

VISUAL FUEL ECONOMY GUIDE 2007

Reference for evaluating fuel costs and fuel economy of new 2007 U.S. vehicles



**Unofficial, easy-to-read visual alternative
to the U.S. government's Fuel Economy Guide 2007
produced by the U.S. Environmental Protection Agency
and the U.S. Department of Energy.**

How the Board Has Worked

Authorship credit and Publication Ethics

Kiosk Front Response Guide 2021

10

| Performance Metric | Performance Level | Target | Actual | Actual Performance & Status | | Performance Trend |
|--|-------------------|--------|--------|--------------------------------------|--------------------------------------|---|
| | | | | YTD | Q3 | |
| Key Performance Indicators (KPIs) (Approximate) | | | | | | |
| Revenue | Stable | \$100M | \$98M | 98% | 98% | Stable |
| Profit Margin | Stable | 15% | 14% | 93% | 93% | Decreasing |
| Market Share | Stable | 10% | 9% | 90% | 90% | Decreasing |
| Customer Acquisition | Stable | 1000 | 950 | 95% | 95% | Decreasing |
| Operational Efficiency | | | | | | |
| Efficiency Score | Stable | 85 | 83 | 97% | 97% | Stable |
| Delivery On Time | Stable | 95% | 93% | 96% | 96% | Decreasing |
| Product Portfolio | | | | | | |
| New Product Launches | Stable | 3 | 2 | 67% | 67% | Decreasing |
| Product Line Expansion | Stable | 2 | 1 | 50% | 50% | Decreasing |
| Product Line Removal | Stable | 1 | 0 | 0% | 0% | Stable |
| Market Expansion | | | | | | |
| Global Expansion | Stable | 10 | 8 | 80% | 80% | Decreasing |
| Domestic Expansion | Stable | 15 | 12 | 80% | 80% | Decreasing |
| Market Share Gains | Stable | 5% | 3% | 60% | 60% | Decreasing |
| Financial Health | | | | | | |
| Net Profit Margin | Stable | 10% | 9% | 90% | 90% | Decreasing |
| Net Income | Stable | \$50M | \$48M | 96% | 96% | Stable |
| EPS Growth | Stable | 5% | 3% | 60% | 60% | Decreasing |
| Debt-to-Equity Ratio | Stable | 1.2 | 1.1 | 91% | 91% | Stable |
| Risk & Compliance | | | | | | |
| Regulatory Compliance | Stable | 100% | 98% | 98% | 98% | Stable |
| Internal Audit Findings | Stable | 0 | 0 | 0% | 0% | Stable |
| External Audit Findings | Stable | 0 | 0 | 0% | 0% | Stable |
| ESG Score | Stable | 80 | 78 | 95% | 95% | Decreasing |
| Strategic Initiatives | | | | | | |
| Strategic Initiative A | Stable | 100% | 95% | 95% | 95% | Stable |
| Strategic Initiative B | Stable | 100% | 90% | 90% | 90% | Decreasing |
| Strategic Initiative C | Stable | 100% | 85% | 85% | 85% | Decreasing |
| Strategic Initiative D | Stable | 100% | 70% | 70% | 70% | Decreasing |
| Future Outlook | | | | | | |
| Future Outlook | Stable | 100% | 98% | 98% | 98% | Stable |
| Future Outlook | Stable | 100% | 95% | 95% | 95% | Decreasing |
| Future Outlook | Stable | 100% | 90% | 90% | 90% | Decreasing |
| Future Outlook | Stable | 100% | 85% | 85% | 85% | Decreasing |
| Future Outlook | Stable | 100% | 80% | 80% | 80% | Decreasing |

100 200 300 400 500 600 700 800 900 1000

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General Information

Color palette for the legend

2007 Fuel Economy Guide

AN Whitehead

2007 Fuel Economy Guide:

Fuel Economy Guide ,2007 **Model Year 2007 Fuel Economy Guide** ,2007 The Fuel Economy Guide is published by the U S Department of Energy as an aid to consumers considering the purchase of a new vehicle The Guide lists estimates of miles per gallon mpg for each vehicle available for the new model year These estimates are provided by the U S Environmental Protection Agency in compliance with Federal Law By using this Guide consumers can estimate the average yearly fuel cost for any vehicle The Guide is intended to help consumers compare the fuel economy of similarly sized cars light duty trucks and special purpose vehicles The vehicles listed have been divided into three classes of cars three classes of light duty trucks and three classes of special purpose vehicles **Model 2007 Fuel Economy Guide** ,2007 **Model Year**

