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Psychological determinants of fuel consumption of purchased new cars

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Abstract

With regard to reducing fuel consumption and CO₂ emissions of road transport consumers' adoption of fuel-efficient vehicles is crucial. However, facing the ongoing trend of increasing car size and power, fuel consumption is apparently of lesser importance to most buyers. For the design of effective measures to change behavior and promote fuel-efficient cars, psychological factors should be considered. Drawing from psychological research on environmental behavior, we propose a model which integrates psychological variables to explain the purchase of fuel-efficient vehicles by private consumers. This model is tested with survey data from 302 Swiss respondents whose households have bought a new car since 2002. SEM analyses confirm personal norm, valence of less power and smaller size, and perceived behavioral control as direct predictors of the purchase of a fuel-efficient vehicle. Problem awareness, symbolic motives, and response efficacy influence the respective behavior indirectly via affecting the direct predictors. The design, implementation and evaluation of measures aimed at changing car choice behavior with respect to fuel consumption should account for these factors.

Keywords: Norm-activation model; Theory of planned behavior; Symbolic motives; Car purchase; Fuel consumption; CO₂ emissions

1 **1 Introduction**

2 Facing the global challenges of climate change and energy supply security,
3 increasing fuel efficiency of new vehicles belongs to the most significant options to
4 reduce fossil energy consumption of road transport (IPCC, 2007a). Besides technical
5 solutions, a large potential for improvement in fuel efficiency persists in enhancing
6 consumers' adoption of fuel-efficient cars (DeCicco, 2006). In the last 10 years,
7 average CO₂ emissions of European new car registrations decreased by
8 approximately 1% per year. The decrease would have been greater if consumers had
9 not purchased bigger and faster cars (Zachariadis, 2006). In Switzerland, where we
10 conducted this study, passenger cars are, on average, even heavier and have more
11 engine capacity than those in the rest of Western Europe. This might be due to the
12 high Swiss gross domestic product per capita. Nevertheless, the general trends are
13 the same.

14 Large differences in efficiency still exist between different versions of almost
15 any given vehicle model (de Haan, Mueller, & Scholz, 2009). For example, for the
16 15 most-sold passenger car models in Switzerland in 2007, a change from the least
17 efficient version to the most efficient version would mean on average a reduction of
18 40.3% of CO₂ emissions (94g CO₂/km) which are directly linked to fuel
19 consumption. Hence, effective pro-environmental purchase behavior could already
20 be if people change to less fuel consuming vehicles within their preferred car size
21 class, i.e., to vehicles which – in relationship to functional vehicle parameters, such
22 as vehicle size or luggage capacity - are fuel-efficient (cf. Peters, Mueller, de Haan,
23 & Scholz, 2008).

1 For the choice and design of interventions, it is crucial to know which factors
2 influence vehicle choice of consumers with regard to fuel consumption. Research has
3 shown that various psychological variables such as specific beliefs, attitudes, norms,
4 and motives influence most types of environmental behaviors (Bamberg & Möser,
5 2007). Regarding the topic of car purchase, published studies which integrate a pool
6 of variables derived from psychological theory are rare (though presumably, a lot of
7 proprietary research on the role of psychological factors within vehicle choice
8 exists). Published models to forecast car buying behavior have been developed
9 mainly by economists and market researchers (Choo & Mokhtarian, 2004). However,
10 these models have differentiated consumers primarily by their socio-demographic
11 characteristics. The incorporation of psychological factors is a rather new approach.
12 Choo and Mokhtarian (2004) showed that the inclusion of psychological constructs
13 such as attitudes, personality, and lifestyle contributes substantially to the predictive
14 power of vehicle choice models. However, additional work, based on comprehensive
15 psychological theories, is necessary to identify which variables are decisive for
16 vehicle purchase behavior.

17 **2 Factors influencing environmental behavior with special regard to car** 18 **purchase**

19 The aim of the current paper is to identify, based on proven theories, the
20 relevant subset of psychological variables influencing the purchase of new cars with
21 regard to fuel consumption. In the field of vehicles with alternative fuels and
22 technology, respectively, technology adoption and diffusion theories are applied to
23 explain how and why such alternative vehicles are adopted by consumers and
24 become widespread or not (Struben & Sterman, 2008). The dominant theory,

