

On-Road Usage and Performance Summary for 2013 Ford C-Max Energi VIN 3817

Reporting Period: January 2014 through May 2016

All Trips¹

Overall gasoline fuel economy (mpg) ⁵	43
Overall DC electrical energy consumption (DC Wh/mi)	16
Total distance driven (mi)	108,092
Average trip distance (mi)	12
Percent of miles city highway	51% 49%
Average ambient temperature (deg F)	82.3
Percent of time driven with air conditioning selected	90%

EV Trips²

Overall gasoline fuel economy (mpg) ⁵	N/A
Overall DC electrical energy consumption (DC Wh/mi)	309
Total distance driven (mi)	1,327
Average trip distance (mi)	1.9
Percent of miles city highway	99% 1%
Average ambient temperature (deg F)	80.9
Percent of time driven with air conditioning selected	81%
Percent of total distance traveled	1%

Mixed-Mode Trips³

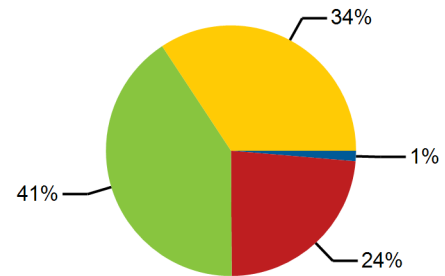
Overall gasoline fuel economy (mpg) ⁵	51
Overall DC electrical energy consumption (DC Wh/mi)	73
Total distance driven (mi)	26,768
Average trip distance (mi)	9.7
Percent of miles city highway	63% 37%
Average ambient temperature (deg F)	82.3
Percent of time driven with air conditioning selected	86%
Percent of total distance traveled	25%

Charge Sustaining Trips⁴

Overall gasoline fuel economy (mpg) ⁵	41
Overall DC electrical energy consumption (DC Wh/mi)	-8
Total distance driven (mi)	79,997
Average trip distance (mi)	15.0
Percent of miles city highway	46% 54%
Average ambient temperature (deg F)	82.4
Percent of time driven with air conditioning selected	92%
Percent of total distance traveled	74%

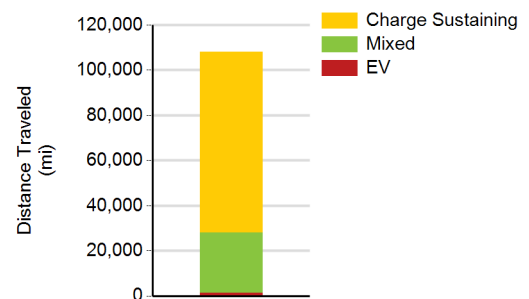


Percent of Drive Time by Operating Mode



- 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 108,092 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 $\rho_{gasoline} = 2819 \text{ g/gal}$.