [mg/km]	HC at -7 °C (gasoline vehicles) [mg/km]		
<b>498</b>	<b>4193</b>	<b>1746</b>	<b>1510</b>	<b>2578</b>	-	-	-	-	<b>4.9</b>	<b>4.4</b>	<b>6.5</b>	<b>5.3</b>	<b>8.6</b>	<b>163</b>	<b>203</b>	<b>471</b>	<b>63</b>	-	<b>349</b>	<b>35</b>	<b>377</b>	<b>29</b>	<b>4613</b>	<b>1002</b>	<b>EU-27</b>
496	4279	1743	1510	2611	-	-	-	-	4.9	4.4	7.0	5.6	9.3	174	168	420	58	-	329	34	356	28	4148	1021	<b>Germany</b>
489	4208	1748	1495	2586	-	-	-	-	5.0	4.3	7.0	5.6	9.3	172	216	484	70	-	383	39	383	32	4850	985	<b>United Kingdom</b>
460	4017	1699	1515	2513	-	-	-	-	4.8	4.3	5.9	4.9	7.7	150	208	544	65	-	335	31	414	28	5728	1006	<b>Italy</b>
528	4153	1812	1522	2582	-	-	-	-	5.0	4.5	6.0	5.0	7.8	153	223	472	67	-	354	38	362	28	4861	984	<b>France</b>
509	4222	1734	1502	2587	-	-	-	-	5.0	4.4	6.2	5.1	8.1	158	211	474	65	-	354	37	382	29	4581	954	<b>Spain</b>
504	-	-	-	2525	-	-	-	-	5.0	4.6	6.4	5.2	8.3	157	211	522	61	-	373	34	401	32	4751	973	<b>EU-12</b>
526	4227	1784	1522	2600	-	-	-	-	5.0	4.4	6.1	5.0	7.9	156	208	496	62	-	364	35	392	30	4690	979	<b>Belgium</b>
554	4202	1724	1518	2588	-	-	-	-	5.0	4.5	7.1	5.7	9.4	172	197	445	61	-	383	34	411	32	4733	982	<b>Netherlands</b>
510	4262	1735	1538	2602	-	-	-	-	5.0	4.5	6.3	5.2	8.2	162	210	480	62	-	385	34	415	31	4642	964	<b>Austria</b>
468	-	-	-	2523	-	-	-	-	4.9	4.3	7.0	5.7	9.3	168	249	525	65	-	426	36	403	38	5163	1027	<b>Greece</b>
493	4440	1758	1503	2649	-	-	-	-	5.1	4.7	8.1	6.5	11.2	197	171	510	61	-	377	35	358	33	4295	1037	<b>Sweden</b>
486	4155	1733	1484	2564	-	-	-	-	4.9	4.6	5.8	4.8	7.5	148	220	463	64	-	333	34	421	27	3984	986	<b>Portugal</b>
508	-	-	-	2582	-	-	-	-	5.0																

# 2003

## Passenger cars

	Total sales/registrations	Total sales/registrations [%]	Price [EUR incl. tax]	Top speed [km/h]	Diesel [%]	Hybrid excl. PHEV [%]	Natural gas (mono-/bivalent, incl. LPG) [%]	Flex-Fuel (ethanol/gasoline) [%]	Electric/fuel cell incl. PHEV [%]	Automatic [%]	Front drive [%]	Rear drive [%]	4-wheel drive [%]	Direct injection (non-diesel) [%]	Euro 5 and Euro6 [%]	Engine power [kW]	Engine size [ccm]	Number of cylinders	Compression rate (gasoline)	Compression rate (diesel)	Number of gears	Performance 0-100 km/h (gasoline) [s]	Performance 0-100 km/h (diesel) [s]	Mass in running order [kg]	Gross weight [kg]
<b>EU-27</b>	<b>14,936,521</b>	<b>100</b>	<b>20,915</b>	<b>182</b>	<b>43</b>	<b>0</b>	<b>0.1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>1731</b>	<b>4.1</b>	-	-	-	-	-	<b>1304</b>	<b>1746</b>
<b>Germany</b>	3,236,518	22	23,557	189	40	0	0.1	0	0	21	76	17	7	1	0	87	1853	4.2	-	-	-	-	-	1393	1828
<b>United Kingdom</b>	2,578,747	17	21,396	184	27	0	0.1	0	0	16	84	9	8	0	0	81	1726	4.1	-	-	-	-	-	1299	1730
<b>Italy</b>	2,276,953	15	17,542	173	49	0	0.3	0	0.01	9	88	6	7	0	0	68	1593	4.0	-	-	-	-	-	1221	1634
<b>France</b>	2,009,246	13	19,968	180	67	0	0.2	0	0.01	8	91	4	5	0	0	74	1756	4.1	-	-	-	-	-	1282	1766
<b>Spain</b>	1,465,943	10	19,817	183	62	0	0	0	0	10	89	5	7	0	0	77	1786	4.1	-	-	-	-	-	1320	1766
<b>EU-12</b>	<b>979,737</b>	<b>7</b>	<b>16,721</b>	<b>170</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>61</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>1472</b>	<b>3.9</b>	-	-	-	-	-	<b>1174</b>	<b>1621</b>
<b>Netherlands</b>	488,976	3	23,491	182	23	0	0	0	0	15	90	5	4	1	0	79	1715	4.1	-	-	-	-	-	1253	1742
<b>Belgium</b>	458,723	3	20,518	180	68	0	0	0	0	12	87	8	5	0	0	75	1761	4.1	-	-	-	-	-	1329	1795
<b>Austria</b>	300,119	2	23,647	181	71	0	0	0	0	11	84	7	9	0	0	78	1850	4.1	-	-	-	-	-	1392	1849
<b>Sweden</b>	261,169	2	24,154	200	8	0	1.9	0.1	0	22	84	5	11	0	0	103	1977	4.3	-	-	-	-	-	1474	1892
<b>Greece</b>	257,293	2	17,260	175	2	0	0	0	0	2	84	5	10	0	0	72	1496	4.0	-	-	-	-	-	1203	1613
<b>Portugal</b>	189,792	1	22,735	176	45	0.1	0	0	0	7	91	7	2	0	0	66	1502	4.0	-	-	-	-	-	1238	1665
<b>Finland</b>	147,105	1	26,798	189	15	0	0	0	0	17	91	4	5	0	0	85	1769	4.1	-	-	-	-	-	1352	1783
<b>Ireland</b>	145,223	1	22,286	179	17	0	0	0	0	8	88	6	5	0	0	72	1568	4.0	-	-	-	-	-	1274	1725
<b>Denmark</b>	97,209	1	33,808	185	23	0	0	0	0	9	95	3	2	0	0	78	1705	4.0	-	-	-	-	-	1307	1729
<b>Luxembourg</b>	43,768	0	24,741	184	66	0	0	0	0	8	73	12	11	1	0	92	1972	4.3	-	-	-	-	-	1430	1892
<b>Renault</b>	1,583,657	11	18,442	178	52	0	0.1	0	0	7	97	0	1	0	0	71	1575	4.0	-	-	-	-	-	1232	1717
<b>VW</b>	1,438,943	10	20,723	182	54	0	0.1	0	0	10	94	0	4	4	0	75	1727	3.9	-	-	-	-	-	1324	1810
<b>Ford</b>	1,258,898	8	17,836	179	41	0	0.2	0	0	7	99	0	0	0	0	70	1615	4.0	-	-	-	-	-	1277	1681
<b>Peugeot</b>	1,241,276	8	17,858	178	52	0	0	0	0	6	99	0	0	0	0	68	1686	4.0	-	-	-	-	-	1235	1684
<b>Opel</b>	1,037,351	7	17,896	177	36	0	0.5	0	0	12	97	1	1	0	0	70	1628	3.9	-	-	-	-	-	1295	1717
<b>Citroën</b>	935,569	6	17,487	174	53	0	0	0	0.02	6	99	0	0	0	0	64	1643	4.0	-	-	-	-	-	1228	1683
<b>Fiat</b>	865,246	6	12,774	161	26	0	0.4	0	0	2	98	0	1	0	0	54	1410	4.0	-	-	-	-	-	1048	1472
<b>Mercedes-Benz</b>	713,982	5	38,064	211	59	0	0	0	0	53	21	72	6	0	0	114	2316	4.6	-	-	-	-	-	1595	2038
<b>Toyota</b>	698,643	5	19,775	179	33	0.1	0	0	0	11	81	1	17	0	0	78	1655	4.0	-	-	-	-	-	1252	1693
<b>Audi</b>	533,541	4	32,167	209	63	0	0	0	0	21	82	0	17	7	0	107	2050	4.5	-	-	-	-	-	1468	1956
<b>BMW</b>	505,496	3	37,361	220	51	0	0	0	0	34	0	89	10	0	0	129	2418	5.1	-	-	-	-	-	1626	2025
<b>Nissan</b>	424,604	3	18,250	171	32	0	0	0	0	10	81	1	17	0	0	73	1672	4.0	-	-	-	-	-	1278	1731
<b>Seat</b>	402,054	3	16,394	181	54	0	0	0	0	5	98	0	0	0	0	70	1639	3.8	-	-	-	-	-	1236	1690
<b>Škoda</b>	400,234	3	17,000	176	39	0	0	0	0	5	78	0	1	0	0	65	1607	3.8	-	-	-	-	-	1251	1708
<b>Vauxhall</b>	326,435	2	18,040	-	19	0	0.7	0	0	14	98	2	1	0	0	70	1571	3.9	-	-	-	-	-	1245	1694
<b>Hyundai</b>	255,993	2	16,331	166	28	0	0	0	0	12	79	1	16	0	0	71	1612	4.0	-	-	-	-	-	1327	1765
<b>Volvo</b>	212,140	1	33,108	206	47	0	1.5	0	0	36	84	0	15	0	0	115	2246	4.7	-	-	-	-	-	1599	2040
<b>Suzuki</b>	199,555	1	13,754	152	13	0	0	0	0	10	47	0	38	0	0	62	1417	4.0	-	-	-	-	-	1111	1487
<b>Kia</b>	115,005	1	19,657	171	47	0	0	0	0	26	75	0	23	0	0	87	2074	4.1	-	-	-	-	-	1634	2060
<b>Dacia</b>	41,378	0	-	-	4	0	0	0	0	0	5	0	0	0	0	46	1412	4.0	-	-	-	-	-	-	-