1 Diffusion of Innovation Theory by Rogers (2003), explains the variance in adoption
2 rates by both attributes of the innovation and of the consumers. Consumers' specific
3 perception of the innovation on five dimensions (relative advantage, value
4 compatibility, complexity, trialability and observability) influences the formation of
5 specific attitudes towards the innovation. In the field of vehicles with fuel-efficient
6 technology, it is similarly important to characterize consumers with regard to
7 attributes relevant for the adoption. The relevance of attitudes and outcomes is also
8 explained by the theory of planned behavior (TPB, Ajzen, 1991; Fishbein & Ajzen,
9 2010) which is – besides the norm-activation model (NAM, Schwartz, 1977;
10 Schwartz & Howard, 1981) – the theory most applied by environmental
11 psychologists to study behaviors of environmental relevance. The NAM shifts the
12 view to explicit normative and moral motivations of behavior.

13 In order to integrate the various determinants proven to influence
14 environmental behavior, Bamberg and Möser (2007) propose a structural model
15 integrating TPB and NAM confirmed by a meta-analysis based on 46 studies of a
16 variety of environmental behaviors. Their model accordingly represents a well-
17 validated model of pro-environmental behavior, and we thus adopted it with a few
18 adaptations for the case of car purchase behavior.

19 According to the TPB, behavior is immediately influenced by a person's
20 intention to perform the behavior. Intention, in turn, is determined by (1) a person's
21 attitude towards the behavior, defined as an overall evaluation of its possible
22 consequences, (2) subjective norms, referring to the perceived expectations of other
23 important persons (we will speak of social norms in the following), and (3) the
24 perceived behavioral control (PBC), defined as a person's perceived power to

1 perform the behavior due to non-motivational factors as availability of opportunities
2 and resources. Besides the indirect influence of PBC on behavior via intention, a
3 direct one can also be assumed to the extent that the person perceives her objective
4 power to perform the behavior accurately. The attitude towards the behavior is
5 conceptualized by Ajzen (1991; cf. also Fishbein & Ajzen, 2010) as an expectancy-
6 value model. According to this model, the expectancy that a behavior results in
7 particular consequences and the evaluation, i.e., the valence of these consequences,
8 are assumed to underlie the overall evaluation of the behavior.

9 Studies using the NAM explain environmental behavior as being influenced by
10 (1) a personal ecological norm, denoting a strong intrinsic feeling of obligation to
11 engage in the specific behavior. Prerequisites of the formation and activation of this
12 personal norm are (2) the awareness of an environmental problem, (3) the awareness
13 of effective action (we will speak of response efficacy in the following according to
14 Lam and Chen (2006)) that can reduce the problem and (4) the recognition of the
15 own ability to engage in these actions which might correspond very well to PBC of
16 the TPB. Besides, personal norm, the consideration of (5) social implications, i.e. a
17 perceived social norm, as well as (6) non-moral implications of action influences the
18 behavior. These influences are also included within the TPB by the concepts of
19 subjective norm and the attitude concept. A further influential variable contained in
20 the NAM approach is (7) to assume responsibility for one's own actions and their
21 consequences.

22 Figure 1 shows how the model of Bamberg and Möser (2007) has been adapted
23 to explain the purchase of a fuel-efficient car. Corresponding to the TPB, attitude
24 towards the purchase of fuel-efficient vehicles and the respective perceived

1 behavioral control are conceptualized as predictors of buying a fuel-efficient vehicle.
2 Personal norm takes the role of TPB's third predictor social norm which receives a
3 more indirect role of influence via affecting personal norm, attitude, and PBC. In line
4 with the NAM, the awareness of ecological problems related to vehicle use and the
5 response efficacy of one's own vehicle purchase are assumed as preconditions of the
6 personal norm to buy a fuel-efficient vehicle. However, in contrast to the NAM, our
7 suggested model does not include the internal attribution (or denial) of responsibility
8 for consequences of one's action or inaction. We did not explicitly include attribution
9 of responsibility, as it should be closely related to response efficacy, i.e. the
10 awareness that the own behavior has an effect with regard to the problem.

11 Various studies have shown the relevance of these factors for environmental
12 transport behavior, in particular car purchase. Research indicates that many people
13 have become *aware of the problems* of climate change and energy supply (Kuckartz,
14 Rädiker, & Rheingans-Heintze, 2006; Anable, Lane, & Kelay, 2006) and relate them
15 to some extent to car use (Lane & Potter, 2007; Nordlund & Garvill, 2003).
16 However, there is evidence that detailed understanding of climate change and of the
17 relationship between fuel use of vehicles and their CO₂ emissions is very low among
18 consumers (Anable et al., 2006; DeCicco, 2006). People seem to have only vague or
19 mistaken ideas about the most appropriate solutions to mitigate climate change
20 (Patchen, 2006).

