

Table 40. Light-Duty Vehicle Sales by Technology Type

(Thousands)

South Atlantic

| | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|---------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| New Car Sales 1/ | | | | | | | | | | | | | |
| Conventional Vehicles | | | | | | | | | | | | | |
| Gasoline ICE Vehicles | 1554.3 | 1463.2 | 1428.6 | 1398.5 | 1426.3 | 1444.9 | 1434.6 | 1432.7 | 1419.4 | 1402.1 | 1398.7 | 1392.0 | 1396.7 |
| TDI Diesel ICE | 1.2 | 1.1 | 1.4 | 2.7 | 2.8 | 2.7 | 3.5 | 3.6 | 3.6 | 4.3 | 4.3 | 4.3 | 4.5 |
| Total Conventional | 1555.5 | 1464.3 | 1430.1 | 1401.2 | 1429.1 | 1447.7 | 1438.1 | 1436.3 | 1423.0 | 1406.4 | 1403.0 | 1396.3 | 1401.2 |
| Alternative-Fuel Vehicles | | | | | | | | | | | | | |
| Methanol-Flex Fuel ICE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Methanol ICE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Ethanol-Flex Fuel ICE | 74.3 | 69.0 | 67.5 | 64.1 | 66.1 | 67.0 | 83.3 | 83.3 | 82.2 | 96.8 | 96.8 | 96.5 | 96.9 |
| Ethanol ICE | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.2 | 0.2 | 0.2 | 0.2 |
| Electric Vehicle | 0.5 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 |
| Electric-Diesel Hybrid | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.2 | 5.4 | 9.8 | 10.3 |
| Electric-Gasoline Hybrid | 2.5 | 3.7 | 7.4 | 43.0 | 45.7 | 48.4 | 51.0 | 53.3 | 67.5 | 67.2 | 80.3 | 80.2 | 82.7 |
| CNG ICE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| CNG Bi-fuel | 2.3 | 2.1 | 2.0 | 2.0 | 2.3 | 2.3 | 2.3 | 2.2 | 2.1 | 2.1 | 2.1 | 2.1 | 2.1 |
| LPG ICE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LPG Bi-fuel | 8.8 | 8.1 | 7.8 | 7.6 | 7.7 | 7.7 | 7.5 | 7.3 | 7.2 | 7.0 | 7.0 | 7.0 | 7.1 |
| Fuel Cell Gasoline | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Fuel Cell Methanol | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Fuel Cell Hydrogen | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Alternatives | 88.5 | 83.5 | 85.3 | 117.3 | 122.3 | 126.0 | 144.7 | 146.8 | 159.6 | 178.9 | 192.1 | 196.2 | 199.7 |
| Percent Alternative Car Sales | 5.39 | 5.39 | 5.63 | 7.72 | 7.88 | 8.01 | 9.14 | 9.27 | 10.09 | 11.28 | 12.04 | 12.32 | 12.47 |
| Total New Car Sales | 1644.1 | 1547.8 | 1515.4 | 1518.5 | 1551.4 | 1573.7 | 1582.7 | 1583.0 | 1582.7 | 1585.3 | 1595.1 | 1592.5 | 1600.9 |
| New Light Truck Sales 2/ | | | | | | | | | | | | | |
| Conventional Vehicles | | | | | | | | | | | | | |
| Gasoline ICE Vehicles | 1338.9 | 1350.1 | 1293.0 | 1316.9 | 1335.1 | 1373.4 | 1347.4 | 1366.0 | 1384.5 | 1398.3 | 1429.6 | 1456.0 | 1490.3 |
| TDI Diesel ICE | 54.5 | 56.8 | 63.7 | 101.8 | 98.5 | 98.5 | 99.7 | 101.9 | 104.5 | 122.5 | 124.4 | 126.4 | 132.3 |
| Total Conventional | 1393.4 | 1406.9 | 1356.7 | 1418.7 | 1433.5 | 1471.9 | 1447.1 | 1467.9 | 1489.0 | 1520.8 | 1554.0 | 1582.4 | 1622.7 |
| Alternative-Fuel Vehicles | | | | | | | | | | | | | |
| Methanol-Flex Fuel ICE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Methanol ICE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Ethanol-Flex Fuel ICE | 65.4 | 66.2 | 64.6 | 68.6 | 74.9 | 77.2 | 131.8 | 133.7 | 135.4 | 136.9 | 140.5 | 143.6 | 147.5 |
| Ethanol ICE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Electric Vehicle | 0.6 | 0.6 | 0.6 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.8 | 0.8 | 0.8 |
| Electric-Diesel Hybrid | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Electric-Gasoline Hybrid | 0.0 | 0.0 | 0.0 | 31.3 | 59.4 | 63.3 | 63.4 | 65.9 | 68.5 | 71.2 | 74.7 | 78.0 | 82.0 |
| CNG ICE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| CNG Bi-fuel | 5.9 | 5.9 | 5.7 | 6.1 | 6.3 | 6.5 | 6.6 | 6.7 | 6.8 | 6.9 | 7.1 | 7.2 | 7.4 |
| LPG ICE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LPG Bi-fuel | 19.5 | 19.7 | 19.0 | 20.3 | 20.9 | 21.5 | 21.9 | 22.3 | 22.6 | 23.1 | 23.6 | 24.1 | 24.7 |
| Fuel Cell Gasoline | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Fuel Cell Methanol | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Fuel Cell Hydrogen | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Alternatives | 91.4 | 92.4 | 89.9 | 127.0 | 162.2 | 169.2 | 224.4 | 229.3 | 234.1 | 238.9 | 246.7 | 253.6 | 262.4 |
| Percent Alternative Light Truck Sales | 6.15 | 6.17 | 6.21 | 8.22 | 10.17 | 10.31 | 13.43 | 13.51 | 13.59 | 13.57 | 13.70 | 13.81 | 13.92 |
| Total New Truck Sales | 1484.8 | 1499.3 | 1446.6 | 1545.7 | 1595.7 | 1641.1 | 1671.5 | 1697.2 | 1723.1 | 1759.7 | 1800.7 | 1836.1 | 1885.0 |

