

Proposed Changes to CVRP

Steve Douglas
Vice President, Energy & Environment



ALLIANCE
FOR AUTOMOTIVE
INNOVATION

Do Not Support This Year's Proposed PHEV Range Increase

Model ⁴	MSRP
Hyundai Ioniq PHEV	\$26,500
Toyota Prius Prime PHEV	\$28,220
Kia Niro PHEV	\$29,490
Mini Cooper SE BEV	\$29,900
Nissan LEAF BEV	\$31,600
Ford Escape PHEV	\$32,650
Hyundai Ioniq BEV	\$33,045
Honda Clarity PHEV	\$33,400
Ford Fusion PHEV	\$35,000
Chevy Bolt BEV	\$36,620
Hyundai Kona BEV	\$37,190
Tesla Model 3 BEV	\$37,990
Toyota RAV4 Prime PHEV	\$38,100
Kia Niro EV BEV	\$39,090
Nissan LEAF PLUS BEV	\$39,750
Chrysler Pacific PHEV	\$39,995
Tesla Model Y Long Range BEV	\$42,190
BMW i3 BEV	\$44,450
BMW i3s BEV	\$47,650
BMW i3 REX	\$48,300
BMW i3s REX	\$51,500
Tesla Model Y Performance BEV	\$52,190
Tesla Model 3 Performance BEV	\$54,990
Toyota Mirai FCEV	\$58,550
Hyundai Nexo Blue FCEV	\$58,735
Polestar 2 BEV	\$59,900

- Eliminates the lowest priced vehicles, including every vehicle under \$30,000
- Reduces options for single-vehicle households
- Reduces options for households without access to L2 charging
- Creates market uncertainty with unknown changes
- Eliminates vehicles that operate 40-50% of the time on electricity

Support Planned Increase of PHEV Range

- Maintain current requirements for this year
- Establish biennial or annual increases, considering:
 - LMI uptake of PHEVs
 - Portion of travel on electricity
 - Portion of single-vehicle households
 - Portion of households with no limited access to L2 home charging
- Allows automakers to adjust products to meet known range increases
- PHEVs are an important element of ZEV
 - Transition consumers to electric
 - Larger more capable vehicles (e.g., towing)
 - Single-vehicle households
 - Households without access to L2 home charging

Our Members

• APTIV •



BMW GROUP

BOSCH



cruise

DENSO



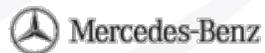
HONDA



ISUZU



local motors



NISSAN



Panasonic

PORSCHE



TEXAS INSTRUMENTS

TOYOTA

VOLKSWAGEN
GROUP OF AMERICA

