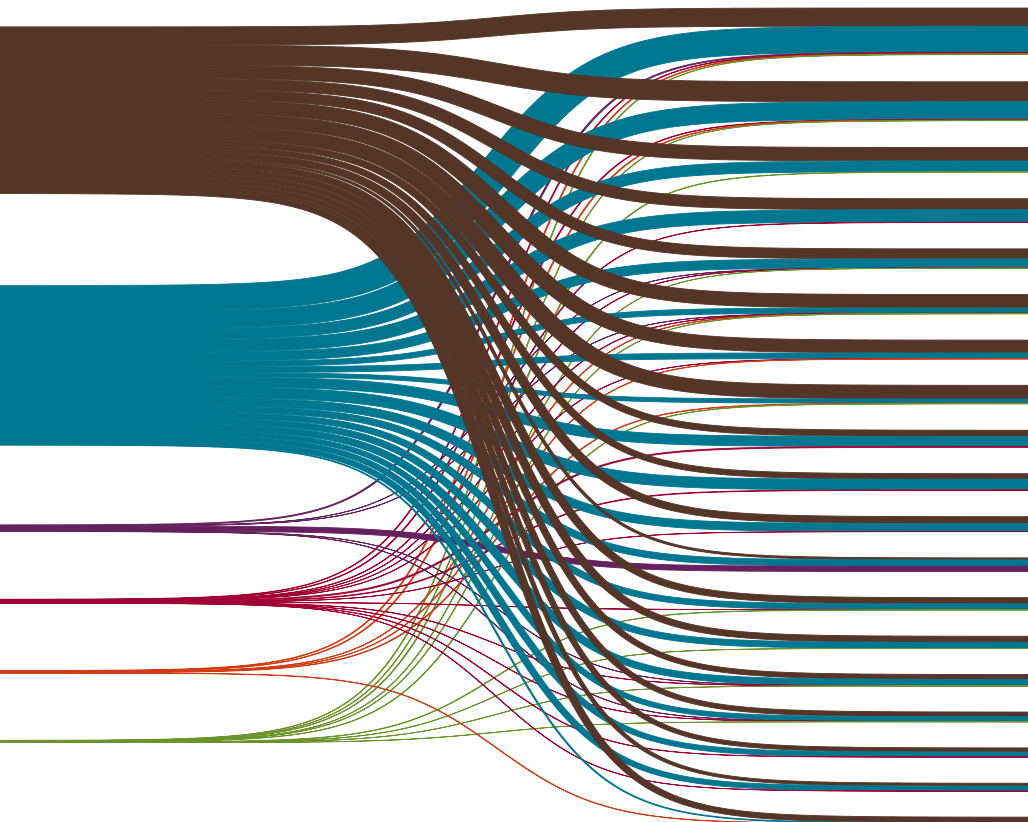


# EUROPEAN VEHICLE MARKET STATISTICS

Pocketbook 2017/18



# **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>

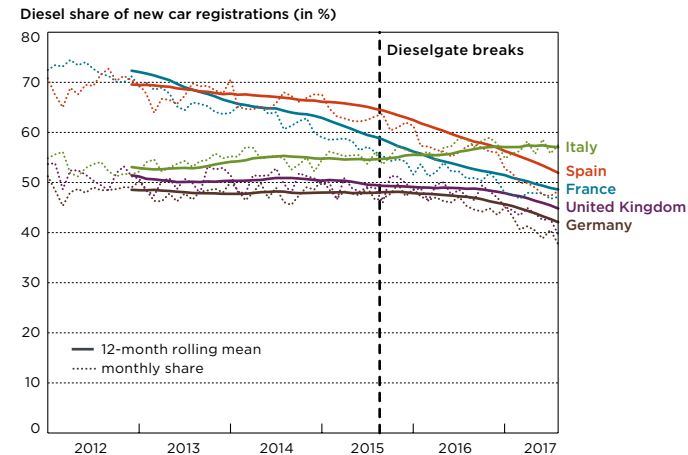
# 1 INTRODUCTION

The 2017/18 edition of *European Vehicle Market Statistics* offers a statistical portrait of passenger car, light commercial and heavy-duty vehicle fleets in the European Union (EU) from 2001 to 2016. 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

By 2016, car sales in the EU had fully recovered from the economic crisis in previous years. New car registrations increased to 14.6 million, which is nearly the same level as in the years 2001–2007. Sales had reached a low point in 2011, with 13.1 million sales. In particular the Southern European countries were hit. In Spain, for example, fewer than half as many new vehicles were registered in 2012 as were registered in any one year from 2001 to 2007. But since 2014, sales in Spain and Italy are trending strongly upward again. As in previous years, by far the strongest growth in vehicle sales took place in the sport utility vehicle (SUV) segment. About 3.7 million new cars in 2016 were SUVs, more than 6 times as many as 15 years before.



**Fig. 1-1**

Diesel share of new car registrations in France, Germany, Italy, Spain, and the UK

<https://goo.gl/HTC2wJ>



In the aftermath of the Dieselgate scandal, sales of new diesel cars dropped significantly. In 2011–2012, about 55% of newly registered cars in the EU were powered by diesel fuel, an all-time high. Since then, the market share of diesel has slowly decreased, to 49% in 2016, but diesel shares continue to vary by member state. For example, in France, where the diesel market share used to be significantly higher than the EU average, the market share dropped from a high of 77% in 2008 to 52% by 2016. This decline in diesel car sales began before Dieselgate and is likely related to the fact that the French government is leveling out taxes on diesel and gasoline fuel. In Germany, on the other hand, the diesel market share remained stable over the past five years (at about 48%) but began dropping noticeably towards the end of 2016, reaching a level of 38% in August 2017. This recent decrease in diesel car sales is likely due to a loss in trust from consumers who are increasingly worried about the threat of diesel bans in urban areas. Italy is the only major European passenger car market that has not seen a decline in diesel shares since 2015 (Tietge, 2017).

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

The official level of average carbon dioxide (CO<sub>2</sub>) emissions from new passenger cars in the EU, as measured in the laboratory via the type-approval test procedure, fell to 118 grams per kilometer (g/km) in 2016 (Şenzeybek et al., 2017). CO<sub>2</sub> emissions and fuel consumption are directly linked, so the current level of emissions amounts to about 5 liters/100 km.

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 4 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. After one year of phase-in, from 2021 all new vehicles will be taken into account for calculating manufacturers' fleet averages (Mock, 2014).

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 regulation setting a 2020 target of 147 g/km was adopted in February 2014.

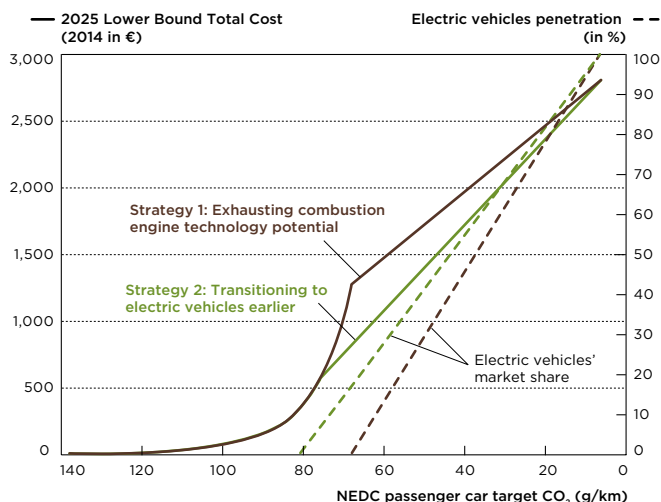
For the end of 2017, it is expected that the European Commission will come forward with a regulatory proposal for CO<sub>2</sub> emissions of new passenger cars and light commercial vehicles for the time period up to 2030. To be in line with the EU's climate protection target for 2030, the required annual CO<sub>2</sub> reduction rate between 2020 and 2030 would have to be about 9%.

To reach future CO<sub>2</sub> targets, vehicle manufacturers can, in principle, pursue two different strategies. They can exhaust the currently known potential of combustion engine technology before switching to electrified vehicles (plug-in hybrid, battery or fuel cell electric vehicles). Following this approach, a level of approximately 70 g/km of CO<sub>2</sub> (according to the New European Driving Cycle [NEDC] testing procedure) could be reached, in a lower bound scenario at an extra cost of slightly above €1,000 in 2025, compared to a 2014 baseline vehicle (Mock, 2016). Alternatively, manufacturers could transition to electrified vehicles earlier and reach the same 70 g/km target in 2025 for about €350 less than if they first fully exhausted the potential of combustion engine technology. The required electric vehicles' market share would be about 17%, which is at the lower end of recent announcements made by vehicle manufacturers such as BMW, Daimler, and Volkswagen (IEA, 2017).

**Fig. 1-2**

Total incremental cost of reducing CO<sub>2</sub> emissions of the average car by 2025

<https://goo.gl/De69yg>

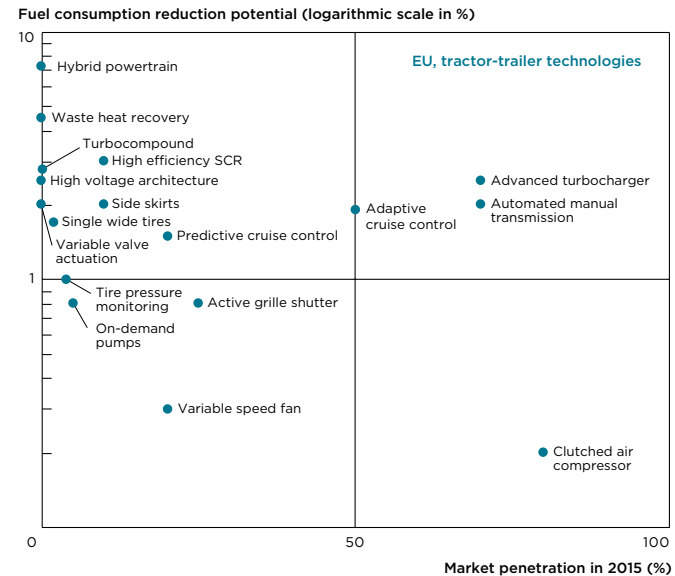


For heavy-duty vehicles, the on-road fuel consumption (and therefore also CO<sub>2</sub> emission) level of new tractor-trailer trucks in the EU has remained fairly constant since the early 2000s (Muncrief, 2017). The EU remains the only major truck market in the world without a CO<sub>2</sub> emission regulation (Muncrief, 2014). However, in May 2017 a regulation was adopted that will require the type approval of CO<sub>2</sub> emissions from new heavy-duty trucks from January 2019 onwards (Rodríguez, 2017). In addition, the European Commission has announced that in early 2018 it will come forward with a regulatory proposal for mandatory efficiency standards for heavy-duty vehicles.

**Technologies**

The vast majority of Europe’s new cars remain powered by gasoline or diesel motors. The market share of hybrid-electric vehicles in the EU was 1.8% of all new car sales in 2016. Sales of hybrid-electric cars went up in particular in Spain, where the market share increased from 1.8% in 2015 to 2.7% in 2016. This is nearly as high as in the Netherlands (2.9%), the EU’s leading country in terms of hybrid-electric car sales. Toyota continues to dominate the market for hybrid-electric cars in Europe, with about 40% of all new Toyota vehicles in 2016 being hybrid-electric.

In 2016, plug-in hybrid (PHEV) and battery-electric vehicles (BEV) made up about 1% of vehicle registrations in the EU. This is about the same level as in the previous year. The Netherlands remains the leading country for electric vehicle sales within the EU, with about 6% of new cars registered in 2016 being electric. However, the share of electric vehicles dropped significantly compared to the previous year because tax incentives for electric vehicles in the



**Fig. 1-3**

Efficiency technology penetration and fuel consumption reduction potential for trucks over 16 tonnes in the EU

<https://goo.gl/5ZeYgg>



Netherlands were reduced. Looking at manufacturers, BMW’s sales of electric vehicles in the EU doubled from 2015 to 2016, and about 4% of new BMW cars registered are now electric drive. This is about twice as much as for Daimler and Renault-Nissan, which rank second and third in terms of electric-vehicle market share. Outside the EU, sales of electric vehicles are particularly high in Norway. 29% of new cars sold there in 2016 were electric, and an additional 11% were hybrid-electric vehicles. Such high market shares are attributable at least in part to generous fiscal incentives provided by the Norwegian government.

For heavy-duty vehicles, a variety of technologies to reduce CO<sub>2</sub> emissions are in principle available on the market (Rodríguez et al., 2017). However, a number of market barriers currently prevent the large-scale deployment of these technologies (Sharpe, 2017). For a typical European 40-tonne long-haul truck, efficiency technologies can reduce CO<sub>2</sub> emissions by 27% by 2025 and 43% by 2030 (Delgado et al., 2017). The necessary investments would pay back in terms of fuel cost savings within less than 5 years (Norris and Escher, 2017).

### **Key technical parameters**

The average mass of new cars in the EU increased again in 2016, to 1,392 kg. That is about 10% higher than 15 years before. Both the German and Swedish new car fleets were significantly above the EU average, at 1,468 and 1,562 kg respectively. In contrast, customers in the Netherlands opted for significantly lighter cars, with an average weight of 1,303 kg.

The average engine power increased to 95 kW in 2016, which is nearly 30% more than 15 years before. At the same time, the average engine displacement has continued to decrease, and now is about 7% smaller than in 2001.

### **Other emissions and on-road**

On September 1, 2017, the new Worldwide Harmonized Light Vehicles Test Procedure (WLTP) as well as the Real Driving Emissions (RDE) test procedure came into effect for new vehicle types. It will be another one year until the WLTP applies to all new vehicles and another two years for the RDE to apply to all new vehicles.

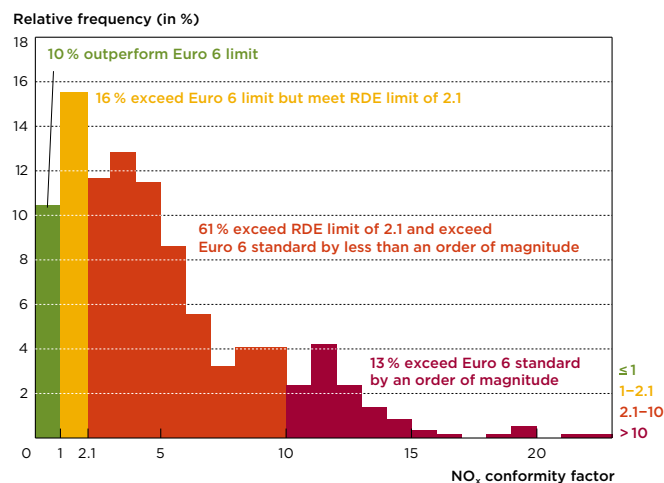
The WLTP is expected to reduce the gap between official and real-world CO<sub>2</sub> emissions of new vehicles. On average, a new car in 2016 emitted about 42% more CO<sub>2</sub> under everyday driving conditions than advertised by vehicle manufacturers (Tietge et al., 2016). In 2001, the gap was only around 9%, but it has increased continuously since then. An in-depth analysis of the underlying reasons for the growing gap suggests that the exploitation of tolerances and flexibilities in laboratory testing are the main drivers of this growing discrepancy (Stewart et al., 2015). The WLTP is expected to reduce the real-world gap for CO<sub>2</sub>, but will likely introduce new loopholes. CO<sub>2</sub> standards therefore should be complemented by a not-to-exceed limit for real-world CO<sub>2</sub> emission levels and enhanced enforcement provisions (Mock and German, 2015).

The development of the RDE regulation was divided into several sub-packages. In May 2015, the EU Member States agreed to introduce on-road testing with portable emissions measurement systems (PEMS) as part of the passenger-car type-approval process (the so-called RDE package #1). On-road testing for new vehicle types began in 2016 for monitoring purposes. From September 2017 on, the RDE emission limits became binding for new vehicle types. Conformity factors were introduced that regulate how much higher vehicle emissions are allowed to be during on-road testing than during laboratory testing (RDE package #2). In early 2016 it was decided that these conformity factors will be 2.1 for the initial phase starting in 2017 (Euro 6d-Temp)

**Fig. 1-4**

Euro 6 diesel car  
on-road NO<sub>x</sub>  
emission test  
results

<https://goo.gl/HKvwwJ>



and 1.5 from 2020 on (Euro 6d). This means that currently, measured new diesel car NO<sub>x</sub> emissions can be up to 80 mg/km during laboratory testing but as high as 168 mg/km during an on-road test that is in line with the RDE requirements. From 2020 onwards the RDE on-road NO<sub>x</sub> emission limit will be 120 mg/km. As part of the RDE package #3, it was decided in December 2016 to also regulate particulate number (PN) from vehicles equipped with gasoline direct-injection engines and cold-start emissions for all vehicles, which had been excluded from RDE testing (Mock and Cuenot, 2017). RDE testing can still be performed with pre-production vehicles only. This is amended with RDE package #4, currently under discussion, by allowing type approval authorities as well as independent third parties to carry out in-use conformity testing on in-service vehicles. It is expected that RDE package #4 will be adopted by late 2017.

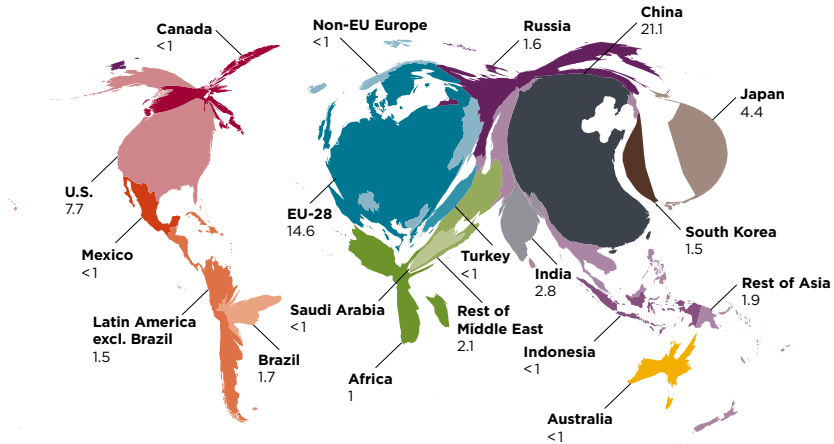
In parallel to the RDE regulation, in January 2016 the European Commission came forward with a suggestion for the revision of the EU vehicle type-approval directive, aiming to introduce more transparency and independence into the process for testing vehicle emissions and enforcing vehicle emission regulations in the EU (Franco, 2016).

Strengthened testing procedures as well as improved enforcement from the national type approval authorities as well as the European Commission are urgently needed, as recent test results show (Baldino et al., 2017). Since end of 2015, a number of government agencies across Europe began to systematically test diesel cars for their emission levels. On average, for 541 diesel cars tested by, among others, the German, French, British, and Dutch governments, the average ratio between actual emissions vs. the emission limit was 4.1 for Euro 5 vehicles and 4.5 for Euro 6 vehicles. The difference between individual vehicle models is particularly remarkable, with some Euro 6 diesel cars emitting less NO<sub>x</sub> than the limit of 80 mg/km while others exceed the regulatory limit by a factor of 12. Only 10% of tested Euro 6 vehicles would meet the Euro 6 limits on the road.

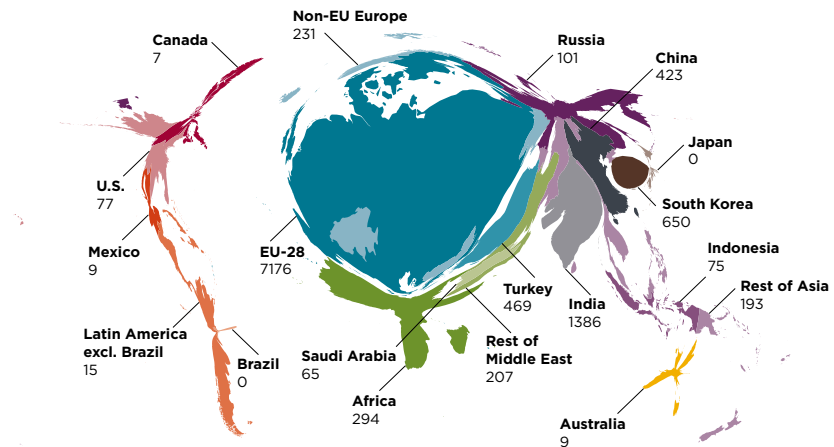
# 2 NUMBER OF VEHICLES

## New passenger car sales in 2016

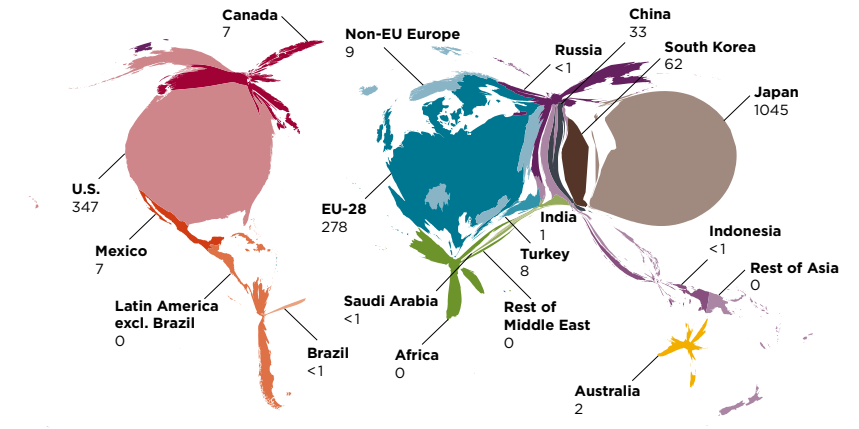
### All vehicles (in millions)



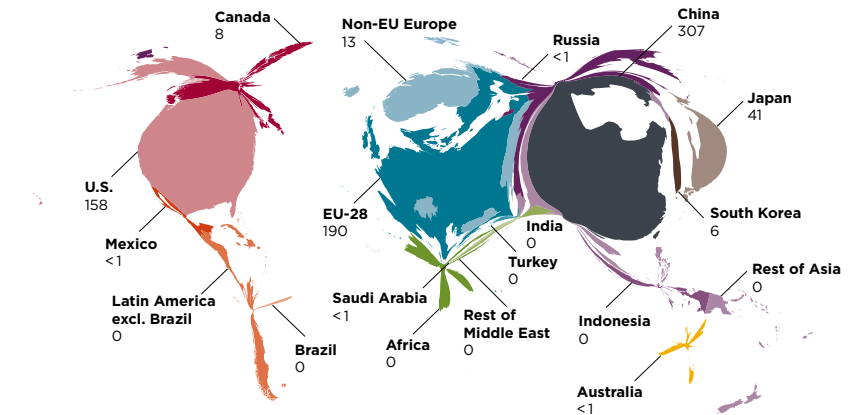
### Diesel vehicles (in thousands)



### Hybrid vehicles (in thousands)



### Electric vehicles (in thousands) plug-in hybrid, battery and fuel cell electric



China, Europe, and the United States are the largest passenger car markets worldwide. Diesel cars are mostly sold in Europe (65% of all diesel car sales worldwide), India (12%), and South Korea (6%). Hybrid cars are particularly popular in Japan (60% of all hybrid car sales worldwide). For electric cars, more than 40% of the global production is currently sold in China.



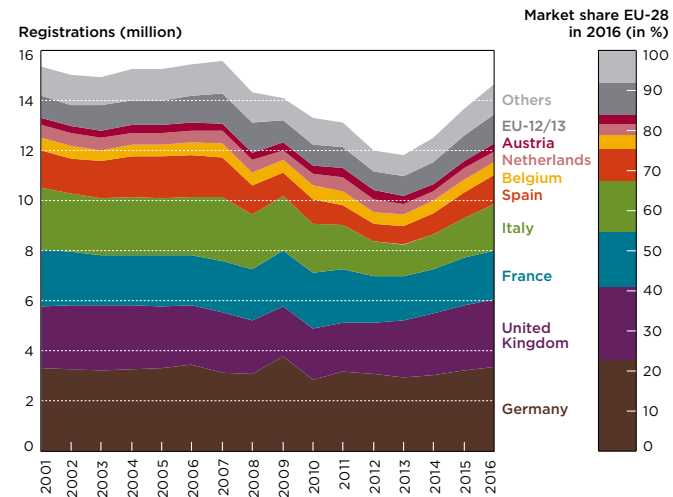
New car registrations in the EU increased to 14.6 million in 2016. That number is nearly the same as in the years 2001–2007, before the economic crisis that hit new car sales in Southern European countries particularly hard. Registrations in the EU are dominated by the larger Member States; the three largest alone (Germany, France, United Kingdom) account for nearly 60% of the total (**Fig. 2-1**).

Germany is the largest market, with a 23% 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 increased again to around 3.4 million vehicles per year. By contrast, in Spain fewer than half as many new vehicles were registered in 2012 as in 2001–2007. But since 2014 sales in Spain and Italy are again trending upward sharply (**Fig. 2-2**). As in previous years, by far the strongest growth in vehicle sales took place in the sport utility vehicle (SUV) segment. About 3.7 million new cars in 2016 were SUVs, more than 6 times as many as 15 years before (**Fig. 2-4**).

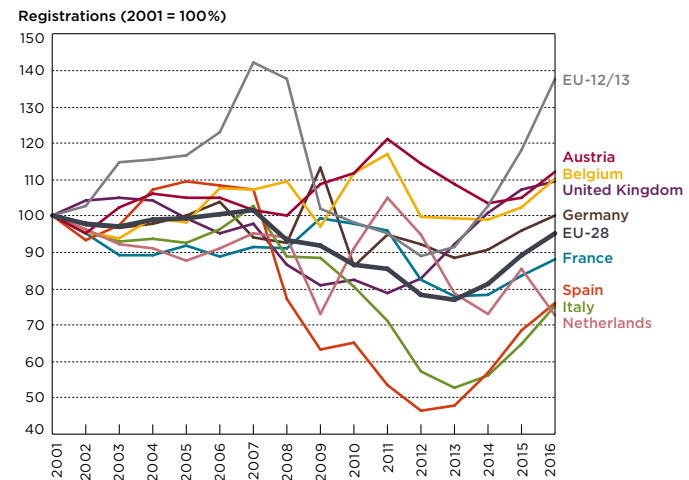
At 1.9 million, new light commercial vehicle (LCV) registrations account for approximately 12% of the total light-duty vehicle market (**Fig. 2-9**).

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 2016. On the LCV side, Ford Transit leads, with about 13% of the market (**Fig. 2-10** and **Fig. 2-11**).

The total number of newly registered heavy trucks and buses in the EU was 0.4 million in 2016 (**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**).



