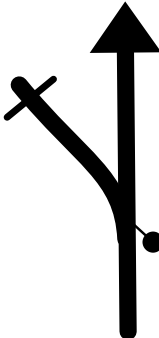

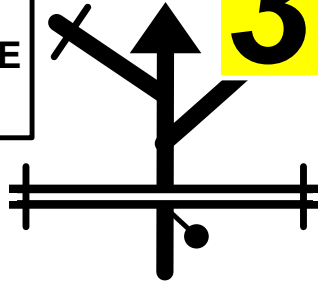
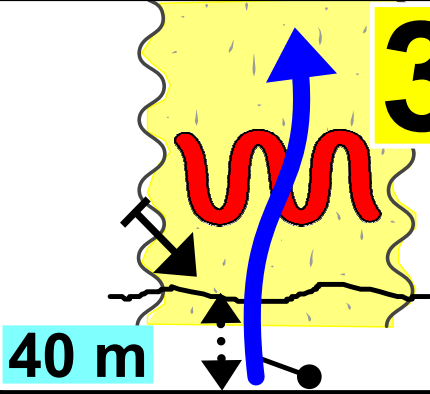
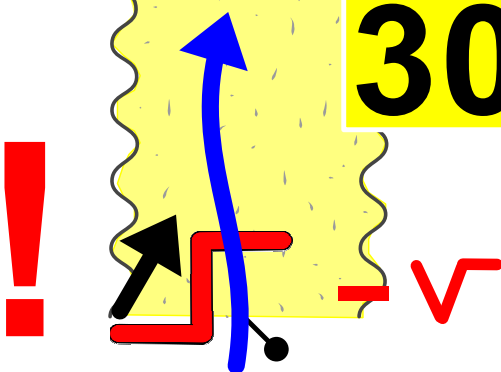
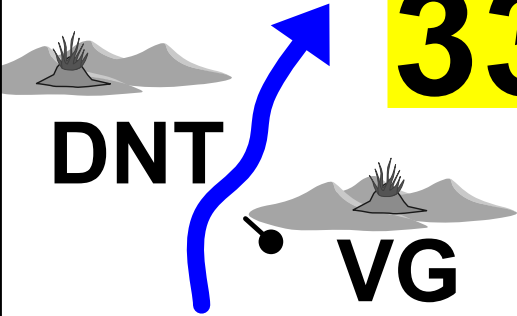
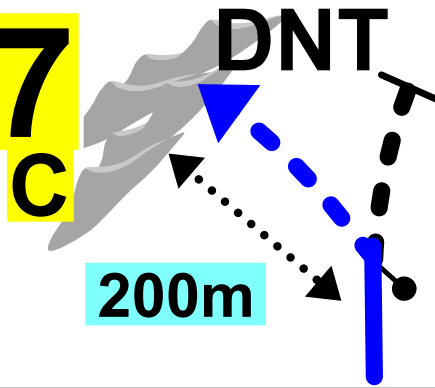


| 1 | Test Privé / / | Km : 12,52 |
|---------------------------|---|---|
| <p>0,00</p> <p>0,00</p> |  | <p>EXIT</p>  |
| <p>0,70</p> <p>0,70</p> | <p>SERVICE</p>  <p>308</p> | |
| <p>1,01</p> <p>0,31</p> |  <p>320 A</p> | <p>START SHAKEDOWN</p> <p>①</p> |
| <p>1,49</p> <p>0,48</p> |  <p>307 A</p> | |
| <p>1,91</p> <p>0,42 ↓</p> |  <p>338</p> | |

