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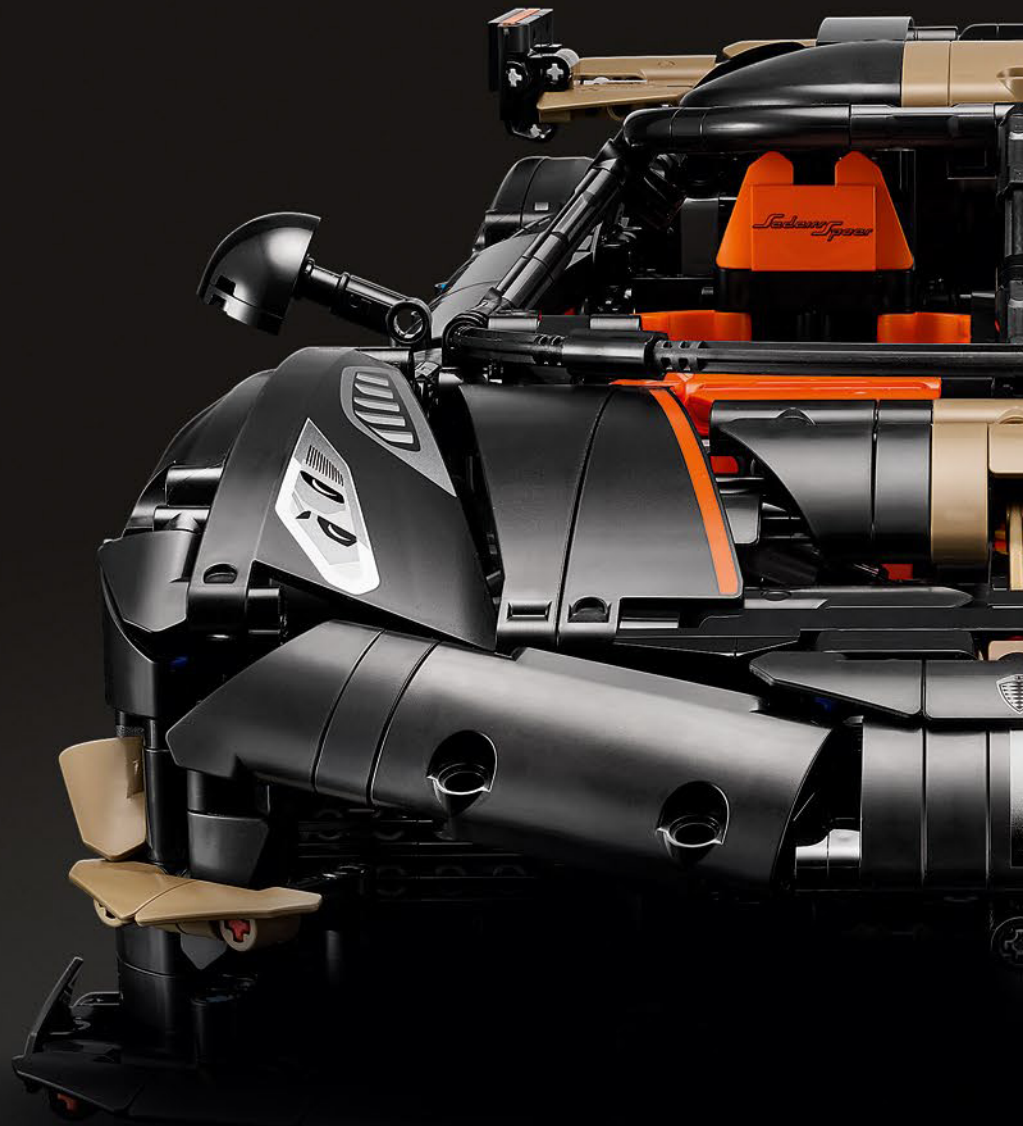


LEGO TECHNIC
Koenigsegg


LEGO® TECHNIC™
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KOENIGSEGG AUTOMOTIVE

Ängelholm, Suède
Fondation en 1994





LE GROUPE LEGO

Billund, Danemark
Fondation en 1932

Que se passe-t-il si nous nous lançons des défis extravagants et apparemment impossibles à relever ? En travaillant avec Koenigsegg, nous avons appris à quel point notre passion commune pour l'innovation ludique est profonde.

Rejoignez-nous derrière la création du set LEGO® Technic Megacar Sadair's Spear de Koenigsegg.

DES RÊVES D'ENFANT À UNE CRÉATION DE CLASSE MONDIALE

Lorsque nous avons rencontré Christian von Koenigsegg, fondateur et propriétaire de Koenigsegg, nous avons eu un coup de foudre sur le jeu. Nos deux entreprises s'inspirent de l'optimisme fantaisiste de l'enfance, mêlé à un dévouement sans compromis à la perfection. Sans oublier une foi inébranlable dans les idées folles et les communautés créatives. Après tout, quelles sont les chances que deux petites entreprises issues de petites villes du Danemark et de la Suède deviennent des succès mondiaux ?

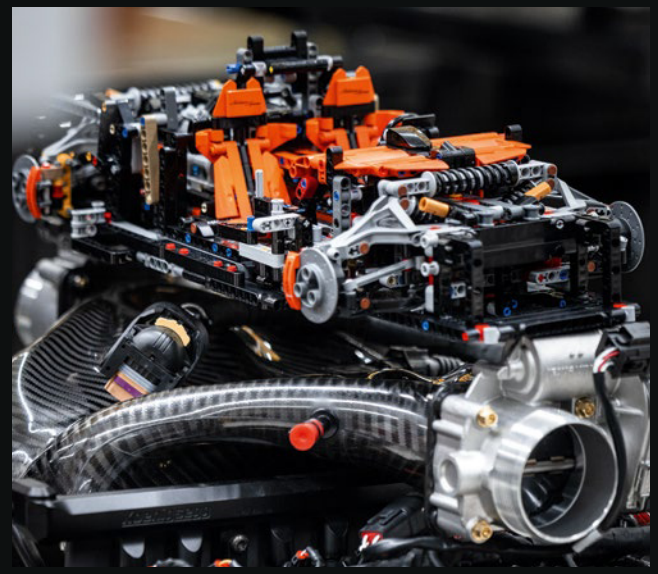
Bien qu'ils aient été fondés à un peu plus d'un demi-siècle d'intervalle, nos « produits » de base (les briques LEGO® et les megacars) parlent tous deux à l'imagination et aux rêves des fans de tous âges. Deux marques, également déterminées à atteindre de nouveaux sommets en matière d'ingénierie, à repousser les limites du possible et à faire ce qui n'a jamais été fait auparavant.



KOENIGSEGG











CONSTRUIRE DES RÊVES AVEC LES COMMUNAUTÉS

Quel que soit votre rêve le plus extravagant, il devient beaucoup plus réalisable si vous pouvez impliquer d'autres personnes pour vous aider à le réaliser. Un partenariat avec Koenigsegg était l'un de nos plus grands rêves pour le sixième modèle de notre collection exclusive LEGO® Technic. L'équipe de Koenigsegg est connue pour son enthousiasme irrésistible et son engagement envers ses voitures, dans l'industrie et dans la communauté des fans de megacars. Pour Halldora von Koenigsegg, COO de l'entreprise, la collaboration avec LEGO est une évidence :

« Les équipes de LEGO et de Koenigsegg sont toutes incroyablement passionnées par la technologie, le design, le jeu, la curiosité et le fait de repousser les limites. Nos valeurs fondamentales sont très proches et nous avons tous deux des communautés très fortes. Nous comprenons la nécessité de rester dans le cadre LEGO, et tout comme nos propres équipes, les équipes Technic ont hâte de bousculer les codes établis. Nous ne voyons pas d'obstacles, mais des défis et nous les relevons avec plaisir ».



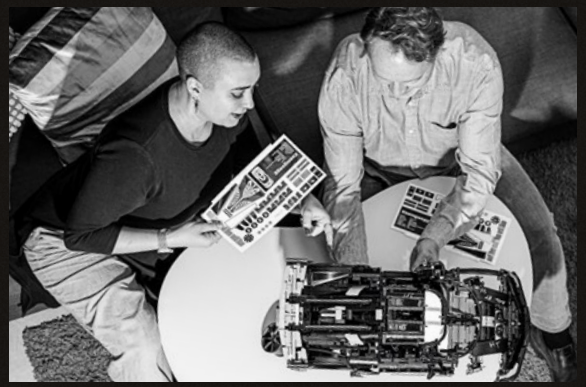




« Ce modèle est véritablement un projet d'équipe, à la fois au sein du groupe LEGO et avec nos partenaires de Koenigsegg. »

- Le mot de l'équipe de designers LEGO® Technic







CONSTRUIRE UN HÉRITAGE

La Sadair's Spear, un ultime hommage à la série Jesko, est une édition limitée de seulement 30 megacars époustouflantes et homologuées pour la route. Comme pour son inspiration originale, cette version LEGO® Technic présente de nouveaux détails de conception, de nouvelles techniques de construction et de nouveaux éléments développés en étroite collaboration entre le groupe LEGO et Koenigsegg.

La création d'une réplique alors que la voiture réelle est encore en cours de développement est toujours un défi passionnant à relever pour l'équipe Technic. Bien que la plupart des aspects de la création de la Sadair's Spear aient déjà été définis, quelques détails, comme l'entrée d'air centrale sur la coque arrière, ont été ajustés pendant que nous achevions notre design. Nous avons tenu compte de ce scénario dans notre processus. Nous disposions de la flexibilité nécessaire pour apporter des changements de dernière minute, et tout le monde s'est mobilisé pour que cela fonctionne.

Nous avons eu l'idée de créer une palette de couleurs unique pour le modèle Technic. Mais pourquoi s'en contenter quand il est possible d'aller encore plus loin ? La première Sadair's Spear arbore la livrée « 76 Brown » avec des détails de blanc et de « Koenigsegg Racing Green ». Mais que se passerait-il si une couleur LEGO unique pouvait inspirer la couleur d'une véritable Sadair's Spear ?

En collaboration avec Koenigsegg, nous avons expérimenté des schémas de couleurs qui correspondent à leur marque – des couleurs qui ont déjà été utilisées sur leurs voitures – dans de nouvelles combinaisons. En même temps, la palette de couleurs devait se différencier des autres megacars et de la collection LEGO Technic.







« Nous allons assurément construire ce modèle ! On devra occuper la table de la salle à manger pendant des semaines. »

- Halldora von Koenigsegg/COO









AU VOLANT

« Avec la Sadair's Spear, c'est la somme des changements progressifs qui nous a permis d'établir des records, même lors de ses sorties d'essai. Repousser encore plus loin les limites de vitesse reviendrait à entrer dans le domaine de l'absurde pour une voiture homologuée. Une vitesse de 400 km/h, c'est déjà beaucoup ! Et nous pouvons battre des voitures qui sont uniquement destinées aux circuits. VOILÀ qui est passionnant. Mais ce qui était vraiment surprenant, c'est la sensation que procure sa conduite. La façon dont elle réagit et " communique " avec vous, c'est d'un niveau que je ne pensais pas possible. »

« La propulsion arrière se traduit par une meilleure direction sans compromettre la géométrie de l'essieu avant. Avec notre puissance totale sur l'essieu arrière et une intervention minimale du contrôle de la traction, nous avons battu des voitures à quatre roues motrices de 2 000 chevaux dans une course en ligne droite. Je ne m'attendais pas à cela. »

« Notre esprit d'équipe m'inspire toujours. J'accorde plus d'importance à la curiosité qu'à l'éducation et j'ai l'habitude de demander aux nouveaux membres de l'équipe " *Avez-vous déjà construit quelque chose de rapide et de dangereux dans votre garage et y avez-vous survécu ?* " Lorsqu'on crée quelque chose de complexe, cela demande de la responsabilité et de la réflexion, et on apprend pourquoi les choses ont l'aspect et le comportement qu'elles ont. »

« J'ai toujours été fan de LEGO®, et nous avons utilisé des modèles de voitures LEGO comme projets de cohésion d'équipe. Ce modèle dépasse vraiment toutes mes attentes. Les détails, le design et les fonctions extraordinaires reflètent parfaitement l'esprit de la Sadair's Spear, et la transmission est incroyable. Nous sommes impatients de voir comment les fans vont réagir. »







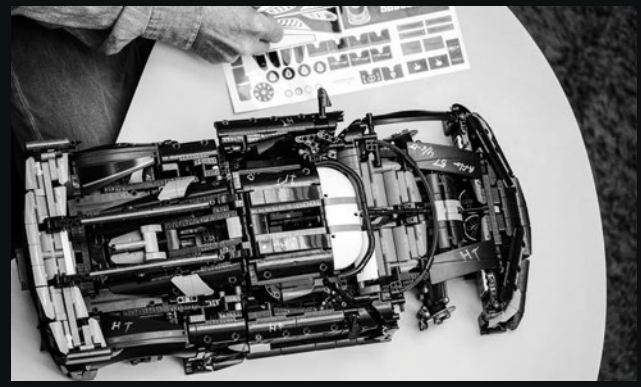


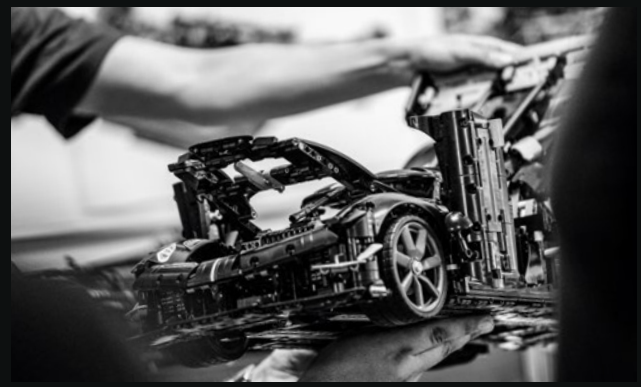


SOUS LE CAPOT

L'un des plus grands plaisirs de l'inspection d'une nouvelle voiture, c'est d'apprendre à connaître ses caractéristiques. Nous avons soigneusement reconstitué le compartiment moteur, avec des détails tels que le moteur à piston V8 avec le logo Fantôme et les deux turbocompresseurs, la structure en X-pipe, le radiateur d'huile, la suspension Triplex avec des amortisseurs à cylindres dorés (également présents sur la suspension des roues avant), la barre de torsion en Z, les bras de triangles de suspension et l'échappement.

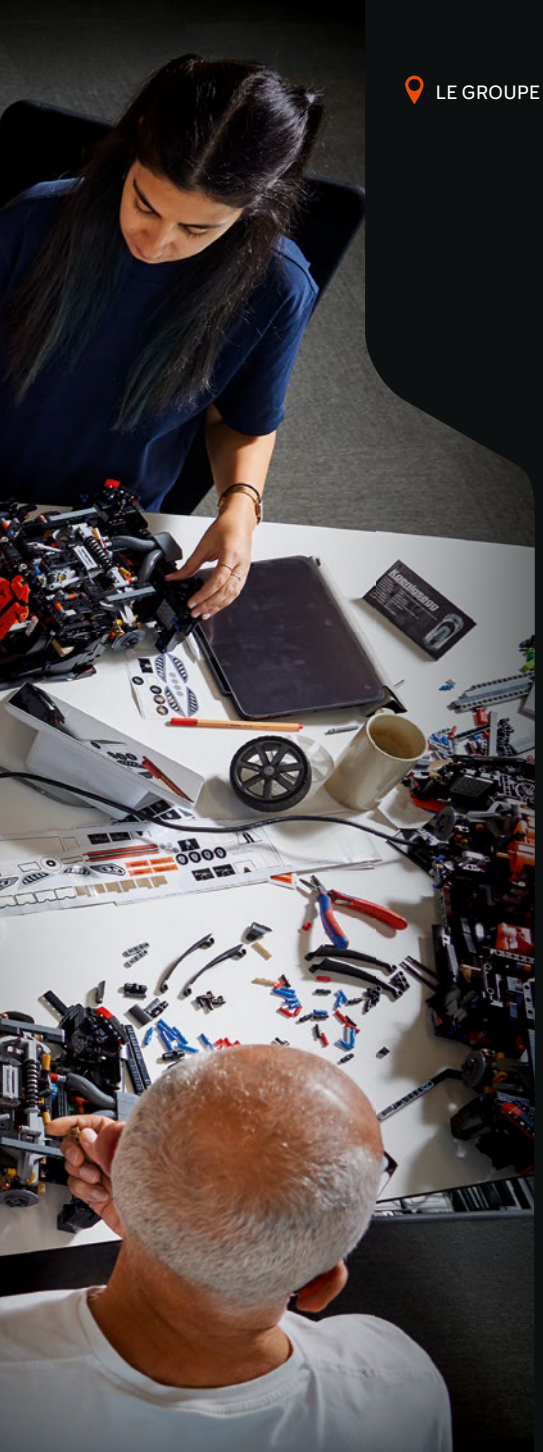
La structure en X-pipe est représentée par deux axes gris surmontant le moteur à pistons V8 de chaque côté. Sur la véritable voiture, ils sont inclinés vers le bas et se rejoignent en forme de « X ». En raison des restrictions d'espace dans ce modèle, ils sont inclinés vers le bas près de la suspension pour créer l'illusion d'optique qu'ils se rejoignent. La barre de torsion en Z est représentée par les axes mobiles en forme de Z, connectés aux triangles des roues arrière, et situés entre et sous les amortisseurs longs et courts.











PASSAGE DES TESTS

Il était essentiel de tester la Sadair's Spear dans des environnements extrêmes, et il en va de même pour la version LEGO® Technic, bien qu'à une échelle différente. (Ce modèle est plus simple à remonter, si le pire devait se produire.) Chaque modèle LEGO est testé en termes de durabilité, de niveau de difficulté, de variations de couleurs, de sécurité d'utilisation des éléments et de fonctions. En cours de route, des sections du modèle peuvent être soumises à des tests de résistance à la chaleur, à la pression et à un certain nombre de conditions qui simulent une utilisation réelle. Si une fonction échoue au cours de ces tests, nous reconstruisons.

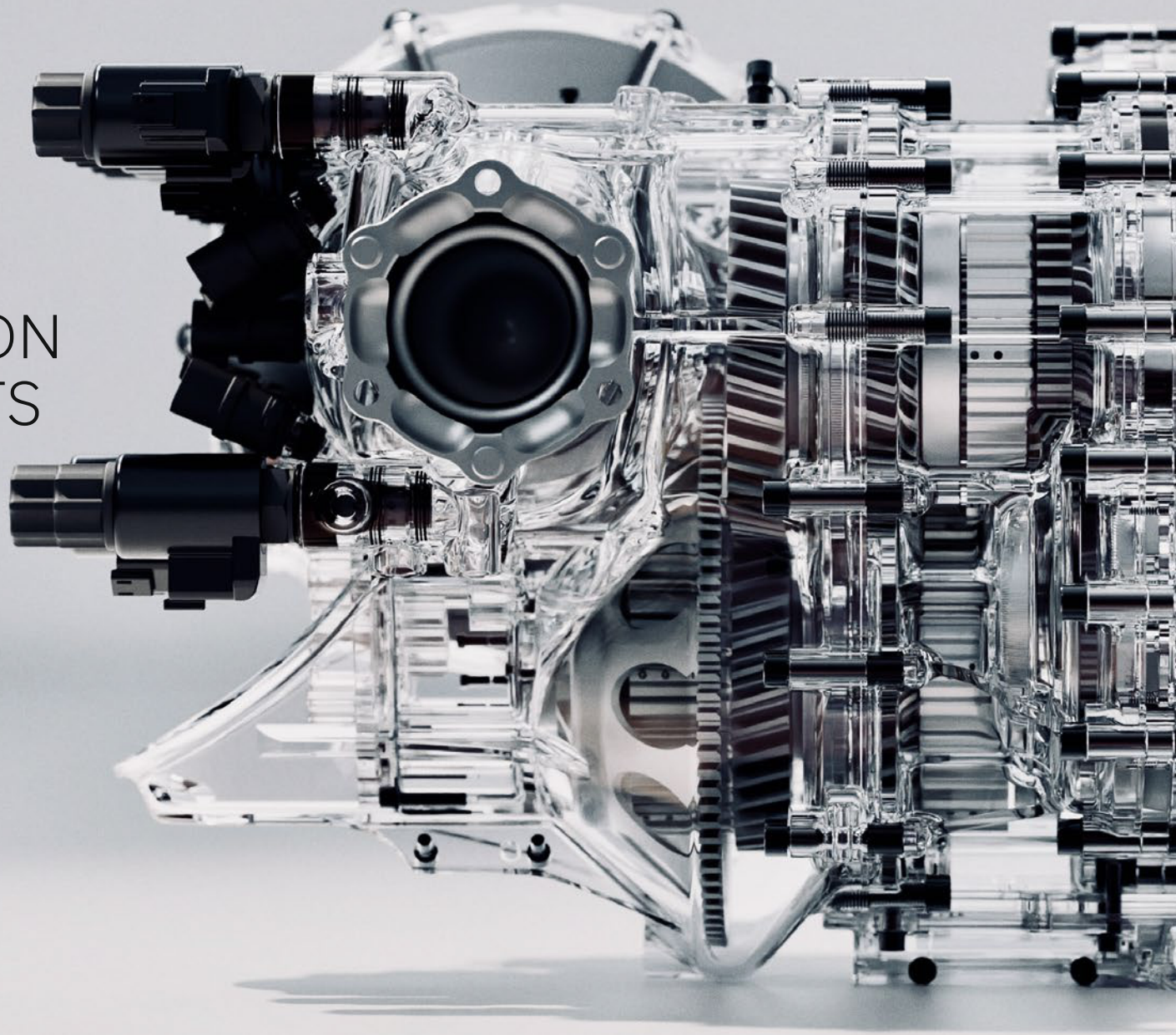
Sur ce modèle, nous avons commencé par tester la transmission à 9 rapports avec un bras robotisé programmé qui passait les 9 rapports avec les palettes au volant, tandis que la transmission et le moteur V8 tournaient. Nous avons construit la suspension Triplex avant et arrière et laissé le bras du robot tester la force des amortisseurs et des triangles. Nous avons ensuite ajusté le design des triangles et la force des nouveaux amortisseurs, afin que le design final puisse supporter le poids d'un modèle complet. Le test le plus poussé a été celui de notre « mode Fantôme », au cours duquel le bras du robot a travaillé des heures durant, ouvrant la coque arrière pour activer le mécanisme, fermant les portes et le capot avant.

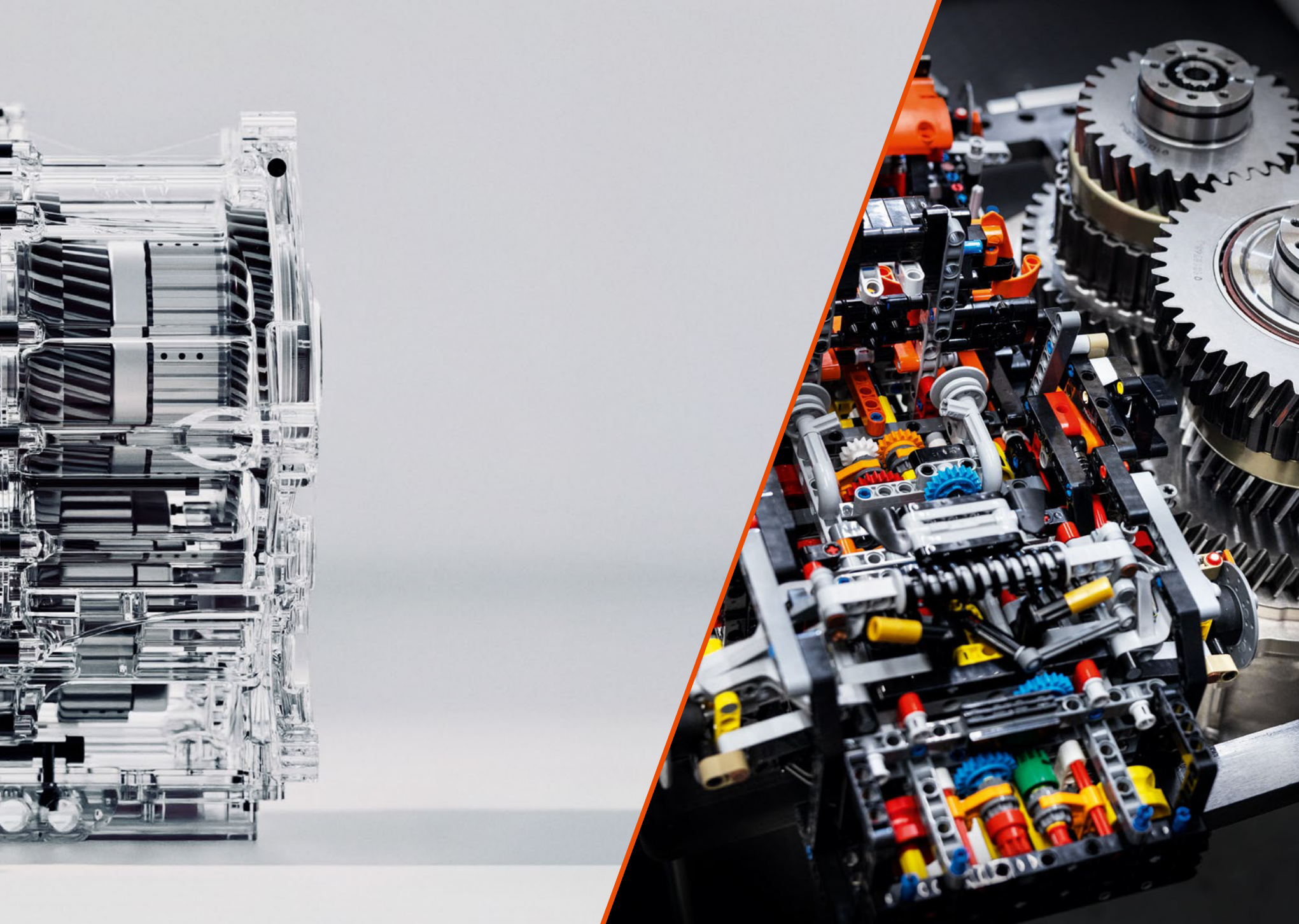
Pour le test final, une équipe de designers de modèles, de coachs en design et de concepteurs d'instructions de montage évalue le processus complet de la construction, du début à la fin. Pour un modèle de cette taille, cela prend généralement une semaine entière, au cours de laquelle toutes les modifications nécessaires peuvent être appliquées.

TRANSMISSION À 9 RAPPORTS

La Sadair's Spear utilise la transmission à 9 rapports caractéristique de Koenigsegg (LST, Light Speed Transmission). Celle-ci comporte six ensembles d'engrenages pour un total combiné de neuf rapports de marche avant. La LST utilise plusieurs embrayages multidisques à bain d'huile et fonctionne sans volant moteur traditionnel, ce qui permet des changements de vitesse extrêmement rapides entre tous les rapports, d'où le nom de Light Speed.

Dans la voiture Technic, il est possible de passer de la 1re à la 9e vitesse ou de la 9e à 1re vitesse à l'aide des palettes au volant.







Halldora von Koenigsegg, COO

QUELQUE CHOSE DANS L'AIR

L'aérodynamisme radical et la technologie de pointe sont des éléments que les fans sont en droit d'attendre de la marque, réputée pour repousser les limites de la performance. Des nervures plus longues, des déflecteurs aérodynamiques élargis et des panneaux de carrosserie retravaillés avec des conduits NACA et d'autres éléments aérodynamiques maximisent la force d'appui tout en canalisant 30 % d'air de refroidissement en plus vers les radiateurs. Il en résulte une endurance inégalée sur les circuits. Les passages de roue élargis abritent des roues directionnelles en fibre de carbone sur mesure qui agissent comme des turbines aspirant l'air chaud des freins, tandis qu'un essuie-glace adaptatif nouvellement breveté, un troisième feu vertical et un aileron allongé soulignent l'attention portée par Koenigsegg aux détails esthétiques. À l'intérieur, la précision numérique s'allie à une orientation piste, avec notamment des harnais à 6 points et des sièges adaptés au port du casque. Avec une puissance de 1 173 ch par tonne, la Sadair's Spear est une démonstration de puissance et d'innovation.

Selon Halldora von Koenigsegg, l'évolution de la marque n'est possible que grâce aux relations solides et durables construites avec les clients au fil des années :

« Depuis 2000, tant notre entreprise que nos produits ont mûri, bien sûr, et nous nous sentons privilégiés d'avoir une clientèle aussi solide et fidèle qui continue à nous inspirer. Avec nos concessionnaires, nous cherchons toujours des moyens amusants d'interagir avec notre communauté et d'agrandir notre " famille ". »





DÉFI DE DESIGN : ACCEPTÉ

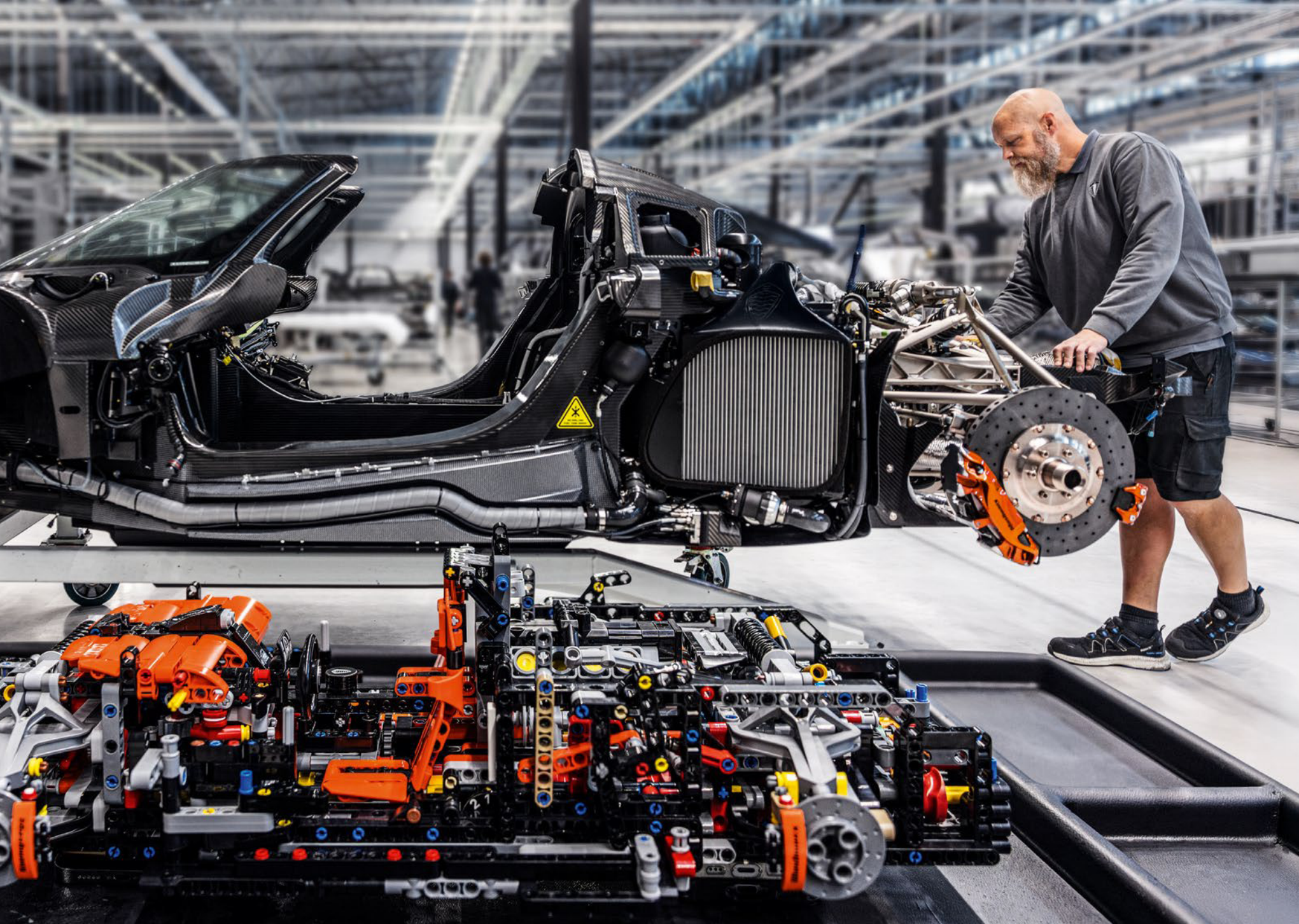
Ce modèle a été notre plus grand défi jusqu'à présent. À l'échelle 1:8, sa taille a été déterminée par les proportions des roues, et nous avons utilisé les fichiers CAO de Koenigsegg comme référence.