2007 Fuel Economy Guide ,2007 The Fuel Economy Guide is published by the U S Department of Energy as an aid to consumers considering the purchase of a new vehicle The Guide lists estimates of miles per gallon mpg for each vehicle available for the new model year These estimates are provided by the U S Environmental Protection Agency in compliance with Federal Law By using this Guide consumers can estimate the average yearly fuel cost for any vehicle The Guide is intended to help consumers compare the fuel economy of similarly sized cars light duty trucks and special purpose vehicles The vehicles listed have been divided into three classes of cars three classes of light duty trucks and three classes of special purpose vehicles **Fuel Economy Guide** ,2006 *Federal Register* ,2007-12 **Vertical File of Automobile Fuel**

Economy Guides ,1989 Copies of the Gas Mileage Guide 1989 1992 1993 and the Fuel Economy Guide 2000 2005 2007 issued annually by the U S Department of Energy *Buying Guide 2008* Consumer Reports,2007-11-13 **Code of**

Federal Regulations ,2014 Special edition of the Federal Register containing a codification of documents of general applicability and future effect with ancillaries *Toward a cleaner future Office of Transportation and Air Quality progress report 2005.* ,2005 The Car Book 2007 Jack Gillis,Amy Curran,David Iberkleid,2007 United States Code United States,1983 **The Black E.O.E. Journal** ,2007 **Consumer Reports Buying Guide** Consumer Reports,2007-11 This is

the 2008 edition to get help with trusted product reviews and comparisons *Cost, Effectiveness, and Deployment of Fuel Economy Technologies for Light-Duty Vehicles* National Research Council,Division on Engineering and Physical Sciences,Board on Energy and Environmental Systems,Committee on the Assessment of Technologies for Improving Fuel Economy of Light-Duty Vehicles, Phase 2,2015-09-28 The light duty vehicle fleet is expected to undergo substantial technological changes over the next several decades New powertrain designs alternative fuels advanced materials and significant changes to the vehicle body are being driven by increasingly stringent fuel economy and greenhouse gas emission standards By the end of the next decade cars and light duty trucks will be more fuel efficient weigh less emit less air pollutants have more safety features and will be more expensive to purchase relative to current vehicles Though the gasoline powered spark ignition engine will continue to be the dominant powertrain configuration even through 2030 such vehicles

will be equipped with advanced technologies materials electronics and controls and aerodynamics And by 2030 the deployment of alternative methods to propel and fuel vehicles and alternative modes of transportation including autonomous vehicles will be well underway What are these new technologies how will they work and will some technologies be more effective than others Written to inform The United States Department of Transportation s National Highway Traffic Safety Administration NHTSA and Environmental Protection Agency EPA Corporate Average Fuel Economy CAFE and greenhouse gas GHG emission standards this new report from the National Research Council is a technical evaluation of costs benefits and implementation issues of fuel reduction technologies for next generation light duty vehicles Cost Effectiveness and Deployment of Fuel Economy Technologies for Light Duty Vehicles estimates the cost potential efficiency improvements and barriers to commercial deployment of technologies that might be employed from 2020 to 2030 This report describes these promising technologies and makes recommendations for their inclusion on the list of technologies applicable for the 2017 2025 CAFE standards *Journal of Public Transportation* ,2008 Principles of Environmental Science William P.

Cunningham,Mary Ann Cunningham,2009 A discussion of how science can help us find solutions for important environmental issues Each chapter starts with an opening vignette of an environmental problem showing the principles to be presented in the text Taking Sides: Clashing Views in Energy and Society Thomas Easton,2008-12-05 This volume presents current controversies that surround energy and society in a debate style format designed to stimulate student interest and develop critical thinking skills The energy industry is the totality of all of the industries involved in the production and sale of energy including fuel extraction manufacturing refining and distribution Modern society consumes large amounts of fuel and the energy industry is a crucial part of the infrastructure and maintenance of society in almost all countries These topics are framed with a general summary and introduction and a postscript or challenge questions This work features an annotated listing of selected World Wide Web sites and an online instructor s resource guide with testing material available

Environmental Issues: Taking Sides - Clashing Views on Environmental Issues Thomas Easton,2008-03-14 This Thirteenth Edition of TAKING SIDES ENVIRONMENTAL ISSUES presents two additional current controversial issues in a debate style format designed to stimulate student interest and develop critical thinking skills Each issue is thoughtfully framed with an issue summary an issue introduction and a postscript An instructor s manual with testing material is available for each volume USING TAKING SIDES IN THE CLASSROOM is also an excellent instructor resource with practical suggestions on incorporating this effective approach in the classroom Each TAKING SIDES reader features an annotated listing of selected World Wide Web sites and is supported by our student website www.mhcls.com online *Lemon-Aid: New Cars and Minivans* Louis-Philippe Edmonston,2006-12 Launched 35 years ago the 2007 edition of the New Cars and Minivans has been restyled to present more current information in a user friendly manner This guide tells you when to buy sell or hold onto a vehicle and why price rarely guarantees reliability beware of luxury lemons Hard nosed ratings true fuel consumption

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