Next 0,21

2,12

297



ET à 200m

.CROSS
DNT

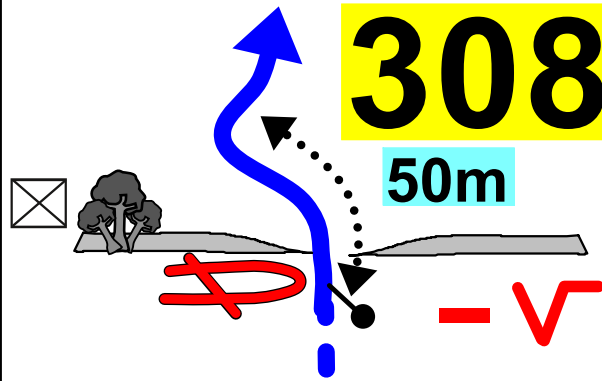
2

0,21



2,75

308



ET à 50m

PS

3

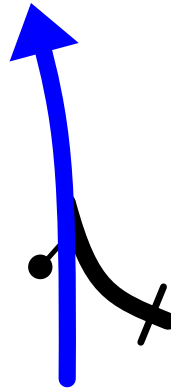
0,63



3,24

300

0,49 ↓



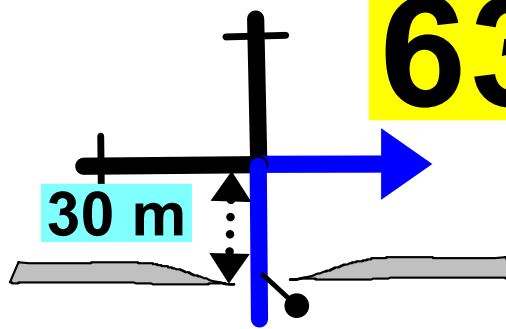
3,45

63

P FAST

4

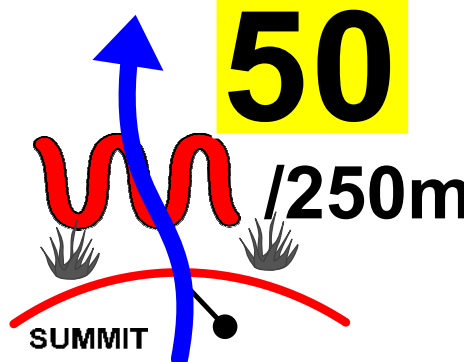
0,21



4,04

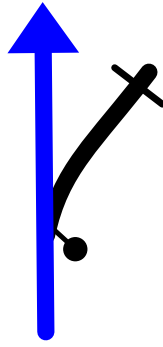
50

0,59



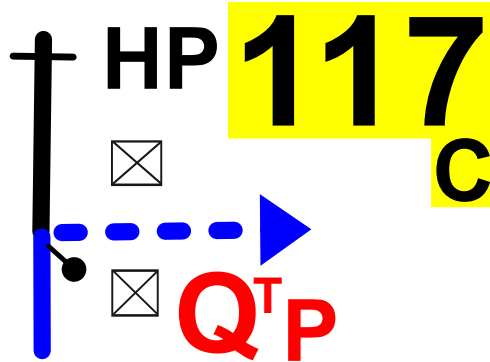
