

INÍCIO

MAS / SEN

OVR / JUN

NOV / TUR

DOMINGO

Genérico 3 médias

DOMINGO

Genérico 3 médias

DOMINGO

Genérico 3 médias

DOMINGO

Genérico 3 médias

DOMINGO

Genérico 3 médias



IMPORTANTE

Fita adesiva (durex) do lado de trás

NÃO use caneta marca texto

USE caneta esferográfica ou hidrográfica (Pilot Color 850)

IMPORTANTE

5º ENDURO DE REGULARIDADE DE JANDAIA DO SUL

PROVA: ENDURO DO PADROEIRO SÃO JOÃO BATISTA

ATENÇÃO PILOTOS, REGIÃO CANAVIEIRA, TRÁFEGO DE CAMINHÕES NAS PRINCIPAIS.

Vistoria das 07:00hs as 07:45hs.

Intervalo para categorias MASTER será de 40 em 40 Segundos DEMAIS CATEGORIA será de 20 em 20 segundos

-PRESERVE O VERDE E RESPEITE AS PROPRIEDADES ALHEIAS.
-TODAS AS ESTRADAS ESTÃO ABERTAS AO TRANSITO.

DESDE JA AGRADECEMOS A TODOS PILOTOS

ATENÇÃO

CUIDADO

PERIGO

DICA TOTEM

Quando você recebe os trechos ("chupeta") o Colosso Evo e o Colosso Enduro mostram na tela o Tempo de Prova.

Compare com o tempo de SUA CATEGORIA divulgado abaixo e evite erro na programação.

FACILIDADE TOTEM

Tempo de Prova

MAS / SEN 06:04:35

OVR / JUN 06:17:54

NOV / TUR 06:38:09

MAS / SEN

OVR / JUN

NOV / TUR

TOTEM

AFERIÇÃO

0.00

F

F

F

1 Afer

AV. GETULIO VARGAS

0.03

2 Afer

1º FAROL, RESPEITE!!!

0.27

3 Afer

2º FAROL, RESPEITE

0.40

4 Afer

ABASTEÇA NA VOLTA

0.73

5 Afer

Q.M.

0.96

6 Afer

FAIXA DE PEDESTRE

1.209

7 Afer

AFERIÇÃO

1,209

1.23

8 Afer

TOTEM

Início de Prova

ATENÇÃO PILOTOS!!!

REGIÃO CANAVIEIRA, TRÁFEGO DE CAMINHÕES NAS PRINCIPAIS.

Deslocamento

0.00

D 5' 0.00.00

D 5' 0.00.00

D 5' 0.00.00

9 T1

0.03

10 T1

1º FAROL, RESPEITE!!!

0.27

11 T1

2º FAROL, RESPEITE

0.40

12 T1

0.73

13 T1

0.96

14 T1

1.23

15 T1

Q.M.

1.55

16 T1

1.71

0.00

V 21 0.05.00

V 18 0.05.00

V 15 0.05.00

17 T2

0.07

18 T2

0.16

19 T2

0.23

20 T2

0.33

21 T2

0.45

22 T2

0.57

23 T2

CRUZE

0.58

24 T2

1.16

25 T2

ENTRE NO RIO

1.17

26 T2

SAIA

1.18

27 T2

1.19

28 T2

BREJO

1.35

29 T2

1.37

30 T2

BREJO

1.40

31 T2

1.42

32 T2

1.43

33 T2

1.69

34 T2

1.70

35 T2

1.72

36 T2

CRUZE

1.75

37 T2

1.79

38 T2

ENTRE NO RIO

1.83

39 T2

SAIA

1.84

40 T2

1.89

V 30 0.10.24

V 27 0.11.18

V 24 0.12.34

41 T3

1.92

42 T3

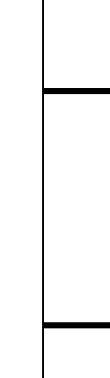
2.04

43 T3

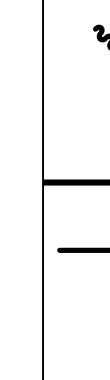
	2.09	44	T3
	2.11	V 45	0.10.50
		V 42	0.11.47
		V 39	0.13.07
		45	T4
EROSÕES			
	2.69	46	T4
	2.86	47	T4
	3.06	48	T4
Neutralizado			
	3.87	N 2'	0.13.11
		N 2'	0.14.18
		N 2'	0.15.49
		49	T5
	0.00	V 48	0.15.11
		V 45	0.16.18
		V 42	0.17.49
		50	T6
	0.24	51	T6
	0.76	52	T6
	1.29	53	T6
	1.59	54	T6
	1.73	55	T6
	1.92	56	T6
	2.14	57	T6
	2.28	58	T6
	2.44	V 45	0.18.14
		V 42	0.19.33
		V 39	0.21.18
		59	T7
	0.09	60	T7
PPAL			
	0.41	61	T7
	0.77	V 18	0.19.16
		V 15	0.20.39
		V 12	0.22.29
		62	T8
	1.05	63	T8
	1.20	64	T8
	1.46	V 54	0.21.34
		V 51	0.23.25
		V 48	0.25.56
		65	T9
	2.60	66	T9
	3.21	67	T9
	3.69	V 48	0.24.02
		V 45	0.26.02
		V 42	0.28.44
		68	T10
	0.16	69	T10
	0.20	70	T10
	0.51	71	T10
	0.61	V 18	0.24.48
		V 15	0.26.51
		V 12	0.29.36
		72	T11
	0.69	73	T11
	0.78	74	T11
	0.82	75	T11
	0.85	76	T11
	0.87	77	T11
	0.95	78	T11
	1.02	V 48	0.26.10
		V 45	0.28.30
		V 42	0.31.39
		79	T12
	1.13	80	T12
EROSÕES			
	1.20	81	T12
	1.62	82	T12
	1.86	83	T12
EROSÕES			
	2.69	84	T12
	3.14	85	T12
	3.18	V 42	0.28.52
		V 39	0.31.22
		V 36	0.34.44
		86	T13
EROSÕES			
	0.02	87	T13
EROSÕES			
	0.21	88	T13
EROSÕES			
	0.40	89	T13
	0.66	90	T13
	0.70	91	T13
PPAL			
	0.78	92	T13
	0.89	93	T13
	0.99	94	T13
	1.01	95	T13
	1.06	96	T13
	1.17	97	T13
	1.58	98	T13
	1.74	99	T13
CRUZE			
	1.77	100	T13
	1.82	101	T13
PPAL			
	2.11	102	T13
	2.52	103	T13
	2.57	V 51	0.32.32
		V 48	0.35.20
		V 45	0.39.01
		104	T14



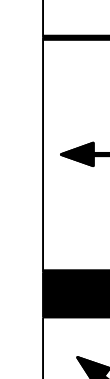
3.07
V 21 0.33.08
V 18 0.35.57
V 15 0.39.41
105 T15



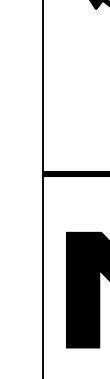
3.44
106 T15



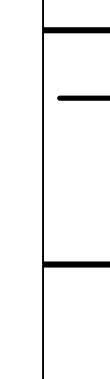
3.55
107 T15



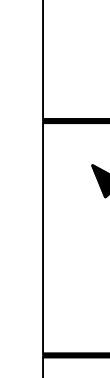
3.62
V 39 0.34.42
V 36 0.37.47
V 33 0.41.53
108 T16



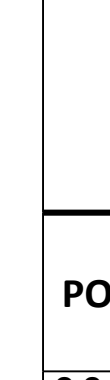
3.75
109 T16



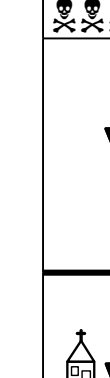
3.78
110 T16



3.97
N 2' 0.35.14
N 2' 0.38.22
N 2' 0.42.31
111 T17



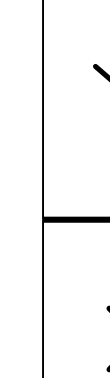
0.00
V 54 0.37.14
V 51 0.40.22
V 48 0.44.31
112 T18



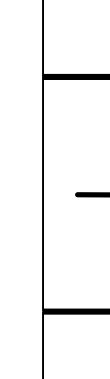
0.10
113 T18



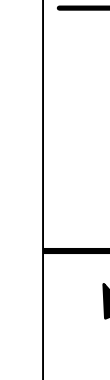
0.29
114 T18



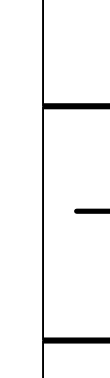
0.56
115 T18



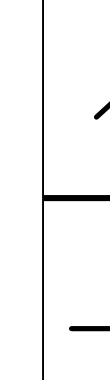
1.14
116 T18



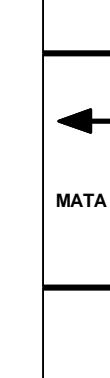
ATENÇÃO!!!
PODE HAVER M.S.C.