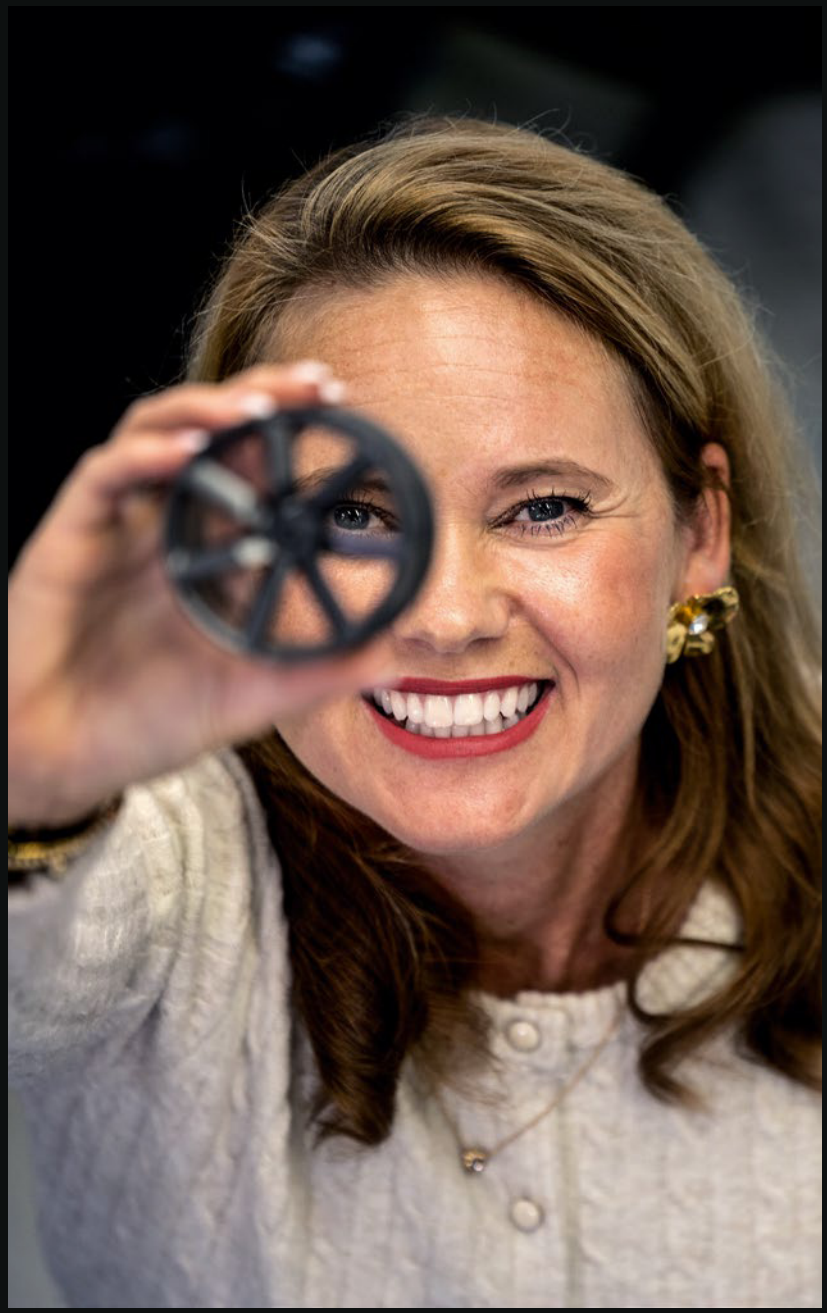
Tout d'abord, nous avons dû recréer la transmission à 9 rapports. Comme chez Koenigsegg, si nous ne disposons pas de ce qu'il faut pour réaliser un détail, nous l'inventons nous-mêmes ! Nous avons créé de nouveaux triangles et des amortisseurs longs/courts pour recréer la suspension Triplex avant et arrière.

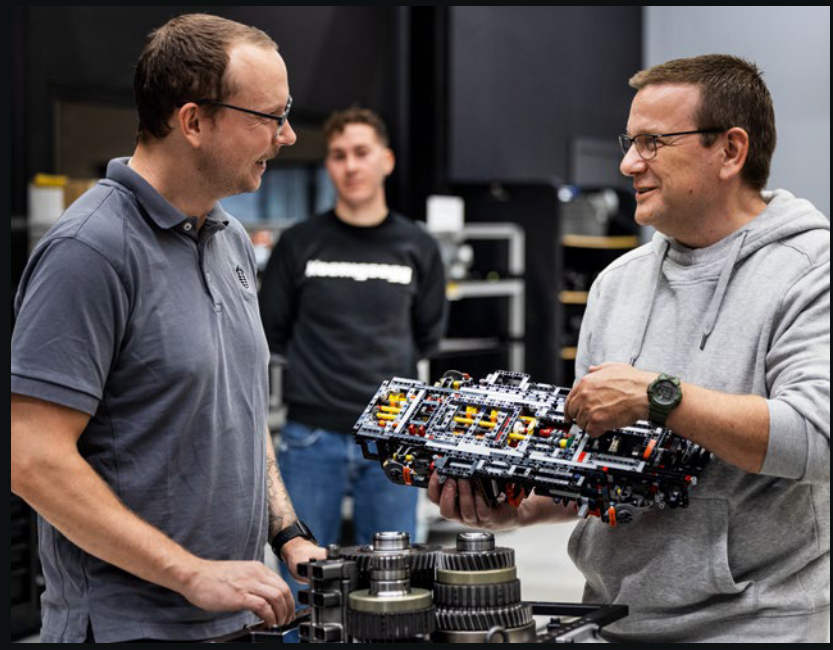
Les éléments de transmission et les éléments de suspension Triplex ont été développés en étroite collaboration avec nos designers d'éléments, nos ingénieurs frontaux, nos coachs en modèles et nos spécialistes des éléments LEGO®, ainsi qu'avec nos partenaires de Koenigsegg. Il s'agit véritablement d'un travail d'équipe.

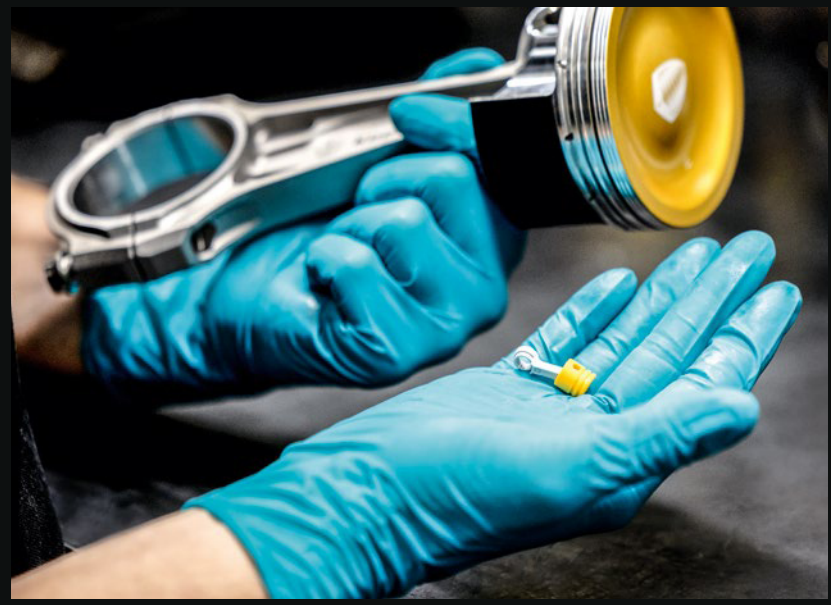
À partir de là, il a fallu plusieurs versions de modèles d'essai pour expérimenter les formes, le mécanisme du « mode Fantôme », celui des portes et le reste de la carrosserie détaillée de la voiture.

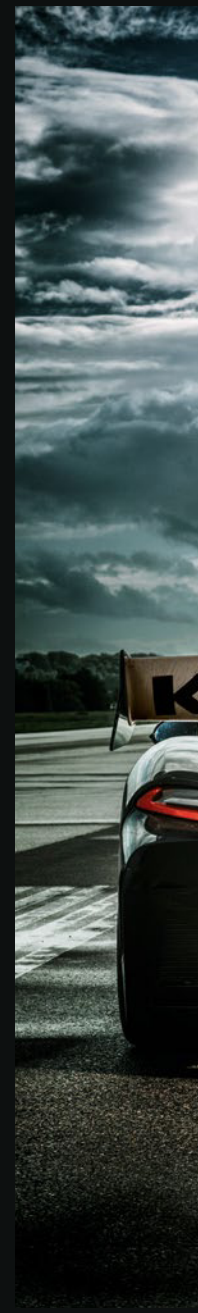












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HOMOLOGUÉE POUR LA ROUTE, ADN DE CHEVAL DE COURSE

Steve Dubs, responsable des concepts et du design chez Koenigsegg, considère que la collaboration entre toutes les équipes de développement est essentielle pour créer des solutions innovantes.

« Nous cherchons toujours des moyens d'ajouter plus de puissance, de réduire le poids et d'optimiser la force portante. En s'appuyant sur les connaissances et les outils de simulation dont nous disposons, nous avons fait progresser la plateforme Jesko. Christian a nommé la voiture d'après le cheval de course de la famille Koenigsegg, ce qui nous a donné une direction claire : elle devait être performante sur circuit. À partir de là, il s'est agi d'un travail d'équipe impliquant le design, l'ingénierie, la dynamique du véhicule, notre équipe aérodynamique et notre pilote d'essai, Markus Lundh. Nous étions très conscients de mélanger des composants existants avec de nouvelles solutions. »

« Le nouvel aileron arrière est plus grand mais plus léger. Il génère davantage de force portante avec moins de traînée, grâce au matériau innovant du noyau et à la méthode de construction inspirée de la technologie du sport automobile. Nous avons également appliqué ces principes de design aux déflecteurs aérodynamiques et au dispositif aérodynamique unique en forme de lance situé derrière la porte. Même le dessous de l'aile a été redessiné, éliminant les vis et les interstices pour optimiser le flux d'air. Lors des essais de développement en août 2025, au WeatherTech Raceway Laguna Seca, les retours du pilote d'essai Markus n'ont fait que confirmer l'équilibre et la stabilité de la voiture. Ce fut une immense satisfaction de voir notre collaboration se manifester par des améliorations significatives, un meilleur contrôle et une plus grande confiance pour pousser la voiture à ses limites. Trois mois seulement après le premier essai de développement à Laguna Seca, Markus et une petite équipe de Koenigsegg sont retournés sur le circuit emblématique et ont établi le record du tour pour une voiture de série. »

« Je suis véritablement enthousiasmé par le modèle LEGO® Technic et par le niveau de détails et de fonctions que l'équipe Technic a su reproduire. Je pense qu'ils ont ressenti une grande pression ! Le résultat est incroyable, avec des détails comme la suspension Triplex, une transmission à 9 rapports fonctionnelle, et les rétroviseurs rabattables intégrés aux portes signature à double hélice synchronisées, ainsi que toute la fonction de mode Fantôme. Waouw ! »



Steve Dubs et le designer de LEGO® Technic



Halldora et Christian observent pour la première fois la fonction de mode Fantôme du modèle

> *« C'est dingue. C'est vraiment dingue. Comment est-ce possible ? »*
>
> *– Christian von Koenigsegg*

RECRÉER LES FONCTIONS DU MODE FANTÔME

Sur la clé de la véritable voiture, il est possible d'appuyer sur un bouton « mode Fantôme », qui ouvre la coque arrière (montrant le compartiment moteur), le capot avant et deux portes. Toutes ces quatre parties ouvrantes de la voiture sont reliées entre elles par le système hydraulique. Il est également possible d'actionner ces parties ouvrantes séparément à l'aide des boutons situés sur la clé de voiture.

C'était de loin la fonction la plus agréable à recréer dans le modèle LEGO® Technic. Il était encore plus amusant de la montrer à l'équipe Koenigsegg pour la première fois et de voir leur réaction. Le mécanisme du « mode Fantôme » est activé en soulevant la coque arrière, ce qui active alors les fonctions d'ouverture du capot avant et des portes. Lorsque la coque arrière est fermée, il est toujours possible d'ouvrir le capot avant et les portes de manière totalement indépendante grâce à des boutons situés de chaque côté de la voiture. Même les rétroviseurs latéraux se rabattent sur les portes lorsqu'elles s'ouvrent, comme sur la véritable voiture !


KOENIGSEGG


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DES TESTS – ET DES RECORDS – FRACASSANTS

Pour Koenigsegg, et en particulier pour le pilote d'essai Markus Lundh, la sécurité passe toujours avant tout.

« Conduire la Sadair's Spear donne l'impression d'utiliser un code de triche dans un jeu vidéo : tout est poussé à fond. En milieu de virage, il y a davantage d'adhérence. Lorsqu'on fait confiance à la voiture, on peut entrer et sortir du virage avec plus de vitesse. La Light Speed Transmission est comme une extension de soi-même. Le passage d'une vitesse à l'autre est instantané. La voiture est très tolérante et facile à conduire à la limite. Nous l'avons conduite sur des lacs gelés et dans la chaleur torride de la Vallée de la Mort en Californie. La voiture inspire confiance et donne l'impression d'être calme et posée, même à des vitesses et dans des conditions extrêmes.

Bien entendu, nous acceptons la possibilité de perdre une voiture pendant les essais. Cette réalité ajoute de la pression, mais c'est aussi ce qui nous pousse à aller de l'avant. Battre des records en ligne droite, comme le 0 à 400 puis à 0 km/h, consiste à s'assurer que tout est prêt en ce qui concerne la voiture. Les côtes comme celle de Goodwood sont différentes. La route est accidentée, étroite, ne laissant aucune marge d'erreur. Votre confort et votre confiance dans la voiture sont donc essentiels. Le record de Goodwood n'était même pas prévu. Nous étions encore en phase d'adaptation, mais nous avons eu le sentiment qu'il fallait tenter le coup. À de telles vitesses, on n'a pas la sensation d'un flou routier, mais le bruit du vent devient un bruit blanc qui fait presque oublier le moteur. La voiture devient plus sensible à chaque action, mais on ne ressent jamais de peur. On a plutôt le sentiment de voler. C'est une étrange forme de liberté. »



Keno Zache





DITES-NOUS CE QUE VOUS EN PENSEZ

Nous nous efforçons constamment d'améliorer l'expérience LEGO® Technic. C'est pourquoi nous aimerions connaître votre avis. Que pensez-vous du modèle en lui-même ? Comment s'est déroulé le processus de construction ? Le set a-t-il été à la hauteur de vos attentes ?

En répondant à cette courte enquête sur le produit, vous participerez automatiquement à un tirage au sort pour gagner un prix LEGO.
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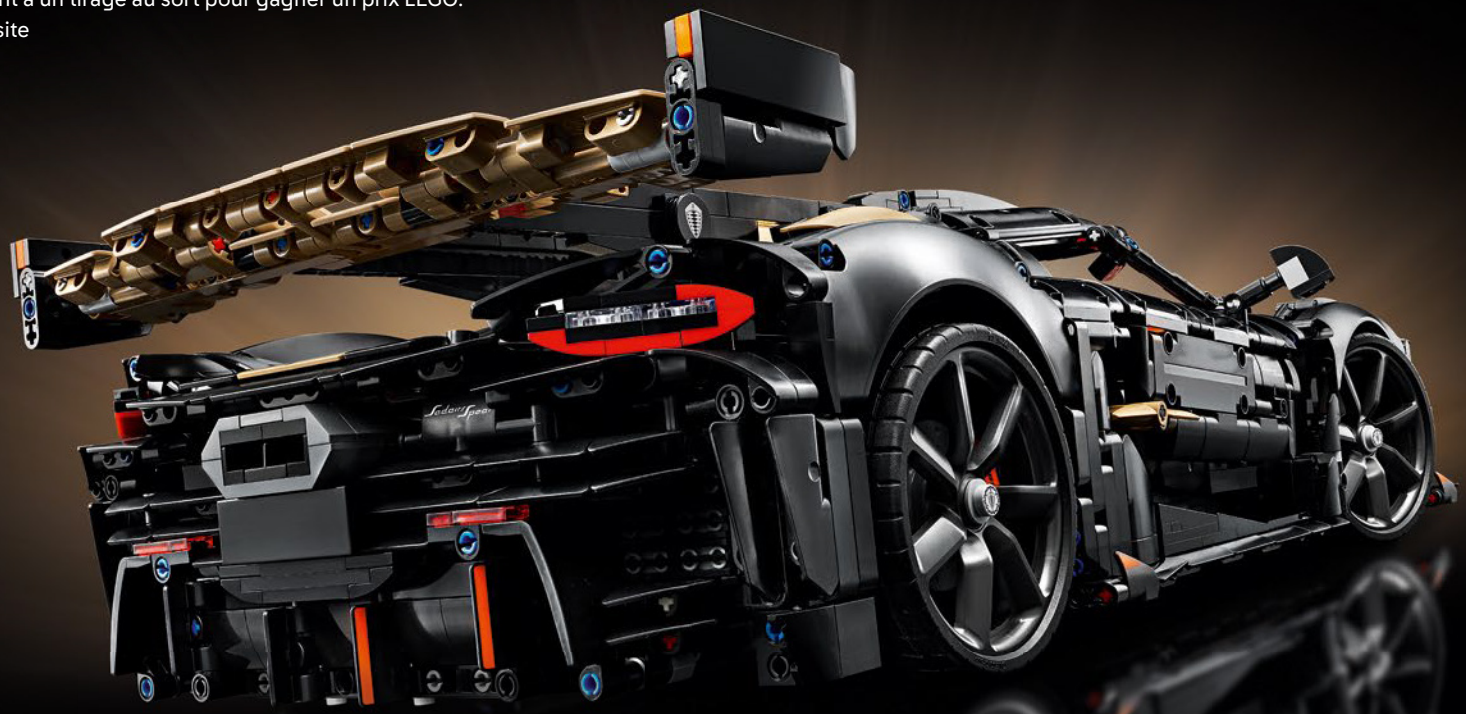

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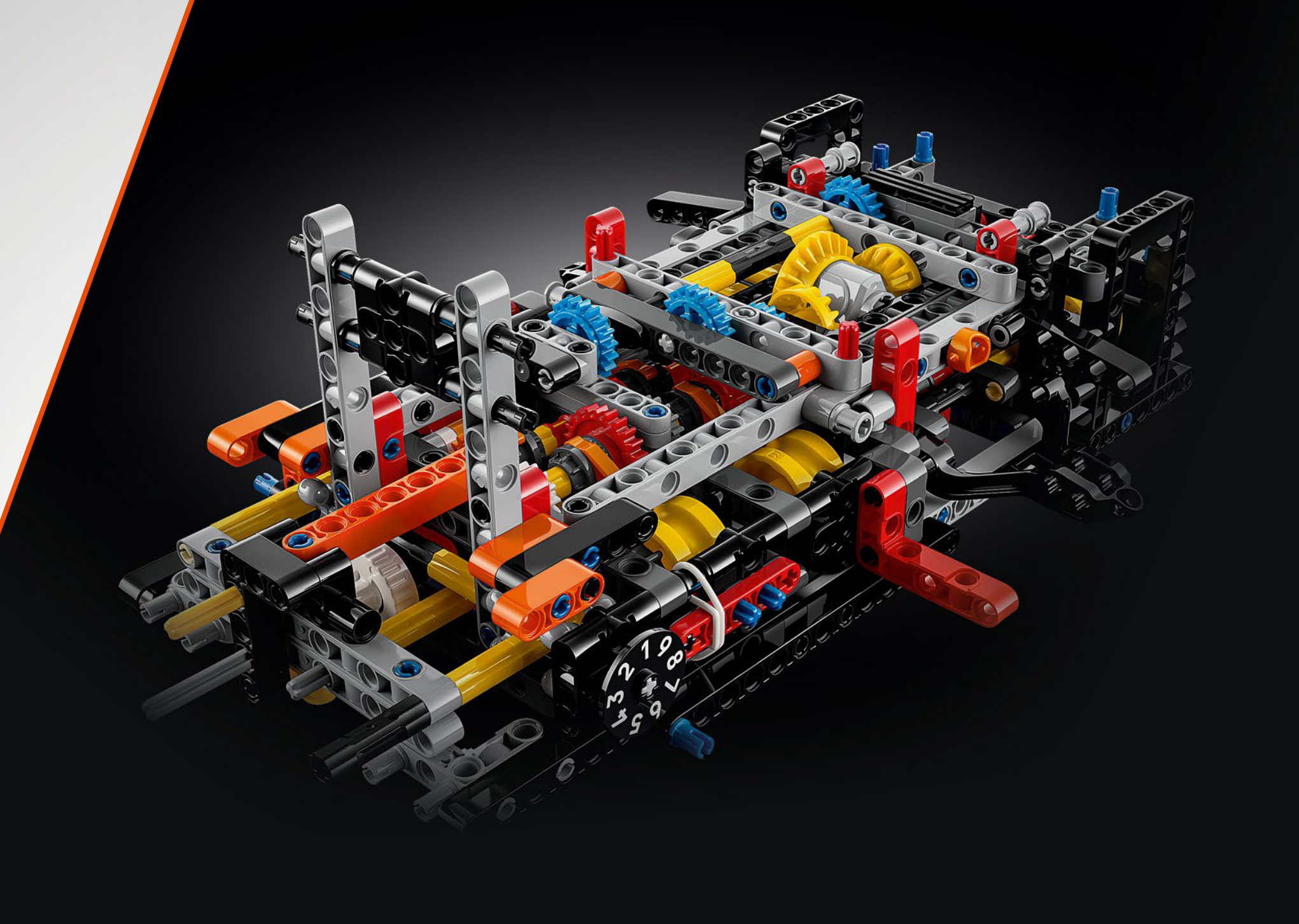
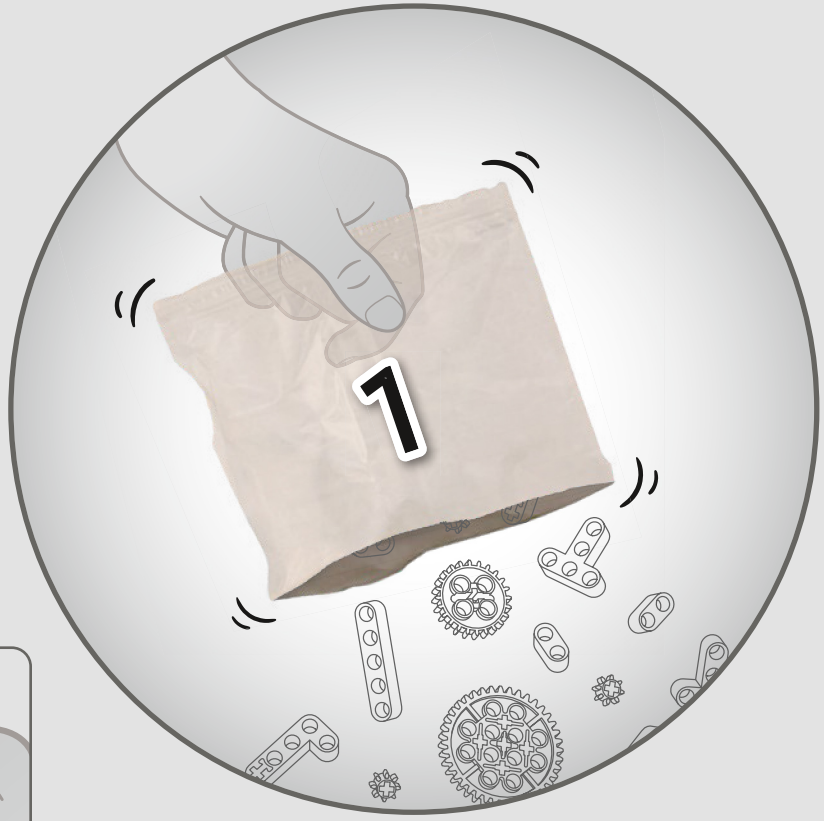
1 2 3



TRANSMISSION À 9 RAPPORTS

Le modèle peut passer entre 9 vitesses avant, neutre (roue libre) et la marche arrière (un seul rapport). La transmission sera connectée au sélecteur marche avant/neutre/marche arrière et aux palettes au volant. Le disque rotatif situé derrière le siège du conducteur et portant les chiffres 1 à 9 (visible lorsque la porte est ouverte) indique le rapport de vitesse actuel.

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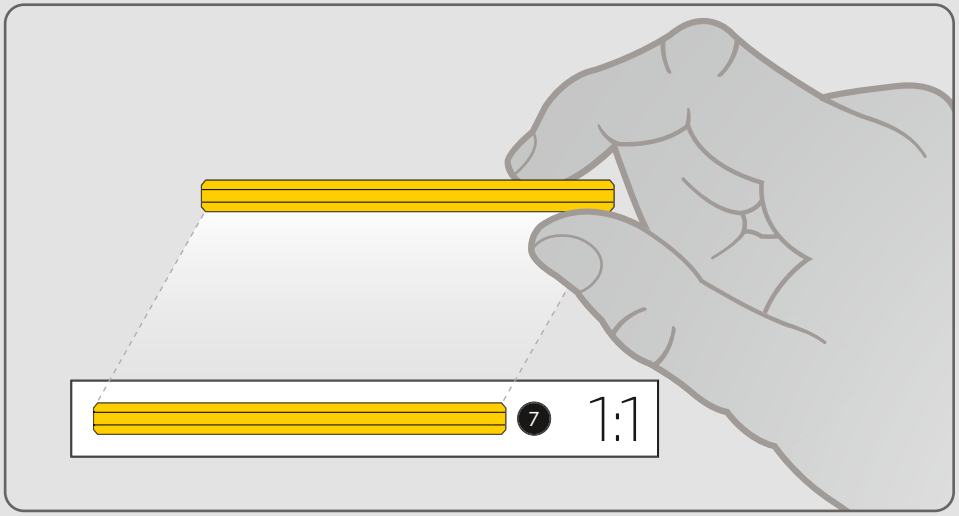
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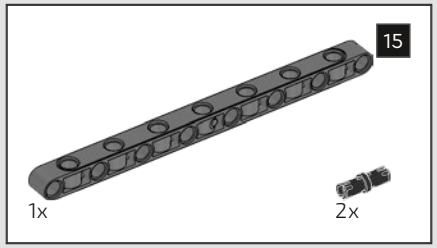

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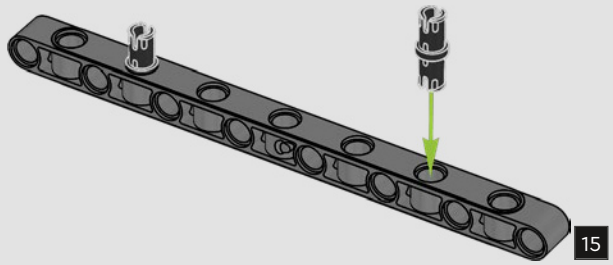

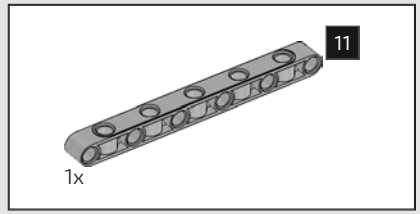

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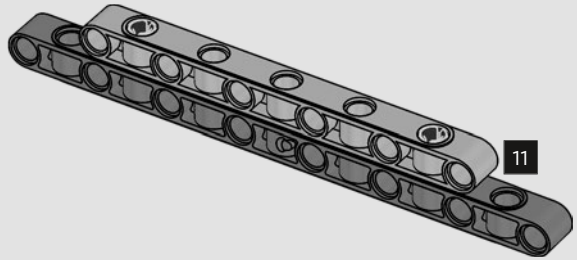

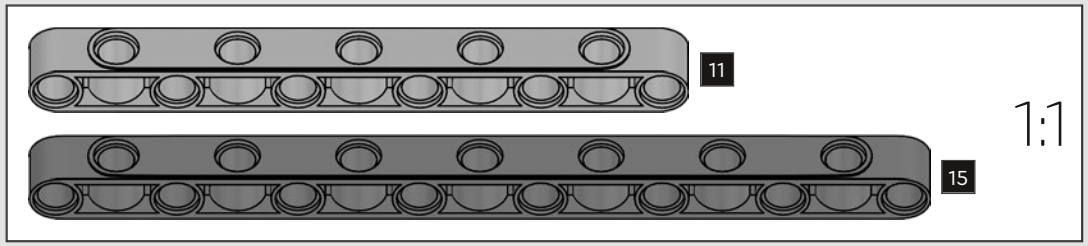

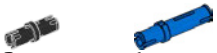

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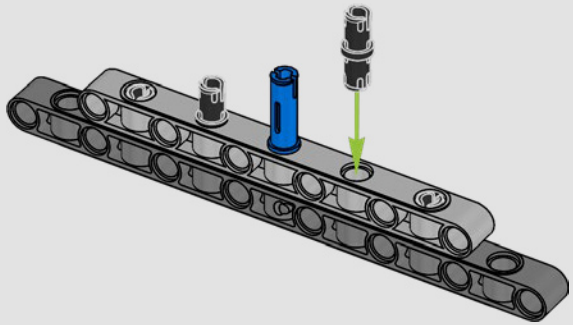

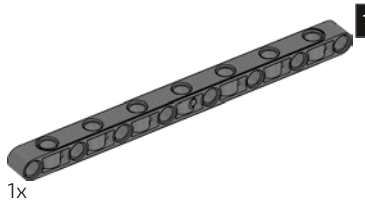

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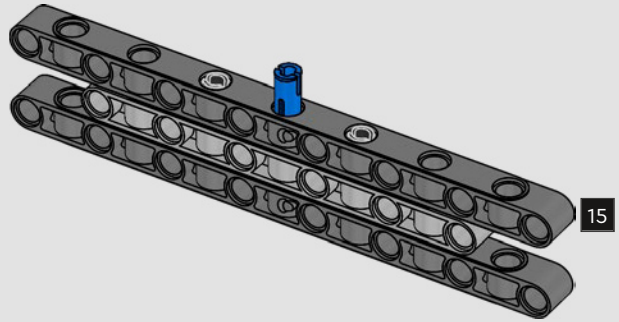

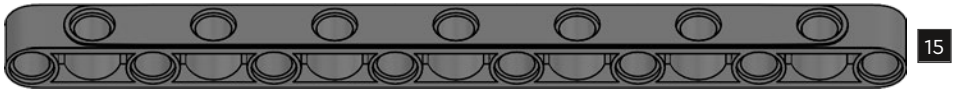



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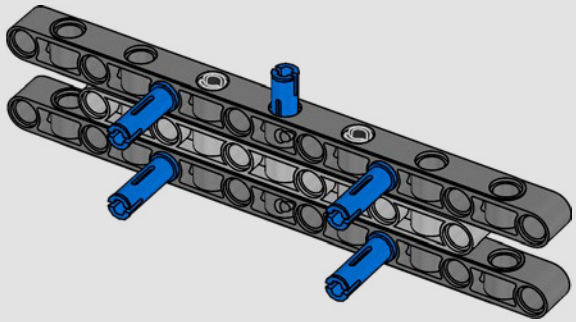



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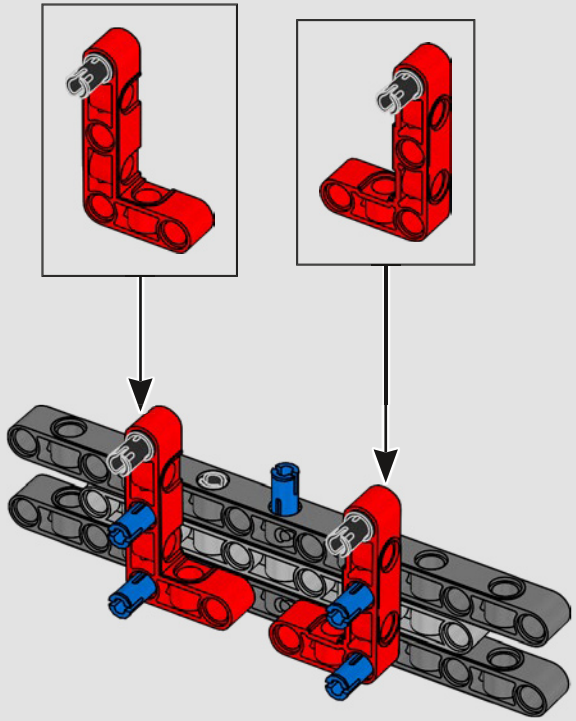

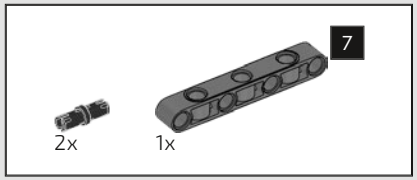

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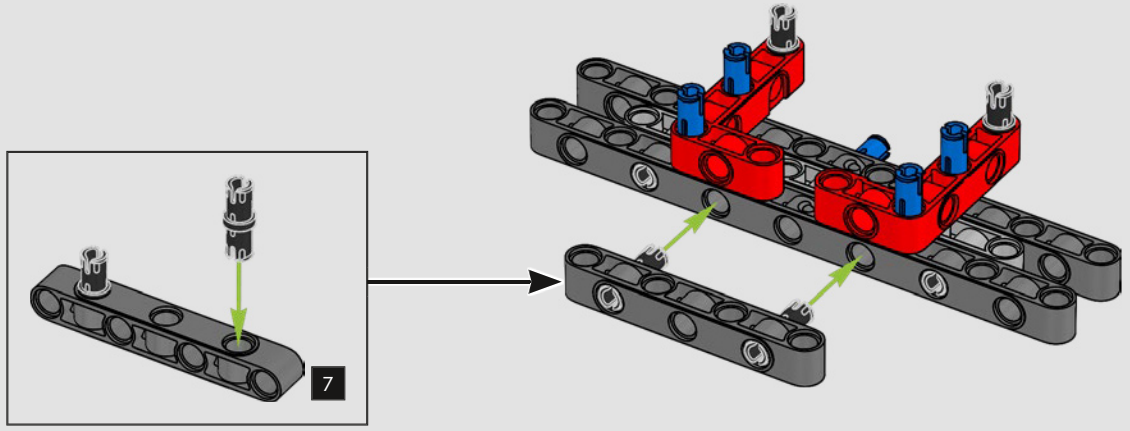