Payload [kg]	Length [mm]	Width [mm]	Height [mm]	Wheelbase [mm]	Front track [mm]	Rear track [mm]	Footprint [m²]	Boot volume [l]	Seats	Doors	Fuel consumption (NEDC) [l/100 km]	Fuel consumption (extra-urban) [l/100 km]	Fuel consumption (urban) [l/100 km]	CO <sub>2</sub> (NEDC) [g/km]	CO (diesel vehicles) [mg/km]	CO (gasoline vehicles) [mg/km]	NHMC (gasoline Euro 5/6 vehicles) [mg/km]	NO <sub>x</sub> (diesel vehicles) [mg/km]	NO <sub>x</sub> (gasoline vehicles) [mg/km]	HC + NO <sub>x</sub> (diesel vehicles) [mg/km]	Particulates (diesel vehicles) [mg/km]	CO at -7 °C (gasoline vehicles) [mg/km]	HC at -7 °C (gasoline vehicles) [mg/km]	
<b>495</b>	<b>4177</b>	<b>1729</b>	<b>1499</b>	<b>2569</b>	-	-	-	-	<b>4.9</b>	<b>4.3</b>	<b>6.6</b>	<b>5.4</b>	<b>8.8</b>	<b>166</b>	<b>218</b>	<b>510</b>	<b>66</b>	-	<b>396</b>	<b>36</b>	<b>425</b>	<b>33</b>	<b>4645</b>	<b>1042</b>
491	4259	1733	1501	2598	-	-	-	-	4.9	4.3	7.1	5.7	9.5	176	189	445	59	-	392	36	421	34	3979	1063
483	4181	1725	1487	2576	-	-	-	-	5.0	4.2	7.0	5.7	9.4	173	218	549	76	-	405	39	430	35	4634	1022
467	3995	1686	1498	2498	-	-	-	-	4.9	4.1	6.2	5.1	8.1	155	231	598	68	-	397	32	435	33	6314	1059
529	4141	1775	1511	2576	-	-	-	-	5.0	4.5	6.1	5.0	7.9	155	235	496	71	-	399	37	426	33	4772	1001
499	4204	1724	1490	2577	-	-	-	-	5.0	4.4	6.3	5.1	8.3	159	223	493	66	-	396	37	425	33	4619	1022
504	-	-	-	2515	-	-	-	-	5.0	4.5	6.4	5.3	8.5	158	201	585	68	-	391	35	417	34	6523	1059
547	4199	1717	1512	2583	-	-	-	-	5.0	4.4	7.3	5.8	9.7	177	207	487	64	-	401	35	417	35	4671	1009
519	4227	1749	1513	2594	-	-	-	-	5.0	4.3	6.2	5.1	8.1	158	220	517	66	-	387	34	429	33	4285	992
510	4265	1733	1523	2596	-	-	-	-	5.0	4.5	6.3	5.2	8.3	163	213	500	62	-	393	33	423	32	4343	954
469	4448	1754	1496	2640	-	-	-	-	5.1	4.7	8.3	6.5	11.3	199	207	514	63	-	427	39	452	38	4370	1040
461	-	-	-	2512	-	-	-	-	4.9	4.3	7.1	5.7	9.4	169	273	559	69	-	445	40	419	41	5335	992
480	4118	1707	1473	2547	-	-	-	-	4.9	4.6	6.0	5.0	7.8	150	260	472	64	-	390	35	419	33	3354	961
486	4369	1734	1490	2609	-	-	-	-	5.0	4.5	7.4	5.9	10.0	180	178	495	63	-	395	39	468	34	4340	1026
501	-	-	-	2575	-	-	-																	

# 2002

## Passenger cars

	Total sales/registrations	Total sales/registrations [%]	Price [EUR incl. tax]	Top speed [km/h]	Diesel [%]	Hybrid excl. PHEV [%]	Natural gas (mono-/bivalent, incl. LPG) [%]	Flex-Fuel (ethanol/gasoline) [%]	Electric/fuel cell incl. PHEV [%]	Automatic [%]	Front drive [%]	Rear drive [%]	4-wheel drive [%]	Direct injection (non-diesel) [%]	Euro 5 and Euro 6 [%]	Engine power [kW]	Engine size [ccm]	Number of cylinders	Compression rate (gasoline)	Compression rate (diesel)	Number of gears	Performance 0-100 km/h (gasoline) [s]	Performance 0-100 km/h (diesel) [s]	Mass in running order [kg]	Gross weight [kg]
<b>EU-27</b>	<b>15,013,826</b>	<b>100</b>	<b>20,777</b>	<b>182</b>	<b>40</b>	<b>0</b>	<b>0.1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>1723</b>	<b>4.1</b>	-	-	-	-	<b>1287</b>	<b>1719</b>	
<b>Germany</b>	3,252,338	22	22,945	188	38	0	0.1	0	0	18	76	17	6	0	0	85	1842	4.2	-	-	-	-	1371	1796	
<b>United Kingdom</b>	2,562,734	17	23,070	183	23	0	0.1	0	0	14	85	8	7	0	0	79	1707	4.1	-	-	-	-	1266	1697	
<b>Italy</b>	2,336,432	16	17,474	173	43	0	0.3	0	0.01	9	88	5	7	0	0	68	1590	4.0	-	-	-	-	1222	1621	
<b>France</b>	2,145,071	14	19,259	181	63	0	0.1	0	0.01	9	92	4	5	0	0	73	1758	4.0	-	-	-	-	1267	1737	
<b>Spain</b>	1,405,589	9	19,021	182	58	0	0	0	0	11	88	5	7	0	0	75	1787	4.1	-	-	-	-	1305	1741	
<b>EU-12</b>	<b>875,792</b>	<b>6</b>	<b>16,952</b>	<b>172</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>55</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>1461</b>	<b>4.0</b>	-	-	-	-	<b>1169</b>	<b>1632</b>	
<b>Netherlands</b>	510,744	3	22,125	181	22	0	0	0	0	14	91	6	4	0	0	77	1687	4.1	-	-	-	-	1220	1697	
<b>Belgium</b>	467,480	3	20,109	180	63	0	0.1	0	0	14	86	8	5	0	0	74	1773	4.1	-	-	-	-	1333	1765	
<b>Austria</b>	279,493	2	23,507	182	70	0	0	0	0	13	83	8	9	0	0	77	1852	4.1	-	-	-	-	1378	1823	
<b>Greece</b>	268,489	2	16,170	175	1	0	0	0	0	1	87	4	7	0	0	67	1441	4.0	-	-	-	-	1161	1566	
<b>Sweden</b>	254,589	2	23,310	200	7	0	0.7	0	0	20	86	5	9	0	0	101	1972	4.3	-	-	-	-	1442	1865	
<b>Portugal</b>	226,092	2	21,540	176	35	0	0	0	0	7	92	6	2	0	0	66	1490	4.0	-	-	-	-	1213	1631	
<b>Ireland</b>	156,079	1	21,398	177	16	0	0	0	0	7	89	5	5	0	0	70	1562	4.0	-	-	-	-	1240	1687	
<b>Finland</b>	117,011	1	27,428	188	16	0	0	0	0	20	92	5	4	0	0	83	1768	4.1	-	-	-	-	1338	1748	
<b>Denmark</b>	112,216	1	32,563	186	20	0	0	0	0	8	96	3	2	0	0	78	1707	4.0	-	-	-	-	1282	1711	
<b>Luxembourg</b>	43,677	0	23,951	183	62	0	0	0	0	7	74	11	10	0	0	89	1954	4.3	-	-	-	-	1400	1849	
<b>Renault</b>	1,612,100	11	17,916	178	46	0	0.1	0	0	10	97	0	1	0	0	69	1578	4.0	-	-	-	-	1213	1675	
<b>VW</b>	1,505,503	10	20,241	183	51	0	0	0	0	11	95	0	3	0	0	73	1696	3.9	-	-	-	-	1284	1756	
<b>Peugeot</b>	1,315,721	9	17,602	178	48	0	0	0	0	6	99	0	0	0	0	68	1675	4.0	-	-	-	-	1209	1648	
<b>Ford</b>	1,294,787	9	18,029	181	37	0	0	0	0	4	99	0	0	0	0	70	1636	4.0	-	-	-	-	1267	1669	
<b>Opel</b>	1,076,656	7	17,236	176	34	0	0.2	0	0	7	96	2	1	0	0	67	1593	3.9	-	-	-	-	1272	1681	
<b>Fiat</b>	961,065	6	12,711	161	22	0	0.7	0	0	1	98	0	1	0	0	54	1393	4.0	-	-	-	-	1028	1473	
<b>Citroën</b>	909,934	6	17,962	177	54	0	0	0	0.02	6	99	0	0	0	0	66	1698	4.0	-	-	-	-	1234	1690	
<b>Mercedes-Benz</b>	731,436	5	37,417	209	57	0	0	0	0	50	24	68	7	0	0	112	2322	4.6	-	-	-	-	1583	2009	
<b>Toyota</b>	628,291	4	19,491	178	28	0.1	0	0	0	11	82	1	15	0	0	76	1603	4.0	-	-	-	-	1228	1652	
<b>Audi</b>	535,052	4	31,216	206	62	0	0	0	0	18	82	0	17	2	0	103	2015	4.5	-	-	-	-	1444	1928	
<b>BMW</b>	504,692	3	36,814	218	47	0	0	0	0	27	0	91	9	0	0	126	2384	5.1	-	-	-	-	1625	2015	
<b>Seat</b>	395,345	3	16,112	178	50	0	0	0	0	3	97	0	1	0	0	67	1644	3.9	-	-	-	-	1222	1666	
<b>Škoda</b>	389,453	3	17,074	177	37	0	0	0	0	5	76	0	2	0	0	65	1650	4.0	-	-	-	-	1263	1699	
<b>Nissan</b>	375,942	3	19,295	172	28	0	0	0	0	10	83	0	16	0	0	74	1703	4.0	-	-	-	-	1310	1757	
<b>Vauxhall</b>	318,633	2	19,814	-	16	0	0.5	0	0	10	97	3	0	0	0	69	1579	3.9	-	-	-	-	1227	1676	
<b>Hyundai</b>	230,398	2	17,276	172	29	0	0.1	0	0	12	79	2	16	0	0	72	1636	4.0	-	-	-	-	1388	1783	
<b>Volvo</b>	226,558	2	31,999	207	39	0	1.6	0	0	33	94	0	5	0	0	113	2220	4.7	-	-	-	-	1538	1985	
<b>Suzuki</b>	200,780	1	13,714	152	12	0	0	0	0	10	48	0	36	0	0	59	1390	3.9	-	-	-	-	1075	1455	
<b>Kia</b>	78,902	1	18,365	172	39	0	0	0	0	23	82	0	16	0	0	84	2007	4.0	-	-	-	-	1589	1980	
<b>Dacia</b>	41,114	0	-	-	0	0	0	0	0	0	0	0	0	0	0	-	1397	4.0	-	-	-	-	-	-	

