# ⊕ BOSCH

IMPORTANT NOTICE: Robert Bosch LLC and the manufacturers whose vehicles are accessible using the CDR System urge end users to use the latest production release of the Crash Data Retrieval system software when viewing, printing or exporting any retrieved data from within the CDR program. Using the latest version of the CDR software is the best way to ensure that retrieved data has been translated using the most current information provided by the manufacturers of the vehicles supported by this product.

## CDR File Information

| | |
|---|---|
| User Entered VIN | 13.37 |
| User | OFF P WINDUS #7802 |
| Case Number | 17-049029 |
| EDR Data Imaging Date | 02/13/2017 |
| Crash Date | 02/10/2017 |
| Filename | 17-049029 P76076  13.37  ACM 2014 FORD POLICE SUV.CDRX |
| Saved on | Monday, February 13 2017 at 12:59:58 |
| Imaged with CDR version | Crash Data Retrieval Tool 17.1 |
| Imaged with Software Licensed to (Company Name) | Minneapolis Police Department |
| Reported with CDR version | Crash Data Retrieval Tool 17.1 |
| Reported with Software Licensed to (Company Name) | Minneapolis Police Department |
| EDR Device Type | Airbag Control Module |
| ACM Adapter Detected During Download | No |
| Event(s) recovered | locked frontal event |

## Comments

MINNEAPOLIS POLICE MARKED SQUAD 122
P#76706

Inspection location: CITY OF MINNEAPOLIS - ROYALSTON GARAGE
Individuals present: OFF P WINDUS #7802 / LT C HUDOK #0234

Observed visible restraint deployment(s): FRONT DRIVER AND PASSENGER AIRBAGS, DRIVER AND PASSENGER SIDE AIRBAGS, PASSENGER KNEE AIRBAGS, LEFT SIDE CURTAIN

Imaging conducted pursuant to search warrant (warrant details) (Y/N)? NO
Imaging conducted pursuant to owner consent (Y/N)? N / A
Imaging conducted pursuant to civil discovery (Y/N)? N / A

Ignition key or fob available and its position at the start of the inspection: KEY ON ACC
Odometer reading/units: 229375
Recommended tire size (sticker):
Tire size(s) (actual): EAGLE 245/55 R18

Imaging completed by DLC or direct-to-module access: DLC
"Back powering" required (Y/N)? Y
Additional power-up used: ROAYALSTON BATTERY PACK

Other notes:

Disclaimer
I have imaged this vehicle's Airbag Control Module (ACM), Powertrain Control Module (PCM), and/or RollOver Sensor (ROS) to retrieve (image/copy) data which may be related to a crash or other physical event. The successful retrieval of the data and production of this report is an indication that the procedure(s) necessary to properly access and retrieve the data have been followed and the data was properly imaged/downloaded.

I have or will provide the appropriate party(s) a copy of the original, raw data file - the underlying CDR System file - for discovery and/or later re-printing as necessary. This file will be named using the vehicle's Vehicle Identification Number (VIN) and identified by the *.CDRx file extension. This file should only be opened and viewed with the latest version of the Bosch Crash Data Retrieval System Software; improper use of a "text viewer" may corrupt the CDRx file which would prevent it from being opened again in the CDR Tool software and generating a data translation report.

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The raw CDRx file might be compared to a photographic negative and it is the direct image or copy of the data stored on/in the module accessed using the CDR Tool. The CDRx file should be preserved in its native format and should be shared in that format where it may be viewed at a later date using a licensed copy of the CDR Tool software or using the "free reader" version of the CDR Tool software. Prior to any analytical use of this data or legal proceeding, the original *.CDRx file should be reopened and the raw data translated in the latest production version of the CDR software to ensure the most recent, complete translation of the data is used as described in the "Important Notice" above.

I have indicated to the individual(s) receiving the CDRx file that the report includes a Data Limitations section which follows this disclaimer and that portion of this translation report may describe or suggest conditions or characteristics of the data which may be, on the surface, confusing or require a more complete analysis by other means. I have also informed the individual(s) that the data may be affected by conditions or vehicle characteristics described in the Data Limitations section of the report or in other related reference material including, but not limited to, the CDR Tool software Help File. For these reasons and others, a situationally complete analysis of the crash or event under study should be undertaken to fully evaluate the meaning, usefulness and applicability of the recovered data found in this report.

## Data Limitations

### Data Imaging:
CAUTION: When imaging data directly from the RCM on a bench top, make sure the RCM is placed on a flat surface without any movement (static) while connected to and powered by the CDR interface. Not following the above guideline for bench top imaging could risk inducing new events to be recorded in the RCM and possibly overwriting a Non airbag deployment.

