# Chrysler RAM PHEV Fleet

Number of vehicles: 108
Reporting period: Quarter 2, 2012

**All Fleets**

Date range of data received: 4/1/2012 to 6/30/2012
Number of vehicle days driven: 4084

## All Trips Combined

| | |
|---|---|
| Overall gasoline fuel economy (mpg) | 20 |
| Overall AC electrical energy consumption (AC Wh/mi)[1] | 93 |
| Overall DC electrical energy consumption (DC Wh/mi)[2] | 71 |
| Overall DC electrical energy captured from regenerative braking (DC Wh/mi) | 42 |
| Total number of trips | 24,834 |
| Total distance traveled (mi) | 254,776 |

## Trips in Charge Depleting (CD) mode[3]

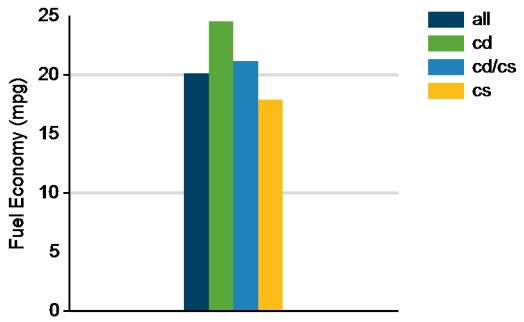
| | | |
|---|---|---|
| Gasoline fuel economy (mpg) | | 25 |
| DC electrical energy consumption (DC Wh/mi)[4] | | 208 |
| Number of trips | | 10,232 |
| Percent of trips city \| highway | 93% \| | 7% |
| Distance traveled (mi) | | 64,423 |
| Percent of total distance traveled | | 25% |

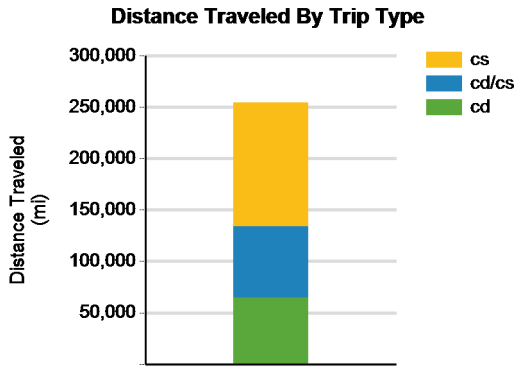
## Trips in both Charge Depleting & Charge Sustaining (CD/CS) modes[5]

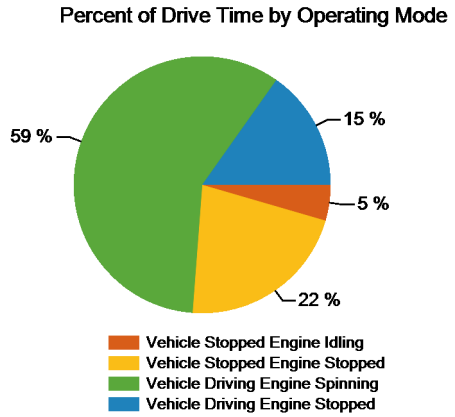
| | | |
|---|---|---|
| Gasoline fuel economy (mpg) | | 21 |
| DC electrical energy consumption (DC Wh/mi)[6] | | 70 |
| Number of trips | | 2,898 |
| Percent of trips city \| highway | 69% \| | 31% |
| Distance traveled CD \| CS (mi) | 26,668 \| | 43,006 |
| Percent of total distance traveled CD \| CS | 10% \| | 17% |

## Trips in Charge Sustaining (CS) mode[7]

| | | |
|---|---|---|
| Gasoline fuel economy (mpg) | | 18 |
| Number of trips | | 11,704 |
| Percent of trips city \| highway | 88% \| | 12% |
| Distance traveled (mi) | | 121,028 |
| Percent of total distance traveled | | 47% |



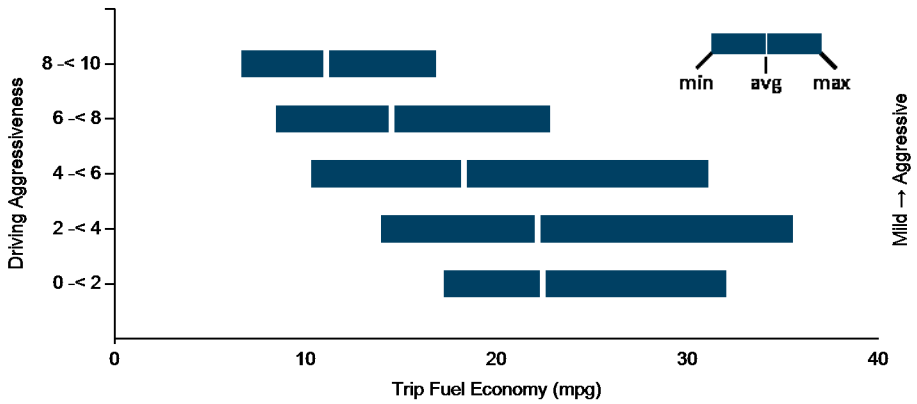

Notes: 1 - 9. Please see http://avt.inl.gov/pdf/phev/chryslerreportnotes.pdf for an explanation of all PHEV Fleet Testing Report notes. This document also includes all report changes to date.

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.