Payload [kg]	Length [mm]	Width [mm]	Height [mm]	Wheelbase [mm]	Front track [mm]	Rear track [mm]	Footprint [m²]	Boot volume [l]	Seats	Doors	Fuel consumption (NEDC) [l/100 km]	Fuel consumption (extra-urban) [l/100 km]	Fuel consumption (urban) [l/100 km]	CO <sub>2</sub> (NEDC) [g/km]	CO (diesel vehicles) [mg/km]	CO (gasoline vehicles) [mg/km]	NHMC (gasoline Euro 5/6 vehicles) [mg/km]	NO <sub>x</sub> (diesel vehicles) [mg/km]	NO <sub>x</sub> (gasoline vehicles) [mg/km]	HC + NO <sub>x</sub> (diesel vehicles) [mg/km]	Particulates (diesel vehicles) [mg/km]	CO at -7 °C (gasoline vehicles) [mg/km]	HC at -7 °C (gasoline vehicles) [mg/km]	
<b>492</b>	<b>4163</b>	<b>1713</b>	<b>1489</b>	<b>2560</b>	-	-	-	<b>4.9</b>	<b>4.3</b>	<b>6.7</b>	<b>5.4</b>	<b>8.9</b>	<b>167</b>	<b>229</b>	<b>530</b>	<b>70</b>	<b>-</b>	<b>397</b>	<b>38</b>	<b>426</b>	<b>33</b>	-	-	<b>EU-27</b>
485	4243	1725	1491	2589	-	-	-	4.9	4.3	7.1	5.7	9.6	176	203	448	62	-	400	38	430	34	-	-	<b>Germany</b>
485	4173	1709	1478	2564	-	-	-	4.9	4.2	7.1	5.7	9.5	174	219	573	79	-	397	39	422	34	-	-	<b>United Kingdom</b>
469	3994	1684	1494	2497	-	-	-	5.0	4.1	6.3	5.2	8.3	157	250	631	72	-	400	35	426	34	-	-	<b>Italy</b>
525	4128	1727	1497	2572	-	-	-	5.0	4.4	6.1	5.0	8.1	156	241	519	74	-	394	39	430	32	-	-	<b>France</b>
494	4191	1715	1480	2569	-	-	-	5.0	4.3	6.4	5.2	8.5	162	229	518	71	-	397	41	425	33	-	-	<b>Spain</b>
502	-	-	-	2501	-	-	-	5.0	4.4	6.6	5.4	8.8	163	204	600	73	-	397	39	425	34	-	-	<b>EU-12</b>
533	4171	1705	1491	2564	-	-	-	4.9	4.3	7.1	5.7	9.4	172	221	490	65	-	400	36	421	34	-	-	<b>Netherlands</b>
499	4214	1725	1497	2589	-	-	-	5.0	4.3	6.3	5.1	8.4	161	241	537	72	-	391	37	429	33	-	-	<b>Belgium</b>
505	4258	1726	1507	2590	-	-	-	5.0	4.4	6.4	5.2	8.4	164	219	500	67	-	392	36	418	33	-	-	<b>Austria</b>
466	-	-	-	2499	-	-	-	4.9	4.2	7.0	5.6	9.3	167	315	569	75	-	470	38	428	43	-	-	<b>Greece</b>
470	4445	1746	1481	2635	-	-	-	5.0	4.6	8.3	6.5	11.4	199	220	558	66	-	405	39	429	36	-	-	<b>Sweden</b>
477	4097	1694	1463	2535	-	-	-	5.0	4.6	6.2	5.1	8.1	153	224	502	68	-	400	36	425	33	-	-	<b>Portugal</b>
499	-	-	-	2580	-	-	-	5.0	4.4	6.9	5.6	9.2	168	201	571	78	-	395	37	498	35	-	-	<b>Ireland</b>
474	4340	1727	1470	2604	-	-	-	5.0	4.5	7.4	5.9	10.1	180	211	509	69	-	399	40	425	34	-	-	<b>Finland</b>
488	4254	1715	1481	2575	-	-	-	5.0	4.4	7.0	5.6	9.5	1											

