

However, this logistic standard approaches an upper limit of 27.5 mpg limit at low curb weights and sizes as well as a lower limit at high curb weights and sizes.<sup>14</sup>

TABLE 4.—LOGISTIC WEIGHT- AND SIZE-BASED STANDARD (MPG) WITH “EXTRA CREDIT” FOR “WEIGHT EFFICIENCY”

Curb weight (lb)	Area (square feet)									
	60	70	80	90	100	110	120	130	140	150
2000 .....	27.5	27.5	27.4	27.3	27.2	27.1	27.1	27.1	27.1	27.1
2500 .....	27.5	27.4	27.2	26.9	26.6	26.5	26.4	26.4	26.4	26.4
3000 .....	27.4	27.3	26.8	26.1	25.5	25.2	25.0	25.0	25.0	25.0
3500 .....	27.3	27.0	26.1	24.8	23.6	23.0	22.7	22.7	22.7	22.6
4000 .....	27.2	26.6	25.3	23.1	21.4	20.6	20.3	20.2	20.1	20.1
4500 .....	27.1	26.3	24.5	21.9	19.8	18.9	18.5	18.4	18.4	18.4
5000 .....	27.1	26.2	24.2	21.2	19.0	18.0	17.7	17.5	17.5	17.5
5500 .....	27.0	26.1	24.0	21.0	18.7	17.7	17.3	17.2	17.1	17.1
6000 .....	27.0	26.1	23.9	20.9	18.6	17.5	17.2	17.0	17.0	17.0
6500 .....	27.0	26.1	23.9	20.8	18.5	17.5	17.1	17.0	17.0	16.9
7000 .....	27.0	26.1	23.9	20.8	18.5	17.4	17.1	17.0	16.9	16.9
7500 .....	27.0	26.1	23.9	20.8	18.5	17.4	17.1	17.0	16.9	16.9
8000 .....	27.0	26.1	23.9	20.8	18.5	17.4	17.1	17.0	16.9	16.9

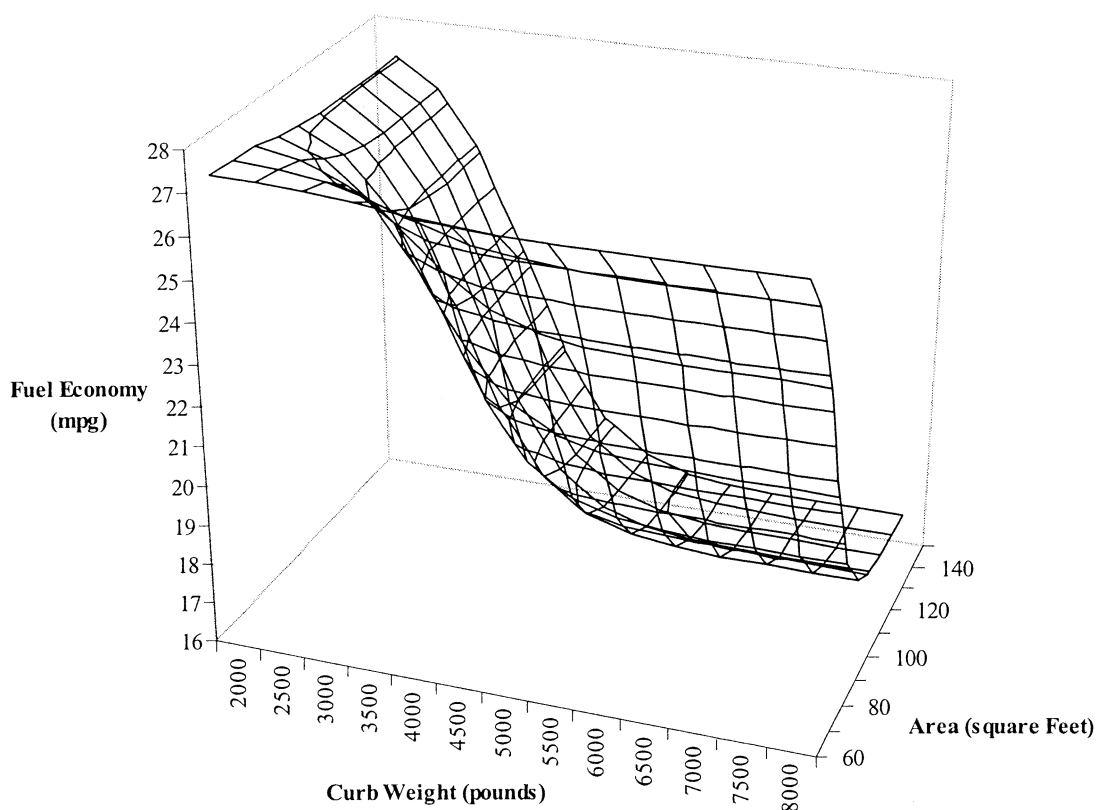


Figure 5. Logistic Weight- and Size-Based Standard

#### Figure 5. Logistic Weight- and Size-Based Standard

Similar to the standard shown in Figure 4, this standard would

discourage both weight and size reduction. However, the logistic weight- and size-based standard shown in Figure 5 would more clearly focus this

disincentive on those vehicles for which such reductions would most likely entail safety penalties. This standard would remain neutral with respect to

<sup>14</sup> Approximately 16.8 mpg for an overall stringency equivalent to a constant-value standard of 20.7 mpg.