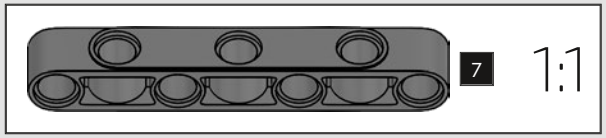

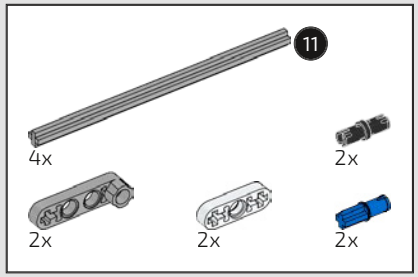

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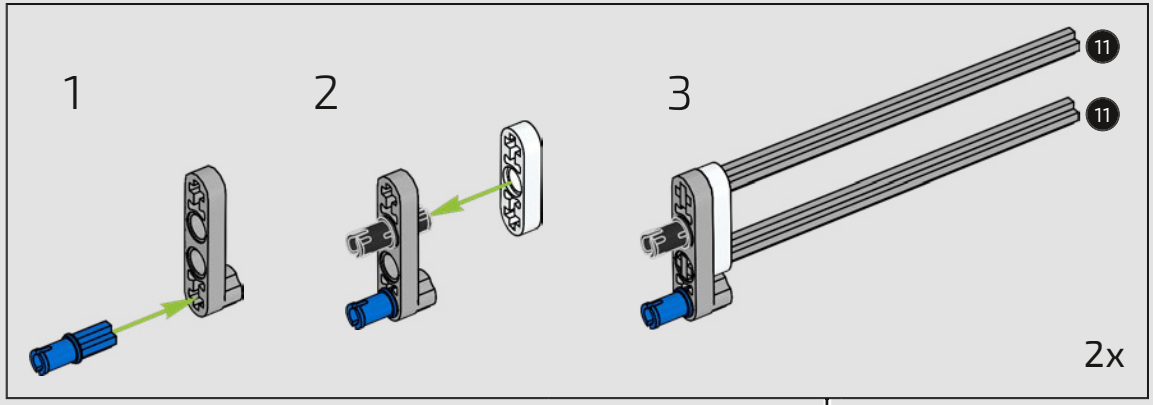

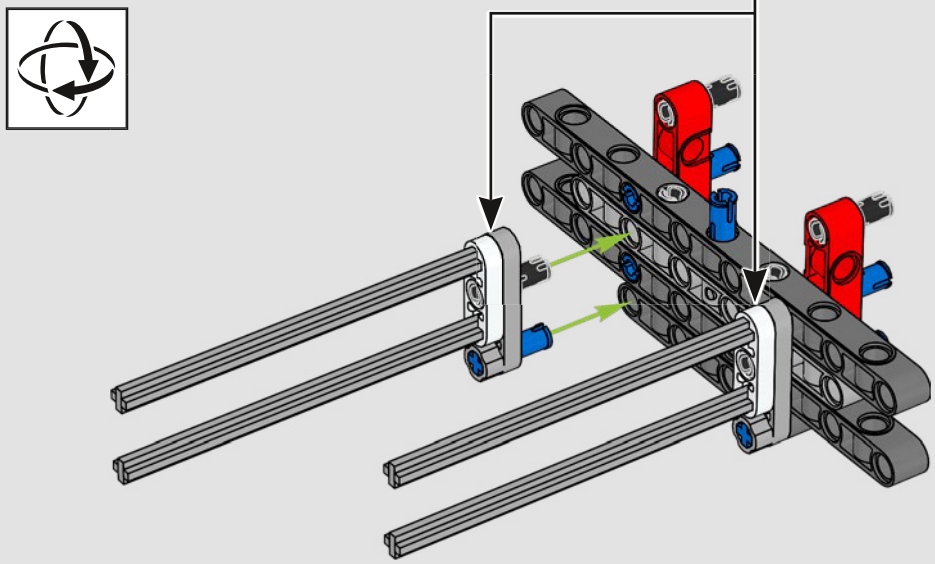

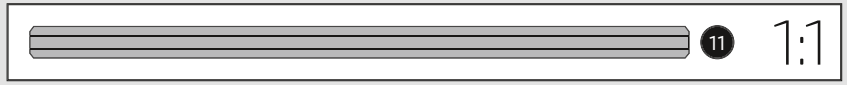

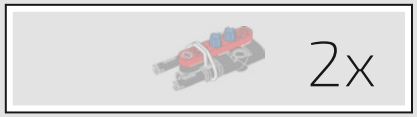

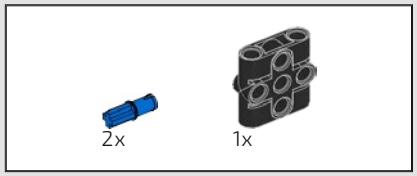

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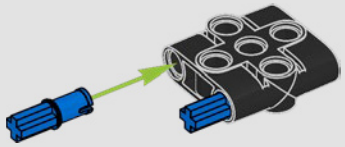

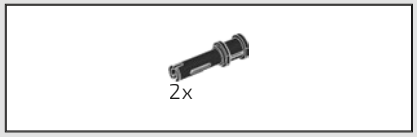

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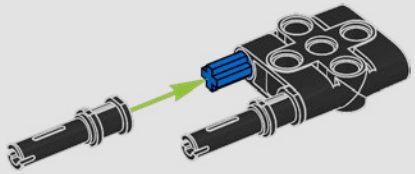

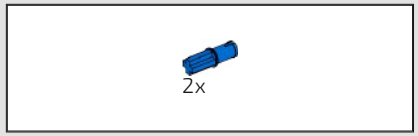

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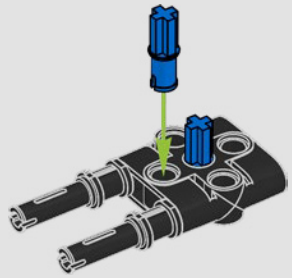

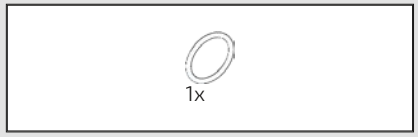

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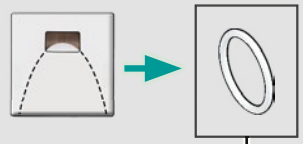

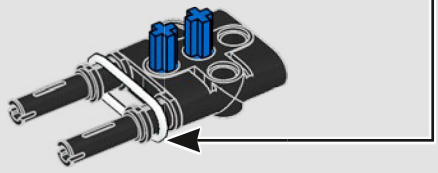

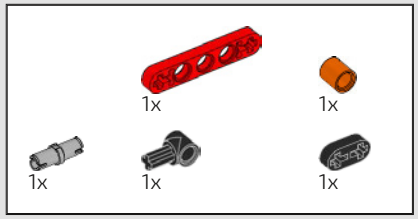

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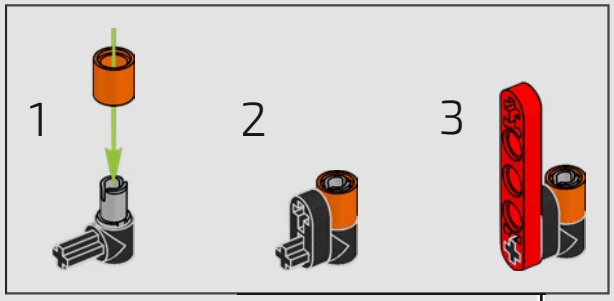

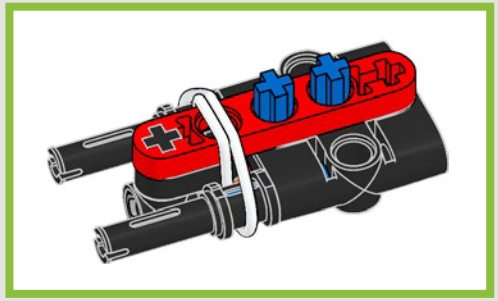

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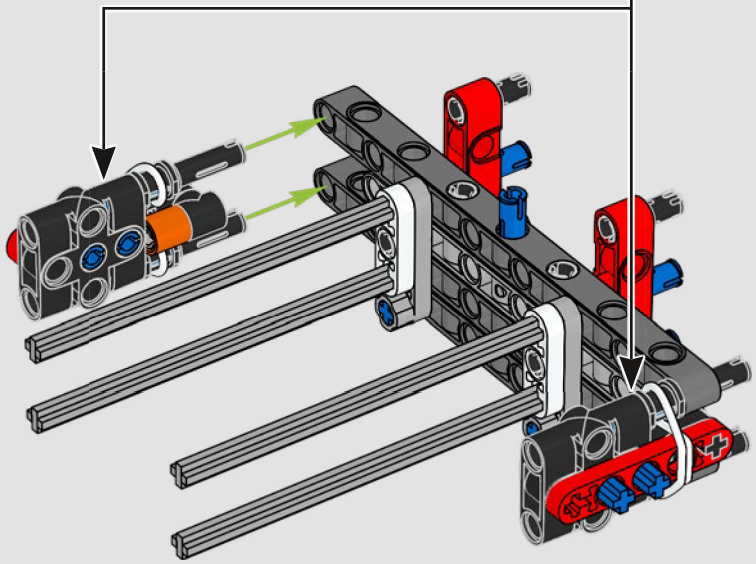

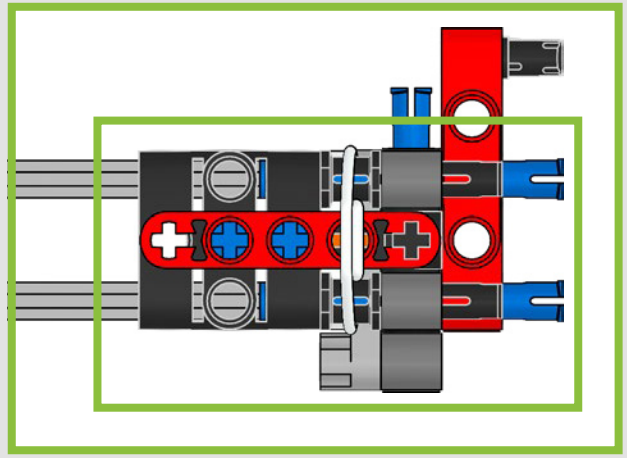

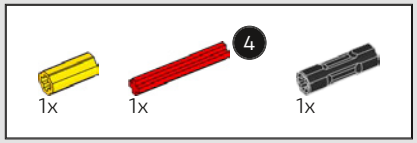

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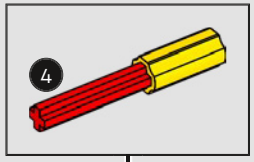

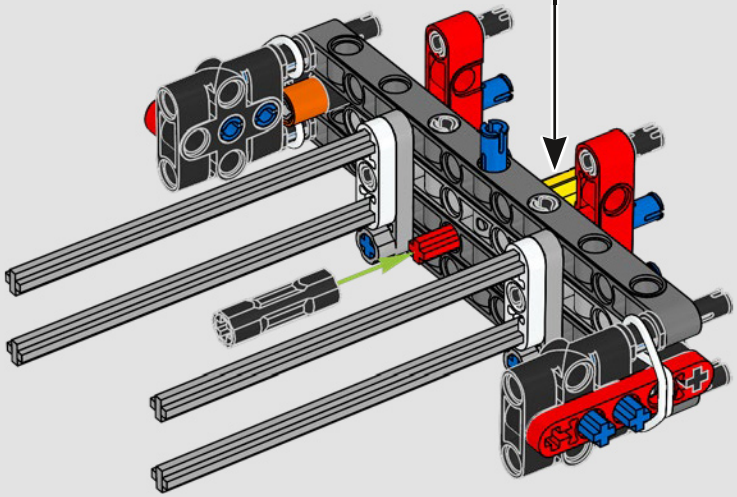

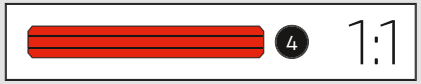

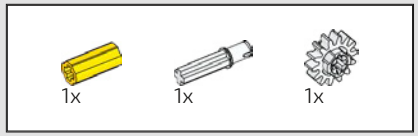

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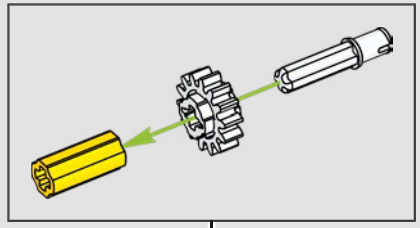

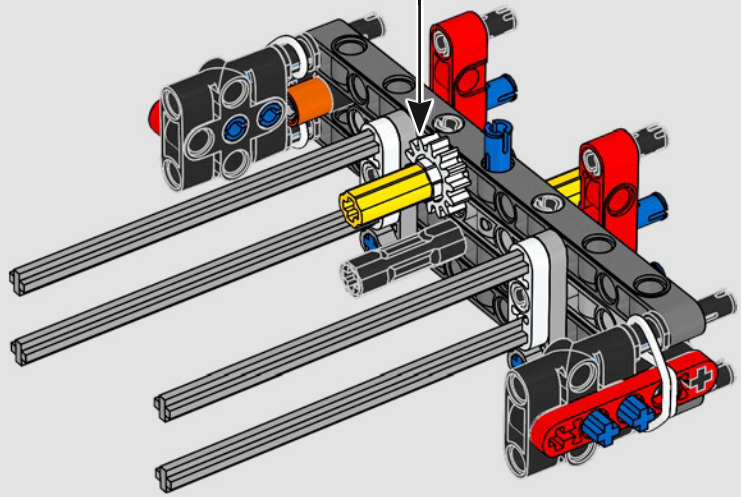

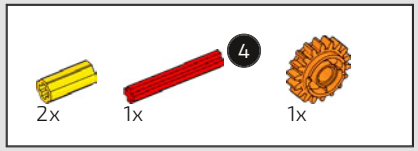

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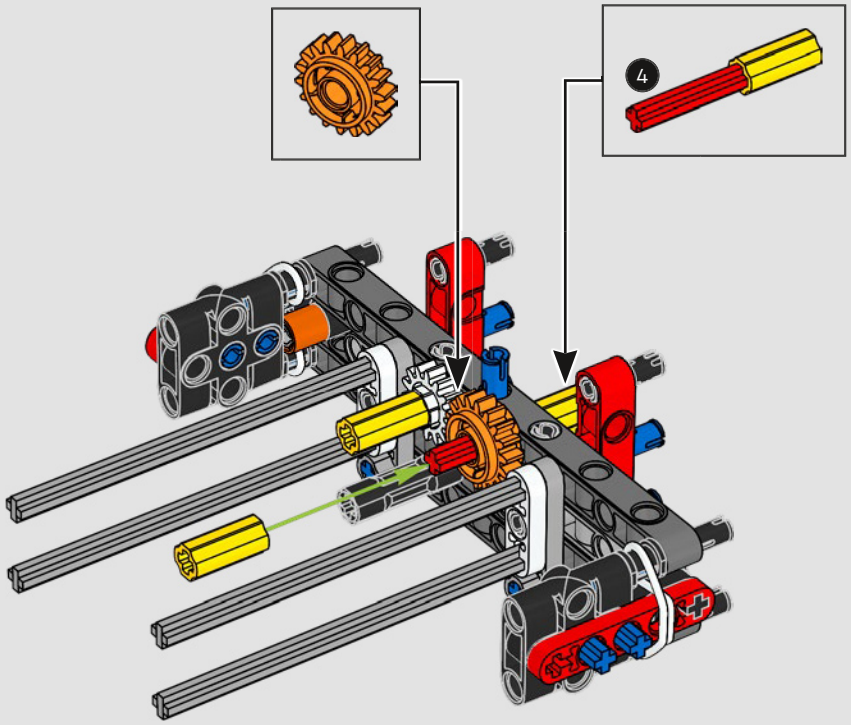

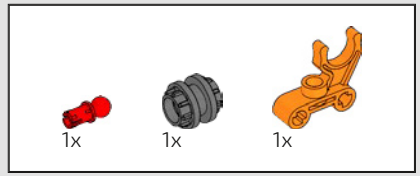

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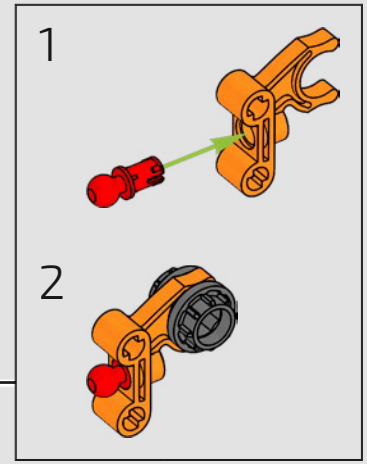

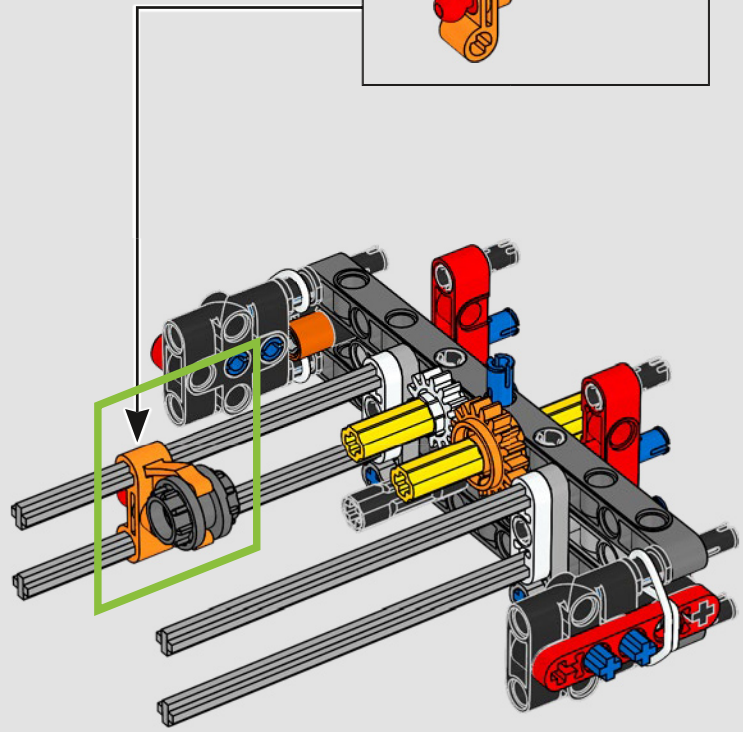



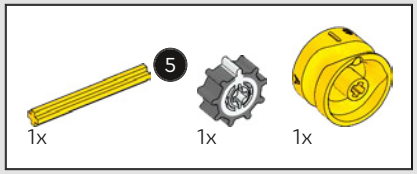

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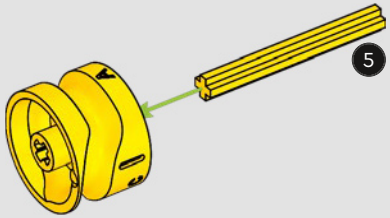

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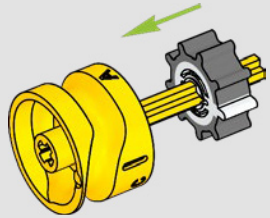

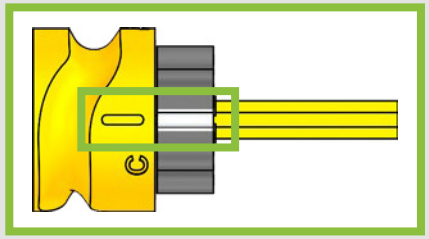

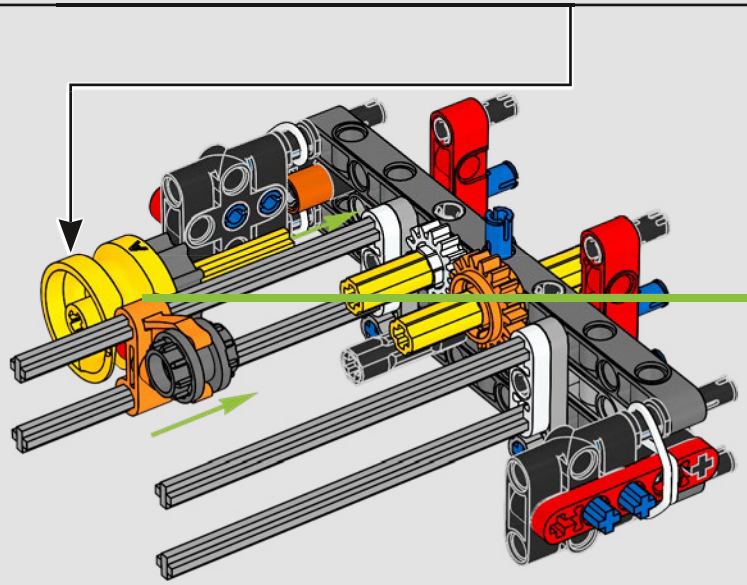

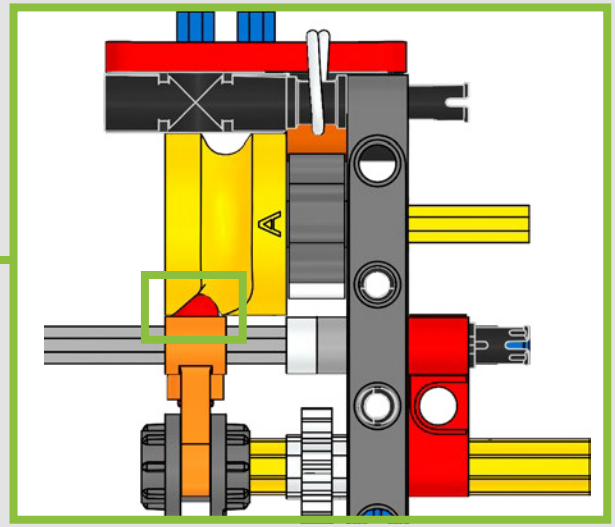



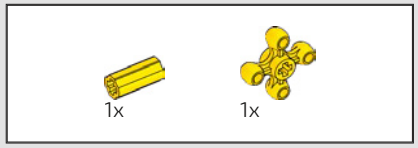

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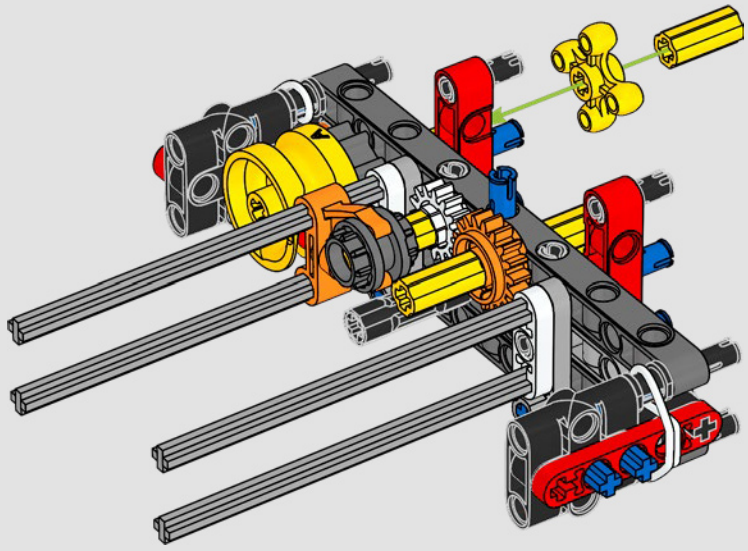

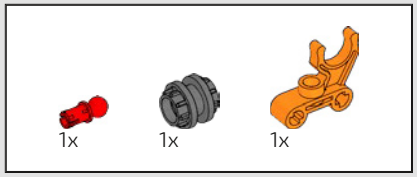

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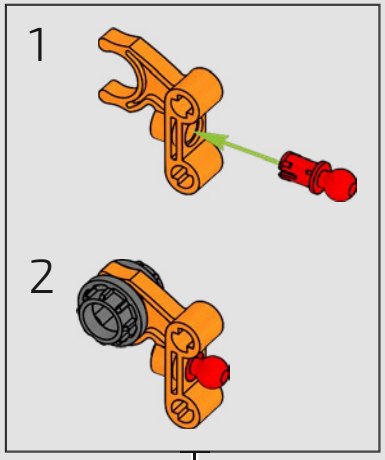

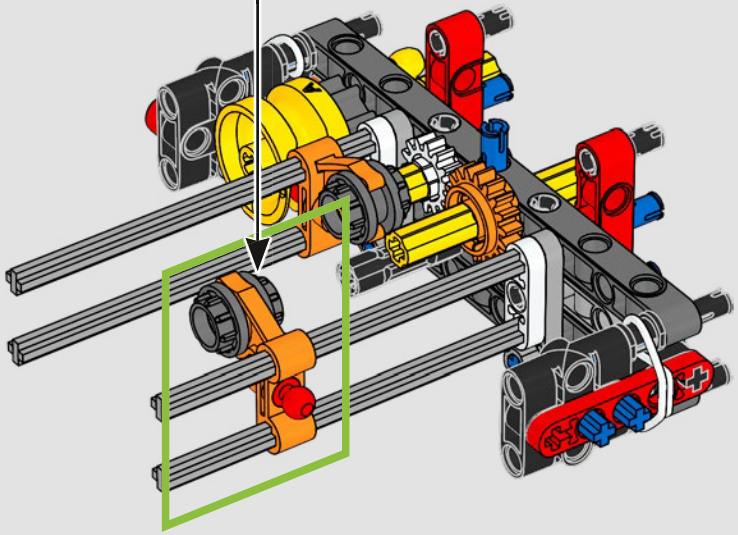



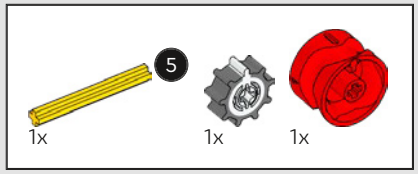

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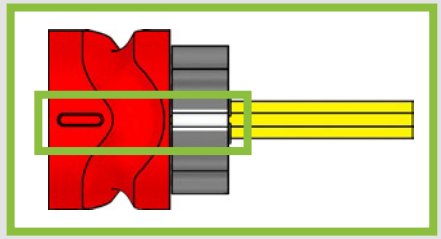

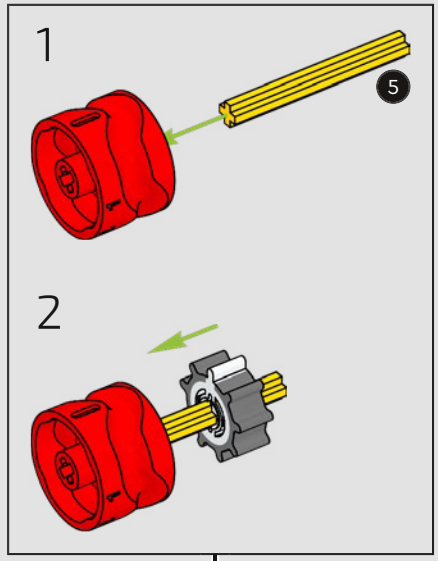

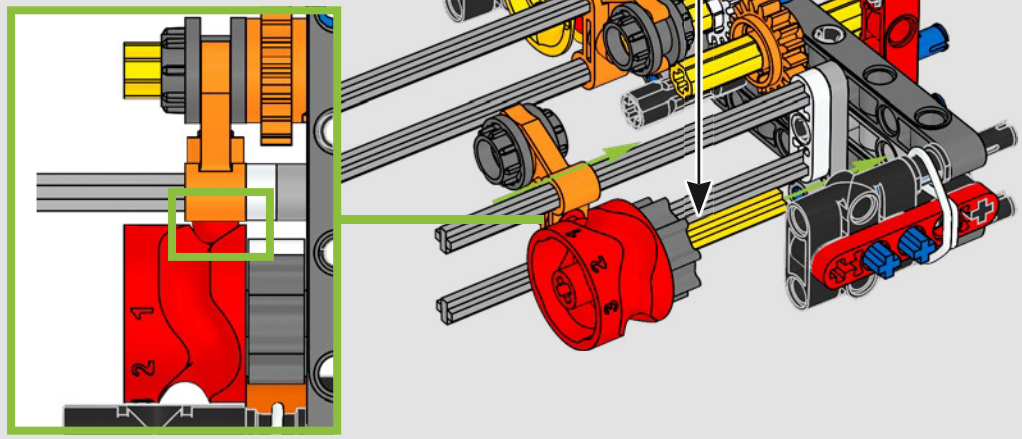

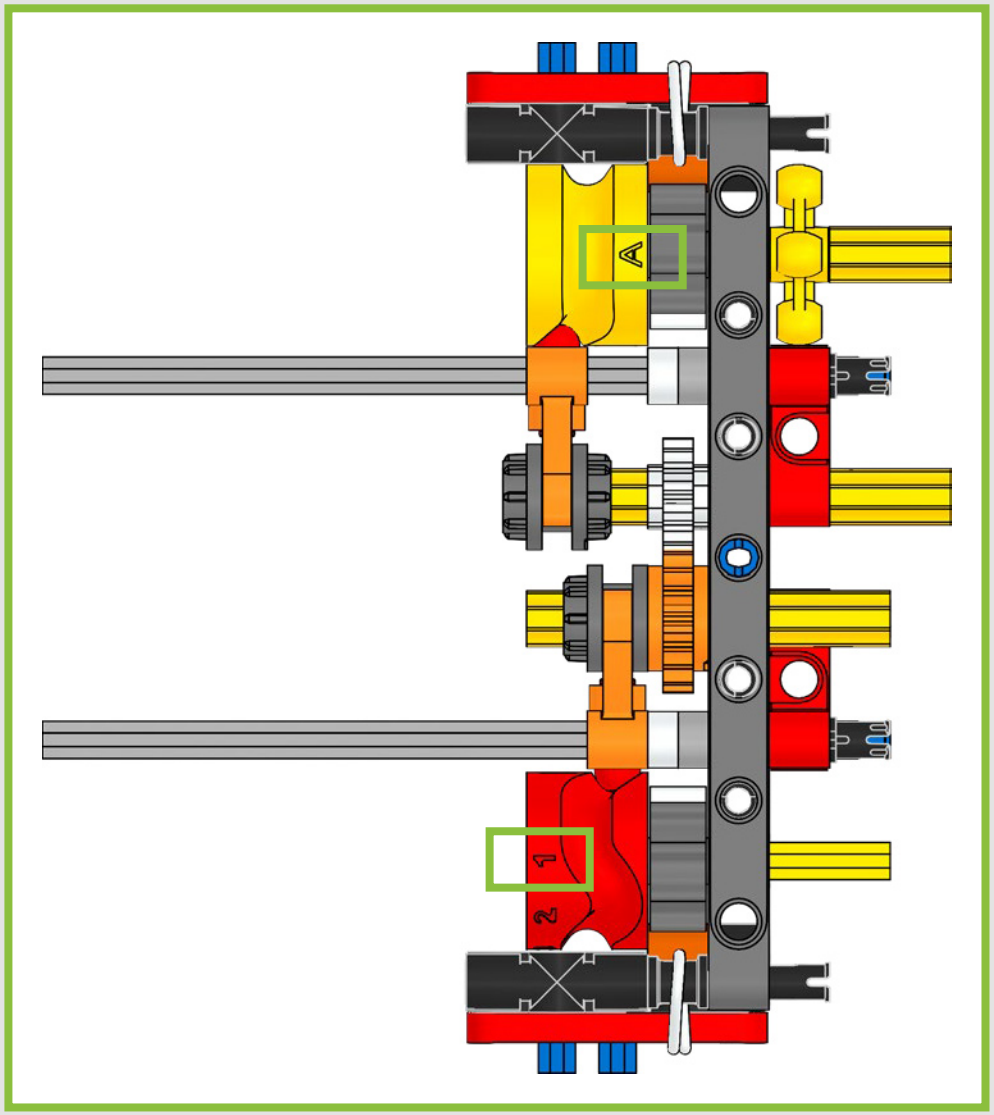
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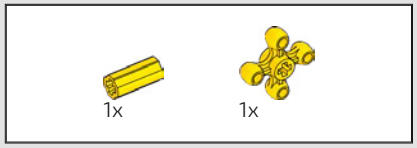

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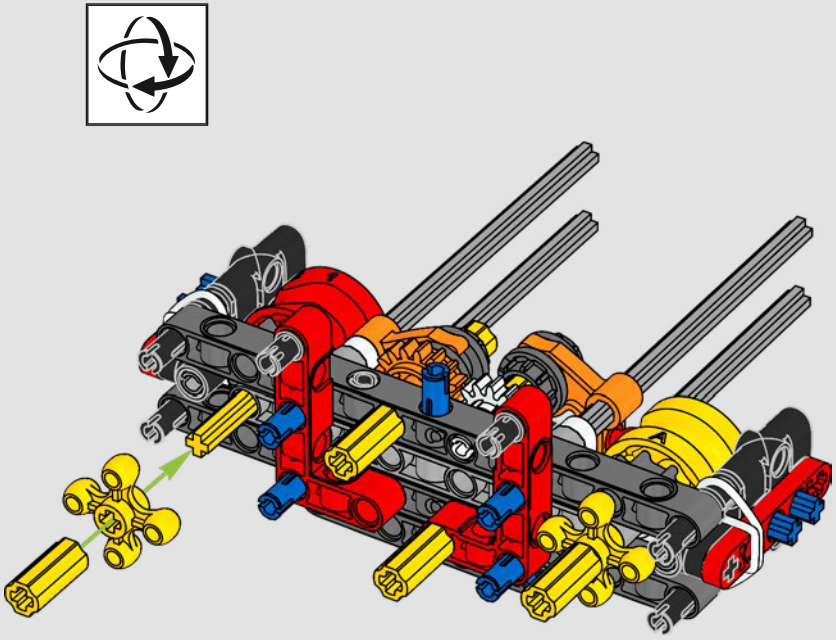