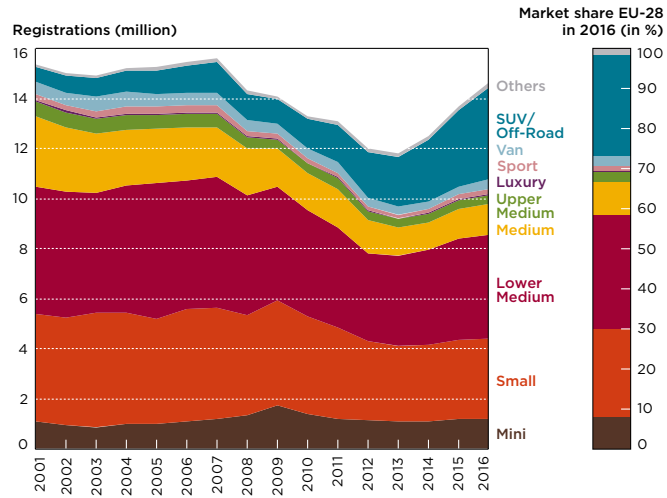
**Fig. 2-1**  
Passenger cars:  
Registrations  
by Member State



**Fig. 2-2**  
Passenger cars:  
Registrations  
by Member State

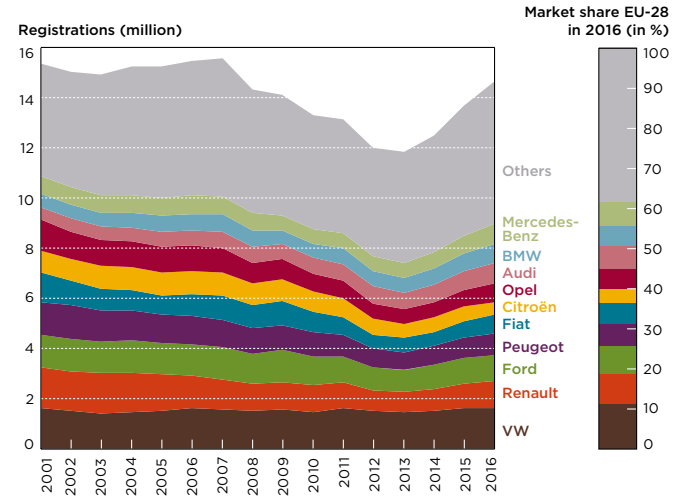
**Fig. 2-3**

Passenger cars:  
Registrations by  
vehicle segment



**Fig. 2-5**

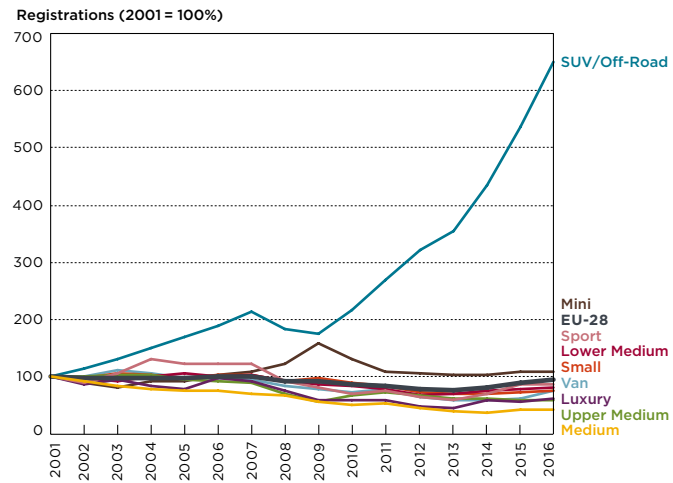
Passenger cars:  
Registrations  
by brand



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.

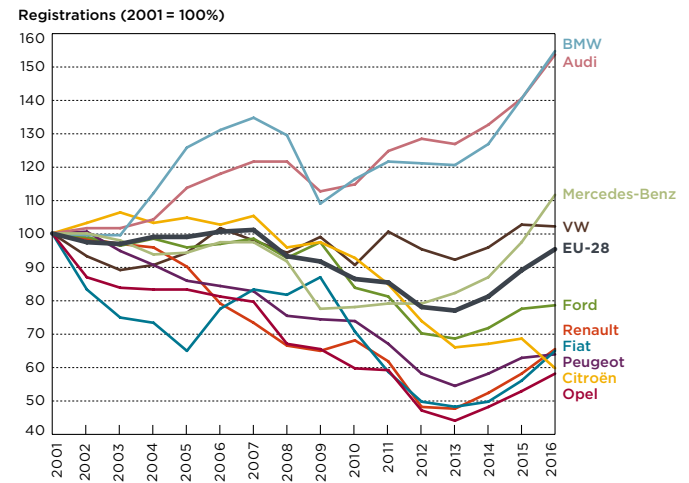
**Fig. 2-4**

Passenger cars:  
Registrations  
by vehicle segment



**Fig. 2-6**

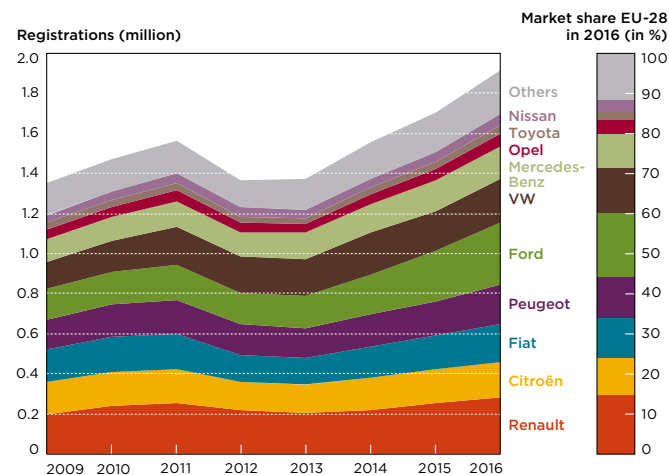
Passenger cars:  
Registrations  
by brand



**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

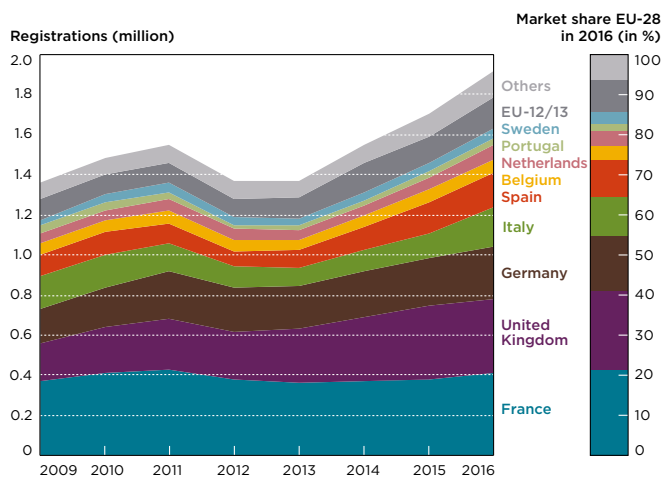


**Fig. 2-8**

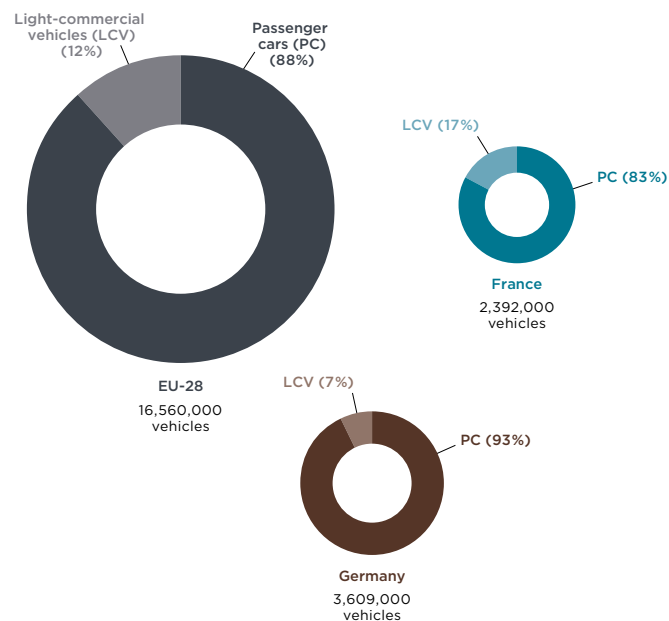
Light-commercial vehicles: Registrations by brand

**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. 2-9**

Market share, passenger cars/ light-commercial vehicles (2016)

**Fig. 2-10**

Top-selling passenger car models in EU-28 (2016)



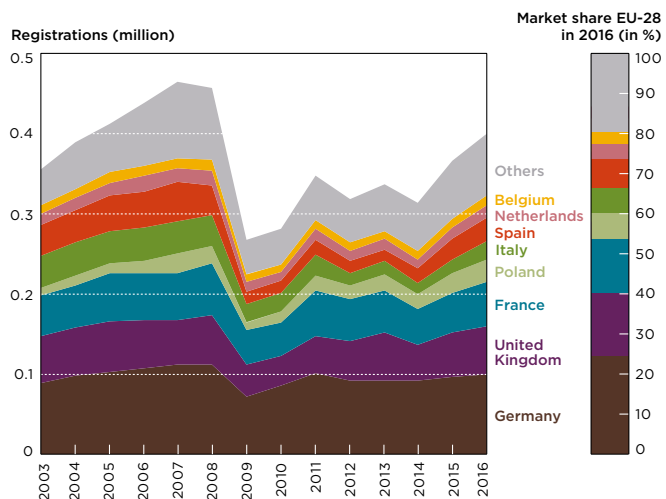
**Fig. 2-11**

Top-selling light-commercial vehicle models in EU-28 (2016)



**Fig. 2-12**

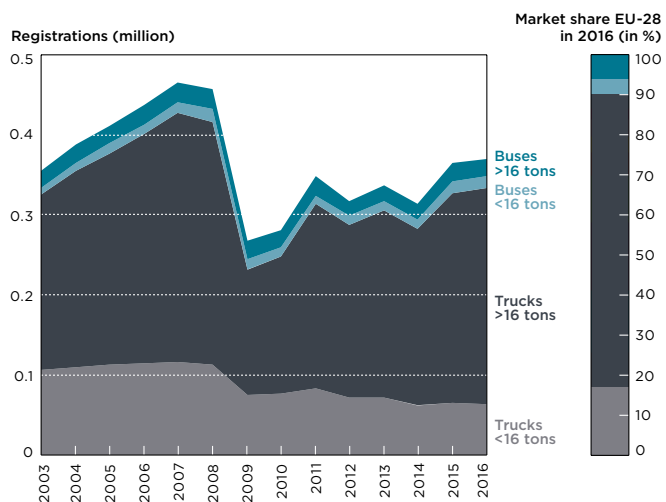
Trucks and buses over 3.5 tons:  
Registrations by Member State



Data source: ACEA; data until 2007 is for EU-25 only, data for UK in 2016 is estimated

**Fig. 2-13**

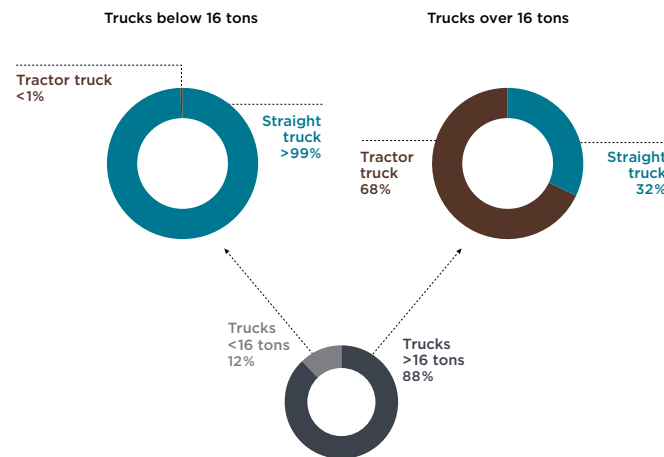
Trucks and buses over 3.5 tons:  
Registrations by vehicle type



Data source: ACEA; data until 2007 is for EU-25 only, data for UK in 2016 is estimated

**Fig. 2-14**

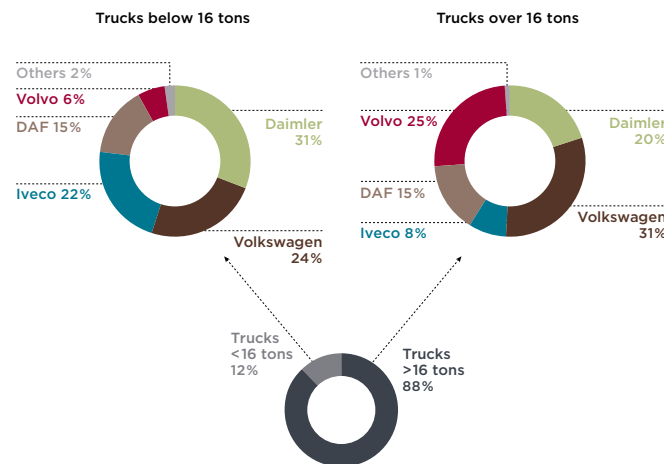
Trucks over 3.5 tons gross vehicle weight:  
Registrations by vehicle type (2016)



Data excludes vans above 3.5 tons

**Fig. 2-15**

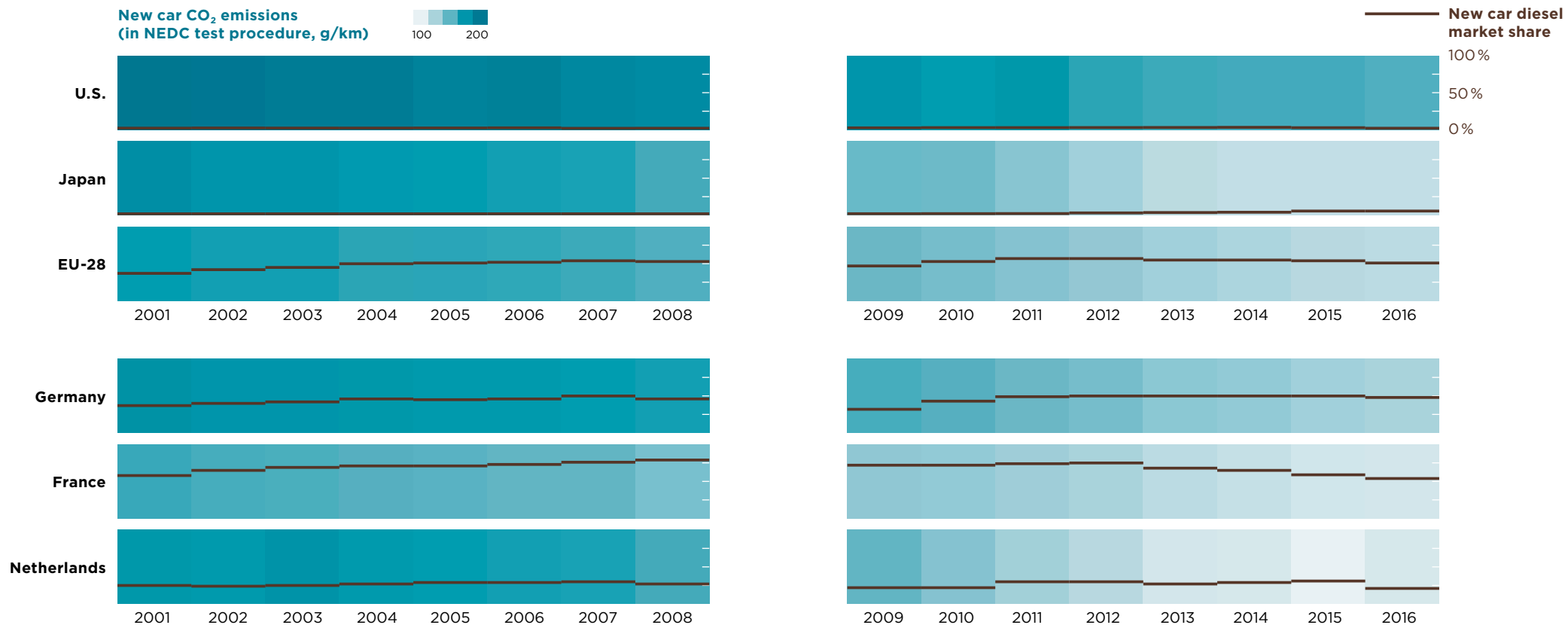
Trucks over 3.5 tons gross vehicle weight:  
Registrations by manufacturer (2016)



Data excludes vans above 3.5 tons

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

Average CO<sub>2</sub> emission level of new passenger cars and diesel vehicle market share in selected markets



In 2016, about half of new cars in Europe were powered by diesel fuel. In the U.S. and Japan the market share of diesel is negligible. Within the EU, diesel cars account for only about 20% of new sales in the Netherlands. The reduction of the CO<sub>2</sub> emission level of new cars is independent of the diesel market share. Average emissions in Japan (116 g/km), for example, are lower than in the EU (118 g/km), despite the lack of diesel cars on the Japanese market.



<http://www.theicct.org/effects-of-future-EU-diesel-mkt-share-decline>

Average CO<sub>2</sub> emissions of newly registered cars in the EU, normalized to the NEDC test cycle, were 118 g/km in 2016. The EU's overall 2015 target of 130 g/km was met in 2013, two years ahead of schedule. But emission levels vary widely among Member States, with Germany at the upper end (125 g/km) and France at the lower end (110 g/km) of the spectrum. The Netherlands have a comparably low emission level (108 g/km), even though the average new-car emission level increased from 2016 (**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.

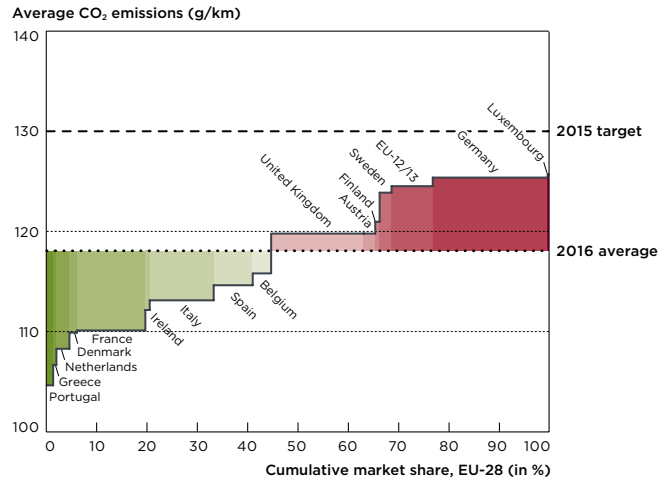
For light commercial vehicles (LCVs), a similar 2020 regulation was adopted. It sets an overall target of 147 g/km, 16% lower than the 2017 target of 175 g/km. This 2017 target was already met in 2013, when CO<sub>2</sub> emissions of LCVs in the EU reached a level of 175 g/km. In 2016, the CO<sub>2</sub> level of new LCVs was 162 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 changes in the market, but also to the fact that the CO<sub>2</sub> efficiency gap between gasoline and diesel engines continues to narrow (123 g/km vs. 117 g/km in 2016). Hybrid-electric vehicles show a lower CO<sub>2</sub> emission level (91 g/km in 2016) (**Fig. 3-9**).

The change in key vehicle parameters, such as engine power, displacement, and vehicle weight since 2001, testifies 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. 3-17**). In 2016, the average weight of new cars in the EU increased compared to the previous year, to 1,392 kg (**Fig. 3-14**).

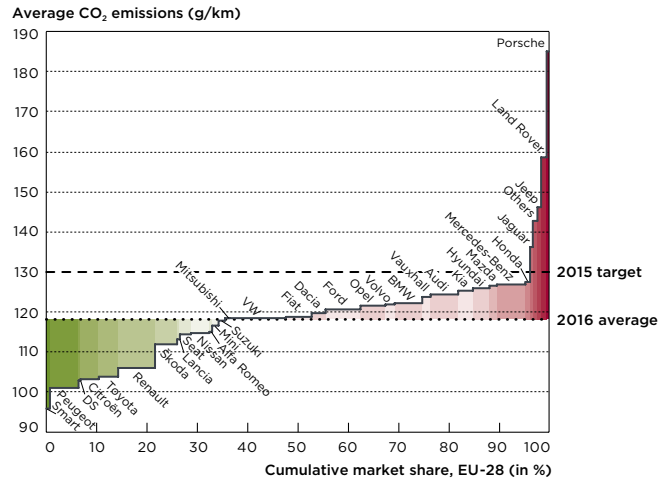
**Fig. 3-1**

Passenger cars: CO<sub>2</sub> emissions and market share by Member State (2016)



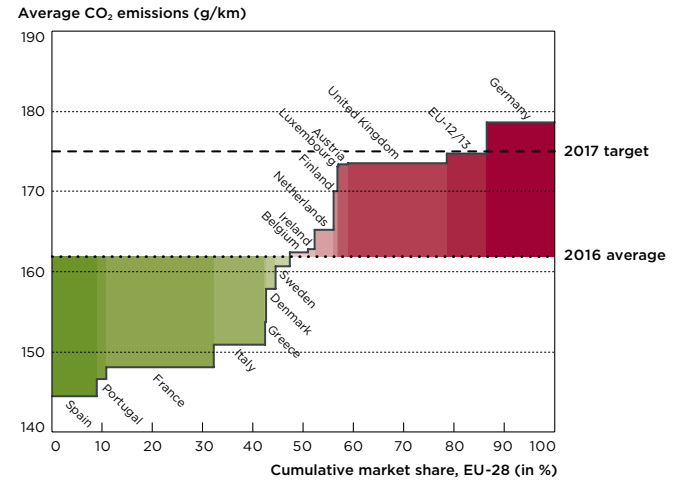
**Fig. 3-2**

Passenger cars: CO<sub>2</sub> emissions and market share by brand (2016)



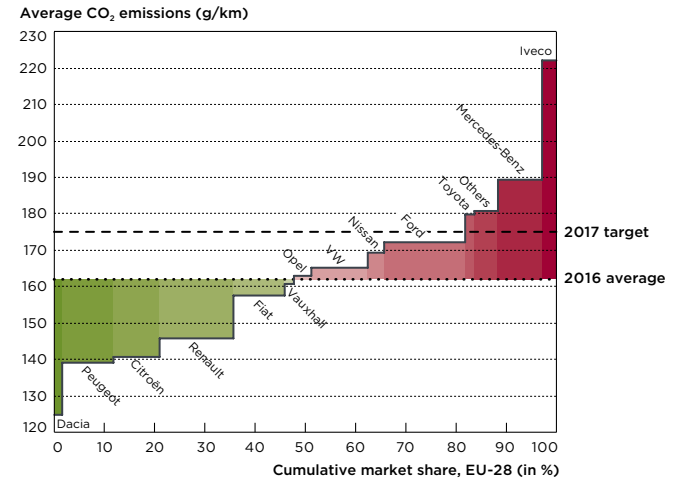
**Fig. 3-3**

Light-commercial vehicles: CO<sub>2</sub> emissions and market share by Member State (2016)



**Fig. 3-4**

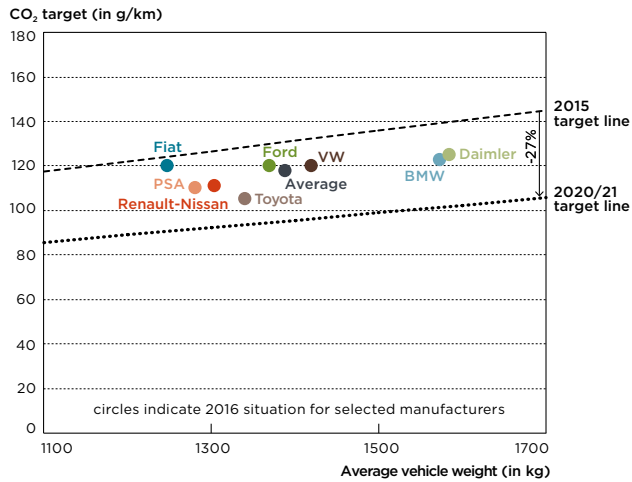
Light-commercial vehicles: CO<sub>2</sub> emissions and market share by brand (2016)





**Fig. 3-5**

EU new passenger vehicles CO<sub>2</sub> emissions and weight in 2016 by manufacturer and corresponding 2020/21 targets



2020/21 target calculated assuming no future change to 2016 vehicle weight. Data source for 2016: European Environment 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 2016 by manufacturer and corresponding 2020/21 targets

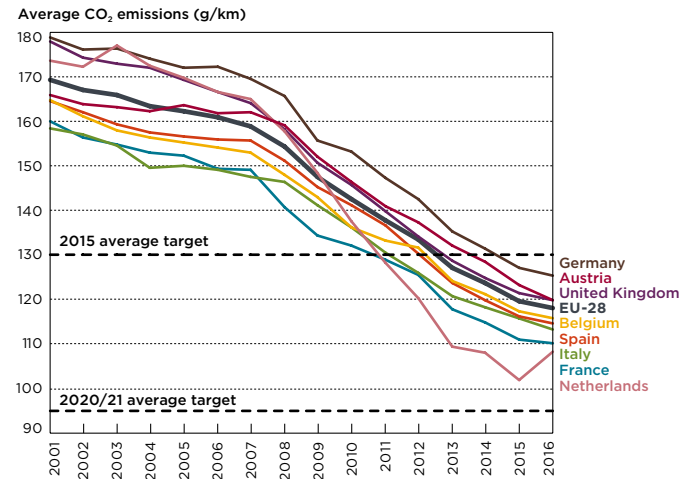
<https://goo.gl/eowR2k>



Manufacturer	Market share (%)	Average mass (kg)	Average CO <sub>2</sub> (g/km)	
			2016 w/o super-credits	2020/21 Target
Toyota	4	1340	105	93
PSA	17	1281	110	91
Renault-Nissan	15	1304	111	92
<b>Average</b>		<b>1388</b>	<b>118</b>	<b>95</b>
FCA	6	1247	120	90
Ford	7	1369	120	94
Volkswagen	24	1419	120	96
BMW	7	1572	123	101
Daimler	6	1584	125	102