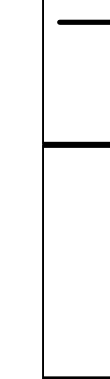
Deslocamento
1.87
D 2' 0.39.19
D 2' 0.42.34
D 2' 0.46.51
117 T19



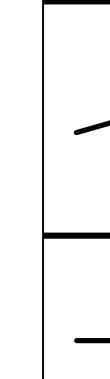
1.98
118 T19



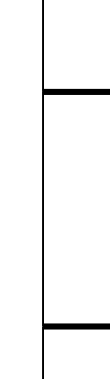
2.29
V 48 0.41.19
V 45 0.44.34
V 42 0.48.51
119 T20



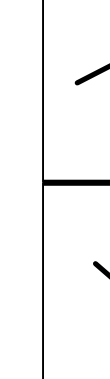
3.17
120 T20



3.35
121 T20



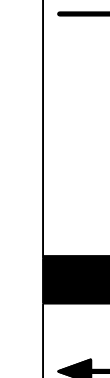
3.37
122 T20



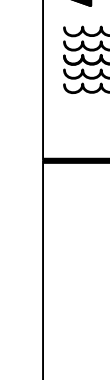
3.50
0.00
V 54 0.42.50
V 51 0.46.11
V 48 0.50.35
123 T21



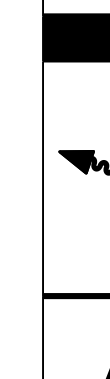
0.23
124 T21



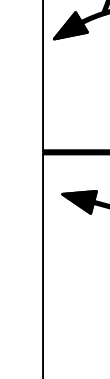
0.57
125 T21



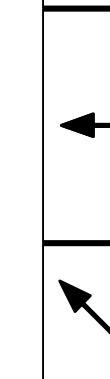
0.82
126 T21



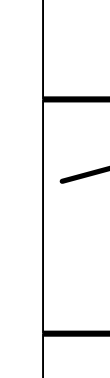
0.87
127 T21



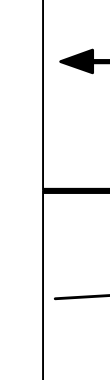
1.03
MATA CANA
128 T21



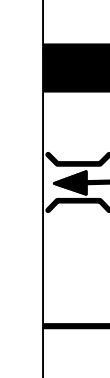
1.93
129 T21



2.42
130 T21



2.62
V 45 0.45.44
V 42 0.49.16
V 39 0.53.52
131 T22



2.92
MATA
132 T22



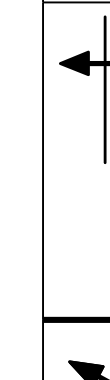
2.97
MATA
133 T22



3.02
134 T22



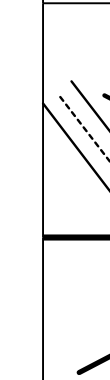
3.11
MATA
135 T22



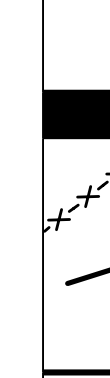
3.28
AZAC TRIGO MATA
136 T22



PARA O RIO
3.70
0.00
V 39 0.47.11
V 36 0.50.48
V 33 0.55.31
137 T23



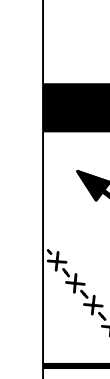
CRUZE E BEIRE
0.04
138 T23



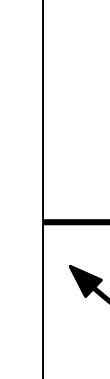
0.61
139 T23



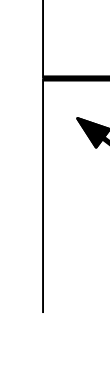
NA MATA
0.78
140 T23



0.95
V 45 0.48.39
V 42 0.52.23
V 39 0.57.15
141 T24



1.33
142 T24



1.55
143 T24

2.16
144 T24

2.31
145 T24

2.65
146 T24

2.93
147 T24

PPAL
3.13
V 54 0.51.33
V 51 0.55.30
V 48 1.00.36
148 T25

3.18
149 T25

PPAL
3.31
150 T25

4.16
151 T25

4.22
152 T25

ATENÇÃO!!!
CRUZE COM MUITO CUIDADO

Deslocamento
4.28
0.00
D 2' 0.52.50
D 2' 0.56.51
D 2' 1.02.02
153 T26

0.01
V 48 0.54.50
V 45 0.58.51
V 42 1.04.02
154 T27

TRÁFEGO DE CAMINHÕES

0.07
155 T27

0.63
156 T27

EUCALIPTO
0.75
V 21 0.55.45
V 18 0.59.51
V 15 1.05.06
157 T28

0.90
158 T28

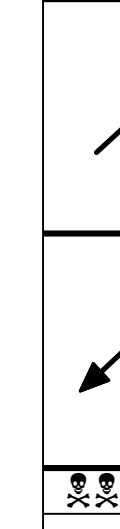
1.08
159 T28

PPAL
1.39
V 39 0.57.35
V 36 1.01.59
V 33 1.07.39
160 T29

1.53
161 T29

1.60
162 T29

1.70
163 T29



1.88
164 T29

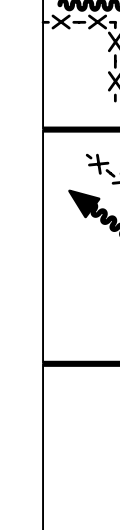


2.18
V 27 0.58.48
V 24 1.03.18
V 21 1.09.06
165 T30

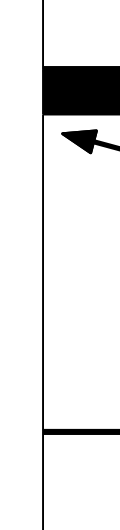


2.28
166 T30

POR BAIXO DO PÉ DE MANGA

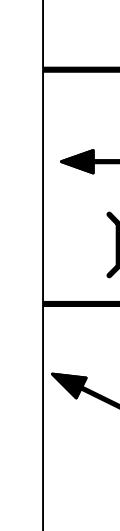


2.35
167 T30



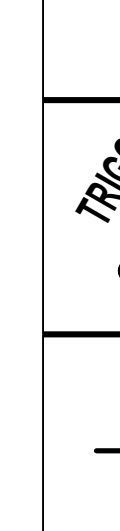
2.41
168 T30

PARALELEPIPEDO

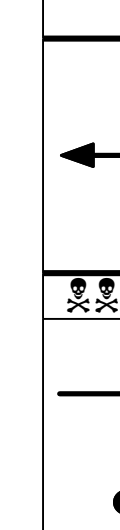


2.59
169 T30

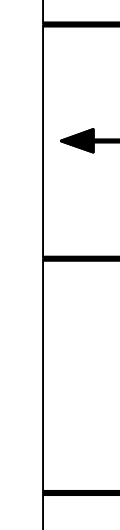
NA TRILHA



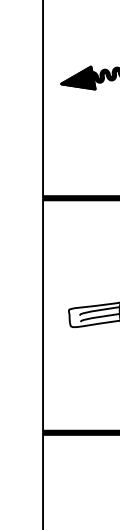
2.64
V 21 0.59.49
V 18 1.04.27
V 15 1.10.24
170 T31



