### North American PHEV Demonstration

**Fleet Summary Report:** Hymotion Prius (V2Green data logger)

**Number of vehicles:** 153  
**Reporting Period:** January 11

<table>
<thead>
<tr>
<th>All Trips Combined</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall gasoline fuel economy (mpg)</td>
<td>43</td>
</tr>
<tr>
<td>Overall AC electrical energy consumption (AC Wh/mi)</td>
<td>45</td>
</tr>
<tr>
<td>Overall DC electrical energy consumption (DC Wh/mi)</td>
<td>32</td>
</tr>
<tr>
<td>Total number of trips</td>
<td>10,149</td>
</tr>
<tr>
<td>Total distance traveled (mi)</td>
<td>82,620</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Trips in Charge Depleting (CD) mode</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Gasoline fuel economy (mpg)</td>
<td>53</td>
</tr>
<tr>
<td>DC electrical energy consumption (DC Wh/mi)</td>
<td>143</td>
</tr>
<tr>
<td>Number of trips</td>
<td>3,295</td>
</tr>
<tr>
<td>Percent of trips city / highway</td>
<td>88% / 12%</td>
</tr>
<tr>
<td>Distance traveled (mi)</td>
<td>14,198</td>
</tr>
<tr>
<td>Percent of total distance traveled</td>
<td>17%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Trips in both Charge Depleting and Charge Sustaining (CD/CS) modes</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Gasoline fuel economy (mpg)</td>
<td>51</td>
</tr>
<tr>
<td>DC electrical energy consumption (DC Wh/mi)</td>
<td>54</td>
</tr>
<tr>
<td>Number of trips</td>
<td>496</td>
</tr>
<tr>
<td>Percent of trips city / highway</td>
<td>51% / 49%</td>
</tr>
<tr>
<td>Distance traveled (mi)</td>
<td>10,737</td>
</tr>
<tr>
<td>Percent of total distance traveled</td>
<td>13%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Trips in Charge Sustaining (CS) mode</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Gasoline fuel economy (mpg)</td>
<td>40</td>
</tr>
<tr>
<td>Number of trips</td>
<td>6,358</td>
</tr>
<tr>
<td>Percent of trips city / highway</td>
<td>82% / 18%</td>
</tr>
<tr>
<td>Distance traveled (mi)</td>
<td>57,684</td>
</tr>
<tr>
<td>Percent of total distance traveled</td>
<td>70%</td>
</tr>
</tbody>
</table>

Number of trips when the plug-in battery pack was turned off by the vehicle operator: 749  
Distance traveled with plug-in battery pack turned off by the vehicle operator (mi): 12,094

<table>
<thead>
<tr>
<th>Trips in Charge Depleting (CD) mode</th>
<th>City</th>
<th>Highway</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gasoline fuel economy (mpg)</td>
<td>48</td>
<td>62</td>
</tr>
<tr>
<td>DC electrical energy consumption (DC Wh/mi)</td>
<td>165</td>
<td>112</td>
</tr>
<tr>
<td>Percent of miles with internal combustion engine off</td>
<td>25%</td>
<td>14%</td>
</tr>
<tr>
<td>Average trip aggressiveness (on scale 0 - 10)</td>
<td>2.0</td>
<td>1.9</td>
</tr>
<tr>
<td>Average trip distance (mi)</td>
<td>2.9</td>
<td>14.6</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Trips in both Charge Depleting and Charge Sustaining (CD/CS) modes</th>
<th>City</th>
<th>Highway</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gasoline fuel economy (mpg)</td>
<td>44</td>
<td>52</td>
</tr>
<tr>
<td>DC electrical energy consumption (DC Wh/mi)</td>
<td>78</td>
<td>49</td>
</tr>
<tr>
<td>Percent of miles with internal combustion engine off</td>
<td>23%</td>
<td>10%</td>
</tr>
<tr>
<td>Average trip aggressiveness (on scale 0 - 10)</td>
<td>1.9</td>
<td>1.6</td>
</tr>
<tr>
<td>Average trip distance (mi)</td>
<td>7.6</td>
<td>36.2</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Trips in Charge Sustaining (CS) mode</th>
<th>City</th>
<th>Highway</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gasoline fuel economy (mpg)</td>
<td>33</td>
<td>45</td>
</tr>
<tr>
<td>Percent of miles with internal combustion engine off</td>
<td>19%</td>
<td>8%</td>
</tr>
<tr>
<td>Average trip aggressiveness (on scale 0 - 10)</td>
<td>2.2</td>
<td>1.8</td>
</tr>
<tr>
<td>Average trip distance (mi)</td>
<td>3.5</td>
<td>35.0</td>
</tr>
</tbody>
</table>

### Effect Of Driving Aggressiveness on Fuel Economy This Year

![Effect Of Driving Aggressiveness on Fuel Economy This Year](image)

Aggressiveness factor is based on accelerator pedal position. The more time spent during a trip at higher accelerator pedal position, the higher the trip aggressiveness.

### Trip Fuel Economy Distribution By Trip Type

![Trip Fuel Economy Distribution By Trip Type](image)
### Plug-in charging

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average number of charging events per vehicle per month when driven</td>
<td>9</td>
</tr>
<tr>
<td>Average number of charging events per vehicle per day when vehicle driven</td>
<td>0.7</td>
</tr>
<tr>
<td>Average distance driven between charging events (mi)</td>
<td>60.6</td>
</tr>
<tr>
<td>Average number of trips between charging events</td>
<td>7.4</td>
</tr>
<tr>
<td>Average time plugged in per charging event (hr)</td>
<td>32.0</td>
</tr>
<tr>
<td>Average time charging per charging event (hr)</td>
<td>2.9</td>
</tr>
<tr>
<td>Average energy per charging event (AC kWh)</td>
<td>2.8</td>
</tr>
<tr>
<td>Average charging energy per vehicle per month (AC kWh)</td>
<td>24.5</td>
</tr>
<tr>
<td>Total number of charging events</td>
<td>1,363</td>
</tr>
<tr>
<td>Total charging energy (AC kWh)</td>
<td>3,748</td>
</tr>
</tbody>
</table>

#### Time of Day When Driving

![Time of Day When Driving Graph](image)

#### Time of Day When Charging

![Time of Day When Charging Graph](image)

#### Time of Day When Plugging In

![Time of Day When Plugging In Graph](image)