21 A study of Klocke (2002) indicates the influence of *attitude* on the purchase of
22 such vehicles. With regard to *underlying specific beliefs* (Ajzen, 2007) about the
23 consequences of buying such vehicles, a survey by Turrentine and Kurani (2007)
24 suggests that most consumers associate fuel economy with the smallest and cheapest

1 vehicles and do not perceive any difference between fuel economy and fuel
2 efficiency. Those respondents for whom the two terms mean different things
3 associate fuel efficiency – in contrast to fuel economy – with higher quality vehicles
4 and new technology which, in turn, might be associated to a higher purchase price.
5 Apparently, consumers assume fuel consumption to vary only marginally within one
6 vehicle size class and conventional technology range (cf. Boardman, Banks, &
7 Kirby, 2000). Thus, the perception that the only way to have a fuel-efficient vehicle
8 is a trade-off against size, performance, comfort, safety and price (cf. also Kurani &
9 Turrentine, 2004) might stabilize the disregard of fuel consumption in the purchase
10 process. These associations also indicate subjective barriers which reduce *perceived*
11 *behavioral control (PBC)* when fuel-efficient vehicles which are appropriate for
12 one's needs are perceived as not available or as too expensive.

13 Also, the relevance of *social norms* for the intention of buying a fuel-efficient
14 vehicle has been suggested in Klocke's study (2002). An influence on the purchase
15 itself was not observed. In the field of travel mode choice, social norms as well as
16 personal norms in favor of environmental mode choice have qualified as predictors
17 of behavior (e.g., Bamberg, Hunecke, & Blöbaum, 2007).

18 As a new component beside these TPB and NAM components, we added
19 symbolic motives, i.e., motives to express one's self and one's social position.
20 Research has shown that symbolic motives play an important role for car use (Steg,
21 2005) as well as for car choice (Choo & Mokhtarian, 2004; Turrentine & Kurani,
22 2007). Today, status still seems to be considerably connected to vehicle size and
23 performance. However, a study by Turrentine and Kurani (2007) indicates that fuel
24 economy can be a symbolic feature as well if car drivers view resource conservation

1 as important value. At the time of this study (June 2006), traditional symbolic vehicle
2 characteristics such as vehicle size and performance might still be of considerable
3 symbolic value in contrast to fuel economy, although this may be changing.

4 A motive is a relatively stable trait which describes how important a person
5 values a particular type of goals (Heckhausen, 1989). Thus, motives might influence
6 the evaluation of moral and non-moral consequences of behavior with respect to that
7 goal (cf. Schwartz & Howard, 1981), i.e., the personal norm as well as the attitude
8 towards a behavior. Thus, we assume that symbolic motives connected to traditional
9 symbolic vehicle characteristics exert an indirect negative influence on buying a fuel-
10 efficient vehicle mediated by personal norm and attitude: Traditional symbolic
11 motives may inhibit the activation of a personal norm to purchase a fuel-efficient
12 vehicle. As well, they may influence the attitude via the perception and evaluation of
13 possible consequences associated with buying a fuel-efficient vehicle.

14 With regard to financial aspects, on the one hand, an association of higher
15 purchase prices with fuel-efficient vehicles may represent a relevant barrier for their
16 purchase. On the other hand, saving money on gasoline could be a financial
17 incentive. Economic assumptions that consumers rationally consider fuel
18 consumption in their car use and purchase decisions with regard to the costs of
19 gasoline over time have often been underlying studies to analyze, for example, the
20 effect of rising gasoline prices (Kurani & Turrentine, 2004). In contrast, interviews
21 conducted with automobile buyers reveal that consumers of all types miss the basic
22 knowledge for such rational decision-making and value fuel economy not only
23 because of cost savings (Turrentine & Kurani, 2007). Consumers of hybrid vehicles,
24 for example, proved to be less interested in saving money than in environmental

1 issues addressed by their vehicle. This finding was also underlined by the knowledge
2 differences regarding these two issues. Hence, we do not broaden our framework by
3 the motivation to save costs over time and concentrate our study on the variables
4 outlined above.

5 Based on the presented model, we want to study the determinants of the
6 purchase of fuel-efficient vehicles. Our hypotheses are the following:

7 H1: PBC, attitude, and personal norm have a positive direct influence on the
8 purchase of a fuel-efficient vehicle.

9 H2: Problem awareness, response efficacy, and social norm have a positive
10 indirect influence on the purchase of a fuel-efficient vehicle which is mediated
11 according to the paths in Figure 1.

