

Notes

1 “Overall AC electrical energy consumption (AC Wh/mi)” is based on AC electricity consumed during charging events which began during the reporting period and distance driven during all trips in the reporting period.

2 “Overall DC electrical energy consumption (DC Wh/mi)” is based on net DC electricity discharged from or charged to the plug-in battery pack and distance driven during all trips in the reporting period. DC Wh/mi may not be comparable to AC Wh/mi if AC electricity charged prior to the reporting period was discharged during driving within the reporting period, or if AC electricity charged during the reporting period was not discharged during driving within the reporting period.

3 Trips when the plug-in battery pack charge was depleted throughout entire trip.

4 Based on net DC electricity discharged from or charged to the plug-in battery pack and distance driven during charge depleting (CD) trips in the reporting period.

5 Trips when the plug-in battery pack was depleted to propel the vehicle for a portion of the trip, but reached a state-of-charge where the vehicle entered charge-sustaining mode.

6 Based on net DC electricity discharged from or charged to the plug-in battery pack and all distance driven during trips in both charge depleting and charge sustaining (CD/CS) modes in the reporting period.

7 Trips when the state-of-charge of the plug-in battery pack was not depleted during the trip. Vehicle operation is similar to a hybrid electric vehicle in this mode.

8 *Aggressiveness = PKE × 10, where $PKE = \frac{\sum (V_f^2 - V_i^2)}{X}$ for $V_f > V_i$ over the trip*

and X is trip distance in m and V_f and V_i are vehicle speed in m/s

9 Average time to charge from 20% to 100% SOC is based on the overall average of the sum of the change in SOC and the time charging per charging event.

Change Log

A. _Effective December 2011, the following changes were made to the Chrysler RAM PHEV report

- **Average Trip Aggressiveness**, on Page 2, was previously calculated by averaging the aggressiveness of each trip. The calculation was changed to mileage weight each trip's aggressiveness when calculating average trip aggressiveness.
- **Total number of charging events** on Page 3 previously counted each event where the vehicle was plugged in. This metric now only includes charging events where at least 0.01 AC kWh of electricity was consumed.
- The figure **Time of Day When Charging**, on page 3, has been corrected to reflect the energy consumed during each hour of the day. Previously, all energy was erroneously binned in the hour in which the charge was started.