

Chrysler Town & Country PHEV Fleet

Number of vehicles: 23

Date range of data received: 4/2/2012 to 9/28/2012

Reporting period: Apr 12 - Sept 12

Number of vehicle days driven: 1874

All Trips Combined

Overall gasoline fuel economy (mpg)	26
Overall AC electrical energy consumption (AC Wh/mi) ¹	50
Overall DC electrical energy consumption (DC Wh/mi) ²	39
Overall DC electrical energy captured from regenerative braking (DC Wh/mi)	28
Total number of trips	10,624
Total distance traveled (mi)	122,913

Trips in Charge Depleting (CD) mode³

Gasoline fuel economy (mpg)	34
DC electrical energy consumption (DC Wh/mi) ⁴	182
Number of trips	3,649
Percent of trips city highway	93% 7%
Distance traveled (mi)	23,027
Percent of total distance traveled	19%

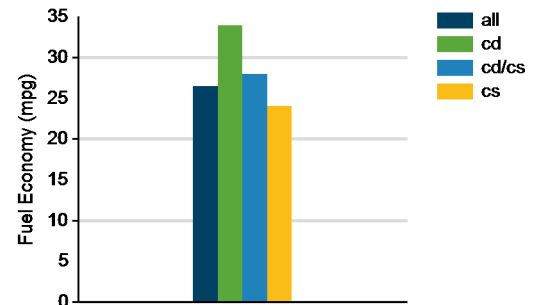
Trips in both Charge Depleting & Charge Sustaining (CD/CS) modes⁵

Gasoline fuel economy (mpg)	28
DC electrical energy consumption (DC Wh/mi) ⁶	30
Number of trips	1,458
Percent of trips city highway	71% 29%
Distance traveled CD CS (mi)	6,901 26,350
Percent of total distance traveled CD CS	6% 21%

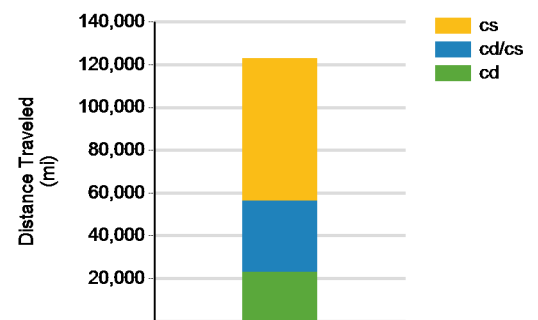
Trips in Charge Sustaining (CS) mode⁷

Gasoline fuel economy (mpg)	24
Number of trips	5,517
Percent of trips city highway	87% 13%
Distance traveled (mi)	66,636
Percent of total distance traveled	54%

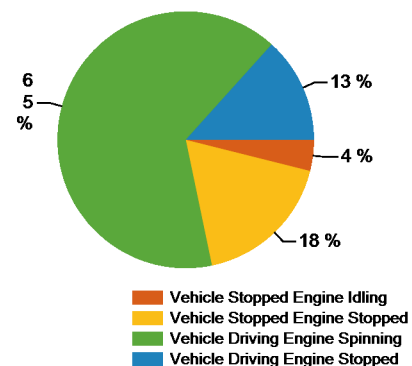
Gasoline Fuel Economy By Trip Type



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 Town & Country 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)	33	37
DC electrical energy consumption (DC Wh/mi)	199	135
Percent of miles with internal combustion engine off	13%	2%
Average trip Agressiveness	5.7	3.5
Percent of miles with air conditioning selected	77%	72%
Average trip distance (mi)	5	23

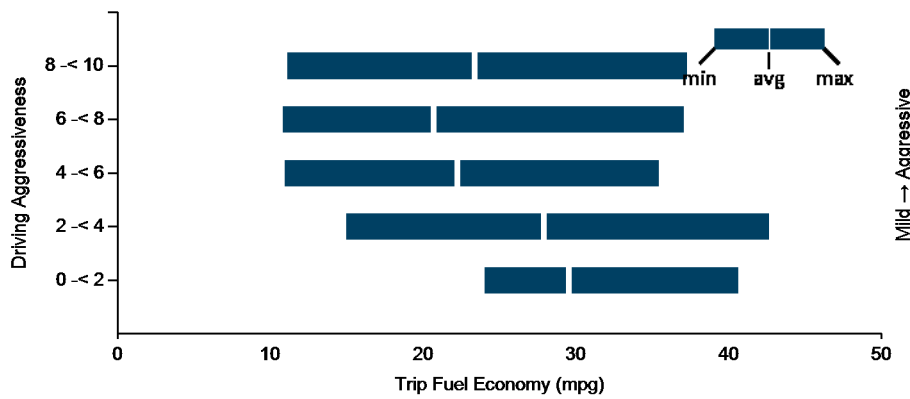
Trips in Charge Depleting and Charge Sustaining (CD/CS) mode