2.75
171 T31

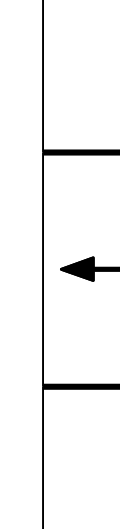


2.88
V 36 1.00.30
V 33 1.05.15
V 30 1.11.22
172 T32

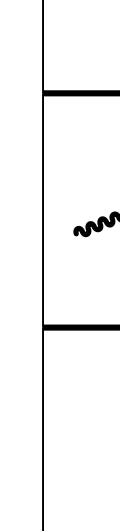


3.04
173 T32

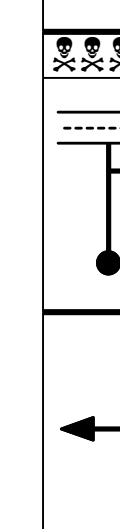
PPAL



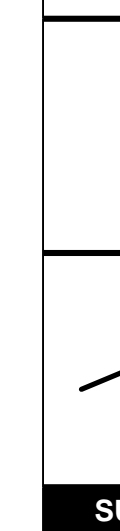
3.76
0.00
V 45 1.01.58
V 42 1.06.51
V 39 1.13.08
174 T33



0.39
V 30 1.02.29
V 27 1.07.24
V 24 1.13.44
175 T34



0.60
176 T34



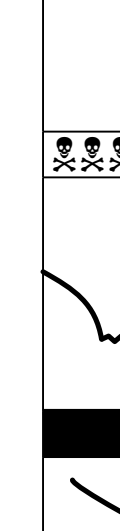
0.67
V 48 1.03.03
V 45 1.08.01
V 42 1.14.26
177 T35



0.91
178 T35



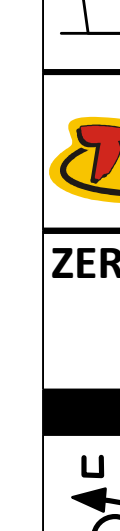
1.50
179 T35



1.53
180 T35



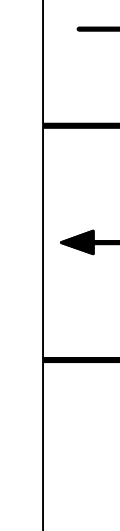
2.13
181 T35



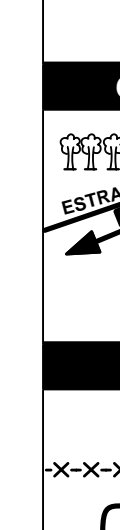
2.49
182 T35



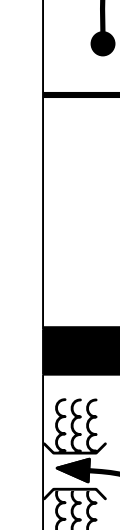
2.62
183 T35



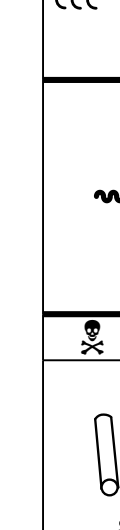
2.78
184 T35



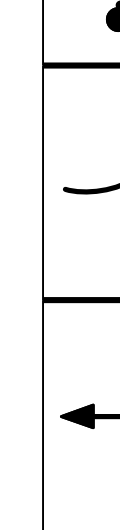
2.93
185 T35



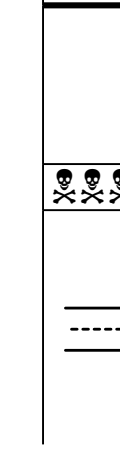
3.20
186 T35



3.34
V 27 1.06.23
V 24 1.11.35
V 21 1.18.14
187 T36



3.44
188 T36



3.80
189 T36

4.08
0.00
V 51 1.08.02
V 48 1.13.26
V 45 1.20.21
190 T37

0.13
191 T37

0.41
192 T37

0.55
193 T37

0.60
194 T37

1.23
195 T37

1.38
196 T37

2.12
197 T37

2.40
V 27 1.10.51
V 24 1.16.26
V 21 1.23.33
198 T38

SUBA O BARRANCO

2.60
199 T38

PARA O CRUZEIRO

2.68
200 T38

2.72
201 T38

PPAL

2.80
202 T38

RODOVIA CUIDADO

Deslocamento

2.83
D 1' 1.11.49
D 1' 1.17.31
D 1' 1.24.47
203 T39

POSTO

2.88
204 T39

ABASTEÇA!!!

Neutralizado

2.94
N 12' 1.12.49
N 10' 1.18.31
N 8' 1.25.47
205 T40

ZERE NO ORELHÃO

Deslocamento

0.00
D 1' 1.24.49
D 1' 1.28.31
D 1' 1.33.47
206 T41

0.07
207 T41

M.S.C.

0.17
V 48 1.25.49
V 45 1.29.31
V 42 1.34.47
208 T42

0.35
209 T42

0.92
210 T42

CUIDADO TOCOS

1.05
211 T42

PPAL

1.28
212 T42

1.30
V 27 1.27.13
V 24 1.31.01
V 21 1.36.24
213 T43

BANANA

1.36
214 T43

1.40
215 T43

CUIDADO

1.48
216 T43

1.77
217 T43

2.32
218 T43

CRUZE COM MUITO

Deslocamento

2.42
D 4' 1.29.43
D 4' 1.33.49
D 4' 1.39.33
219 T44

VILA RURAL

ADEMAR PINI

	2.43
	220 T44

PARALELO PEDREGAL

	2.95
	221 T44
	2.98
	V 54 1.33.43 V 51 1.37.49 V 48 1.43.36 222 T45
	3.21
	223 T45
	3.48
	224 T45

PPAL

	3.78
	0.00
	V 57 1.34.36 V 54 1.38.45 V 51 1.44.36 225 T46
	1.00
	226 T46
	1.60
	V 18 1.36.17 V 15 1.40.32 V 12 1.46.29 227 T47

DESCE

	1.73
	228 T47
	1.81
	229 T47
	1.83
	V 48 1.37.03 V 45 1.41.27 V 42 1.47.38 230 T48

M.B.

	1.94
	231 T48
	2.82
	232 T48
	3.12
	233 T48
	4.06
	0.00
	V 51 1.39.50 V 48 1.44.26 V 45 1.50.49 234 T49
	0.25
	235 T49
	1.21
	236 T49

PPAL

	1.80
	V 54 1.41.57 V 51 1.46.41 V 48 1.53.13 237 T50
	2.53
	238 T50
	3.03
	239 T50
	3.62
	0.00
	V 27 1.43.59 V 24 1.48.49 V 21 1.55.29 240 T51
	0.34
	241 T51
	0.60
	242 T51

RESPEITE O TRIGO

	0.75
	243 T51
	1.12
	244 T51
	1.14
	245 T51

BEIRE A MATA

	1.18
	246 T51

BREJO

	1.23
	247 T51

CONTORNE A REPRESA

	1.28
	248 T51

BREJO, GÁZZZZI!!!!

	1.32
	249 T51

NA MATA

	1.34
	V 18 1.46.57 V 15 1.52.10 V 12 1.59.19 250 T52
	1.69
	251 T52
	1.74
	252 T52
	1.91
	X-X-O OX-X 253 T52
	1.96
	X-X-X-X-X-X-X-X 254 T52
	1.98
	255 T52
	2.36
	X-X-X-X-X-X-X-X 256 T52
	2.37
	257 T52
	2.39
	X-X-X-X-X-X-X-X 258 T52
	2.43
	X-X-O OX-X 259 T52
	2.53
	L 260 T52
	2.71
	X-X-O OX-X 261 T52
	2.75
	X-X-X-X-X-X-X-X 262 T52

CRUZE!!!