4,72

50



0,68

5,74

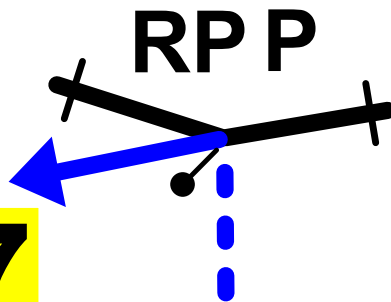


ET HP !! 5

1,02

M

6,54



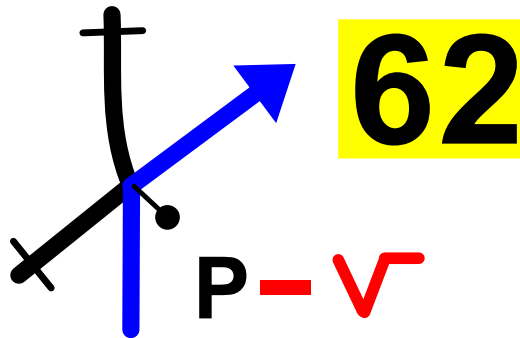
0,80

N

37

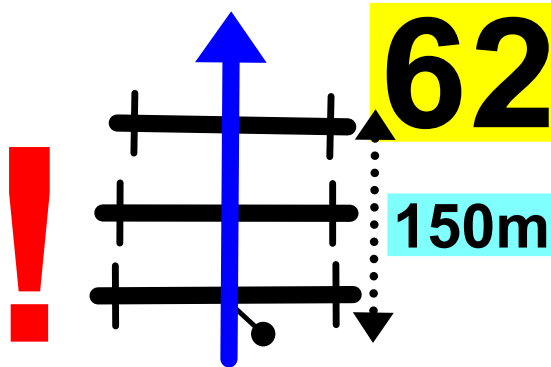
6

7,00



0,46

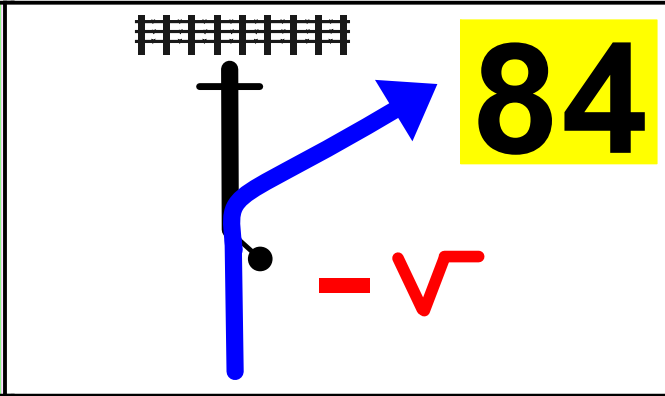
7,51



0,51

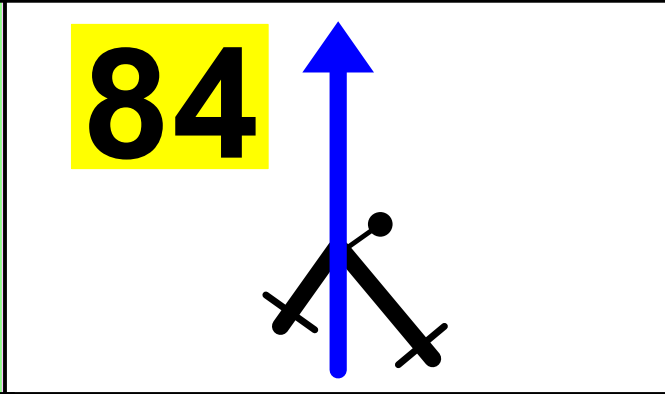
NBX

7,71
 0,20 ↓ (N)

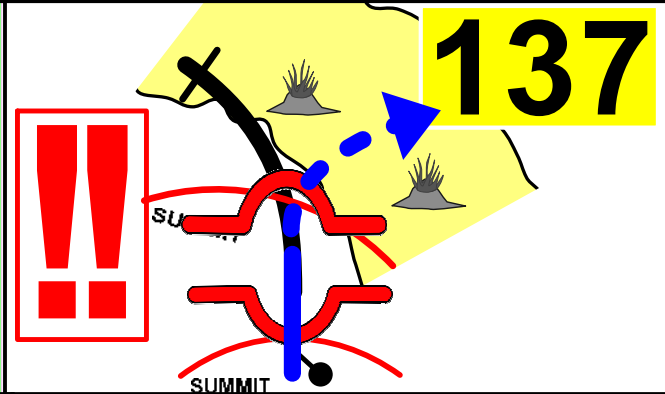


(7)