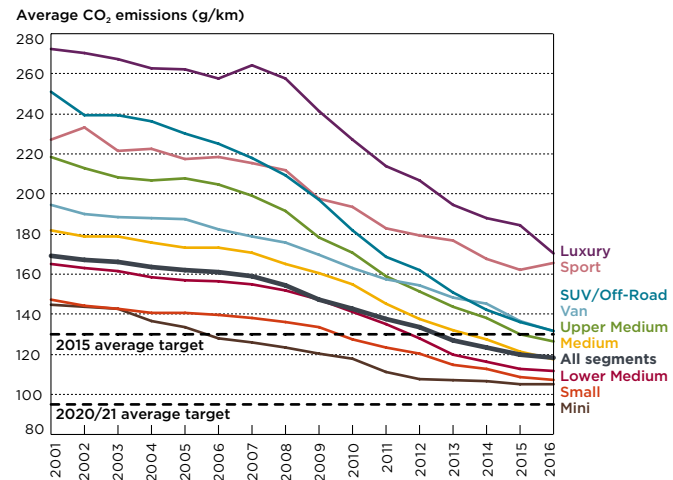
**Fig. 3-6**

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



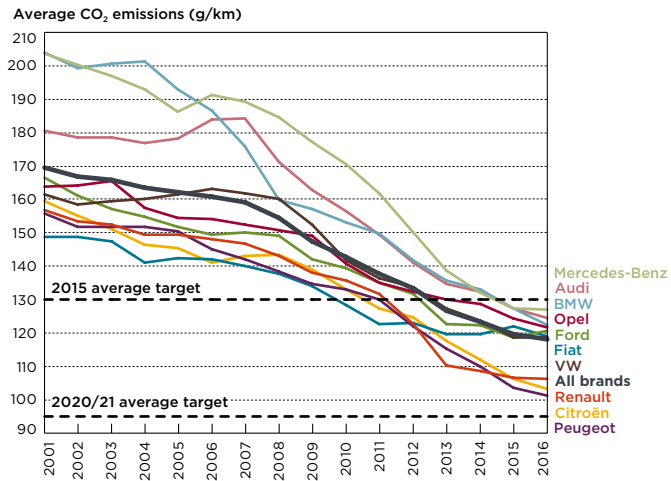
**Fig. 3-7**

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



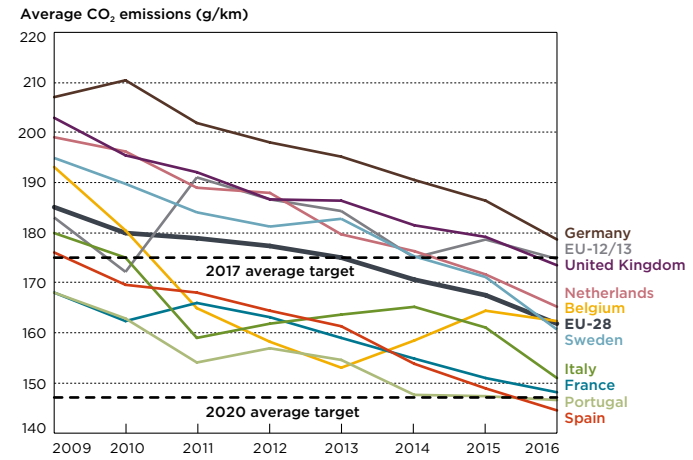
**Fig. 3-8**

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



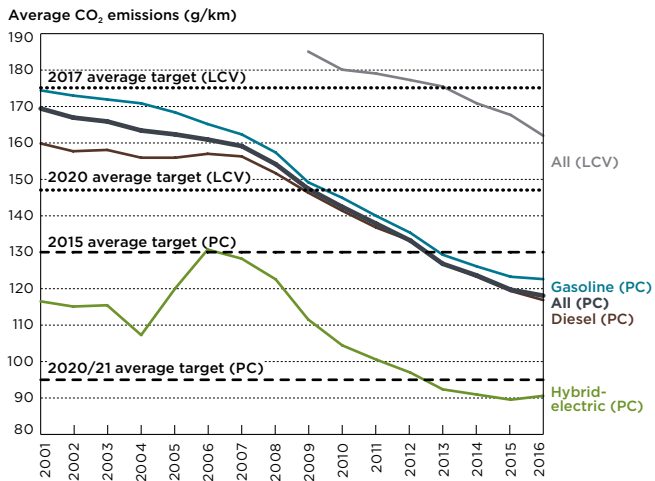
**Fig. 3-10**

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



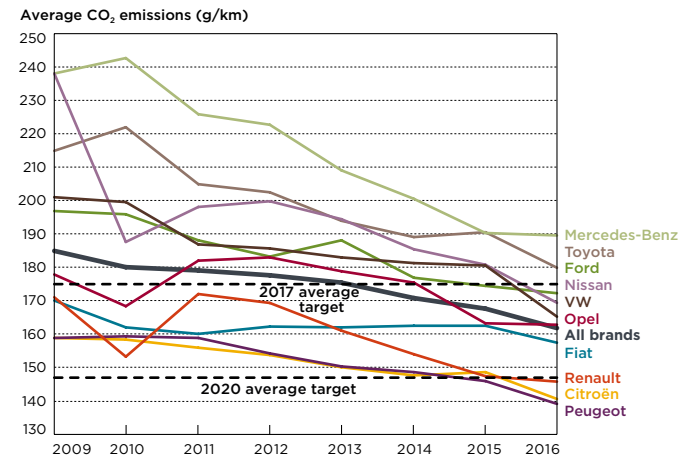
**Fig. 3-9**

New vehicles:  
CO<sub>2</sub> emissions by  
engine technology



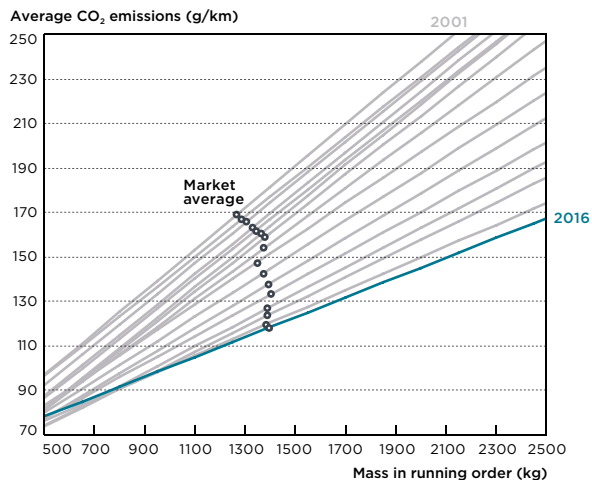
**Fig. 3-11**

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



**Fig. 3-12**

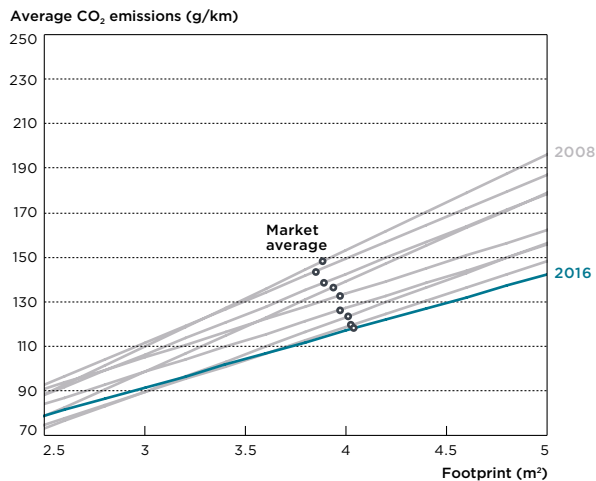
Passenger cars:  
Sales-weighted  
correlation  
CO<sub>2</sub> emissions  
and vehicle mass



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 2016 than in 2001. At the same time the average vehicle mass has increased from 2001 to 2016. If vehicle mass had stayed constant at about 1270 kg the average CO<sub>2</sub> emission in 2016 would likely have been close to 110 g/km instead of 118 g/km.

**Fig. 3-13**

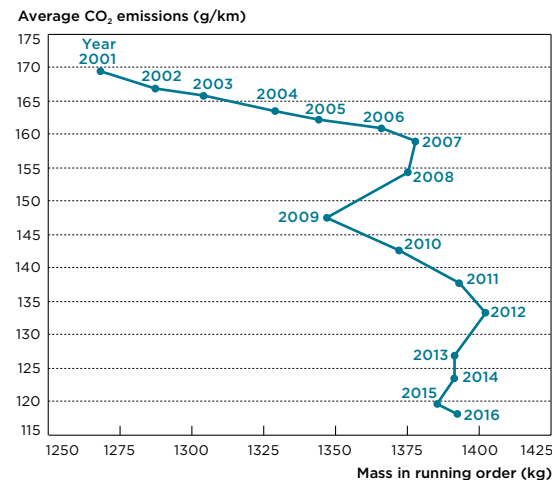
Passenger cars:  
Sales-weighted  
correlation CO<sub>2</sub>  
emissions and  
vehicle footprint



The footprint of a vehicle is defined as the product of track width and wheelbase. Data for footprint are only available for 2008 to 2016.

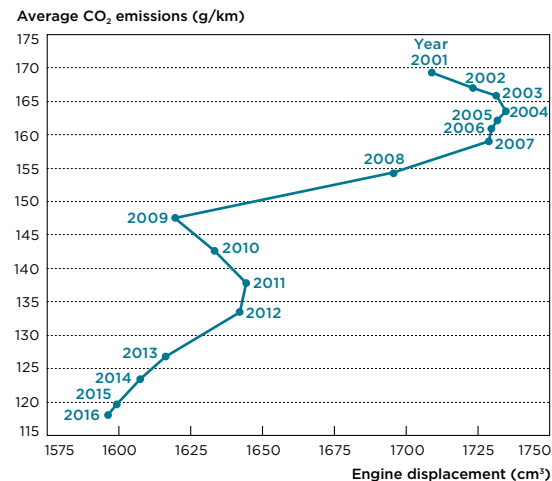
**Fig. 3-14**

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



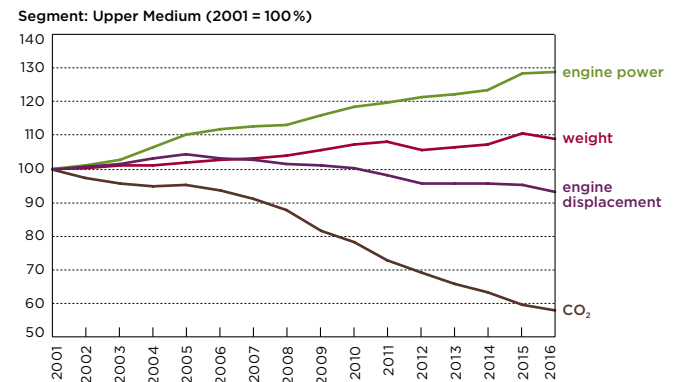
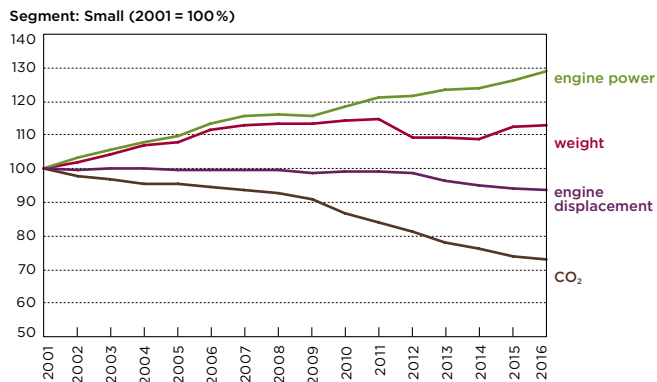
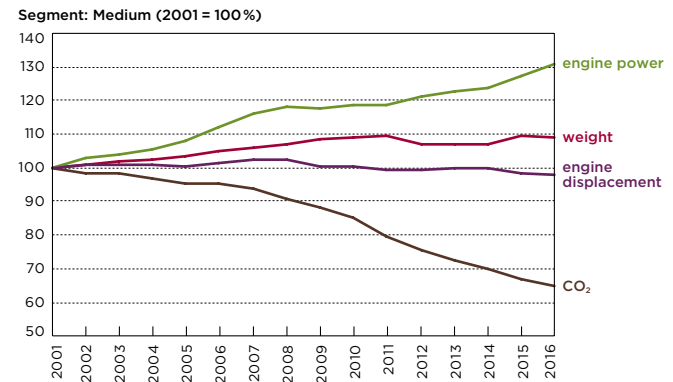
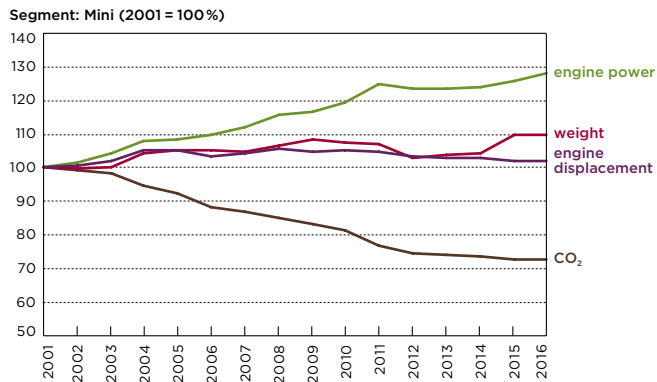
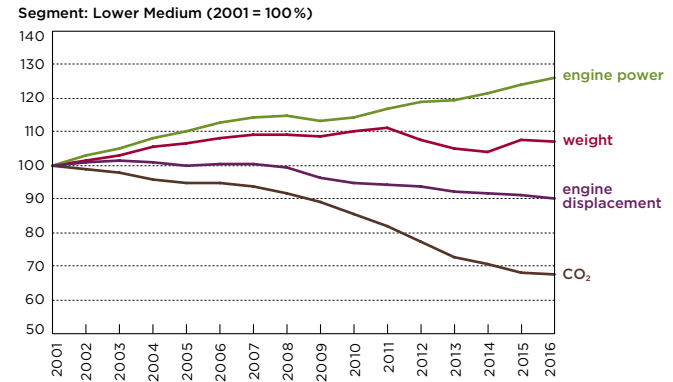
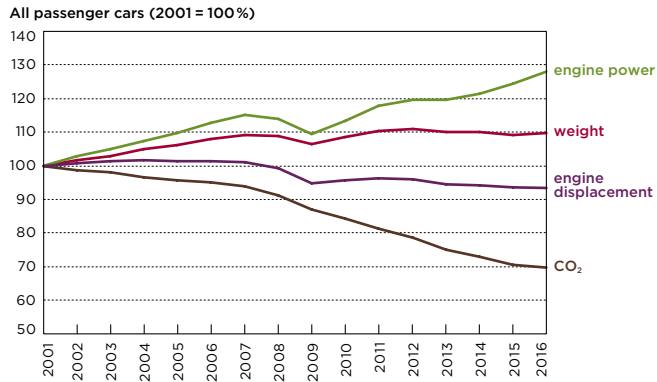
**Fig. 3-15**

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



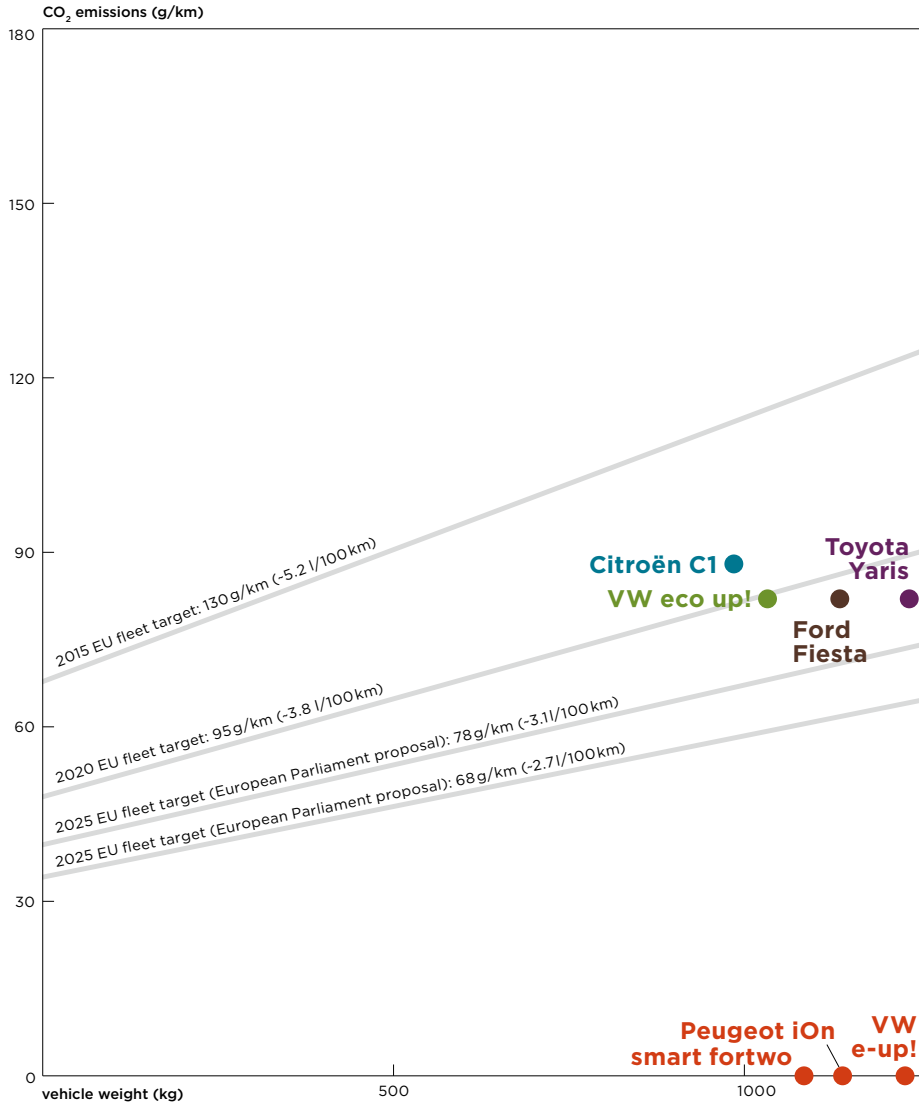
**Fig. 3-16**

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



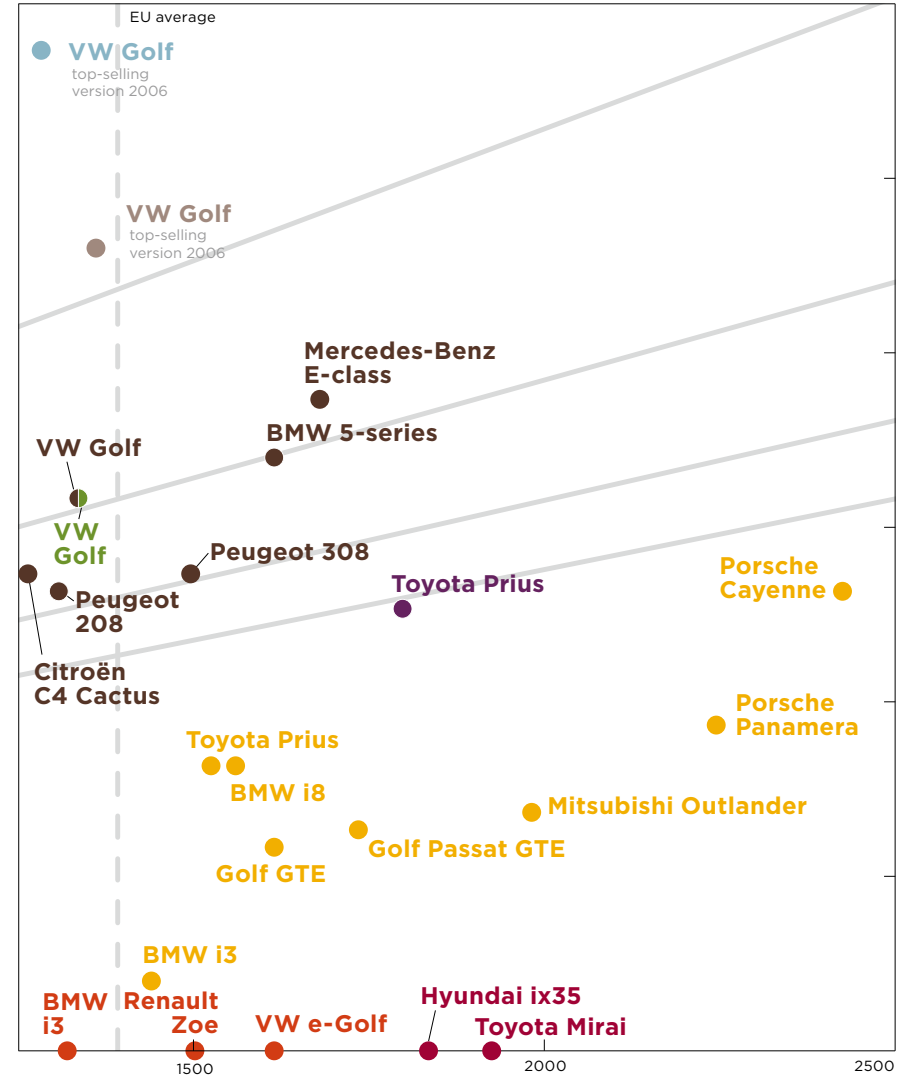
**Fig. 3-17**

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



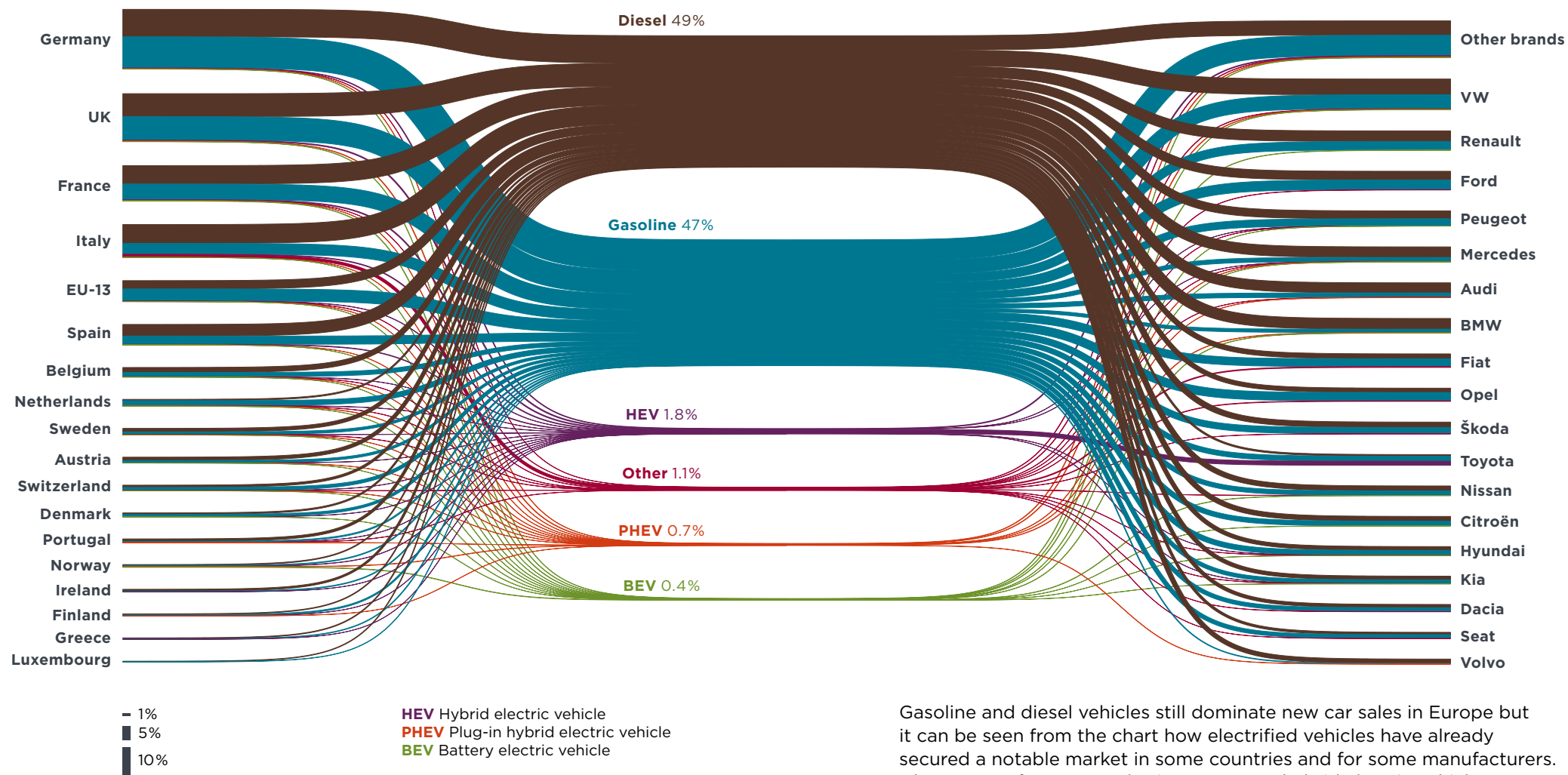
Data source: (DAT, 2017), manufacturers' websites. Only a selection of available vehicles is shown.

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



# 4 TECHNOLOGIES

New car market share by technology, country of registration, and brand



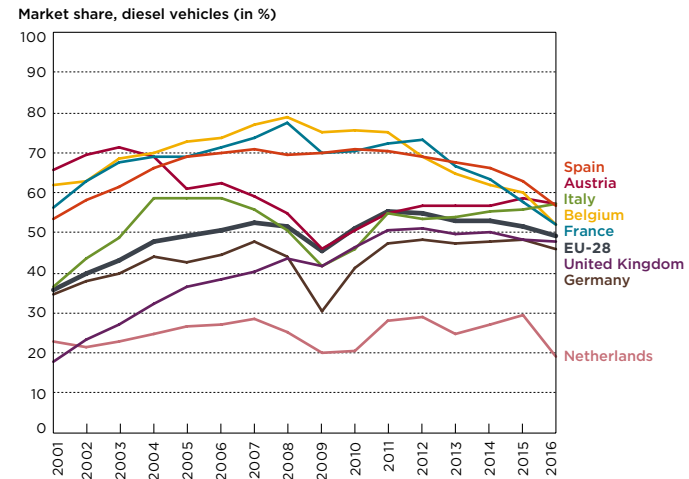
Gasoline and diesel vehicles still dominate new car sales in Europe but it can be seen from the chart how electrified vehicles have already secured a notable market in some countries and for some manufacturers. About 37% of Toyota’s sales in Europe are hybrid electric vehicles. About 5% of Volvo’s new car sales were plug-in hybrid in 2016. And about 15% of new cars in Norway were battery electric in 2016.

Data sources: ICCT internal databases

Diesels make up a large share of the passenger car market in the EU; in 2016, 49% of all newly registered cars were powered by diesel engines. This is a decrease from the previous year and significantly less than in 2011–2012, when 55% of new cars were still powered by diesel. For example, in France, where the diesel market share used to be significantly higher than the EU average, it dropped from a maximum of 77% to 52% by 2016 (**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**).

