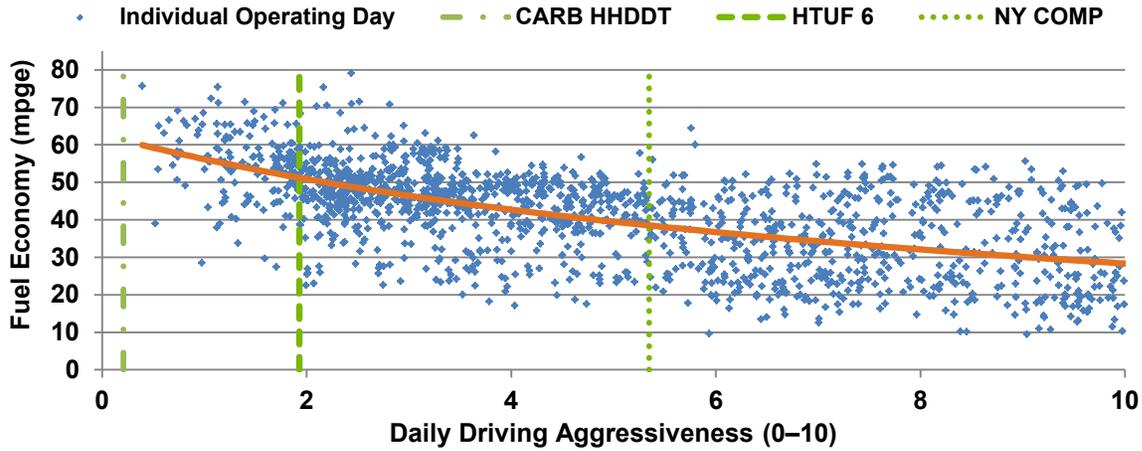
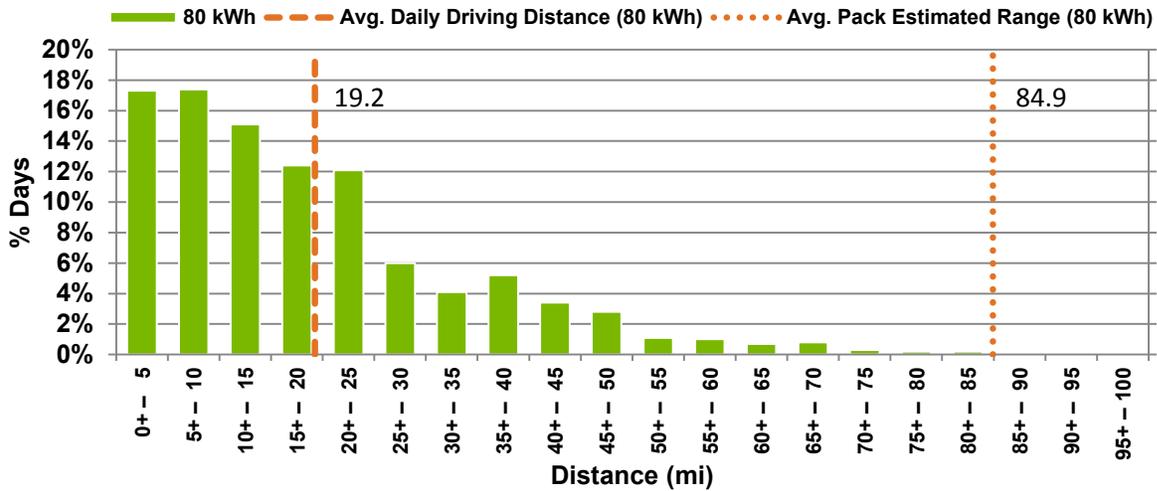




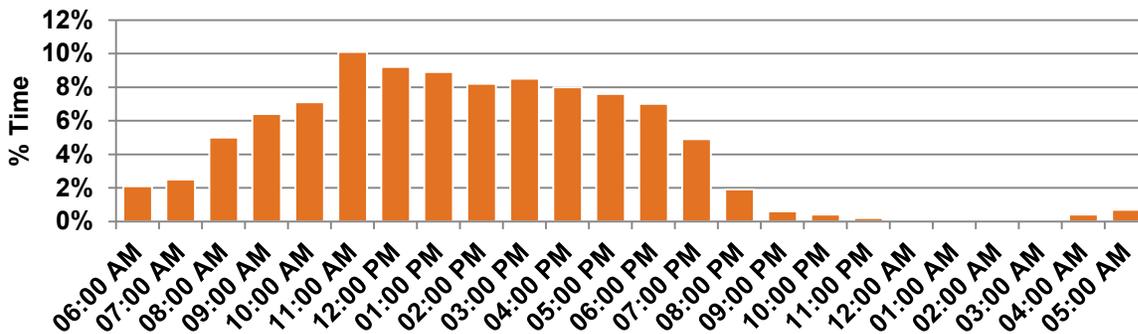
## Effect of Daily Driving Aggressiveness on Fuel Economy<sup>7</sup>



