

## Plug-In Hybrid Electric Vehicle Operation Data Summary for 2013 Ford C-Max Energi VIN 3817

Reporting Period: January 2014 through August 2014

### All Trips<sup>1</sup>

Overall gasoline fuel economy (mpg) <sup>5</sup>	46
Overall DC electrical energy consumption (DC Wh/mi)	46
Total distance driven (mi)	12,939
Average trip distance (mi)	11
Percent of miles city   highway	57%   43%
Average ambient temperature (deg F)	91.6
Percent of miles driven with air conditioning selected	88%



### EV Trips<sup>2</sup>

Overall gasoline fuel economy (mpg) <sup>5</sup>	N/A
Overall DC electrical energy consumption (DC Wh/mi)	288
Total distance driven (mi)	575
Average trip distance (mi)	3.0
Percent of miles city   highway	100%   0%
Average ambient temperature (deg F)	78.1
Percent of miles driven with air conditioning selected	63%
Percent of total distance traveled	4%

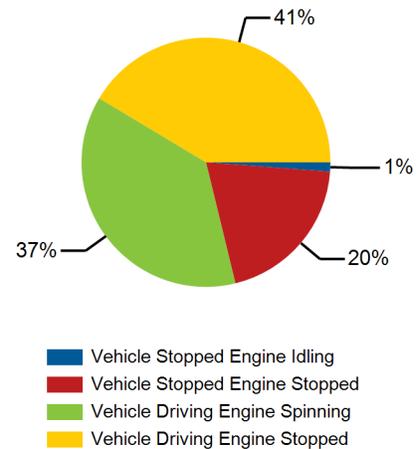
### Mixed-Mode Trips<sup>3</sup>

Overall gasoline fuel economy (mpg) <sup>5</sup>	66
Overall DC electrical energy consumption (DC Wh/mi)	123
Total distance driven (mi)	4,041
Average trip distance (mi)	8.7
Percent of miles city   highway	73%   27%
Average ambient temperature (deg F)	88.5
Percent of miles driven with air conditioning selected	79%
Percent of total distance traveled	31%

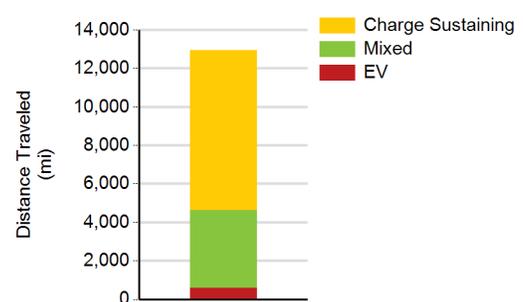
### Charge Sustaining Trips<sup>4</sup>

Overall gasoline fuel economy (mpg) <sup>5</sup>	38
Overall DC electrical energy consumption (DC Wh/mi)	-8
Total distance driven (mi)	8,323
Average trip distance (mi)	14.5
Percent of miles city   highway	46%   54%
Average ambient temperature (deg F)	95.3
Percent of miles driven with air conditioning selected	94%
Percent of total distance traveled	64%

Percent of Drive Time by Operating Mode



Distance Traveled by Trip Type



1. Calculated from on-board electronic data logged over 12,939 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  $\rho_{gasoline} = 2819 \text{ g/gal}$ .