# 2001

## Passenger cars

	Total sales/registrations	Total sales/registrations [%]	Price [EUR incl. tax]	Top speed [km/h]	Diesel [%]	Hybrid excl. PHEV [%]	Natural gas (mono-/bivalent, incl. LPG) [%]	Flex-Fuel (ethanol/gasoline) [%]	Electric/fuel cell incl. PHEV [%]	Automatic [%]	Front drive [%]	Rear drive [%]	4-wheel drive [%]	Direct injection (non-diesel) [%]	Euro 5 and Euro6 [%]	Engine power [kW]	Engine size [ccm]	Number of cylinders	Compression rate (gasoline)	Compression rate (diesel)	Number of gears	Performance 0-100 km/h (gasoline) [s]	Performance 0-100 km/h (diesel) [s]	Mass in running order [kg]	Gross weight [kg]
<b>EU-27</b>	<b>15,366,229</b>	<b>100</b>	<b>20,060</b>	<b>180</b>	<b>36</b>	<b>0</b>	<b>0.2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>-</b>	<b>0</b>	<b>74</b>	<b>1709</b>	<b>4.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1268</b>	<b>1696</b>	
<b>Germany</b>	3,341,209	22	22,452	187	35	0	0.1	0	0	20	76	18	5	-	0	83	1823	4.2	-	-	-	-	1357	1776	
<b>United Kingdom</b>	2,458,372	16	23,001	182	18	0	0.1	0	0	14	86	8	6	-	0	78	1701	4.1	-	-	-	-	1251	1681	
<b>Italy</b>	2,445,319	16	16,574	171	36	0	0.5	0	0.01	10	90	5	5	-	0	65	1557	4.0	-	-	-	-	1188	1594	
<b>France</b>	2,254,732	15	18,285	179	56	0	0.2	0	0.02	5	92	3	4	-	0	71	1748	4.1	-	-	-	-	1250	1699	
<b>Spain</b>	1,506,140	10	17,886	181	53	0	0	0	0	4	89	5	7	-	0	73	1776	4.1	-	-	-	-	1283	1710	
<b>EU-12</b>	<b>852,648</b>	<b>6</b>	<b>16,366</b>	<b>166</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>1</b>	<b>1</b>	<b>-</b>	<b>0</b>	<b>59</b>	<b>1421</b>	<b>4.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1137</b>	<b>1615</b>	
<b>Netherlands</b>	530,287	3	21,629	181	23	0.1	0	0	0	13	91	6	3	-	0	76	1701	4.1	-	-	-	-	1223	1698	
<b>Belgium</b>	488,630	3	18,994	177	62	0	0.1	0	0	14	88	8	4	-	0	72	1785	4.1	-	-	-	-	1313	1748	
<b>Austria</b>	293,527	2	22,766	181	66	0	0	0	0	15	83	8	8	-	0	76	1848	4.1	-	-	-	-	1366	1794	
<b>Greece</b>	280,294	2	15,695	172	1	0	0	0	0	0	90	4	5	-	0	64	1414	4.0	-	-	-	-	1131	1541	
<b>Portugal</b>	255,215	2	20,163	174	29	0	0	0	0	7	92	5	3	-	0	64	1484	4.0	-	-	-	-	1191	1606	
<b>Sweden</b>	246,581	2	22,623	200	6	0.1	1.8	0	0	19	87	6	7	-	0	101	1969	4.3	-	-	-	-	1427	1847	
<b>Ireland</b>	164,573	1	20,203	174	13	0	0	0	0	7	90	5	4	-	0	68	1526	4.0	-	-	-	-	1209	1648	
<b>Finland</b>	109,422	1	26,536	188	17	0	0	0	0	14	91	6	3	-	0	82	1785	4.1	-	-	-	-	1339	1732	
<b>Denmark</b>	96,116	1	31,052	184	18	0	0	0	0.01	14	96	3	1	-	0	78	1716	4.1	-	-	-	-	1260	1703	
<b>Luxembourg</b>	43,164	0	23,631	182	58	0	0	0	0	6	76	12	8	-	0	87	1943	4.3	-	-	-	-	1382	1835	
<b>Renault</b>	1,633,011	11	17,179	178	39	0	0.1	0	0	5	97	0	1	-	0	67	1569	4.0	-	-	-	-	1206	1653	
<b>VW</b>	1,612,741	10	20,459	182	49	0	0	0	0	15	96	0	2	-	0	71	1697	4.0	-	-	-	-	1271	1734	
<b>Peugeot</b>	1,305,918	8	16,847	177	44	0	0	0	0.02	5	99	0	0	-	0	66	1686	4.0	-	-	-	-	1175	1611	
<b>Ford</b>	1,305,093	8	17,865	180	33	0	0	0	0	4	99	0	0	-	0	70	1657	4.0	-	-	-	-	1255	1668	
<b>Opel</b>	1,238,228	8	16,979	175	32	0	0	0	0	6	95	2	1	-	0	66	1576	3.9	-	-	-	-	1261	1673	
<b>Fiat</b>	1,154,674	8	12,365	159	20	0	1.3	0	0	2	99	0	0	-	0	51	1357	4.0	-	-	-	-	1000	1452	
<b>Citroën</b>	879,058	6	17,452	176	51	0	0	0	0.02	3	99	0	0	-	0	66	1705	4.0	-	-	-	-	1249	1681	
<b>Mercedes-Benz</b>	728,830	5	35,437	206	51	0	0	0	0	47	24	69	6	-	0	109	2272	4.5	-	-	-	-	1571	1971	
<b>Toyota</b>	537,364	3	19,016	176	16	0.4	0	0	0	14	85	1	13	-	0	75	1573	4.0	-	-	-	-	1195	1625	
<b>Audi</b>	524,557	3	30,108	204	57	0	0	0	0	24	81	0	18	-	0	101	1978	4.4	-	-	-	-	1398	1880	
<b>BMW</b>	507,035	3	35,453	217	42	0	0	0	0	27	0	93	7	-	0	124	2383	5.2	-	-	-	-	1615	1992	
<b>Seat</b>	420,325	3	15,673	175	48	0	0	0	0	1	98	0	1	-	0	64	1651	4.0	-	-	-	-	1201	1633	
<b>Škoda</b>	407,930	3	16,474	175	39	0	0	0	0	5	88	0	2	-	0	63	1640	4.0	-	-	-	-	1247	1687	
<b>Nissan</b>	386,059	3	18,099	170	28	0	0	0	0	11	87	0	12	-	0	70	1688	4.0	-	-	-	-	1339	1745	
<b>Vauxhall</b>	310,154	2	20,399	-	15	0	0.3	0	0	9	96	3	1	-	0	70	1595	3.9	-	-	-	-	1233	1673	
<b>Volvo</b>	217,773	1	30,425	207	22	0	2.4	0	0	28	95	0	4	-	0	111	2178	4.6	-	-	-	-	1515	1953	
<b>Hyundai</b>	214,059	1	15,357	164	14	0	0	0	0	13	84	2	13	-	0	67	1532	4.0	-	-	-	-	1364	1692	
<b>Suzuki</b>	178,832	1	13,793	150	11	0	0	0	0	9	48	0	37	-	0	60	1407	3.9	-	-	-	-	1073	1467	
<b>Kia</b>	72,780	0	17,113	172	30	0	0	0	0	13	79	0	18	-	0	78	1941	4.0	-	-	-	-	1451	1882	
<b>Dacia</b>	40,821	0	-	-	0	0	0	0	0	0	0	0	0	-	0	51	1399	4.0	-	-	-	-	-	-	

Payload [kg]	Length [mm]	Width [mm]	Height [mm]	Wheelbase [mm]	Front track [mm]	Rear track [mm]	Footprint [m²]	Boot volume [l]	Seats	Doors	Fuel consumption (NEDC) [l/100 km]	Fuel consumption (extra-urban) [l/100 km]	Fuel consumption (urban) [l/100 km]	CO <sub>2</sub> (NEDC) [g/km]	CO (diesel vehicles) [mg/km]	CO (gasoline vehicles) [mg/km]	NHMC (gasoline Euro 5/6 vehicles) [mg/km]	NO <sub>x</sub> (diesel vehicles) [mg/km]	NO <sub>x</sub> (gasoline vehicles) [mg/km]	HC + NO <sub>x</sub> (diesel vehicles) [mg/km]	Particulates (diesel vehicles) [mg/km]	CO at -7 °C (gasoline vehicles) [mg/km]	HC at -7 °C (gasoline vehicles) [mg/km]	
<b>491</b>	<b>4150</b>	<b>1705</b>	<b>1478</b>	<b>2551</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5.0</b>	<b>4.3</b>	<b>6.8</b>	<b>5.5</b>	<b>9.1</b>	<b>169</b>	<b>246</b>	<b>515</b>	<b>75</b>	<b>-</b>	<b>402</b>	<b>39</b>	<b>430</b>	<b>35</b>	<b>-</b>	<b>-</b>	<b>EU-27</b>
480	4237	1720	1482	2583	-	-	-	4.9	4.2	7.2	5.8	9.8	179	214	414	64	-	403	37	428	35	-	-	<b>Germany</b>
487	4170	1704	1466	2560	-	-	-	5.0	4.2	7.3	5.9	9.8	178	260	586	87	-	407	42	429	35	-	-	<b>United Kingdom</b>
476	3976	1677	1484	2487	-	-	-	5.0	4.1	6.4	5.2	8.4	158	250	615	81	-	400	39	434	36	-	-	<b>Italy</b>
520	4103	1708	1485	2563	-	-	-	5.0	4.4	6.3	5.2	8.4	160	279	537	80	-	401	38	429	34	-	-	<b>France</b>
495	4172	1705	1468	2562	-	-	-	5.0	4.3	6.5	5.3	8.7	164	246	502	73	-	403	40	434	35	-	-	<b>Spain</b>
502	4242	1712	1452	2477	-	-	-	5.0	4.4	6.7	5.4	8.9	164	225	527	74	-	403	38	437	34	-	-	<b>EU-12</b>
536	4178	1703	1485	2564	-	-	-	5.0	4.3	7.1	5.7	9.5	174	238	484	70	-	405	36	428	36	-	-	<b>Netherlands</b>
496	4217	1716	1488	2578	-	-	-	5.0	4.3	6.5	5.2	8.6	165	258	485	76	-	395	39	426	34	-	-	<b>Belgium</b>
507	4253	1722	1493	2581	-	-	-	5.0	4.4	6.5	5.2	8.6	166	226	462	73	-	397	38	422	34	-	-	<b>Austria</b>
469	-	-	-	2492	-	-	-	4.9	4.2	7.0	5.6	9.3	167	327	516	84	-	452	42	433	42	-	-	<b>Greece</b>
475	4079	1685	1455	2524	-	-	-	5.0	4.5	6.4	5.2	8.5	158	193	482	81	-	407	34	436	34	-	-	<b>Portugal</b>
464	4441	1742	1472	2628	-	-	-	5.0	4.6	8.3	6.5	11.4	200	199	573	72	-	408	41	439	36	-	-	<b>Sweden</b>
491	-	-	-	2555	-	-	-	5.0	4.3	7.0	5.6	9.3	169	209	546	87	-	390	42	482	35	-	-	<b>Ireland</b>
473	4337	1724	1457	2598	-	-	-	5.0	4.4	7.5	5.9	10.2	181	248	485	73	-	393	43	417	35	-	-	<b>Finland</b>
504	4248	1714	1477	2574	-	-	-	5.0	4.4</															