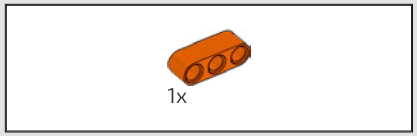

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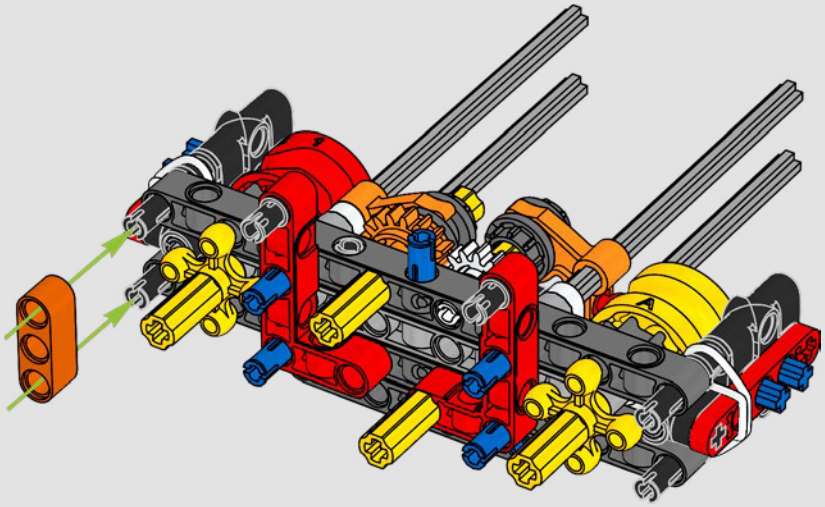

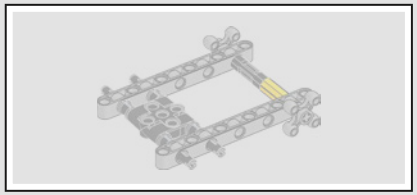

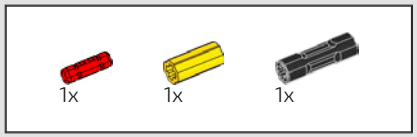

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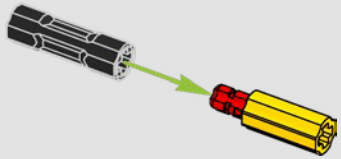

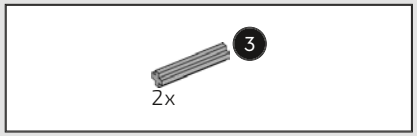

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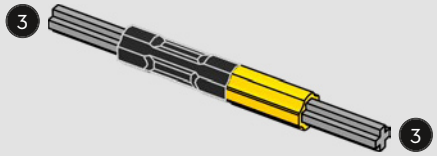

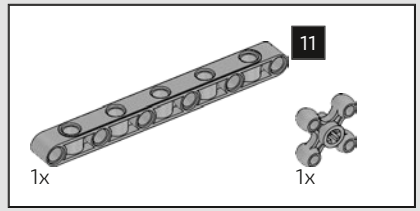

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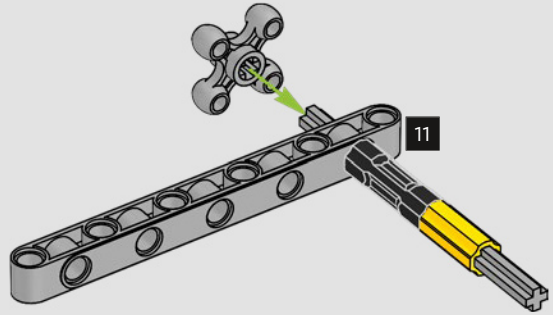

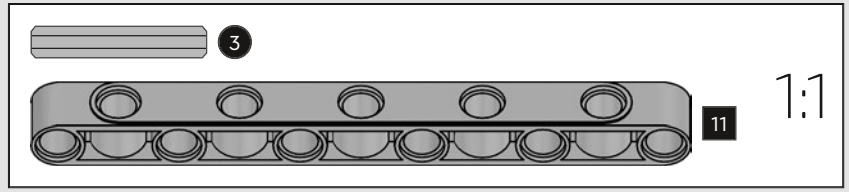

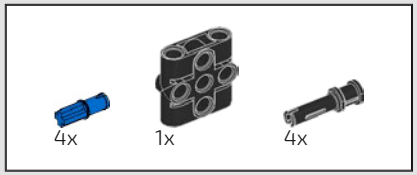

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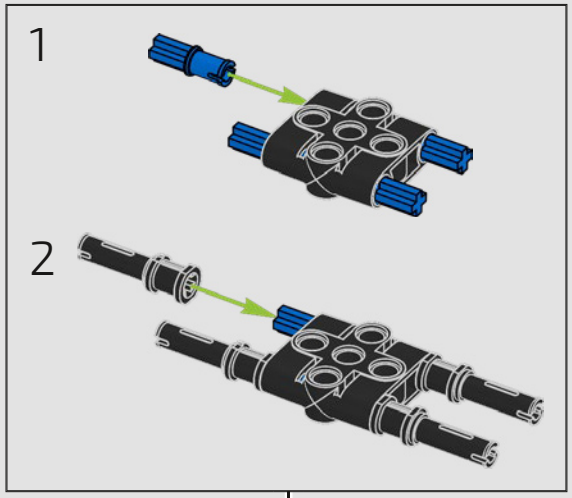

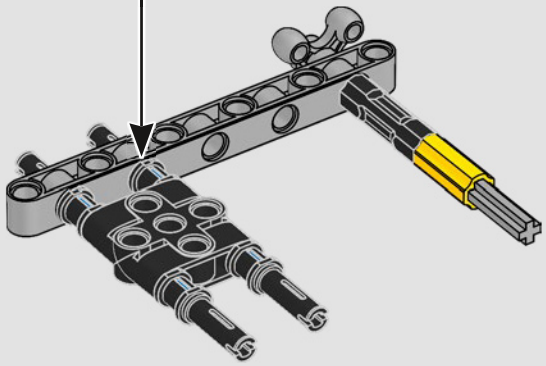

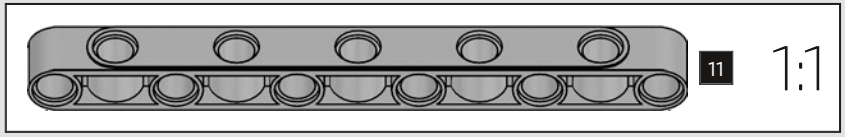

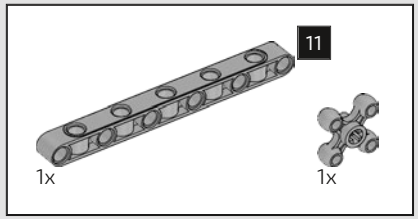

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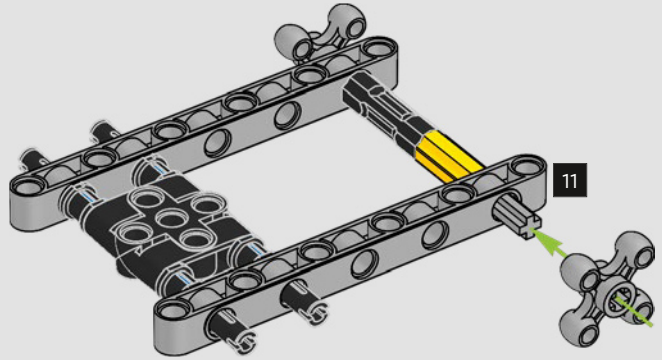

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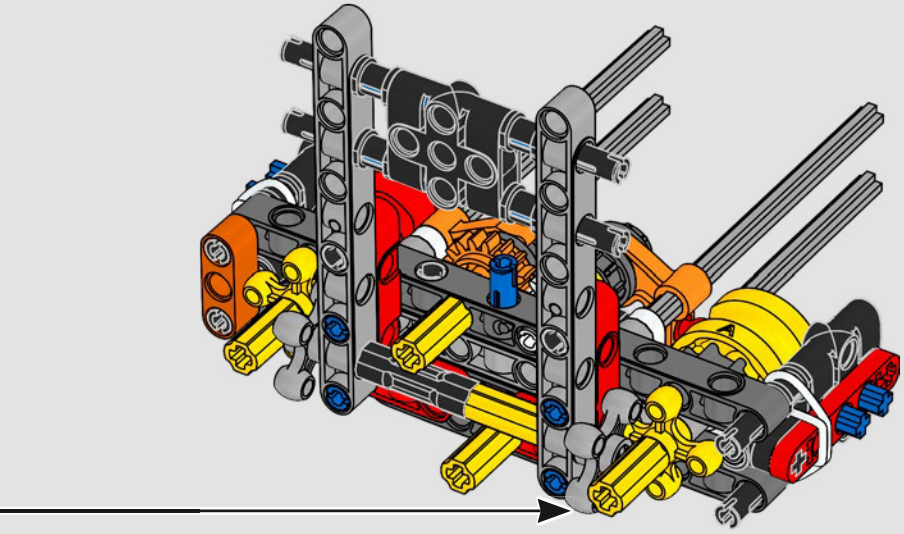

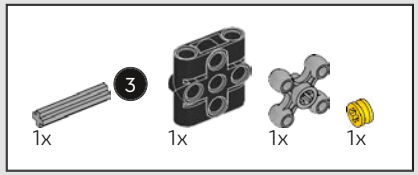

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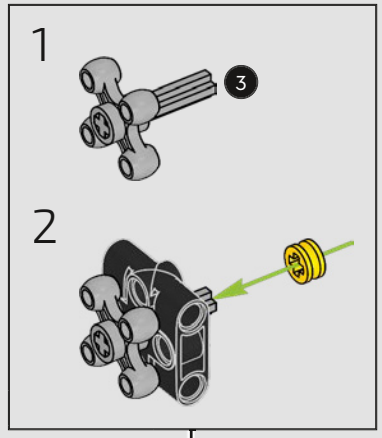

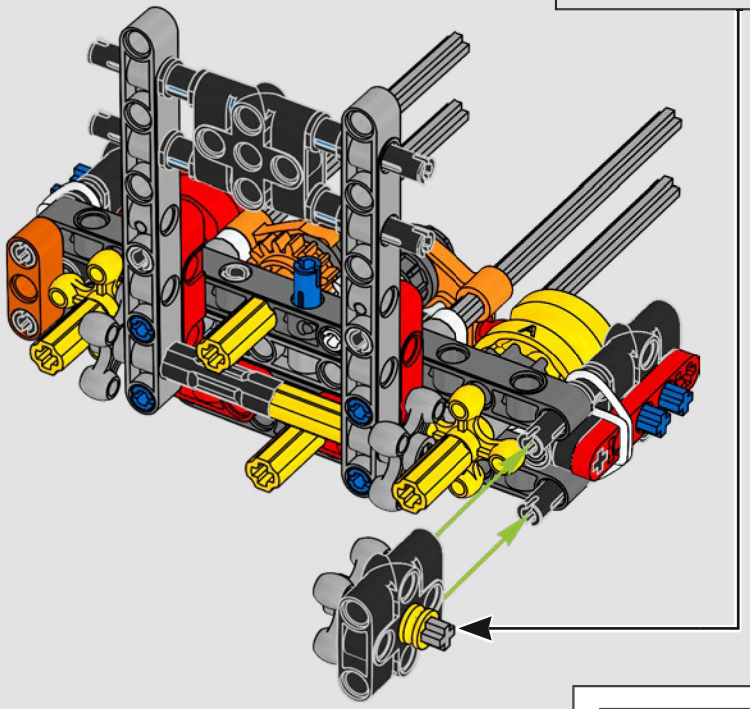

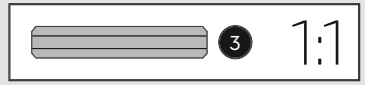

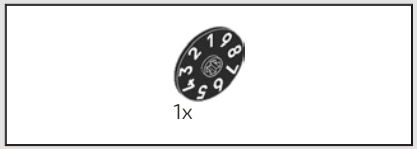

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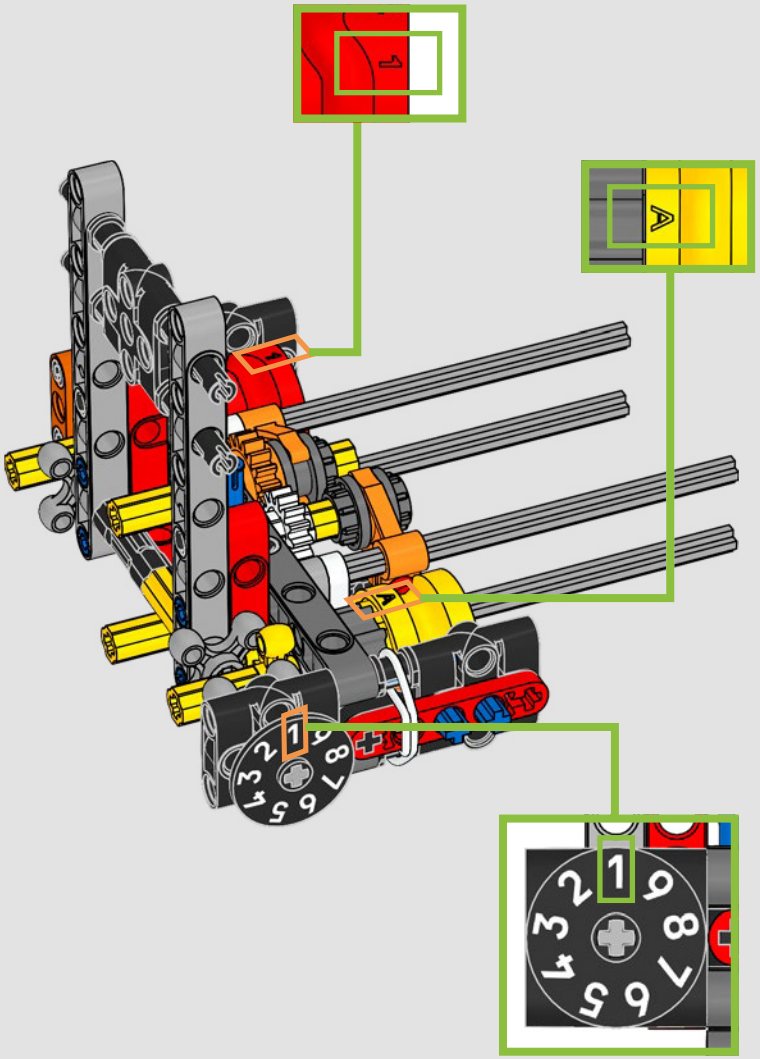

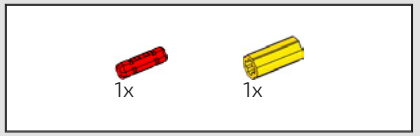

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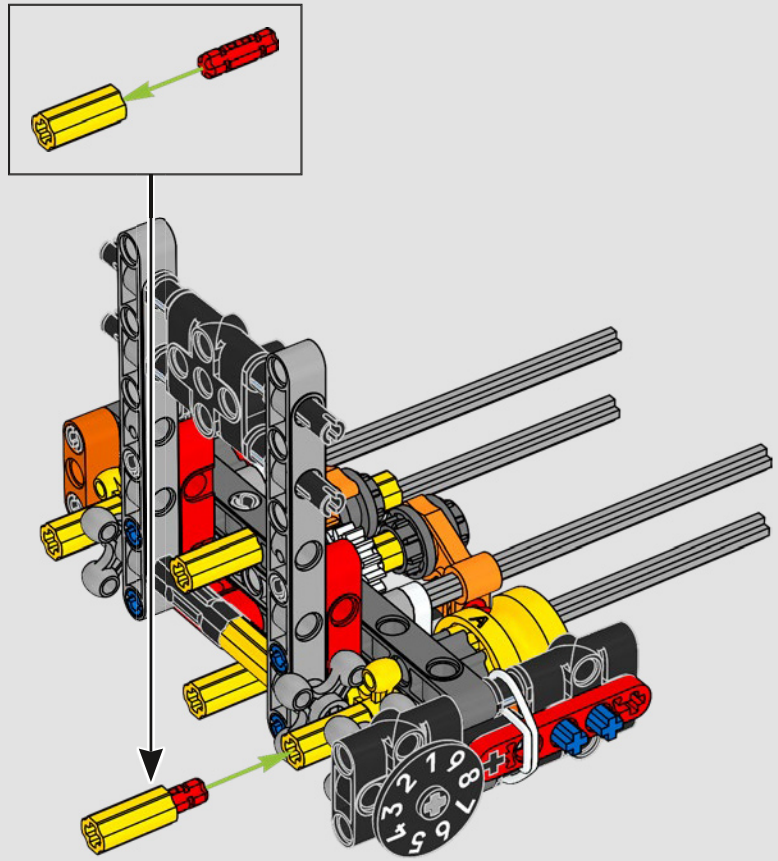

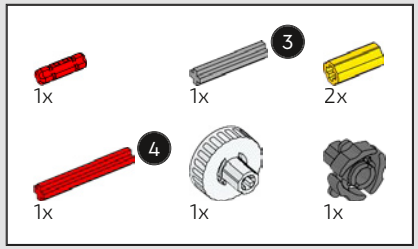

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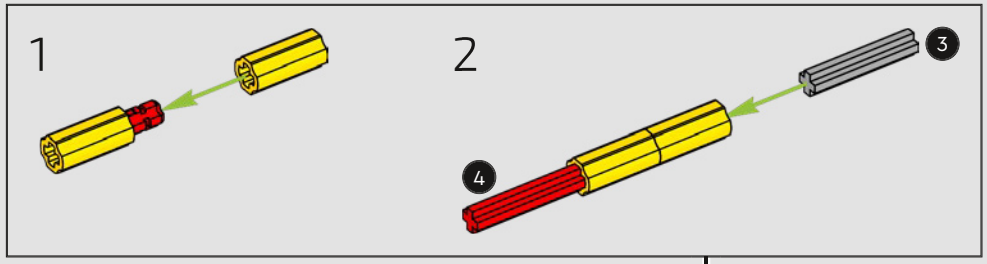

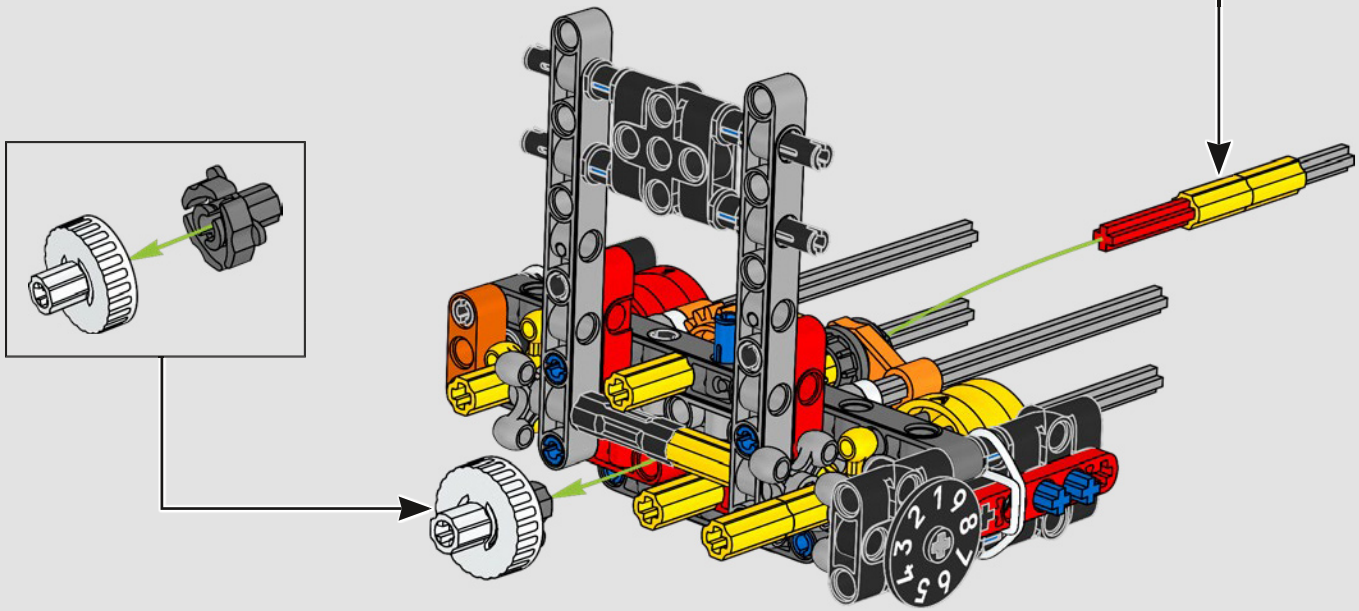

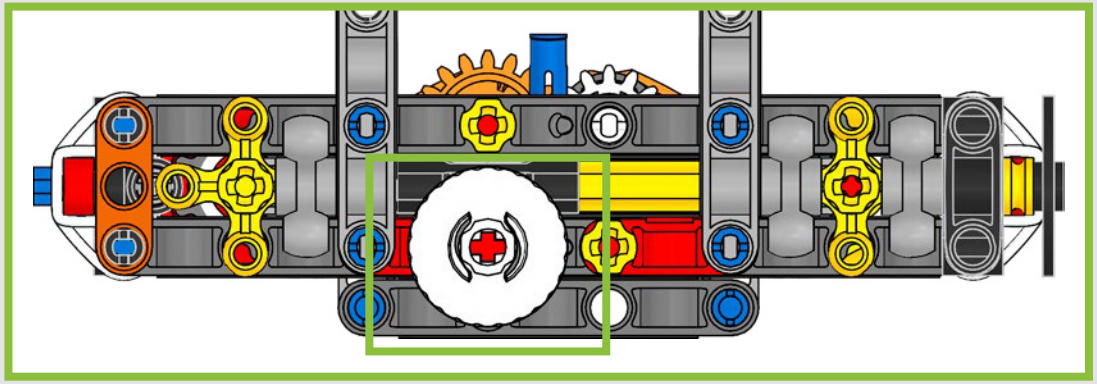

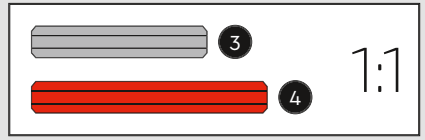

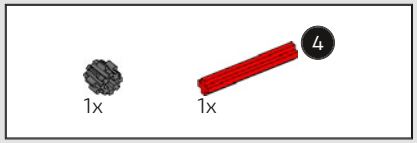

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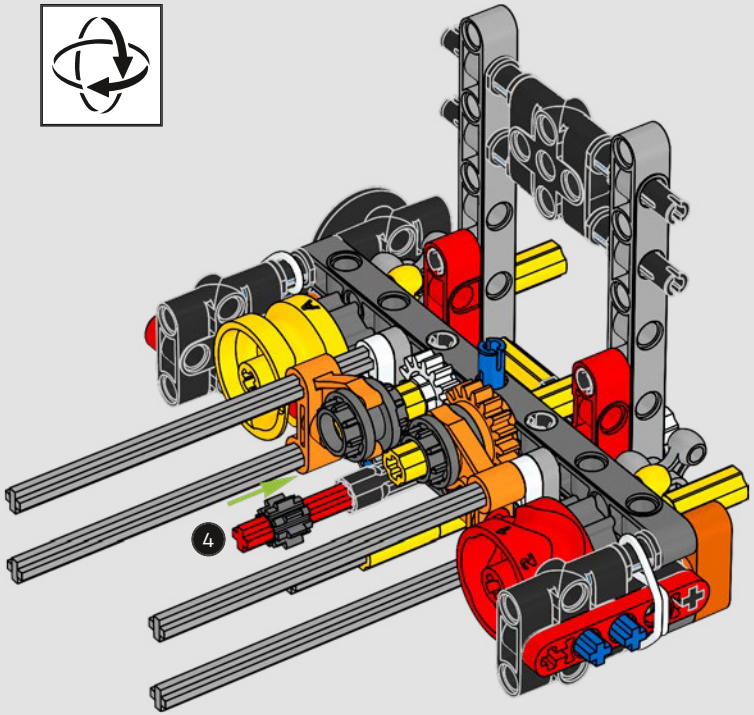

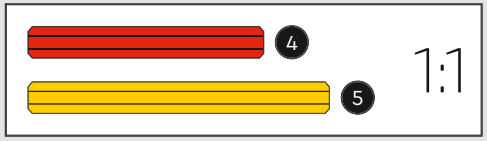

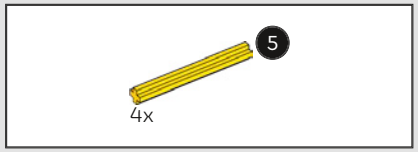

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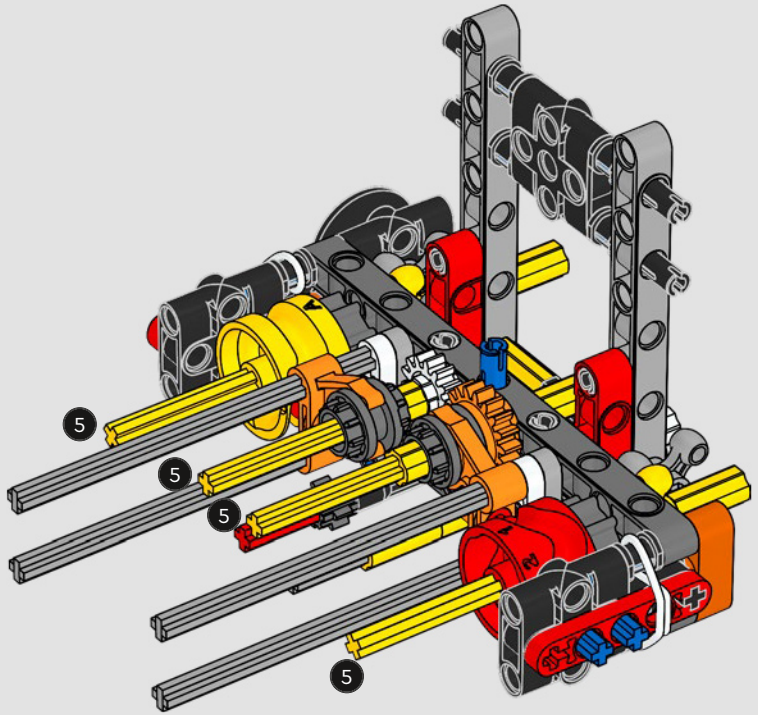

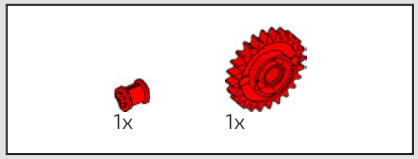

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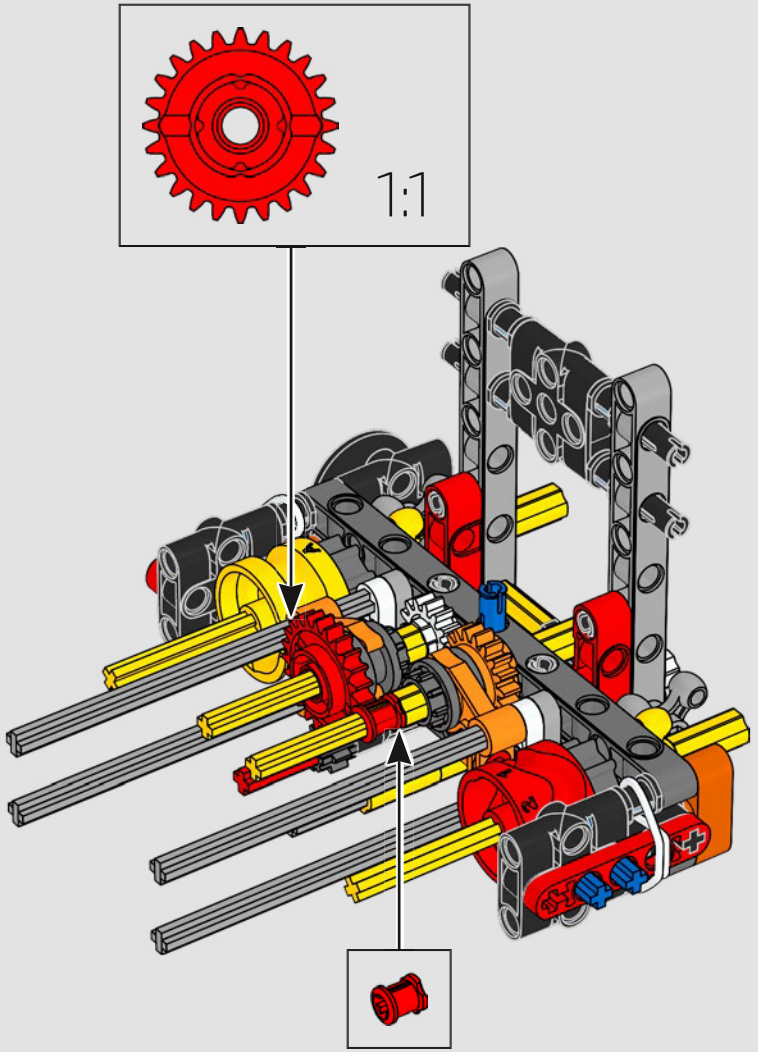

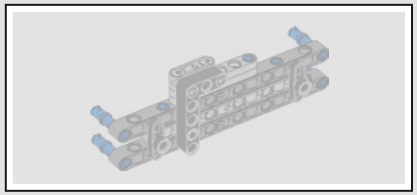

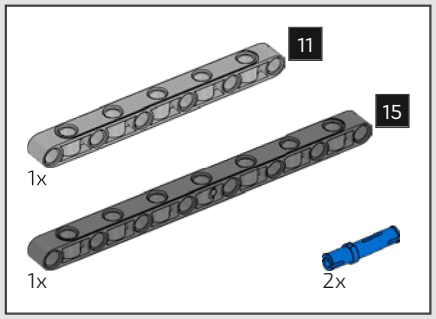

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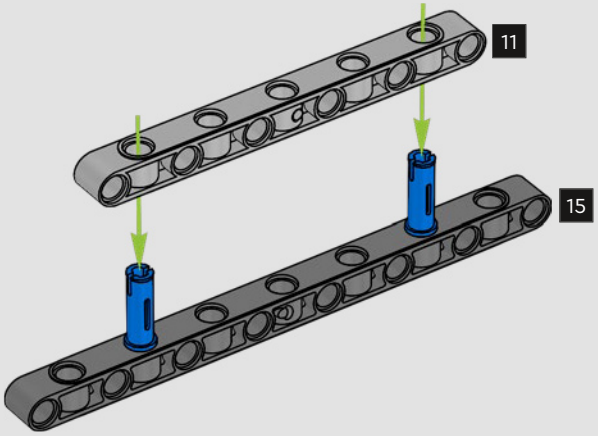

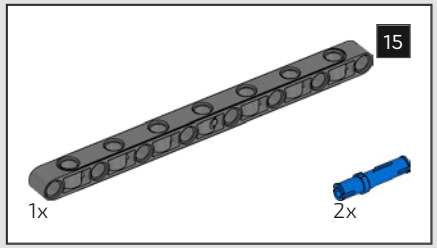

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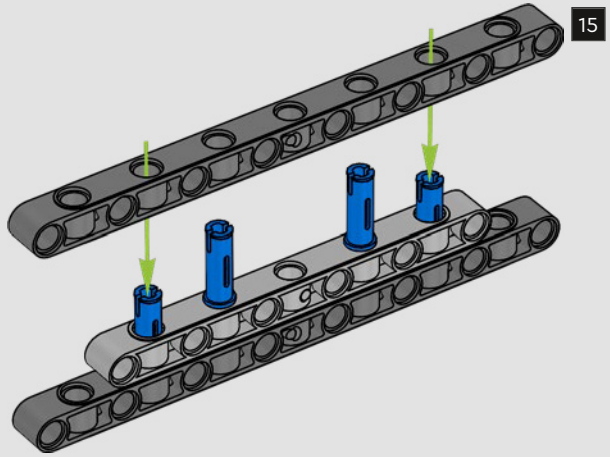

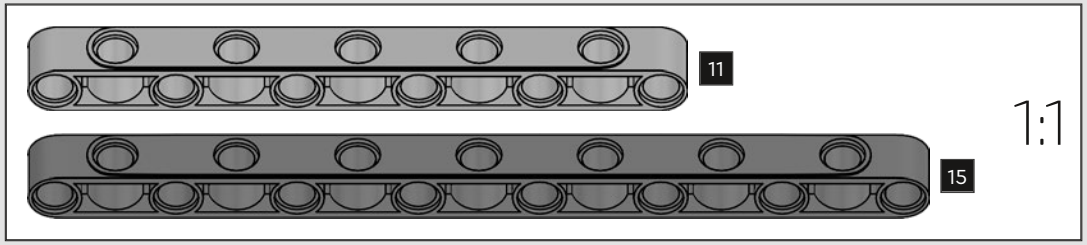



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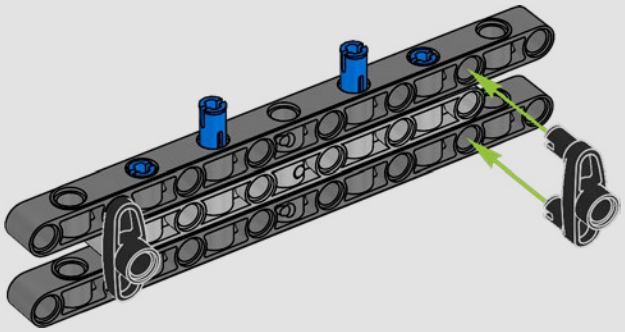