Table 40. Light-Duty Vehicle Sales by Technology Type
(Thousands)
South Atlantic

| | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|-------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Percent Total Alternative Sales | 5.75 | 5.77 | 5.91 | 7.97 | 9.04 | 9.18 | 11.34 | 11.46 | 11.91 | 12.49 | 12.92 | 13.12 | 13.25 |
| EPACT Legislative Alternative Sales | 50.51 | 49.78 | 47.93 | 50.13 | 51.35 | 52.35 | 52.88 | 53.23 | 53.59 | 54.22 | 55.30 | 56.15 | 57.42 |
| ZEVP Legislative Alternative Sales | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Total Vehicles Sales | 3128.8 | 3047.1 | 2961.9 | 3064.3 | 3147.1 | 3214.8 | 3254.2 | 3280.2 | 3305.8 | 3345.0 | 3395.8 | 3428.6 | 3485.9 |

Table 40. Light-Duty Vehicle Sales by Technology Type
(Thousands)

| South Atlantic | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2002-2025 |
|---------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-----------|
| New Car Sales 1/ | | | | | | | | | | | | | |
| Conventional Vehicles | | | | | | | | | | | | | |
| Gasoline ICE Vehicles | 1394.0 | 1393.9 | 1408.3 | 1429.5 | 1449.3 | 1463.2 | 1474.2 | 1468.6 | 1473.4 | 1483.4 | 1496.3 | 1509.4 | 0.1% |
| TDI Diesel ICE | 4.5 | 4.7 | 4.8 | 5.0 | 5.2 | 5.4 | 5.7 | 5.9 | 6.1 | 6.3 | 6.7 | 7.1 | 8.4% |
| Total Conventional | 1398.6 | 1398.6 | 1413.2 | 1434.5 | 1454.6 | 1468.7 | 1479.9 | 1474.4 | 1479.5 | 1489.6 | 1502.9 | 1516.5 | 0.2% |
| Alternative-Fuel Vehicles | | | | | | | | | | | | | |
| Methanol-Flex Fuel ICE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | -0.3% |
| Methanol ICE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | N/A |
| Ethanol-Flex Fuel ICE | 96.7 | 96.4 | 97.2 | 98.5 | 99.7 | 100.3 | 100.8 | 99.9 | 100.0 | 100.5 | 101.3 | 102.1 | 1.7% |
| Ethanol ICE | 0.2 | 0.2 | 0.2 | 0.2 | 0.3 | 0.2 | 0.2 | 0.2 | 0.3 | 0.3 | 0.3 | 0.3 | 4.2% |
| Electric Vehicle | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | -0.3% |
| Electric-Diesel Hybrid | 12.9 | 13.3 | 13.4 | 13.7 | 13.9 | 14.0 | 14.2 | 14.1 | 14.1 | 14.1 | 14.3 | 14.4 | N/A |
| Electric-Gasoline Hybrid | 83.8 | 86.1 | 87.3 | 88.8 | 90.3 | 91.3 | 91.9 | 91.4 | 91.6 | 92.1 | 92.8 | 93.5 | 15.1% |
| CNG ICE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | -0.2% |
| CNG Bi-fuel | 2.1 | 2.1 | 2.1 | 2.2 | 2.2 | 2.2 | 2.2 | 2.2 | 2.2 | 2.3 | 2.3 | 2.3 | 0.3% |
| LPG ICE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | N/A |
| LPG Bi-fuel | 7.1 | 7.1 | 7.1 | 7.3 | 7.4 | 7.4 | 7.5 | 7.5 | 7.5 | 7.5 | 7.6 | 7.7 | -0.2% |
| Fuel Cell Gasoline | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | N/A |
| Fuel Cell Methanol | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | N/A |
| Fuel Cell Hydrogen | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | N/A |
