Plug-In Hybrid Electric Vehicle Operation Data Summary for 2013 Toyota Prius Plug-in VIN 8663

Reporting Period: April 2013 through September 2014

All Trips[1]

Overall gasoline fuel economy (mpg)[5]	54
Overall DC electrical energy consumption (DC Wh/mi)	12
Total distance driven (mi)	42,684
Average trip distance (mi)	8
Percent of miles city | highway	62% | 38%
Average ambient temperature (deg F)	---
Percent of miles driven with air conditioning selected	0%

EV Trips[2]

Overall gasoline fuel economy (mpg)[5]	N/A
Overall DC electrical energy consumption (DC Wh/mi)	406
Total distance driven (mi)	57
Average trip distance (mi)	0.2
Percent of miles city | highway	100% | 0%
Average ambient temperature (deg F)	---
Percent of miles driven with air conditioning selected	0%
Percent of total distance traveled	0%

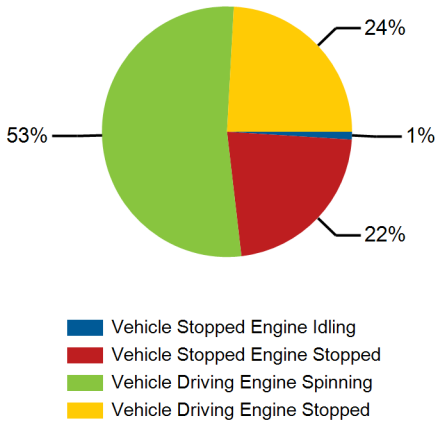
Mixed-Mode Trips[3]

Overall gasoline fuel economy (mpg)[5]	59
Overall DC electrical energy consumption (DC Wh/mi)	38
Total distance driven (mi)	16,838
Average trip distance (mi)	6.3
Percent of miles city | highway	71% | 29%
Average ambient temperature (deg F)	---
Percent of miles driven with air conditioning selected	0%
Percent of total distance traveled	39%

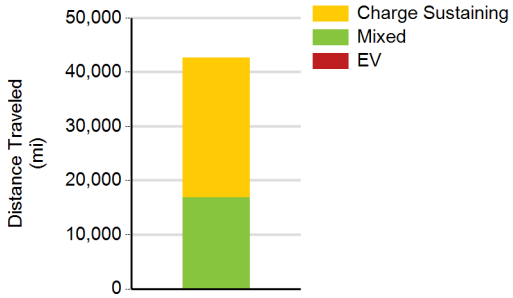
Charge Sustaining Trips[4]

Overall gasoline fuel economy (mpg)[5]	51
Overall DC electrical energy consumption (DC Wh/mi)	-6
Total distance driven (mi)	25,789
Average trip distance (mi)	9.6
Percent of miles city | highway	56% | 44%
Average ambient temperature (deg F)	---
Percent of miles driven with air conditioning selected	0%
Percent of total distance traveled	60%

Percent of Drive Time by Operating Mode



Distance Traveled By Trip Type



1. Calculated from on-board electronic data logged over 42,684 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.