## 2014

## Light-commercial vehicles

	Total sales/registrations	Total sales/registrations [%]	Diesel [%]	Hybrid excl. plug-in hybrid [%]	Natural gas (mono-/bivalent, incl. LPG) [%]	Flex-Fuel (ethanol/gasoline) [%]	Automatic [%]	Euro 5 and Euro 6 [%]	Engine power [KW]	Engine size [ccm]	Mass in running order [kg]	Length [mm]	Width [mm]	Wheelbase [mm]	Wheeltrack [mm]	Footprint [m²]	Fuel consumption (NEDC) [l/100 km]	CO <sub>2</sub> (NEDC) [g/km]
<b>EU-28</b>	1,552,706	100	96	0	0.6	0	4	99	85	1919	1752	5069	1891	3201	1610	5.2	6.5	171
<b>France</b>	370,129	24	98	0	0.1	0	5	100	78	1833	1642	4852	1872	3044	1592	4.9	5.9	155
<b>United Kingdom</b>	322,650	21	100	0	0	0	5	99	86	1977	1821	5126	1902	3217	1620	5.2	6.8	181
<b>Germany</b>	227,289	15	96	0	0.6	0	0	100	93	2061	1934	5601	1937	3542	1647	5.9	7.2	191
<b>EU-13</b>	142,075	9	90	0	0.2	0	2	100	93	2011	1759	5113	1901	3214	1625	5.3	6.6	175
<b>Spain</b>	113,825	7	99	0	0	0	0	97	75	1734	1608	4747	1849	3041	1568	4.8	5.8	154
<b>Italy</b>	106,027	7	91	0	4.7	0	0	99	81	1794	1620	4905	1867	3094	1589	5.0	6.3	165
<b>Belgium</b>	54,280	3	97	0	0.4	0	0	100	75	1756	1802	5113	1907	3253	1622	5.3	6.0	158
<b>Netherlands</b>	51,749	3	96	0	2.1	0	1	100	85	1966	1804	5104	1901	3403	1618	5.5	6.7	176
<b>Sweden</b>	42,008	3	94	0	1.7	0	31	99	91	1924	1793	5015	1876	3105	1596	5.0	6.7	175
<b>Austria</b>	32,524	2	95	0	0.6	0	0	100	91	2030	1828	5162	1909	3332	1629	5.4	7.0	185
<b>Denmark</b>	28,470	2	94	0.5	0.1	0	7	99	91	1932	1748	4982	1891	3125	1615	5.1	6.2	162
<b>Portugal</b>	26,166	2	100	0	0	0	0	98	74	1731	1554	4676	1830	2899	1552	4.5	5.6	148
<b>Ireland</b>	16,458	1	99	0	0	0	9	99	81	1966	1777	4941	1886	3234	1605	5.2	6.4	170
<b>Finland</b>	10,625	1	99	0	0.1	0	4	100	95	2015	1903	5173	1911	3263	1630	5.3	6.9	184
<b>Greece</b>	4,904	0	98	0	0	0	0	97	77	1861	1596	4684	1790	2956	1535	4.6	5.2	137
<b>Luxembourg</b>	3,527	0	98	0	0.3	0	0	100	90	2029	1859	5291	1936	3393	1647	5.6	7.0	184
<b>Switzerland</b>	31,575	-	89	0	0.5	0	11	100	95	2092	1884	5198	1920	3205	1637	5.3	7.4	194
<b>Norway</b>	29,622	-	96	0	0.1	0	1	100	95	2001	1809	4929	1875	3291	1596	5.3	6.6	172
<b>Turkey</b>	163,969	-	100	0	0	0	3	98	79	1778	1556	4653	1853	3004	1545	4.7	5.9	157
<b>Renault</b>	222,659	14	97	0	0	0	2	99	75	1795	1688	4903	1895	3196	1601	5.2	5.9	157
<b>VW</b>	204,449	13	97	0	1.0	0	6	100	87	1853	1896	5169	1883	3559	1605	5.7	6.8	181
<b>Ford</b>	202,852	13	99	0	0	0	1	100	86	2057	1872	5202	1945	3141	1662	5.2	6.7	177
<b>Citroën</b>	160,400	10	99	0	0	0	2	98	71	1698	1572	4736	1859	2923	1582	4.7	5.6	148
<b>Peugeot</b>	159,855	10	99	0	0	0	1	100	73	1723	1603	4725	1864	2924	1587	4.7	5.6	149
<b>Fiat</b>	152,364	10	94	0	3.0	0	1	98	84	1856	1518	4989	1909	3193	1639	5.3	6.2	163
<b>Mercedes-Benz</b>	144,011	9	99	0	0.3	0	5	100	100	2107	1954	5901	1950	3662	1671	6.1	7.5	201
<b>Opel</b>	48,117	3	96	0	1.4	0	0	100	81	1825	1738	5053	1910	3305	1614	5.4	6.6	176
<b>Nissan</b>	42,522	3	95	0	0	0	12	100	99	2100	1807	5093	1830	3080	1565	4.8	7.3	193
<b>Iveco</b>	39,130	3	99	0	0.4	0	0	99	101	2559	2146	6098	1997	3548	1653	5.9	8.7	232
<b>Toyota</b>	36,329	2	94	0.7	0.1	0	12	99	106	2433	1877	5038	1788	2984	1524	4.5	7.2	189

## 2013

## Light-commercial vehicles

	Total sales/registrations	Total sales/registrations [%]	Diesel [%]	Hybrid excl. PHEV [%]	Natural gas (mono-/bivalent, incl. LPG) [%]	Flex-Fuel (ethanol/gasoline) [%]	Automatic [%]	Euro 5 and Euro 6 [%]	Engine power [KW]	Engine size [ccm]	Mass in running order [kg]	Length [mm]	Width [mm]	Wheelbase [mm]	Wheeltrack [mm]	Footprint [m²]	Fuel consumption (NEDC) [l/100 km]	CO <sub>2</sub> (NEDC) [g/km]
<b>EU-28</b>	1,370,998	100	97	0	0.6	0	3	99	84	1925	1746	5040	1883	3202	1603	5.2	6.6	175
<b>France</b>	364,814	27	97	0	0.1	0	4	99	77	1827	1632	4789	1865	3037	1585	4.9	6.1	159
<b>United Kingdom</b>	270,782	20	100	0	0	0	4	99	85	1987	1817	5120	1890	3227	1612	5.2	7.0	186
<b>Germany</b>	211,895	15	96	0	0.6	0	0	100	92	2055	1896	5577	1926	3515	1639	5.8	7.4	195
<b>EU-13</b>	104,918	8	91	0	0.5	0	1	99	89	2020	1785	5142	1904	3283	1628	5.4	7.0	184
<b>Italy</b>	88,973	6	93	0	4.7	0	0	99	84	1854	1616	4730	1837	2986	1559	4.7	6.2	164
<b>Spain</b>	85,402	6	99	0	0.1	0	0	91	75	1764	1614	4754	1841	3056	1566	4.8	6.1	161
<b>Belgium</b>	54,444	4	97	0	0.1	0	0	100	71	1744	1804	5100	1907	3267	1621	5.3	5.8	153
<b>Netherlands</b>	50,553	4	97	0	1.6	0	0	99	84	1936	1796	5079	1898	3413	1613	5.5	6.8	180
<b>Sweden</b>	37,395	3	94	0	1.6	0.1	31	98	92	1963	1796	5025	1873	3105	1592	5.0	6.9	183
<b>Austria</b>	31,933	2	95	0	0.7	0	0	99	90	2038	1834	5132	1902	3357	1621	5.4	7.2	189
<b>Denmark</b>	23,712	2	95	0.2	0	0	8	98	90	1960	1759	4959	1885	3134	1611	5.1	6.5	170
<b>Portugal</b>	18,202	1	100	0	0	0	0	96	75	1772	1579	4719	1828	2933	1551	4.5	5.8	155
<b>Ireland</b>	10,863	1	98	0	0	0	7	99	80	1969	1787	4900	1875	3232	1596	5.2	6.5	173
<b>Finland</b>	10,411	1	99	0.1	0.2	0	2	100	94	2021	1871	5124	1904	3287	1627	5.4	7.0	186
<b>Greece</b>	3,433	0	96	0	0.1	0	0	93	85	1900	1631	4750	1780	2977	1531	4.6	6.0	160
<b>Luxembourg</b>	3,268	0	97	0	0.2	0	0	100	90	2034	1838	5223	1929	3398	1643	5.6	7.1	187
<b>Switzerland</b>	31,735	-	90	0	0.6	0	10	99	95	2111	1877	5144	1914	3212	1632	5.3	7.6	199
<b>Norway</b>	30,862	-	98	0	0.1	0	1	100	96	2023	1824	4886	1873	3298	1593	5.3	6.8	178
<b>Renault</b>	203,078	15	96	0	0	0	3	97	74	1816	1693	4881	1890	3191	1596	5.1	6.3	166
<b>VW</b>	182,230	13	96	0	1.9	0	5	100	87	1848	1894	5155	1882	3559	1604	5.7	6.9	183
<b>Ford</b>	161,218	12	100	0	0	0	1	100	86	2127	1876	5299	1927	3196	1656	5.3	7.1	188
<b>Peugeot</b>	148,751	11	99	0	0	0	1	98	72	1706	1585	4708	1859	2917	1584	4.7	5.7	150
<b>Citroën</b>	145,124	11	98	0	0	0	1	99	70	1686	1554	4717	1854	2907	1578	4.6	5.7	150
<b>Fiat</b>	134,034	10	95	0	1.7	0	1	96	83	1833	1531	4650	1889	3165	1613	5.1	6.1	162
<b>Mercedes-Benz</b>	130,421	10	99	0	0.2	0	4	100	99	2108	1931	5846	1946	3649	1667	6.1	7.9	209
<b>Nissan</b>	42,650	3	99	0	0.1	0	10	100	100	2080	1801	5088	1826	3071	1565	4.8	7.3	194
<b>Opel</b>	41,800	3	97	0	0.7	0	0	100	80	1841	1725	5054	1903	3291	1610	5.3	6.7	179
<b>Iveco</b>	37,005	3	98	0	1.8	0	0	100	99	2569	2146	6079	1996	3523	1649	5.8	8.5	228
<b>Vauxhall</b>	29,736	2	100	0	0	0	1	95	78	1854	1691	4917	1892	3195	1603	5.1	6.8	181