## Daily Driving Distance<sup>8</sup>

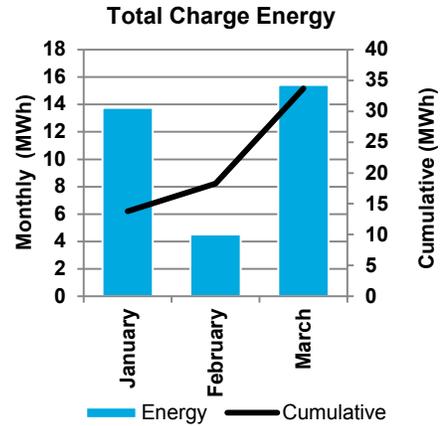


## Time of Day When Driving

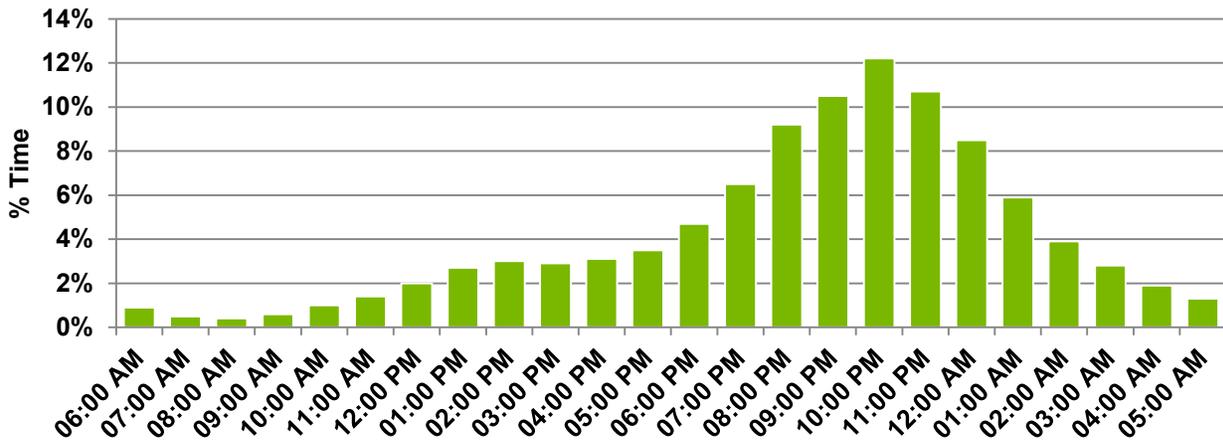


### Plug-In Charging

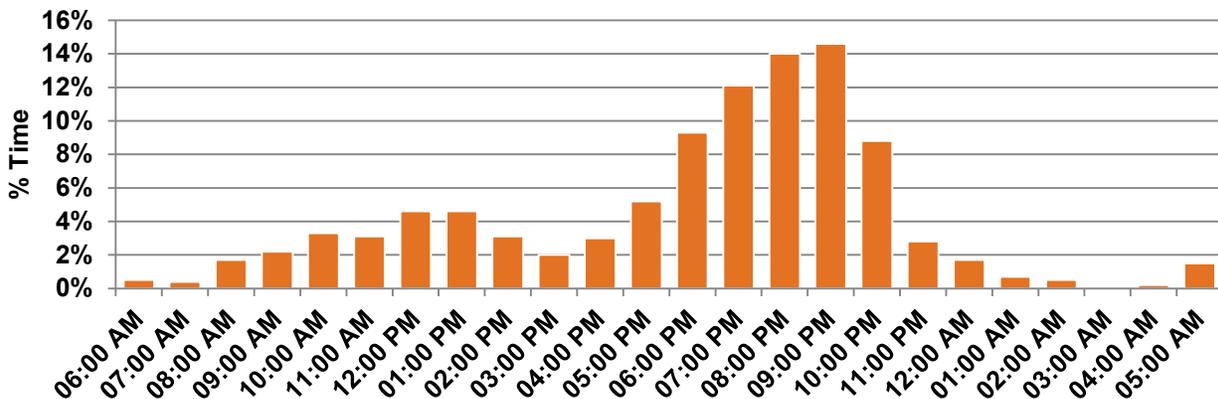
Average Fleet Charging Frequency	588.7 charge events per month
Average Fleet Charge Energy per Month	11,695.1 kWh/month
Average Vehicle Charging Frequency	0.94 per day driven
Average Vehicle Charge Energy per Day	18.8 kWh/day driven
Average Energy Delivered per Charge	19.9 kWh
Average Duration of Charge Event	3.6 hours
Average Distance between Charges	20.4 miles



