Chrysler Town & Country PHEV Fleet

Number of vehicles:	23	Date range of data received:	8/7/2012 to 8/31/2012
Reporting period:	August 2012	Number of vehicle days driven:	389

All Trips Combined

Overall gasoline fuel economy (mpg)	25
Overall AC electrical energy consumption (AC Wh/mi)[1]	15
Overall DC electrical energy consumption (DC Wh/mi)[2]	13
Overall DC electrical energy captured from regenerative braking (DC Wh/mi)	27
Total number of trips	2,405
Total distance traveled (mi)	31,721

Trips in Charge Depleting (CD) mode[3]

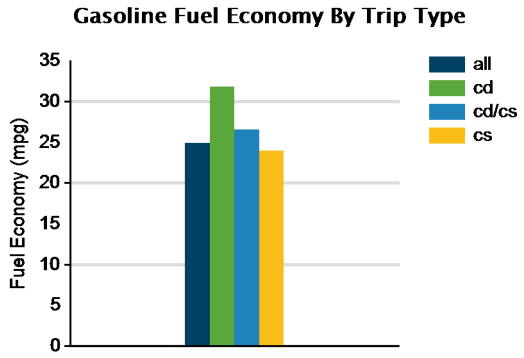
Gasoline fuel economy (mpg)		32
DC electrical energy consumption (DC Wh/mi)[4]		187
Number of trips		340
Percent of trips city | highway	94% |	6%
Distance traveled (mi)		1,864
Percent of total distance traveled		6%

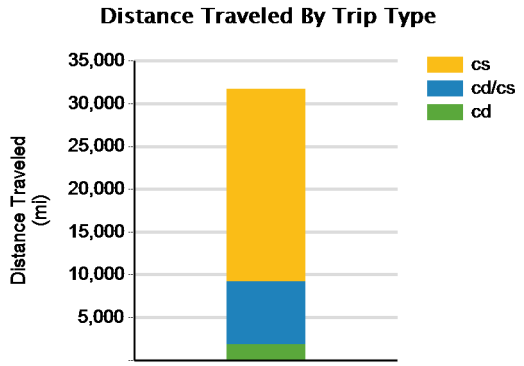
Trips in both Charge Depleting & Charge Sustaining (CD/CS) modes[5]

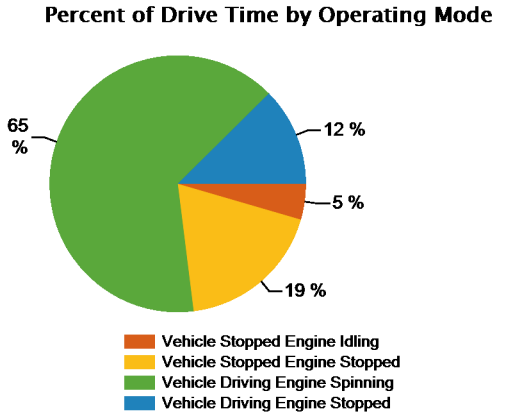
Gasoline fuel economy (mpg)		27
DC electrical energy consumption (DC Wh/mi)[6]		23
Number of trips		374
Percent of trips city | highway	75% |	25%
Distance traveled CD | CS (mi)	1,169 |	6,182
Percent of total distance traveled CD | CS	4% |	19%

Trips in Charge Sustaining (CS) mode[7]

Gasoline fuel economy (mpg)		24
Number of trips		1,691
Percent of trips city | highway	86% |	14%
Distance traveled (mi)		22,506
Percent of total distance traveled		71%







Notes: 1 - 9. Please see http://avt.inl.gov/pdf/phev/chryslerreportnotes.pdf for an explanation of all PHEV Fleet Testing Report notes. This document also includes all report changes to date.

The Chrysler RAM PHEV Fleet was designed as a demonstration program of customer duty cycles related to plug-in electric vehicles and may not necessarily demonstrate optimized fuel economy.

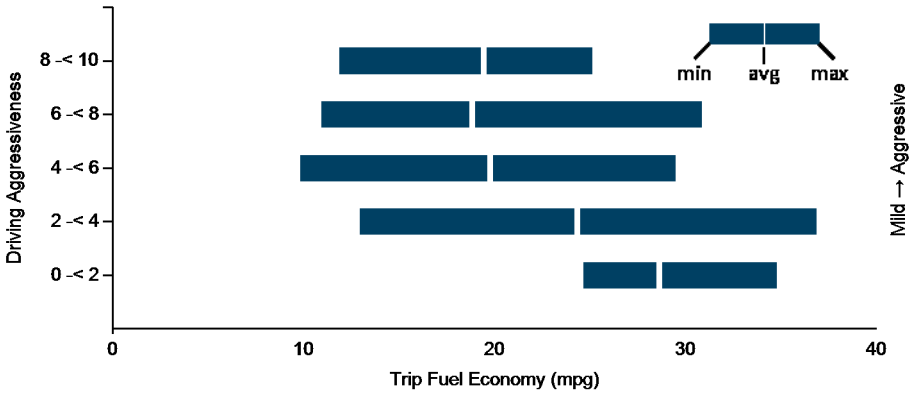
Vehicle fuel economy is based on customer usage and may not be representative of maximum potential fuel economy.