## 2012

## Light-commercial vehicles

	Total sales/registrations	Total sales/registrations [%]	Diesel [%]	Hybrid excl. PHEV [%]	Natural gas (mono-/bivalent, incl. LPG) [%]	Flex-Fuel (ethanol/gasoline) [%]	Automatic [%]	Euro 5 and Euro 6 [%]	Engine power [KW]	Engine size [ccm]	Mass in running order [kg]	Length [mm]	Width [mm]	Wheelbase [mm]	Wheeltrack [mm]	Footprint [m <sup>2</sup> ]	Fuel consumption (NEDC) [l/100 km]	Fuel consumption (extra-urban) [l/100 km]	Fuel consumption (urban) [l/100 km]	CO <sub>2</sub> (NEDC) [g/km]	CO (diesel vehicles) [mg/km]	NO <sub>x</sub> (diesel vehicles) [mg/km]	HC + NO <sub>x</sub> (diesel vehicles) [mg/km]	Particulates (diesel vehicles) [mg/km]	Noise (pass-by) [dB]	Noise (stationary) [dB]
<b>EU-27</b>	<b>1,368,349</b>	<b>100</b>	<b>97</b>	<b>0</b>	<b>0.7</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>83</b>	<b>1935</b>	<b>1751</b>	<b>5037</b>	<b>1879</b>	<b>3198</b>	<b>1598</b>	<b>5.1</b>	<b>6.8</b>	<b>6.0</b>	<b>8.1</b>	<b>178</b>	<b>258</b>	<b>261</b>	<b>278</b>	<b>23</b>	<b>73</b>	<b>79</b>
<b>France</b>	381,116	28	98	0	0.1	0	4	82	76	1827	1637	4771	1858	3016	1576	4.8	6.2	5.6	7.4	163	278	263	261	22	73	78
<b>United Kingdom</b>	239,247	17	100	0	0	0	4	91	84	2001	1823	5140	1888	3228	1611	5.2	7.1	6.3	8.5	187	255	260	285	23	73	79
<b>Germany</b>	218,690	16	96	0	0.7	0	0	96	91	2058	1905	5585	1923	3526	1636	5.8	7.6	6.7	9.1	198	247	273	304	27	73	80
<b>Italy</b>	101,775	7	93	0	5.1	0	0	91	85	1885	1629	4731	1837	2993	1558	4.7	6.3	5.6	7.6	162	262	231	256	15	73	78
<b>EU-12</b>	<b>96,828</b>	<b>7</b>	<b>91</b>	<b>0</b>	<b>0.7</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>89</b>	<b>2045</b>	<b>1809</b>	<b>5144</b>	<b>1900</b>	<b>3269</b>	<b>1623</b>	<b>5.3</b>	<b>7.2</b>	<b>6.4</b>	<b>8.7</b>	<b>187</b>	<b>253</b>	<b>271</b>	<b>295</b>	<b>26</b>	<b>73</b>	<b>80</b>
<b>Spain</b>	76,754	6	99	0	0	0	0	62	75	1796	1639	4742	1844	3060	1570	4.8	6.3	5.6	7.4	164	233	269	296	25	73	78
<b>Netherlands</b>	56,544	4	97	0	1.8	0	1	91	85	1985	1825	5105	1901	3412	1615	5.5	7.2	6.4	8.6	188	234	274	304	25	73	78
<b>Belgium</b>	56,049	4	97	0	0.2	0	0	56	75	1722	1806	5090	1896	3284	1611	5.3	6.1	5.3	7.4	158	212	222	243	19	73	77
<b>Sweden</b>	39,358	3	94	0	1.9	0.2	30	87	90	1948	1764	4989	1862	3084	1582	4.9	7.0	6.1	8.4	181	208	238	265	20	73	78
<b>Austria</b>	32,698	2	95	0	0.7	0	0	93	89	2045	1831	5130	1896	3347	1614	5.4	7.3	6.6	8.8	192	249	275	304	28	73	79
<b>Denmark</b>	24,077	2	97	0	0	0	11	82	88	1955	1758	4962	1880	3146	1602	5.1	6.6	5.9	8.0	174	256	244	259	18	72	77
<b>Portugal</b>	16,011	1	100	0	0.1	0	0	79	75	1796	1587	4720	1827	2973	1549	4.6	6.0	5.3	7.1	157	207	238	260	21	73	78
<b>Finland</b>	11,470	1	99	0	0	0	1	95	93	2092	1875	5174	1891	3294	1615	5.3	7.3	6.5	8.8	193	257	265	295	27	73	78
<b>Ireland</b>	10,601	1	96	0	0	0	6	72	77	1945	1768	4893	1869	3302	1590	5.3	6.7	5.9	7.9	175	227	228	250	18	73	78
<b>Greece</b>	3,710	0	92	0	0	0	0	31	94	2032	1694	4814	1776	2962	1520	4.5	6.4	5.6	7.8	168	205	333	374	35	73	78
<b>Luxembourg</b>	3,421	0	98	0	0.3	0	0	91	91	2073	1855	5265	1927	3365	1641	5.5	7.4	6.6	8.8	193	266	273	300	25	73	80
<b>Renault</b>	217,040	16	96	0	0	0	2	93	74	1814	1701	4871	1887	3193	1592	5.1	6.4	5.9	7.4	169	312	261	285	21	72	79
<b>VW</b>	184,734	14	96	0	2.2	0	3	97	86	1854	1912	5193	1885	3559	1606	5.7	7.1	6.3	8.6	186	166	238	275	26	74	78
<b>Ford</b>	153,756	11	100	0	0.1	0	1	83	83	2093	1839	5305	1916	3190	1641	5.3	7.0	6.2	8.3	183	334	272	295	21	73	80
<b>Peugeot</b>	151,401	11	99	0	0	0	1	87	72	1717	1588	4711	1859	2918	1583	4.7	5.9	5.2	7.1	154	201	217	242	18	74	79
<b>Citroën</b>	143,464	10	98	0	0	0	2	88	70	1682	1552	4702	1852	2904	1577	4.6	5.9	5.2	7.0	154	188	227	250	20	73	78
<b>Fiat</b>	135,871	10	95	0	1.9	0	1	63	83	1852	1537	4653	1845	3074	1571	4.7	6.3	5.9	7.5	162	318	340	259	32	73	78
<b>Mercedes-Benz</b>	122,974	9	99	0	0.5	0	4	99	103	2193	1988	5975	1958	3720	1682	6.3	8.5	7.3	10.4	223	148	224	281	5	73	81
<b>Opel</b>	45,374	3	98	0	0.6	0	0	82	78	1835	1716	5037	1900	3276	1607	5.3	6.9	6.2	8.2	183	280	308	335	27	72	78
<b>Nissan</b>	44,939	3	99	0	0.1	0	12	70	104	2156	1835	5124	1830	3080	1563	4.8	7.6	6.7	9.1	200	277	282	315	22	72	78
<b>Iveco</b>	37,756	3	98	0	1.8	0	0	-	99	2587	2159	5993	1996	3508	1654	5.8	9.7	8.7	11.3	250	166	330	366	18	72	78
<b>Toyota</b>	30,098	2	98	0.1	0.1	0	12	51	109	2602	1925	5101	1768	3023	1514	4.6	7.7	6.7	9.4	203	210	269	290	41	72	77

