Plug-In Hybrid Electric Vehicle Operation Data Summary for 2013 Chevrolet Volt VIN 3491

Reporting Period: November 2012 through September 2014

All Trips[1]

Overall gasoline fuel economy (mpg)[5]	42
Overall DC electrical energy consumption (DC Wh/mi)	48
Total distance driven (mi)	62,417
Average trip distance (mi)	9
Percent of miles city | highway	59% | 41%
Average ambient temperature (deg F)	91.1
Percent of miles driven with air conditioning selected	95%

EV Trips[2]

Overall gasoline fuel economy (mpg)[5]	N/A
Overall DC electrical energy consumption (DC Wh/mi)	290
Total distance driven (mi)	8,654
Average trip distance (mi)	6.2
Percent of miles city | highway	68% | 32%
Average ambient temperature (deg F)	84.6
Percent of miles driven with air conditioning selected	93%
Percent of total distance traveled	14%

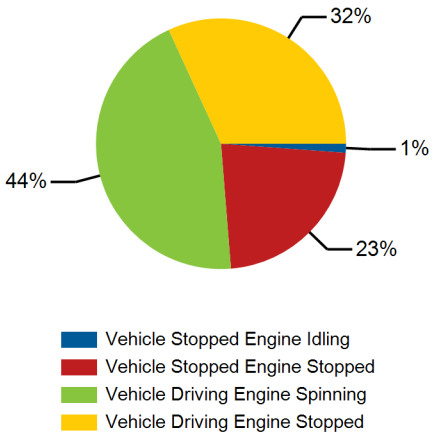
Mixed-Mode Trips[3]

Overall gasoline fuel economy (mpg)[5]	40
Overall DC electrical energy consumption (DC Wh/mi)	46
Total distance driven (mi)	18,839
Average trip distance (mi)	7.8
Percent of miles city | highway	62% | 38%
Average ambient temperature (deg F)	93.1
Percent of miles driven with air conditioning selected	95%
Percent of total distance traveled	30%

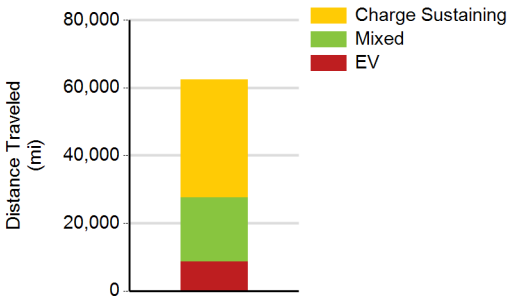
Charge Sustaining Trips[4]

Overall gasoline fuel economy (mpg)[5]	35
Overall DC electrical energy consumption (DC Wh/mi)	-11
Total distance driven (mi)	34,924
Average trip distance (mi)	10.4
Percent of miles city | highway	56% | 44%
Average ambient temperature (deg F)	91.0
Percent of miles driven with air conditioning selected	95%
Percent of total distance traveled	56%

Percent of Drive Time by Operating Mode



Distance Traveled By Trip Type



1. Calculated from on-board electronic data logged over 62,417 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.