Note that the RCM Adapter Detected during Download parameter equal to " Yes" indicates that the EDR data was collected directly from the RCM. When equal to "No", it indicates that the EDR data was collected through the OBD II from the vehicle.

### Restraints Control Module (RCM) Recorded Crash Event(s):
The RCM can store up to two crash events. Event types are categorized as follow:

1. Non deployment trigger event is an event in which EDR recording trigger threshold is met or exceeded (minimum of 5 mph (8kph) Accumulated Delta Velocity within 150ms interval), but no device(s) have deployed. The data from such event can be overwritten by subsequent events.

2. Airbag deployment event is an event in which frontal, side or curtain airbags have deployed. Note that such event cannot be overwritten or cleared from the Restraints Control Module (RCM). Once the RCM has deployed any airbag device(s), the RCM must be replaced.

3. Some RCM may also categorize Non airbag deployment event. This type is an event in which non airbag devices such as pretentioners, knee bolster etc... have deployed. Note that such event can be overwritten given a subsequent "deployment" event.

"Time zero" or Event Beginning of any event (First Record or Second Record) is defined as the first Algorithm wake up during that event. So all the Pre-Crash, At Event, Delta V Data, deployment times etc... are relative to "Time zero".

It is possible that conditions in a crash may result in an Incomplete event data record.

**EDR Data Elements Overview/Interpretation in CDR Report:**

### Under CDR File Information Section

- Event(s) recovered indicates if an event was detected and recorded by RCM. If no event is detected, it will indicate "none". If a trigger or non airbag deployment event is detected, it will indicate "unlocked event". If an airbag deployment is detected, it will indicate "locked frontal event", or "locked side event", or "locked rollover event".

### Under System Status at Event Section

- Complete file recorded indicates if data from the recorded event has been fully written to the RCM memory.

- If the RCM detected a peripheral crash sensor was lost during an event, the crash sensor would be identified as well as the time it was lost during that event relative to Time zero. If no loss of a peripheral crash sensor, nothing would be displayed. Note in some vehicles, loss of a peripheral crash sensor may lead to the loss of another peripheral crash sensor due to shared communication.

### Under Deployment Data Section

- If the RCM commanded a deployment during an event, the deployment device(s) would be identified as well as the time the RCM commanded its deployment relative to Time zero. If no device was commanded to deploy by the RCM, nothing (no deployment device(s)) would be displayed.

### Under Pre-Crash Data -5 to 0 sec

- Steering Wheel Angle if Applicable: positive value indicates left turn, and negative value would indicate right turn.

- Stability Control Lateral Acceleration if Applicable: Lateral Acceleration (Y-direction) is the acceleration along the lateral axis of the vehicle, reported as positive when accelerating to the left.

- Stability Control Longitudinal Acceleration if Applicable: Longitudinal Acceleration (X-direction) is the acceleration along the longitudinal axis of the vehicle, reported as positive when accelerating in a forward direction.

- Stability Control Yaw Rate if Applicable: The Yaw Axis is the vertical axis of the vehicle, generally perpendicular to the plane of the road. A positive Yaw Rate is counter-clockwise when observing the vehicle from above.

- Stability Control Roll Rate if Applicable: The Roll Axis is the longitudinal axis of the vehicle, generally aligned with the primary axis of motion of the vehicle. A positive Roll Rate is counter-clockwise when observing the vehicle from the front.

### Under Longitudinal Crash Pulse

- Delta-V, longitudinal: SAE J211 sign convention, negative value generally indicates a front crash and positive value generally indicates a rear crash. Longitudinal delta-V reflects the change in forward velocity that the sensing system experienced from Time zero. It is not the speed the vehicle was traveling before the event. Note that the vehicle speed is recorded separately. This data should be examined in conjunction with other available physical evidence from the vehicle and scene when assessing occupant or vehicle longitudinal delta-V.

### Under Lateral Crash Pulse

- Delta-V, lateral: SAE J211 sign convention, Positive value generally indicates a driver side crash and negative value generally indicates a passenger side crash.

### Under Rollover Sensor Data (if Applicable)

- Vehicle roll angle if applicable: The Roll Axis is the longitudinal axis of the vehicle, generally aligned with the primary axis of motion of the vehicle. A positive Roll Angle is counter-clockwise when observing the vehicle from the front.