12 H3: Traditional symbolic motives have a direct negative influence on personal
13 norm and attitude and, thus, an indirect negative influence on the purchase of a fuel-
14 efficient vehicle.

15 Finally, more exploratively, we want to analyze the consequences people
16 associate with the purchase of fuel-efficient vehicles, i.e., the expected characteristics
17 of such vehicles and people's evaluation of these characteristics.

18 **3 Method**

19 **3.1 Participants**

20 We only regard respondents whose households have bought a new vehicle
21 since 2002. The corresponding data set for this study consists of 302 respondents and
22 results from the following sampling procedure. A first questionnaire was sent out in
23 June 2005 to 5890 households in the German- and French-speaking part of

1 Switzerland randomly chosen from the phone book. From 2333 respondents
2 (response rate = 39.61%), 1545 (66.22%) were both willing to participate again and
3 still reachable under their address. Of these, 1150 (response rate = 74.43%) returned
4 a second questionnaire which was sent out in June 2006 and which contains the
5 relevant modules of this study. Thus, we use only correlational data to test our
6 hypotheses.

7 In our analyses, past vehicle purchase behavior up to four years ago is used as
8 dependent variable and is explained by actual measures of hypothetically relevant
9 psychological variables as indicators of their value at the time of the purchase. We
10 focus on the purchase of new cars, as in the case of second-hand cars, the variables
11 influencing the choice of a vehicle may be different again. Of the 1150 respondents,
12 359 (31.22%) had bought a new car since 2002. From this sample, the following
13 records were excluded: (1) records with 50% of missing data or more for a multi-
14 item predictor; (2) records for which technical data could not be assigned with
15 satisfying quality for the vehicle(s) bought since 2002; (3) cases in which the second
16 questionnaire was not filled out by the person who filled out the first questionnaire,
17 and thus – according to our instructions –who was likely to buy the next car, or who
18 had bought the last car (or was significantly involved in the decision process), or who
19 used to drive the most.

20 The resulting sample of $N = 302$ respondents contains 79% men. For the time
21 of the first survey in 2005, the mean age was 50.04 years (min. = 18, max. = 82, *S.D.*
22 = 13.85), the median monthly household income was EUR¹ 5'351-6650 on a

¹ applied CHF/EUR exchange rate = 1.50.

1 categorical scale, the average household size was 2.65 persons (*S.D.* = 1.18; adults:
2 $M = 2.06$, $S.D. = 0.68$; children: $M = 0.60$, $S.D. = 0.95$), and the average number of
3 vehicles owned by a household was 1.62 ($S.D. = 0.69$).

4 Though for model testing, representativity of the sample is not a central
5 requirement, this sample should ideally be representative for the population of Swiss
6 new car buyers. Comparisons of the whole survey sample with the general
7 population of Swiss car buyers reveal that single households are underrepresented
8 and higher education households are overrepresented. Information on the income
9 distribution for the whole population were not available; however, due to the
10 empirical education-income-correlation, we also suppose that the sample contains
11 more households with higher income than the underlying population of Swiss car
12 buyers. With regard to the sub-sample of new car buyers, we assume that the
13 deviations are transferable.

14 **3.2 Vehicles**

15 When households had bought more than one new vehicle since 2002, the
16 youngest vehicle with data of satisfying quality was selected. Due to technological
17 progress, average CO₂ emissions of European new car registrations have constantly
18 decreased in the last 10 years. In order to compare CO₂ emissions of vehicles bought
19 in different years – in analogy to the inflation correction of prices – we normalize
20 CO₂ emissions relative to the market average of 2006, by assuming annual efficiency
21 increases of 1.2% and 1.6% for gasoline and diesel engines, respectively.

22 **3.3 Questionnaire**

23 In this section, the relevant modules and items are shortly described.

1 *CO₂ emissions of vehicles in possession.* The respondents were asked to give
2 detailed data on all cars currently owned by their household such as brand, model,
3 fuel type, engine capacity, gear type, year of purchase, and model year (vintage).
4 These data allow for a precise identification of any vehicle in the Swiss data base on
5 vehicle type registrations and provide further technical characteristics including fuel
6 consumption and CO₂ emissions of the vehicle. We use CO₂ emission as an indicator
7 of the purchase of a fuel-efficient vehicle, as it allows a direct comparison of the
8 energy demand of fossil fuel vehicles.

