Plug-In Hybrid Electric Vehicle Operation Data Summary for 2013 Chevrolet Volt VIN 1078

Reporting Period: November 2012 through September 2014

All Trips[1]

Overall gasoline fuel economy (mpg)[5]	41
Overall DC electrical energy consumption (DC Wh/mi)	59
Total distance driven (mi)	45,238
Average trip distance (mi)	7
Percent of miles city | highway	63% | 37%
Average ambient temperature (deg F)	94.9
Percent of miles driven with air conditioning selected	96%

EV Trips[2]

Overall gasoline fuel economy (mpg)[5]	N/A
Overall DC electrical energy consumption (DC Wh/mi)	295
Total distance driven (mi)	7,348
Average trip distance (mi)	5.0
Percent of miles city | highway	74% | 26%
Average ambient temperature (deg F)	82.0
Percent of miles driven with air conditioning selected	94%
Percent of total distance traveled	16%

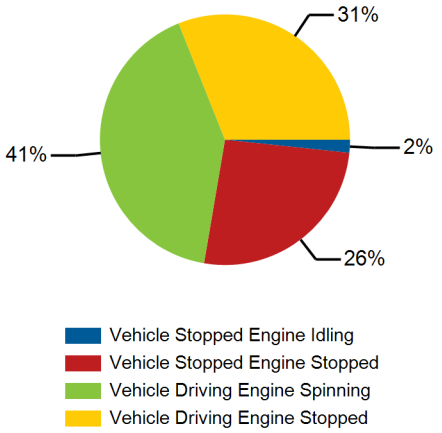
Mixed-Mode Trips[3]

Overall gasoline fuel economy (mpg)[5]	39
Overall DC electrical energy consumption (DC Wh/mi)	73
Total distance driven (mi)	12,135
Average trip distance (mi)	5.7
Percent of miles city | highway	62% | 38%
Average ambient temperature (deg F)	96.9
Percent of miles driven with air conditioning selected	96%
Percent of total distance traveled	27%

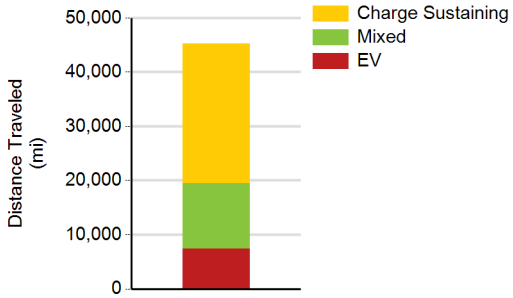
Charge Sustaining Trips[4]

Overall gasoline fuel economy (mpg)[5]	32
Overall DC electrical energy consumption (DC Wh/mi)	-15
Total distance driven (mi)	25,754
Average trip distance (mi)	8.7
Percent of miles city | highway	60% | 40%
Average ambient temperature (deg F)	96.9
Percent of miles driven with air conditioning selected	96%
Percent of total distance traveled	57%

Percent of Drive Time by Operating Mode



Distance Traveled By Trip Type



1. Calculated from on-board electronic data logged over 45,238 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 g/gal.