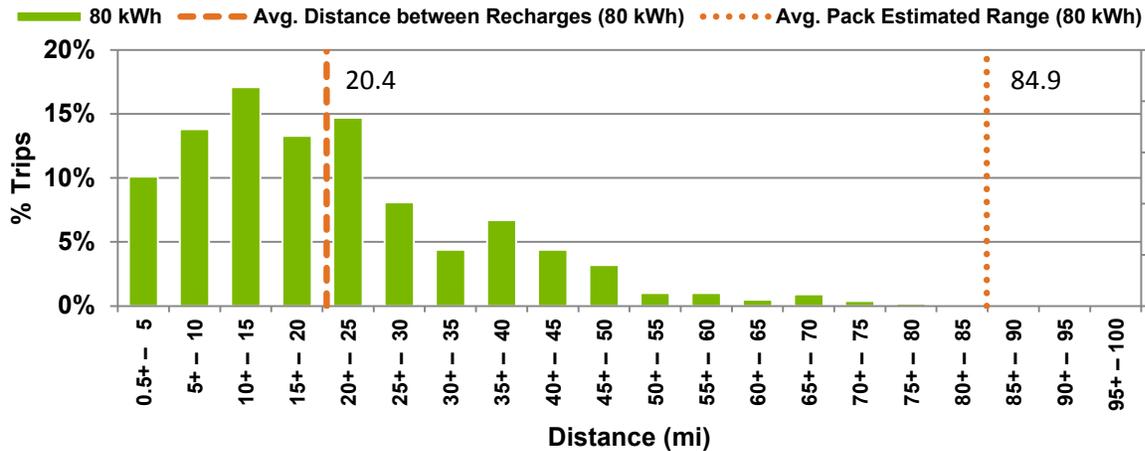
### Time of Day When Charging



### Time of Day When Plugging In



## Distance between Recharges<sup>8,9</sup>



1. Vehicle specifications provided by Navistar Inc.
  2. Actual electric range will vary based on drive cycle and vehicle configuration.
  3. Miles per gallon diesel equivalent (mpge) is calculated assuming U.S. Environmental Protection Agency standard energy density of 37.6 kWh per gallon of diesel.
  4. Total in-motion energy consumption averaged per mile.
  5. City and highway distance classifications are distinguished by a 35-mph trip speed. Trips classified as "highway" achieved a maximum driving speed in excess of 35 mph, while trips classified as "city" did not.
  6. Daily driving aggressiveness is kinetic intensity scaled by a factor of two. Kinetic intensity measures hybrid advantage. For more information on kinetic intensity, please refer to O'Keefe, M., Simpson, A., Kelly, K., and Pedersen, D., "Duty Cycle Characterization and Evaluation Towards Heavy Hybrid Vehicle Applications," SAE Technical Paper 2007-01-0302, 2007, doi:10.4271/2007-01-0302.
  7. Selected test cycles for comparison: Hybrid Truck Users Forum class 6 (HTUF 6), California Air Resources Board Heavy Heavy-Duty Diesel Truck (CARB HHDDT), and New York Composite (NY COMP). For more information please visit: <http://www.dieselnet.com/standards/cycles/>
  8. Average pack estimated range calculated based on battery energy storage capacity (80 kWh or 120 kWh) and average overall DC electrical energy consumption. Data are being collected for both 80 kWh and 120 kWh battery capacity vehicle configurations.
  9. All recharges occurring with less than 0.5 miles traveled were excluded from the chart for visual clarity.
- ++ Not all vehicles are reporting AC charge information.



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