Plug-In Hybrid Electric Vehicle Operation Data Summary for 2013 Chevrolet Volt VIN 4313

Reporting Period: November 2012 through September 2014

All Trips[1]

Overall gasoline fuel economy (mpg)[5]	42
Overall DC electrical energy consumption (DC Wh/mi)	72
Total distance driven (mi)	49,093
Average trip distance (mi)	8
Percent of miles city | highway	58% | 42%
Average ambient temperature (deg F)	93.3
Percent of miles driven with air conditioning selected	95%

EV Trips[2]

Overall gasoline fuel economy (mpg)[5]	N/A
Overall DC electrical energy consumption (DC Wh/mi)	312
Total distance driven (mi)	8,610
Average trip distance (mi)	5.1
Percent of miles city | highway	79% | 21%
Average ambient temperature (deg F)	81.3
Percent of miles driven with air conditioning selected	94%
Percent of total distance traveled	18%

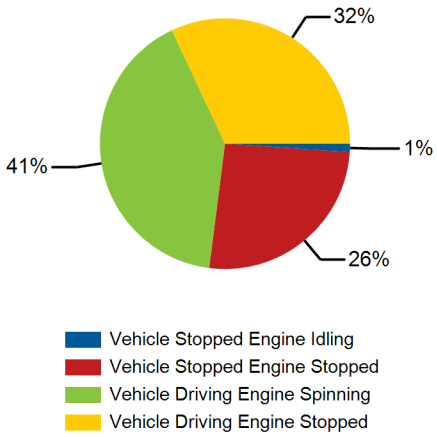
Mixed-Mode Trips[3]

Overall gasoline fuel economy (mpg)[5]	40
Overall DC electrical energy consumption (DC Wh/mi)	74
Total distance driven (mi)	15,528
Average trip distance (mi)	8.2
Percent of miles city | highway	57% | 43%
Average ambient temperature (deg F)	97.3
Percent of miles driven with air conditioning selected	97%
Percent of total distance traveled	32%

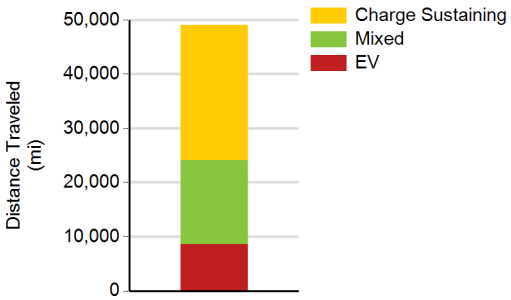
Charge Sustaining Trips[4]

Overall gasoline fuel economy (mpg)[5]	32
Overall DC electrical energy consumption (DC Wh/mi)	-11
Total distance driven (mi)	24,955
Average trip distance (mi)	11.1
Percent of miles city | highway	51% | 49%
Average ambient temperature (deg F)	94.8
Percent of miles driven with air conditioning selected	95%
Percent of total distance traveled	51%

Percent of Drive Time by Operating Mode



Distance Traveled By Trip Type



1. Calculated from on-board electronic data logged over 49,093 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 g/gal.