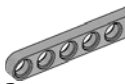



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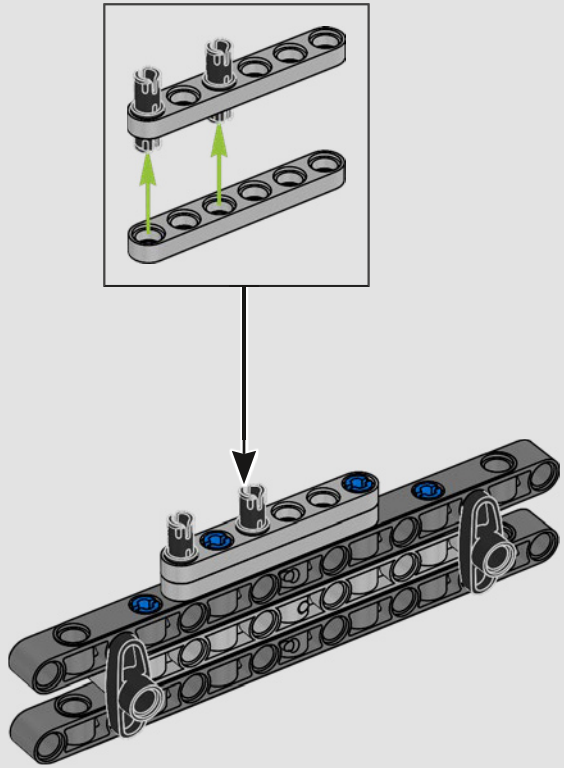



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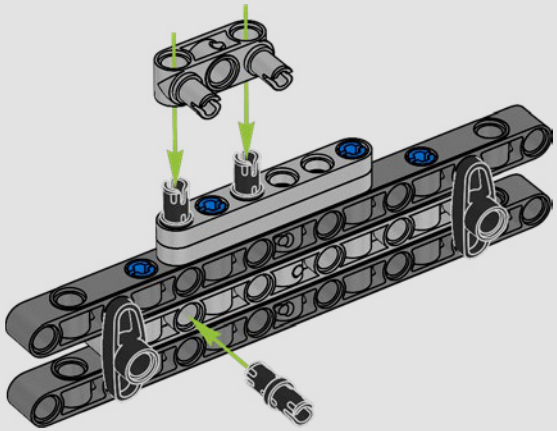



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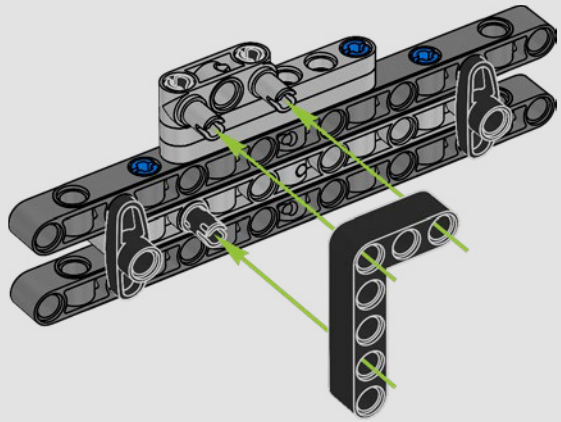



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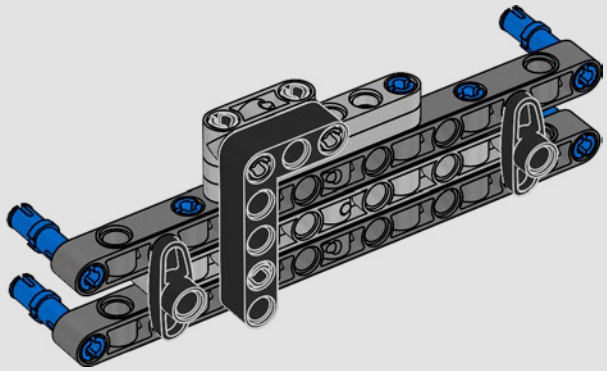

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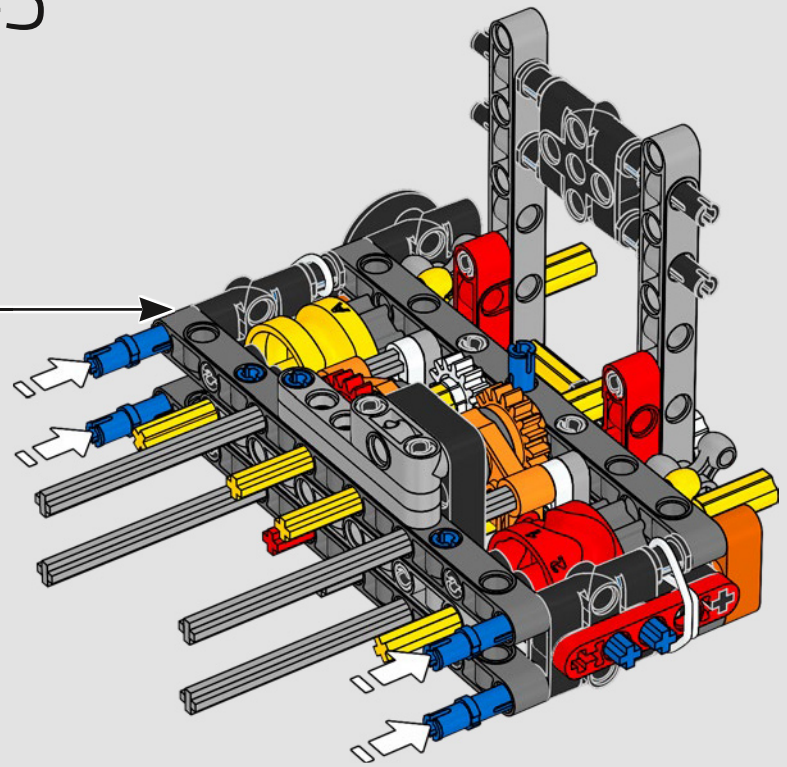

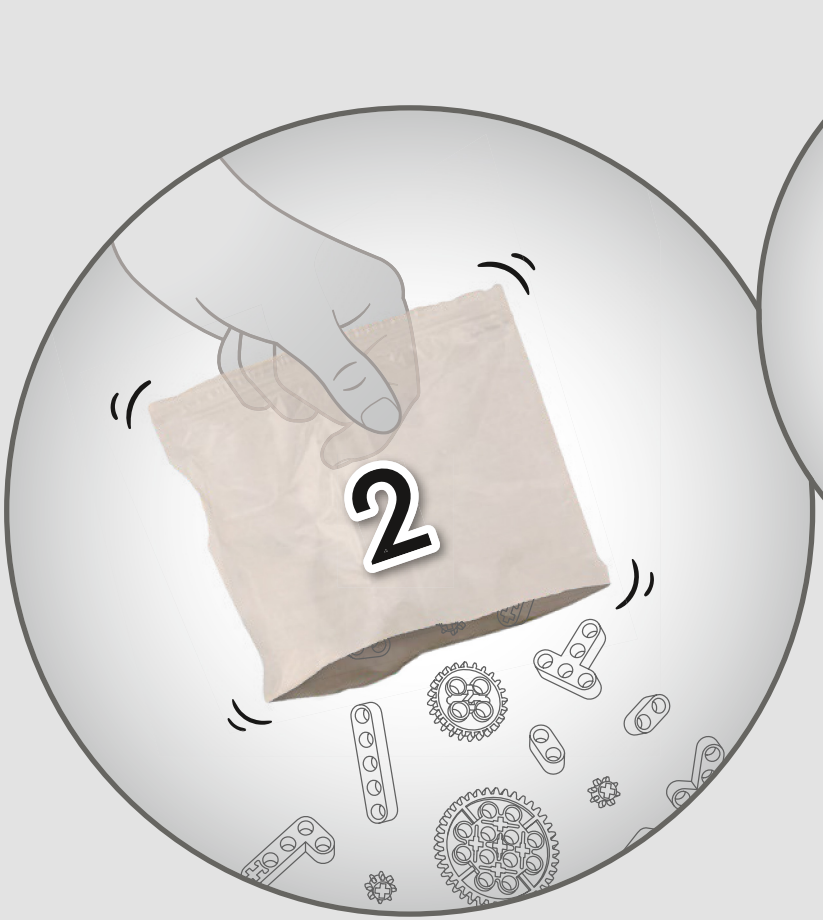
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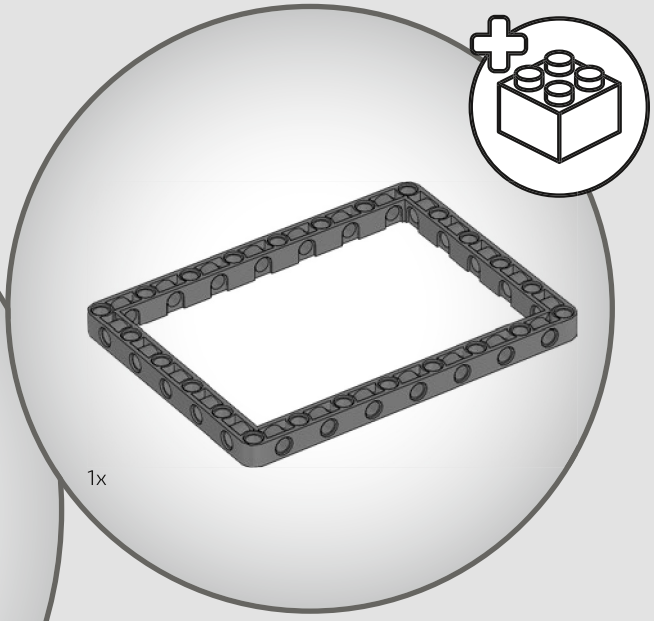
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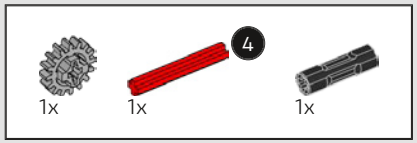

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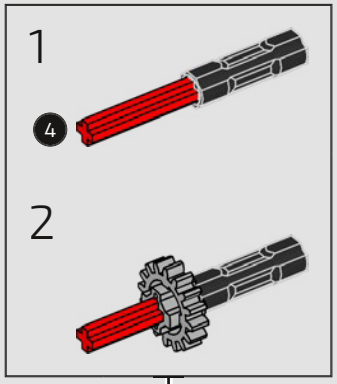

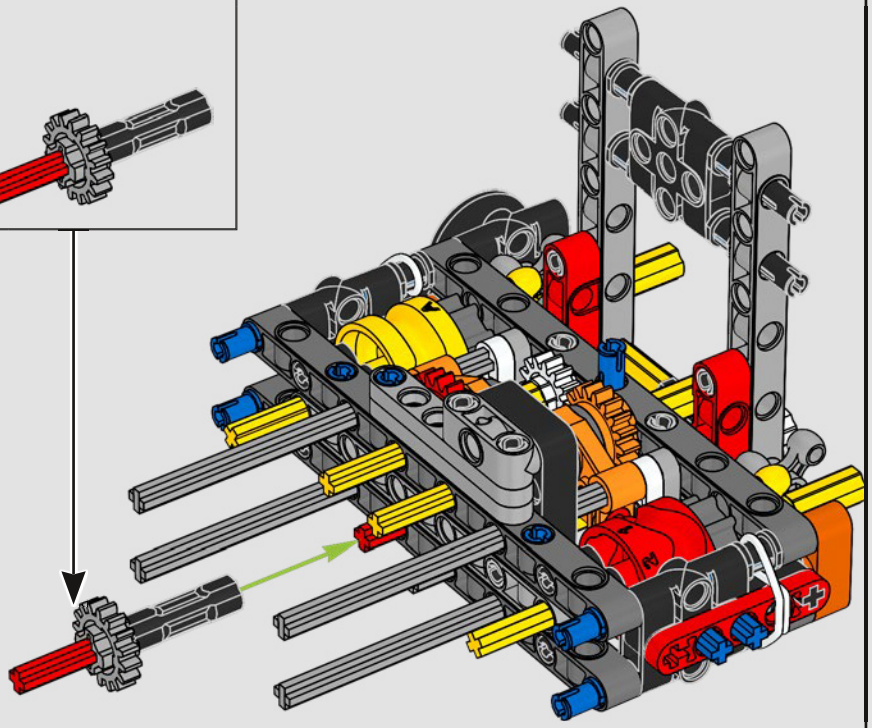

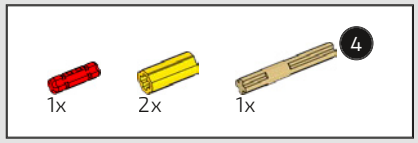

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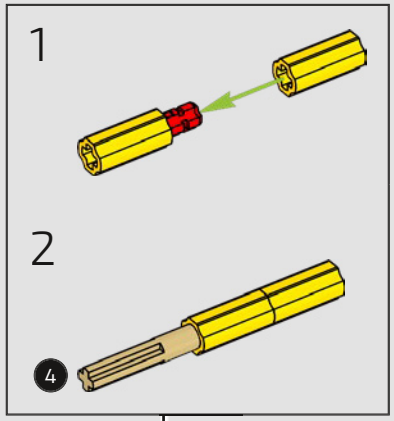

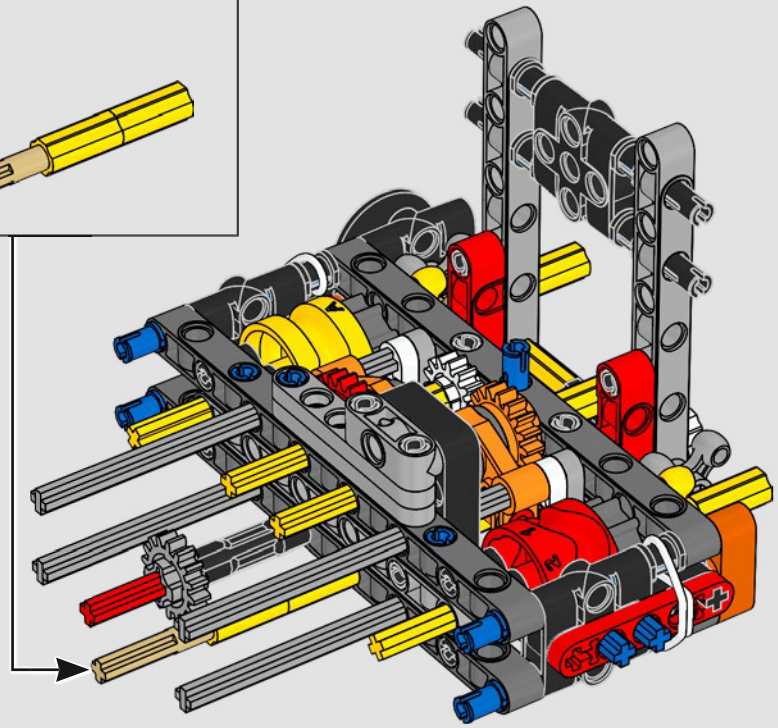

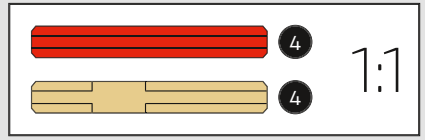

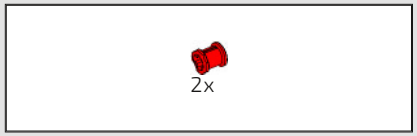

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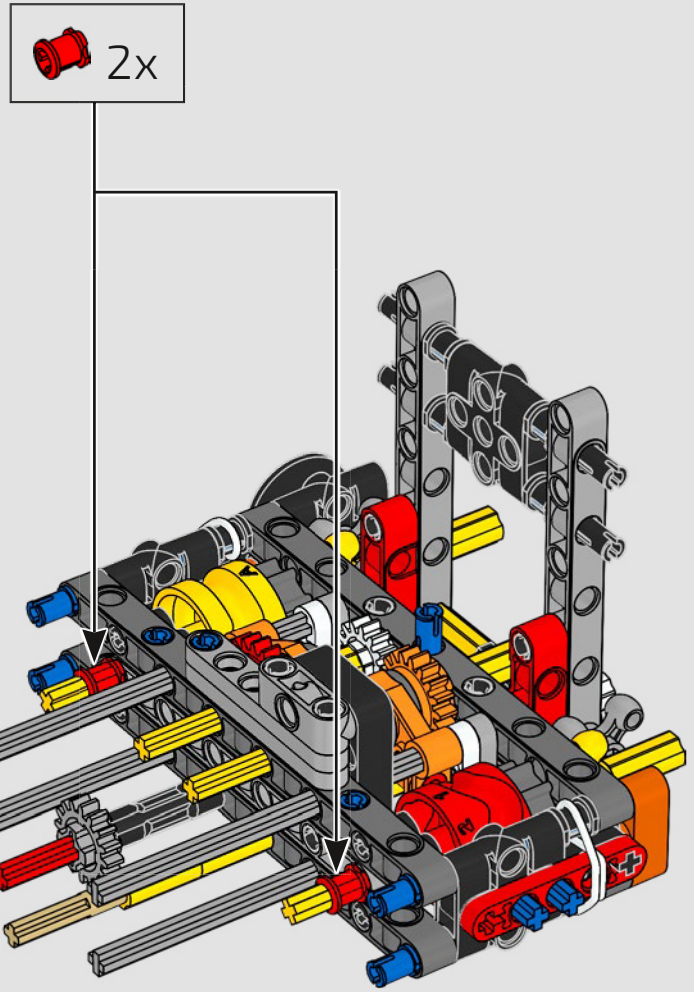

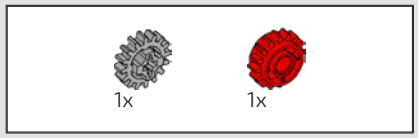

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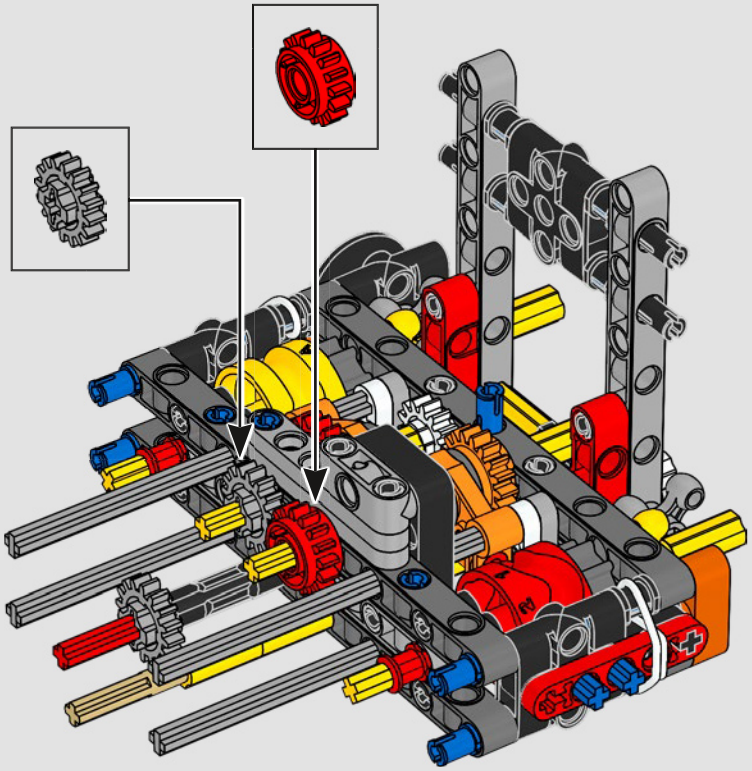

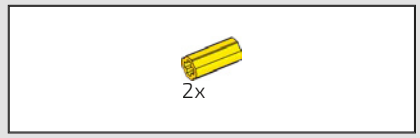

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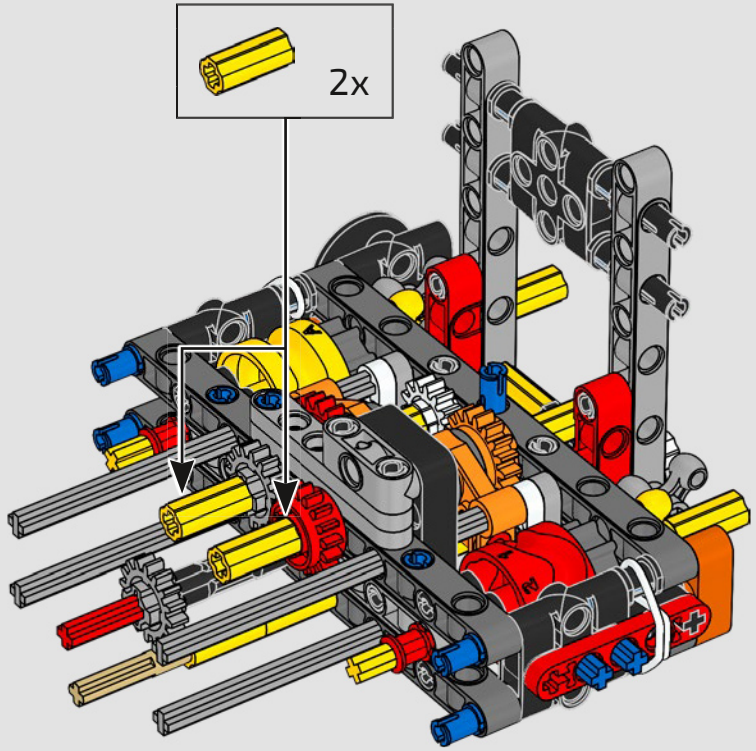

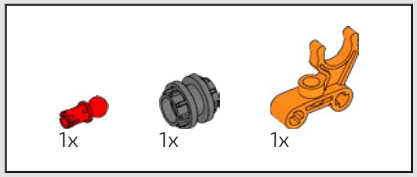

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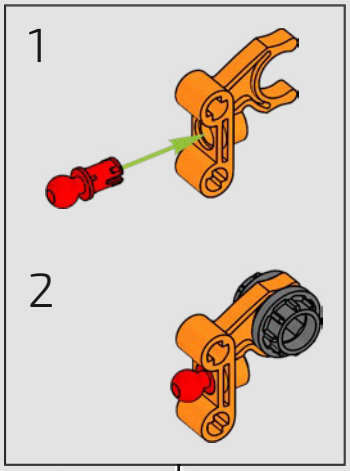

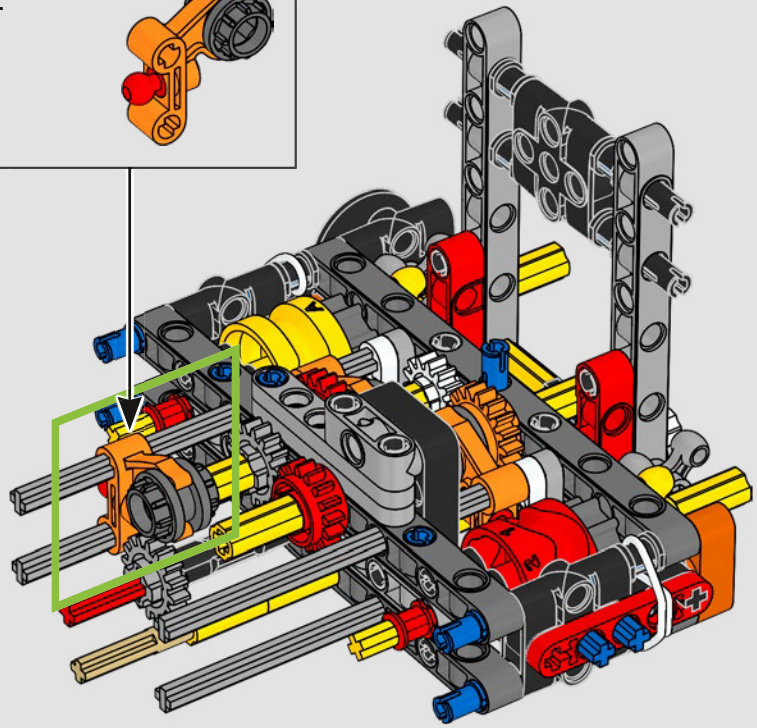

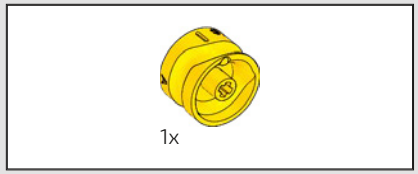

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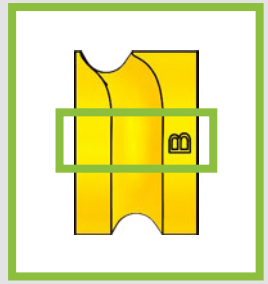

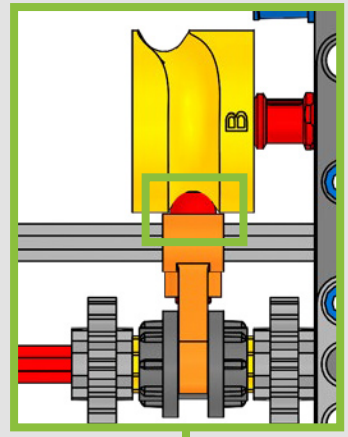

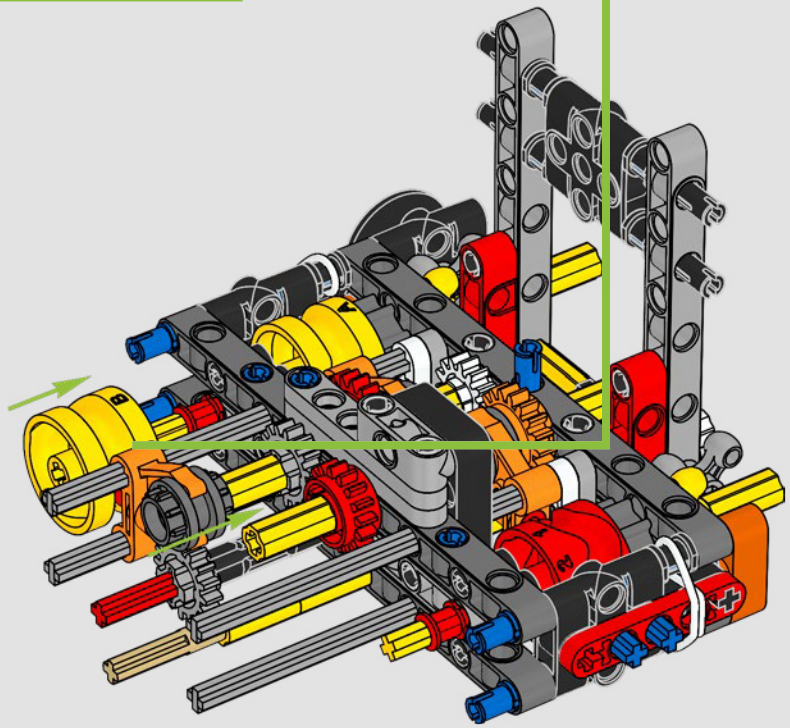

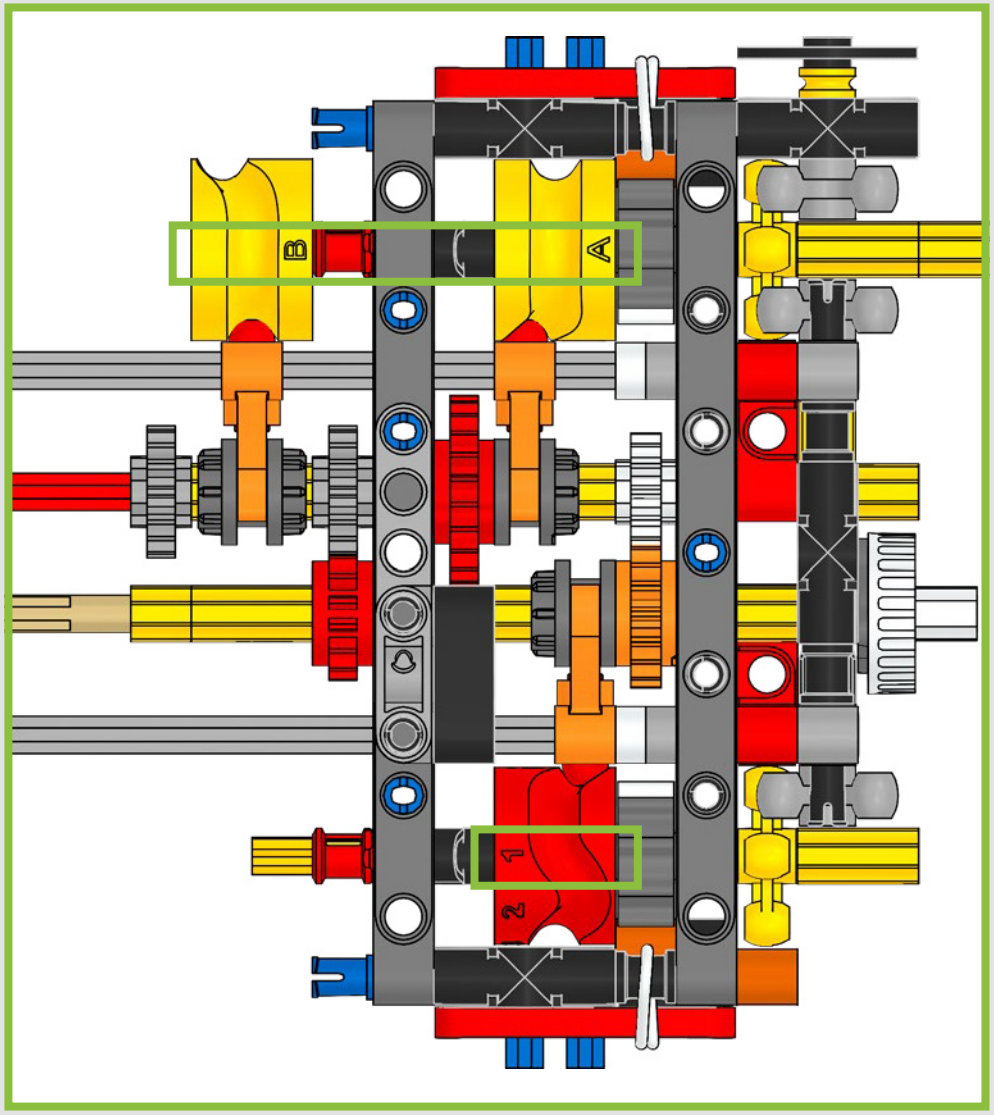
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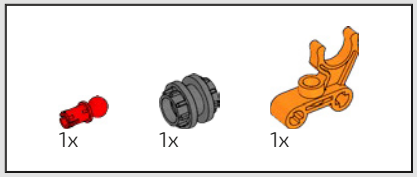

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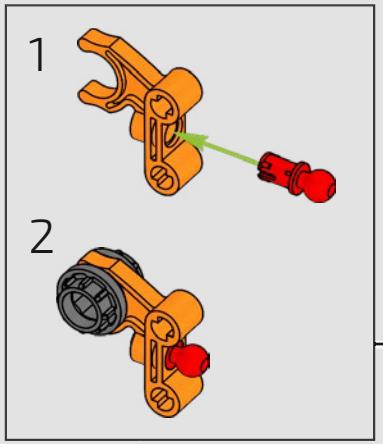

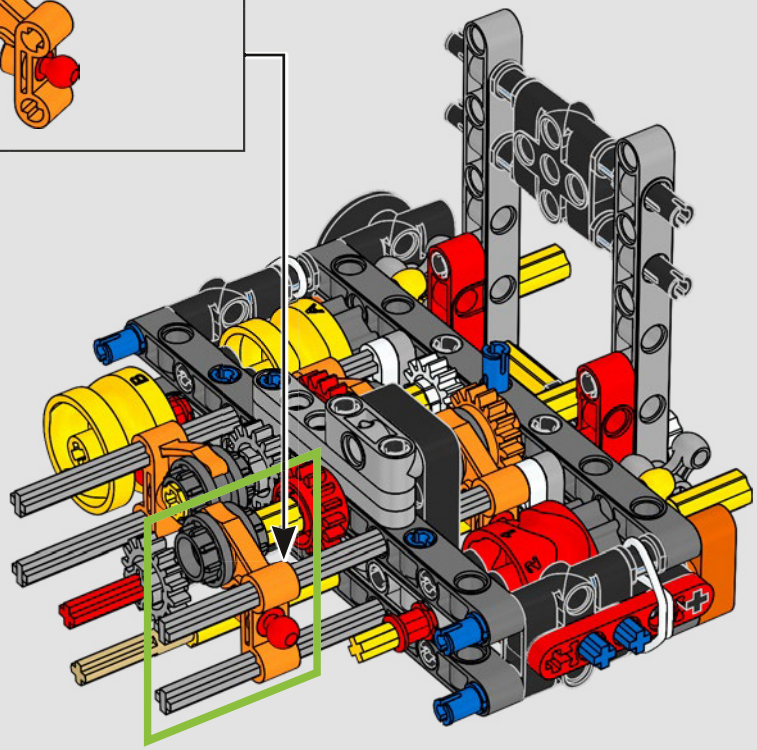

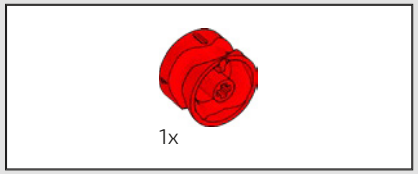

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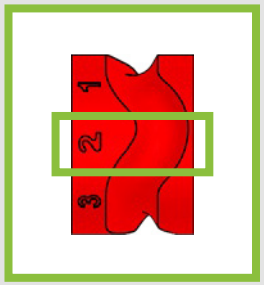