SAIA P/ESQUERDA

	2.78
	0.00
	V 18 1.51.45 V 15 1.57.56 V 12 2.06.31 263 T53
	0.01
	V 12 1.51.47 V 12 1.57.58 V 9 2.06.34 264 T54
	0.25
	265 T54

Neutralizado

	0.39
	CANA N 3' 1.53.41 N 3' 1.59.52 N 3' 2.09.06 266 T55
	0.39
	V 45 1.56.41 V 42 2.02.52 V 39 2.12.06 267 T56
	0.62
	X-X-X-X-X-X-X-X 268 T56
	0.66
	269 T56

PRINCIPAL

	0.98
	V 48 1.57.29 V 45 2.03.43 V 42 2.13.01 270 T57
	1.40
	271 T57
	1.72
	272 T57
	2.11
	273 T57
	2.48
	274 T57
	3.02
	275 T57
	3.24
	276 T57
	3.27
	277 T57

PRINCIPAL

	3.44
	278 T57

BEIRANDO A CANA

E AS ÁRVORES

	3.49
	0.00
	V 39 2.00.37
	V 36 2.07.03
	V 33 2.16.36
	279 T58

	0.48
	280 T58

	0.57
	281 T58

	0.69
	282 T58

	1.23
	283 T58

	1.44
	284 T58

	1.48
	285 T58

	1.65
	286 T58

	1.75
	287 T58

	1.89
	288 T58

	1.94
	289 T58

	2.53
	290 T58

DINOVO

	2.70
	291 T58

	2.88
	V 45 2.05.03
	V 42 2.11.51
	V 39 2.21.50
	292 T59

	3.12
	293 T59

PPAL

	3.88
	294 T59

	3.93
	0.00
	V 45 2.06.27
	V 42 2.13.21
	V 39 2.23.27
	295 T60

	0.15
	296 T60

	0.42
	V 39 2.07.00
	V 36 2.13.57
	V 33 2.24.06
	297 T61

	0.66
	298 T61

	0.77
	299 T61

PRINCIPAL

Deslocamento

	1.40
	D 2' 2.08.31
	D 2' 2.15.35
	D 2' 2.25.53
	300 T62

PODE HAVER M.S.C.

