On-Road Usage and Performance Summary for 2013 Chevrolet Volt VIN 4313

Reporting Period: November 2012 through May 2016

All Trips[1]

Overall gasoline fuel economy (mpg)[5]	40
Overall DC electrical energy consumption (DC Wh/mi)	50
Total distance driven (mi)	123,414
Average trip distance (mi)	10
Percent of miles city | highway	50% | 50%
Average ambient temperature (deg F)	87.9
Percent of time driven with air conditioning selected	92%

EV Trips[2]

Overall gasoline fuel economy (mpg)[5]	N/A
Overall DC electrical energy consumption (DC Wh/mi)	317
Total distance driven (mi)	14,447
Average trip distance (mi)	5.1
Percent of miles city | highway	79% | 21%
Average ambient temperature (deg F)	78.7
Percent of time driven with air conditioning selected	89%
Percent of total distance traveled	12%

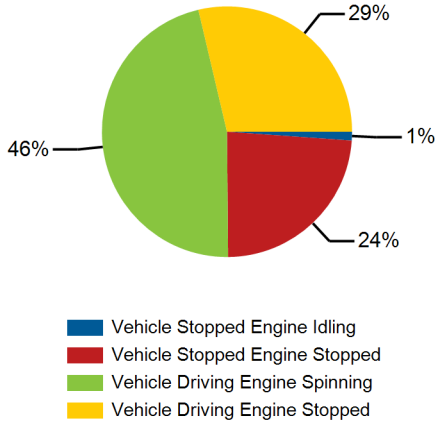
Mixed-Mode Trips[3]

Overall gasoline fuel economy (mpg)[5]	40
Overall DC electrical energy consumption (DC Wh/mi)	73
Total distance driven (mi)	33,316
Average trip distance (mi)	9.4
Percent of miles city | highway	51% | 49%
Average ambient temperature (deg F)	91.7
Percent of time driven with air conditioning selected	94%
Percent of total distance traveled	27%

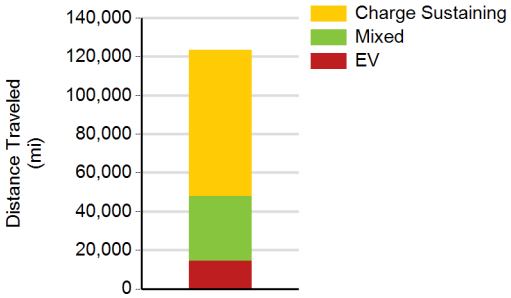
Charge Sustaining Trips[4]

Overall gasoline fuel economy (mpg)[5]	33
Overall DC electrical energy consumption (DC Wh/mi)	-11
Total distance driven (mi)	75,652
Average trip distance (mi)	13.1
Percent of miles city | highway	44% | 56%
Average ambient temperature (deg F)	88.2
Percent of time driven with air conditioning selected	92%
Percent of total distance traveled	61%

Percent of Drive Time by Operating Mode



Distance Traveled By Trip Type



1. Calculated from on-board electronic data logged over 123,414 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.