## SCAQMD Quantum Escape PHEV Report

Number of vehicles: 16
Reporting period: March 2012

Date range of data received:
Number of vehicle days driven:

All Vehicles
03/01/2012 to 03/31/2012
233

All Trips Combined

| Overall gasoline fuel economy $(\mathrm{mpg})$ | 33 |
| :--- | ---: |
| Overall AC electrical energy consumption $(\mathrm{AC} \mathrm{Wh} / \mathrm{mi})^{1}$ | 46 |
| Overall DC electrical energy consumption $(\mathrm{DC} \mathrm{Wh} / \mathrm{mi})^{2}$ | 25 |
| Total number of trips | 1,425 |
| Total distance traveled $(\mathrm{mi})$ | 15,478 |

Trips in Charge Depleting (CD) mode ${ }^{3}$

| Gasoline fuel economy (mpg) | 34 |
| :--- | ---: |
| DC electrical energy consumption (DC Wh/mi) | 48 |
| Number of trips | 774 |
| Percent of trips city \| highway | $73 \% \mid$ |
| Distance traveled (mi) | 6,165 |
| Percent of total distance traveled | $40 \%$ |

Trips in both Charge Depleting \& Charge Sustaining (CD/CS) modes ${ }^{5}$

| Gasoline fuel economy (mpg) | 35 |
| :--- | ---: |
| DC electrical energy consumption (DC Wh/mi) ${ }^{6}$ | 37 |
| Number of trips | 76 |
| Percent of trips city \| highway | $36 \%$ |
| Distance traveled (mi) | $65 \%$ |
| Percent of total distance traveled | 2,607 |
|  | $17 \%$ |
| Trips in Charge Sustaining (CS) mode ${ }^{7}$ |  |
| Gasoline fuel economy (mpg) | 31 |
| Number of trips | 575 |
| Percent of trips city \| highway | $76 \%$ |
| Distance traveled (mi) | $24 \%$ |
| Percent of total distance traveled | 6,706 |

Gasoline Fuel Economy By Trip Type



[^0]Trips in Charge Depleting (CD) mode
City Highway

| Gasoline fuel economy (mpg) | 31 |
| :--- | ---: |
| DC electrical energy consumption (DC Wh/mi) | 42 |
| Percent of miles with internal combustion engine off | $1 \%$ |
| Average trip driving intensity ${ }^{8}$ | 50 |
| Average trip distance (mi) | 2.8 |

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

| Gasoline fuel economy (mpg) | 41 | 34 |
| :--- | ---: | :--- |
| DC electrical energy consumption (DC Wh/mi) | 46 | 36 |
| Percent of miles with internal combustion engine off | $5 \%$ | $0 \%$ |
| Average trip driving intensity ${ }^{8}$ | 4 | 2 |
| Average trip distance (mi) | 8.0 | 48.8 |

Trips in Charge Sustaining (CS) mode

| Gasoline fuel economy (mpg) | 30 | 32 |
| :--- | ---: | ---: | :--- |
| Percent of miles with internal combustion engine off | $6 \%$ | $1 \%$ |
| Average trip driving intensity ${ }^{8}$ | 5 | 2 |
| Average trip distance (mi) | 2.7 | 39.4 |

Trip Fuel Economy Distribution By Trip Type


|  |  |
| :--- | :---: |
| Plug-in charging | 10 |
| Average number of charging events per vehicle per month when driven | 0.7 |
| Average number of charging events per vehicle per day when driven | 94.4 |
| Average distance driven between charging events (mi) | 8.7 |
| Average number of trips between charging events | 23.6 |
| Average time plugged in per charging event (hr) | 23.6 |
| Average time plugged in and drawing power (hr) | 5.0 |
| Average time charging per charging event (power > 200 w ) (hr) | 4.4 |
| Average energy per charging event (AC kWh) | 44.8 |
| Average charging energy per vehicle per month (AC kWh) | 164 |
| Total number of charging events | 716 |
| Total charging energy (AC kWh) |  |



Time of Day When Charging


Time of Day When Plugging In



[^0]:    Notes: 1-8. Please see http://avt.inl.gov/pdf/phev/SCAQMDreportnotes.pdf for an explanation of all PHEV Fleet Testing Report notes.