9 *Psychological constructs.* Each of the psychological constructs included in the
10 theoretical model was measured by several items which were formulated specifically
11 to the topic of car purchase and use, respectively. The items were based on Ajzen's
12 (2007) general recommendations and on previous studies of environmental behavior
13 (e.g., Hunecke, Blöbaum, Matthies, & Höger, 2001; Steg, 2005; Scholl & Sydow,
14 2002); in a few cases the exact wording was adopted while most of the items were
15 modified to different degrees. Unless otherwise stated, respondents rated their
16 agreement on a 5-point response scale ranging from 1 (= not at all the case) to 5 (=
17 very much the case). Negatively formulated items were reversed in coding.

18 Before presenting the items related to the environmental consequences of car
19 use in the questionnaire, 6 items were used to assess the respondents' symbolic
20 motives connected to car purchase and use. Awareness of climatic and resource
21 problems related to road transport was assessed by 6 items. As well, a set of 6 items
22 served to measure response efficacy and 5 items to measure perceived behavioral
23 control. Personal norm was assessed by 3 items. With regard to the
24 operationalization of social norms, Ajzen (2007) differentiates between injunctive

1 and descriptive social norms. The injunctive norm describes whether most or, at
2 least, important others approve or disapprove the behavior in question, whereas the
3 descriptive norm describes whether they themselves perform this specific behavior.
4 Of 3 items to measure social norm 2 were formulated in terms of an injunctive norm
5 and 1 item in terms of a descriptive norm. The wordings of all these items are
6 presented in Table 1. The items which finally constitute the confirmed indicators of
7 the final measurement models are displayed in Table 4.

8 Finally, the general attitude towards fuel-efficient cars was assessed, as well as
9 underlying beliefs about characteristics of fuel-efficient vehicles, i.e., expectancy and
10 valence (cf. Ajzen, 2007). For the general attitude measure, subjects were asked to
11 rate their general attitude towards fuel-efficient vehicles (1 = very negative; 5 = very
12 positive). In order to explore which characteristics the respondents associate with
13 fuel-efficient vehicles, respondents should assess a set of 12 associations (presented
14 in Table 2) on how much they correspond to their image of such cars (expectancy
15 rating). These items were intended to exploratorily reveal the salient consequences of
16 a purchase of fuel-efficient vehicles as we did not explore them before the survey.
17 Subsequently, respondents were asked to assess how negative vs. positive they would
18 rate these criteria within car purchase (1 = very negative; 5 = very positive) to
19 measure the valence of these conceivable characteristics of fuel-efficient vehicles.

20 *Socio-demographic variables.* Finally, questions for socio-demographic
21 characteristics of the respondent and his or her household were included.

22 **3.4 Analyses**

23 For the multivariate data analysis, the structural equation approach was used
24 (AMOS 6.0). First, the measurement models of the latent variables social norm,

1 PBC, personal norm, response efficacy, problem awareness, and symbolic motives
2 were specified. In order to analyze the characteristics which the respondents
3 associate with fuel-efficient vehicles and to include an exploratorily derived
4 attitudinal measure into the SEM model, the expectancy and valence measures were
5 examined by means of their descriptives and an exploratory factor analysis using the
6 products of multiplying the respective expectancy and valence ratings. Based on the
7 results and theoretical assumptions, we included three indicators for the latent
8 attitude variable into the measurement model. The measurement models were tested
9 via confirmatory factor analysis (CFA) applying maximum likelihood estimation.
10 Based on the results, several items were excluded. For all of the constructs,
11 unidimensionality could be confirmed. Finally, the combined measurement and
12 structural model was tested (by maximum likelihood estimation).

13 **4 Results**

14 **4.1 Descriptive results for the latent constructs**

15 *Latent constructs*

16 Table 1 presents the wording, means, standard deviations, and reliability
17 coefficients (Cronbach's alpha) of the items included in the questionnaire to assess
18 the latent constructs (except for the indicator CO₂ emissions of the vehicles and the
19 attitudinal predictor) as described above. The items measuring personal norm and
20 response efficacy as well as PBC reach considerably high mean scores. The problem
21 awareness items are still slightly above the neutral range of the response scale, as
22 well as most of the items assessing symbolic motives. However, the items measuring
23 the social norm to buy fuel-efficient vehicles expressed by the perceived expectations

1 as well as perceived behavior of important others is rather weak (except the social
2 norm within the respondent's family). In general, the size of the standard deviations
3 of all items is moderate.