Gasoline fuel economy (mpg)	26	29
DC electrical energy consumption (DC Wh/mi)	51	19
Percent of miles with internal combustion engine off	9%	1%
Average trip Agressiveness	5.2	2.7
Percent of miles with air conditioning selected	72%	81%
Average trip distance (mi)	11	53

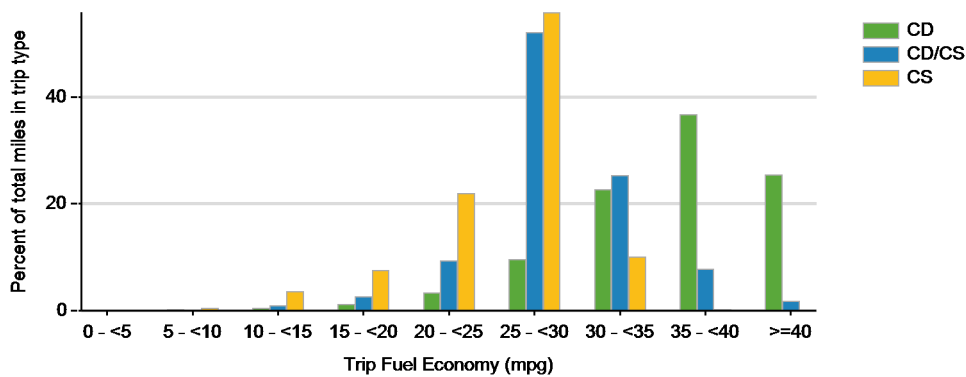
Trips in Charge Sustaining (CS) mode

Gasoline fuel economy (mpg)	21	28
Percent of miles with internal combustion engine off	11%	1%
Average trip Agressiveness	5.5	2.7
Percent of miles with air conditioning selected	81%	87%
Average trip distance (mi)	6	50

Effect of Driving Aggressiveness on Fuel Economy⁸



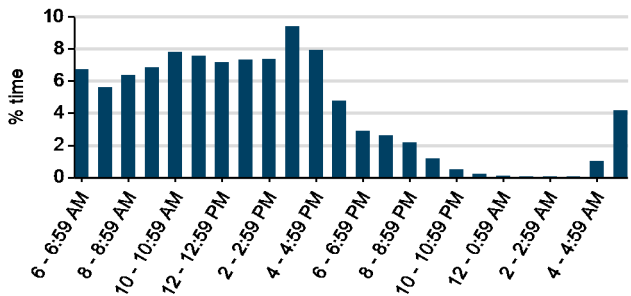
Trip Fuel Economy Distribution By Trip Type



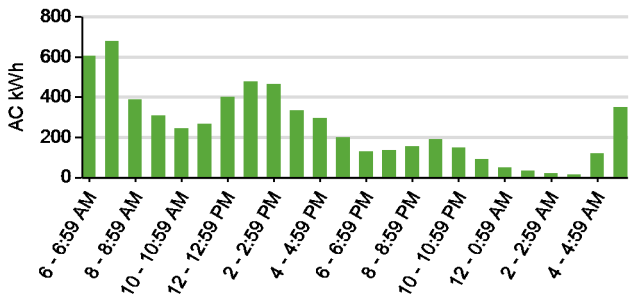
Plug-in charging

Average number of charging events per vehicle per month when driven	8.15	
Average number of charging events per vehicle per day when driven	0.60	
Average distance driven between charging events (mi)	110.14	
Average number of trips between charging events	9.52	
Average time charging per charging event (hr)	1.93	
Average energy per charging event (AC kWh)	5.48	
Average charging energy per vehicle per month (AC kWh)	44.62	
Total number of charging events	1,116	
Number of charging events at Level 1 Level 2	74	1037
Total charging energy consumed (AC kWh)	6,113	
Charging energy consumed at Level 1 Level 2 (AC kWh)	416	5,697
Percent of total charging energy from Level 1 Level 2	7%	93%
Average time to charge from 20% to 100% SOC (hrs) Level 1 Level 2 ⁹	12.73	3.45

Time of Day When Driving



Time of Day When Charging



Time of Day When Plugging In