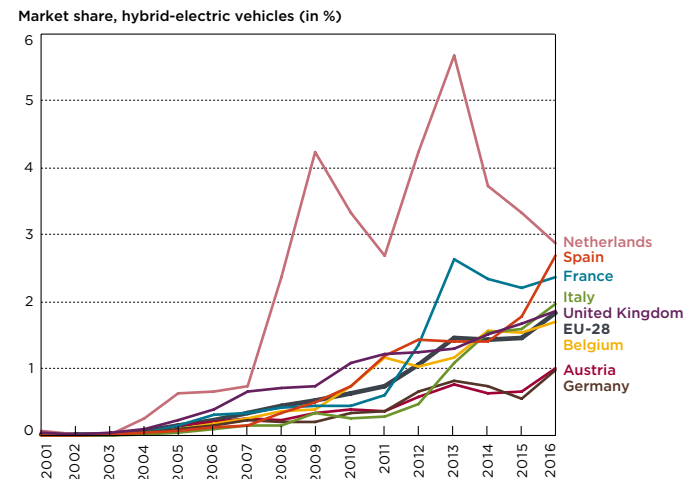
The market share of hybrid-electric vehicles was 1.8% in 2016. Sales of hybrid-electric cars went up in particular in Spain, where the market share increased from 1.8% in 2015 to 2.7% in 2016. This is nearly as high as in the Netherlands (2.9%), the EU's leading country in terms of hybrid-electric car sales (**Fig. 4-2**). For Toyota, about 40% 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 43% in 2016. 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

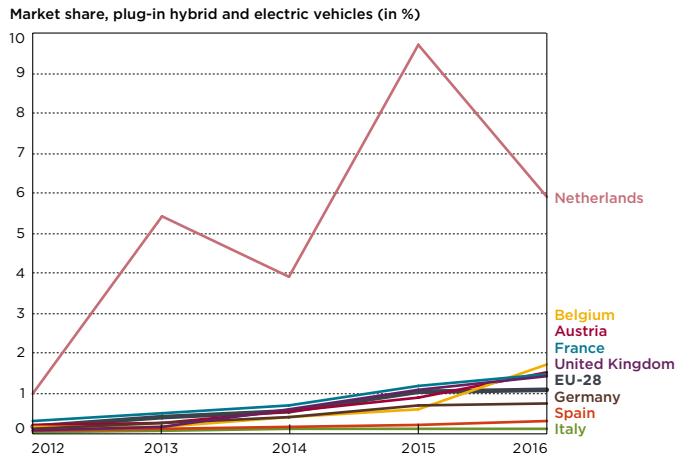


**Fig. 4-2**

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

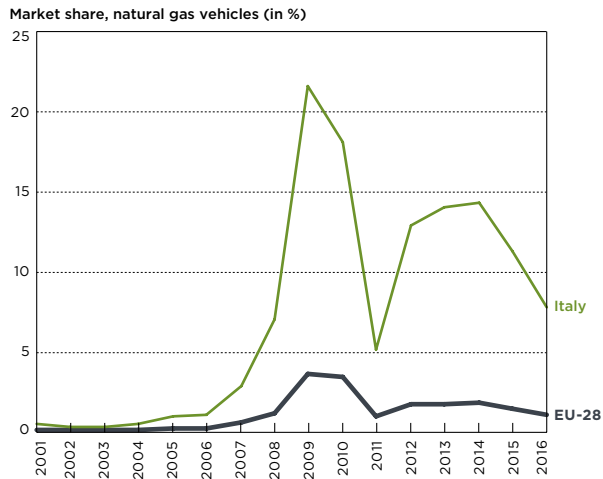
**Fig. 4-3**

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



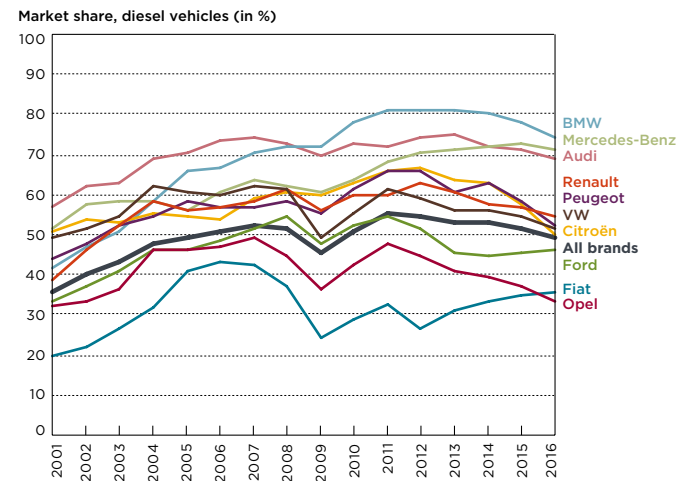
**Fig. 4-4**

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



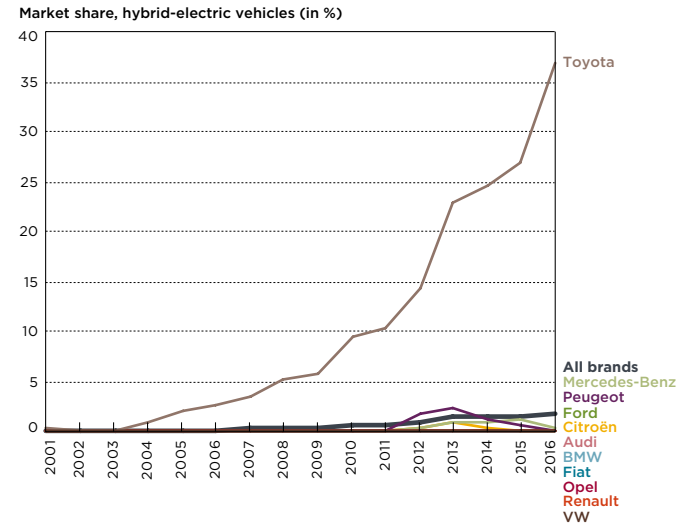
**Fig. 4-5**

Passenger cars:  
Market share,  
diesel vehicles  
by brand



**Fig. 4-6**

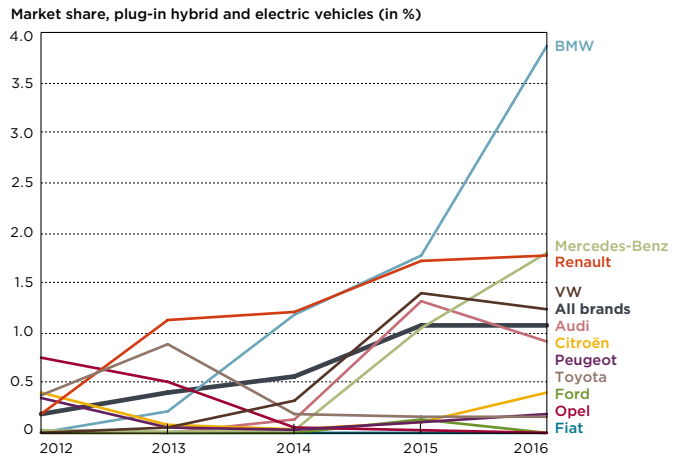
Passenger cars:  
Market share,  
hybrid-electric  
vehicles (excl.  
plug-in hybrid)  
by brand





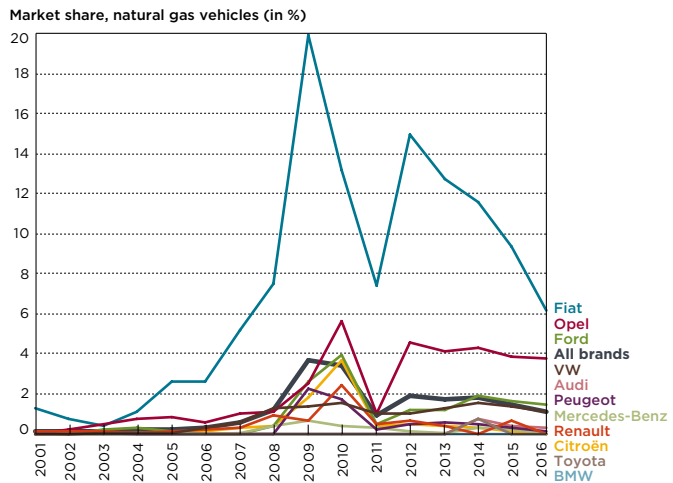
**Fig. 4-7**

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



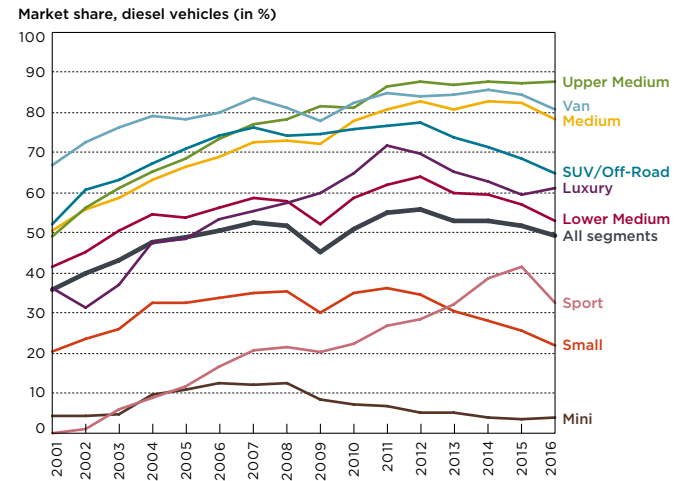
**Fig. 4-8**

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



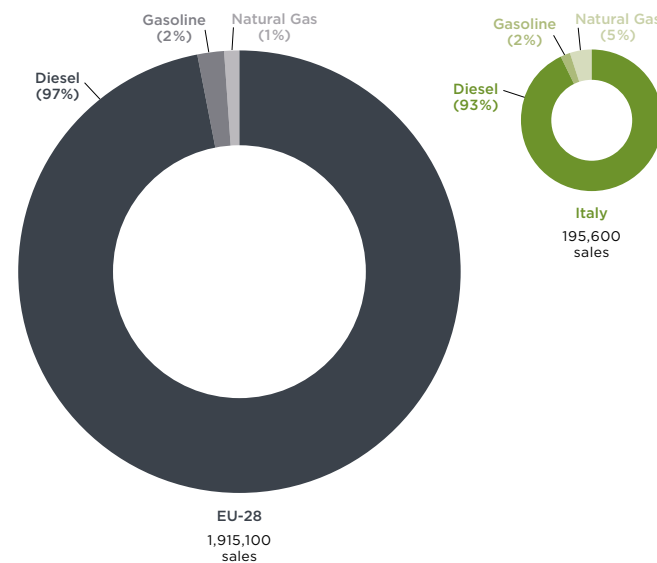
**Fig. 4-9**

Passenger cars:  
Market share,  
diesel vehicles  
by segment



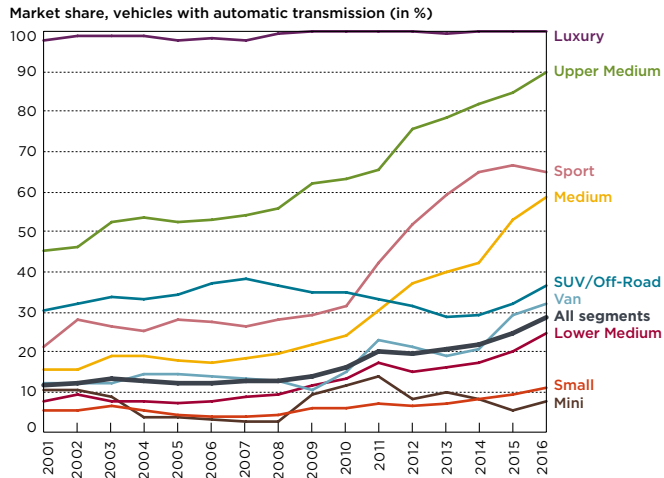
**Fig. 4-10**

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



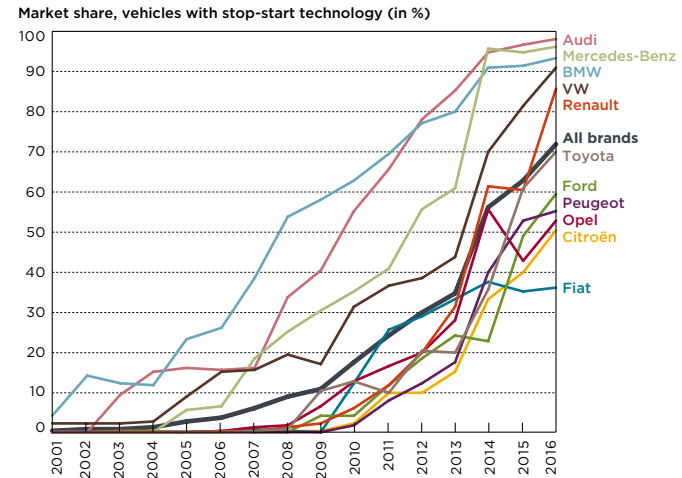
**Fig. 4-11**

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



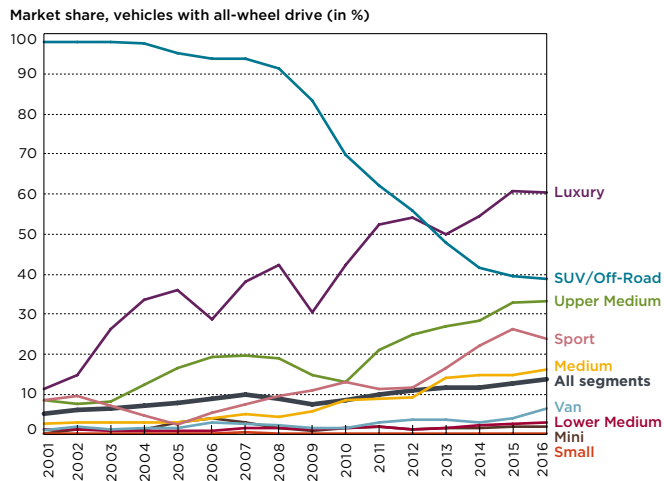
**Fig. 4-13**

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



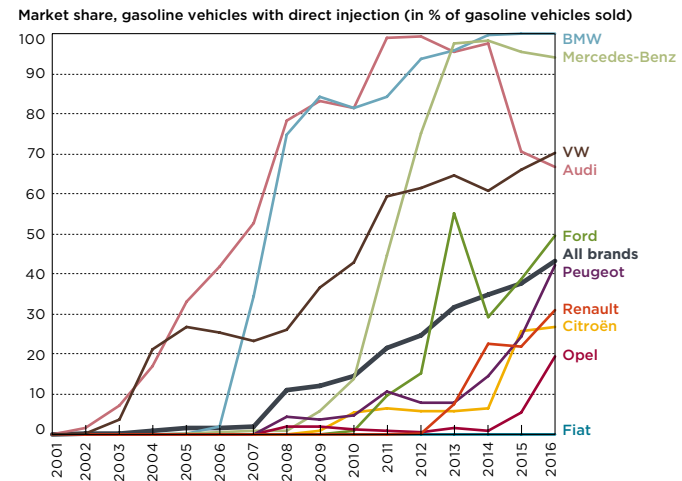
**Fig. 4-12**

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



**Fig. 4-14**

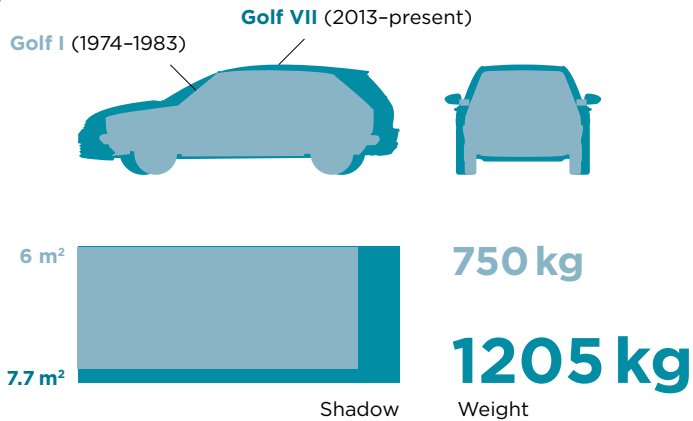
Passenger cars:  
Market share of  
gasoline vehicles  
with direct injection  
by brand



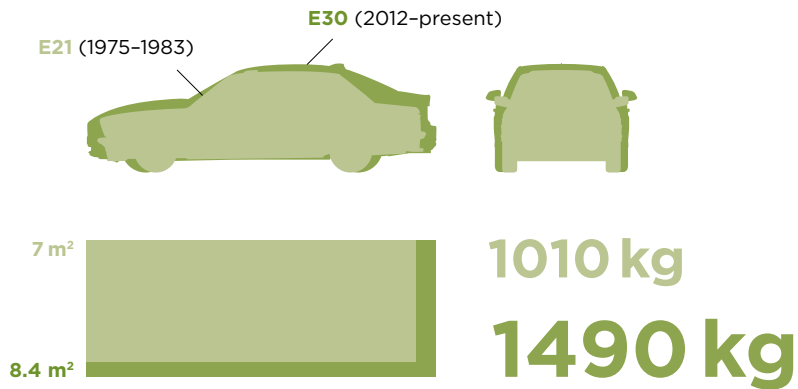
# 5 KEY TECHNICAL PARAMETERS

## Dimensions and weight of selected vehicle models and their predecessors

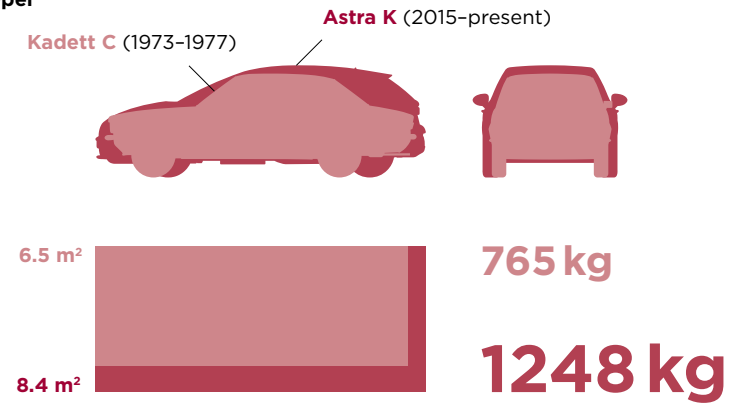
### VW



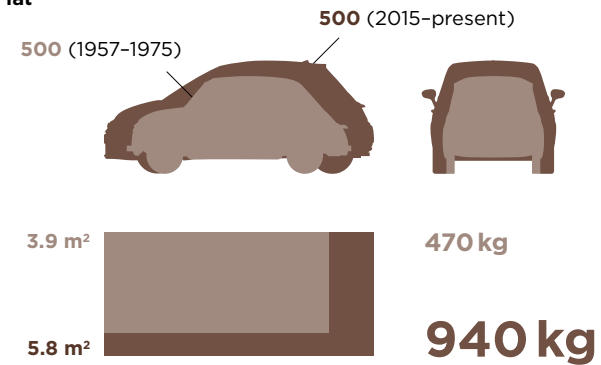
### BMW



### Opel



### Fiat



Today's vehicle models are much heavier than their predecessors. The Fiat 500 today, for example, weighs twice as much as the same vehicle model sold in the 1960s and 1970s. Underlying reasons include the fact that modern vehicles have more safety but also entertainment equipment on board. The size of vehicle models has also increased over time, however to a lesser degree than weight.

Data sources: ICCT internal databases, vehicle manufacturers' websites, The-Blueprints.com

Average engine power for new passenger cars in the EU increased to 95 kW, which is nearly 30% more than 15 years before (**Fig. 5-1**).

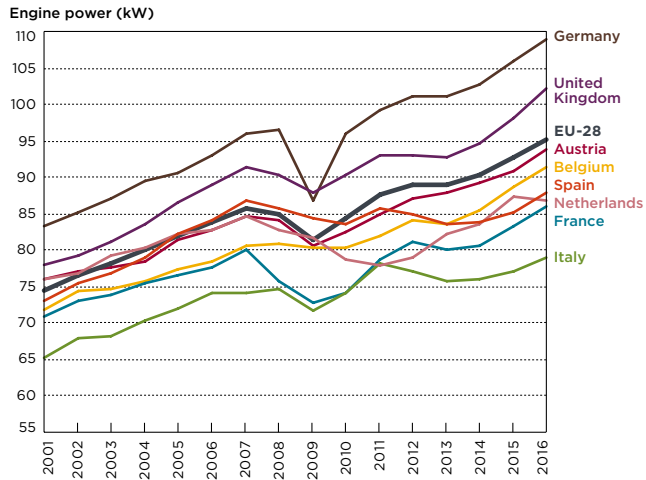
Statistics on vehicle mass and CO<sub>2</sub> emissions show that those countries and brands with bigger, heavier fleets also have the most powerful fleets, and vice versa. Germany's fleet is significantly more powerful than the EU average (109 kW vs. 95 kW), while BMW, Mercedes-Benz, and Audi produce cars even more above the average, at 140 kW, 131 kW, and 132 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 is around 70 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 technological trend: improved combustion processes and turbo-charging 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 cars in the EU increased again in 2016, to 1,392 kg. That is about 10% higher than 15 years before. Both the German and Swedish new car fleets were significantly above the EU average, at 1,468 and 1,562 kg respectively (**Fig. 5-13**). In contrast, in particular customers in the Netherlands opted for significantly lighter cars, with an average weight of 1,303 kg. The average size of the new fleet increased slightly, to a footprint of about 4.04 m<sup>2</sup> (**Fig. 5-19**).