	2.37
	301 T62

	2.68
	302 T62

	2.79
	V 51 2.10.31
	V 48 2.17.35
	V 45 2.27.53
	303 T63

	3.53
	0.00
	V 27 2.11.23
	V 24 2.18.31
	V 21 2.28.52
	304 T64

	0.16
	305 T64

	0.39
	306 T64

	0.54
	307 T64

	0.56
	308 T64

	0.69
	309 T64

PRINCIPAL

	0.77
	V 42 2.13.06
	V 39 2.20.26
	V 36 2.31.04
	310 T65

	1.04
	311 T65

EROSÃO PERIGOSA

	1.36
	312 T65

	2.10
	V 30 2.15.00
	V 27 2.22.29
	V 24 2.33.17
	313 T66

CUIDADO NA PRÓXIMA REFERÊNCIA

	2.32
	V 51 2.15.26
	V 48 2.22.59
	V 45 2.33.50
	314 T67

	2.49
	315 T67

	2.85
	316 T67

	2.90
	317 T67

	3.39
	318 T67

	3.43
	319 T67

	3.52
	V 21 2.16.51
	V 18 2.24.29
	V 15 2.35.26
	320 T68

ESCOLHA UM

	3.64
	321 T68

	3.79
	322 T68

	3.89
	323 T68

	3.96
	324 T68

	4.09
	325 T68

PRINCIPAL

	4.20
	0.00
	V 48 2.18.47
	V 45 2.26.45
	V 42 2.38.09
	326 T69

PPAL

	0.69
	327 T69

	0.75
	V 24 2.19.44
	V 21 2.27.45
	V 18 2.39.13
	328 T70

	1.04
	329 T70

	1.20
	330 T70

	1.27
	331 T70

	1.31
	V 42 2.21.08
	V 39 2.29.21
	V 36 2.41.05
	332 T71

	1.46
	333 T71

	1.82
	334 T71

	1.89
	335 T71



2.55

V 54 2.22.54

V 51 2.31.15

V 48 2.43.09

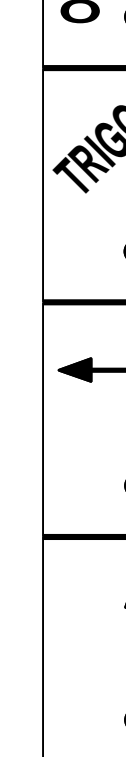
336 T72

PPAL



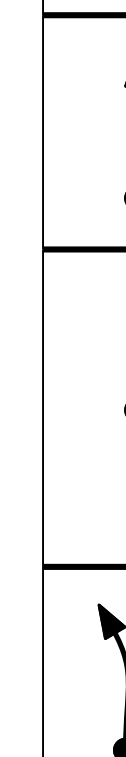
3.52

337 T72



3.94

338 T72



4.65

0.00

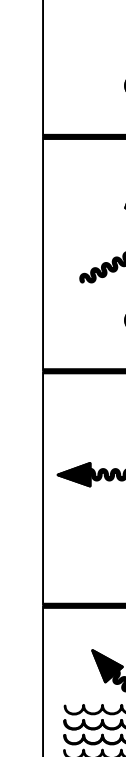
V 42 2.25.14

V 39 2.33.43

V 36 2.45.47

339 T73

RESPEITE



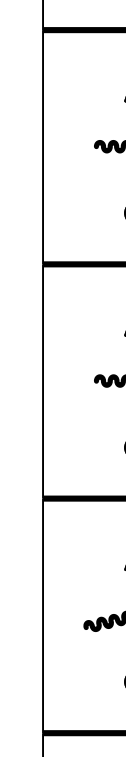
0.25

340 T73



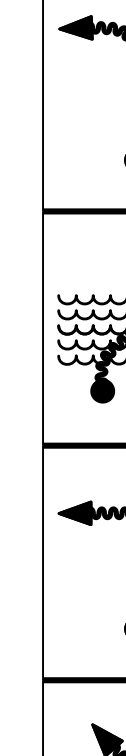
0.30

341 T73



0.33

342 T73



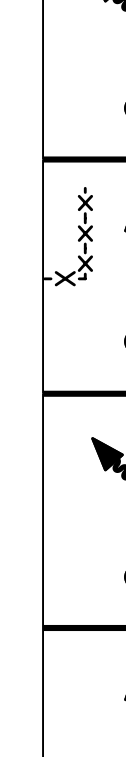
0.66

V 51 2.26.10

V 48 2.34.44

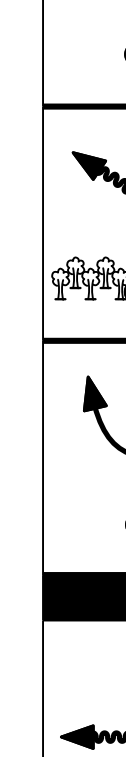
V 45 2.46.53

343 T74



1.65

344 T74



2.94

345 T74



4.07

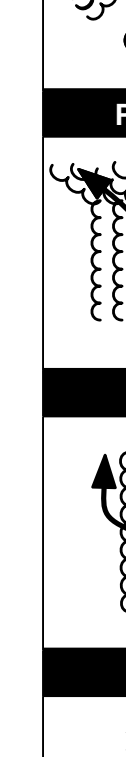
0.00

V 42 2.30.11

V 39 2.39.00

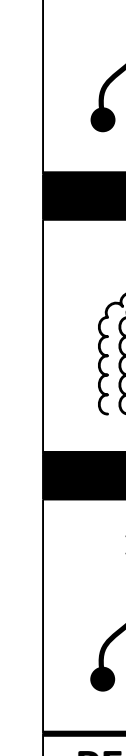
V 36 2.51.26

346 T75



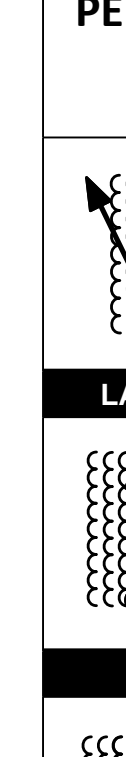
0.93

347 T75



1.07

348 T75



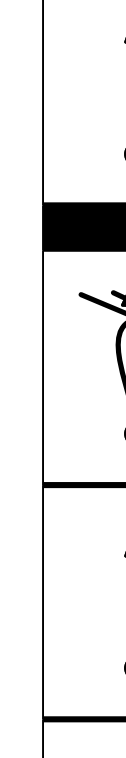
1.14

349 T75



1.28

350 T75



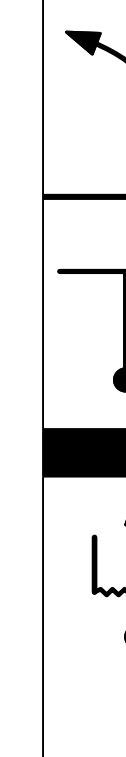
1.31

V 21 2.32.03

V 18 2.41.01

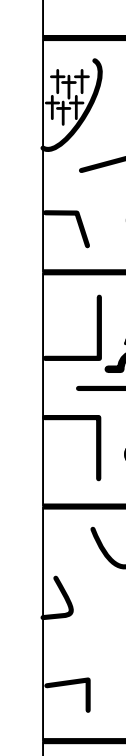
V 15 2.53.37

351 T76



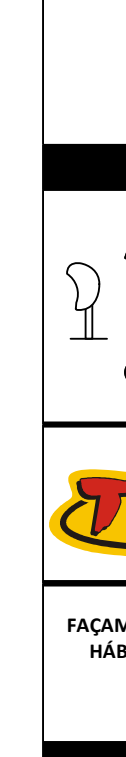
1.37

352 T76



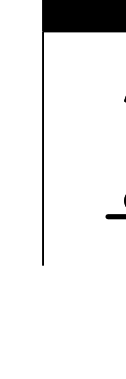
1.38

353 T76



1.42

354 T76



1.51

355 T76

1.54

356 T76

1.62

357 T76

1.64

358 T76

1.80

359 T76

2.02

360 T76

2.08

V 33 2.34.15

V 30 2.43.35

V 27 2.56.41

361 T77

2.13

362 T77

2.16

363 T77

2.19

364 T77

2.30

365 T77

2.37

366 T77

2.54

367 T77

Neutralizado

2.63

N 2' 2.35.15

N 2' 2.44.41

N 2' 2.57.55

368 T78

2.63

V 21 2.37.15

V 18 2.46.41

V 15 2.59.55

369 T79

2.66

370 T79

NA DIREITA DO RIO

2.85

371 T79

PELA ESQUERDA

2.87

372 T79

NO BARRANCO

2.96

373 T79

POR DENTRO

2.98

374 T79

NA LAJE

3.01

375 T79

POR DENTRO

3.12

376 T79

PELA ESQUERDA ATÉ A LAJE

3.26

377 T79

LAJE CORREDEIRA

3.28

378 T79

SAIA

3.34

379 T79

3.39

0.00

V 45 2.39.26

V 42 2.49.13

V 39 3.02.57

380 T80

0.15

381 T80

0.38

382 T80

PPAL

0.70

V 51 2.40.22

V 48 2.50.13

V 45 3.04.02

383 T81

1.83

384 T81

2.17

385 T81

3.00

V 42 2.43.04

V 39 2.53.05

V 36 3.07.06

386 T82

Deslocamento

4.67

0.00

D 5' 2.45.27

D 5' 2.55.39

D 5' 3.09.53

387 T83

0.25

388 T83

0.76

389 T83

1.00

390 T83

ORELHÃO

1.11

N 30' 2.50.27

N 25' 3.00.39

N 20' 3.14.53

391 T84

Neutralizado

0.00

D 15' 3.20.27

D 15' 3.25.39

D 15' 3.34.53

392 T85

v5.32

ATENÇÃO PILOTOS!!!
FAÇAM O DESLOCAMENTO EM TEMPO
HÁBIL, HÁ UMA LINHA FERREA P/
TRANSPOR
(RISCO DE TREM)

Deslocamento

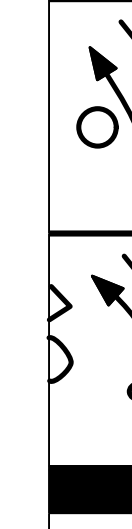
0.00

D 15' 3.20.27

D 15' 3.25.39

D 15' 3.34.53

392 T85



0.02
393 T85



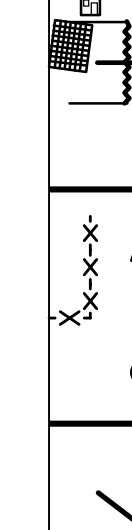
0.19
394 T85

ABASTEÇA



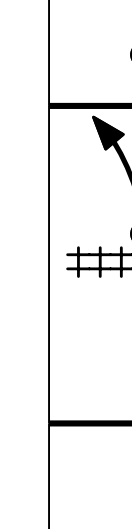
0.44
395 T85

2º Q.M.



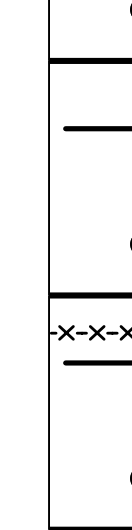
0.72
396 T85

3º Q.M.



