

# Savings Chart



Item	Fuel Economy Benefit	Gas Savings	Annual Car Savings	Annual SUV savings
Tires properly inflated	Up to 3%	Up to \$0.12/gal	\$67.92	\$86.52
Check and replace air filter	Up to 10%	Up to \$0.40/gal	\$226.40	\$288.40
Recommended motor oil	Up to 1-2%	\$0.05-0.08/gal	\$28.30-44.48	\$36.05-57.68
Engine properly tuned	Up to 4%	\$0.16/gal	\$84.90-90.56	\$115.36
Drive sensibly <sup>1</sup>	From 5-33%	\$0.20-1.32/gal	\$113.20-735.80	\$144.20-951.72
Observe the speed limit <sup>2</sup>	From 7-23%	\$0.28-0.92/gal	\$158.48-520.72	\$201.88-663.32
Remove excess weight <sup>3</sup>	1-2%/100 lbs	\$0.05-0.08/gal	\$28.30-44.48	\$36.05-57.68
Loaded roof rack	Reduce FE by 5%	\$0.20/gal <sup>4</sup>	\$88.80	\$115.40
Every 5 mph over 60 mph		\$0.20/gal (\$0.09/gal) <sup>5</sup>	\$50.94	\$64.89

**Total Annual Dollar Savings: \$1,656.86 for cars, \$2,400.97 for SUVs.**

All values are based on a gasoline price of \$4/gallon.

<sup>1</sup> Assuming that driving sensibly is no "jack-rabbit starts" and no wide-open throttle accelerations.

<sup>2</sup> The assumption made for observing the speed limit was the people generally speed across all types of driving, both city and highway. For example, going 35-40 mph in a 25 mph speed zone and going 70 mph on a highway that is limited to 55 mph.

<sup>3</sup> This estimate is based on a consumer carrying a tool kit and a set of golf clubs. These two items were actually measured and came out at a weight of 90 pounds.

<sup>4</sup> The fuel economy savings estimate for a loaded roof rack was not given full credit in this analysis. It was not reasonable to assume that a consumer drives all year long with a loaded roof rack. So, the assumption was made that 3,000 miles of the average 15,000 miles per year was done with a loaded roof rack. Then the credit was given for 12,000 miles not driving with a loaded roof rack.

<sup>5</sup> The EPA estimate did not specify the assumption on the losses associated with adding 5 mph increments over 60 mph. To make this estimate more realistic, the assumption was made that the benefit of going slower only applied during highway driving, which according to EPA is 45% of the time.