## 2011

## Light-commercial vehicles

	Total sales/registrations	Total sales/registrations [%]	Top speed [km/h]	Diesel [%]	Hybrid excl. PHEV [%]	Natural gas (mono-/bivalent, incl. LPG) [%]	Flex-Fuel (ethanol/gasoline) [%]	Automatic [%]	Euro 5 and Euro 6 [%]	Engine power [KW]	Engine size [ccm]	Mass in running order [kg]	Length [mm]	Width [mm]	Wheelbase [mm]	Wheeltrack [mm]	Footprint [m <sup>2</sup> ]	Fuel consumption (NEDC) [l/100 km]	Fuel consumption (extra-urban) [l/100 km]	Fuel consumption (urban) [l/100 km]	CO <sub>2</sub> (NEDC) [g/km]	CO (diesel vehicles) [mg/km]	NO <sub>x</sub> (diesel vehicles) [mg/km]	HC + NO <sub>x</sub> (diesel vehicles) [mg/km]	Particulates (diesel vehicles) [mg/km]
<b>EU-27</b>	<b>1,552,007</b>	<b>100</b>	<b>-</b>	<b>97</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>45</b>	<b>80</b>	<b>1928</b>	<b>1721</b>	<b>4979</b>	<b>1867</b>	<b>3160</b>	<b>1591</b>	<b>5.1</b>	<b>6.8</b>	<b>6.0</b>	<b>8.2</b>	<b>179</b>	<b>248</b>	<b>275</b>	<b>293</b>	<b>24</b>
<b>France</b>	426,475	27	-	99	0	0	0	2	41	74	1829	1615	4741	1855	3000	1574	4.8	6.3	5.6	7.5	166	262	279	283	25
<b>United Kingdom</b>	258,537	17	-	100	0	0	0	3	58	81	2018	1813	5097	1878	3205	1604	5.2	7.3	6.4	8.8	192	236	272	300	23
<b>Germany</b>	232,587	15	-	96	0	1	0	0	34	89	2083	1915	5564	1919	3513	1640	5.8	7.7	6.8	9.3	202	255	291	324	28
<b>Italy</b>	141,319	9	-	91	0	5	0	0	65	80	1819	1550	4582	1806	2898	1542	4.5	6.2	5.5	7.5	159	248	242	265	16
<b>Spain</b>	100,862	6	-	99	0	0	0	0	24	72	1786	1611	4714	1835	3019	1565	4.8	6.4	5.7	7.6	168	220	266	295	25
<b>EU-12</b>	<b>98,606</b>	<b>6</b>	<b>-</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>43</b>	<b>84</b>	<b>2030</b>	<b>1761</b>	<b>5163</b>	<b>1894</b>	<b>3274</b>	<b>1618</b>	<b>5.3</b>	<b>7.3</b>	<b>6.5</b>	<b>8.8</b>	<b>190</b>	<b>271</b>	<b>303</b>	<b>308</b>	<b>29</b>
<b>Belgium</b>	63,485	4	-	98	0	0	0	0	64	80	1698	1764	5046	1881	3257	1608	5.3	6.3	5.6	7.5	165	218	244	270	20
<b>Netherlands</b>	56,408	4	-	97	0	1	0	6	53	83	1970	1799	5061	1889	3417	1608	5.5	7.2	6.4	8.7	189	241	283	311	24
<b>Sweden</b>	46,266	3	-	95	0	2	0	22	50	89	1958	1749	4973	1855	3070	1578	4.9	7.1	6.2	8.5	184	211	251	280	21
<b>Portugal</b>	34,204	2	-	100	0	0	0	0	38	72	1751	1526	4586	1805	2887	1533	4.4	5.9	5.2	7.1	154	203	239	263	21
<b>Austria</b>	33,507	2	-	95	0	1	0	1	65	87	2049	1818	5104	1885	3311	1606	5.3	7.4	6.5	9.0	195	254	297	319	29
<b>Denmark</b>	24,281	2	-	96	0	0	0	15	49	89	1986	1756	4928	1874	3114	1599	5.0	6.7	5.8	8.2	174	234	236	260	15
<b>Finland</b>	14,490	1	-	99	0	0	0	1	34	90	2130	1868	5111	1876	3297	1605	5.3	7.4	6.5	8.9	194	248	285	306	29
<b>Ireland</b>	11,109	1	-	93	0	0	0	4	18	76	2000	1772	4889	1861	3214	1586	5.1	6.8	6.0	8.1	179	228	273	299	23
<b>Greece</b>	6,332	0	-	85	0	0	0	0	5	93	2140	1749	4901	1776	2997	1519	4.6	7.4	6.5	9.1	193	175	324	365	38
<b>Luxembourg</b>	3,539	0	-	99	0	0	0	0	33	86	2059	1818	5172	1914	3300	1632	5.4	7.4							

## 2010

## Light-commercial vehicles

	Total sales/registrations	Total sales/registrations [%]	Total sales/registrations [%]	Top speed [km/h]	Diesel [%]	Hybrid excl. PHEV [%]	Natural gas (mono-/bivalent, incl. LPG) [%]	Flex-Fuel (ethanol/gasoline) [%]	Automatic [%]	Euro 5 and Euro 6 [%]	Engine power [kW]	Engine size [ccm]	Mass in running order [kg]	Length [mm]	Width [mm]	Wheelbase [mm]	Wheeltrack [mm]	Footprint [m <sup>2</sup> ]	Fuel consumption (NEDC) [l/100 km]	Fuel consumption (extra-urban) [l/100 km]	Fuel consumption (urban) [l/100 km]	CO <sub>2</sub> (NEDC) [g/km]	CO (diesel vehicles) [mg/km]	NO <sub>x</sub> (diesel vehicles) [mg/km]	HC + NO <sub>x</sub> (diesel vehicles) [mg/km]	Particulates (diesel vehicles) [mg/km]
<b>EU-27</b>	<b>1,480,685</b>	<b>100</b>	<b>156</b>	<b>96</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>78</b>	<b>1932</b>	<b>1665</b>	<b>4868</b>	<b>1862</b>	<b>3056</b>	<b>1586</b>	<b>4.9</b>	<b>6.9</b>	<b>6.0</b>	<b>8.4</b>	<b>180</b>	<b>226</b>	<b>283</b>	<b>301</b>	<b>25</b>	
<b>France</b>	414,911	28	159	99	0	0	0	3	4	73	1828	1557	4661	1846	2920	1572	4.6	6.2	5.4	7.4	162	226	268	288	24	
<b>United Kingdom</b>	222,915	15	150	100	0	0	0	3	3	79	2024	1773	4992	1883	3119	1604	5.0	7.4	6.5	9.0	195	221	287	312	23	
<b>Germany</b>	196,552	13	152	96	0	1	0	1	6	87	2106	1926	5494	1922	3495	1645	5.8	8.0	6.9	9.9	210	241	308	324	25	
<b>Italy</b>	166,529	11	157	82	0	15	0	0	14	75	1858	1592	4670	1830	2924	1557	4.6	6.9	6.0	8.5	175	275	312	302	28	
<b>Spain</b>	115,924	8	155	99	0	0	0	0	1	71	1801	1586	4683	1848	2877	1564	4.6	6.4	5.6	7.8	170	196	272	302	24	
<b>EU-12</b>	95,183	6	157	96	0	0	0	1	1	76	1927	1576	4718	1834	2960	1565	4.6	6.5	5.7	8.0	172	220	275	292	26	
<b>Belgium</b>	54,841	4	157	92	0	0	0	2	1	81	1804	1589	4722	1835	2918	1557	4.6	6.9	5.9	8.6	181	194	256	283	27	
<b>Netherlands</b>	49,607	3	153	98	0	1	0	9	7	82	2040	1766	4925	1887	3146	1607	5.1	7.4	6.5	9.1	196	213	276	303	19	
<b>Portugal</b>	45,669	3	159	100	0	0	0	1	1	72	1816	1507	4581	1810	2862	1541	4.4	6.2	5.4	7.5	163	200	263	280	24	
<b>Sweden</b>	37,975	3	161	94	0	3	0	17	6	87	2009	1725	4809	1854	3065	1579	4.8	7.3	6.3	9.0	190	184	274	305	22	
<b>Austria</b>	29,055	2	154	97	0	1	0	3	5	85	2084	1814	5079	1895	3165	1619	5.2	7.6	6.6	9.2	199	235	307	314	28	
<b>Denmark</b>	16,198	1	162	99	0	0	0	24	4	88	1995	1696	4881	1858	2868	1588	4.9	7.1	6.2	8.8	188	174	330	341	26	
<b>Finland</b>	11,050	1	157	100	0	0	0	4	14	89	2154	1855	5075	1874	3231	1605	5.2	7.8	6.7	9.7	206	206	288	307	26	
<b>Greece</b>	10,644	1	164	84	0	0	0	7	0	93	2214	1740	4952	1770	2984	1510	4.5	7.8	6.7	9.8	203	172	349	383	40	
<b>Ireland</b>	10,387	1	156	100	0	0	0	5	1	85	2145	1701	4805	1872	3003	1587	4.8	7.2	6.3	8.9	191	206	313	341	26	
<b>Luxembourg</b>	3,245	0	153	98	0	0	0	0	0	84	2089	1740	5018	1900	3109	1622	5.2	7.3	6.4	8.7	192	247	325	311	31	
<b>Renault</b>	240,489	16	159	98	0	0	0	1	0	69	1774	1493	4518	1843	2941	1558	4.6	5.8	5.3	6.7	153	222	257	280	23	
<b>Citroën</b>	172,618	12	156	97	0	0	0	1	0	66	1670	1495	4581	1827	2852	1562	4.5	6.0	5.3	7.3	158	205	247	271	26	
<b>Fiat</b>	170,345	12	157	87	0	11	0	0	3	75	1787	1519	4631	1834	2968	1571	4.7	6.3	5.6	7.7	162	316	345	285	33	
<b>Peugeot</b>	164,514	11	158	99	0	0	0	0	0	66	1679	1551	4582	1852	2862	1585	4.6	6.0	5.3	7.4	159	209	240	267	25	
<b>Ford</b>	160,911	11	148	99	0	0	0	0	0	76	2104	1424	4974	1942	3090	1633	5.1	7.4	6.5	9.0	196	287	317	350	24	
<b>VW</b>	155,586	11	156	97	0	1	0	5	28	82	2004	1893	5123	1877	3201	1611	5.2	7.6	6.5	9.6	200	182	258	299	12	
<b>Mercedes-Benz</b>	119,969	8	150	99	0	0	0	5	16	99	2205	2032	5939	1962	3727	1683	6.3	9.2	7.7	11.7	243	133	400	424	27	
<b>Opel</b>	48,734	3	158	96	0	2	0	2	0	73	1761	1244	4362	1813	3072	1550	4.8	6.4	5.6	7.8	168	237	279	302	21	
<b>Iveco</b>	44,638	3	156	99	0	1	0	6	0	97	2556	2341	6104	1995	3520	1689	5.9	9.6	8.6	11.2	254	168	376	407	26	
<b>Nissan</b>	39,131	3	157	99	0	0	0	0	0	96	2175	1804	5189	1809	3074	1524	4.7	7.1	6.5	8.1	188	206	353	400	36	
<b>Toyota</b>	35,321	2	160	99	0	0	0	13	0	98	2547	1920	5204	1769	3088	1518	4.8	8.4	7.2	10.5	222	189	308	329	42	

