

Chrysler RAM PHEV Fleet

Number of vehicles: 105

Date range of data received: 7/1/2011 to 1/31/2012

Reporting period: July 11 - Jan 12

Number of vehicle days driven: 6521

All Trips Combined

Overall gasoline fuel economy (mpg)	19
Overall AC electrical energy consumption (AC Wh/mi) ¹	107
Overall DC electrical energy consumption (DC Wh/mi) ²	67
Overall DC electrical energy captured from regenerative braking (DC Wh/mi)	46
Total number of trips	39,346
Total distance traveled (mi)	322,764

Trips in Charge Depleting (CD) mode³

Gasoline fuel economy (mpg)	22
DC electrical energy consumption (DC Wh/mi) ⁴	218
Number of trips	16,256
Percent of trips city highway	96% 4%
Distance traveled (mi)	76,551
Percent of total distance traveled	24%

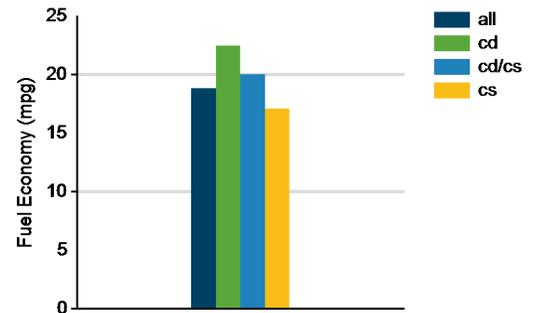
Trips in both Charge Depleting & Charge Sustaining (CD/CS) modes⁵

Gasoline fuel economy (mpg)	20
DC electrical energy consumption (DC Wh/mi) ⁶	69
Number of trips	4,430
Percent of trips city highway	79% 21%
Distance traveled CD CS (mi)	29,110 51,854
Percent of total distance traveled CD CS	9% 16%

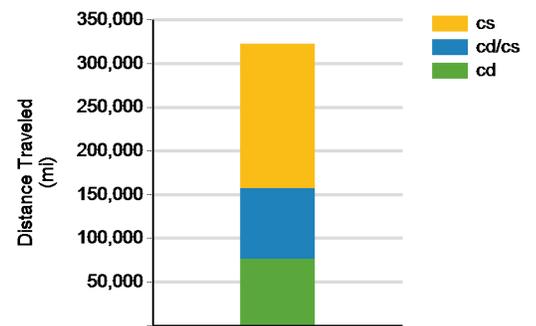
Trips in Charge Sustaining (CS) mode⁷

Gasoline fuel economy (mpg)	17
Number of trips	18,660
Percent of trips city highway	91% 9%
Distance traveled (mi)	165,403
Percent of total distance traveled	51%

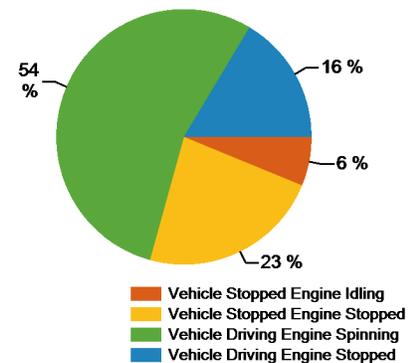
Gasoline Fuel Economy By Trip Type



Distance Traveled By Trip Type



Percent of Drive Time by Operating Mode



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)	22	26
DC electrical energy consumption (DC Wh/mi)	232	165
Percent of miles with internal combustion engine off	17%	3%
Average trip Agressiveness	6.1	3.7
Percent of miles with air conditioning selected	78%	87%
Average trip distance (mi)	4	22

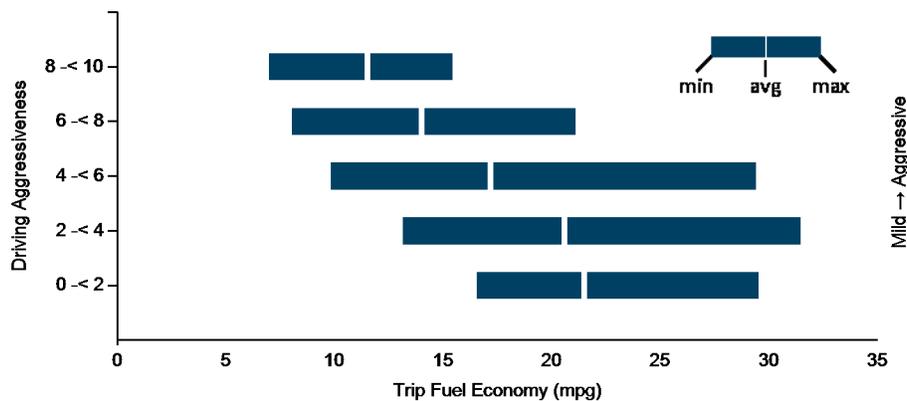
Trips in Charge Depleting and Charge Sustaining (CD/CS) mode