| Total Alternatives | 203.1 | 205.6 | 207.8 | 211.1 | 214.0 | 215.9 | 217.3 | 215.8 | 216.1 | 217.2 | 218.9 | 220.7 | 4.3% |
| Percent Alternative Car Sales | 12.68 | 12.82 | 12.82 | 12.83 | 12.83 | 12.81 | 12.80 | 12.77 | 12.74 | 12.73 | 12.71 | 12.70 | 3.8% |
| Total New Car Sales | 1601.7 | 1604.2 | 1621.0 | 1645.6 | 1668.6 | 1684.5 | 1697.2 | 1690.2 | 1695.6 | 1706.9 | 1721.8 | 1737.1 | 0.5% |
| New Light Truck Sales 2/ | | | | | | | | | | | | | |
| Conventional Vehicles | | | | | | | | | | | | | |
| Gasoline ICE Vehicles | 1514.5 | 1538.0 | 1577.2 | 1623.2 | 1671.8 | 1711.5 | 1748.2 | 1766.5 | 1799.1 | 1841.8 | 1889.0 | 1941.8 | 1.6% |
| TDI Diesel ICE | 133.9 | 136.7 | 140.9 | 146.2 | 151.5 | 157.0 | 162.3 | 165.0 | 168.1 | 171.4 | 177.4 | 184.3 | 5.3% |
| Total Conventional | 1648.5 | 1674.7 | 1718.1 | 1769.5 | 1823.3 | 1868.5 | 1910.5 | 1931.5 | 1967.2 | 2013.2 | 2066.4 | 2126.1 | 1.8% |
| Alternative-Fuel Vehicles | | | | | | | | | | | | | |
| Methanol-Flex Fuel ICE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2% |
| Methanol ICE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | N/A |
| Ethanol-Flex Fuel ICE | 150.2 | 152.7 | 157.2 | 162.9 | 169.1 | 174.2 | 178.8 | 180.8 | 185.0 | 190.7 | 196.9 | 203.6 | 5.0% |
| Ethanol ICE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | N/A |
| Electric Vehicle | 0.8 | 0.8 | 0.9 | 0.9 | 0.9 | 0.9 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.1 | 2.2% |
| Electric-Diesel Hybrid | 0.0 | 4.5 | 4.6 | 6.8 | 7.1 | 7.3 | 12.9 | 13.1 | 13.3 | 13.6 | 14.0 | 14.5 | N/A |
| Electric-Gasoline Hybrid | 85.3 | 86.0 | 88.4 | 90.1 | 93.0 | 95.3 | 94.8 | 95.8 | 97.6 | 100.0 | 102.6 | 105.3 | N/A |
| CNG ICE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3% |
| CNG Bi-fuel | 7.6 | 7.7 | 7.9 | 8.1 | 8.4 | 8.6 | 8.8 | 8.9 | 9.1 | 9.3 | 9.6 | 9.8 | 2.2% |
| LPG ICE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4% |
| LPG Bi-fuel | 25.2 | 25.6 | 26.3 | 27.1 | 27.9 | 28.6 | 29.3 | 29.7 | 30.2 | 30.9 | 31.8 | 32.7 | 2.2% |
| Fuel Cell Gasoline | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | N/A |
| Fuel Cell Methanol | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | N/A |
| Fuel Cell Hydrogen | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | N/A |
| Total Alternatives | 269.0 | 277.3 | 285.3 | 296.0 | 306.4 | 315.0 | 325.5 | 329.3 | 336.3 | 345.5 | 355.9 | 367.0 | 6.2% |
| Percent Alternative Light Truck Sales | 14.03 | 14.21 | 14.24 | 14.33 | 14.39 | 14.43 | 14.56 | 14.56 | 14.60 | 14.65 | 14.69 | 14.72 | 3.9% |
| Total New Truck Sales | 1917.5 | 1952.0 | 2003.4 | 2065.4 | 2129.7 | 2183.5 | 2236.0 | 2260.8 | 2303.4 | 2358.7 | 2422.2 | 2493.2 | 2.2% |