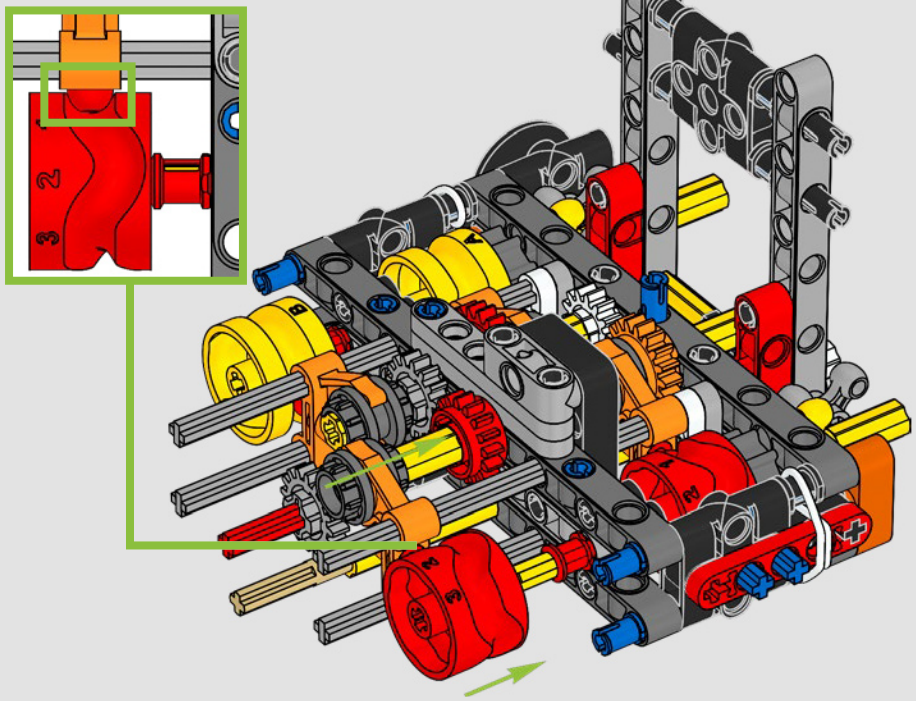

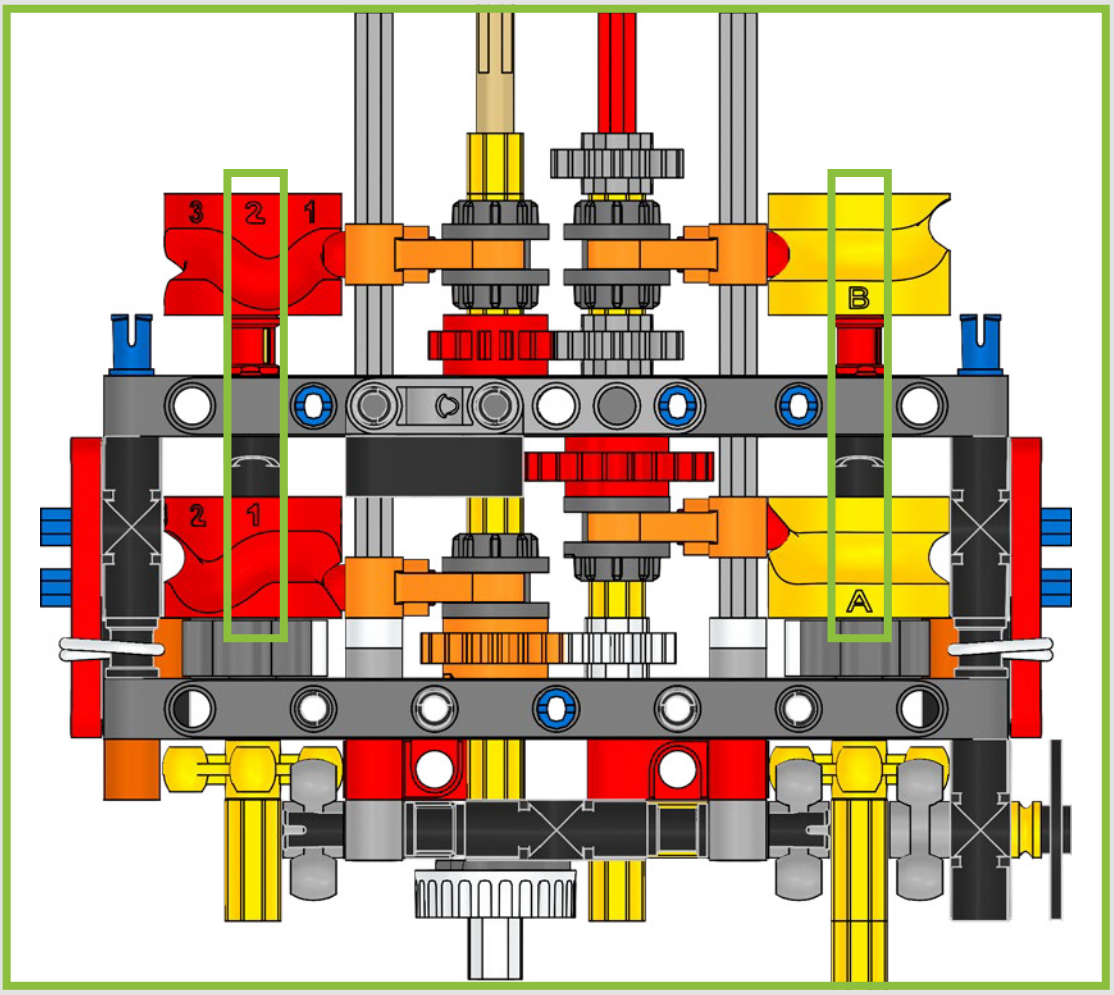
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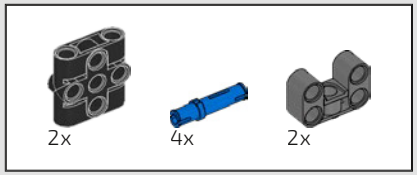

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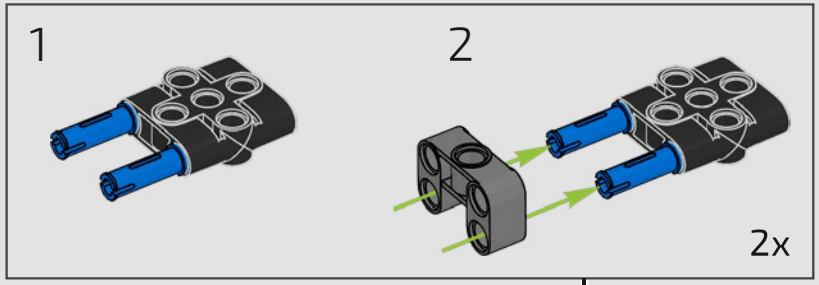

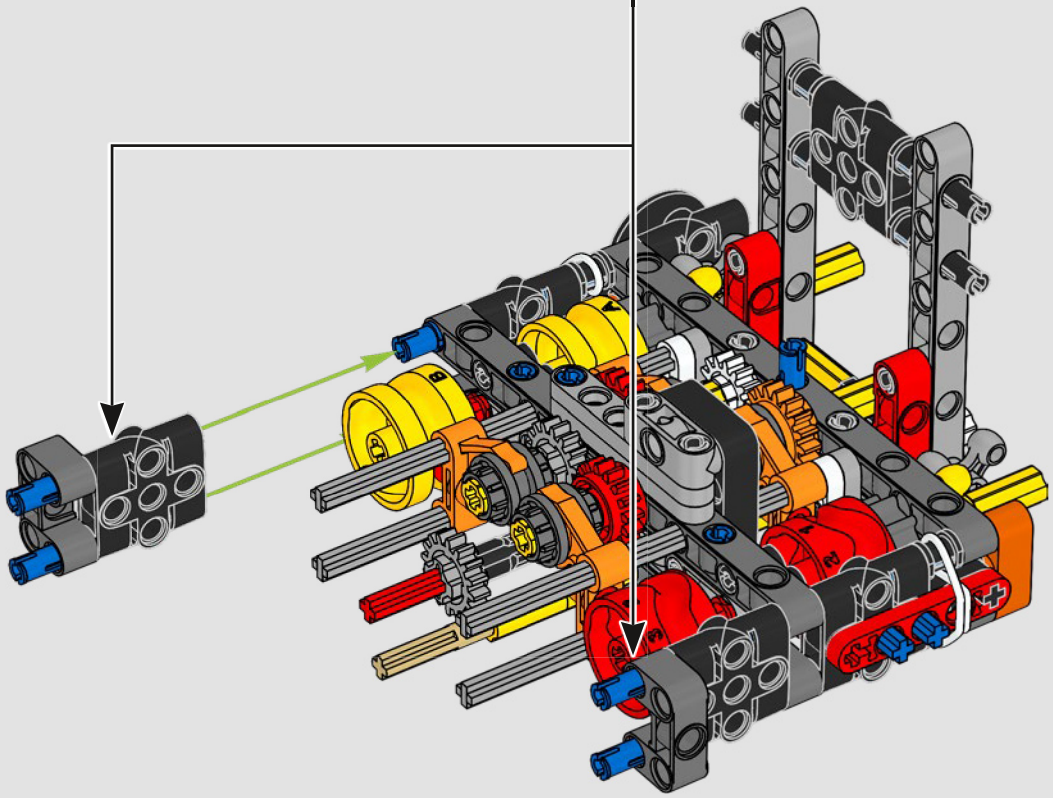

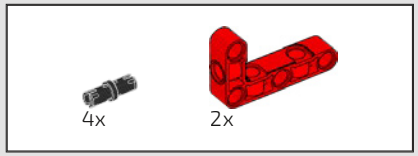

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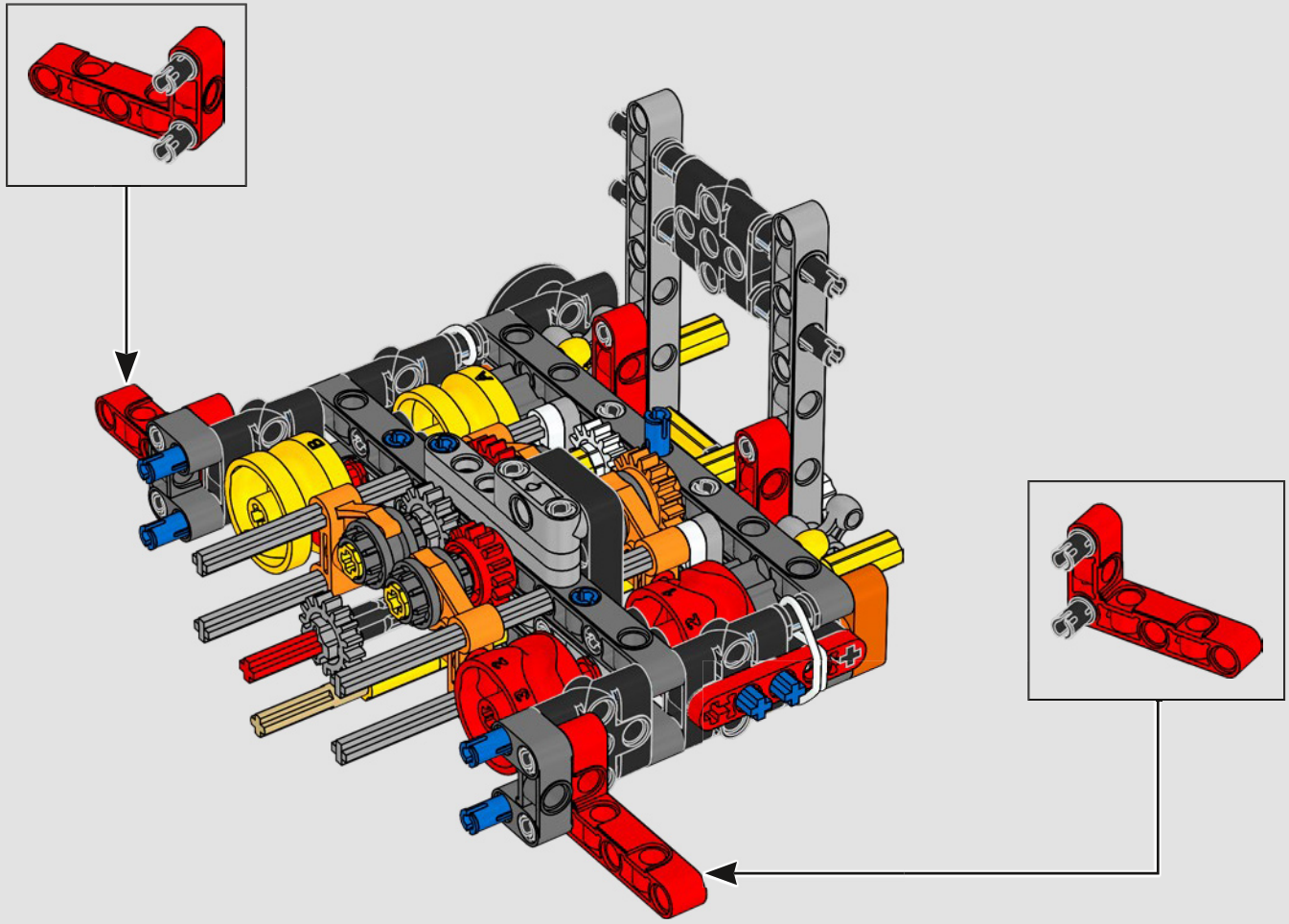

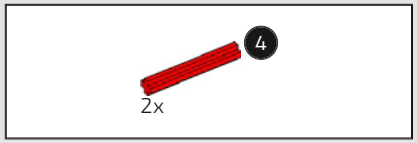

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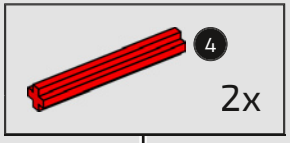

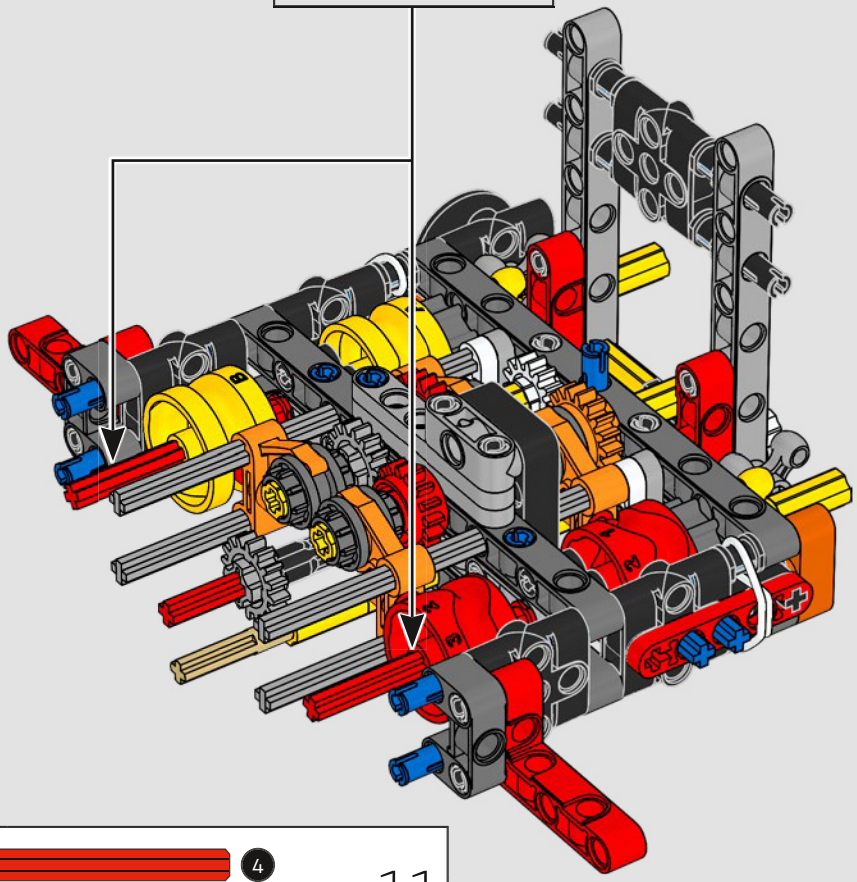

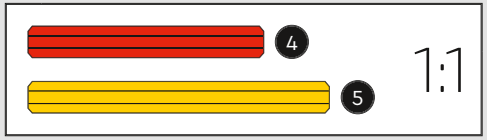

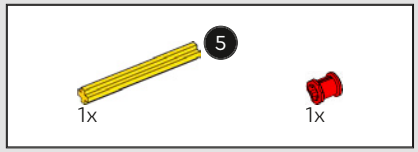

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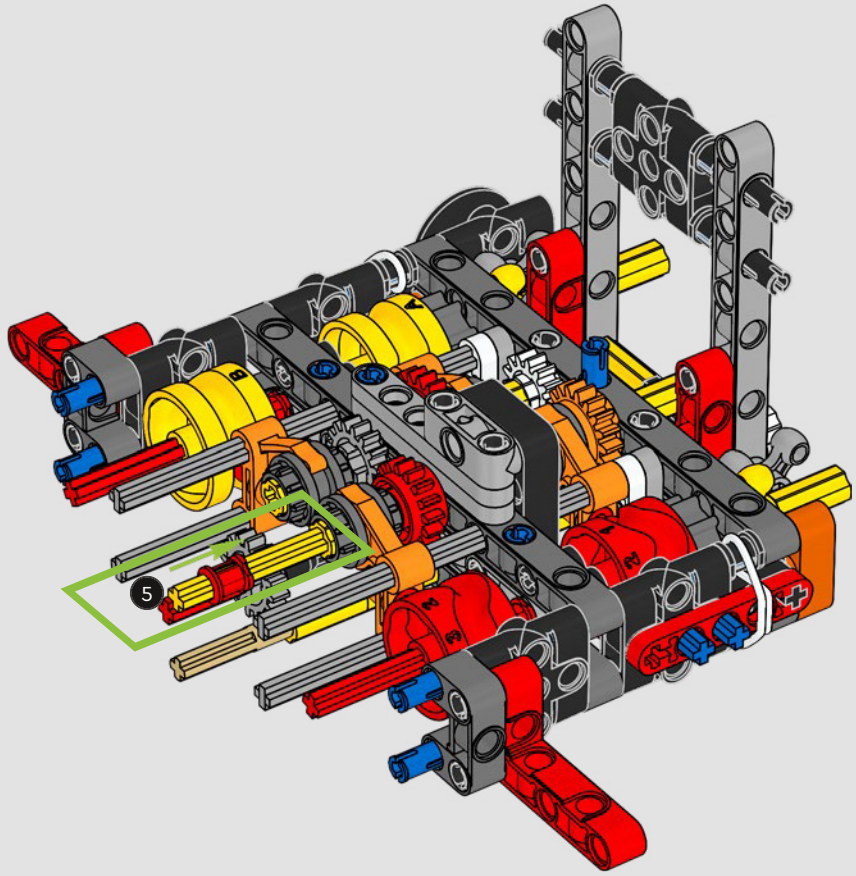

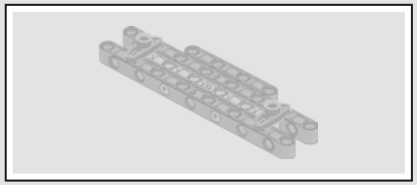

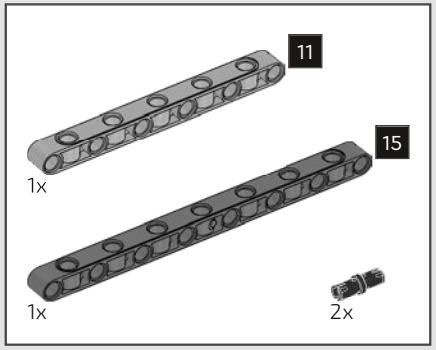

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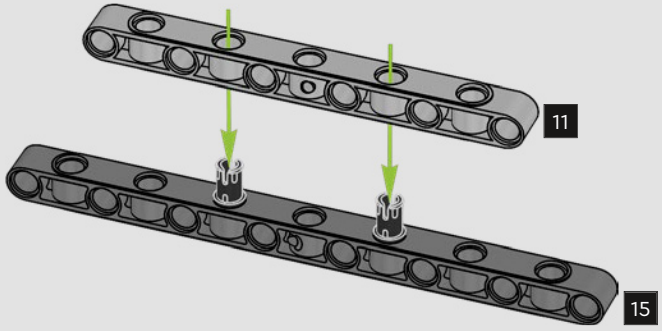

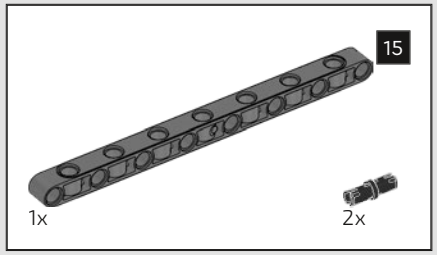

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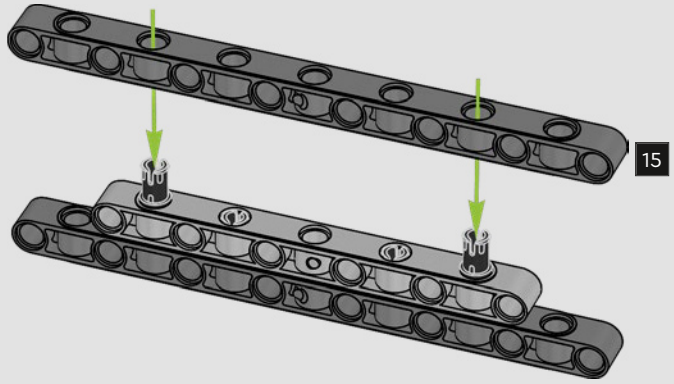

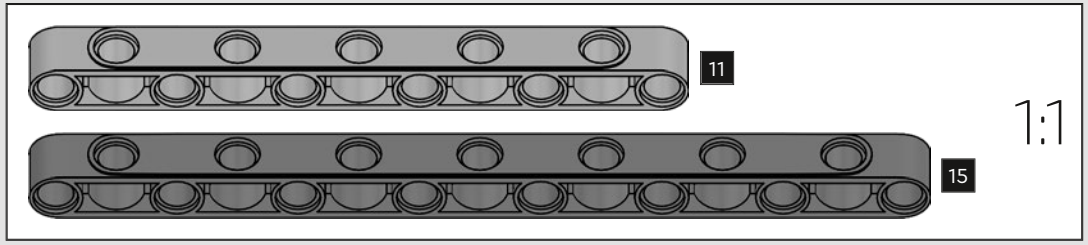

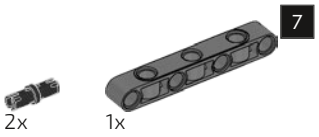

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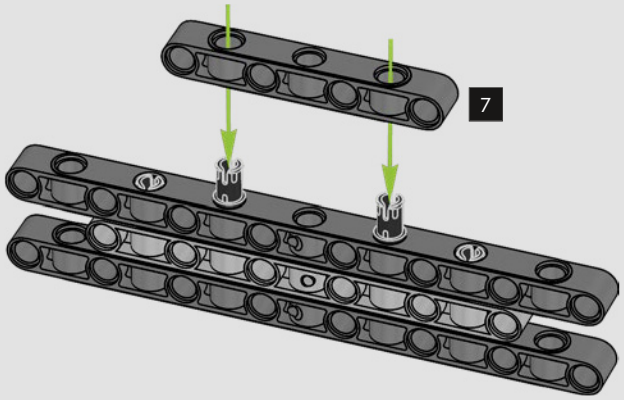

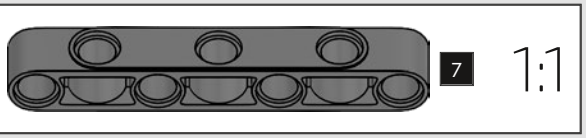

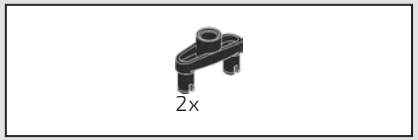

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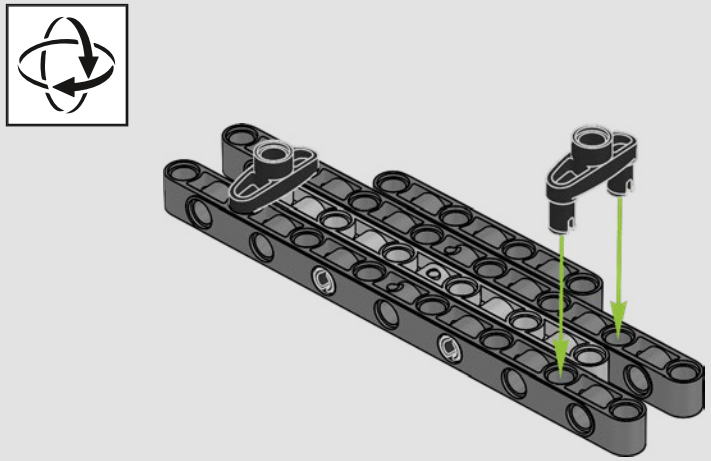

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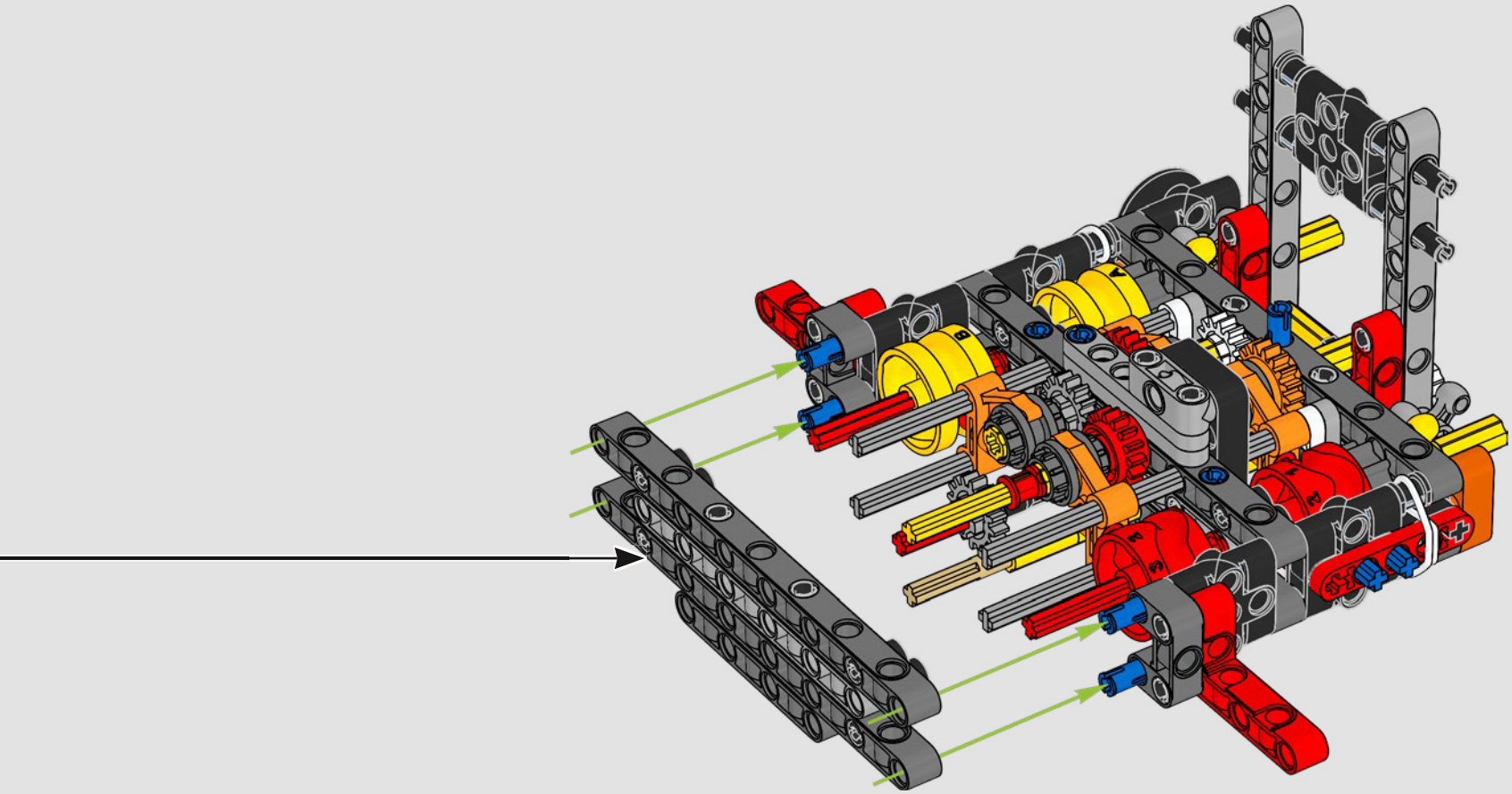

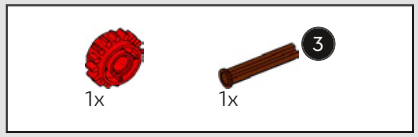

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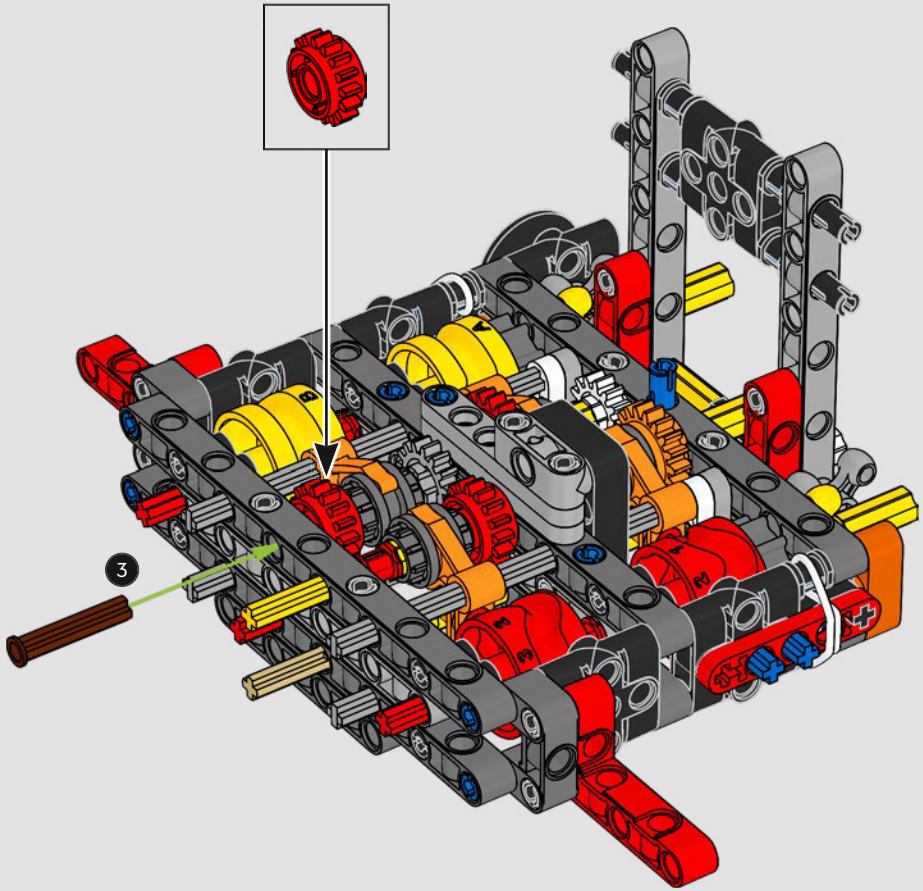

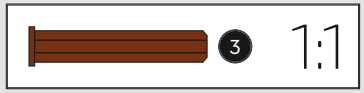

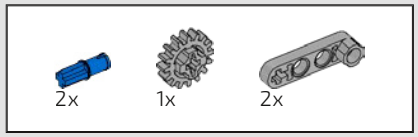

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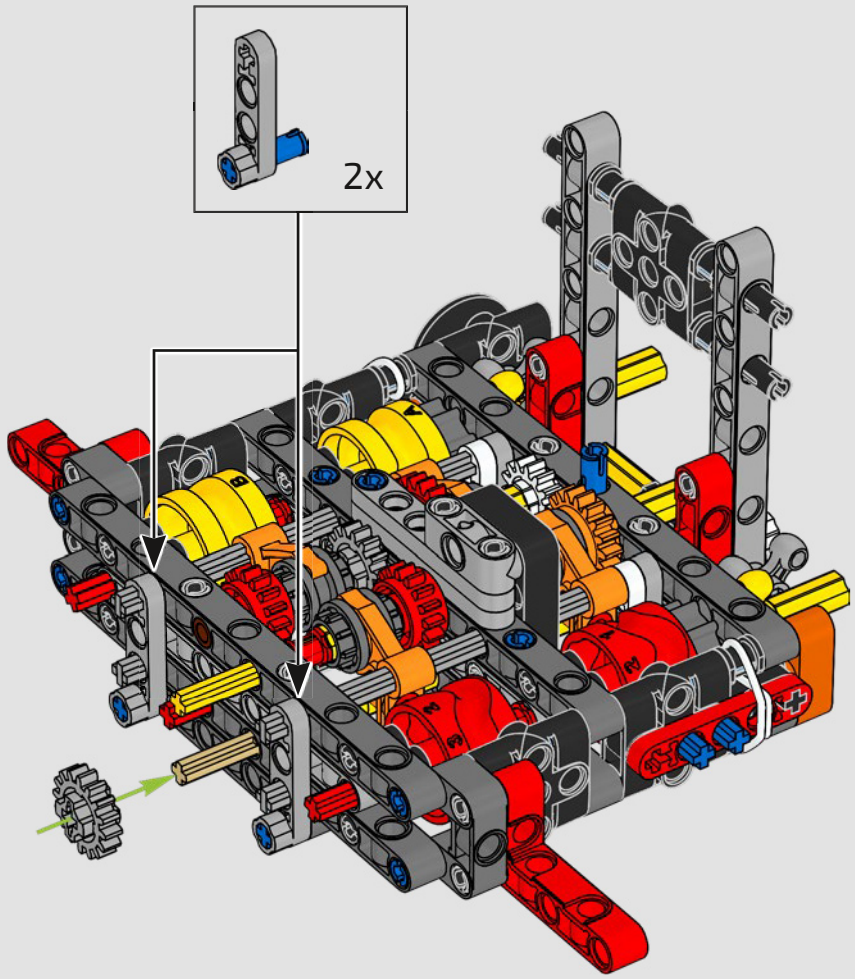