**Data Sources:**

The Restraints Control Module (RCM) contains all recorded data on any event. Data collected from the RCM comes from multiple sources:

1. Internal to the RCM such as internal sensors for delta Velocity data, rollover angle data if applicable, etc... which are measured, calculated and stored internally.

2. External to the RCM but with a direct connection such as buckle switches, peripheral crash sensors, seat track switch(s) etc... which are measured, calculated and stored internally.

3. External Modules to the RCM such as Powertrain Control Module, Brake Control Module, etc... Theses modules

communicate to the RCM via Vehicle Communication Network. The RCM stores the received data internally.

02010_RCM-RC7_r001

## Pre-Crash Data -1 sec (First Record)

| | |
|---|---|
| Ignition Cycle, Crash | 4,146 |
| Frontal Air Bag Warning Lamp, On/Off | Off |
| Safety Belt Status, Driver | Not Buckled |
| Seat Track Position Switch, Foremost, Status, Driver | Not Forward |
| Safety Belt Status, Front Passenger | Buckled |
| Seat Track Position Switch, Foremost, Status, Front Passenger | Not Forward |
| Brake Telltale | Off |
| ABS Telltale | Off |
| ESC/TC Telltale | Off |
| ESC/TC Off Telltale | Default |
| Powertrain Wrench Telltale | Off |
| Powertrain Malfunction Indicator Lamp (MIL) Telltale | Off |

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## Pre-Crash Data -5 to 0 sec [2 samples/sec] (First Record, table 1 of 2)

| Times (sec) | Speed, Vehicle Indicated (MPH [km/h]) | Accelerator Pedal, % Full | Service Brake, On/Off | Engine RPM | ABS Activity (Engaged, Non-Engaged) | Brake Powertrain Torque Request |
|---|---|---|---|---|---|---|
| - 5.0 | 58 [94] | 0.0 | Off | 1,936 | non-engaged | No |
| - 4.5 | 58 [93] | 0.0 | Off | 1,924 | non-engaged | No |
| - 4.0 | 57 [92] | 6.3 | Off | 1,914 | non-engaged | No |
| - 3.5 | 57 [92] | 19.1 | Off | 1,994 | non-engaged | No |
| - 3.0 | 58 [93] | 23.7 | Off | 1,922 | non-engaged | No |
| - 2.5 | 58 [93] | 24.9 | Off | 1,926 | non-engaged | No |
| - 2.0 | 58 [94] | 27.4 | Off | 1,944 | non-engaged | No |
| - 1.5 | 58 [94] | 0.0 | On | 1,940 | non-engaged | No |
| - 1.0 | 53 [86] | 0.0 | On | 1,772 | non-engaged | No |
| - 0.5 | 41 [66] | 0.0 | On | 1,560 | engaged | No |
| 0.0 | 37 [59] | 0.0 | On | 1,686 | engaged | No |

## Pre-Crash Data -5 to 0 sec [2 samples/sec] (First Record, table 2 of 2)

| Times (sec) | Driver Gear Selection | Traction Control via Brakes | Wheel Torque (Nm) | Occupant Size Classification, Front Passenger (Child Size Yes/No [Hex value]) | Speed Control Telltale |
|---|---|---|---|---|---|
| - 5.0 | Drive | non-engaged | -68 | No [$08] | Off |
| - 4.5 | Drive | non-engaged | -104 | No [$08] | Off |
| - 4.0 | Drive | non-engaged | -112 | No [$08] | Off |
| - 3.5 | Drive | non-engaged | 324 | No [$08] | Off |
| - 3.0 | Drive | non-engaged | 492 | No [$08] | Off |
| - 2.5 | Drive | non-engaged | 560 | No [$08] | Off |
| - 2.0 | Drive | non-engaged | 580 | No [$08] | Off |
| - 1.5 | Drive | non-engaged | 300 | No [$08] | Off |
| - 1.0 | Drive | non-engaged | -4 | No [$08] | Off |
| - 0.5 | Drive | non-engaged | -56 | No [$08] | Off |
| 0.0 | Drive | non-engaged | -52 | No [$08] | Off |