## 2009

## Light-commercial vehicles

	Total sales/registrations	Total sales/registrations [%]	Total sales/registrations [%]	Top speed [km/h]	Diesel [%]	Hybrid excl. PHEV [%]	Natural gas (mono-/bivalent, incl. LPG) [%]	Flex-Fuel (ethanol/gasoline) [%]	Automatic [%]	Euro 5 and Euro 6 [%]	Engine power [kW]	Engine size [ccm]	Mass in running order [kg]	Length [mm]	Width [mm]	Wheelbase [mm]	Wheeltrack [mm]	Footprint [m <sup>2</sup> ]	Fuel consumption (NEDC) [l/100 km]	Fuel consumption (extra-urban) [l/100 km]	Fuel consumption (urban) [l/100 km]	CO <sub>2</sub> (NEDC) [g/km]	CO (diesel vehicles) [mg/km]	NO <sub>x</sub> (diesel vehicles) [mg/km]	HC + NO <sub>x</sub> (diesel vehicles) [mg/km]	Particulates (diesel vehicles) [mg/km]
<b>EU-27</b>	<b>1,313,122</b>	<b>100</b>	<b>155</b>	<b>96</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>76</b>	<b>1948</b>	<b>1609</b>	<b>4796</b>	<b>1859</b>	<b>3007</b>	<b>1583</b>	<b>4.8</b>	<b>7.0</b>	<b>6.1</b>	<b>8.5</b>	<b>185</b>	<b>210</b>	<b>270</b>	<b>298</b>	<b>21</b>	
<b>France</b>	368,644	28	158	98	0	0	0	2	1	70	1822	1464	4600	1837	2892	1564	4.5	6.4	5.5	7.6	168	206	252	278	21	
<b>United Kingdom</b>	184,701	14	150	99	0	0	0	3	2	78	2061	1729	4984	1884	3110	1605	5.0	7.6	6.6	9.3	203	223	289	319	20	
<b>Germany</b>	166,678	13	153	94	0	1	0	10	13	84	2106	1816	5186	1912	3237	1633	5.3	7.9	6.9	9.8	207	222	302	334	21	
<b>Italy</b>	164,011	12	154	87	0	9	0	6	1	76	1889	1579	4651	1825	2928	1561	4.6	7.0	5.9	8.5	180	207	267	296	21	
<b>Spain</b>	105,515	8	155	99	0	0	0	4	0	71	1845	1577	4628	1854	2918	1577	4.6	6.7	5.8	8.0	176	215	255	286	21	
<b>EU-12</b>	97,678	7	160	92	0	0	0	6	1	79	1948	1569	4783	1840	2977	1567	4.7	7.0	6.0	8.6	183	194	261	287	21	
<b>Belgium</b>	48,415	4	153	98	0	0	0	12	3	81	2033	1652	4921	1890	3130	1610	5.0	7.3	6.6	9.1	193	207	282	308	24	
<b>Netherlands</b>	47,313	4	154	99	0	0	0	13	3	79	2056	1631	4876	1884	3083	1604	4.9	7.5	6.7	9.2	199	220	279	308	18	
<b>Portugal</b>	38,004	3	158	100	0	0	0	4	0	72	1855	1460	4580	1810	2864	1531	4.4	6.3	5.4	7.5	168	178	244	269	20	
<b>Sweden</b>	26,397	2	160	91	0	3	0	16	1	85	2025	1703	4825	1850	2997	1573	4.7	7.4	6.4	9.2	195	195	269	297	18	
<b>Austria</b>	23,946	2	154	95	0	1	0	5	3	82	2083	1738	5004	1891	3112	1610	5.0	7.7	6.8	9.6	202	216	294	324	22	
<b>Greece</b>	13,402	1	158	80	0	0	0	6	0	95	2260	1684	4903	1802	2993	1537	4.6	8.3	7.3	10.3	218	173	293	318	22	
<b>Denmark</b>	11,886	1	162	97	0	0	0	8	6	87	2087	1668	4853	1887	3044	1602	4.8	7.9	6.6	9.6	202	223	277	304	19	
<b>Finland</b>	7,471	1	158	100	0	0	0	5	1	87	2276	1800	5067	1896	3195	1593	5.1	8.1	7.0	10.2	215	196	299	326	23	
<b>Ireland</b>	7,173	1	154	100	0	0	0	4	0	81	2065	1709	4845	1870	3024	1593	4.8	7.1	6.3	8.8	190	227	278	310	21	
<b>Luxembourg</b>	1,888	0	153	100	0	0	0	0	0	77	1971	1629	-	-	2658	1513	4.0	6.9	6.1	8.3	182	199	274	302	19	
<b>Renault</b>	194,776	15	155	98	0	0	0	1	0	67	1789	1483	4512	1853	2913	1569	4.6	6.5	5.8	7.6	171	235	263	289	22	
<b>Citroën</b>	160,117	9	155	96	0	0	0	2	0	65	1668	1418	4463	1819	2824	1553	4.4	6.1	5.3	7.4	159	197	245	271	25	
<b>Fiat</b>	155,801	8	153	91	0	7	0	5	0	75	1826	1518	4594	1836	2929	1578	4.7	6.6	5.7	8.1	170	183	272	302	22	
<b>Ford</b>	149,036	7	145	99	0	0	0	0	0	77	2127	1701	5017	1921	3123	1639	5.1	7.4	6.4	9.3	197	336	299	339	17	
<b>Peugeot</b>	148,225	7	157	98	0	0	1	1	0	66	1674	1444	4500	1840	2830	1564	4.4	6.0	5.3	7.3	159	187	242	267	25	
<b>VW</b>	132,192	7	157	95	0	2	0	9	7	80	2086	1755	4988	1877	3089	1603	5.0	7.7	6.6	9.6	201	218	268	314	15	
<b>Mercedes-Benz</b>	108,171	6	159	99	0	1	0	22	24	95	2216	1979	5553	1959	3508	1670	5.9	8.9	7.5	11.3	238	65	319	335	10	
<b>Opel</b>	69,745	5	157	95	0	3	0	4	0	71																

For additional information:  
International Council on Clean Transportation Europe  
Neue Promenade 6, 10178 Berlin  
+49 (30) 847129-102  
communications@theicct.org  
www.theicct.org

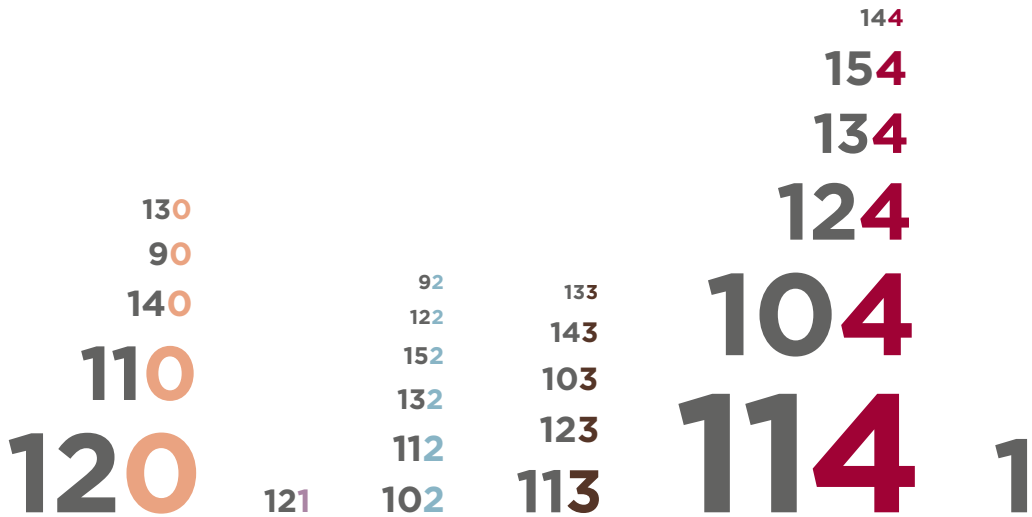
© 2015 International Council on Clean Transportation  
Funding for this work was generously provided by the ClimateWorks Foundation  
and the Stiftung Mercator

Edited by Dr. Peter Mock (ICCT Europe)  
Design and visualization by Hahn + Zimmermann, Bern

Printed on 100% recycled paper

An electronic version of this Pocketbook, including more detailed statistical data  
is available online: <http://eupocketbook.theicct.org>





**International Council on Clean Transportation Europe**

Neue Promenade 6  
 10178 Berlin  
 +49 (30) 847129-102  
 communications@theicct.org  
 www.theicct.org