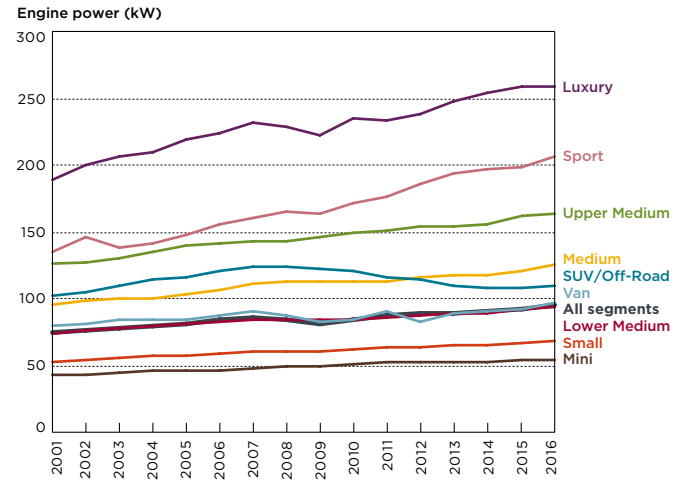
**Fig. 5-1**

Passenger cars:  
Engine power  
by Member State



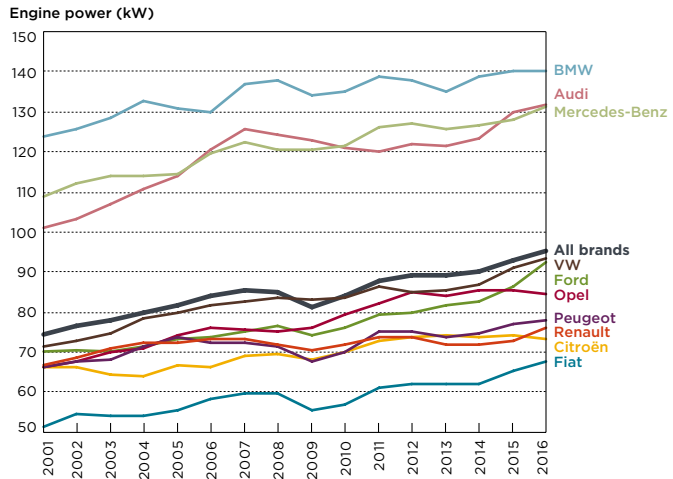
**Fig. 5-3**

Passenger cars:  
Engine power  
by segment



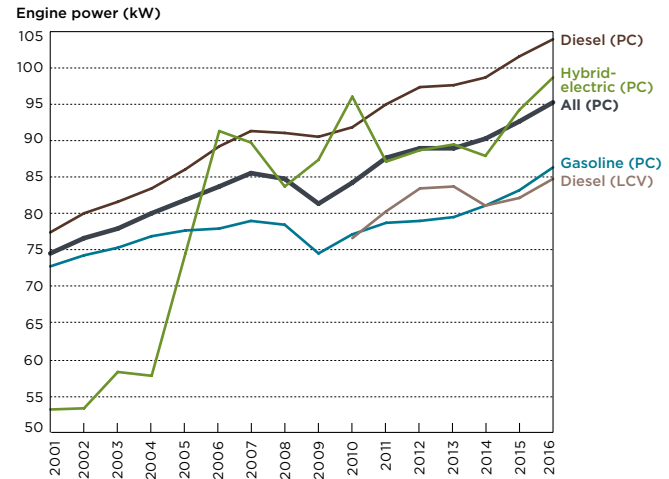
**Fig. 5-2**

Passenger cars:  
Engine power  
by brand



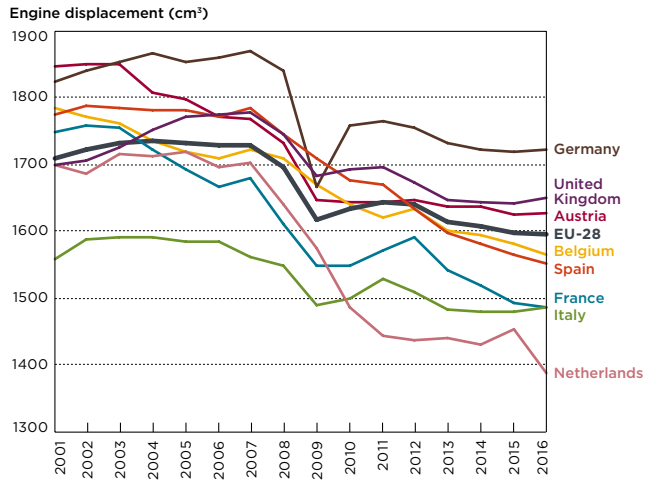
**Fig. 5-4**

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



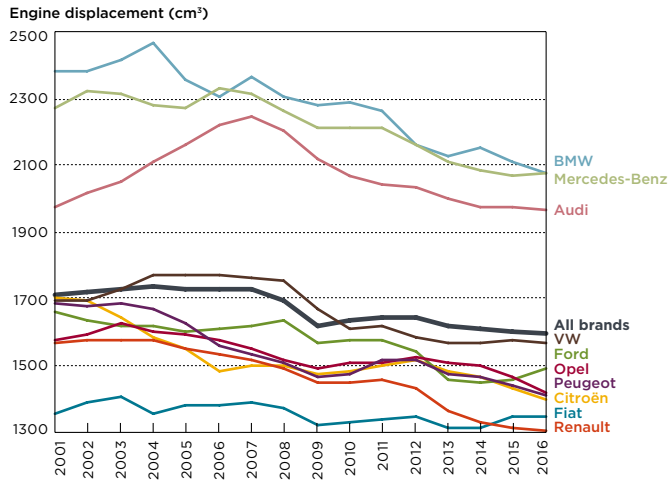
**Fig. 5-5**

Passenger cars:  
Engine displacement  
by Member State



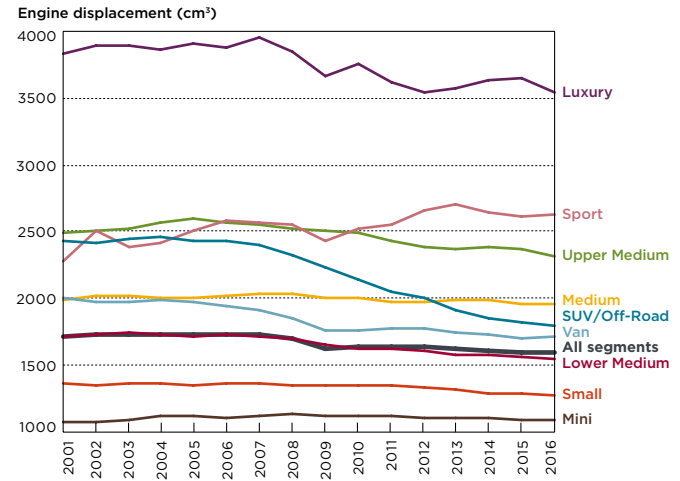
**Fig. 5-6**

Passenger cars:  
Engine displacement  
by brand



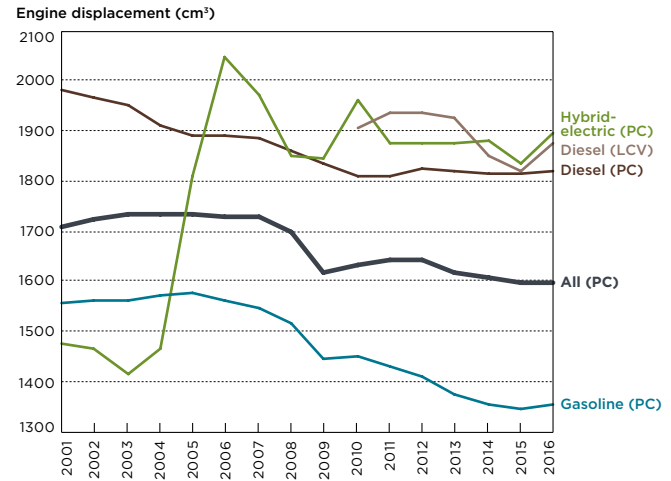
**Fig. 5-7**

Passenger cars:  
Engine displacement  
by segment



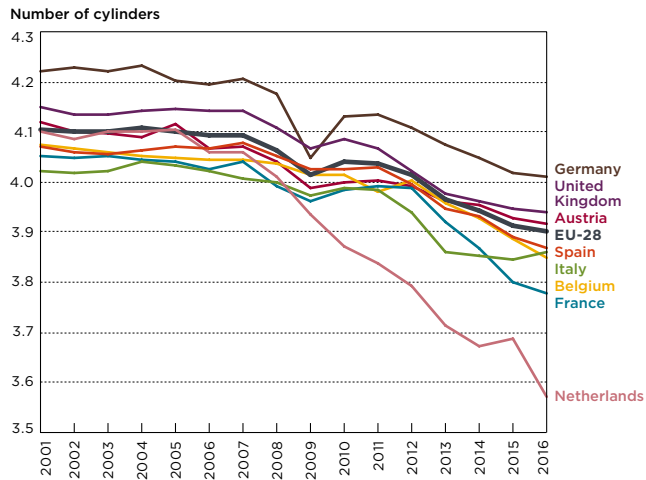
**Fig. 5-8**

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



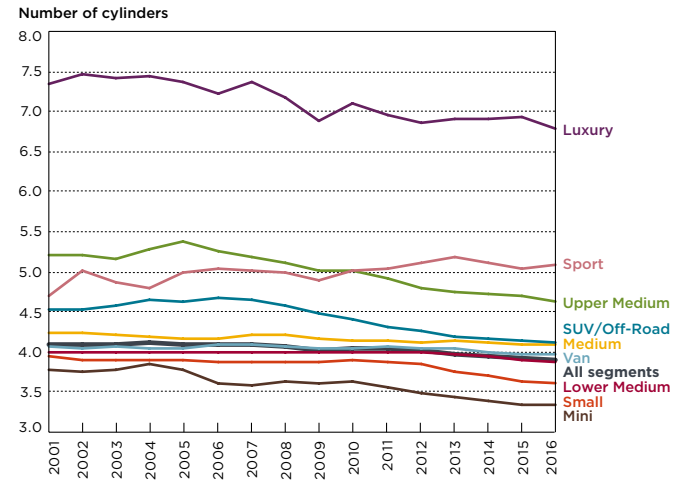
**Fig. 5-9**

Passenger cars:  
Number of  
cylinders by  
Member State



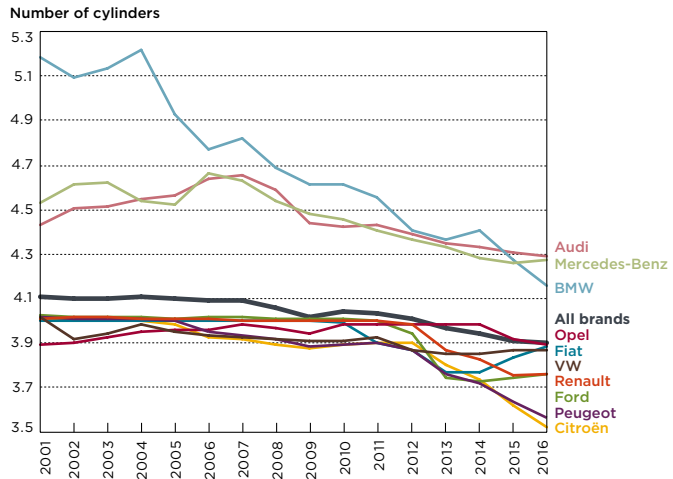
**Fig. 5-11**

Passenger cars:  
Number of  
cylinders by  
segment



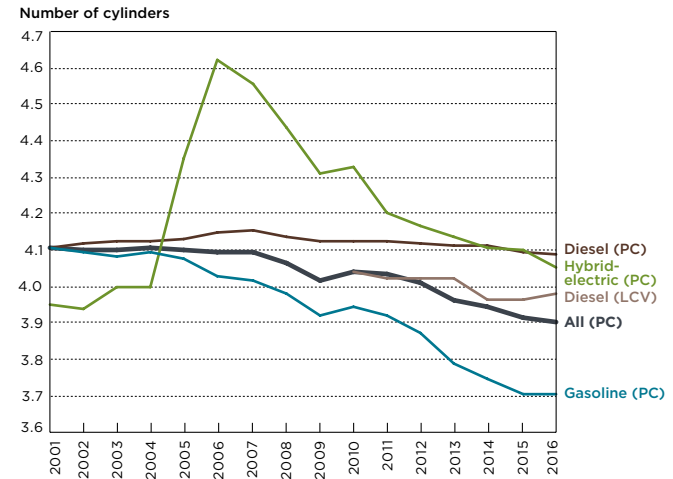
**Fig. 5-10**

Passenger cars:  
Number of  
cylinders by brand



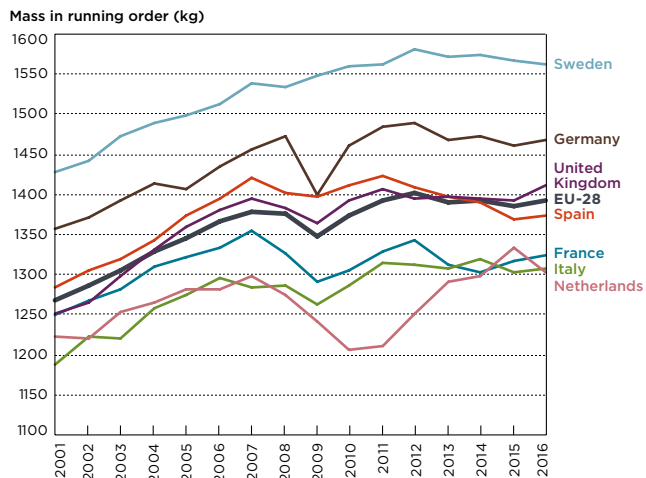
**Fig. 5-12**

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



**Fig. 5-13**

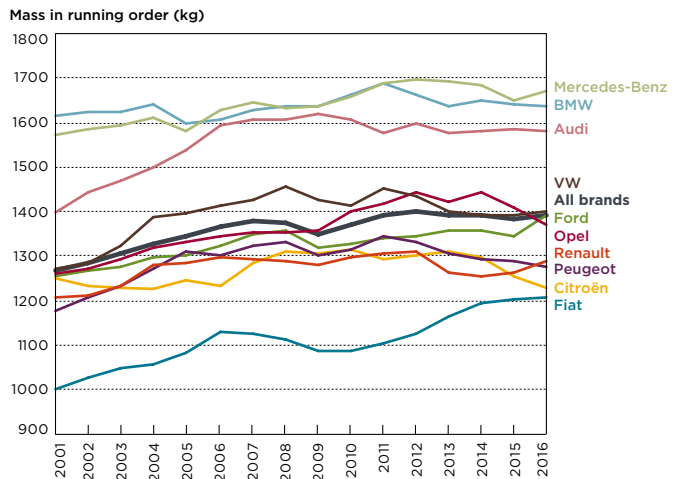
Passenger cars:  
Vehicle mass  
in running order  
by Member State



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.

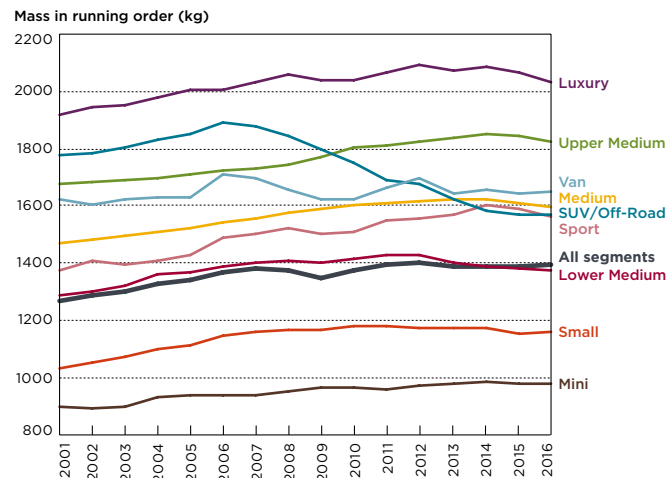
**Fig. 5-14**

Passenger cars:  
Vehicle mass  
in running order  
by brand



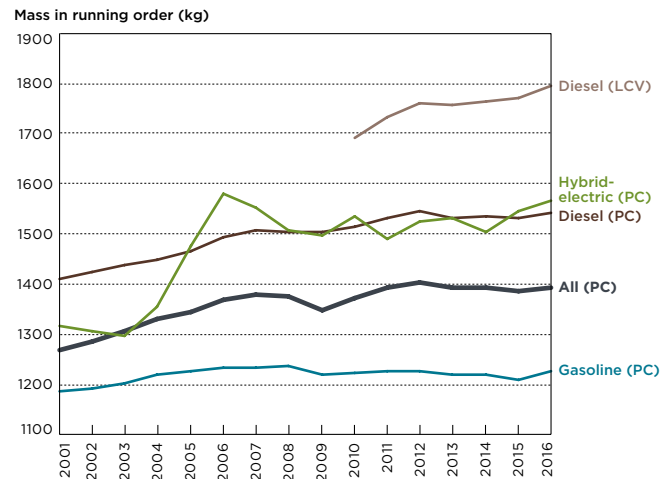
**Fig. 5-15**

Passenger cars:  
Vehicle mass  
in running order  
by segment



**Fig. 5-16**

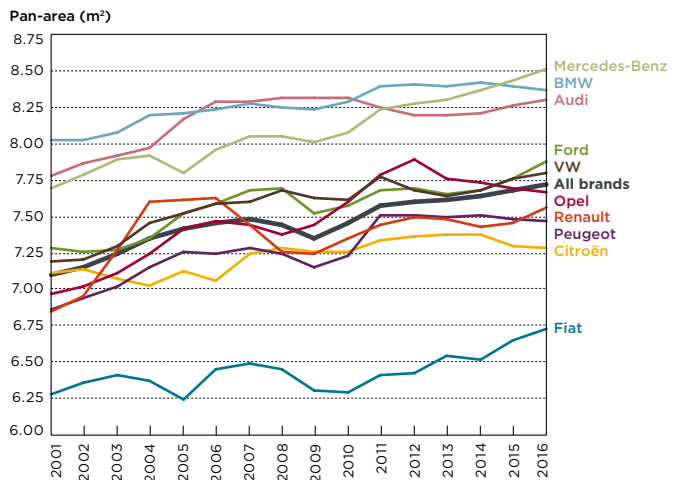
New vehicles:  
Vehicle mass  
in running order  
by type of vehicle and  
engine technology





**Fig. 5-17**

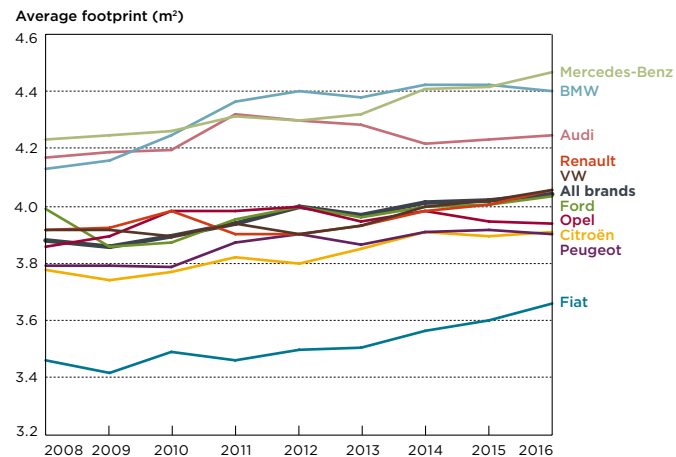
Passenger cars:  
Vehicle pan-area  
by brand



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.

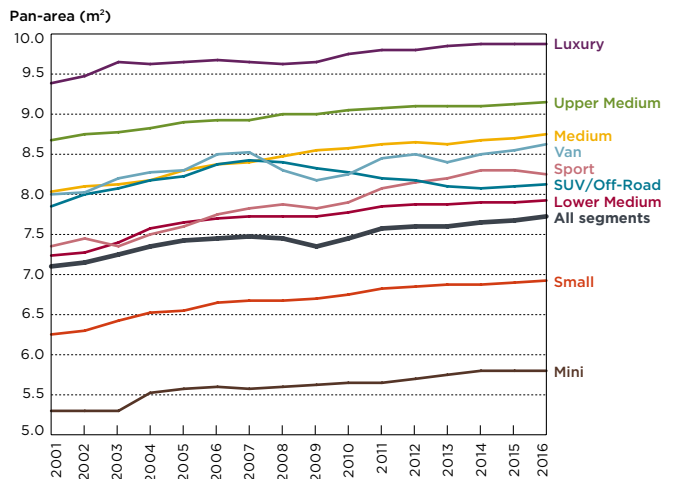
**Fig. 5-19**

Passenger cars:  
Average footprint  
by brand



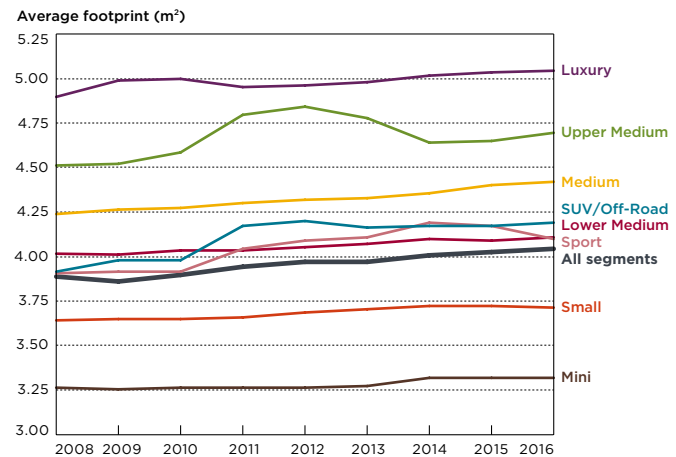
**Fig. 5-18**

Passenger cars:  
Vehicle pan-area  
by segment



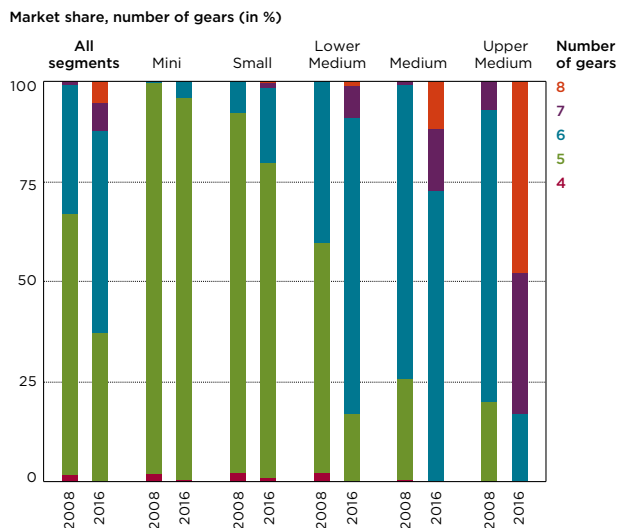
**Fig. 5-20**

Passenger cars:  
Average footprint  
by segment



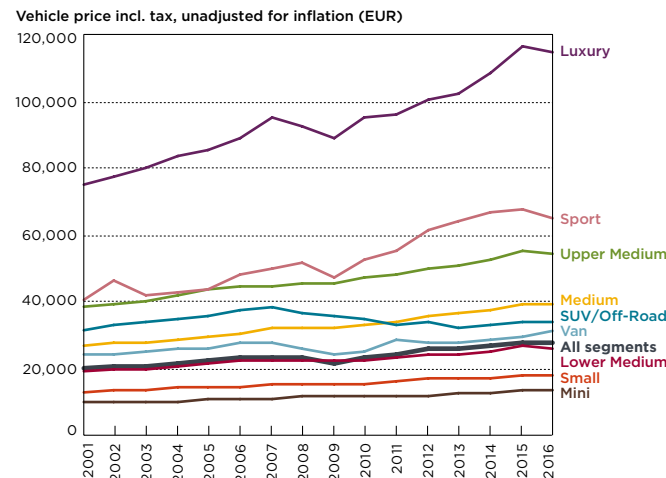
**Fig. 5-21**

Passenger cars:  
Number of gears  
by segment



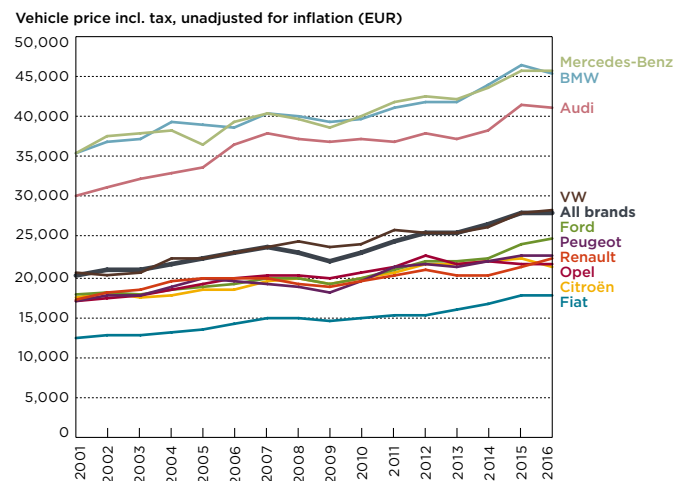
**Fig. 5-23**

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



**Fig. 5-22**

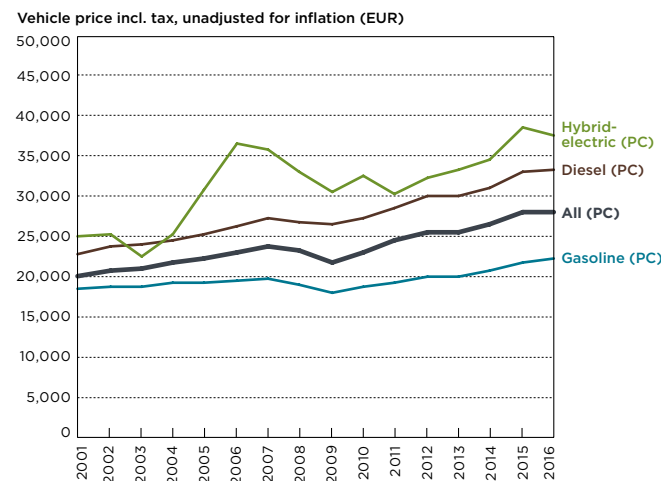
Passenger cars:  
Vehicle price (incl. tax, unadjusted for inflation) by brand



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.

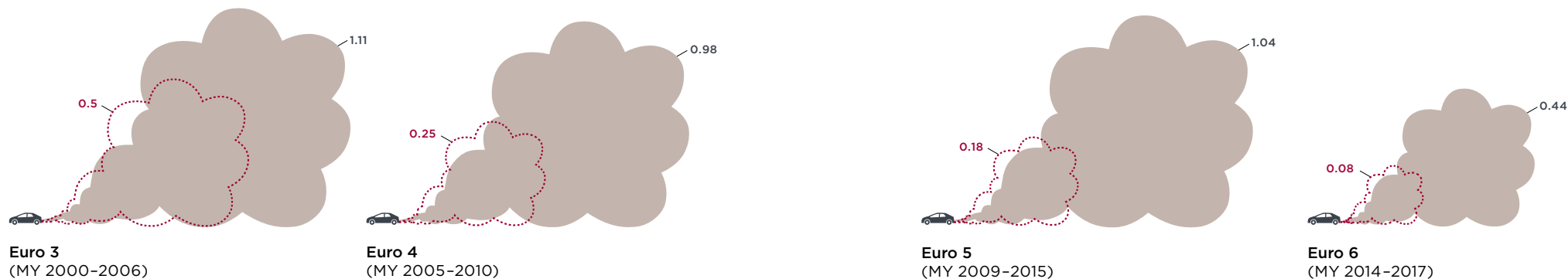
**Fig. 5-24**

New vehicles:  
Vehicle price (incl. tax, unadjusted for inflation) by engine technology



## 6 OTHER EMISSIONS & ON-ROAD

### Diesel cars: Nitrogen oxide (NO<sub>x</sub>) emissions (in g/km)



### Gasoline cars: Nitrogen oxide (NO<sub>x</sub>) emissions (in g/km)



Nitrogen oxide (NO<sub>x</sub>) emission limits for new diesel cars dropped from 0.5 g/km in 2000 to 0.08 g/km in 2014. However, recent data from on-road Remote Sensing confirms that for real-world driving conditions, NO<sub>x</sub> emissions decreased much slower than originally expected. Real-world NO<sub>x</sub> emissions for gasoline cars are significantly lower and decreased in line with the emission limits.

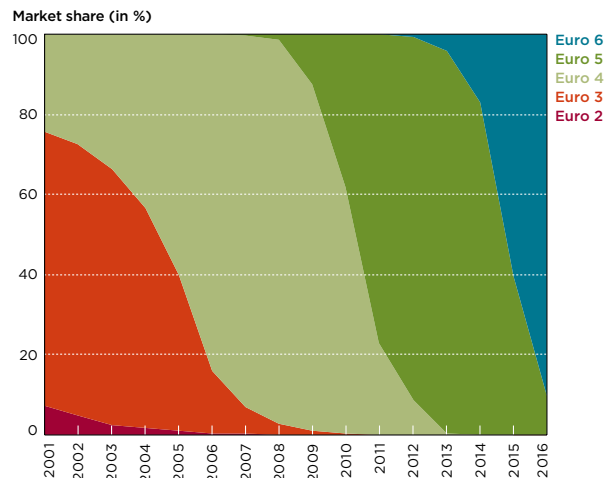
Data source: CONOX database/IVL

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. In 2016, more than 90% of all new registrations were Euro 6 vehicles (Fig. 6-1).

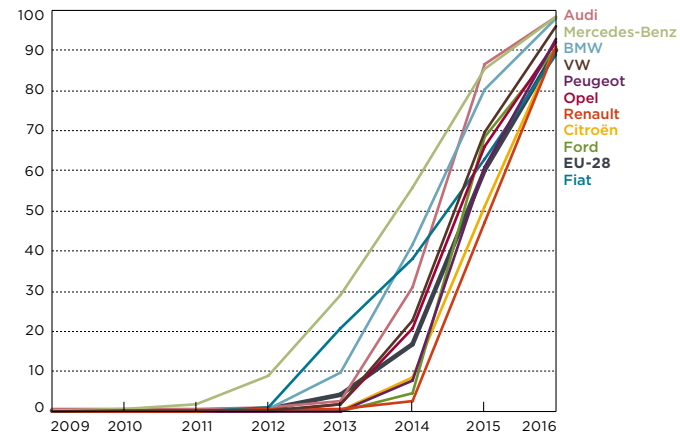
The progression from Euro 3 to Euro 6 resulted in significantly lower emission limits. Emissions, as measured over the NEDC test cycle, are generally in compliance with these limits. However, on-road measured nitrogen oxide (NO<sub>x</sub>) emissions have not decreased to the same extent. Over the ensuing two years, a number of government agencies across Europe began to systematically test diesel cars for their emission levels. On average, for 541 diesel cars tested by, among others, the German, French and UK governments, the average conformity factor for Euro 5 vehicles was 4.1 and for Euro 6 vehicles 4.5. The difference between individual vehicle models is particularly remarkable, with some Euro 6 diesel cars emitting less NO<sub>x</sub> than the limit while others exceed the regulatory limit by a factor of 12. Only 10% of tested Euro 6 vehicles would meet the Euro 6 limits on the road (Baldino et al., 2017).

**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>11</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; PN: Particulate number

## 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 IHS-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, ADAC 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 2016 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, 2017). For China, a similar statistical overview was prepared by ICCT for the 2010 car fleet (He and Tu, 2012).