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Pre-Crash Data -5 to 0 sec [10 samples/sec] (First Record)

| Times (sec) | Steering Wheel Angle (degrees) | Stability Control Lateral Acceleration (g) | Stability Control Longitudinal Acceleration (g) | Stability Control Yaw Rate (deg/sec) | Stability Control Roll Rate (deg/sec) |
|---|---|---|---|---|---|
| -5.0 | 0.0 | -0.029 | -0.002 | 0.68 | -1.92 |
| -4.9 | 0.3 | 0.023 | -0.064 | 1.11 | -3.92 |
| -4.8 | 1.1 | -0.022 | -0.037 | 1.09 | 0.08 |
| -4.7 | 1.0 | -0.017 | -0.055 | 1.72 | 1.24 |
| -4.6 | 0.6 | 0.024 | -0.043 | 1.75 | -1.12 |
| -4.5 | 0.6 | -0.007 | -0.051 | 1.52 | -0.56 |
| -4.4 | 0.3 | 0.028 | -0.045 | 1.4 | -0.72 |
| -4.3 | 0.0 | 0.025 | -0.049 | 1.36 | -1.36 |
| -4.2 | -0.1 | -0.006 | -0.063 | 1.25 | -1.12 |
| -4.1 | 0.0 | 0.009 | -0.061 | 1.22 | 0.2 |
| -4.0 | -0.1 | -0.025 | -0.035 | 1.47 | 3.36 |
| -3.9 | -0.1 | 0.012 | -0.031 | 1.56 | 2.0 |
| -3.8 | -0.5 | 0.021 | -0.012 | 1.29 | 1.4 |
| -3.7 | -0.5 | 0.013 | -0.007 | 0.9 | 0.72 |
| -3.6 | -0.7 | -0.007 | 0.007 | 0.59 | 0.2 |
| -3.5 | -0.2 | -0.004 | 0.004 | 0.81 | 0.8 |
| -3.4 | 0.2 | -0.018 | 0.007 | 1.0 | 1.24 |
| -3.3 | 0.3 | -0.006 | 0.005 | 0.95 | 1.72 |
| -3.2 | 0.1 | 0.027 | 0.005 | 0.95 | -0.16 |
| -3.1 | 0.1 | 0.027 | 0.009 | 0.86 | -1.08 |
| -3.0 | 0.5 | 0.024 | 0.014 | 0.84 | -0.68 |
| -2.9 | 0.8 | 0.0 | 0.027 | 1.06 | -0.68 |
| -2.8 | 1.0 | 0.023 | -0.004 | 1.06 | -0.96 |
| -2.7 | 1.0 | 0.009 | 0.02 | 1.27 | -0.24 |
| -2.6 | 0.6 | 0.034 | 0.037 | 1.29 | -0.68 |
| -2.5 | 0.0 | 0.033 | 0.007 | 1.04 | -1.28 |
| -2.4 | 0.0 | 0.031 | 0.015 | 0.97 | -0.92 |
| -2.3 | 0.0 | -0.003 | 0.021 | 1.0 | -0.52 |
| -2.2 | 0.3 | 0.0 | 0.011 | 1.13 | -1.48 |
| -2.1 | 0.1 | 0.038 | 0.027 | 1.0 | -1.36 |
| -2.0 | -0.6 | -0.034 | 0.035 | 1.11 | -0.72 |
| -1.9 | -2.4 | 0.015 | 0.015 | 1.09 | -0.16 |
| -1.8 | -5.8 | -0.048 | 0.007 | 0.27 | -0.76 |
| -1.7 | -10.6 | -0.078 | -0.004 | -1.2 | -1.96 |
| -1.6 | -13.6 | -0.122 | -0.01 | -3.15 | -3.08 |
| -1.5 | -4.5 | -0.129 | -0.332 | -3.13 | 0.72 |
| -1.4 | -2.9 | -0.095 | -0.443 | 0.09 | 0.64 |
| -1.3 | -17.0 | -0.203 | -0.578 | -1.2 | -1.44 |
| -1.2 | -16.5 | -0.178 | -0.609 | -5.0 | 0.56 |
| -1.1 | -1.9 | -0.083 | -0.709 | -4.56 | 3.16 |
| -1.0 | -27.9 | -0.358 | -0.784 | -4.15 | -5.16 |
| -0.9 | -77.6 | -0.365 | -0.712 | -10.22 | -7.52 |
| -0.8 | -101.1 | -0.416 | -0.62 | -16.72 | 0.48 |
| -0.7 | -120.0 | -0.438 | -0.515 | -19.84 | -4.04 |
| -0.6 | -147.3 | -0.65 | -0.443 | -19.31 | -1.8 |
| -0.5 | -185.6 | -0.539 | -0.376 | -17.34 | -1.8 |
| -0.4 | -207.0 | -0.696 | -0.399 | -14.86 | -1.52 |
| -0.3 | -215.0 | -0.826 | -0.54 | -17.47 | -4.08 |
| -0.2 | -251.1 | -1.024 | -0.543 | -18.25 | -5.28 |
| -0.1 | -282.6 | -0.74 | -0.496 | -17.52 | -0.72 |
| 0.0 | -278.3 | -0.703 | -0.515 | -15.18 | -0.72 |

