On-Road Usage and Performance Summary for 2013 Toyota Prius Plug-in VIN 8660

Reporting Period: May 2013 through December 2015

All Trips[1]

Overall gasoline fuel economy (mpg)[5]	51
Overall DC electrical energy consumption (DC Wh/mi)	8
Total distance driven (mi)	141,539
Average trip distance (mi)	13
Percent of miles city | highway	42% | 58%
Average ambient temperature (deg F)	---
Percent of time driven with air conditioning selected	---

EV Trips[2]

Overall gasoline fuel economy (mpg)[5]	N/A
Overall DC electrical energy consumption (DC Wh/mi)	381
Total distance driven (mi)	237
Average trip distance (mi)	0.3
Percent of miles city | highway	100% | 0%
Average ambient temperature (deg F)	---
Percent of time driven with air conditioning selected	---
Percent of total distance traveled	0%

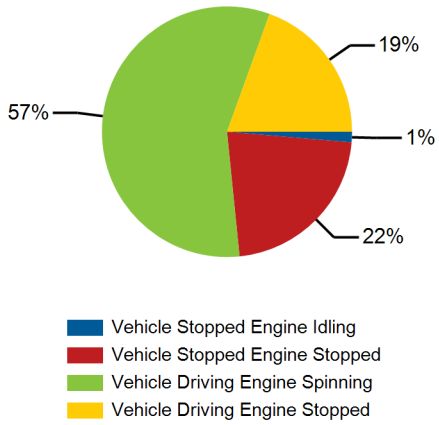
Mixed-Mode Trips[3]

Overall gasoline fuel economy (mpg)[5]	52
Overall DC electrical energy consumption (DC Wh/mi)	32
Total distance driven (mi)	45,579
Average trip distance (mi)	9.9
Percent of miles city | highway	50% | 50%
Average ambient temperature (deg F)	---
Percent of time driven with air conditioning selected	---
Percent of total distance traveled	32%

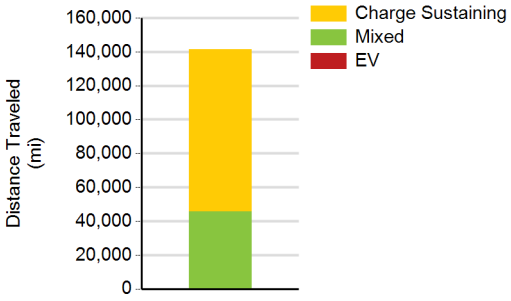
Charge Sustaining Trips[4]

Overall gasoline fuel economy (mpg)[5]	51
Overall DC electrical energy consumption (DC Wh/mi)	-4
Total distance driven (mi)	95,722
Average trip distance (mi)	16.7
Percent of miles city | highway	38% | 62%
Average ambient temperature (deg F)	---
Percent of time driven with air conditioning selected	---
Percent of total distance traveled	68%

Percent of Drive Time by Operating Mode



Distance Traveled By Trip Type



1. Calculated from on-board electronic data logged over 141,539 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.