

On-Road Usage and Performance Summary for 2013 Chevrolet Volt VIN 3491

Reporting Period: November 2012 through May 2016

All Trips¹

Overall gasoline fuel economy (mpg) ⁵	41
Overall DC electrical energy consumption (DC Wh/mi)	44
Total distance driven (mi)	127,632
Average trip distance (mi)	9
Percent of miles city highway	57% 43%
Average ambient temperature (deg F)	87.4
Percent of time driven with air conditioning selected	92%

EV Trips²

Overall gasoline fuel economy (mpg) ⁵	N/A
Overall DC electrical energy consumption (DC Wh/mi)	298
Total distance driven (mi)	15,637
Average trip distance (mi)	5.9
Percent of miles city highway	72% 28%
Average ambient temperature (deg F)	80.4
Percent of time driven with air conditioning selected	90%
Percent of total distance traveled	12%

Mixed-Mode Trips³

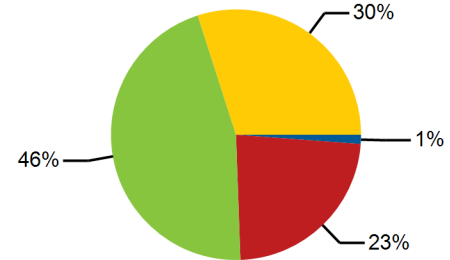
Overall gasoline fuel economy (mpg) ⁵	40
Overall DC electrical energy consumption (DC Wh/mi)	55
Total distance driven (mi)	34,144
Average trip distance (mi)	7.9
Percent of miles city highway	58% 42%
Average ambient temperature (deg F)	90.1
Percent of time driven with air conditioning selected	94%
Percent of total distance traveled	27%

Charge Sustaining Trips⁴

Overall gasoline fuel economy (mpg) ⁵	34
Overall DC electrical energy consumption (DC Wh/mi)	-12
Total distance driven (mi)	77,851
Average trip distance (mi)	11.1
Percent of miles city highway	54% 46%
Average ambient temperature (deg F)	87.4
Percent of time driven with air conditioning selected	92%
Percent of total distance traveled	61%

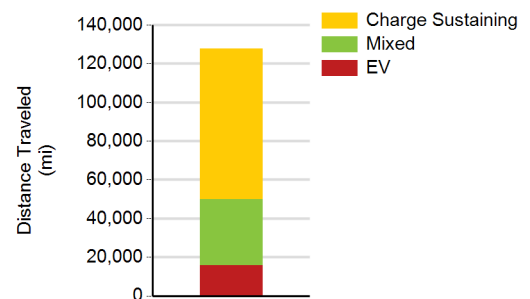


Percent of Drive Time by Operating Mode



- 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 127,632 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 $\rho_{gasoline} = 2819 \text{ g/gal}$.