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**13.37 - Security & Trade Secret** Longitudinal Crash Pulse (First Record)
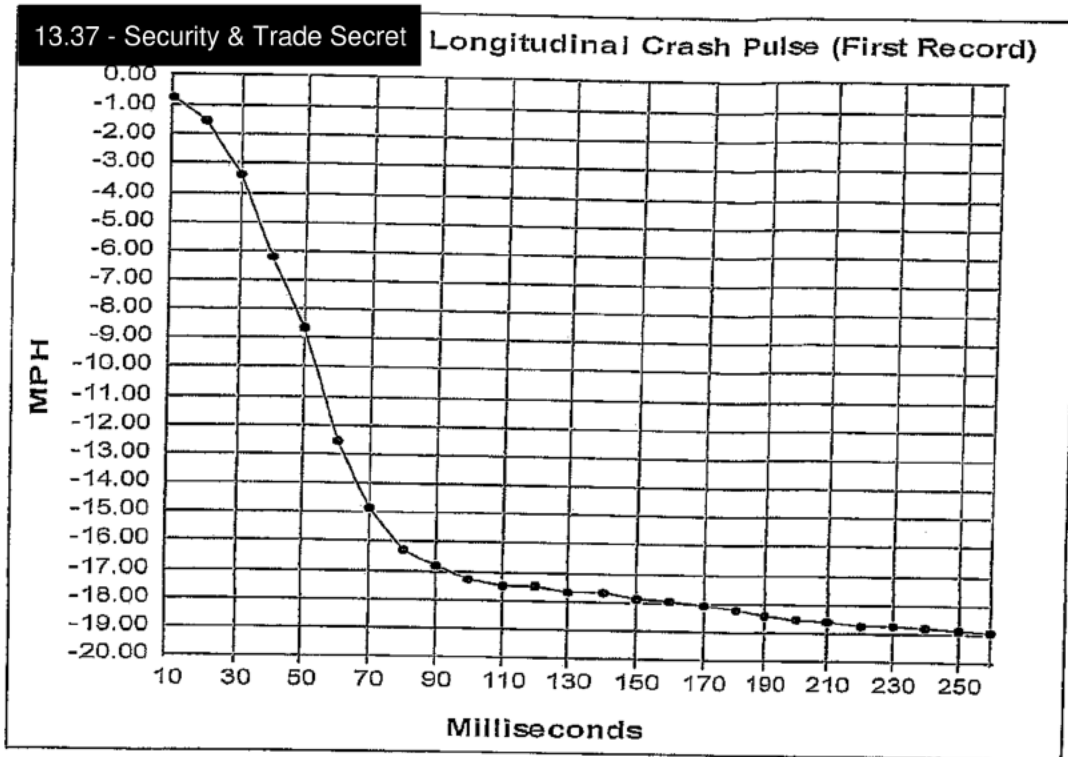


Longitudinal Crash Pulse (First Record)

| Time (msec) | Delta-V, longitudinal (MPH) | Delta-V, longitudinal (km/h) |
|---|---|---|
| 9.5 | -0.71 | -1.14 |
| 19.5 | -1.55 | -2.49 |
| 29.5 | -3.39 | -5.46 |
| 39.5 | -6.22 | -10.01 |
| 49.5 | -8.65 | -13.91 |
| 59.5 | -12.53 | -20.16 |
| 69.5 | -14.88 | -23.95 |
| 79.5 | -16.31 | -26.25 |
| 89.5 | -16.85 | -27.12 |
| 99.5 | -17.30 | -27.84 |
| 109.5 | -17.52 | -28.19 |
| 119.5 | -17.49 | -28.16 |
| 129.5 | -17.72 | -28.52 |
| 139.5 | -17.66 | -28.42 |
| 149.5 | -17.87 | -28.76 |
| 159.5 | -17.95 | -28.89 |
| 169.5 | -18.07 | -29.08 |
| 179.5 | -18.19 | -29.27 |
| 189.5 | -18.41 | -29.62 |
| 199.5 | -18.52 | -29.80 |
| 209.5 | -18.59 | -29.92 |
| 219.5 | -18.76 | -30.18 |
| 229.5 | -18.78 | -30.22 |
| 239.5 | -18.80 | -30.25 |
| 249.5 | -18.85 | -30.33 |
| 259.5 | -18.91 | -30.44 |

Lateral Crash Pulse (First Record)

