

Chrysler Town & Country PHEV Fleet

Number of vehicles: 23

Date range of data received: 5/1/2012 to 5/27/2012

Reporting period: May 2012

Number of vehicle days driven: 397

All Trips Combined

Overall gasoline fuel economy (mpg)	29
Overall AC electrical energy consumption (AC Wh/mi) ¹	79
Overall DC electrical energy consumption (DC Wh/mi) ²	63
Overall DC electrical energy captured from regenerative braking (DC Wh/mi)	31
Total number of trips	2,245
Total distance traveled (mi)	22,137

Trips in Charge Depleting (CD) mode³

Gasoline fuel economy (mpg)	35
DC electrical energy consumption (DC Wh/mi) ⁴	181
Number of trips	1,056
Percent of trips city highway	94% 6%
Distance traveled (mi)	6,408
Percent of total distance traveled	29%

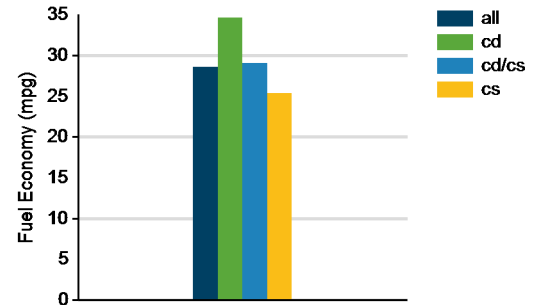
Trips in both Charge Depleting & Charge Sustaining (CD/CS) modes⁵

Gasoline fuel economy (mpg)	29
DC electrical energy consumption (DC Wh/mi) ⁶	41
Number of trips	284
Percent of trips city highway	73% 27%
Distance traveled CD CS (mi)	1,799 4,531
Percent of total distance traveled CD CS	8% 20%

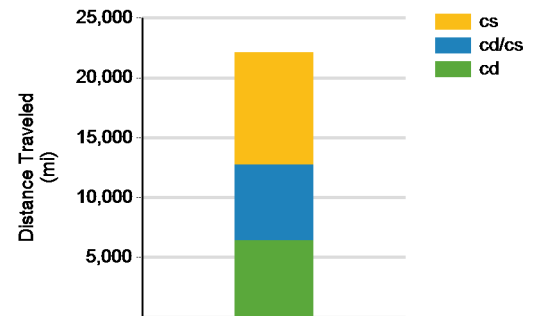
Trips in Charge Sustaining (CS) mode⁷

Gasoline fuel economy (mpg)	25
Number of trips	905
Percent of trips city highway	89% 11%
Distance traveled (mi)	9,399
Percent of total distance traveled	42%

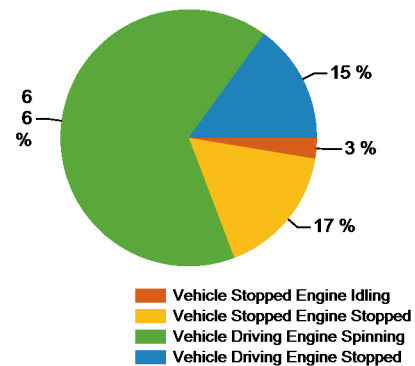
Gasoline Fuel Economy By Trip Type



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)	34	38
DC electrical energy consumption (DC Wh/mi)	192	146
Percent of miles with internal combustion engine off	14%	3%
Average trip Agressiveness	5.9	3.9
Percent of miles with air conditioning selected	66%	68%
Average trip distance (mi)	5	23

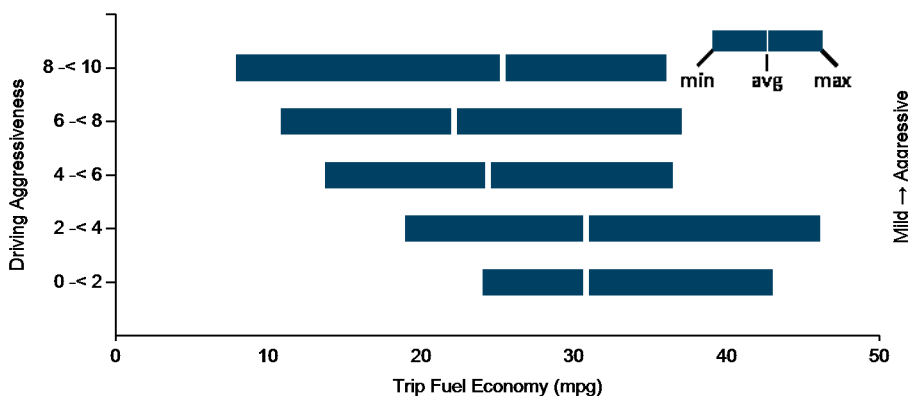
Trips in Charge Depleting and Charge Sustaining (CD/CS) mode