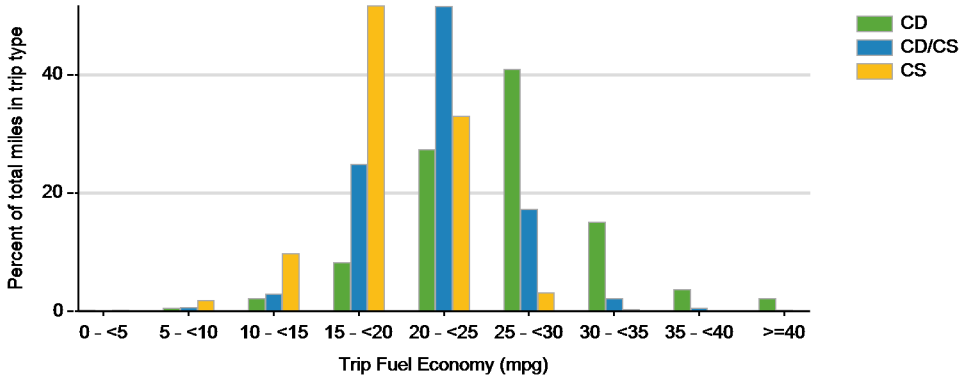
Vehicle fuel economy is based on customer usage and may not be representative of maximum potential fuel economy.

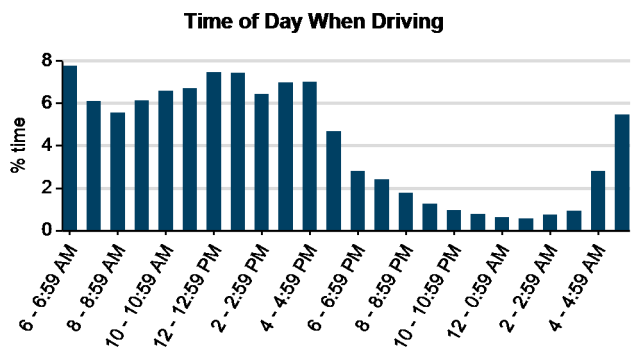
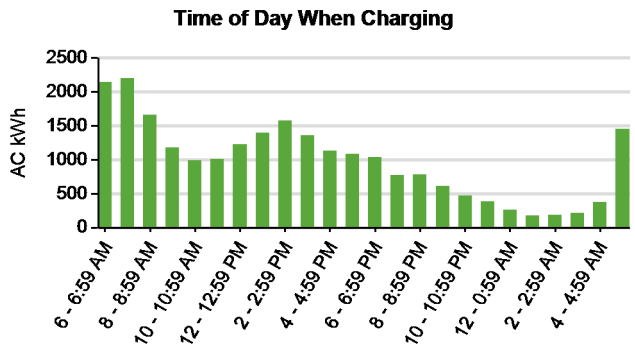
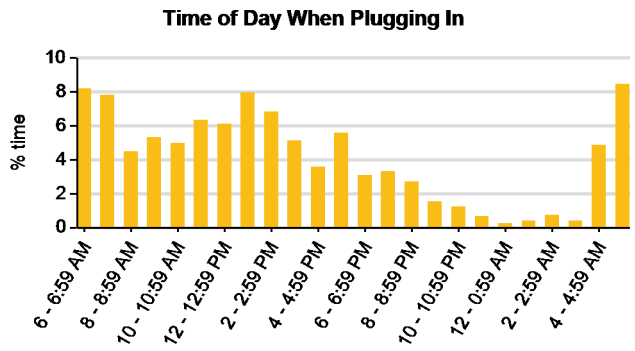
| Trips in Charge Depleting (CD) mode | City | Highway |
|---|---|---|
| Gasoline fuel economy (mpg) | 24 | 26 |
| DC electrical energy consumption (DC Wh/mi) | 232 | 156 |
| Percent of miles with internal combustion engine off | 15% | 3% |
| Average trip Agressiveness | 6 | 3.8 |
| Average trip distance (mi) | 5 | 26 |
| **Trips in Charge Depleting and Charge Sustaining (CD/CS) mode** | | |
| Gasoline fuel economy (mpg) | 20 | 22 |
| DC electrical energy consumption (DC Wh/mi) | 90 | 58 |
| Percent of miles with internal combustion engine off | 12% | 2% |
| Average trip Agressiveness | 5.4 | 2.9 |
| Average trip distance (mi) | 13 | 48 |
| **Trips in Charge Sustaining (CS) mode** | | |
| Gasoline fuel economy (mpg) | 16 | 20 |
| Percent of miles with internal combustion engine off | 11% | 2% |
| Average trip Agressiveness | 5.8 | 2.7 |
| Average trip distance (mi) | 6 | 43 |

**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 | | | 12.53 |
| Average number of charging events per vehicle per day when driven | | | 0.95 |
| Average distance driven between charging events (mi) | | | 65.82 |
| Average number of trips between charging events | | | 6.42 |
| Average time charging per charging event (hr) | | | 2.29 |
| Average energy per charging event (AC kWh) | | | 6.11 |
| Average charging energy per vehicle per month (AC kWh) | | | 76.56 |
| Total number of charging events | | | 3,871 |
| Number of charging events at Level 1 \| Level 2 | 879 | \| | 2978 |
| Total charging energy consumed (AC kWh) | | | 23,657 |
| Charging energy consumed at Level 1 \| Level 2 (AC kWh) | 3,972 | \| | 19,682 |
| Percent of total charging energy from Level 1 \| Level 2 | 17% | \| | 83% |
| Average time to charge from 20% to 100% SOC (hrs) Level 1 \| Level 2[9] | 12.48 | \| | 2.88 |