13.37 - Security & Trade Secret
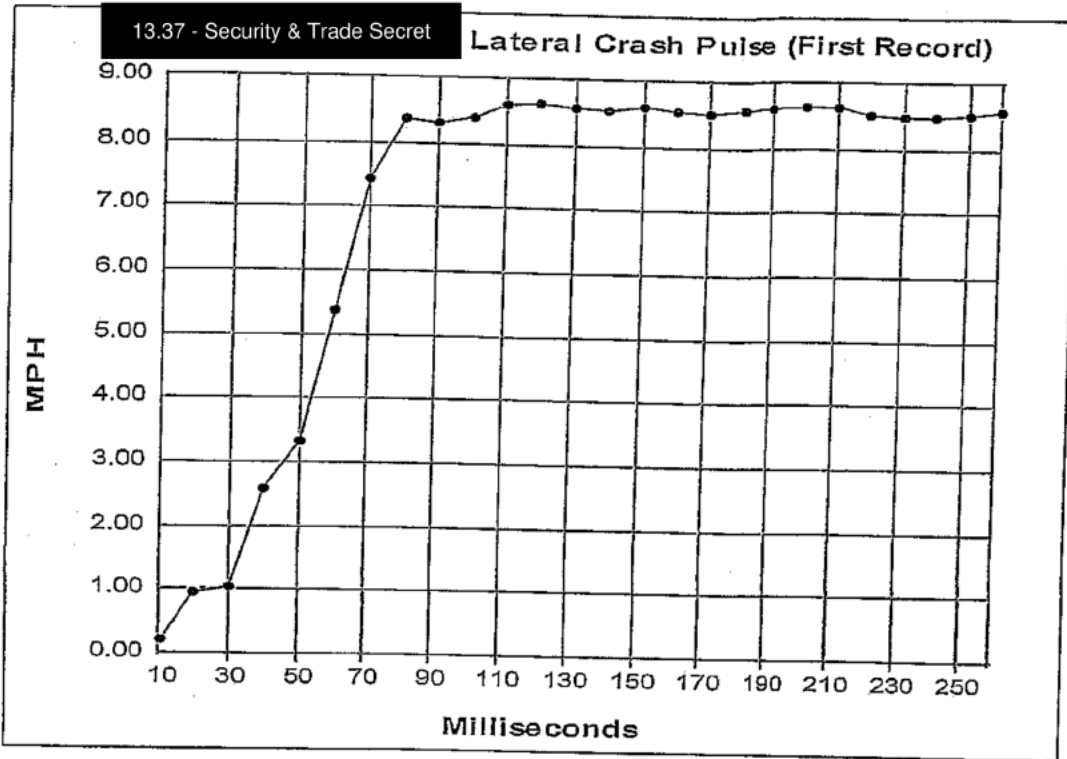
**Lateral Crash Pulse (First Record)**

| Time (msec) | Delta-V, lateral (MPH) | Delta-V, lateral (km/h) |
|---|---|---|
| 9.5 | 0.22 | 0.35 |
| 19.5 | 0.94 | 1.51 |
| 29.5 | 1.03 | 1.65 |
| 39.5 | 2.60 | 4.18 |
| 49.5 | 3.34 | 5.38 |
| 59.5 | 5.38 | 8.65 |
| 69.5 | 7.42 | 11.94 |
| 79.5 | 8.36 | 13.46 |
| 89.5 | 8.30 | 13.37 |
| 99.5 | 8.42 | 13.55 |
| 109.5 | 8.62 | 13.88 |
| 119.5 | 8.64 | 13.91 |
| 129.5 | 8.58 | 13.81 |
| 139.5 | 8.54 | 13.75 |
| 149.5 | 8.61 | 13.86 |
| 159.5 | 8.57 | 13.78 |
| 169.5 | 8.52 | 13.71 |
| 179.5 | 8.58 | 13.81 |
| 189.5 | 8.62 | 13.87 |
| 199.5 | 8.65 | 13.91 |
| 209.5 | 8.64 | 13.90 |
| 219.5 | 8.52 | 13.71 |
| 229.5 | 8.49 | 13.66 |
| 239.5 | 8.49 | 13.66 |
| 249.5 | 8.51 | 13.70 |
| 259.5 | 8.57 | 13.80 |

