

## Plug-In Hybrid Electric Vehicle Operation Data Summary for 2011 Chevrolet Volt VIN 0914

Reporting Period: February 2013 through September 2014

### All Trips<sup>1</sup>

Overall gasoline fuel economy (mpg) <sup>5</sup>	35
Overall DC electrical energy consumption (DC Wh/mi)	72
Total distance driven (mi)	20,027
Average trip distance (mi)	7
Percent of miles city   highway	63%   37%
Average ambient temperature (deg F)	---
Percent of miles driven with air conditioning selected	98%



### EV Trips<sup>2</sup>

Overall gasoline fuel economy (mpg) <sup>5</sup>	N/A
Overall DC electrical energy consumption (DC Wh/mi)	349
Total distance driven (mi)	3,410
Average trip distance (mi)	4.4
Percent of miles city   highway	84%   16%
Average ambient temperature (deg F)	---
Percent of miles driven with air conditioning selected	97%
Percent of total distance traveled	17%

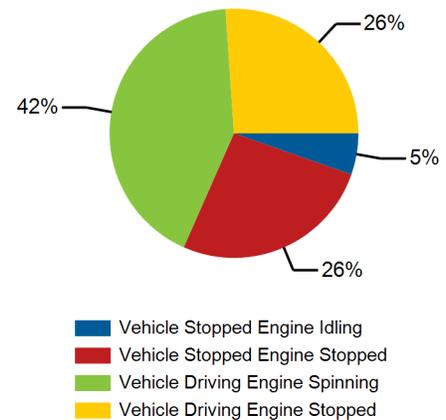
### Mixed-Mode Trips<sup>3</sup>

Overall gasoline fuel economy (mpg) <sup>5</sup>	36
Overall DC electrical energy consumption (DC Wh/mi)	110
Total distance driven (mi)	4,090
Average trip distance (mi)	5.5
Percent of miles city   highway	64%   36%
Average ambient temperature (deg F)	---
Percent of miles driven with air conditioning selected	98%
Percent of total distance traveled	20%

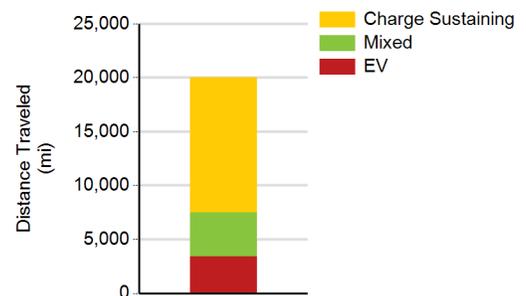
### Charge Sustaining Trips<sup>4</sup>

Overall gasoline fuel economy (mpg) <sup>5</sup>	27
Overall DC electrical energy consumption (DC Wh/mi)	-16
Total distance driven (mi)	12,527
Average trip distance (mi)	8.3
Percent of miles city   highway	58%   42%
Average ambient temperature (deg F)	---
Percent of miles driven with air conditioning selected	98%
Percent of total distance traveled	63%

Percent of Drive Time by Operating Mode



Distance Traveled By Trip Type



1. Calculated from on-board electronic data logged over 20,027 miles, which may be a subset of total lifetime miles driven.
2. Trips where the vehicle was propelled by battery energy only, using no gasoline.
3. Trips where gasoline was consumed by the engine, and net electrical energy was consumed from the battery to propel the vehicle.
4. Trips where gasoline was consumed by the engine to propel the vehicle, while the net electrical energy consumed from the battery was less than 1% of the gasoline energy consumed.
5. Gasoline consumption calculated using Mass Air Flow and Commanded or Measured Air-Fuel Ratio read from OBD2 messages assuming  $AFR_{stoich} = 14.7$  and  $\rho_{gasoline} = 2819 \text{ g/gal}$ .