Gasoline fuel economy (mpg)	27	30
DC electrical energy consumption (DC Wh/mi)	60	32
Percent of miles with internal combustion engine off	9%	2%
Average trip Agressiveness	4.9	2.6
Percent of miles with air conditioning selected	68%	82%
Average trip distance (mi)	11	54

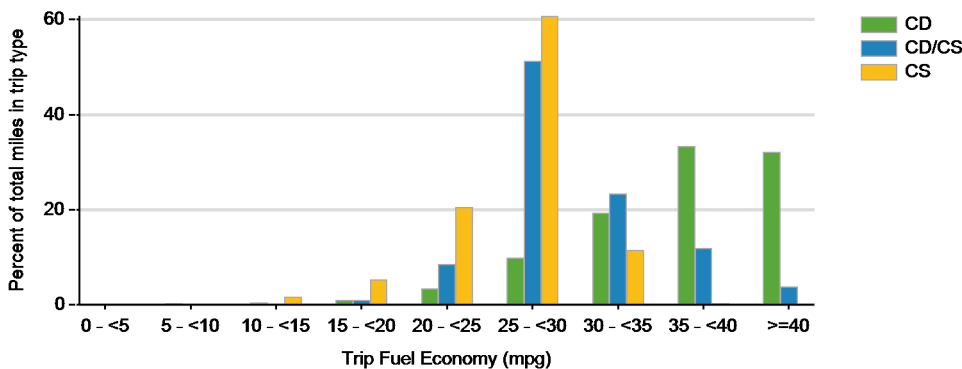
Trips in Charge Sustaining (CS) mode

Gasoline fuel economy (mpg)	23	28
Percent of miles with internal combustion engine off	10%	2%
Average trip Agressiveness	5.5	2.6
Percent of miles with air conditioning selected	77%	88%
Average trip distance (mi)	6	48

Effect of Driving Aggressiveness on Fuel Economy⁸



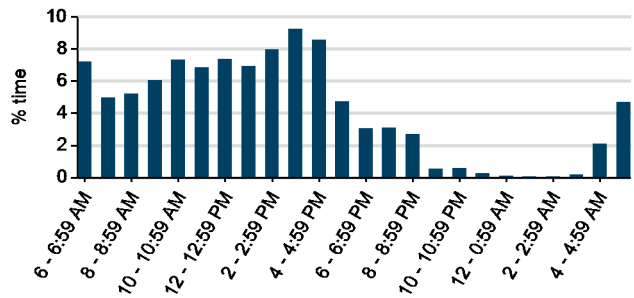
Trip Fuel Economy Distribution By Trip Type



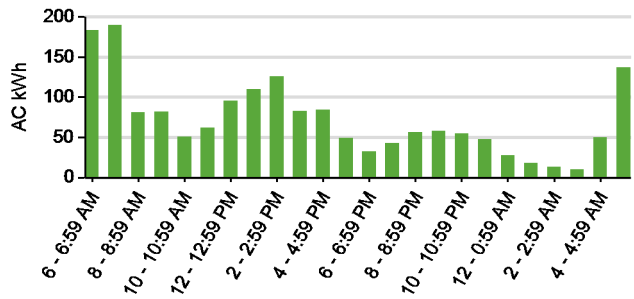
Plug-in charging

Average number of charging events per vehicle per month when driven	13.57	
Average number of charging events per vehicle per day when driven	0.79	
Average distance driven between charging events (mi)	70.95	
Average number of trips between charging events	7.20	
Average time charging per charging event (hr)	2.23	
Average energy per charging event (AC kWh)	5.59	
Average charging energy per vehicle per month (AC kWh)	75.90	
Total number of charging events	312	
Number of charging events at Level 1 Level 2	45	208
Total charging energy consumed (AC kWh)	1,746	
Charging energy consumed at Level 1 Level 2 (AC kWh)	283	1,138
Percent of total charging energy from Level 1 Level 2	16%	65%
Average time to charge from 20% to 100% SOC (hrs) Level 1 Level 2 ⁹	13.03	3.26

Time of Day When Driving



Time of Day When Charging



Time of Day When Plugging In