**13.37**

### Rollover Sensor Data (First Record)

13.37 - Security & Trade Secret
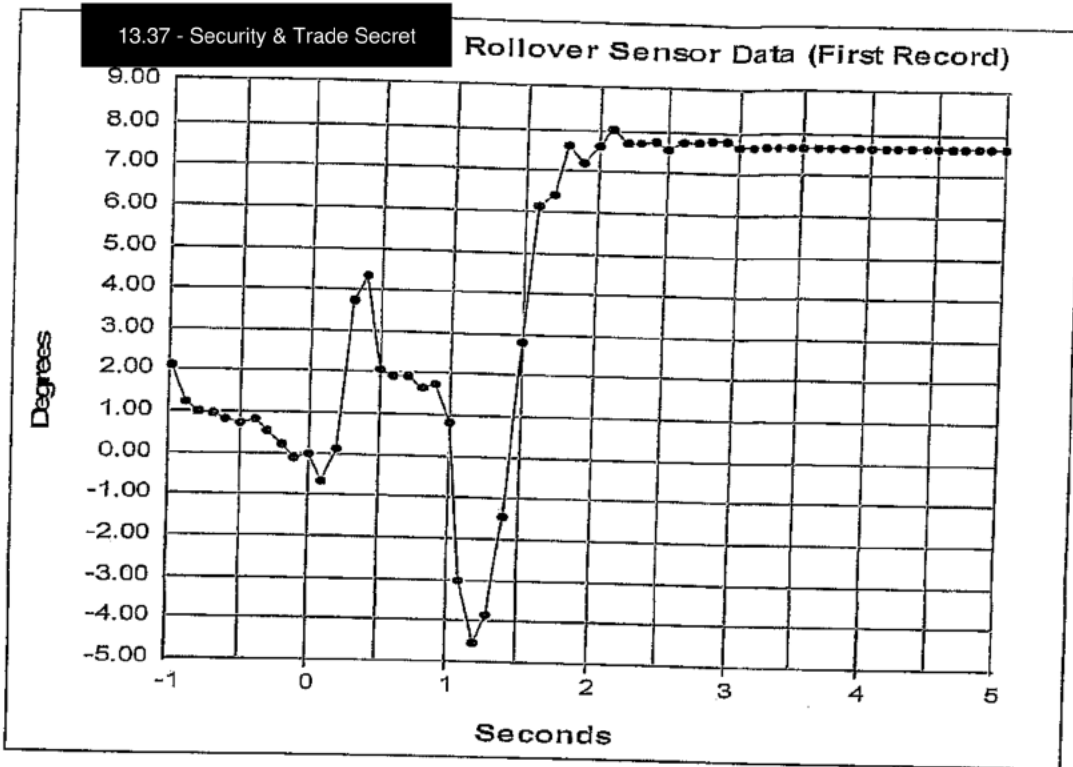


Rollover Sensor Data (First Record)

| Time (sec) | Vehicle Roll Angle (deg) | Time (sec) | Vehicle Roll Angle (deg) | Time (sec) | Vehicle Roll Angle (deg) |
|---|---|---|---|---|---|
| -1.0 | 2.11 | 1.1 | -3.02 | 3.2 | 7.66 |
| -0.9 | 1.24 | 1.2 | -4.52 | 3.3 | 7.68 |
| -0.8 | 1.03 | 1.3 | -3.83 | 3.4 | 7.68 |
| -0.7 | 0.96 | 1.4 | -1.45 | 3.5 | 7.68 |
| -0.6 | 0.83 | 1.5 | 2.79 | 3.6 | 7.68 |
| -0.5 | 0.71 | 1.6 | 6.13 | 3.7 | 7.68 |
| -0.4 | 0.83 | 1.7 | 6.42 | 3.8 | 7.68 |
| -0.3 | 0.56 | 1.8 | 7.63 | 3.9 | 7.68 |
| -0.2 | 0.24 | 1.9 | 7.19 | 4.0 | 7.68 |
| -0.1 | -0.11 | 2.0 | 7.61 | 4.1 | 7.68 |
| 0.0 | 0.0 | 2.1 | 8.02 | 4.2 | 7.68 |
| 0.1 | -0.67 | 2.2 | 7.71 | 4.3 | 7.68 |
| 0.2 | 0.11 | 2.3 | 7.7 | 4.4 | 7.68 |
| 0.3 | 3.74 | 2.4 | 7.74 | 4.5 | 7.68 |
| 0.4 | 4.34 | 2.5 | 7.58 | 4.6 | 7.68 |
| 0.5 | 2.06 | 2.6 | 7.75 | 4.7 | 7.68 |
| 0.6 | 1.91 | 2.7 | 7.75 | 4.8 | 7.68 |
| 0.7 | 1.93 | 2.8 | 7.8 | 4.9 | 7.68 |
| 0.8 | 1.65 | 2.9 | 7.79 | 5.0 | 7.68 |
| 0.9 | 1.73 | 3.0 | 7.68 | | |
| 1.0 | 0.83 | 3.1 | 7.66 | | |