Gasoline fuel economy (mpg)	19	21
DC electrical energy consumption (DC Wh/mi)	80	57
Percent of miles with internal combustion engine off	12%	2%
Average trip Agressiveness	5.4	2.8
Percent of miles with air conditioning selected	84%	93%
Average trip distance (mi)	12	43

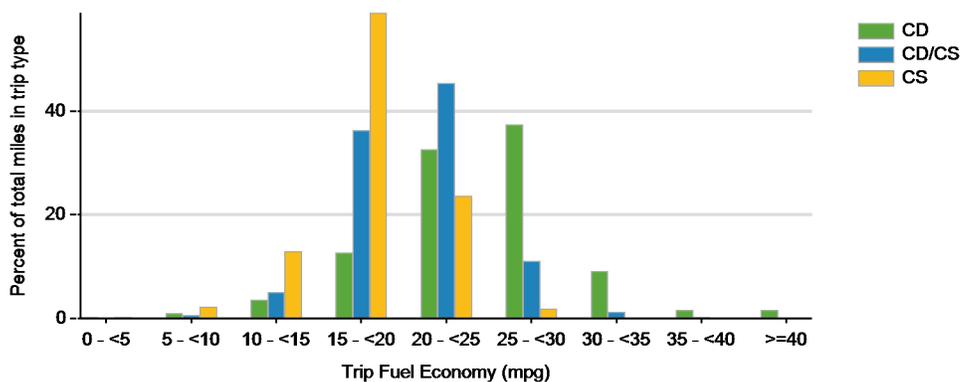
Trips in Charge Sustaining (CS) mode

Gasoline fuel economy (mpg)	16	19
Percent of miles with internal combustion engine off	11%	2%
Average trip Agressiveness	5.6	2.8
Percent of miles with air conditioning selected	85%	93%
Average trip distance (mi)	6	40

Effect of Driving Aggressiveness on Fuel Economy^a



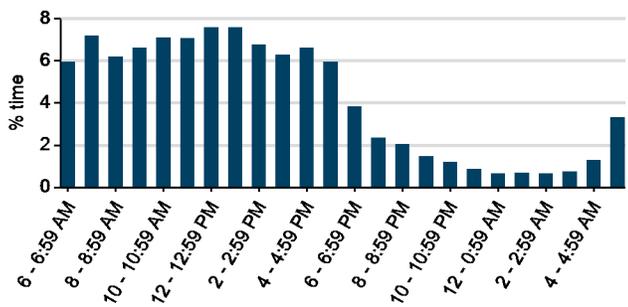
Trip Fuel Economy Distribution By Trip Type



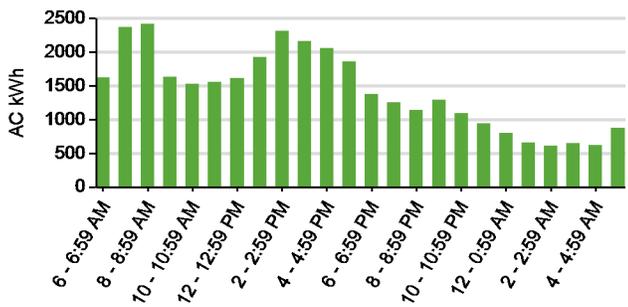
Plug-in charging

Average number of charging events per vehicle per month when driven	10.34	
Average number of charging events per vehicle per day when driven	0.77	
Average distance driven between charging events (mi)	64.10	
Average number of trips between charging events	7.81	
Average time charging per charging event (hr)	2.42	
Average energy per charging event (AC kWh)	6.83	
Average charging energy per vehicle per month (AC kWh)	70.63	
Total number of charging events	5,035	
Number of charging events at Level 1 Level 2	1,194	3815
Total charging energy consumed (AC kWh)	34,396	
Charging energy consumed at Level 1 Level 2 (AC kWh)	9,936	24,459
Percent of total charging energy from Level 1 Level 2	29%	71%
Average time to charge from 20% to 100% SOC (hrs) Level 1 Level 2 ⁹	13.12	2.69

Time of Day When Driving



Time of Day When Charging



Time of Day When Plugging In