4 *Attitudinal ratings.* With regard to characteristics associated with fuel-efficient
5 vehicles, Table 2 depicts the means and standard deviations of the expectancy and
6 valence ratings. The expectancy ratings show how much the respondents expect fuel-
7 efficient vehicles to have the respective characteristic (1 = very low expectancy, 5 =
8 very high expectancy). The valence ratings show how the respondents would
9 evaluate the respective consequence when associated with a vehicle they consider
10 buying (1 = very negative, 5 = very positive).

11 As the figures for the valence ratings show, the mean values of respondents'
12 evaluation of cars with less power, slower acceleration, and smaller size range
13 slightly below the scale mean of 3. A boring image, a higher purchase price, and less
14 comfort received rather negative ratings. Decreased safety was the vehicle
15 characteristic which was rated most negatively. In contrast, fuel saving through new
16 technology, environmental soundness as well as new fuel types received the most
17 positive ratings. For most of the items, the standard deviations indicate individual
18 differences between the respondents which are a necessary prerequisite of predictive
19 power of variables. Only the ratings regarding the characteristics fuel saving through
20 new technology and environmental soundness indicate high agreement between the
21 respondents.

22 However, which of these characteristics do the respondents mainly associate
23 with fuel-efficient vehicles, i.e. which are the salient beliefs? The mean scores of the
24 expectancy ratings indicate that the respondents strongly associate new technology,

1 environmental soundness, and new fuel types with fuel-efficient vehicles. Again, the
2 ratings on new technology and environmental soundness show only low variance in
3 contrast to the other items where the respondents differ more in their appraisal. Also
4 less power, slower acceleration, and smaller size seem to be characteristics
5 commonly associated with such vehicles with mean scores above or slightly above
6 the scale mean of 3. A pioneer image is also perceived by the respondents, whereas
7 decreased safety, less comfort and a boring image are least connected to fuel-
8 efficient vehicles.

9 An exploratory factor analysis using the products of multiplying expectancy
10 and valence (cf. Section 3.4) reveals four factors underlying these ratings (see Table
11 3) which can be described as expectation and valence of 1) environmental protection
12 by technological progress, 2) less power and smaller size, 3) decreased safety and
13 comfort, and 4) attractiveness and pioneer image. These factors are also found by
14 factor analyses which are conducted separately on the expectancy and on the valence
15 ratings.

16 In literature, it has been discussed how such expectancy and valence measures
17 should be combined, mainly based on statistical argumentation (cf. Gagné & Godin,
18 2000). However, a generally accepted procedure is yet to be found. Because of
19 scaling problems when multiplying two variables which are not measured on a ratio
20 scale (Gagné & Godin, 2000), using only the valence ratings may be a reasonable
21 solution. For the case of salient associations, differences in the respondents'
22 evaluation should be predictive for the purchase of fuel-efficient vehicles. As we did
23 not ask the respondents for their salient beliefs beforehand but instead let them rate
24 what characteristics they associate mainly with fuel-efficient vehicles, we will focus

1 on the associations which seem to be more important in the respondents' mind. As
2 salient associations we regard the items underlying the first two factors as these items
3 get average expectancy ratings in the upper range of the scale. However, the items of
4 the first factor concerning environmental protection by technological progress show
5 little variation between the respondents with regard to their evaluation and tend to be
6 evaluated positively by most respondents. Hence, we concentrate on the evaluations
7 of the items loading on the second factor. Thus, as indicators for the latent attitude
8 variable in the SEM analyses, the valence ratings of these three items (cars with a
9 less powerful engine, cars which accelerate less than other cars, and smaller cars)
10 were included into the measurement model.

11 *CO₂ emissions of recently bought new vehicles.* After correcting CO₂ emissions
12 of the vehicles according to their respective purchase year such that they are
13 comparable for market conditions of 2006 (cf. Section 3.2), the average CO₂
14 emissions of the respondents' vehicles have a mean of 185.77 g per km (min. =
15 104.00, max. = 345.85, *S.D.* = 41.29). A t-test with regard to deviations from the
16 average of new car registrations in Switzerland in 2006 (187 g CO₂/km) reveals no
17 significant differences.

