

Progressive Insurance Automotive X PRIZE

TECHNICAL BULLETIN July 14, 2010

Rules Clarifications, Revisions, and Penalties for the Finals Stage

ADDENDUM 2

This technical bulletin is an amendment and addendum to the Competition Guidelines and is meant to augment the Competition Guidelines. Items in this document supplement and supersede statements regarding the same topic in previous documentation.

Items not addressed in this Addendum should be considered to still be governed by Competition Guidelines v1.3, the Vehicle Technical Specifications, and/or other previously published amendments and addendums to the Competition Guidelines.

As agreed to in Section 5.1 (a) of the Master Team Agreement, Teams must comply with this amendment to the Competition Guidelines.

COMBINED PERFORMANCE AND EFFICIENCY EVENT:

Clarification to execution of Combined Performance and Efficiency Event:

The organizers now recognize an oversight in the initial Rules Clarification document that govern the Combined Performance and Efficiency Event (the "Combined Event"). The intent was to point out that during the Combined Event, vehicles will NOT be required to stop every 5 laps. The 100 or 200 mile run on cruise control will be broken up using yet-to-be-disclosed chicanes or turns around the oval. This will naturally induce braking and acceleration zones where the minimum speed limit for the overall event will obviously not be enforced. (Using the timing loops, the vehicle speeds will be monitored prior to the braking zone and after the acceleration zone to ensure minimum and maximum speeds are followed where possible.)

Teams are reminded that the Combined Performance and Efficiency Event requires that vehicles achieve 100 MPGe and assesses a time penalty for every MPGe under this threshold (See the Supplemental Regulations v2.2 and the initial Technical Bulletin (dated July 9, 2010) for additional information).

Further, to clarify how the results of this event will factor into the Grand Prize:

The vehicles with the lowest total time in the final Combined Event (including penalties), while meeting all of the other criteria – namely 100 MPGe combined average of on-road efficiency during the Finals Stage Efficiency Event and efficiency on the dynamometer during the Validation Event, 100 or 200 mile Range, Emissions (Tier II Bin 8 on the dyno for ICE vehicles), 0-60 acceleration, 60-0 braking, and lane change – will be declared the winners in the Mainstream and Alternative classes. In other words, if more than one vehicle in a class meets all of the criteria, then the one with the lowest total time in the Combined Event will win the Grand Prize for that class.