

Plug-In Hybrid Electric Vehicle Operation Data Summary for 2013 Toyota Prius Plug-in VIN 6237

Reporting Period: March 2013 through September 2014

All Trips¹

Overall gasoline fuel economy (mpg) ⁵	54
Overall DC electrical energy consumption (DC Wh/mi)	8
Total distance driven (mi)	65,725
Average trip distance (mi)	10
Percent of miles city highway	70% 30%
Average ambient temperature (deg F)	---
Percent of miles driven with air conditioning selected	0%



EV Trips²

Overall gasoline fuel economy (mpg) ⁵	N/A
Overall DC electrical energy consumption (DC Wh/mi)	348
Total distance driven (mi)	146
Average trip distance (mi)	0.4
Percent of miles city highway	100% 0%
Average ambient temperature (deg F)	---
Percent of miles driven with air conditioning selected	0%
Percent of total distance traveled	0%

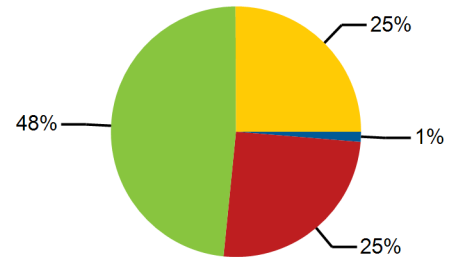
Mixed-Mode Trips³

Overall gasoline fuel economy (mpg) ⁵	60
Overall DC electrical energy consumption (DC Wh/mi)	38
Total distance driven (mi)	19,525
Average trip distance (mi)	6.8
Percent of miles city highway	79% 21%
Average ambient temperature (deg F)	---
Percent of miles driven with air conditioning selected	0%
Percent of total distance traveled	30%

Charge Sustaining Trips⁴

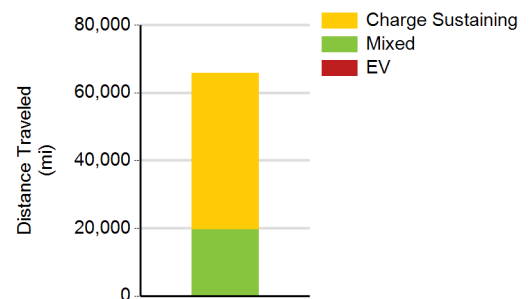
Overall gasoline fuel economy (mpg) ⁵	52
Overall DC electrical energy consumption (DC Wh/mi)	-6
Total distance driven (mi)	46,054
Average trip distance (mi)	13.0
Percent of miles city highway	67% 33%
Average ambient temperature (deg F)	---
Percent of miles driven with air conditioning selected	0%
Percent of total distance traveled	70%

Percent of Drive Time by Operating Mode



- Vehicle Stopped Engine Idling
- Vehicle Stopped Engine Stopped
- Vehicle Driving Engine Spinning
- Vehicle Driving Engine Stopped

Distance Traveled by Trip Type



1. Calculated from on-board electronic data logged over 65,725 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 $\rho_{gasoline} = 2819 \text{ g/gal}$.