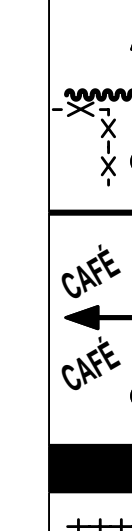
0.96
397 T85

PONTO DE ONIBUS



1.14
398 T85

BUEIRO

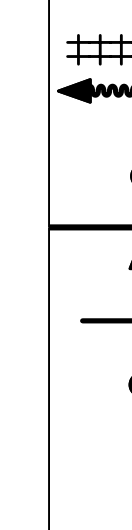


1.53
399 T85

PARALELEPIEDO



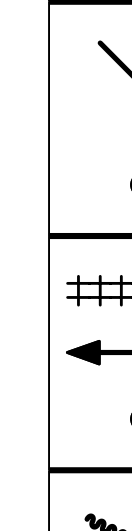
1.56
400 T85



1.71
401 T85

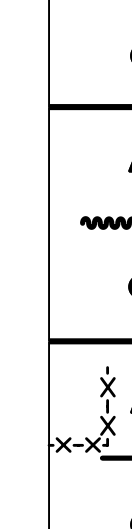


1.86
402 T85

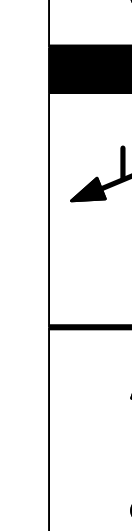


2.14
403 T85

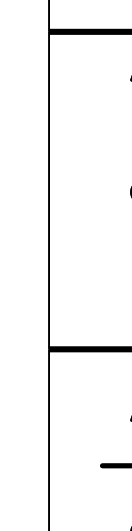
LINHA FÉRREA



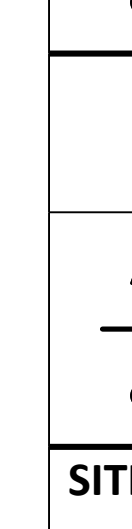
2.21
404 T85



2.22
V 48 3.35.27
V 45 3.40.39
V 42 3.49.53
405 T86



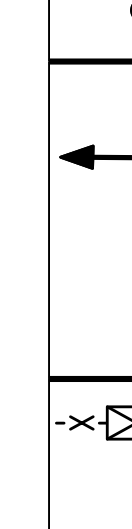
0.12
406 T86



0.28
407 T86

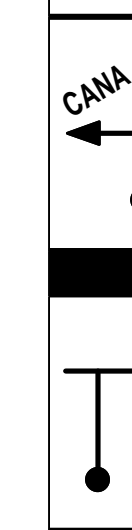


0.39
408 T86

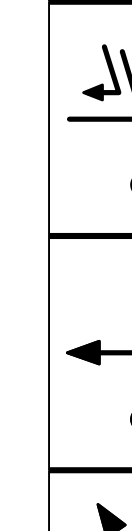


0.47
409 T86

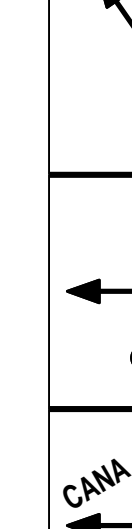
ANTES DA RODOVIA



0.51
410 T86



0.77
411 T86

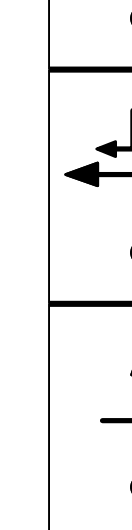


0.91
412 T86

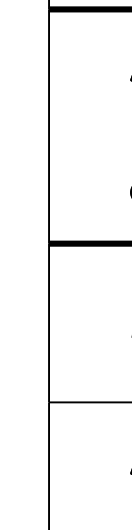
Deslocamento



1.19
D 5' 3.36.56
D 5' 3.42.15
D 5' 3.51.35
413 T87



1.20
V 39 3.41.56
V 36 3.47.15
V 33 3.56.35
414 T88



1.30
415 T88

BEIRANDO A FERROVIA

1.32
416 T88

1.85
V 42 3.42.56
V 39 3.48.20
V 36 3.57.46
417 T89

0.28
418 T89

EROSÃO

0.30
419 T89

0.31
420 T89

0.32
421 T89

0.76
422 T89

0.96
423 T89

1.40
424 T89

1.86
425 T89

PPAL

2.24
V 57 3.46.08
V 54 3.51.46
V 51 4.01.30
426 T90

3.28
427 T90

4.04
V 54 3.48.02
V 51 3.53.46
V 48 4.03.37
428 T91

0.83
429 T91

SITIO NOSSA SENHORA

1.89
430 T91

SITIO SANTA RITA DE CASSIA

3.15
431 T91

SITIO RENASCER

4.10
432 T91

4.55
V 51 3.53.05
V 48 3.59.08
V 45 4.09.18
433 T92

0.25
434 T92

1.14
435 T92

1.35
V 39 3.54.41
V 36 4.00.49
V 33 4.11.06
436 T93

PPAL

2.04
437 T93

2.16
438 T93

2.27
439 T93

2.33
440 T93

2.61
441 T93

2.70
442 T93

3.24
443 T93

3.78
V 51 3.58.25
V 48 4.04.52
V 45 4.15.31
444 T94

0.00

1.15
445 T94

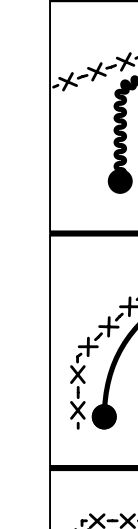
1.71
V 36 4.00.26
V 33 4.07.00
V 30 4.17.48
446 T95

2.27
447 T95

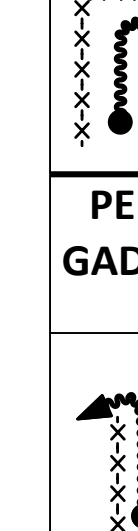
2.66
448 T95

EM FRENTE ATÉ A CERCA

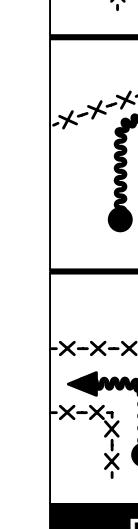
2.73
449 T95



2.83	
450	T95

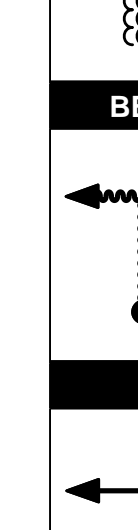


2.90	
451	T95

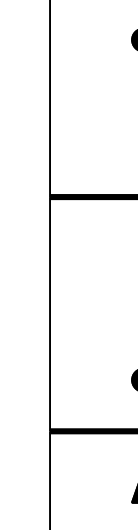


2.92	
452	T95

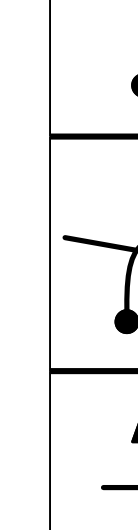
PELO TRILHO DO GADO ATÉ A CERCA



2.97	
453	T95



3.05	
V 18 4.02.40	
V 15 4.09.26	
V 12 4.20.29	
454	T96



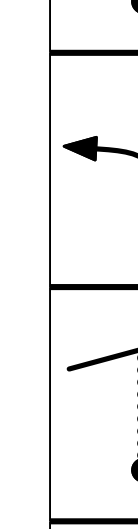
3.09	
455	T96

DENTRO DO RIO



3.12	
456	T96

SAIA



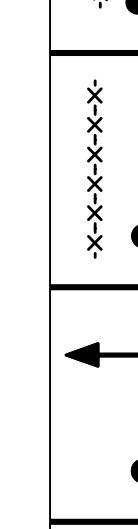
3.14	
V 27 4.02.58	
V 24 4.09.48	
V 21 4.20.56	
457	T97

BEIRANDO A MATA

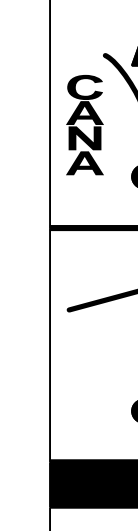


3.18	
458	T97

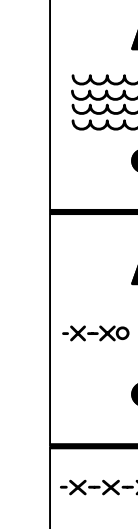
PPAL



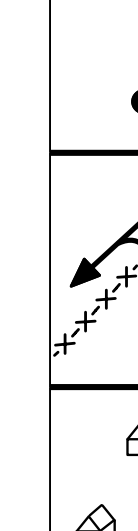
3.65	
0.00	
V 48 4.04.06	
V 45 4.11.04	
V 42 4.22.23	
459	T98



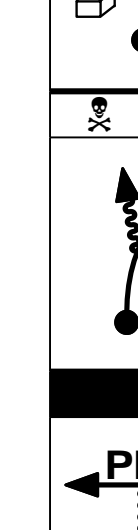
0.47	
460	T98



1.00	
461	T98



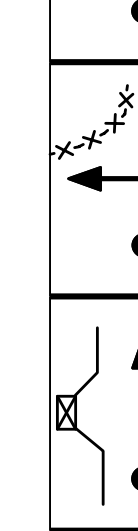
1.29	
462	T98



1.35	
463	T98

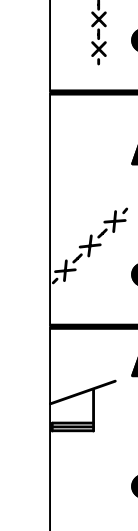


1.40	
V 24 4.05.51	
V 21 4.12.56	
V 18 4.24.23	
464	T99



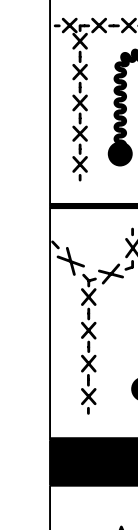
1.43	
465	T99

CRUZE

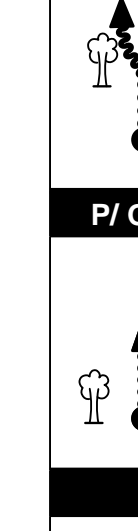


1.48	
466	T99

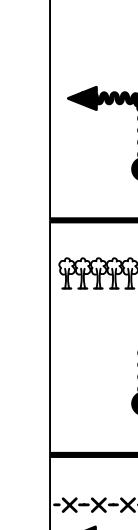
BREJO



1.54	
467	T99



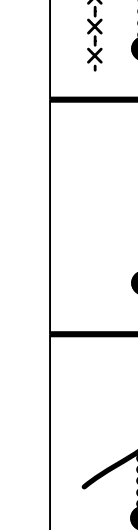
1.61	
V 42 4.06.22	
V 39 4.13.32	
V 36 4.25.05	
468	T100