18 **4.2** Test of the measurement models

19 *Psychological variables.*

20 The confirmatory factor analysis which was conducted to test the measurement
21 models of the predictor variables confirmed the seven factor structure after the
22 following modifications. The following 3 items had to be removed because of cross
23 loadings: (1) Social norm item 3 (cross-loading on PBC, personal norm and on social
24 norm); (2) response efficacy item 6 (cross-loading on social norm and response

1 efficacy); (3) symbolic motives item 2 (cross-loading on valence of less power and
2 size and symbolic motives). The two items response efficacy 1 and 2 were deleted
3 because they exhibit high residual covariances. Only 2 of 5 items to assess PBC
4 possess factor loadings above 0.4 which was considered as satisfying. Thus, the PBC
5 items 1, 2 and 4 were removed. Finally, the average of the symbolic motives item 4
6 and 6 was used as their error term correlate. The measurement models of the
7 constructs personal norm, problem awareness and valence of less power and size
8 could be confirmed without modification.

9 The statistical fit of the revised measurement models presented in Table 4 is
10 acceptable ($\chi^2 = 327.68$, $df = 217$, $p < .001$; $GFI = .91$, $AGFI = .88$, $CFI = .94$,
11 $RMSEA = .04$).

12 The correlations between the dependent variable and the latent factors of the
13 measurement models are presented in Table 5. The variables which are assumed as
14 direct predictors of the purchase of a fuel-economical vehicle, valence of less power
15 and smaller size, personal norm, and PBC, correlate highest with the dependent
16 variable. Overall, the correlations between personal norm and the other model
17 variables are the highest. PBC, in contrast, show the fewest significant correlations.

18 **4.3** Structural equation modeling analyses

19 According to the model fit indices depicted in Figure 2, the suggested
20 structural model produced an acceptable fit to the data. Valence of less power and
21 size (attitudinal aspect), and PBC could be confirmed as significant direct predictors
22 of the indicator of the dependent variable, fuel-economy of the vehicles in question,

1 indicated by their CO₂ emissions. However, the influence of personal norm on fuel-
2 economy was only close to significance.

3 As factors directly influencing these predictors the variables response efficacy
4 and symbolic motives could be empirically supported. A significant influence of
5 social norm was observed only for personal norm. The influence of social norm on
6 PBC only tended to reach significance. Problem awareness influences the direct
7 predictors only indirectly via response efficacy and social norm as mediators. As this
8 is the first application of the model to this case, the reason for some paths not being
9 significant could be related to the sample and to effects being suppressed due to
10 small overlaps with other variables. This is underlined by the observed bivariate
11 correlations, e.g., between the dependent variable purchase of a fuel-economical
12 vehicle and personal norm. Therefore, we kept the paths that do not reach
13 significance in the model. Together, the predictors explain 29% variance of the fuel-
14 economy of the vehicles in question.

15 **5** Discussion and conclusion

16 The aim of this paper was to test an integrated model of psychological
17 determinants influencing the purchase of fuel-economical vehicles. Based on a meta-
18 analytic SEM of psychological determinants of environmental behaviors by Bamberg
19 and Möser (2007), this model integrates the TPB and the NAM predictors.
20 Specifically for car purchase, symbolic motives were hypothesized as additional
21 indirect predictor. At the time of the study, we assume these symbolic motives to be
22 mainly connected to traditional symbolic vehicle characteristics such as vehicle size
23 and performance. Such traditional symbolic motives should exert a negative

1 influence on the purchase of a fuel-efficient vehicle. Finally, we wanted to analyze
2 the image people associate with (more) fuel-economical vehicles.

3 The results of the SEM analyses indicated an acceptable model fit of the
4 original postulated model. The attitudinal aspect valence of less power and smaller
5 size and PBC could be confirmed as direct predictors of the purchase of a fuel-
6 efficient vehicle and personal norm tended to influence the dependent variable, but
7 did not reach significance. Together, they can explain 29% variance of the dependent
8 variable. In Bamberg and Möser's (2007) meta-analysis, on average 27% variance of
9 self-reported environmental behavior was explained. Thus, the result of our model
10 seems to be in an acceptable range.

11 As hypothesized, the construct of symbolic motives has significant negative
12 influence on two of the direct predictors – personal norm and valence of less power
13 and size – and thus, inhibits indirectly the purchase of a fuel-efficient vehicle.
14 Besides this negative impact of symbolic motives, the three direct predictors valence
15 of less power and size, personal norm, and PBC are positively influenced by
16 response efficacy and partly by social norm, as well as indirectly by problem
17 awareness mediated by these two variables.