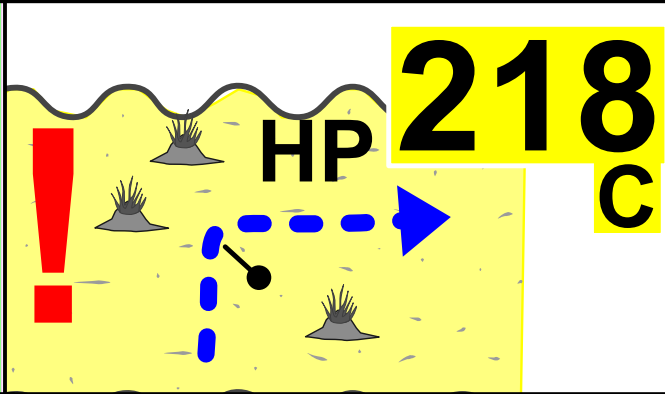
7,80
 0,09 ↓



7,90
 0,10 ↓

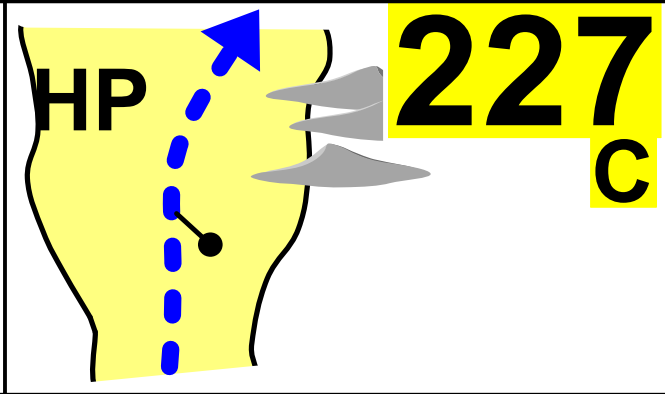


8,01
 0,11 (N)



DS
 OUED
 NBX (8)

8,87
 0,86



DS
 OUED

5

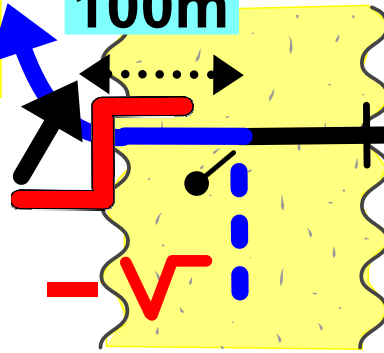
Test Privé / /

Km : 12,52

10,01

171

100m



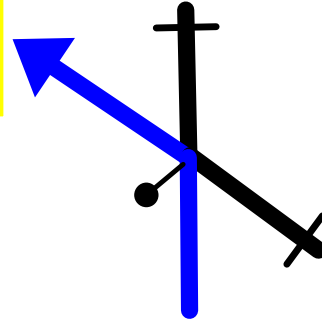
1,14



9

10,38

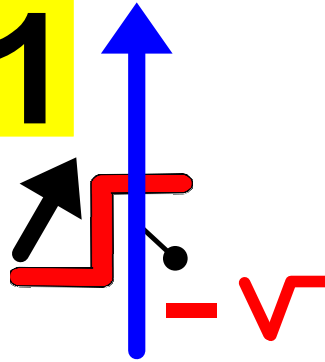
146



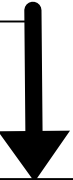
0,37

10,68

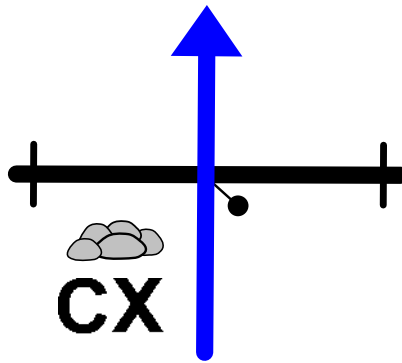
141



0,30



10,90

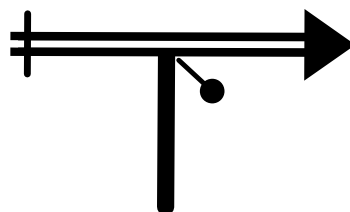


0,22

FINISH
RLT

10

11,32



0,42

Next 1,21

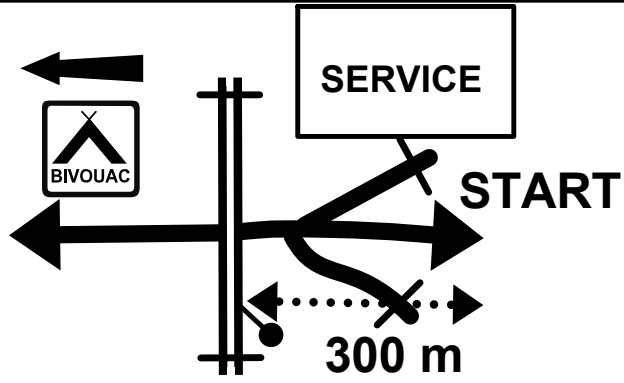
6

Test Privé / /

Km : 12,52

12,53

1,21



Next