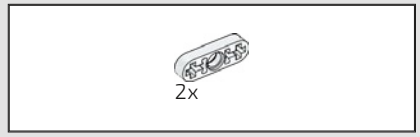

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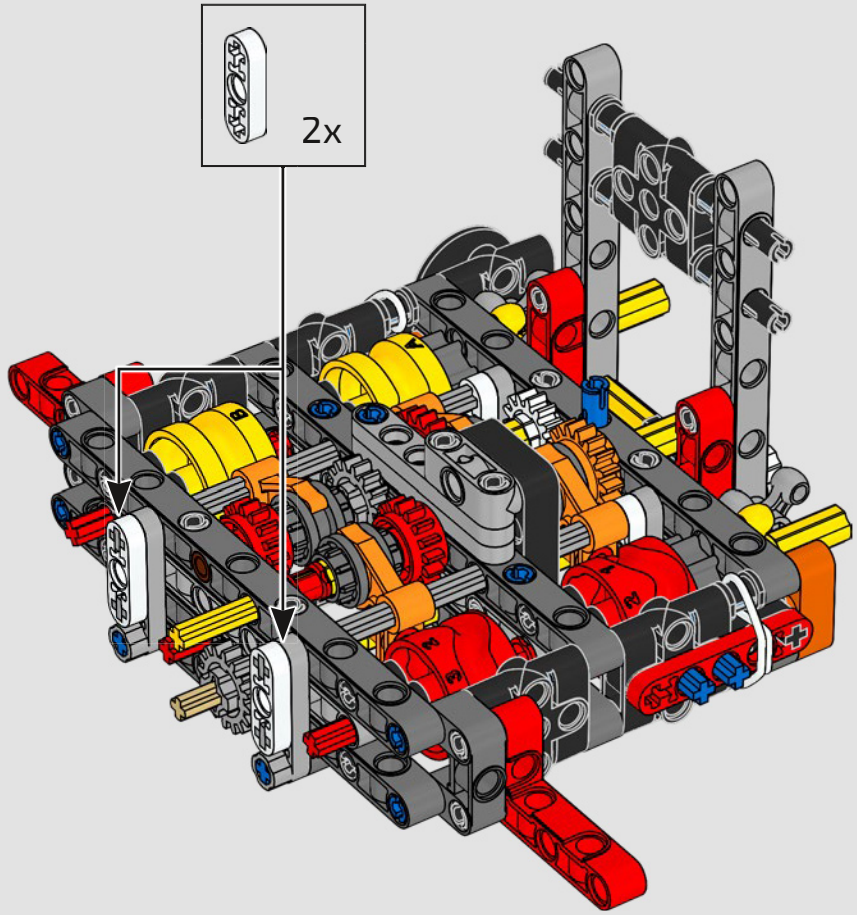

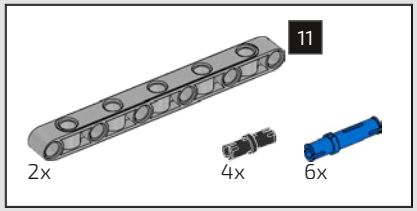

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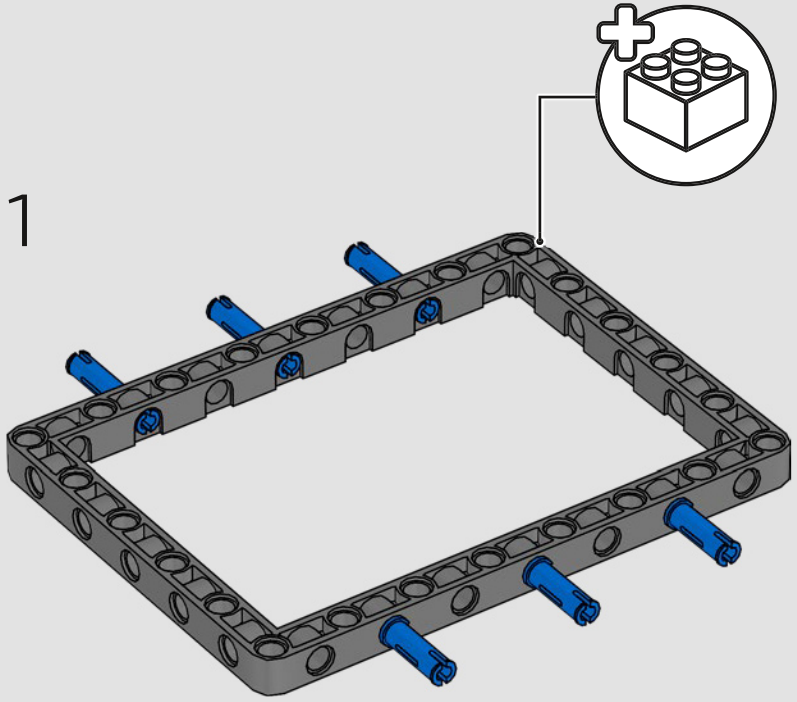

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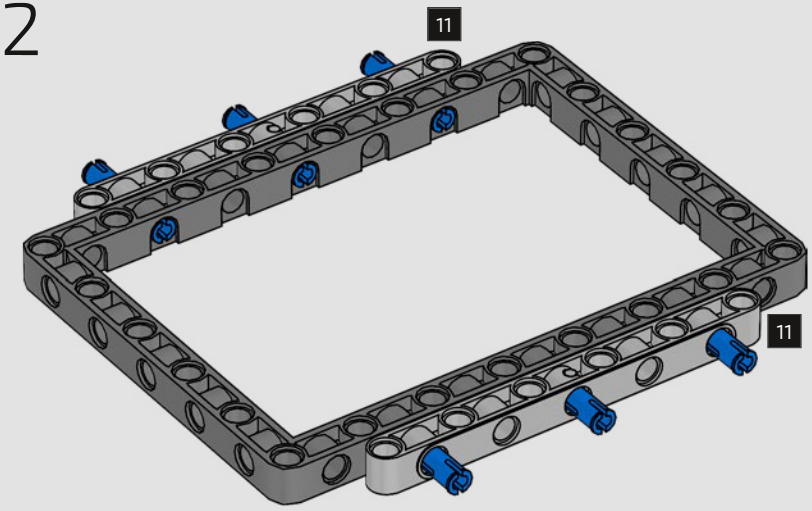

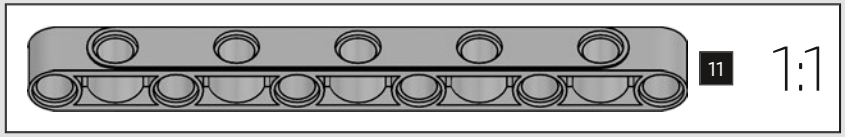

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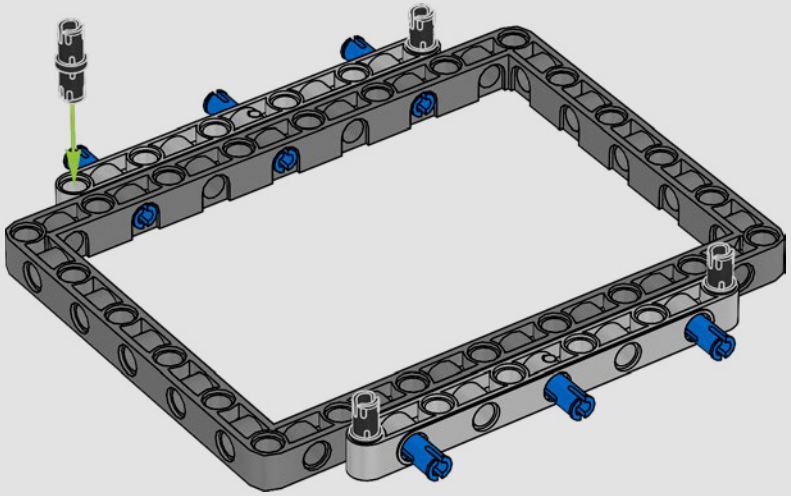

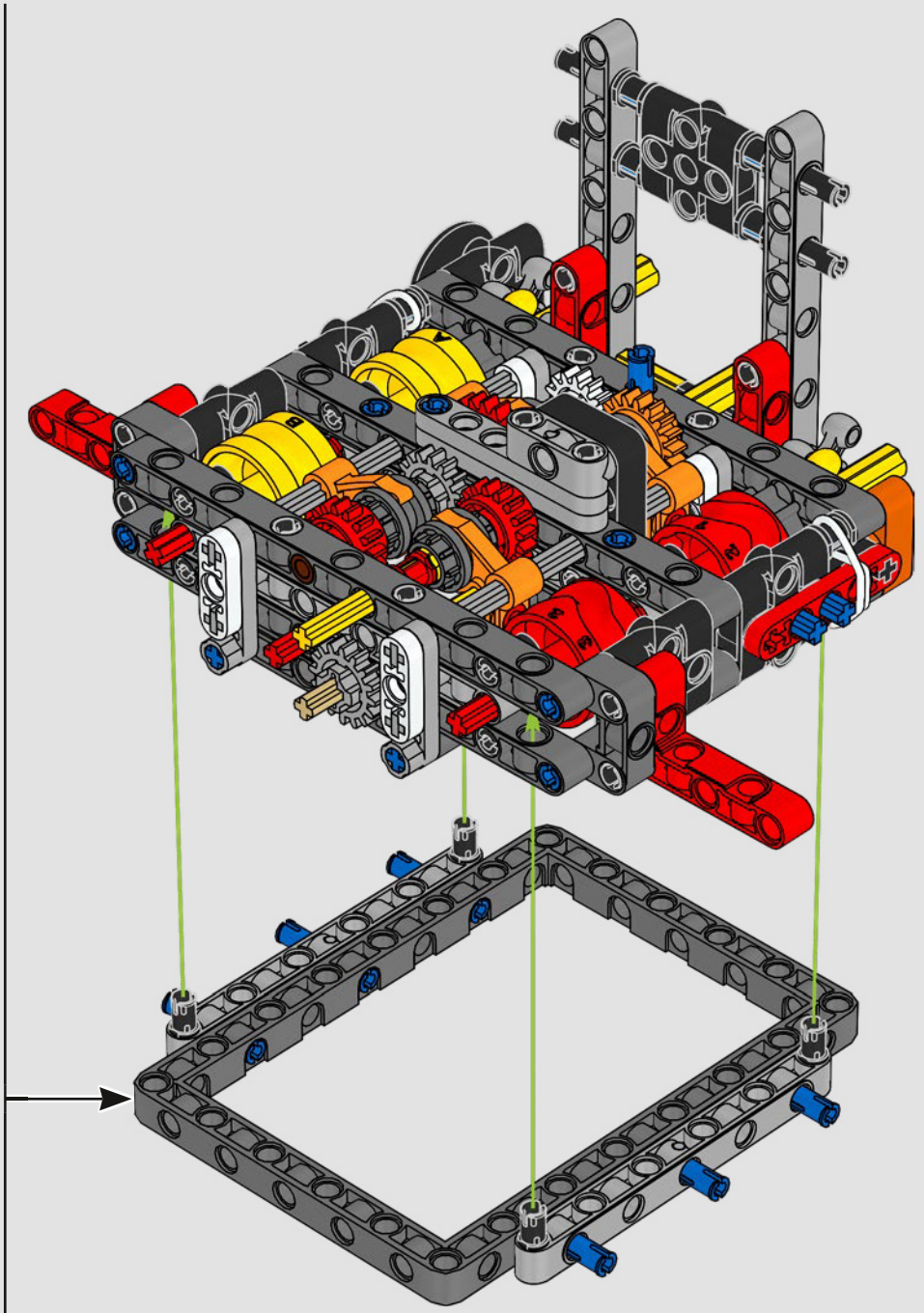

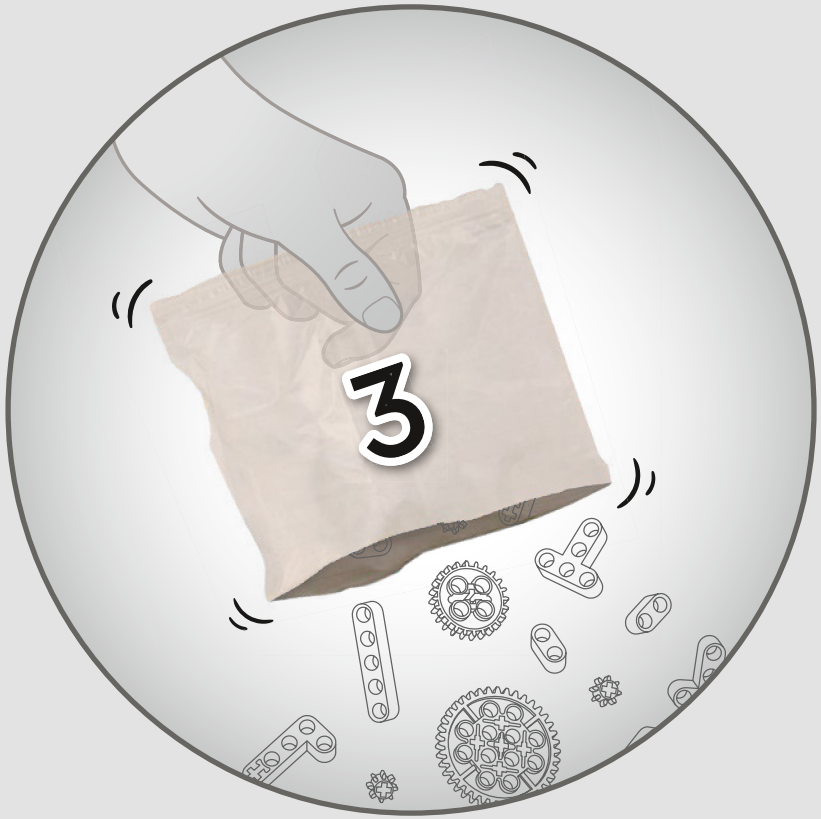
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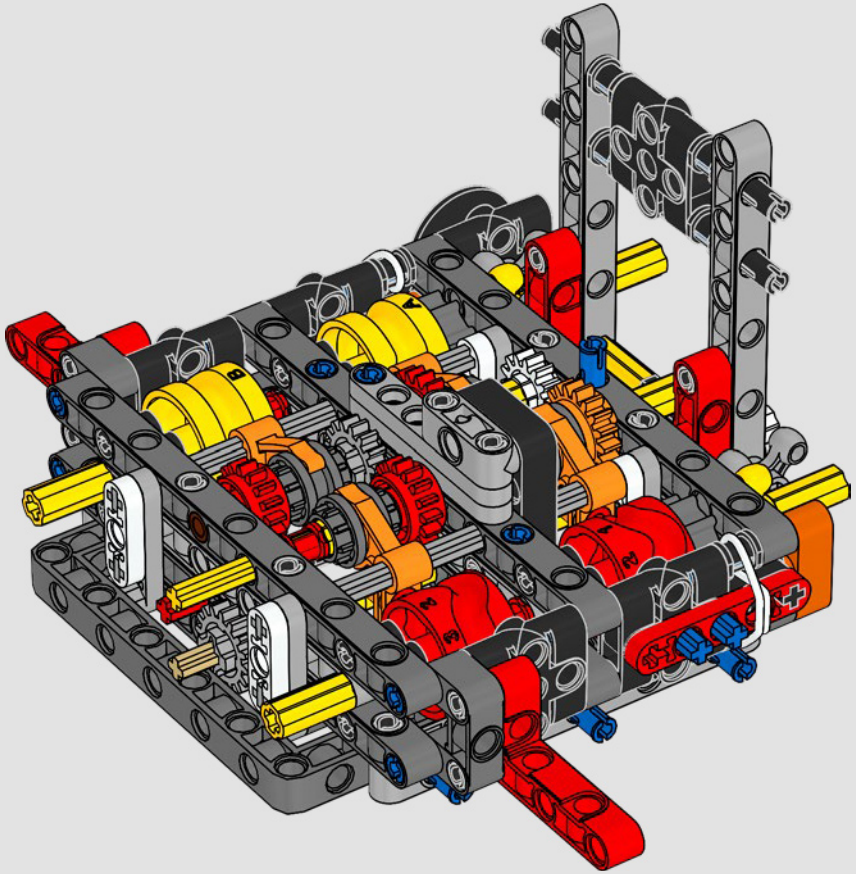


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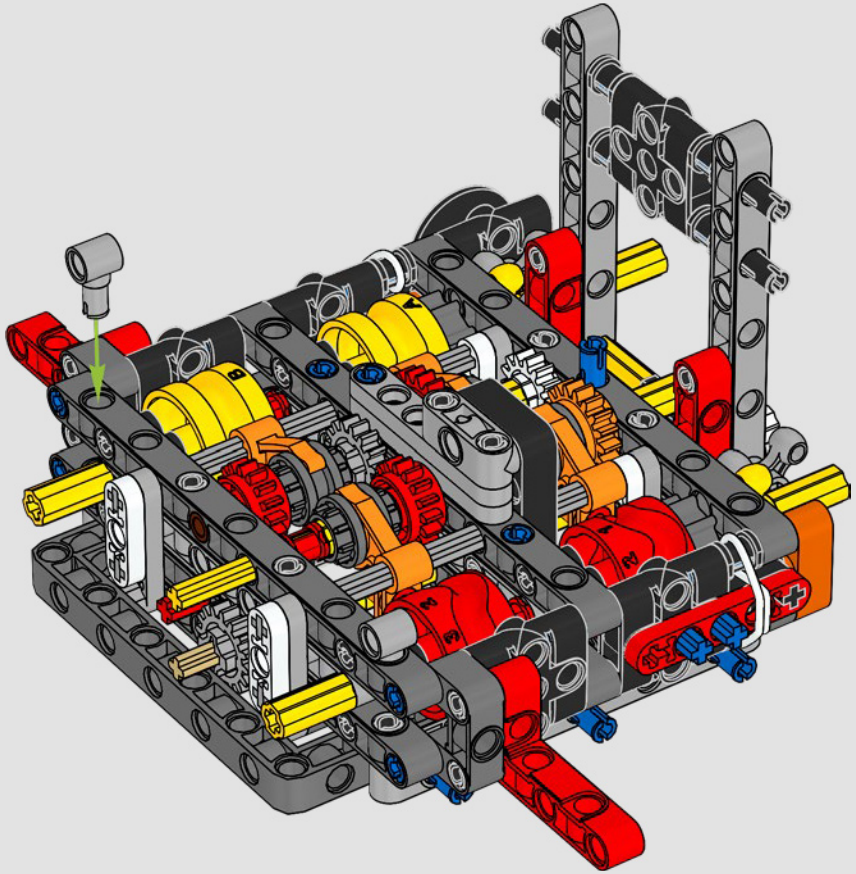

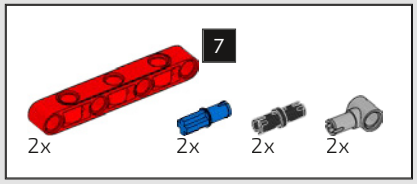

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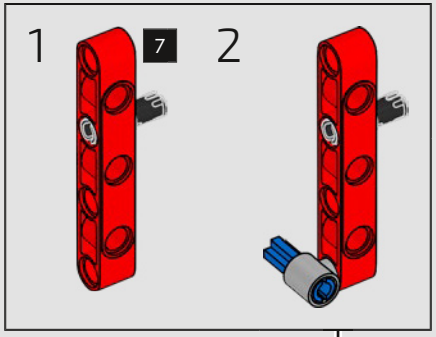

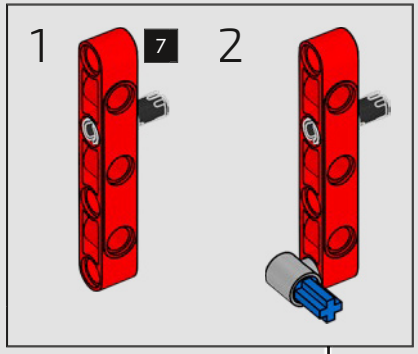

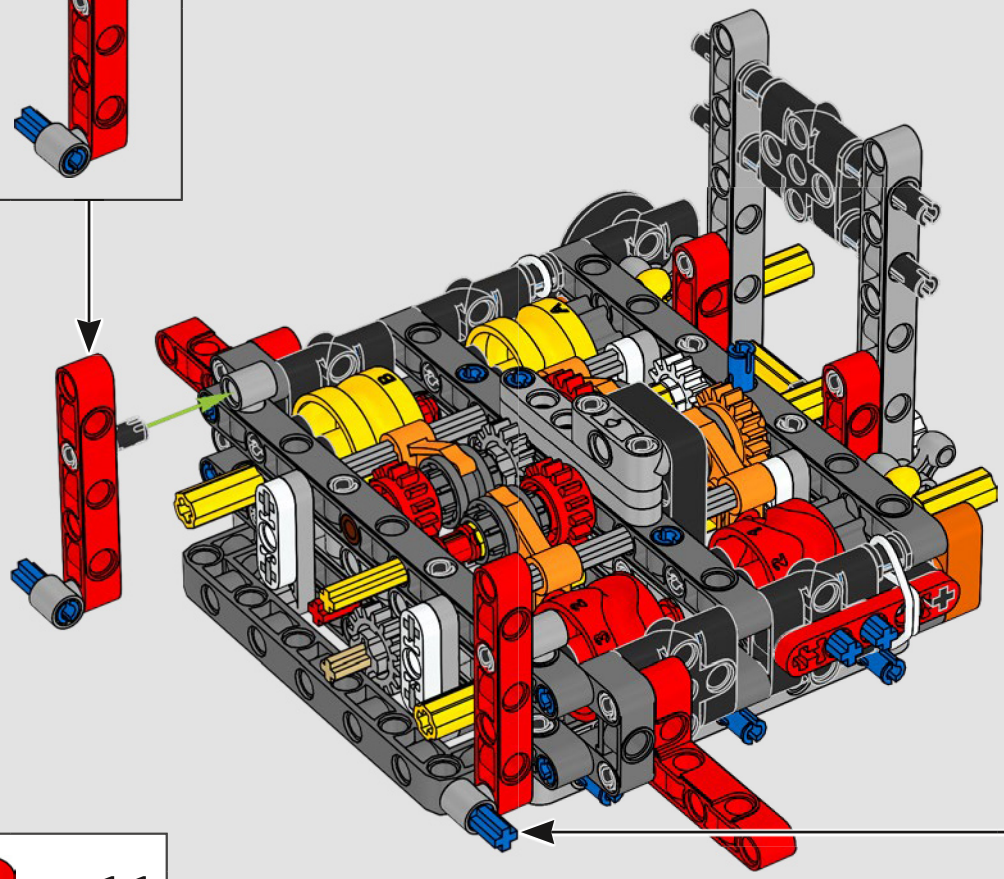

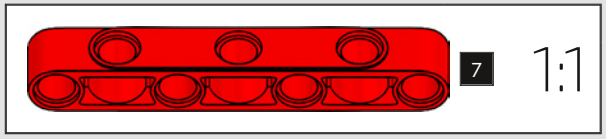

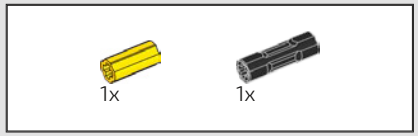

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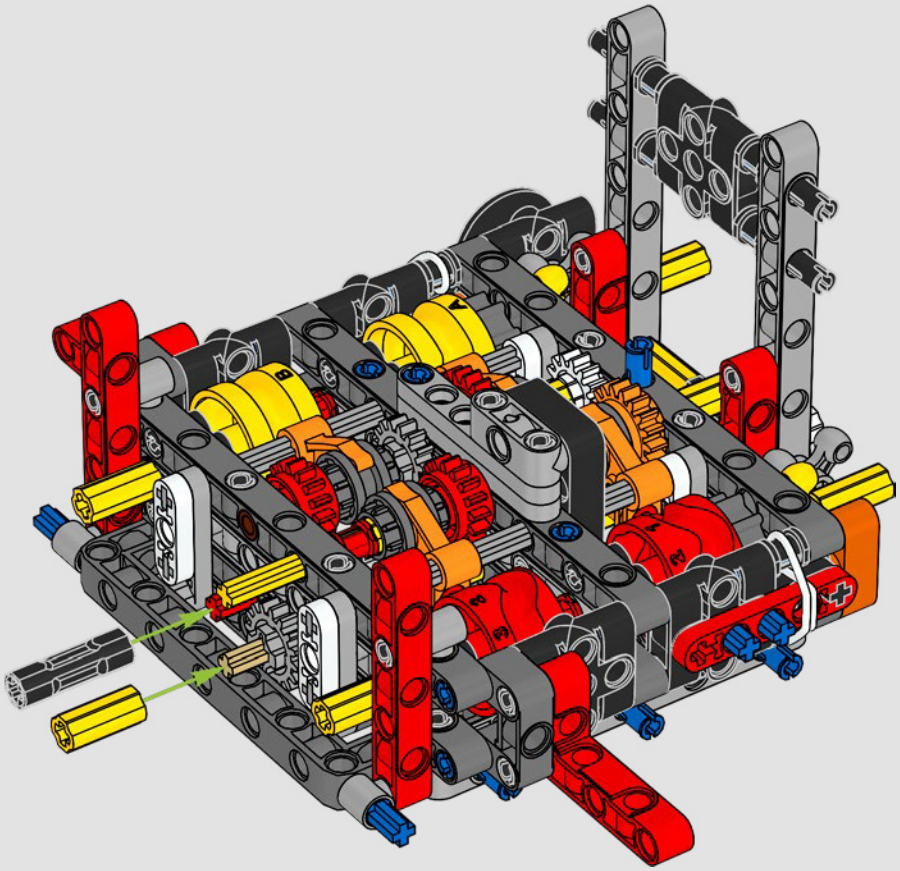

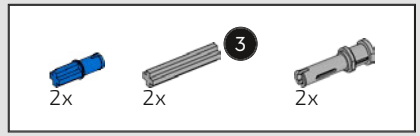

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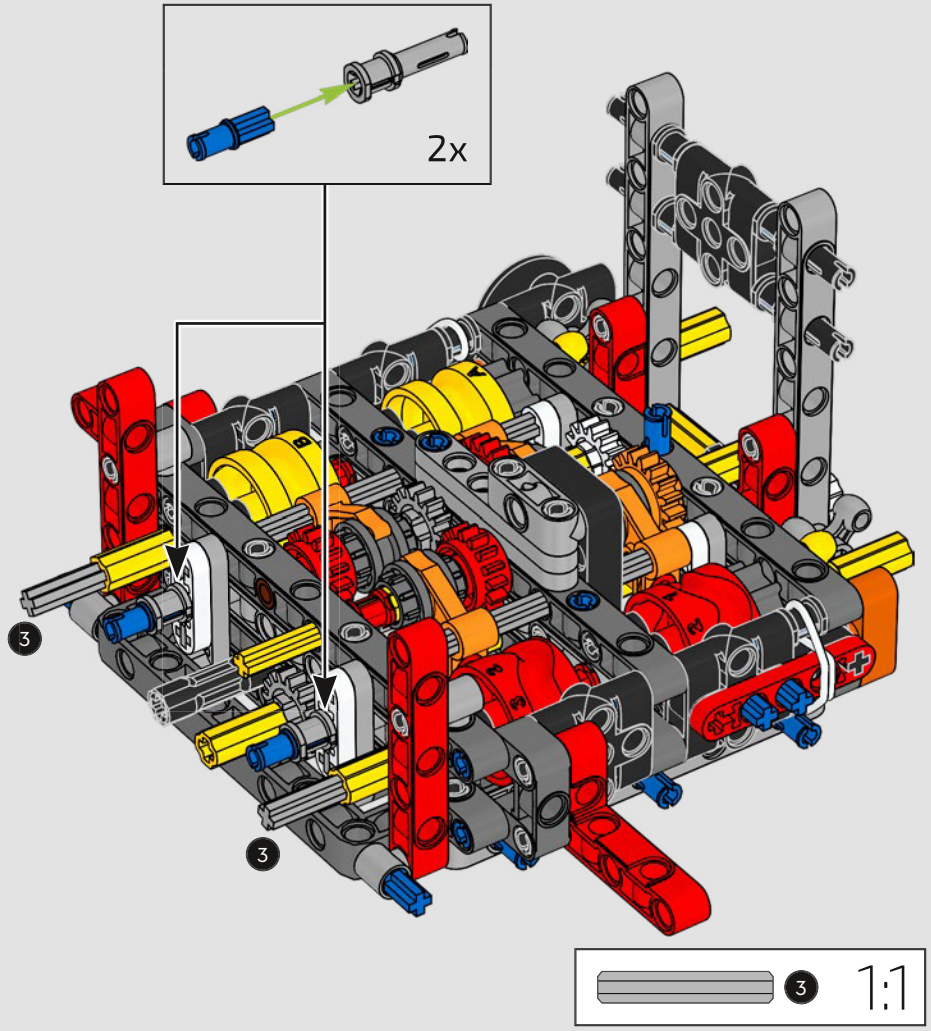

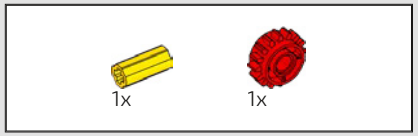

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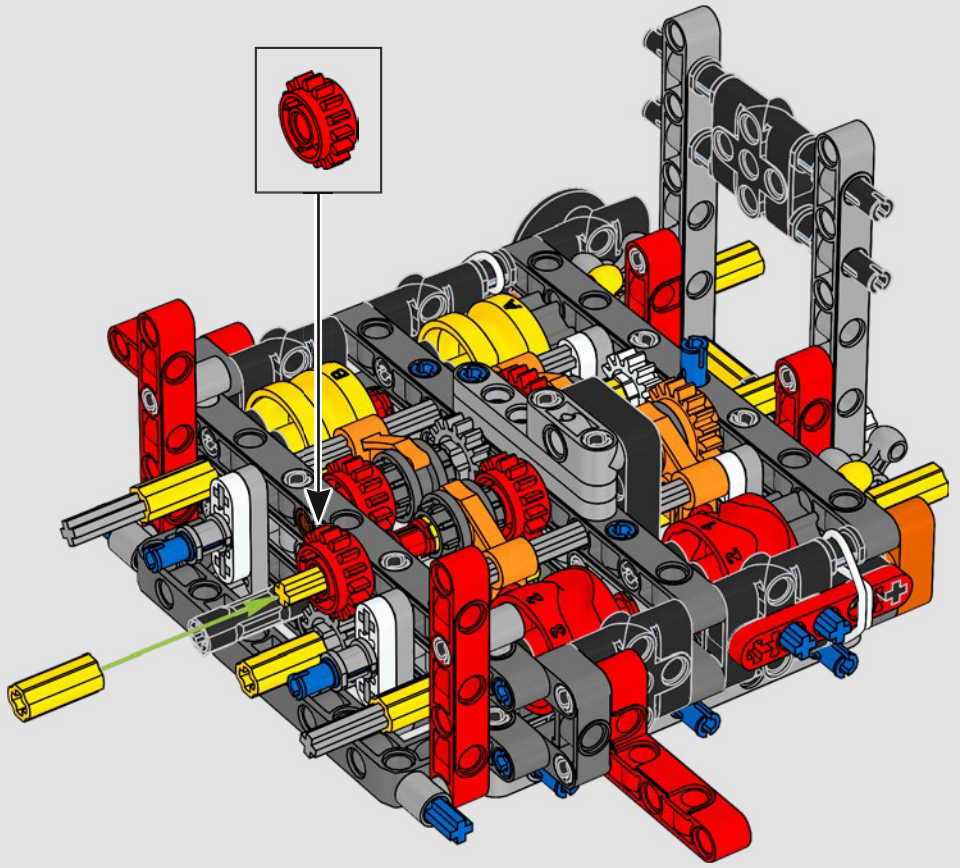

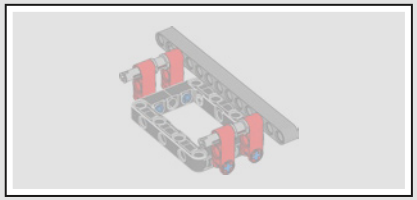

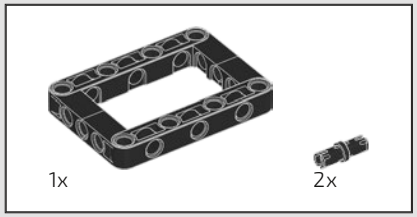

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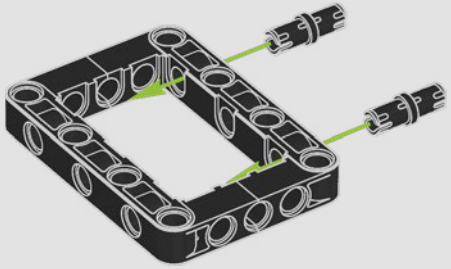

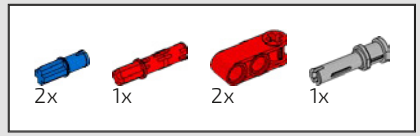

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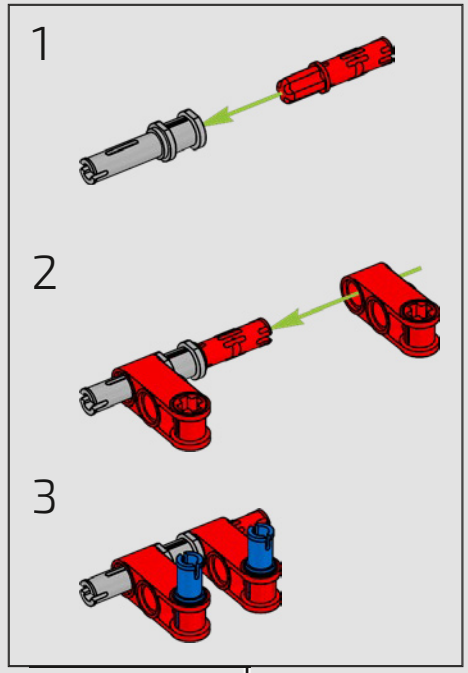

