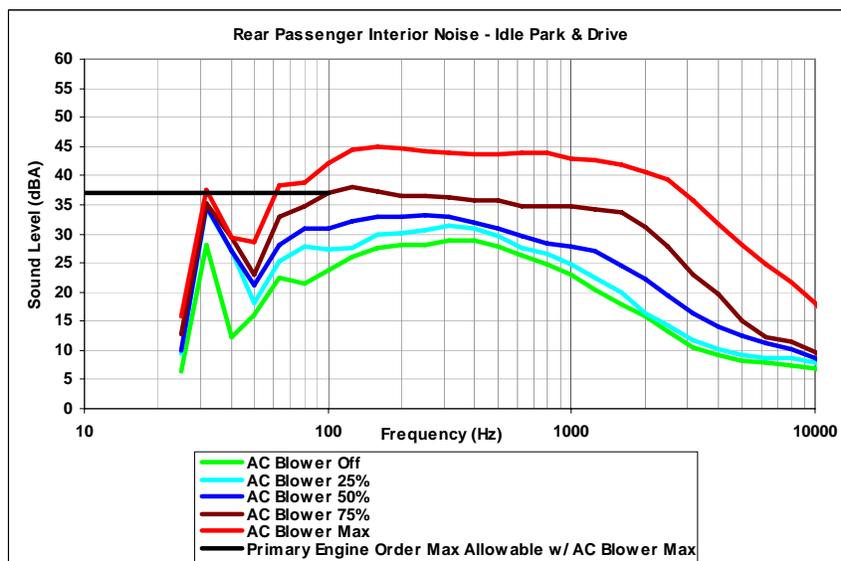
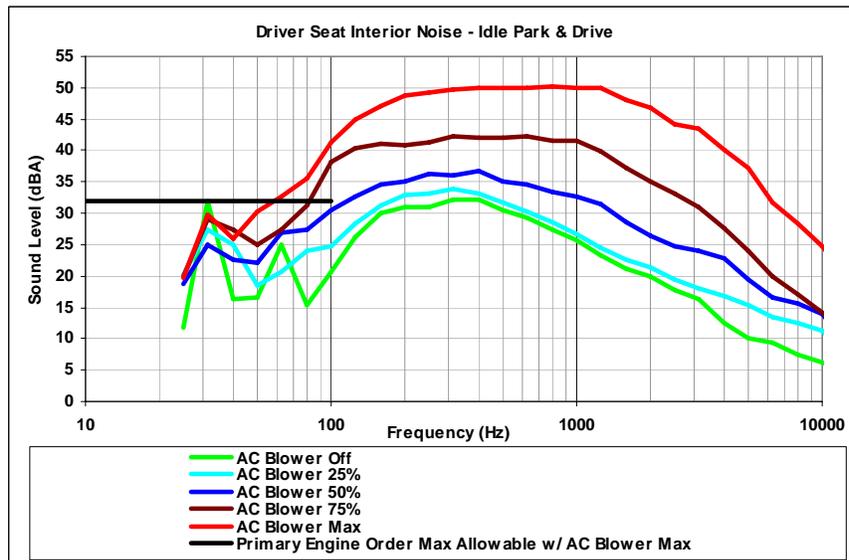


Q: Have the specified targets for NVH been derived from a vehicle measurement demonstrated by Ricardo?

A: The specified targets for NVH are derived from a 2008 Toyota Avalon XL (VTS Sections 2.13 - 2.18).

Q: For Idle NVH; Are the target curves for interior noise in operating conditions of blower fan positioned to 25% and 75% available?

A: Yes – see below: (VTS Section 2.13).



Q: With regard to vehicle instrumentation; what is the rear seat back accelerometer location?

A: Measurement at the seat back is made at the principal support interface with the body. Where this is not practical, measurements need to be corrected for the transmissibility of the cushion. Reference ISO-2631-1 (VTS Sections 2.13 - 2.18).

Q: What is the position of cushion pad?

A: Measurement on the seat surface is made on the principal support surface beneath the Ischial Tuberosities. Reference ISO-2631-1 (VTS Sections 2.13 - 2.18).

Q: Are rear seat measurements considered as laden or unladen (i.e. with or without passenger weight)?

A: All seat measurements are taken as laden (VTS Sections 2.13 - 2.18).

Q: What is the definition of road surfaces (i.e. smooth course and rough road)? Is this a known test track in NA?

A: As there is not a consistent smooth and rough road surface amongst the OEM's test facilities, testing was conducted on public roads.

Smooth road – generally defined as a smooth asphalt road, free of cracks, expansions joints, debris, etc (VTS Sections 2.16 - 2.17).

Rough road – generally defined as a weathered and broken asphalt or concrete road.

General comments concerning all road surfaces:

- 1) *Must be dry and free of debris (stones, salt, sand, etc.).*
- 2) *Must be far from large vertical surfaces (walls, buildings, etc.) that would results in acoustic reflection.*

Q: What were the road conditions and surfaces used to determine ride evaluation metrics?

A: Road segments were chosen to provide a variety of NYC surfaces that were rated poorly when evaluated subjectively. These road segments were chosen to provide a good cross section of the surface interruptions typically encountered in NYC including potholes, drain covers, uneven cobble stone pavement and expansion joints. Manufacturers may specify alternate surfaces for ride measurement, if an accurate description of the surface contour is provided so that the test can be replicated. (VTS Section 2.12.2).

Road	Section detail	Vehicle Speed (±2 mph)	Target OVTV Values (m/s ²)	
			Front	Rear
Brooklyn Bridge	East to West	35	0.42	0.34
Manhattan Bridge	West to East, Upper Level	35	0.57	0.50
Queensboro Bridge	East to West, Lower Level	35	0.47	0.41
Queens Boulevard	Long Island City, 58 th to 53 rd St.	20	0.47	0.70
Franklin Street	Lower Manhattan, Hudson St. to Varick St.	15	0.76	0.95

79th Street	West to East through Central Park	30	0.61	0.68
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