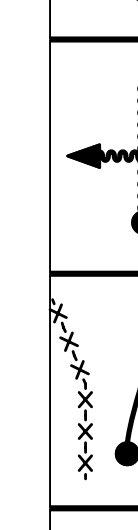
1.69	
469	T100



2.14	
V 48 4.07.08	
V 45 4.14.21	
V 42 4.25.58	
470	T101



2.22	
471	T101



2.63	
0.00	
V 39 4.07.44	
V 36 4.15.01	
V 33 4.26.40	
472	T102

BREJO

0.17	
473	T102

AINDA BREJO

0.23	
474	T102

0.48	
475	T102

0.65	
476	T102

0.81	
477	T102

0.89	
478	T102

1.04	
479	T102

CRUZE

1.07	
480	T102

1.11	
481	T102

1.18	
482	T102

1.20	
V 18 4.09.35	
V 15 4.17.01	
V 12 4.28.51	
483	T103

1.25	
484	T103

1.44	
V 42 4.10.23	
V 39 4.17.58	
V 36 4.30.03	
485	T104

Neutralizado

1.85	
PPAL	
N 2' 4.10.58	
N 2' 4.18.36	
N 2' 4.30.44	
486	T105

1.85	
V 54 4.12.58	
V 51 4.20.36	
V 48 4.32.44	
487	T106

2.21	
488	T106

2.77	
V 39 4.14.00	
V 36 4.21.41	
V 33 4.33.53	
489	T107

3.43	
V 21 4.15.01	
V 21 4.22.47	
V 18 4.35.05	
490	T108

3.67	
491	T108

3.84	
492	T108

3.95	
493	T108

4.10	
0.00	
V 33 4.16.55	
V 30 4.24.42	
V 27 4.37.19	
494	T109

0.02	
495	T109

0.14	
496	T109

0.35	
497	T109

MANGA

0.40	
498	T109

P/ OS PÉS DE MANGA

0.44	
499	T109

PARA A MATA

0.51	
500	T109

0.58	
V 27 4.17.59	
V 24 4.25.51	
V 21 4.38.36	
501	T110

0.68	
502	T110

0.91	
V 30 4.18.43	
V 27 4.26.41	
V 24 4.39.33	
503	T111

1.04	
504	T111

1.06	
505	T111

1.12	
506	T111

1.15	
507	T111

1.18	
508	T111

1.28	
509	T111

BEIRANDO A CERCA



1.45

510

T111



1.49

V 27

4.19.52

V 24

4.27.58

V 21

4.41.00

511

T112



1.63

512

T112

BANDEIRA



1.75

513

T112



1.78

514

T112



2.03

515

T112



2.12

516

T112



2.33

517

T112



2.38

518

T112



2.47

519

T112

POR CIMA DA CURVA DE NÍVEL



2.50

520

T112



2.60

521

T112

NO TRILHO DO GADO



2.64

522

T112



2.74

523

T112



2.81

524

T112

Neutralizado



3.02

N 2'

4.23.16

N 2'

4.31.48

N 2'

4.45.22

525

T113



0.00

V 36

4.25.16

V 33

4.33.48

V 30

4.47.22

526

T114



0.26

527

T114



0.56

V 54

4.26.12

V 51

4.34.49

V 48

4.48.29

528

T115



1.69

529

T115

PPAL



2.38

530

T115

PPAL



2.82

V 42

4.28.43

V 39

4.37.28

V 36

4.51.19

531

T116



3.71

532

T116



4.30

V 48

4.30.50

V 45

4.39.45

V 42

4.53.47

533

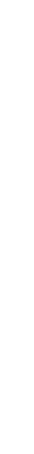
T117



0.49

534

T117



0.78

535

T117

PPAL



1.41

V 51

4.32.35

V 48

4.41.38

V 45

4.55.48

536

T118

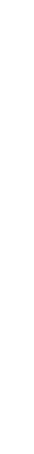


1.65

537

T118

PPAL



2.30

538

T118



2.68

539

T118

3.13

540

T118

3.64

V 27

4.35.13

V 24

4.44.25

V 21

4.58.46

541

T119

4.34

542

T119

5.21

543

T119

PPAL

5.28

544

T120

0.00

V 54

4.38.52

V 51

4.48.31

V 48

5.03.27

545

T120

1.57

546

T121

1.88

V 27

4.40.57

V 24

4.50.44

V 21

5.05.48

546

T121

1.97

547

T121

2.04

548

T121

BEIRANDO A CERCA

2.06

549

T121

2.18

550

T121

SUBA A ABANDONADA

2.23

551

T121

2.55

552

T121

2.59

553

T121

Neutralizado

2.64

N 1'

4.42.38

N 1'

4.52.38

N 1'

5.07.58

554

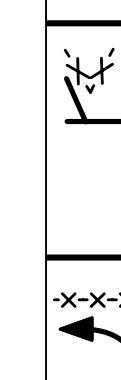
T122

	1.02		
		570	T125
	1.06		
		571	T125
	1.15		
		572	T125
	1.19		
		573	T125
	1.27		
		574	T125
	1.30		
		575	T125
	1.31		
		576	T125
	1.45		
		577	T125
	1.48		
		578	T125
	1.63		
		579	T125
	1.68		
		580	T125
	1.79	V 48 4.50.56 V 45 5.02.07 V 42 5.19.19	
		581	T126
	1.92		
		582	T126
	2.24		
		583	T126
	2.35		
		584	T126
	2.49		
		585	T126
	2.61		
		586	T126
	2.73	V 39 4.52.06 V 36 5.03.22 V 33 5.20.39	
		587	T127
NO EUCALIPTO			
	2.79		
		588	T127
	2.85		
		589	T127
	2.97		
		590	T127
	3.16		
		591	T127
	3.47		
		592	T127
	4.09		
		593	T127
	4.66		
		594	T127
Deslocamento			
	4.75		
		595	T128
	0.00	D 1' 4.55.13 D 1' 5.06.44 D 1' 5.24.20	
		596	T128
ABASTEÇA POR APOIO			
Neutralizado			
	0.10	N 12' 4.56.13 N 10' 5.07.44 N 8' 5.25.20	
		597	T129
Deslocamento			
	0.10	D 1' 5.08.13 D 1' 5.17.44 D 1' 5.33.20	
		598	T130
	0.26		
		599	T130
	0.32	V 54 5.09.13 V 51 5.18.44 V 48 5.34.20	
		600	T131
	0.36		
		601	T131
	1.51		
		602	T131
	2.08		
		603	T131
	3.46		
		604	T131
	4.52	V 45 5.13.53 V 42 5.23.40 V 39 5.39.35	
		605	T132
	5.91		
		606	T133
	0.02	V 39 5.15.44 V 36 5.25.39 V 33 5.41.43	
		607	T133
MATA BURRO QUEBRADO			
	0.35		
		608	T133
	0.61		
		609	T133
BREJO			
	0.93		
		610	T133
PEDRITAS			
	1.00		
		611	T133
MANGAS			
	1.10		
		612	T133
MATA BURRO QUEBRADO			
	1.40		
		613	T133
	1.64		
		614	T133
	2.01		
		615	T133
EROSÃO			
	2.16		
		616	T133
	2.17		
		617	T133
	2.27	V 48 5.19.14 V 45 5.29.26 V 42 5.45.51	
		618	T134
PPAL			
	2.85		
		619	T134
	3.43		
		620	T135
	0.00	V 54 5.20.41 V 51 5.30.59 V 48 5.47.30	
		621	T135
	0.77		
		622	T135
	1.43		
		623	T135
	2.54		
		624	T135
	3.21		
		625	T136
	0.00	V 48 5.24.15 V 45 5.34.46 V 42 5.51.31	
		626	T136
	0.02		
		627	T136
	0.14		
		628	T136
	0.78		
		629	T136
	1.09	V 39 5.25.36 V 36 5.36.13 V 33 5.53.04	
		630	T137
	1.38	V 51 5.26.03 V 48 5.36.42 V 45 5.53.36	
		631	T138