## Hexadecimal Data

Data that the vehicle manufacturer has specified for data retrieval is shown in the hexadecimal data section of the CDR report. The hexadecimal data section of the CDR report may contain data that is not translated by the CDR program. The control module contains additional data that is not retrievable by the CDR system.

```
02 00 00 00

45 42 35 54 2D 31 34 42 33 32 31 2D 41 41 00 00 00 00 00 00 00 00 00 00

37 31 32 32 31 32 33 33 30 30 30 30 30 30 30 30

44 47 31 33 2D 31 34 43 30 32 38 2D 41 47 00 00 00 00 00 00 00 00 00 00

00 30 28 3A 89 49 18 00 00 00 00 00 00 00 00 00

00 00 00 22 2F 47 F0 00 00 00 00 00 00 00 00 00

00 30 28 3A 89 45 1C 00 00 00 00 00 00 00 00 00

00 2E 28 3B D1 4F 30 00 00 00 00 00 00 00 00 00

00 00 00 A9 4D 47 F0 00 00 00 00 00 00 00 00 00

00 2E 28 38 A7 38 16 00 00 00 00 00 00 00 00 00

31 46 4D 35 4B 38 41 52 32 45 47 43 32 36 34 39 36

31 46 4D 35 4B 38 41 52 32 45 47 43 32 36 34 39 36 00 00 00 00 00 00 00

67 68 CE 3B 10 0C 67 00
```

Event Record 1

```
32 10 00 00 33 10 00 00 E3 E3 60 00 7A 07 00 00 3E 42 00 00 8A 1F 00 00 BC A2 02
00 4A 87 00 00 6A DB FF FF BA 5F FD FF A4 62 FD FF 12 69 FD FF E4 72 FD FF 56 7B
FD FF D6 88 FD FF 04 91 FD FF 00 96 FD FF E2 97 FD FF 6C 99 FD FF 32 9A FD FF 1C
9A FD FF E4 9A FD FF AE 9A FD FF 68 9B FD FF B0 9B FD FF 1C 9C FD FF 84 9C FD FF
48 9D FD FF AC 9D FD FF EC 9D FD FF 7E 9E FD FF 90 9E FD FF A4 9E FD FF D0 9E FD
FF 0C 9F FD FF 76 79 FF FF FA 7B FF FF 48 7C FF FF BE 81 FF FF 54 84 FF FF 6A 8B
FF FF 82 92 FF FF CC 95 FF FF 98 95 FF FF FC 95 FF FF B2 96 FF FF C4 96 FF FF 90
96 FF FF 6C 96 FF FF AA 96 FF FF 80 96 FF FF 54 96 FF FF 8C 96 FF FF B0 96 FF FF
C8 96 FF FF BE 96 FF FF 54 96 FF FF 3C 96 FF FF 3C 96 FF FF 52 96 FF FF 86 96 FF
FF 32 54 23 54 7A 53 5C 53 5C 53 74 53 74 53 74 53 74 53 74 53 74 53 74 53 74 53
74 53 74 53 74 53 74 53 74 53 74 53 74 53 74 53 74 53 74 53 78 31 2F 2C DC 2A 75
2A A7 29 EA 28 A4 29 FB 27 0E 26 E4 23 92 24 82 20 3F 25 71 3B 10 3F 30 31 3C 30
63 30 A9 2E 25 2F A6 29 21 12 FC 08 3B 0D B8 1B 9B 35 FB 49 C6 4B 2E 53 7B 50 0E
53 8E 55 A9 53 9D 53 D2 53 D3 52 E4 53 E4 53 86 3E 86 3E 83 3E 80 3E 7F 3E 80 3E
7F 3E 7F 3E 7B 3E 7B 3E 79 3E 7E 3E 82 3E 83 3E 81 3E 81 3E 85 3E 88 3E 8A 3E 8A
3E 86 3E 80 3E 80 3E 80 3E 83 3E 81 3E 7A 3E 68 3E 46 3E 16 3E F8 3D 53 3E 63 3E
D6 3D DB 3D 6D 3E 69 3D 78 3B 8D 3A D0 39 BF 38 40 37 6A 36 1A 36 B1 34 76 33 A1
33 80 3E 83 3E 8B 3E 8A 3E A5 07 9D 07 A3 07 9F 07 91 07 93 07 AD 07 B1 07 C4 07
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Printed on: Monday, February 13 2017 at 13:25:58

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