

Plug-In Hybrid Electric Vehicle Operation Data Summary for 2011 Chevrolet Volt VIN 0815

Reporting Period: February 2013 through September 2014

All Trips¹

Overall gasoline fuel economy (mpg) ⁵	39
Overall DC electrical energy consumption (DC Wh/mi)	65
Total distance driven (mi)	42,525
Average trip distance (mi)	6
Percent of miles city highway	65% 35%
Average ambient temperature (deg F)	---
Percent of miles driven with air conditioning selected	94%



EV Trips²

Overall gasoline fuel economy (mpg) ⁵	N/A
Overall DC electrical energy consumption (DC Wh/mi)	300
Total distance driven (mi)	7,213
Average trip distance (mi)	3.7
Percent of miles city highway	87% 13%
Average ambient temperature (deg F)	---
Percent of miles driven with air conditioning selected	94%
Percent of total distance traveled	17%

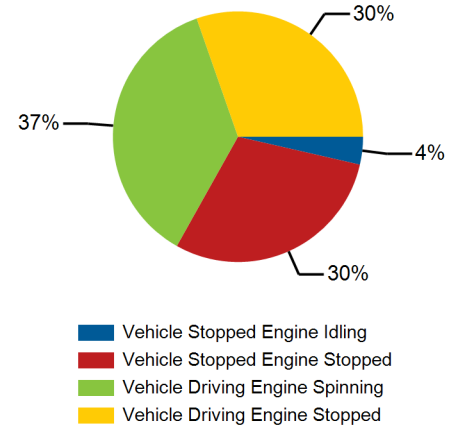
Mixed-Mode Trips³

Overall gasoline fuel economy (mpg) ⁵	39
Overall DC electrical energy consumption (DC Wh/mi)	83
Total distance driven (mi)	11,289
Average trip distance (mi)	5.8
Percent of miles city highway	71% 29%
Average ambient temperature (deg F)	---
Percent of miles driven with air conditioning selected	95%
Percent of total distance traveled	27%

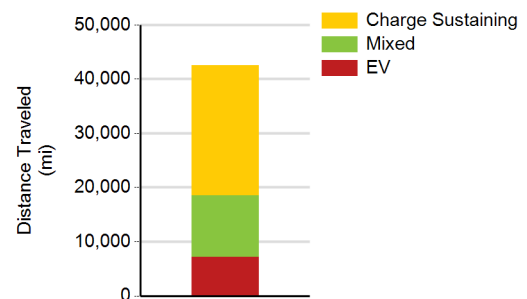
Charge Sustaining Trips⁴

Overall gasoline fuel economy (mpg) ⁵	30
Overall DC electrical energy consumption (DC Wh/mi)	-15
Total distance driven (mi)	24,023
Average trip distance (mi)	8.3
Percent of miles city highway	56% 44%
Average ambient temperature (deg F)	---
Percent of miles driven with air conditioning selected	93%
Percent of total distance traveled	56%

Percent of Drive Time by Operating Mode



Distance Traveled By Trip Type



1. Calculated from on-board electronic data logged over 42,525 miles, which may be a subset of total lifetime miles driven.
2. Trips where the vehicle was propelled by battery energy only, using no gasoline.
3. Trips where gasoline was consumed by the engine, and net electrical energy was consumed from the battery to propel the vehicle.
4. Trips where gasoline was consumed by the engine to propel the vehicle, while the net electrical energy consumed from the battery was less than 1% of the gasoline energy consumed.
5. Gasoline consumption calculated using Mass Air Flow and Commanded or Measured Air-Fuel Ratio read from OBD2 messages assuming $AFR_{stoich} = 14.7$ and $\rho_{gasoline} = 2819 \text{ g/gal}$.