## List of Figures and Tables

<b>Fig. 1-1</b> Diesel share of new car registrations in France, Germany, Italy, Spain, and the UK	<b>3</b>	<b>Fig. 2-9</b> Market share, passenger cars/ light-commercial vehicles (2016)	<b>19</b>	<b>Tab. 3-1</b> EU new passenger vehicles CO <sub>2</sub> emissions and weight in 2016 by manufacturer and corresponding 2020/21 targets	<b>30</b>	<b>Fig. 3-17</b> CO <sub>2</sub> emissions of selected new passenger cars	<b>38</b>
<b>Fig. 1-2</b> Total incremental cost of reducing CO <sub>2</sub> emissions of the average car by 2025	<b>4</b>	<b>Fig. 2-10</b> Top-selling passenger car models in EU-28 (2016)	<b>20</b>	<b>Fig. 3-6</b> Passenger cars: CO <sub>2</sub> emissions by Member State	<b>31</b>	<b>Fig. 4-1</b> Passenger cars: Market share, diesel vehicles by Member State	<b>43</b>
<b>Fig. 1-3</b> Efficiency technology penetration and fuel consumption reduction potential for trucks over 16 tonnes in the EU	<b>7</b>	<b>Fig. 2-11</b> Top-selling light-commercial vehicle models in EU-28 (2016)	<b>21</b>	<b>Fig. 3-7</b> Passenger cars: CO <sub>2</sub> emissions by vehicle segment	<b>31</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. 1-4</b> Euro 6 diesel car on-road NO <sub>x</sub> emission test results	<b>10</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. 4-3</b> Passenger cars: Market share, plug-in hybrid and electric vehicles by Member State	<b>44</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> New vehicles: CO <sub>2</sub> emissions by engine technology	<b>32</b>	<b>Fig. 4-4</b> Passenger cars: Market share, natural gas vehicles (mono- and bivalent) by Member State	<b>44</b>
<b>Fig. 2-2</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 (2016)	<b>23</b>	<b>Fig. 3-10</b> Light-commercial vehicles: CO <sub>2</sub> emissions by Member State	<b>33</b>	<b>Fig. 4-5</b> Passenger cars: Market share, diesel vehicles by brand	<b>45</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 (2016)	<b>23</b>	<b>Fig. 3-11</b> Light-commercial vehicles: CO <sub>2</sub> emissions by brand	<b>33</b>	<b>Fig. 4-6</b> Passenger cars: Market share, hybrid-electric vehicles (excl. plug-in hybrid) by brand	<b>45</b>
<b>Fig. 2-4</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 (2016)	<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. 4-7</b> Passenger cars: Market share, plug-in hybrid and electric vehicles by brand	<b>46</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 (2016)	<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. 4-8</b> Passenger cars: Market share, natural gas vehicles (mono- and bivalent) 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 (2016)	<b>29</b>	<b>Fig. 3-14</b> Passenger cars: CO <sub>2</sub> emissions vs. vehicle mass	<b>35</b>	<b>Fig. 4-9</b> Passenger cars: Market share, diesel vehicles by segment	<b>47</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 (2016)	<b>29</b>	<b>Fig. 3-15</b> Passenger cars: CO <sub>2</sub> emissions vs. engine displacement	<b>35</b>	<b>Fig. 4-10</b> Light-commercial vehicles: Market share, fuels by Member State	<b>47</b>
<b>Fig. 2-7</b> Light-commercial vehicles: Registrations by Member State	<b>18</b>	<b>Fig. 3-5</b> EU new passenger vehicles CO <sub>2</sub> emissions and weight in 2016 by manufacturer and corresponding 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. 2-8</b> Light-commercial vehicles: Registrations by brand	<b>19</b>						

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

## References

- Baldino, C., Tietge, U., Muncrief, R., Bernard, Y., Mock, P. (2017). *Road tested: Comparative overview of real-world versus type-approval NO<sub>x</sub> and CO<sub>2</sub> emissions from diesel cars in Europe*. International Council on Clean Transportation (ICCT). Retrieved from <http://www.theicct.org/road-tested-sep2017>
- Deutsche Automobil Treuhand GmbH (DAT) (2017). *Leitfaden über den Kraftstoffverbrauch, die CO<sub>2</sub>-Emissionen und den Stromverbrauch aller neuen Personenkraftwagenmodelle, die in Deutschland zum Verkauf angeboten werden*. Ausgabe 2017, 3. Quartal.
- Delgado, O., Rodríguez, F., Muncrief, R. (2017). *Fuel efficiency technology in European heavy-duty vehicles: Baseline and potential for the 2020–2030 timeframe*. International Council on Clean Transportation (ICCT). Retrieved from <http://www.theicct.org/EU-HDV-fuel-efficiency-tech-2020-2030>
- Franco, V. (2016). Proposed new type-approval system for motor vehicles in the European Union. International Council on Clean Transportation (ICCT). Retrieved from <http://www.theicct.org/proposed-new-type-approval-framework-eu-policy-update>
- IEA (2017). *Global EV Outlook 2017*. International Energy Agency. Retrieved from <https://www.iea.org/publications/freepublications/publication/GlobalEVO Outlook2017.pdf>
- Mock, P. (2014). *EU CO<sub>2</sub> standards for passenger cars and light commercial vehicles*. International Council on Clean Transportation (ICCT). Retrieved from <http://theicct.org/eu-co2-standards-passenger-cars-and-lcvs>
- Mock, P., German, J. (2015). *The future of vehicle emissions testing and compliance*. International Council on Clean Transportation (ICCT). Retrieved from <http://www.theicct.org/future-of-vehicle-testing>
- Mock, P. (2016). *2020–2030 CO<sub>2</sub> standards for new cars and light-commercial vehicles in the European Union*. International Council on Clean Transportation (ICCT). Retrieved from <http://www.theicct.org/2020-2030-co2-standards-cars-lcvs-eu-briefing-nov2016>
- Mock, P. and Cuenot, F. (2017). *Real-Driving Emissions test procedure for exhaust gas pollutant emissions of cars and light commercial vehicles in Europe*. International Council on Clean Transportation (ICCT). Retrieved from <http://www.theicct.org/RDE-test-procedure-exhaust-gas-pollutant-emissions-cars-and-LCVs>
- Muncrief, R. (2014). *Europe's global leadership on vehicle emission standards at risk in the truck sector*. International Council on Clean Transportation (ICCT). Retrieved from <http://www.theicct.org/blogs/staff/europes-global-leadership-vehicle-emission-standards-at-risk-truck-sector>
- Muncrief, R. (2017). *Shell game? Debating real-world fuel consumption trends for heavy-duty vehicles in Europe*. International Council on Clean Transportation (ICCT). Retrieved from <http://www.theicct.org/blogs/staff/debating-EU-HDV-real-world-fuel-consumption-trends>
- Norris, J., Escher, G. (2017). *Heavy-duty vehicles technology potential and cost study*. Ricardo Energy & Environment (AEA). Retrieved from <http://www.theicct.org/HDV-technology-potential-and-cost-study>
- Rodríguez, F. (2017). *Certification of CO<sub>2</sub> emissions and fuel consumption of on-road heavy-duty vehicles in the European Union*. International Council on Clean Transportation (ICCT). Retrieved from <http://www.theicct.org/hdv-co2-certification-eu-policy-update-20170731>
- Rodríguez, F., Muncrief, R., Delgado, O., Baldino, C. (2017). *Market penetration of fuel efficiency technologies for heavy-duty vehicles in the European Union, the United States, and China*. International Council on Clean Transportation (ICCT). Retrieved from <http://www.theicct.org/market-penetration-HDV-fuel-efficiency-technologies>
- Senzeybek, M., Tietge, U., Mock, P. (2017). *CO<sub>2</sub> emissions from new passenger cars in the EU: Car manufacturers' performance in 2016*. International Council on Clean Transportation (ICCT). Retrieved from <http://www.theicct.org/co2-emissions-new-PV-EU-OEM-performance-2016>
- Sharpe, B. (2017). Barriers to the adoption of fuel-saving technologies in the trucking sector. International Council on Clean Transportation (ICCT). Retrieved from <http://www.theicct.org/barriers-to-fuel-saving-technologies-trucking-sector>
- Stewart, A., Alastair, H., Mock, P., Tietge, U. (2015). *Impact of real-world driving on emissions from UK cars and vans*. ElementEnergy and International Council on Clean Transportation (ICCT). Retrieved from <https://www.theicc.org.uk/publication/impact-of-real-world-driving-emissions>
- Tietge, U. (2017). *Italy's car market needs to make a U-turn*. International Council on Clean Transportation (ICCT). Retrieved from <http://www.theicct.org/blog/staff/italy-car-market-needs-u-turn>
- Tietge, U., Díaz, S., Mock, P., Franco, V., German, J., Bandivadekar, A., Ligterink, N., Lambrecht, U. (2016). *From laboratory to road: A 2016 update of official and "real-world" fuel consumption and CO<sub>2</sub> values for passenger cars in Europe*. International Council on Clean Transportation (ICCT). Retrieved from <http://www.theicct.org/laboratory-road-2016-update>
- United States Environmental Protection Agency (U.S. EPA) (2016). *Light-Duty Automotive Technology, Carbon Dioxide Emissions, and Fuel Economy Trends: 1975 through 2015*. 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-12/13</b>	All 12/13 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 2016  
 Passenger cars 2015  
 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 2016  
 Light-commercial vehicles 2015  
 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>



# 2016

## Passenger cars

	Total sales/registrations	Total sales/registrations [%]	Price [EUR incl. tax]	Top speed [km/h]	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>14,645,165</b>	<b>100</b>	<b>28,114</b>	<b>191</b>	<b>49</b>	<b>1.8</b>	<b>0.7</b>	<b>0.4</b>	<b>1.1</b>	<b>0</b>	<b>29</b>	<b>79</b>	<b>7</b>	<b>14</b>	<b>44</b>	<b>10</b>	<b>90</b>	<b>95</b>	<b>1596</b>
<b>Germany</b>	3,351,469	23	31,662	200	46	1.0	0.4	0.3	0.2	0	37	71	10	19	59	4	96	109	1722
<b>UK</b>	2,692,786	18	30,253	194	48	1.9	1.1	0.4	0	0	35	75	10	15	42	5	95	102	1651
<b>France</b>	1,983,729	14	26,310	185	52	2.4	0.4	1.1	0	0.1	29	87	5	8	41	5	95	86	1485
<b>Italy</b>	1,844,180	13	23,738	180	57	2.0	0.1	0.1	7.8	0	16	85	5	11	11	13	87	79	1487
<b>EU-13</b>	<b>1,174,310</b>	<b>8</b>	<b>22,100</b>	<b>192</b>	<b>40</b>	<b>1.6</b>	<b>0.1</b>	<b>0.1</b>	<b>0.5</b>	<b>0.1</b>	<b>24</b>	<b>82</b>	<b>2</b>	<b>16</b>	<b>47</b>	<b>26</b>	<b>74</b>	<b>95</b>	<b>1591</b>
<b>Spain</b>	1,147,007	8	25,619	188	57	2.7	0.1	0.2	0	0	16	87	4	9	45	20	80	88	1551
<b>Belgium</b>	539,519	4	27,641	189	52	1.7	1.4	0.4	0.4	0	14	83	9	9	47	3	97	91	1566
<b>Netherlands</b>	384,698	3	28,367	187	19	2.9	4.9	1.0	0.4	0	25	86	8	6	45	8	92	87	1387
<b>Sweden</b>	372,318	3	32,059	200	53	3.6	2.8	0.8	1.0	0.2	58	62	4	34	63	12	88	112	1781
<b>Austria</b>	329,604	2	30,420	190	57	1.0	0.5	1.0	0.1	0	24	72	4	23	40	2	98	94	1629
<b>Denmark</b>	223,142	2	36,072	186	36	2.6	0.3	0.5	0.1	0	24	92	5	3	37	29	71	82	1418
<b>Portugal</b>	207,330	1	27,902	186	65	1.5	0.5	0.3	0.5	0	15	88	10	3	19	25	75	82	1468
<b>Ireland</b>	146,600	1	26,953	186	70	1.8	0.2	0.3	0.2	0	17	90	5	5	31	16	84	84	1575
<b>Finland</b>	119,039	1	32,404	196	33	3.4	1.6	0.2	0.1	0	46	77	4	19	57	19	81	98	1574
<b>Greece</b>	78,873	1	22,442	179	54	1.9	0.1	0	0.3	0	15	91	5	4	20	33	67	75	1390
<b>Luxembourg</b>	50,561	0	33,992	203	65	1.1	0.4	0.3	0	0	81	64	9	27	58	8	92	119	1854
<b>Turkey</b>	756,938	-	25,459	189	61	0.1	0	0	0	0	57	88	6	6	56	19	82	84	1483
<b>Switzerland</b>	317,315	-	38,281	204	39	2.4	0.9	1.0	0.3	0	53	51	5	44	66	7	93	125	1810
<b>Norway</b>	154,600	-	42,663	190	31	11.3	13.8	15.2	0	0	74	55	6	39	68	14	86	107	1753
<b>Iceland</b>	18,507	-	-	186	44	3.8	3.3	1.2	1.9	0	66	61	1	38	25	40	60	94	1666
<b>VW</b>	<b>1,652,239</b>	<b>11</b>	<b>28,204</b>	<b>197</b>	<b>52</b>	<b>0</b>	<b>1.0</b>	<b>0.2</b>	<b>1.1</b>	<b>0.1</b>	<b>32</b>	<b>89</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>4</b>	<b>96</b>	<b>93</b>	<b>1571</b>
<b>Renault</b>	1,073,678	7	22,443	180	55	0	0	1.8	0	0	17	91	8	1	31	9	91	76	1305
<b>Ford</b>	1,028,451	7	24,817	187	46	0.1	0	0	1.5	0	14	92	1	7	50	9	90	93	1494
<b>Peugeot</b>	837,913	6	22,719	185	53	0.1	0	0.2	0.2	0	16	100	0	0	42	7	93	78	1411
<b>Mercedes-Benz</b>	815,180	6	45,603	218	71	0.4	1.6	0.2	0.1	0	70	38	38	25	94	2	98	131	2078
<b>Audi</b>	805,165	5	41,254	219	69	0	0.9	0	0.3	0	58	63	0	37	67	1	99	132	1964
<b>BMW</b>	785,100	5	45,404	219	74	0	3.4	0.5	0	0	63	16	50	34	100	2	98	140	2073
<b>Fiat</b>	749,077	5	17,651	170	36	0	0	0	6.2	0	4	95	0	4	0	11	89	68	1348
<b>Opel</b>	723,457	5	21,580	188	33	0	0	0	3.8	0	9	97	0	3	19	8	92	84	1419
<b>Škoda</b>	633,075	4	22,489	197	45	0	0	0	1.0	0	20	90	0	10	76	8	92	88	1480
<b>Toyota</b>	575,296	4	22,901	174	15	36.9	0.2	0	0	0	45	94	0	6	8	24	76	74	1537
<b>Nissan</b>	536,388	4	25,492	180	50	0	0	2.8	0.7	0	16	95	0	5	63	31	69	84	1403
<b>Citroën</b>	526,171	4	21,230	179	50	0	0	0.4	0	0	14	99	0	1	27	9	91	73	1394
<b>Hyundai</b>	492,417	3	22,263	177	42	0.5	0	0.1	1.1	0	14	89	1	10	34	12	88	81	1473
<b>Kia</b>	425,416	3	23,080	181	48	1.9	0.2	0.7	1.5	0	16	88	0	12	45	29	71	85	1512
<b>Dacia</b>	404,038	3	12,745	168	44	0	0	0	3.0	0	2	89	0	11	16	8	92	71	1269
<b>Seat</b>	340,332	2	22,542	195	36	0	0	0	1.0	0	12	96	0	4	73	6	94	88	1423
<b>Volvo</b>	273,391	2	43,069	207	83	0	4.5	0	0.3	0	63	66	0	34	93	4	96	130	2042

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]	CO₂ (NEDC) [g/km]	
<b>3.9</b>	<b>5.8</b>	<b>1392</b>	<b>1884</b>	<b>537</b>	<b>4309</b>	<b>1787</b>	<b>1539</b>	<b>2635</b>	<b>1533</b>	<b>1530</b>	<b>4.0</b>	<b>5.0</b>	<b>4.7</b>	<b>4.9</b>	<b>4.3</b>	<b>5.9</b>	<b>118</b>	<b>EU-28</b>
4.0	6.1	1468	1972	552	4395	1801	1546	2679	1545	1541	4.1	5.0	4.7	5.2	4.5	6.3	125	<b>Germany</b>
3.9	5.9	1411	1896	532	4305	1789	1528	2632	1535	1533	4.0	5.0	4.6	4.9	4.3	6.0	120	<b>UK</b>
3.8	5.7	1323	1815	551	4237	1784	1540	2618	1525	1523	4.0	5.0	4.8	4.6	4.1	5.4	110	<b>France</b>
3.9	5.6	1309	1778	504	4144	1759	1547	2559	1509	1506	3.9	4.8	4.8	4.6	4.1	5.6	113	<b>Italy</b>
4.0	5.8	1384	1892	552	4398	1793	1545	2656	1536	1533	4.1	5.1	4.8	5.2	4.5	6.3	125	<b>EU-13</b>
3.9	5.7	1374	1857	517	4299	1787	1535	2625	1533	1530	4.0	5.1	4.8	4.7	4.1	5.6	115	<b>Spain</b>
3.8	5.7	1413	1916	573	4368	1795	1547	2660	1542	1540	4.1	5.0	4.8	4.7	4.2	5.7	116	<b>Belgium</b>
3.6	5.6	1303	1771	512	4222	1759	1519	2607	1516	1513	4.0	4.9	4.8	4.7	4.2	5.9	108	<b>Netherlands</b>
4.1	6.1	1562	2064	534	4509	1817	1549	2711	1560	1553	4.2	5.1	4.9	5.1	4.5	6.2	124	<b>Sweden</b>
3.9	5.8	1449	1965	556	4387	1797	1564	2665	1540	1538	4.1	5.1	4.8	4.9	4.3	5.9	120	<b>Austria</b>
3.7	5.6	1277	1740	497	4194	1750	1512	2592	1509	1505	3.9	4.9	4.9	4.6	4.0	5.5	110	<b>Denmark</b>
3.7	5.7	1329	1807	510	4260	1769	1503	2613	1522	1519	4.0	4.9	4.8	4.2	3.8	5.0	105	<b>Portugal</b>
3.9	5.8	1404	1895	541	4395	1799	1536	2655	1544	1540	4.1	5.0	4.8	4.5	4.0	5.4	112	<b>Ireland</b>
3.9	6.0	1432	1929	538	4454	1797	1526	2684	1547	1542	4.2	5.1	4.9	5.0	4.4	6.1	121	<b>Finland</b>
3.7	5.7	1256	1710	493	4101	1743	1510	2550	1503	1500	3.8	4.9	4.8	4.4	3.8	5.2	107	<b>Greece</b>
4.1	6.2	1511	2022	547	4395	1809	1545	2680	1551	1549	4.2	5.0	4.6	5.1	4.5	6.1	126	<b>Luxembourg</b>
3.9	5.9	1346	1840	526	4388	1788	1507	2653	1536	1532	4.1	5.0	4.5	4.7	4.1	5.6	116	<b>Turkey</b>
4.1	6.2	1533	2008	521	4404	1804	1555	2673	1547	1544	4.1	5.1	4.7	5.5	4.8	6.8	133	<b>Switzerland</b>
4.0	5.1	1550	2045	535	4461	1808	1555	2687	1551	1544	4.2	5.1	4.9	4.5	4.5	5.9	93	<b>Norway</b>
3.9	5.8	1464	1967	424	4362	1787	-	2636	1542	1539	4.1	5.1	4.8	5.0	-	-	123	<b>Iceland</b>
3.9	5.8	1403	1933	601	4354	1786	1542	2657	1530	1515	4.1	5.1	4.7	4.8	4.3	5.9	119	<b>VW</b>
3.8	5.4	1288	1792	548	4238	1781	1539	2644	1535	1533	4.1	5.0	5.0	4.4	4.0			

# 2015

## Passenger cars

	Total sales/registrations	Total sales/registrations [%]	Price [EUR incl. tax]	Top speed [km/h]	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>13,699,408</b>	<b>100</b>	<b>27,987</b>	<b>190</b>	<b>52</b>	<b>1.5</b>	<b>0.6</b>	<b>0.4</b>	<b>1.5</b>	<b>0</b>	<b>25</b>	<b>80</b>	<b>7</b>	<b>13</b>	<b>40</b>	<b>40</b>	<b>60</b>	<b>93</b>	<b>1599</b>
<b>Germany</b>	3,205,919	23	30,775	199	48	0.6	0.3	0.4	0.3	0	31	72	11	17	54	31	69	106	1721
<b>UK</b>	2,633,503	19	32,212	193	48	1.7	0.7	0.4	0	0	31	77	10	13	36	36	64	98	1642
<b>France</b>	1,885,568	14	25,360	184	57	2.2	0.2	0.9	0.1	0	24	88	5	7	36	37	63	83	1493
<b>Italy</b>	1,583,616	12	22,960	179	56	1.6	0.1	0.1	11.3	0	14	85	4	11	11	42	58	77	1479
<b>Spain</b>	1,034,232	8	24,599	187	63	1.8	0.1	0.1	0	0	12	88	4	8	37	52	48	85	1566
<b>EU-13</b>	<b>1,007,491</b>	<b>7</b>	<b>21,471</b>	<b>190</b>	<b>42</b>	<b>1.0</b>	<b>0</b>	<b>0.1</b>	<b>0.7</b>	<b>0.1</b>	<b>19</b>	<b>83</b>	<b>2</b>	<b>15</b>	<b>38</b>	<b>59</b>	<b>41</b>	<b>92</b>	<b>1587</b>
<b>Belgium</b>	501,066	4	26,626	188	60	1.5	0.3	0.3	0.1	0	11	83	9	7	39	42	58	89	1583
<b>Netherlands</b>	452,388	3	28,365	188	29	3.3	8.9	0.8	0.2	0	26	86	7	7	43	36	64	87	1455
<b>Sweden</b>	345,106	3	31,813	199	58	2.5	1.6	0.9	1.5	0.4	53	62	4	34	57	40	60	110	1802
<b>Austria</b>	308,555	2	28,889	189	58	0.7	0.3	0.6	0.2	0	17	74	4	22	38	40	60	91	1626
<b>Denmark</b>	207,389	2	34,481	182	31	1.1	0.1	2.2	0	0	18	92	5	3	29	54	46	81	1377
<b>Portugal</b>	178,503	1	27,597	187	68	1.7	0.3	0.3	0.4	0	16	87	11	2	18	49	51	81	1486
<b>Ireland</b>	124,945	1	29,897	186	71	1.2	0.1	0.4	0.1	0	15	90	5	5	26	64	35	82	1570
<b>Finland</b>	108,849	1	32,259	196	36	2.6	0.4	0.2	0.1	0.2	49	78	4	18	52	43	57	97	1593
<b>Greece</b>	75,805	1	21,553	176	63	1.1	0.1	0.0	0.3	0	12	91	5	4	5	57	43	71	1385
<b>Luxembourg</b>	46,473	0	33,024	203	71	0.8	0.2	0.2	0	0	72	64	10	26	64	38	62	116	1865
<b>Turkey</b>	725,596	-	23,452	187	62	0.1	0	0	0	0	51	90	6	5	50	52	48	83	1485
<b>Switzerland</b>	323,762	-	39,160	203	39	1.8	0.9	1.0	0.3	0	45	54	5	40	59	35	65	120	1802
<b>Norway</b>	150,684	-	41,379	187	41	7.1	5.3	17.1	0	0	58	57	5	38	56	41	59	103	1742
<b>VW</b>	1,657,492	12	28,033	196	55	0	1.2	0.2	1.4	0.1	26	90	0	10	65	30	70	91	1573
<b>Ford</b>	1,012,036	7	24,153	185	45	0.1	0.1	0	1.6	0	10	95	1	5	41	31	68	86	1458
<b>Renault</b>	950,132	7	21,364	177	57	0	0	1.7	0.7	0	13	89	10	1	23	53	47	73	1311
<b>Peugeot</b>	824,774	6	22,850	184	59	0.6	0	0.1	0.3	0	14	99	0	1	34	39	61	77	1440
<b>Audi</b>	737,770	5	41,316	217	72	0	1.3	0	0.4	0	51	63	0	37	73	14	86	130	1976
<b>BMW</b>	713,489	5	46,357	222	78	0	1.1	0.6	0	0	60	12	56	33	100	20	80	140	2109
<b>Mercedes-Benz</b>	712,503	5	45,651	218	72	1.2	0.9	0.2	0.2	0	65	40	41	19	98	14	86	128	2069
<b>Opel</b>	654,116	5	21,749	187	37	0	0	0	3.9	0	9	96	0	4	6	34	66	85	1463
<b>Fiat</b>	644,760	5	17,815	168	35	0	0	0	9.4	0	4	94	0	6	0	37	63	65	1343
<b>Citroën</b>	603,502	4	22,295	179	58	0.2	0	0.1	0.1	0	15	99	0	1	26	49	51	74	1430
<b>Škoda</b>	588,940	4	21,995	194	46	0	0	0	1.1	0	17	91	0	9	72	44	56	84	1473
<b>Nissan</b>	540,455	4	25,541	180	49	0	0	2.4	0.8	0	14	95	0	5	61	68	32	83	1396
<b>Toyota</b>	537,206	4	22,392	174	23	26.9	0.2	0	0	0	35	93	0	7	3	65	35	73	1499
<b>Hyundai</b>	456,084	3	21,509	175	42	0	0	0	1.0	0	9	91	0	8	27	53	47	79	1466
<b>Kia</b>	377,039	3	22,510	177	46	0.1	0	1.3	1.2	0	11	91	0	9	40	80	20	83	1500
<b>Dacia</b>	369,703	3	12,982	168	49	0	0	0	5.8	0	0	90	0	10	13	60	40	69	1288
<b>Seat</b>	327,652	2	21,816	192	42	0	0	0	1.2	0	10	98	0	2	64	54	46	84	1454
<b>Vauxhall</b>	269,767	2	24,540	186	31	0	0	0	0	0	10	99	0	1	2	21	79	83	1499
<b>Volvo</b>	268,653	2	41,856	205	88	0	3.4	0	0.2	0	56	69	0	31	96	30	70	125	2017