Table 40. Light-Duty Vehicle Sales by Technology Type
(Thousands)

| South Atlantic | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2002- 2025 |
|-------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|---------------|
| Percent Total Alternative Sales | 13.42 | 13.58 | 13.61 | 13.66 | 13.70 | 13.73 | 13.80 | 13.80 | 13.81 | 13.84 | 13.87 | 13.89 | 3.9% |
| EPACT Legislative Alternative Sales | 58.23 | 59.09 | 60.48 | 62.17 | 63.92 | 65.35 | 66.73 | 67.30 | 68.38 | 69.82 | 71.49 | 73.35 | 1.7% |
| ZEVP Legislative Alternative Sales | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | N/A |
| Total Vehicles Sales | 3519.2 | 3556.2 | 3624.4 | 3711.1 | 3798.3 | 3868.1 | 3933.2 | 3951.0 | 3999.0 | 4065.6 | 4144.0 | 4230.3 | 1.4% |

Table 40. Light-Duty Vehicle Sales by Technology Type
(Thousands)
South Atlantic

1/ Includes personal and fleet light-duty cars.

2/ Includes personal and fleet light-duty trucks.

ICE = Internal combustion engine.

EPACT = Energy Policy Act of 1992.

Z EVP = Zero emission vehicles from the low emission vehicle program.

N/A = Not applicable.

Sources: 2002 derived using: California Air Resources Board (CARB), "Proposed Regulations for Low-Emission Vehicles and Clean Fuels, Staff Report"; CARB, "Proposed Amendments to California Exhaust and Evaporative Emission Standards and Test Procedures for Passenger, Light-Duty Trucks and Medium-Duty Vehicles - LEVII and Proposed Amendments to California Motor Vehicle Certification: Assembly-Line and In-Use Test Requirements - CAP 2000," (El Monte, CA, September 1998); Energy Information Administration (EIA), Describing Current and Potential Markets for Alternative-Fuel Vehicles, DOE/EIA-0604(96) (Washington, DC, March 1996); EIA, Alternatives to Traditional Transportation Fuels 1998, http://www.eia.doe.gov/cneaf/alt_trans98/table1.html; and EIA, AEO2004 National Energy Modeling System run aeo2004.d101703e. Projections: EIA, AEO2004 National Energy Modeling System run aeo2004.d101703e.