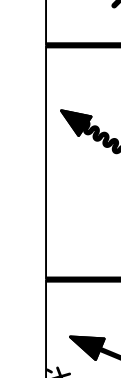
2.24

629 T138



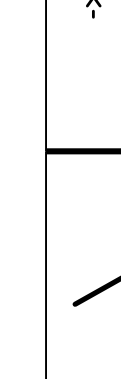
2.43

630 T138



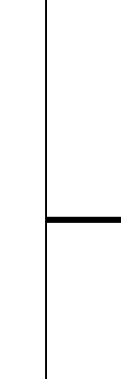
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631 T138



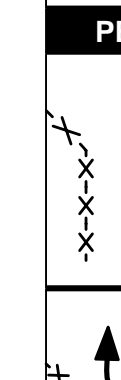
2.70

632 T138



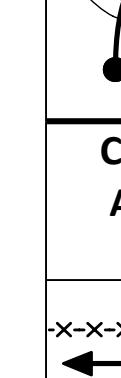
2.84

633 T138



2.94

634 T138



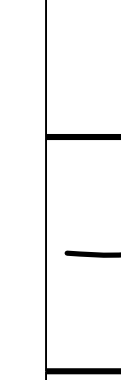
3.13

635 T138



3.21

636 T138



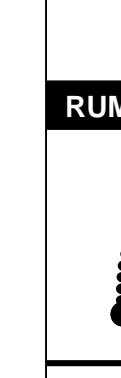
3.30

637 T139

V 39 5.28.19

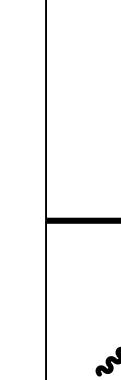
V 36 5.39.06

V 33 5.56.09



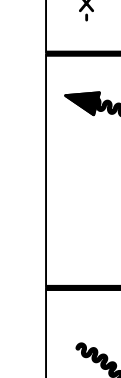
0.06

638 T139



0.17

639 T139



0.31

640 T139



0.38

641 T139



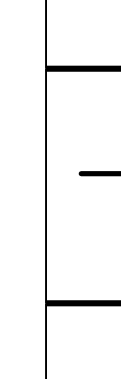
0.52

642 T139



0.63

643 T139



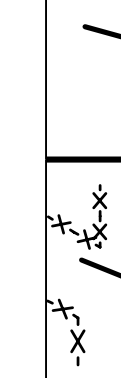
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644 T140

V 27 5.29.36

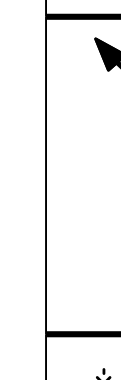
V 24 5.40.30

V 21 5.57.41



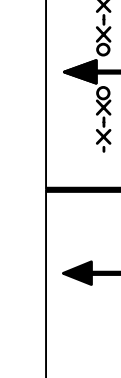
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645 T140



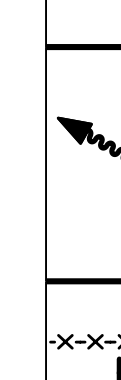
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646 T140



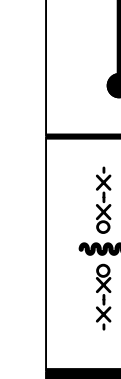
0.95

647 T140



1.12

648 T140



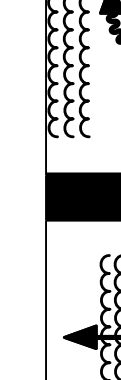
1.34

649 T140



1.80

650 T140



1.86

651 T141

V 42 5.31.52

V 39 5.43.03

V 36 6.00.36



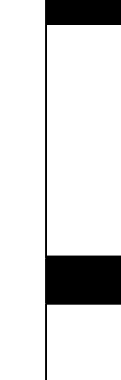
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652 T142

V 27 5.33.13

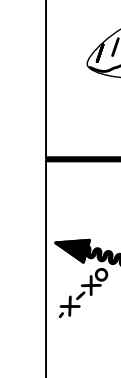
V 24 5.44.30

V 21 6.02.10



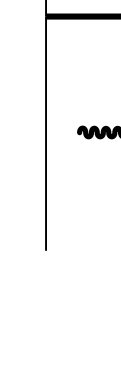
0.01

653 T142



0.23

654 T142



0.27

655 T143

V 21 5.33.49

V 18 5.45.10

V 15 6.02.56



0.44

656 T143

0.46

657 T143

0.50

658 T143

0.60

659 T143

0.68

660 T143

1.27

661 T143

1.37

662 T143

1.43

663 T143

1.58

664 T143

1.59

665 T143

1.67

666 T144

V 45 5.37.49

V 42 5.49.50

V 39 6.08.32

2.43

667 T145

N 2' 5.38.50

N 2' 5.50.55

N 2' 6.09.42

0.00

668 T146

V 51 5.40.50

V 48 5.52.55

V 45 6.11.42

1.00

669 T146

1.71

670 T146

2.45

671 T146

2.96

672 T146

3.49

673 T146

3.92

674 T147

V 45 5.45.26

V 42 5.57.49

V 39 6.16.56

0.70

675 T148

V 39 5.46.22

V 36 5.58.49

V 33 6.18.01

1.07

676 T148

1.24

677 T148

1.43

678 T149

V 21 5.47.30

V 18 6.00.02

V 15 6.19.20

1.58

679 T149

1.72

680 T149

1.77

681 T149

1.79

682 T150

V 39 5.48.31

V 36 6.01.14

V 33 6.20.47

1.83

683 T150

2.06

684 T150

2.30

685 T150

2.68

686 T150

2.98

687 T150

	3.23			688	T150
	3.31			689	T150
	3.42			690	T150
	3.66			691	T150
	3.69			692	T151
	0.00	V 45	5.51.27		
		V 42	6.04.24		
		V 39	6.24.14		
				692	T151
	0.01			693	T151
	0.41			694	T151
	0.90			695	T151
	1.02			696	T151
	1.06			697	T151
	1.12			698	T151
	1.57			699	T151
	1.67			700	T151
	1.89			701	T151
	2.19			702	T151
	2.58			703	T151

Deslocamento

	3.10				
	0.00	D 3'	5.55.35		
		D 3'	6.08.50		
		D 3'	6.29.00		
				704	T152

	0.38			705	T152
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DEPOIS DO MURO

	0.87	V 45	5.58.35		
		V 42	6.11.50		
		V 39	6.32.00		
				706	T153

	0.94			707	T153
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	1.17			708	T153
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MADEIREIRA

	1.35			709	T153
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	1.49			710	T153
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EROSÃO

	1.57			711	T153
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Deslocamento

	1.62				
	0.00	D 5'	5.59.35		
		D 5'	6.12.54		
		D 5'	6.33.09		
				712	T154

	0.03			713	T154
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	0.17			714	T154
--	-------------	--	--	-----	------

Q.M.

	0.47			715	T154
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	0.83			716	T154
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	1.07			717	T154
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Neutralizado

	1.19	N 0'	6.04.35		
		N 0'	6.17.54		
		N 0'	6.38.09		
				718	T155

FIM DA PROVA !!



Planilha gerada pelo programa TotemPlanilha que foi criado pela Totem. Esta é uma das formas que a Totem participa da evolução do Off Road. www.totemonline.com.br Planilha_JandaiadoSul.pla ADCB5245B905 v5.32

ESPERAMOS QUE TENHA GOSTADO!!!

OBRIGADO POR TER PARTICIPADO.

IMPORTANTE

Fita adesiva (durex) do lado de trás

NÃO use caneta marca texto

USE caneta esferográfica ou hidrográfica (Pilot Color 850)

IMPORTANTE

DOMINGO
Genérico 3 médias
DOMINGO
Genérico 3 médias
DOMINGO
Genérico 3 médias
DOMINGO
Genérico 3 médias
DOMINGO
Genérico 3 médias

MAS / SEN

OVR / JUN

NOV / TUR

FIM