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 [m <sup>2</sup> ]	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>3.9</b>	<b>5.8</b>	<b>1385</b>	<b>1870</b>	<b>528</b>	<b>4294</b>	<b>1782</b>	<b>1536</b>	<b>2629</b>	<b>1529</b>	<b>1526</b>	<b>4.0</b>	<b>5.0</b>	<b>4.7</b>	<b>4.9</b>	<b>4.3</b>	<b>6.0</b>	<b>120</b>	<b>EU-28</b>
4.0	6.0	1460	1962	543	4382	1796	1545	2671	1540	1536	4.1	5.0	4.7	5.2	4.5	6.4	127	<b>Germany</b>
3.9	5.9	1392	1870	521	4281	1781	1522	2621	1530	1527	4.0	5.0	4.6	5.0	4.3	6.1	121	<b>UK</b>
3.8	5.7	1316	1801	543	4220	1779	1541	2610	1520	1518	4.0	5.0	4.8	4.5	4.0	5.4	111	<b>France</b>
3.8	5.6	1302	1755	494	4128	1753	1545	2553	1508	1505	3.9	4.8	4.8	4.8	4.2	5.8	116	<b>Italy</b>
3.9	5.7	1370	1847	513	4285	1785	1532	2620	1529	1525	4.0	5.0	4.8	4.7	4.1	5.7	116	<b>Spain</b>
4.0	5.8	1375	1879	544	4378	1786	1544	2647	1531	1528	4.1	5.0	4.8	5.2	4.5	6.5	127	<b>EU-13</b>
3.9	5.7	1406	1906	568	4353	1791	1546	2657	1536	1534	4.1	5.0	4.7	4.7	4.2	5.7	117	<b>Belgium</b>
3.7	5.6	1335	1795	505	4244	1760	1511	2612	1519	1514	4.0	4.9	4.8	4.3	4.0	5.5	102	<b>Netherlands</b>
4.1	6.1	1567	2063	525	4511	1814	1549	2708	1557	1551	4.2	5.1	4.9	5.2	4.5	6.3	127	<b>Sweden</b>
3.9	5.8	1442	1943	540	4366	1792	1562	2656	1535	1533	4.1	5.1	4.8	5.0	4.4	6.0	123	<b>Austria</b>
3.6	5.5	1256	1709	481	4143	1738	1507	2577	1500	1496	3.9	4.9	4.9	4.6	4.0	5.6	108	<b>Denmark</b>
3.8	5.7	1333	1798	500	4256	1766	1499	2611	1520	1517	4.0	4.9	4.8	4.2	3.8	5.1	106	<b>Portugal</b>
3.9	5.8	1382	1871	531	4371	1788	1525	2647	1538	1533	4.1	5.0	4.7	4.5	4.0	5.4	114	<b>Ireland</b>
3.9	6.1	1436	1924	529	4439	1793	1524	2677	1544	1539	4.1	5.1	4.9	5.1	4.5	6.3	124	<b>Finland</b>
3.7	5.4	1233	1688	492	4084	1736	1501	2545	1500	1496	3.8	4.9	4.8	4.3	3.8	5.1	106	<b>Greece</b>
4.1	7.0	1510	2016	538	4381	1803	1541	2677	1546	1545	4.1	4.9	4.7	5.1	4.4	6.2	127	<b>Luxembourg</b>
4.0	5.8	1342	1824	518	4381	1784	1502	2650	1534	1530	4.1	5.0	4.5	4.8	4.2	5.8	118	<b>Turkey</b>
4.1	6.1	1505	1985	516	4378	1796	1550	2661	1541	1538	4.1	5.1	4.7	5.6	4.8	7.0	135	<b>Switzerland</b>
4.0	5.2	1528	1993	522	4434	1801	1543	2675	1545	1539	4.1	5.1	4.9	4.9	4.5	6.0	99	<b>Norway</b>
3.9	3.9	1394	1918	586	4340	1782	1537	2645	1525	1511	4.0	5.0	4.7	4.8	4.3	5.9	119	<b>VW</b>
3.7	3.7	1347	1886	563	4291	1803	1559	2616	1532	1527	4.0	5.1	4.7	4.9	4.2	6.0	119	<b>Ford</b>
3.8	3.8	1264	1762	545	4192	1773	1542	2633	1520	1518	4.0	5.0	5.0	4.4	4.0	5.3	106	<b>Renault</b>
3.6	3.6	1290	1734	492	4186	1784	1511	2591	1508	1509	3.9	5.0	4.8	4.2	3.7	5.0	104	<b>Peugeot</b>
4.3	4.3	1587	2077	519	4510	1828	1469	2710	1563	1553	4.2	4.9	4.6	5.0	4.5	6.1	127	<b>Audi</b>
4.3	4.3	1641	2143	563	4591	1826	1496	2795	1569	1593	4.4	4.9	4.5	5.0	4.5	6.1	127	<b>BMW</b>
4.3	4.3	1652	2204	568	4622	1821	1512	2806	1580	1568	4.4	5.0	4.5	5.1	4.4	6.3	127	<b>Mercedes-Benz</b>
3.9	3.9	1409	1872	496	4298	1785	1554	2595	1517	1519	3.9	5.1	4.7	5.2	4.4	6.5	124	<b>Opel</b>
3.8	3.8	1203	1594	472	3896	1698	1575	2461	1464	1458	3.6	4.5	4.3	5.1	4.3	6.3	122	<b>Fiat</b>
3.6	3.6	1254	1730	527	4147	1756	1553	2590	1503	1504	3.9	5.1	4.8	4.3	3.8	5.1	106	<b>Citroën</b>
3.8	3.8	1273	1769	540	4364	1763	1491	2592	1491	1485	3.9	4.9	5.0	4.7	4.1	5.8	115	<b>Škoda</b>
3.8	3.8																	

**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>	<b>875,562</b>	<b>7</b>	<b>21,270</b>	<b>43</b>	<b>0.8</b>	<b>0</b>	<b>0.1</b>	<b>0.6</b>	<b>0</b>	<b>16</b>	<b>84</b>	<b>2</b>	<b>14</b>	<b>33</b>	<b>92</b>	<b>8</b>	<b>89</b>	<b>1587</b>
<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>Turkey</b>	587,331	-	20,785	62	0	0	0	0.1	0	46	90	6	5	38	91	9	80	1486
<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>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	0.2	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]	
<b>3.9</b>	<b>5.7</b>	<b>1391</b>	<b>1859</b>	<b>523</b>	<b>4283</b>	<b>1778</b>	<b>1535</b>	<b>2623</b>	<b>1531</b>	<b>1522</b>	<b>4.0</b>	<b>5.0</b>	<b>4.7</b>	<b>5.0</b>	<b>4.4</b>	<b>6.2</b>	<b>123</b>	<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	Germany
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	UK
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	France
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	Italy
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	EU-13
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	Spain
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	Belgium
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	Netherlands
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	Sweden
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	Austria
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	Denmark
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	Portugal
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	Finland
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	Ireland
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	Greece
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	Luxembourg
4.0	5.7	1348	1811	511	4383	1778	1499	2637	1531	1524	4.0	-	4.5	4.8	4.2	5.9	121	Turkey
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	Switzerland
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	Norway
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	VW
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	Ford
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	Renault
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	Peugeot
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	Audi
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	BMW
4.3	6.6	1684	2199	562	4600	1816	1510	2796	1581	1569	4.4	4.9	4.4	5.2	4.5	6.5	132	Mercedes-Benz
4.0	5.5	1444	1878	490	4312	1790	1557	2600	1538	1522	4.0	5.1	4.7	5.3	4.5	6.8	129	Opel
3.7	5.3	1297	1757	519	4166	1764	1561	2594	1512	1506	3.9	5.1	4.7	4.5	4.0	5.4	112	Citroën
3.8	5.2	1194	1556	452	3853	1685	1562	2447	1460	1449	3.6	4.5	4.2	5.0	4.3	6.3	120	Fiat
3.9	5.5	1283	1777	552	4367	1744	1502	2595	1504	1481	3.9	4.9	5.0	4.9	4.3	6.1	121	Škoda
3.8	5.7	1293	1693	458	4140	1733	1516	2561	1506	1493	3.8	5.0	4.9	4.7	4.2	5.6	113	Toyota
3.8	5.7	1342	1779	494	4231	1760	1578	2599	1530	1530	4.0	5.1	5.0	4.9	4.3	5.8	119	Nissan
3.9	5.7	1311	1751	494	4174	1755	1543	2578	1543	1542	4.0	5.0	4.9	5.3	4.6	6.7	129	Hyundai
3.8	5.3	1189	1670	532</														

## 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 [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]	
<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										

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	98	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 [m <sup>2</sup> ]	Boot volume [l]	Seats	Doors	Fuel consumption (NEDC) [l/100 km]	Fuel consumption (extre-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) [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]	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>	<b>EU-27</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	Germany
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	United Kingdom
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	France
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	Italy
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	EU-12
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	Spain
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	Netherlands
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	

# 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 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>13,117,185</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>EU-27</b>	<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>
<b>Germany</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>
<b>France</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>
<b>United Kingdom</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>
<b>Italy</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>
<b>EU-12</b>	<b>524</b>	<b>4306</b>	<b>1766</b>	<b>1540</b>	<b>2611</b>	<b>1513</b>	<b>1510</b>	<b>4.0</b>	<b>416</b>	<b>5.0</b>	<b>4.8</b>	<b>5.9</b>	<b>5.0</b>	<b>7.5</b>	<b>144</b>	<b>227</b>	<b>377</b>	<b>48</b>	<b>36</b>	<b>158</b>	<b>24</b>	<b>195</b>	<b>3</b>	-	-	<b>EU-12</b>
<b>Spain</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>
<b>Belgium</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>
<b>Netherlands</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>
<b>Austria</b>	518	4331	1779	1559	2634	1518	1516	4.0	393	5.0	4.7	5.7	4.8	7.2	141	227	421	47	38	159	23	177	2	-	-	<b>Austria</b>
<b>Sweden</b>	499	4479	1802	1543	2687	1557	1555	4.2	437	5.0	4.8	5.9	4.9	7.5	146	217	334	43	36	166	23	172	4	-	-	<b>Sweden</b>
<b>Denmark</b>	460	4180	1744	1521	2575	1497	1492	3.8	344	4.9	4.7	5.3	4.5	6.6	129	242	379	46	34	165	21	178	3	-	-	<b>Denmark</b>
<b>Portugal</b>	473	4250	1761	1509	2597	1515	1507	3.9	367	4.9	4.7	5.0	4.3	6.2	126	226	427	49	44	157	22	180	3	-	-	<b>Portugal</b>
<b>Finland</b>	529	4448	1790	1535	2663	1532	1535	4.1	432	5.1	4.8	6.0	5.0	7.6	146	212	383	44	34	157	25	175	2	-	-	<b>Finland</b>
<b>Greece</b>	469	-	-	-	2512	1421	1421	3.5	279																	

# 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 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>13,305,479</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	47	34	168	23	194	2	4277	871	<b>Netherlands</b>
513	4292	1769	1550	2620	1501	1501	3.9	371	5.0	4.7	5.9	5.0	7.5	147	205	413	48	38	175	23	201	4	4656	918	<b>Austria</b>
488	-	-	-	2676	1521	1525	4.1	411	5.0	4.8	6.3	5.2	8.2	156	199	357	46	34	181	24	205	3	4154	887	<b>Sweden</b>
473	4221	1753	1505	2587	1504	1501	3.9	358	4.9	4.7	5.1	4.4	6.5	130	208	449	52	43	171	21	197	6	4671	909	<b>Portugal</b>
476	4161	1746	1518	2568	1490	1490	3.8	343	4.9	4.6	5.5	4.6	7.0	136	211	383	45	35	184	23	209	6	3944	842	<b>Denmark</b>
473	-	-	-	2518	1490	1488	3.7	340	4.8	4.5	6.1	5.1	7.9	145	169	383	49	41	222	25	246	7	3806	836	<b>Greece</b>
522	4433	1785	1529	2652	1518	1523	4.0	420	5.1	4.8	6.2	5.1	7.9	151	194	373									



# 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>	870,021	6	18,211	180	35	0.2	0.1	0	0	6	63	1	7	9	8	79	1595	4.0	10.4	18.0	5.2	12.8	11.5	1330	1793
<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 [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>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>	<b>EU-27</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	<b>Germany</b>
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	<b>France</b>
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	<b>Italy</b>
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	<b>United Kingdom</b>
509	4280	1758	1519	2615	1504	1502	3.9	369	5.0	4.6	5.7	4.8	7.4	145	177	394	51	34	197	24	222	10	4521	918	<b>Spain</b>
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	<b>EU-12</b>
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	<b>Belgium</b>
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	<b>Netherlands</b>
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 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>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 [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]	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	2629	1507																				

## 2007

## 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>15,596,339</b>	<b>100</b>	<b>23,619</b>	<b>185</b>	<b>53</b>	<b>0.3</b>	<b>0.6</b>	<b>0.3</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>7</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>86</b>	<b>1729</b>	<b>4.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1378</b>	<b>1832</b>	
<b>Germany</b>	3,146,578	20	25,970	191	48	0.2	0.3	0	0	19	75	14	11	7	0	96	1869	4.2	-	-	-	-	1455	1898	
<b>Italy</b>	2,512,972	16	19,954	176	56	0.1	2.9	0	0	8	84	5	11	1	1	74	1561	4.0	-	-	-	-	1285	1701	
<b>United Kingdom</b>	2,403,623	15	25,205	191	40	0.7	0	0	0.02	17	82	9	9	4	0	91	1778	4.1	-	-	-	-	1395	1855	
<b>France</b>	2,064,999	13	22,459	182	74	0.3	0.1	0.2	0	9	89	4	7	2	0	80	1680	4.0	-	-	-	-	1356	1831	
<b>Spain</b>	1,614,814	10	23,450	187	71	0.2	0	0.1	0	7	83	6	12	4	0	87	1786	4.1	-	-	-	-	1420	1885	
<b>EU-12</b>	1,211,753	8	18,235	177	38	0.2	0	0	0	6	57	2	7	1	0	76	1602	4.0	-	-	-	-	1308	1762	
<b>Belgium</b>	524,575	3	23,317	182	77	0.2	0.1	0	0	10	85	8	7	2	0	81	1721	4.0	-	-	-	-	1394	1891	
<b>Netherlands</b>	505,539	3	26,426	184	28	0.7	0	0.1	0	15	88	5	7	4	0	85	1703	4.1	-	-	-	-	1298	1808	
<b>Sweden</b>	306,325	2	26,556	199	35	1.1	0.5	12.1	0	23	79	6	15	6	0	106	1965	4.3	-	-	-	-	1538	1967	
<b>Austria</b>	298,181	2	25,712	184	59	0.3	0.1	0	0	11	79	5	16	3	0	85	1770	4.1	-	-	-	-	1462	1907	
<b>Greece</b>	279,733	2	20,229	178	3	0.4	0	0	0	6	77	6	13	4	1	80	1549	4.0	-	-	-	-	1278	1700	
<b>Portugal</b>	201,816	1	27,300	182	69	0.9	0	0	0	11	89	8	3	2	0	77	1560	3.9	-	-	-	-	1347	1798	
<b>Ireland</b>	186,325	1	25,326	182	27	0.6	0	0.4	0	13	85	7	7	3	0	80	1636	4.0	-	-	-	-	1386	1849	
<b>Denmark</b>	162,776	1	38,484	185	40	0	0	0	0	9	92	4	4	4	0	83	1679	4.0	-	-	-	-	1316	1793	
<b>Finland</b>	124,998	1	31,307	194	28	0.1	0	0.1	0	23	82	4	14	6	0	96	1857	4.2	-	-	-	-	1460	1908	
<b>Luxembourg</b>	51,332	0	27,759	187	77	0.2	0.1	0	0	14	75	11	14	12	0	103	1966	4.3	-	-	-	-	1497	1972	
<b>VW</b>	1,580,984	10	23,644	186	62	0	0.6	0	0	6	92	0	5	23	0	83	1767	3.9	-	-	-	-	1425	1932	
<b>Ford</b>	1,286,042	8	19,858	180	52	0	0	0.9	0	4	98	0	0	0	0	75	1621	4.0	-	-	-	-	1348	1806	
<b>Renault</b>	1,195,887	8	19,950	179	58	0	0.3	0.1	0	7	97	0	0	0	0	73	1519	4.0	-	-	-	-	1294	1786	
<b>Peugeot</b>	1,085,098	7	19,142	181	57	0	0	0.1	0	6	98	0	0	0	0	72	1532	3.9	-	-	-	-	1324	1721	
<b>Opel</b>	987,385	6	20,083	180	49	0	1.1	0	0	6	95	0	2	0	0	76	1548	4.0	-	-	-	-	1352	1792	
<b>Fiat</b>	965,966	6	14,875	165	43	0	5.2	0	0	2	92	0	7	0	2	60	1386	4.0	-	-	-	-	1124	1542	
<b>Citroën</b>	928,810	6	19,609	176	59	0	0.3	0.1	0	6	99	0	0	0	0	69	1496	3.9	-	-	-	-	1286	1737	
<b>Toyota</b>	869,130	6	20,502	179	41	3.4	0	0	0	8	85	0	14	0	0	79	1612	3.8	-	-	-	-	1298	1721	
<b>Mercedes-Benz</b>	711,119	5	40,413	207	64	0	0.1	0	0	58	34	54	12	1	0	122	2310	4.6	-	-	-	-	1646	2101	
<b>BMW</b>	684,718	4	40,559	224	71	0	0	0	0	35	0	80	19	35	0	137	2368	4.8	-	-	-	-	1628	2068	
<b>Audi</b>	638,506	4	37,994	215	74	0	0	0	0	26	68	0	30	53	0	126	2247	4.7	-	-	-	-	1606	2097	
<b>Škoda</b>	452,398	3	18,113	181	51	0	0	0.3	0	4	91	0	3	7	0	71	1615	3.7	-	-	-	-	1288	1784	
<b>Seat</b>	380,676	2	18,664	187	62	0	0	0	0	1	98	0	1	5	0	77	1696	3.8	-	-	-	-	1328	1797	
<b>Vauxhall</b>	331,331	2	20,631		28	0	0	0	0	8	100	0	0	0	0	81	1578	4.0	-	-	-	-	1328	1801	
<b>Nissan</b>	301,164	2	21,198	172	36	0	0	0	0	13	77	1	19	0	0	82	1651	4.0	-	-	-	-	1355	1786	
<b>Hyundai</b>	298,606	2	19,847	173	42	0	0	0	0	14	72	1	21	0	0	81	1648	4.0	-	-	-	-	1401	1851	
<b>Suzuki</b>	276,614	2	16,974	170	33	0	0	0	0	7	46	0	42	0	0	75	1522	4.0	-	-	-	-	1253	1642	
<b>Volvo</b>	249,326	2	35,988	207	66	0	0.5	3.8	0	34	80	0	19	0	0	116	2195	4.6	-	-	-	-	1620	2092	
<b>Kia</b>	247,341	2	19,300	172	47	0	0	0	0	12	80	0	17	0	1	85	1701	4.0	-	-	-	-	1449	1888	
<b>Dacia</b>	173,016	1	9,480	162	45	0	0	0	0	0	45	0	0	0	0	57	1470	4.0	-	-	-	-	1122	1660	

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>EU-27</b>	<b>503</b>	<b>4233</b>	<b>1759</b>	<b>1524</b>	<b>2595</b>	-	-	-	<b>4.9</b>	<b>4.4</b>	<b>6.3</b>	<b>5.2</b>	<b>8.2</b>	<b>159</b>	<b>164</b>	<b>420</b>	<b>51</b>	-	<b>211</b>	<b>25</b>	<b>235</b>	<b>13</b>	<b>4756</b>	<b>918</b>	<b>EU-27</b>
<b>Germany</b>	495	4309	1763	1522	2625	-	-	-	4.9	4.3	6.8	5.5	8.9	170	140	398	52	-	212	26	236	10	4587	968	<b>Germany</b>
<b>Italy</b>	463	4045	1720	1528	2524	-	-	-	4.8	4.3	5.8	4.9	7.5	148	175	466	52	-	212	24	236	14	5013	833	<b>Italy</b>
<b>United Kingdom</b>	503	4267	1761	1508	2609	-	-	-	5.0	4.3	6.6	5.4	8.7	164	143	386	51	-	208	25	232	12	4425	923	<b>United Kingdom</b>
<b>France</b>	513	4198	1794	1532	2598	-	-	-	5.0	4.5	5.8	4.9	7.4	149	181	439	53	-	213	25	238	14	5363	888	<b>France</b>
<b>Spain</b>	520	4286	1764	1526	2616	-	-	-	5.0	4.5	6.1	5.1	7.9	156	176	410	53	-	212	28	236	14	4805	932	<b>Spain</b>
<b>EU-12</b>	522	4213	1746	1540	2588	-	-	-	5.0	4.5	6.3	5.3	8.3	158	163	463	52	-	209	25	232	15	5218	869	<b>EU-12</b>
<b>Belgium</b>	552	4282	1761	1539	2625	-	-	-	5.0	4.5	5.9	4.9	7.6	153	167	435	51	-	210	27	234	14	5258	918	<b>Belgium</b>
<b>Netherlands</b>	566	4220	1747	1530	2598	-	-	-	5.0	4.5	6.7	5.5	8.8	165	151	405	49	-	205	24	227	12	4470	909	<b>Netherlands</b>
<b>Sweden</b>	477	4475	1783	1519	2683	-	-	-	5.0	4.7	7.4	5.9	9.9	183	133	418	48	-	202	24	240	7	3892	913	<b>Sweden</b>
<b>Austria</b>	495	4299	1760	1542	2618	-	-	-	5.0	4.6	6.4	5.3	8.3	162	154	407	52	-	217	26	224	13	4745	935	<b>Austria</b>
<b>Greece</b>	475	-	-	-	2536	-	-	-	4.9	4.3	6.9	5.7	9.1	165	138	417	50	-	226	27	228	14	4785	968	<b>Greece</b>
<b>Portugal</b>	503	4235	1750	1509	2597	-	-	-	5.0	4.7	5.6	4.7	7.2	143	154	415	52	-	207	24	222	13	5386	963	<b>Portugal</b>
<b>Ireland</b>	511	-	-	-	-	-	-	-	5.0	4.5	6.7	5.5	8.8	164	141	396	50	-	210	25	249	14	4528	993	<b>Ireland</b>
<b>Denmark</b>	529	4240	1780	1519	2591	-	-	-	5.0	4.6	6.5	5.3	8.5	162	145	412	48	-	200	23	230	13	4832	899	<b>Denmark</b>
<b>Finland</b>	504	4435	1772	1526	2638	-	-	-	5.1	4.7	7.2	5.9	9.6	178	118	421	49	-	210	25	231	12	3964	903	<b>Finland</b>
<b>Luxembourg</b>	504	-	-	-	2628	-	-	-	4.9	4.4	6.4	5.3	8.4	166	186	426	53	-	218	32	244	14	5375	939	<b>Luxembourg</b>
<b>VW</b>	553	4315	1758	1528	2600	-	-	-	5.0	4.3	6.4	5.3	8.3	162	113	363	51	-	209	31	231	12	3514	1048	<b>VW</b>
<b>Ford</b>	507	4274	1793	1510	2613	-	-	-	5.0	4.6	6.0	4.9	7.9	150	187	374	63	-	209	42	236	17	6941	1138	<b>Ford</b>
<b>Renault</b>	525	4149	1789	1522	2607	-	-	-	5.0	4.5	5.8	5.0	7.4	147	288	430	63	-	230	31	255	15	6183	1004	<b>Renault</b>
<b>Peugeot</b>	452	4125	1763	1490	2566	-	-	-	4.8	4.3	5.7	4.7	7.4	142	103	420	48	-	196	24	215	12	5060	755	<b>Peugeot</b>
<b>Opel</b> </																									

# 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 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>15,443,071</b>	<b>100</b>	<b>22,969 184</b>	<b>51 0.2 0.3 0.2 0 12 82 7 9 4 0</b>	<b>84 1730 4.1</b>	<b>- - - - -</b>	<b>1366 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 10 80 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>17,646 175</b>	<b>34 0.1 0 0 0 5 61 2 5 1 0</b>	<b>72.6 1570 4.0</b>	<b>- - - - -</b>	<b>1277 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>22,992 185</b>	<b>60 0 0.3 0 0 5 94 0 4 25 0</b>	<b>81.8 1769 3.9</b>	<b>- - - - -</b>	<b>1412 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>	493,182	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 4224 1759 1519 2591</b>	<b>- - - -</b>	<b>4.9 4.4</b>	<b>6.4 5.3 8.4 161</b>	<b>178 435 54 - 227 29 253 16 4774 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	Germany																		
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	Italy																		
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	United Kingdom																		
511 4172 1822 1522 2587	- - - -	5.0 4.5	5.8 4.9 7.5 149	199 445 57 - 227 29 256 16 5577 940	France																		
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	Spain																		
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	EU-12																		
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	Belgium																		
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	Netherlands																		
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	Austria																		
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	Sweden																		
471 - - - 2529	- - - -	4.9 4.3	6.9 5.7 9.1 166	133 412 49 - 277 28 238 21 4944 941	Greece																		
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	Portugal																		
516 - - - -	- - - -	5.0 4.5	6.7 5.5 8.9 165	156 420 50 - 227 27 300 16 4197 959	Ireland																		
535 4252 1770 1513 2586	- - - -	5.0 4.6	6.7 5.5 8.8 165	144 425 49 - 212 26 271 15 4694 921	Denmark																		
493 4417 1758 1511 2608	- - - -	5.1 4.7	7.4 6.0 9.8 180	127 447 50 - 250 25 251 19 4000 927	Finland																		
511 - - - 2624	- - - -	4.9 4.4	6.5 5.3 8.5 168	209 423 53 - 232 33 261 17 5015 941	Luxembourg																		
551 4307 1757 1526 2599	- - - -	5.0 4.4	6.4 5.3 8.4 163	132 395 54 - 213 36 237 15 3554 1006	VW																		
525 4152 1835 1521 2610	- - - -	5.1 4.5	5.9 5.0 7.5 148	302 410 67 - 250 35 282 18 6258 1044	Renault																		
487 4240 1785 1501 2595	- - - -	5.0 4.6	6.0 4.9 7.9 150	202 368 68 - 250 47 276 19 6753 1157	Ford																		
467 4138 1747 1487 2560	- - - -	4.8 4.2	5.8 4.8 7.6 145	120 461 54 - 198 26 220 9 5500 905	Peugeot																		
503 4226 1763 1530 2616	- - - -	5.3 4.6	6.1 5.0 7.9 154	193 354 48 - 198 30 217 15 4324 855	Opel																		
478 4072 1727 1537 2564	- - - -	4.8 4.5	5.6 4.7 7.2 141	185 494 48 - 218 27 247 14 6827 830	Citroën																		
482 3911 1668 1538 2456	- - - -	4.8 4.3	5.7 4.8 7.3 142	213 546 55 - 209 22 239 16 4959 636	Fiat																		
484 4101 1724 1553 2551	- - - -	5.1 4.5	6.1 5.3 7.6 152	158 481 49 - 204 14 223 21 3934 877	Toyota																		
499 4429 1793 1535 2745	- - - -	4.8 4.2	7.6 6.1 10.2 191	94 339 47 - 235 14 255 13 3041 1179	Mercedes-Benz																		
492 4535 1815 1466 2767	- - - -	4.9 4.4	7.3 5.7 10.0 187	165 332 57 - 211 27 237 9 4692 1051	BMW																		
552 4573 1809 1447 2685	- - - -	5.0 4.3	7.1 5.6 9.7 184	137 479 52 - 211 33 237 12 4056 1138	Audi																		
554 4348 1727 1462 2528	- - - -	5.0 4.9	6.0 4.9 7.9 151	86 488 54 - 226 29 245 20 3758 1030	Škoda																		
520 4174 1714 1481 2523	- - - -	5.0 4.5	5.9 4.9 7.8 151	115 350 62 - 215 40 237 20 3561 918	Seat																		
483 4085 1709 1569 2542	- - - -	5.0 4.4	6.8 5.8 8.6 168	363 607 49 - 447 32 513 41 4709 1355	Nissan																		
510 4153 1734 1614 2554	- - - -	5.0 4.7	6.8 5.7 8.8 169	222 368 31 - 367 22 397 29 5429 766	Hyundai																		
528 4237 1750 1494 2616	- - - -	5.2 4.5	6.4 5.2 8.5 157	- - - - - - - - -	Vauxhall																		
442 3908 1701 1596 2417	- - - -	4.8 4.3	6.7 5.7 8.4 166	163 441 43 - 207 15 228 13 5642 836	Suzuki																		
487 4149 1736 1585 2563	- - - -	5.1 4.9	6.6 5.5 8.6 167	288 515 38 - 370 21 398 42 5282 800	Kia																		
533 4629 1809 1504 2718	- - - -	5.1 4.6	7.6 6.1 10.4 193	164 212 36 - 227 21 252 8 3385 752	Volvo																		
521 4273 1743 1527 2631	- - - -	5.0 4.0	6.6 5.3 8.8 160	227 606 83 - 202 65 242 13 7741 667	Dacia																		