18 Our results concerning the characteristics associated with fuel-efficient
19 vehicles reflect the salience of the positively valued features of new technology and
20 alternative fuels. As well, smaller size and less power are common associations;
21 however, the respondents differ in their attitude towards these characteristics.

22 Our study contributes to the development and testing of theoretical frameworks
23 for people's environmental decisions which integrate different motives and specify
24 their interaction and relative importance (cf. Bamberg et al., 2007). It indicates which

1 psychological determinants could enrich models to explain and forecast car choice
2 behavior with the aim of developing measures to change behavior.

3 It is important to keep in mind that the survey was conducted within an early
4 stage of public attention towards topics related to the fuel consumption of vehicles.
5 Till summer of 2006, the oil price had been still below 80 US-\$/barrel, whereas in
6 2007, it had dramatically been rising to almost 100 US-\$/barrel. As well, public's
7 attention to climate change has increased considerably since the release of part one of
8 a series of reports of the IPCC's fourth assessment (2007b). Thus, the variables in the
9 focus of this study may be changing. For instance, fuel economy might gain more
10 symbolic value and social norms which support the purchase of fuel-economical
11 vehicles more strongly might develop.

12 With regard to critical aspects, we have to point out that the causal
13 interpretations of our study should be handled with care as we used correlational
14 data. Furthermore, the vehicles in question have been bought up to four years before
15 the psychological constructs were assessed. Thus, it is possible that the psychological
16 factors have changed since then. This could imply that the associations would be
17 higher if the predictors had been measured at the time of the purchase.

18 Finally, we want to emphasize the practical implications of this study: The
19 items measuring perceived behavioral control indicate that information and prompts,
20 such as fuel efficiency labels, could be effective to help consumers to better identify
21 fuel-efficient vehicles and to make them aware that fuel-efficient versions of almost
22 every vehicle model exist. The results on the characteristics associated with fuel-
23 efficient vehicles (smaller size or less power and acceleration) suggest to better
24 inform people that such vehicles do not necessarily need to be smaller or accelerate

1 less in most everyday situations. In general, fuel efficiency should be promoted as a
2 popular feature. The public sector could take a leading role and make fuel efficiency
3 a prominent selection criterion for its car fleets. As well, financial incentives could
4 emphasize the social desirability of a change of purchase behavior. As prerequisite,
5 consumers should be better informed about the problems related to fuel consumption
6 and about the broad range of own action within car purchase to reduce these
7 problems, i.e. their fuel consumption, effectively. In general, various measures
8 starting at different relevant factors and supporting each other should be combined.
9

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Captions to Tables

Table 1. Wording, means, and standard deviations (*S.D.*) of the items included in the questionnaire to operationalize the latent variables (except attitude and the behavior) and corresponding reliability coefficients (Cronbach's alpha) ($N = 302$).

Table 2. Description of expectancy and valence for conceivable characteristics of fuel-efficient vehicles ($N \geq 298$). Item wording for the expectancy items: “When thinking of fuel-efficient vehicles, I think of ...”; response scale: 1 = not at all the case (very low expectancy); 5 = very much the case (very high expectancy). Item wording for the valence items: “Within car purchase, how do you evaluate ...”; response scale: 1 = very negative; 5 = very positive.

Table 3. Dimensions and factor loadings resulting from an exploratory PCA on the expectancy and valence measures concerning conceivable characteristics of fuel-efficient vehicles ($N \geq 298$). The PCA used the products of multiplying the respective expectancy and valence ratings. The numbers represent the loadings above .4 after factor rotation according to the Varimax criterion and selection of four factors considering the Kaiser-Guttman criterion, Scree plot, and theoretical reasonability.

Note: ProgEnv= expectation and valence of environmental protection by technological progress, PowSize = expectation and valence of less power and smaller size, SafeComf = expectation and valence of decreased safety and comfort, AttrImage = expectation and valence of attractiveness and pioneer image.

Table 4. Measurement models for the seven latent model variables (λ = standardized factor-loadings).

Table 5. Correlations between the model variables (* $p \leq .05$; ** $p \leq .01$; *** $p \leq .001$;

^aindicated by CO₂ emissions of the owned vehicle)

Captions to Figures

Figure 1. Theoretical integrated model to explain CO₂ emissions of new vehicles, adapted from Bamberg and Möser (2007), enriched with symbolic motives. “+” indicates positive influence, “-“ indicates negative influence.

Figure 2. Significant results of the estimated SEM: significant standardized structural coefficients (*p ≤ .05; ** p ≤ .01; *** p ≤ .001), explained variances, and model fit indices.