On-Road Usage and Performance Summary for 2013 Chevrolet Volt VIN 1078

Reporting Period: November 2012 through May 2016

All Trips[1]

Overall gasoline fuel economy (mpg)[5]	39
Overall DC electrical energy consumption (DC Wh/mi)	48
Total distance driven (mi)	101,547
Average trip distance (mi)	8
Percent of miles city | highway	56% | 44%
Average ambient temperature (deg F)	89.5
Percent of time driven with air conditioning selected	94%

EV Trips[2]

Overall gasoline fuel economy (mpg)[5]	N/A
Overall DC electrical energy consumption (DC Wh/mi)	302
Total distance driven (mi)	12,926
Average trip distance (mi)	5.0
Percent of miles city | highway	72% | 28%
Average ambient temperature (deg F)	80.0
Percent of time driven with air conditioning selected	91%
Percent of total distance traveled	13%

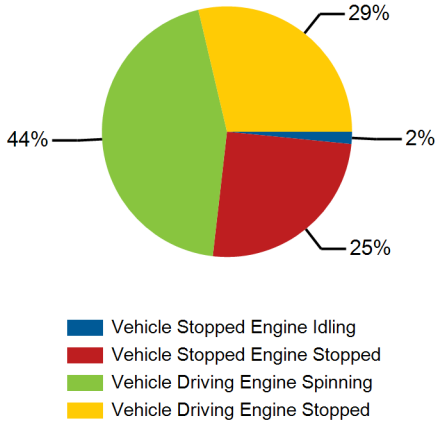
Mixed-Mode Trips[3]

Overall gasoline fuel economy (mpg)[5]	39
Overall DC electrical energy consumption (DC Wh/mi)	71
Total distance driven (mi)	25,608
Average trip distance (mi)	6.5
Percent of miles city | highway	58% | 42%
Average ambient temperature (deg F)	92.1
Percent of time driven with air conditioning selected	94%
Percent of total distance traveled	25%

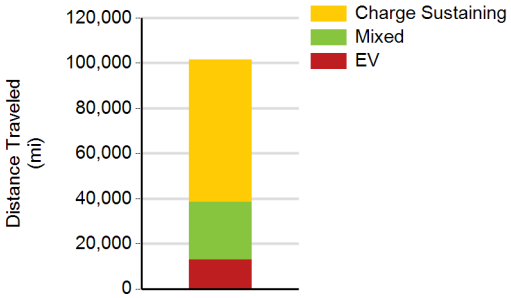
Charge Sustaining Trips[4]

Overall gasoline fuel economy (mpg)[5]	32
Overall DC electrical energy consumption (DC Wh/mi)	-14
Total distance driven (mi)	63,012
Average trip distance (mi)	10.1
Percent of miles city | highway	52% | 48%
Average ambient temperature (deg F)	90.2
Percent of time driven with air conditioning selected	94%
Percent of total distance traveled	62%

Percent of Drive Time by Operating Mode



Distance Traveled By Trip Type



1. Calculated from on-board electronic data logged over 101,547 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.