# 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 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>15,237,555</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>	986,245	6	16,213	170	26	0	0	0	0	3	61	1	2	1	0	67.1	1491	4.0	-	-	-	-	-	1197	1656
<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>-</b>	<b>-</b>	<b>-</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>-</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	4.4	6.9	5.6	9.1	168	193	514	68	-	399	37	451	34	4385		

## 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 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>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 [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]	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>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>	<b>EU-27</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	<b>Germany</b>
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	<b>United Kingdom</b>
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	<b>Italy</b>
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	<b>France</b>
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	<b>Spain</b>
504	-	-	-	2515	-	-	-	-	5.0	4.5	6.4	5.3	8.5	158	201	585	68	-	391	35	417	34	6523	1059	<b>EU-12</b>
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	<b>Netherlands</b>
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	<b>Belgium</b>
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	<b>Austria</b>
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	<b>Sweden</b>
461	-	-	-	2512	-	-	-	-	4.9	4.3	7.1	5.7	9.4	169	273	559	69	-	445	40	419	41	5335	992	<b>Greece</b>
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	<b>Portugal</b>
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	<b>Finland</b>
501	-	-	-	2575	-	-	-	-	5.0	4.4	6.9	5.6	9.2	168	189	537	68	-	407	38	420	35	5116	957	<b>Ireland</b>
487	4261	1721	1494	2582	-	-	-	-	5.0	4.5	7.0	5.6	9.4	171	207	504	66	-	389	37	437	33	5105	955	<b>Denmark</b>
502	-	-	-	2605	-	-	-	-	4.9	4.3	6.8	5.5	9.0	173	229	529	60	-	394	35	420	30	4059	967	<b>Luxembourg</b>
527	4095	1770	1498	2580	-	-	-	-	4.9	4.5	6.1	5.0	7.9	152	313	453	79	-	435	40	462	39	6457	1042	<b>Renault</b>
540	4229	1722	1487	2556	-	-	-	-	5.0	4.5	6.3	5.1	8.3	160	140	395	57	-	361	38	388	29	3167	1117	<b>VW</b>
459	4192	1729	1466	2587	-	-	-	-	4.9	4.4	6.4	5.1	8.5	157	152	421	71	-	413	46	438	36	4446	916	<b>Ford</b>
500	4108	1705	1479	2555	-	-	-	-	5.0	4.3	6.1	4.9	8.1	152	256	516	70	-</							

## 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>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1287</b>	<b>1719</b>	
Germany	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	
United Kingdom	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	
Italy	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	
France	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	
Spain	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>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1169</b>	<b>1632</b>	
Netherlands	510,744	3	22,125	181	22	0	0	0	0	14	91	6	4	0	0	77	1687	4.1	-	-	-	-	1220	1697	
Belgium	467,480	3	20,109	180	63	0	0.1	0	0	14	86	8	5	0	0	74	1773	4.1	-	-	-	-	1333	1765	
Austria	279,493	2	23,507	182	70	0	0	0	0	13	83	8	9	0	0	77	1852	4.1	-	-	-	-	1378	1823	
Greece	268,489	2	16,170	175	1	0	0	0	0	1	87	4	7	0	0	67	1441	4.0	-	-	-	-	1161	1566	
Sweden	254,589	2	23,310	200	7	0	0.7	0	0	20	86	5	9	0	0	101	1972	4.3	-	-	-	-	1442	1865	
Portugal	226,092	2	21,540	176	35	0	0	0	0	7	92	6	2	0	0	66	1490	4.0	-	-	-	-	1213	1631	
Ireland	156,079	1	21,398	177	16	0	0	0	0	7	89	5	5	0	0	70	1562	4.0	-	-	-	-	1240	1687	
Finland	117,011	1	27,428	188	16	0	0	0	0	20	92	5	4	0	0	83	1768	4.1	-	-	-	-	1338	1748	
Denmark	112,216	1	32,563	186	20	0	0	0	0	8	96	3	2	0	0	78	1707	4.0	-	-	-	-	1282	1711	
Luxembourg	43,677	0	23,951	183	62	0	0	0	0	7	74	11	10	0	0	89	1954	4.3	-	-	-	-	1400	1849	
Renault	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	
VW	1,505,503	10	20,241	183	51	0	0	0	0	11	95	0	3	0	0	73	1696	3.9	-	-	-	-	1284	1756	
Peugeot	1,315,721	9	17,602	178	48	0	0	0	0	6	99	0	0	0	0	68	1675	4.0	-	-	-	-	1209	1648	
Ford	1,294,787	9	18,029	181	37	0	0	0	0	4	99	0	0	0	0	70	1636	4.0	-	-	-	-	1267	1669	
Opel	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	
Fiat	961,065	6	12,711	161	22	0	0.7	0	0	1	98	0	1	0	0	54	1393	4.0	-	-	-	-	1028	1473	
Citroën	909,934	6	17,962	177	54	0	0	0	0.02	6	99	0	0	0	0	66	1698	4.0	-	-	-	-	1234	1690	
Mercedes-Benz	731,436	5	37,417	209	57	0	0	0	0	50	24	68	7	0	0	112	2322	4.6	-	-	-	-	1583	2009	
Toyota	628,291	4	19,491	178	28	0.1	0	0	0	11	82	1	15	0	0	76	1603	4.0	-	-	-	-	1228	1652	
Audi	535,052	4	31,216	206	62	0	0	0	0	18	82	0	17	2	0	103	2015	4.5	-	-	-	-	1444	1928	
BMW	504,692	3	36,814	218	47	0	0	0	0	27	0	91	9	0	0	126	2384	5.1	-	-	-	-	1625	2015	
Seat	395,345	3	16,112	178	50	0	0	0	0	3	97	0	1	0	0	67	1644	3.9	-	-	-	-	1222	1666	
Škoda	389,453	3	17,074	177	37	0	0	0	0	5	76	0	2	0	0	65	1650	4.0	-	-	-	-	1263	1699	
Nissan	375,942	3	19,295	172	28	0	0	0	0	10	83	0	16	0	0	74	1703	4.0	-	-	-	-	1310	1757	
Vauxhall	318,633	2	19,814	-	16	0	0.5	0	0	10	97	3	0	0	0	69	1579	3.9	-	-	-	-	1227	1676	
Hyundai	230,398	2	17,276	172	29	0	0.1	0	0	12	79	2	16	0	0	72	1636	4.0	-	-	-	-	1388	1783	
Volvo	226,558	2	31,999	207	39	0	1.6	0	0	33	94	0	5	0	0	113	2220	4.7	-	-	-	-	1538	1985	
Suzuki	200,780	1	13,714	152	12	0	0	0	0	10	48	0	36	0	0	59	1390	3.9	-	-	-	-	1075	1455	
Kia	78,902	1	18,365	172	39	0	0	0	0	23	82	0	16	0	0	84	2007	4.0	-	-	-	-	1589	1980	
Dacia	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]	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>492</b>	<b>4163</b>	<b>1713</b>	<b>1489</b>	<b>2560</b>	<b>-</b>	<b>-</b>	<b>-</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>-</b>	<b>-</b>	<b>-</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>485</b>	<b>4173</b>	<b>1709</b>	<b>1478</b>	<b>2564</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4.9</b>	<b>4.2</b>	<b>7.1</b>	<b>5.7</b>	<b>9.5</b>	<b>174</b>	<b>219</b>	<b>573</b>	<b>79</b>	<b>-</b>	<b>397</b>	<b>39</b>	<b>422</b>	<b>34</b>	<b>-</b>	<b>-</b>	<b>-</b>
469	3994	1684	1494	2497	-	-	-	5.0	4.1	6.3	5.2	8.3	157	250	631	72	-	400	35	426	34	-	-	-
525	4128	1727	1497	2572	-	-	-	5.0	4.4	6.1	5.0	8.1	156	241	519	74	-	394	39	430	32	-	-	-
494	4191	1715	1480	2569	-	-	-	5.0	4.3	6.4	5.2	8.5	162	229	518	71	-	397	41	425	33	-	-	-
502	-	-	-	2501	-	-	-	5.0	4.4	6.6	5.4	8.8	163	204	600	73	-	397	39	425	34	-	-	-
533	4171	1705	1491	2564	-	-	-	4.9	4.3	7.1	5.7	9.4	172	221	490	65	-	400	36	421	34	-	-	-
499	4214	1725	1497	2589	-	-	-	5.0	4.3	6.3	5.1	8.4	161	241	537	72	-	391	37	429	33	-	-	-
505	4258	1726	1507	2590	-	-	-	5.0	4.4	6.4	5.2	8.4	164	219	500	67	-	392	36	418	33	-	-	-
466	-	-	-	2499	-	-	-	4.9	4.2	7.0	5.6	9.3	167	315	569	75	-	470	38	428	43	-	-	-
470	4445	1746	1481	2635	-	-	-	5.0	4.6	8.3	6.5	11.4	199	220	558	66	-	405	39	429	36	-	-	-
477	4097	1694	1463	2535	-	-	-	5.0	4.6	6.2	5.1	8.1	153	224	502	68	-	400	36	425	33	-	-	-
499	-	-	-	2580	-	-	-	5.0	4.4	6.9	5.6	9.2	168	201	571	78	-	395	37	498	35	-	-	-
474	4340	1727	1470	2604	-	-	-	5.0	4.5	7.4	5.9	10.1	180	211	509	69	-	399	40	425	34	-	-	-
488	4254	1715	1481	2575	-	-	-	5.0	4.4	7.0	5.6	9.5	171	244	535	74	-	393	41					



# 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>-</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>-</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>-</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	-	-	

**2016**Light-commercial  
vehicles

	Total sales/registrations	Total sales/registrations [%]	Diesel [%]	Hybrid excl. plug-in hybrid [%]	Plug-in/battery electric/fuel cell [%]	Natural gas (mono-/bivalent, incl. LPG) [%]	Automatic [%]	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]	CO <sub>2</sub> (NEDC) [g/km]
<b>EU-28</b>	<b>1,915,122</b>	<b>100</b>	<b>96</b>	<b>0.1</b>	<b>0.6</b>	<b>0.8</b>	<b>5</b>	<b>63</b>	<b>88</b>	<b>1913</b>	<b>1780</b>	<b>5148</b>	<b>1909</b>	<b>3178</b>	<b>1617</b>	<b>5.2</b>	<b>6.1</b>	<b>162</b>
France	408,332	21	97	0.1	1.3	0.2	8	71	83	1844	1665	4965	1887	3070	1601	5.0	5.7	148
United Kingdom	375,735	20	100	0	0.3	0	8	52	91	1983	1888	5253	1927	3213	1638	5.3	6.5	174
Germany	257,385	13	95	0.1	0.9	0.5	1	66	97	2054	1921	5631	1953	3529	1648	5.9	6.8	179
Italy	195,631	10	93	0.1	0.3	5.3	0	58	83	1793	1648	4880	1876	3006	1580	4.8	5.7	151
Spain	172,156	9	95	0	0.5	0.2	0	75	78	1731	1664	4849	1875	2979	1577	4.7	5.5	144
<b>EU-13</b>	<b>154,413</b>	<b>8</b>	<b>94</b>	<b>0</b>	<b>0.1</b>	<b>0.4</b>	<b>2</b>	<b>52</b>	<b>95</b>	<b>2072</b>	<b>1845</b>	<b>5316</b>	<b>1936</b>	<b>3289</b>	<b>1647</b>	<b>5.5</b>	<b>6.6</b>	<b>175</b>
Netherlands	70,460	4	97	0	0.4	1.3	11	67	87	1927	1797	5168	1921	3212	1624	5.2	6.2	165
Belgium	69,067	4	95	0	0.1	0.6	1	81	76	1642	1817	5209	1924	3213	1633	5.3	6.1	162
Sweden	51,664	3	96	0	0.7	1.4	33	71	94	1928	1794	5068	1888	3119	1600	5.0	6.1	161
Austria	37,303	2	96	0	1.2	0.3	1	54	94	2036	1877	5285	1933	3252	1641	5.4	6.6	173
Denmark	36,606	2	93	1.2	0.1	0.1	6	69	95	1898	1768	5090	1911	3137	1624	5.1	6.0	158
Portugal	34,890	2	100	0	0.2	0	0	55	78	1763	1623	4835	1857	2970	1567	4.7	5.5	147
Ireland	27,762	1	100	0	0	0	10	60	86	1993	1818	5032	1903	3065	1614	5.0	6.1	163
Finland	13,529	1	98	0	0.4	0.2	0	48	98	1983	1867	5239	1929	3229	1640	5.3	6.4	170
Greece	5,645	0	98	0	0	0.4	0	75	87	1909	1699	4828	1826	2936	1548	4.6	5.8	154
Luxembourg	4,544	0	98	0	0.4	0	0	53	92	1998	1858	5330	1944	3315	1646	5.5	6.5	173
Turkey	210,243	75	100	0	-	0	6	12	82	1793	1677	4849	1886	2956	1568	4.7	5.7	151
Norway	36,062	13	96	0	-	0.2	1	19	101	2031	1831	5020	1891	3083	1603	5.0	6.1	159
Switzerland	33,939	12	90	0	-	0.5	15	35	99	2075	1913	5279	1929	3233	1636	5.3	7.0	182
Iceland	1,752	1	84	0	-	1.5	18	0	87	1857	1697	4943	1854	3029	1573	4.8	6.1	157
<b>Ford</b>	<b>306,246</b>	<b>16</b>	<b>98</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	<b>4</b>	<b>50</b>	<b>91</b>	<b>2031</b>	<b>1921</b>	<b>5265</b>	<b>1962</b>	<b>3176</b>	<b>1658</b>	<b>5.3</b>	<b>6.5</b>	<b>172</b>
Renault	282,496	15	98	0	1.5	0	2	63	78	1719	1651	5047	1912	3201	1605	5.2	5.6	148
VW	217,981	11	97	0	0	1.0	9	70	91	1939	1828	5159	1893	3192	1605	5.1	6.2	165
Fiat	193,977	10	94	0	0	4.3	1	61	85	1849	1645	4965	1913	3205	1636	5.3	6.0	157
Peugeot	193,813	10	98	0	0.4	0	2	61	78	1746	1650	4808	1880	2970	1601	4.8	5.3	140
Citroën	175,614	9	98	0	0.3	0	2	65	76	1727	1640	4830	1874	2973	1600	4.8	5.3	141
Mercedes-Benz	166,797	9	99	0	0	0.4	9	100	102	2045	1993	5842	1953	3618	1672	6.1	7.1	190
Opel	63,674	3	96	0	0	1.2	0	56	84	1701	1733	5238	1943	3346	1616	5.4	6.1	163
Nissan	62,728	3	94	0	4.7	0	13	76	106	2119	1875	5204	1838	3073	1563	4.8	6.7	178
Iveco	56,846	3	99	0	0	1.0	3	25	104	2604	2230	6359	2010	3566	1674	6.0	8.3	222
Vauxhall	37,729	2	100	0	0	0	0	42	80	1645	1689	5138	1943	3263	1614	5.3	6.0	161

**2015**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 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]	CO <sub>2</sub> (NEDC) [g/km]
<b>EU-28</b>	<b>1,704,612</b>	<b>100</b>	<b>97</b>	<b>0</b>	<b>0.5</b>	<b>0</b>	<b>4</b>	<b>31</b>	<b>86</b>	<b>1904</b>	<b>1758</b>	<b>5115</b>	<b>1903</b>	<b>3177</b>	<b>1613</b>	<b>5.2</b>	<b>6.4</b>	<b>168</b>
France	377,407	22	97	0	0.1	0	6	34	80	1825	1630	4898	1879	3044	1595	4.9	5.8	151
United Kingdom	373,120	22	100	0	0	0	6	27	88	1964	1839	5188	1917	3184	1627	5.2	6.7	179
Germany	236,860	14	96	0.1	0.6	0	0	35	95	2044	1921	5634	1945	3558	1646	5.9	7.1	186
Spain	154,848	9	97	0	0	0	0	35	76	1718	1619	4785	1869	2947	1573	4.7	5.6	149
<b>EU-13</b>	<b>132,305</b>	<b>8</b>	<b>93</b>	<b>0</b>	<b>0.5</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>92</b>	<b>2045</b>	<b>1807</b>	<b>5268</b>	<b>1929</b>	<b>3289</b>	<b>1644</b>	<b>5.4</b>	<b>6.8</b>	<b>179</b>
Italy	123,422	7	92	0.1	3.6	0	0	21	82	1758	1661	4920	1871	3096	1585	4.9	6.1	161
Belgium	62,156	4	96	0	0.5	0	0	36	79	1670	1806	5164	1918	3208	1626	5.2	6.2	164
Netherlands	57,689	3	97	0	1.3	0	9	34	86	1914	1795	5151	1917	3205	1623	5.2	6.4	172
Sweden	44,786	3	95	0	1.6	0	29	33	93	1923	1792	5059	1887	3126	1600	5.0	6.5	171
Austria	34,352	2	96	0	0.5	0	0	21	92	2003	1848	5237	1923	3232	1632	5.3	6.8	180
Denmark	32,447	2	92	1.1	0	0	7	52	93	1883	1736	5037	1901	3115	1617	5.1	6.0	157
Portugal	30,858	2	100	0	0	0	0	26	76	1746	1576	4748	1847	2917	1559	4.6	5.6	147
Ireland	23,336	1	100	0	0	0	10	39	82	1979	1815	5007	1901	3047	1613	4.9	6.3	168
Finland	11,435	1	99	0	0.2	0	7	30	97	2000	1890	5230	1928	3222	1639	5.3	6.8	179
Greece	5,649	0	99	0	0.1	0	0	24	73	1866	1608	4697	1802	2885	1532	4.4	5.8	155
Luxembourg	3,942	0	98	0	0.1	0	0	22	90	1984	1830	5282	1932	3288	1637	5.4	6.7	178
Turkey	220,412	-	100	0	0	0	3	12	79	1755	1631	4808	1884	2960	1562	4.6	5.7	153
Switzerland	34,211	-	90	0	0.4	0	12	19	97	2067	1892	5265	1931	3241	1636	5.3	7.3	190
Norway	33,291	-	96	0	0.1	0	1	35	97	2011	1807	4979	1883	3062	1599	4.9	6.4	166
Renault	256,701	15	97	0	0	0	2	25	77	1723	1645	4981	1911	3155	1604	5.1	5.6	150
Ford	252,085	15	98	0	0	0	2	21	88	2035	1838	5227	1957	3149	1656	5.2	6.6	175
VW	192,364	11	97	0	1.0	0	8	17	89	1867	1888	5210	1894	3224	1610	5.2	6.8	181
Peugeot	174,979	10	99	0	0	0	1	50	75	1739	1628	4765	1869	2943	1593	4.7	5.5	146
Citroën	169,082	10	99	0	0	0	2	28	73	1718	1595	4785	1866	2950	1591	4.7	5.6	149
Fiat	163,652	10	94	0	2.6	0	1	4	85	1889	1659	4911	1902	3250	1627	5.2	6.2	163
Mercedes-Benz	156,316	9	99	0	0.4	0	7	96	100	2041	1998	5870	1953	3638	1673	6.1	7.2	190
Opel	55,903	3	97	0	1.1	0	0	25	83	1692	1705	5204	1940	3338	1617	5.4	6.2	163
Iveco	48,758	3	99	0	1.1	0	1	0	103	2572	2148	6308	2008	3857	1691	6.5	8.4	225
Nissan	45,620	3	93	0	0	0	10	44	98	2109	1764	5068	1825	3049	1556	4.8	7.2	192
Vauxhall	41,737	2	100	0	0	0	0	29	81	1626	1673	5128	1942	3249	1614	5.3	6.1	161

## 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 [m <sup>2</sup> ]	Fuel consumption (NEDC) [l/100 km]	CO <sub>2</sub> (NEDC) [g/km]
<b>EU-28</b>	<b>1,552,706</b>	<b>100</b>	<b>96</b>	<b>0</b>	<b>0.6</b>	<b>0</b>	<b>4</b>	<b>99</b>	<b>85</b>	<b>1919</b>	<b>1752</b>	<b>5069</b>	<b>1891</b>	<b>3201</b>	<b>1610</b>	<b>5.2</b>	<b>6.5</b>	<b>171</b>
<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>Turkey</b>	163,969	-	100	0	0	0	3	98	79	1778	1556	4653	1853	3004	1545	4.7	5.9	157
<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>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 [m <sup>2</sup> ]	Fuel consumption (NEDC) [l/100 km]	CO <sub>2</sub> (NEDC) [g/km]
<b>EU-28</b>	<b>1,370,998</b>	<b>100</b>	<b>97</b>	<b>0</b>	<b>0.6</b>	<b>0</b>	<b>3</b>	<b>99</b>	<b>84</b>	<b>1925</b>	<b>1746</b>	<b>5040</b>	<b>1883</b>	<b>3202</b>	<b>1603</b>	<b>5.2</b>	<b>6.6</b>	<b>175</b>
<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	6.6	8.9	195	258	293	312	28
<b>Renault</b>	252,145	16	-	98	0	0	0	1	37	72	1807	1631	4864	1884	3183	1589	5.1	6.5	5.9	7.6	172	286	271	295	23
<b>VW</b>	188,570	12	-	95	0	2	0	1	98	84	1881	1893	5135	1876	3516	1600	5.6	7.2	6.3	8.7	187	191	246	288	23
<b>Ford</b>	177,651	11	-	99	0	0	0	0	80	78	2136	1868	5245	1912	3166	1638	5.2	7.1	6.2	8.8	188	311	297	330	19
<b>Fiat</b>	174,959	11	-	93	0	3	0	0	37	78	1794	1521	4620	1832	2996	1569	4.8	6.2	5.6	7.3	160	306	333	264	31
<b>Citroën</b>	171,765	11	-	98	0	0	0	0	16	67	1690	1545	4667	1845	2896	1573	4.6	5.9	5.3	7.1	156	211	245	270	25
<b>Peugeot</b> </																									

## 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]
EU-27	1,480,685	100	156		96	0	2	0	3	5	78	1932	1665	4868	1862	3056	1586	4.9	6.9	6.0	8.4	180	226	283	301	25
France	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
United Kingdom	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
Germany	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
Italy	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
Spain	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
EU-12	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
Belgium	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
Netherlands	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
Portugal	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
Sweden	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
Austria	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
Denmark	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
Finland	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
Greece	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
Ireland	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
Luxembourg	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
Renault	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
Citroën	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
Fiat	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
Peugeot	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
Ford	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
VW	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
Mercedes-Benz	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
Opel	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
Iveco	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
Nissan	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
Toyota	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]
EU-27	1,313,122	100	155		96	0	1	0	5	3	76	1948	1609	4796	1859	3007	1583	4.8	7.0	6.1	8.5	185	210	270	298	21
France	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
United Kingdom	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
Germany	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
Italy	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
Spain	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
EU-12	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
Belgium	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
Netherlands	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
Portugal	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
Sweden	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
Austria	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
Greece	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
Denmark	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
Finland	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
Ireland	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
Luxembourg	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
Renault	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
Citroën	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
Fiat	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
Ford	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
Peugeot	148,225	7	157		99	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
VW	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
Mercedes-Benz	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
Opel	69,745	5	157		95	0	3	0	4	0	71	1733	1517	4610	1804	2956	1541	4.6	6.8	6.1	8.4	178	259	276	300	19
Iveco	40,132	4	-		99	0	0	0	3	1</																

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

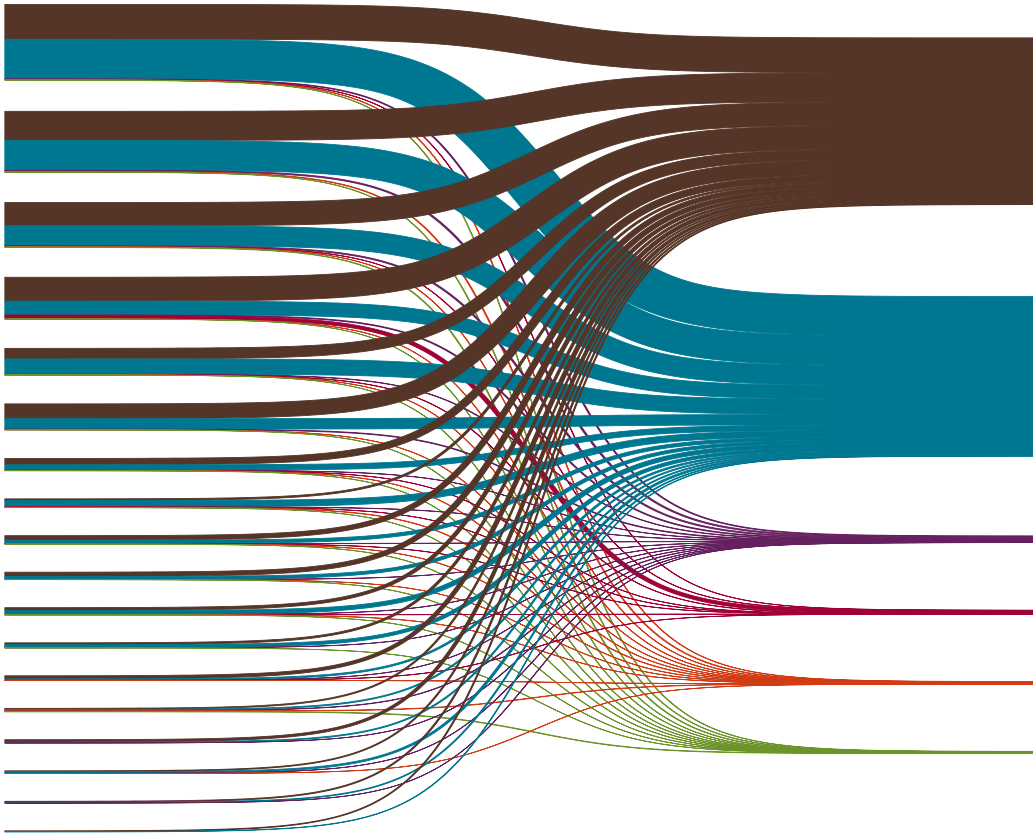
© 2017 International Council on Clean Transportation  
Funding for this work was generously provided by the ClimateWorks Foundation  
and the Stiftung Mercator

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](mailto:communications@theicct.org)

[www.theicct.org](http://www.theicct.org)