

On-Road Usage and Performance Summary for 2013 Ford C-Max Energi VIN 3818

Reporting Period: January 2014 through May 2016

All Trips¹

Overall gasoline fuel economy (mpg) ⁵	41
Overall DC electrical energy consumption (DC Wh/mi)	12
Total distance driven (mi)	140,103
Average trip distance (mi)	14
Percent of miles city highway	45% 55%
Average ambient temperature (deg F)	80.5
Percent of time driven with air conditioning selected	89%

EV Trips²

Overall gasoline fuel economy (mpg) ⁵	N/A
Overall DC electrical energy consumption (DC Wh/mi)	343
Total distance driven (mi)	911
Average trip distance (mi)	1.4
Percent of miles city highway	95% 5%
Average ambient temperature (deg F)	80.2
Percent of time driven with air conditioning selected	95%
Percent of total distance traveled	1%

Mixed-Mode Trips³

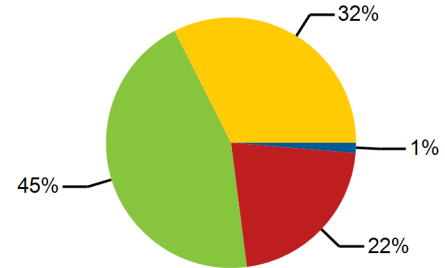
Overall gasoline fuel economy (mpg) ⁵	45
Overall DC electrical energy consumption (DC Wh/mi)	63
Total distance driven (mi)	34,180
Average trip distance (mi)	11.7
Percent of miles city highway	46% 54%
Average ambient temperature (deg F)	79.9
Percent of time driven with air conditioning selected	89%
Percent of total distance traveled	24%

Charge Sustaining Trips⁴

Overall gasoline fuel economy (mpg) ⁵	40
Overall DC electrical energy consumption (DC Wh/mi)	-8
Total distance driven (mi)	105,012
Average trip distance (mi)	16.9
Percent of miles city highway	44% 56%
Average ambient temperature (deg F)	80.7
Percent of time driven with air conditioning selected	89%
Percent of total distance traveled	75%

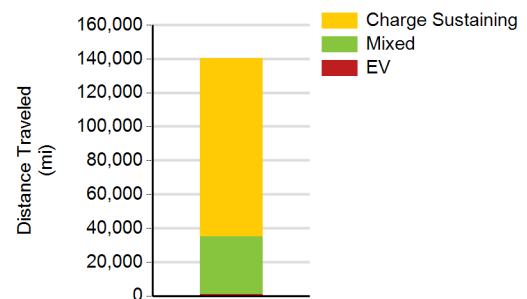


Percent of Drive Time by Operating Mode



- 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 140,103 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 $\rho_{gasoline} = 2819 \text{ g/gal}$.