Trips in Charge Depleting (CD) mode	City	Highway
Gasoline fuel economy (mpg)	31	36
DC electrical energy consumption (DC Wh/mi)	207	127
Percent of miles with internal combustion engine off	14%	2%
Average trip Agressiveness	5.8	3.3
Percent of miles with air conditioning selected	89%	97%
Average trip distance (mi)	4	22

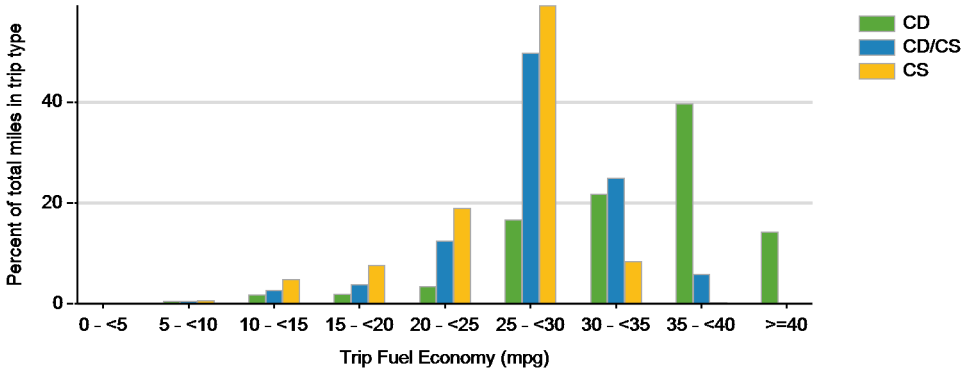
Trips in Charge Depleting and Charge Sustaining (CD/CS) mode		
Gasoline fuel economy (mpg)	23	29
DC electrical energy consumption (DC Wh/mi)	43	11
Percent of miles with internal combustion engine off	9%	1%
Average trip Agressiveness	5.5	2.9
Percent of miles with air conditioning selected	74%	83%
Average trip distance (mi)	10	49

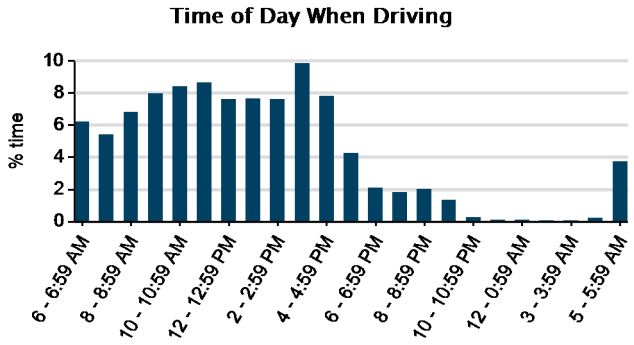
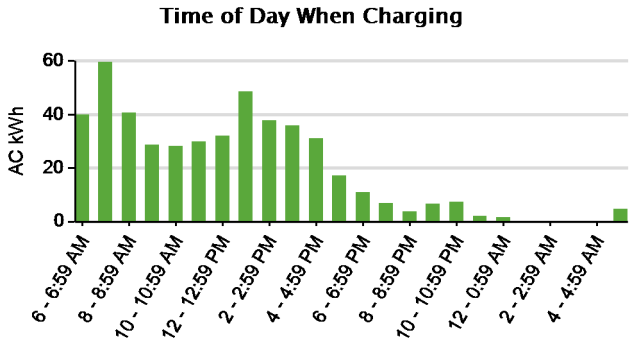
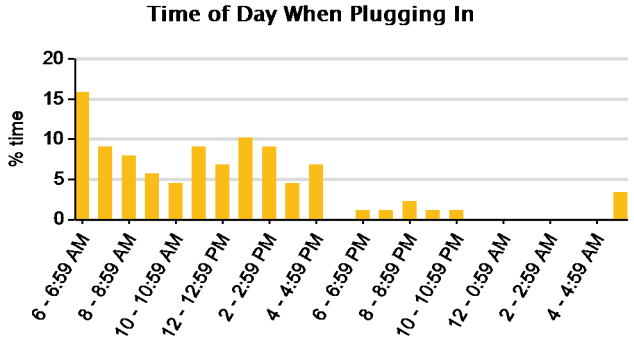
Trips in Charge Sustaining (CS) mode		
Gasoline fuel economy (mpg)	21	28
Percent of miles with internal combustion engine off	11%	1%
Average trip Agressiveness	5.4	2.6
Percent of miles with air conditioning selected	80%	90%
Average trip distance (mi)	7	54

Effect of Driving Aggressiveness on Fuel Economy[8]



Trip Fuel Economy Distribution By Trip Type



Plug-in charging

Average number of charging events per vehicle per month when driven			3.83
Average number of charging events per vehicle per day when driven			0.23
Average distance driven between charging events (mi)			360.46
Average number of trips between charging events			27.33
Average time charging per charging event (hr)			1.89
Average energy per charging event (AC kWh)			5.37
Average charging energy per vehicle per month (AC kWh)			20.56
Total number of charging events			88
Number of charging events at Level 1 | Level 2	0	|	88
Total charging energy consumed (AC kWh)			473
Charging energy consumed at Level 1 | Level 2 (AC kWh)		|	473
Percent of total charging energy from Level 1 | Level 2		|	100%
Average time to charge from 20% to 100% SOC (hrs) Level 1 | Level 2[9]		|	3.89