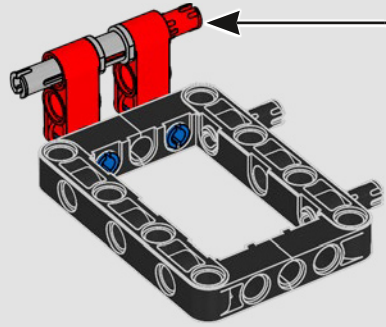



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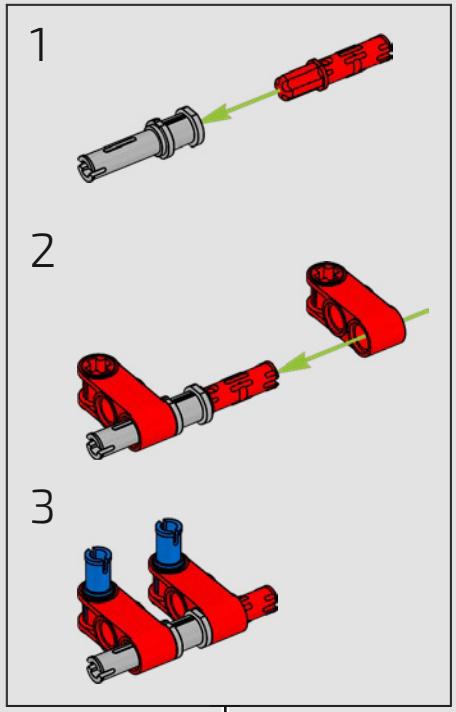

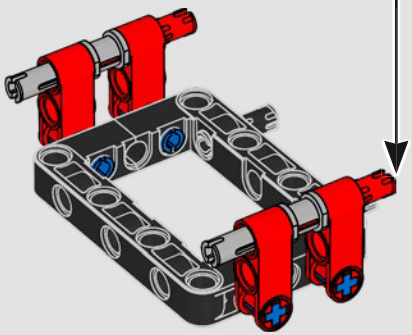

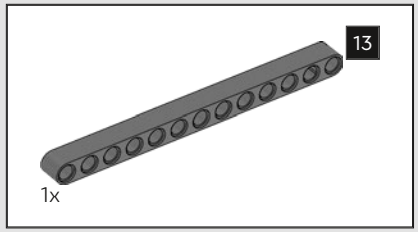

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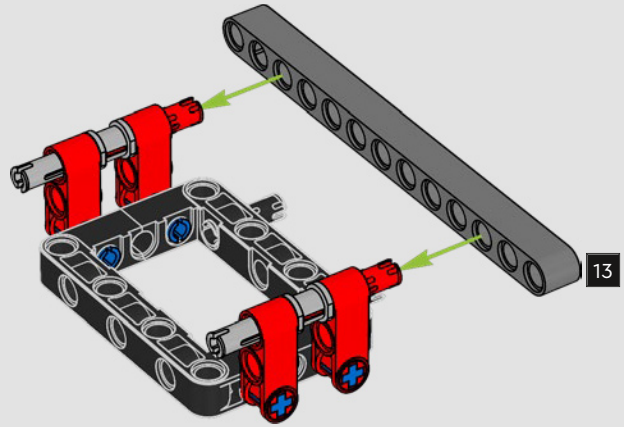

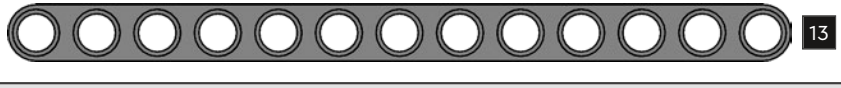

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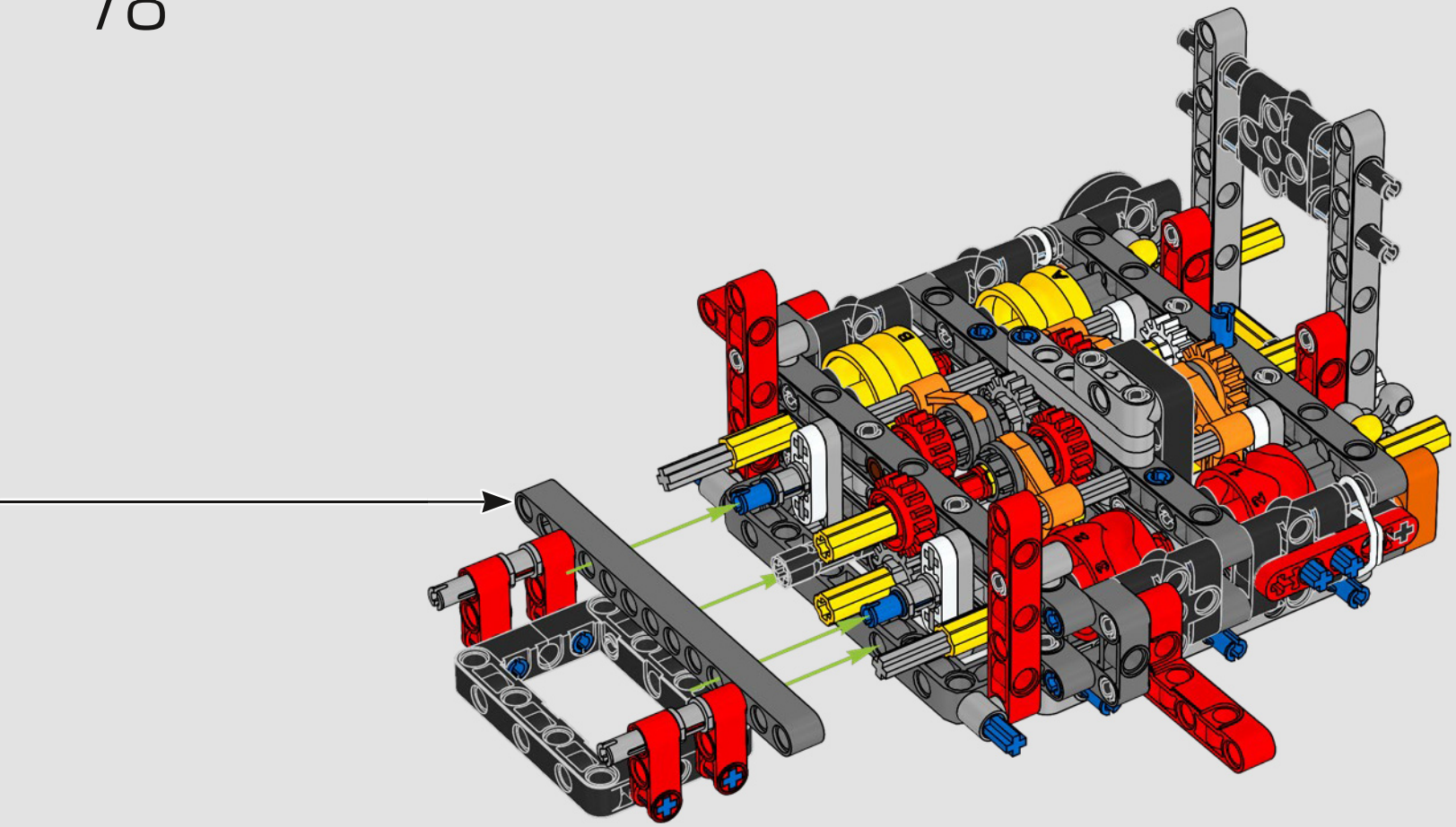



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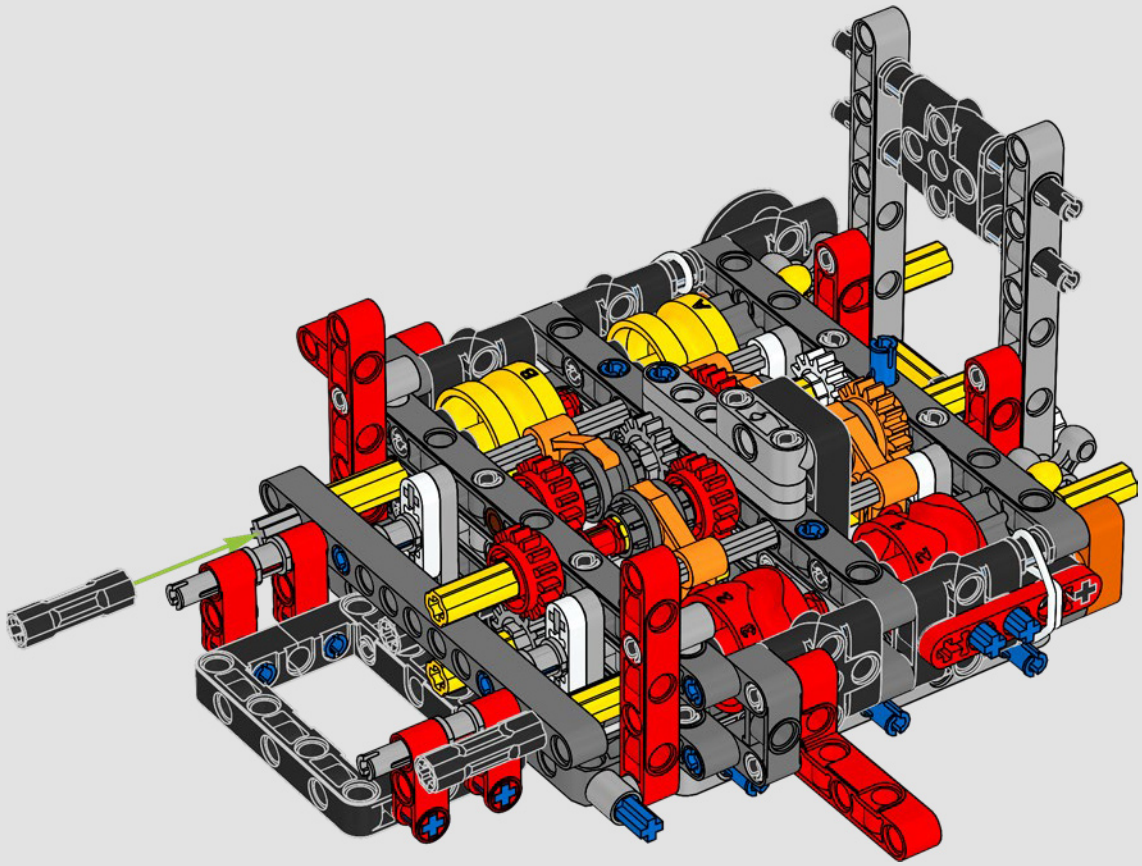

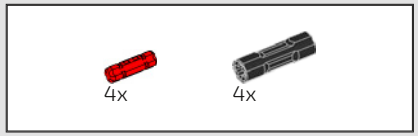

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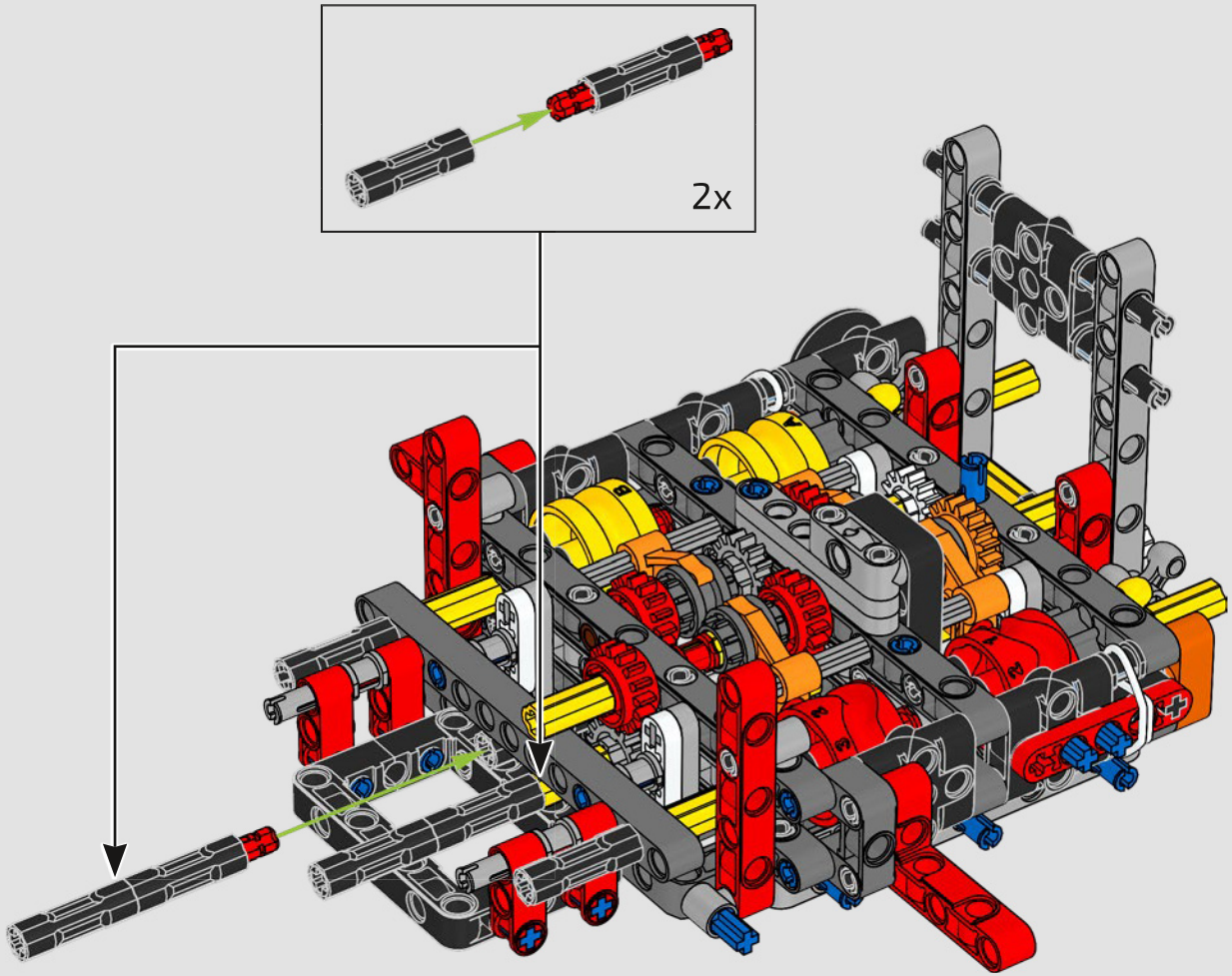

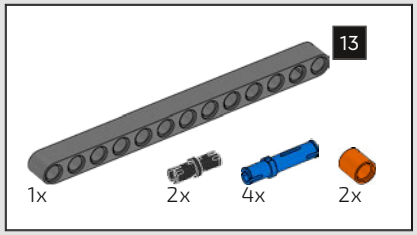

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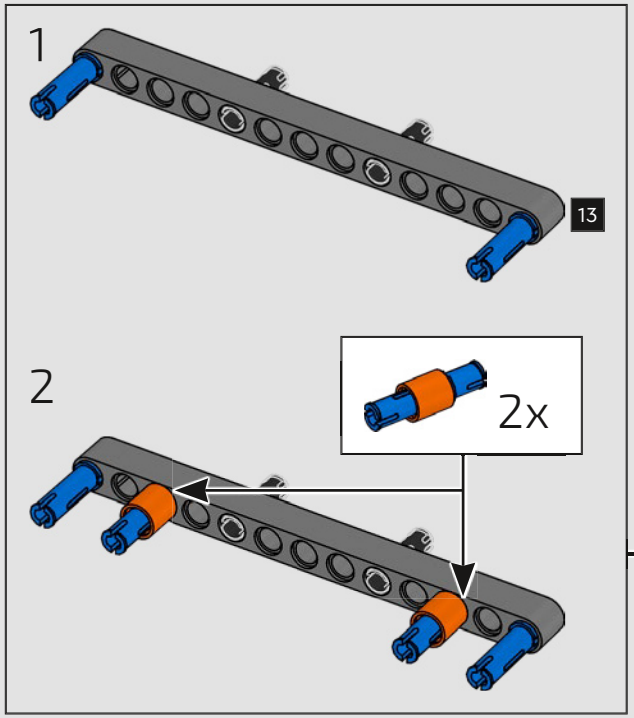

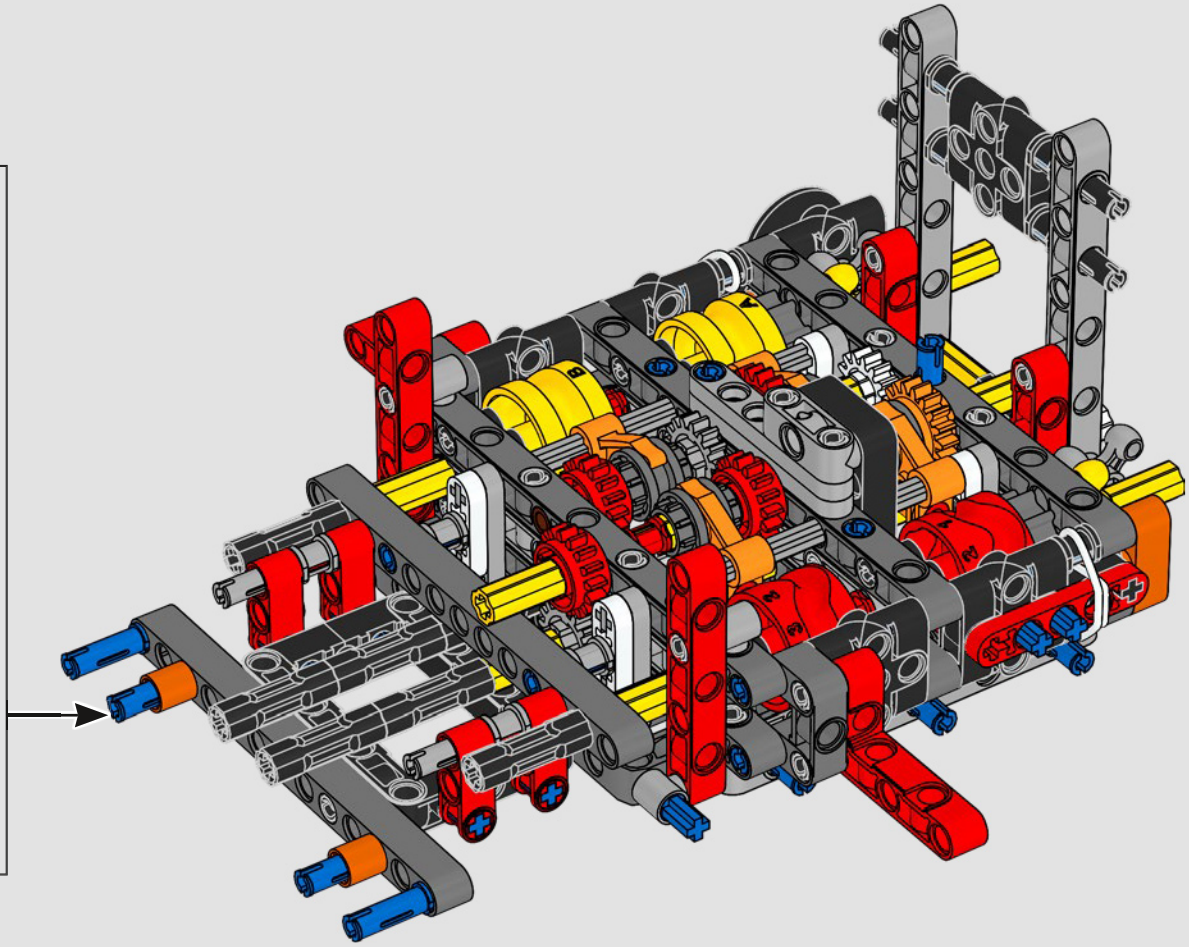

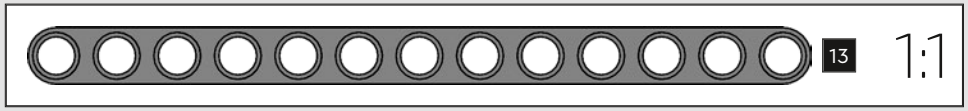

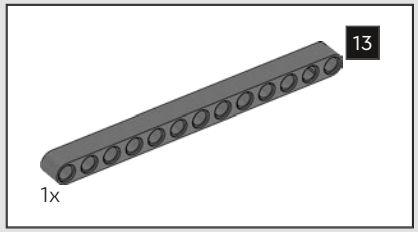

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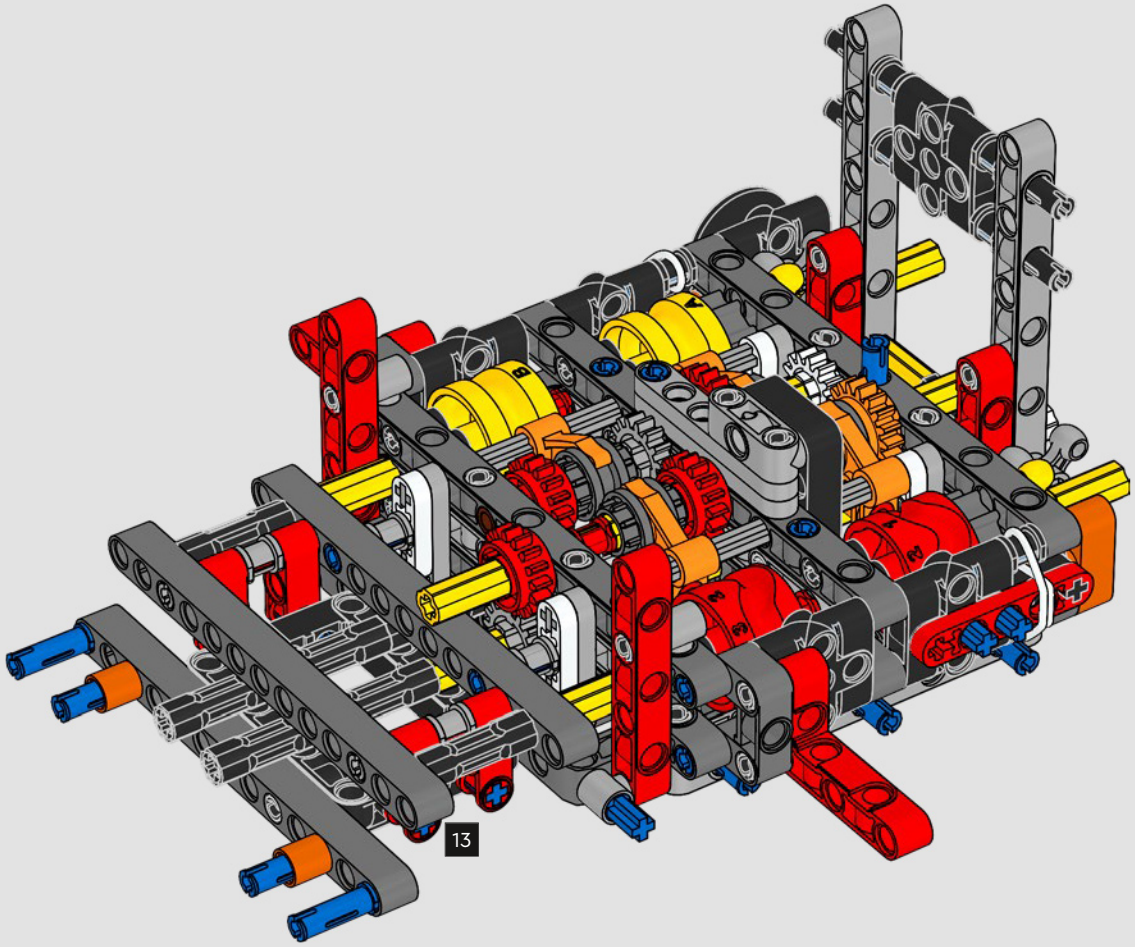

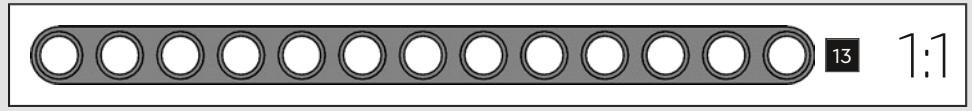

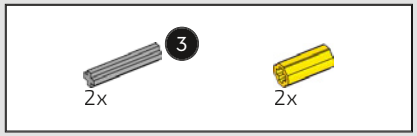

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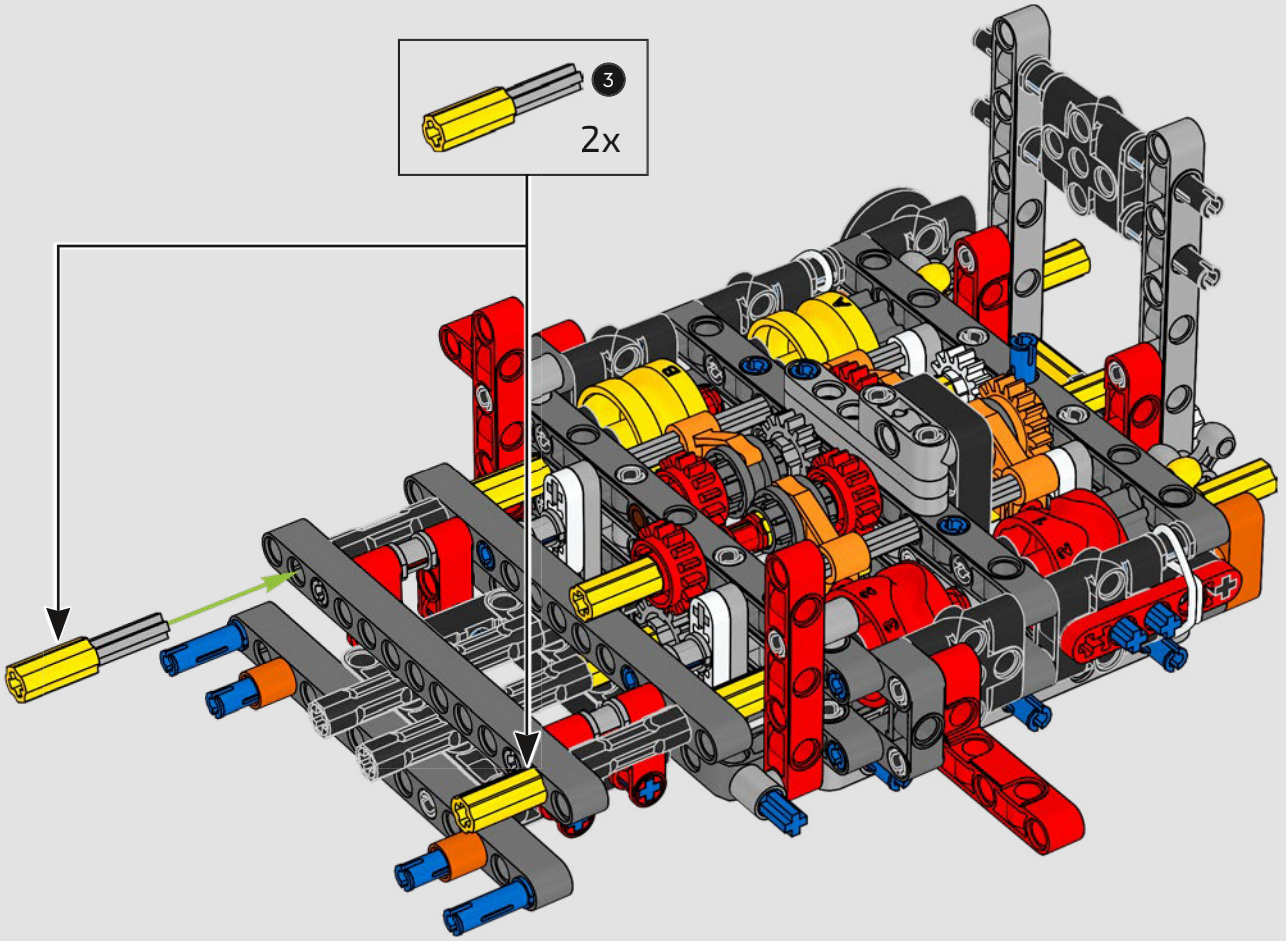

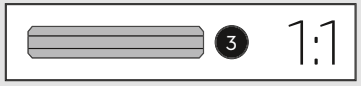

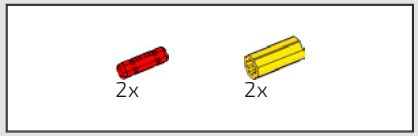

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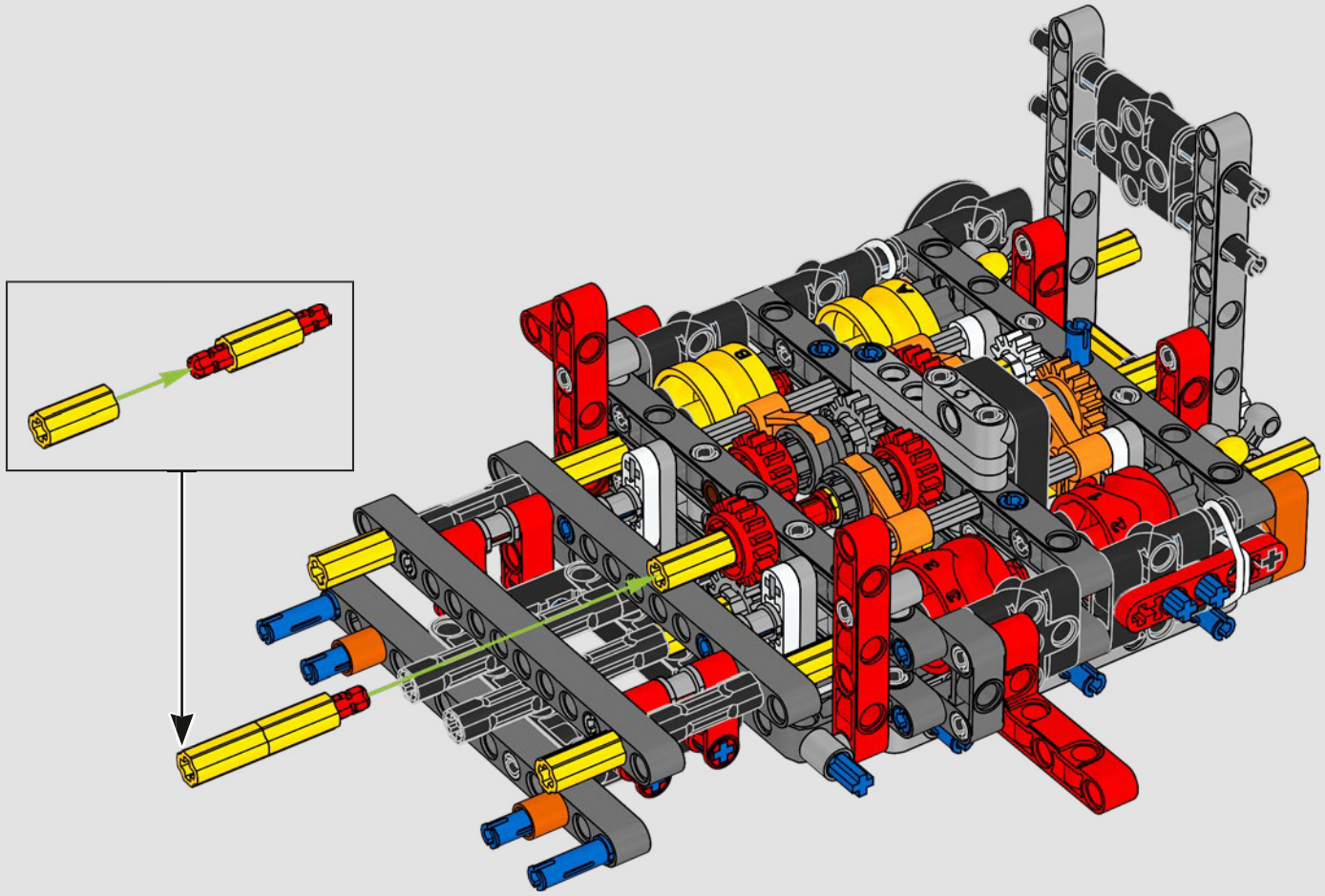

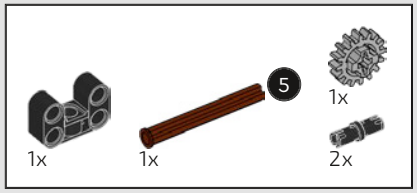

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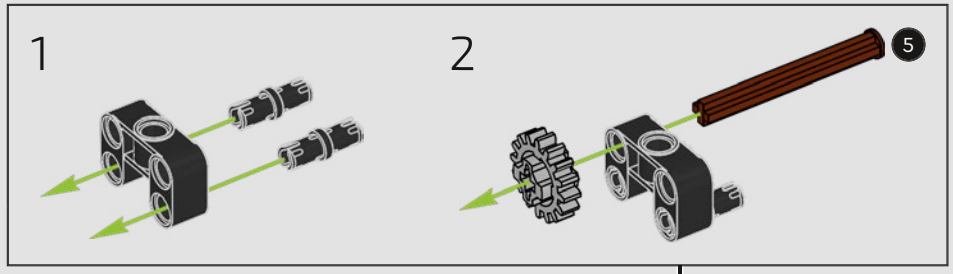

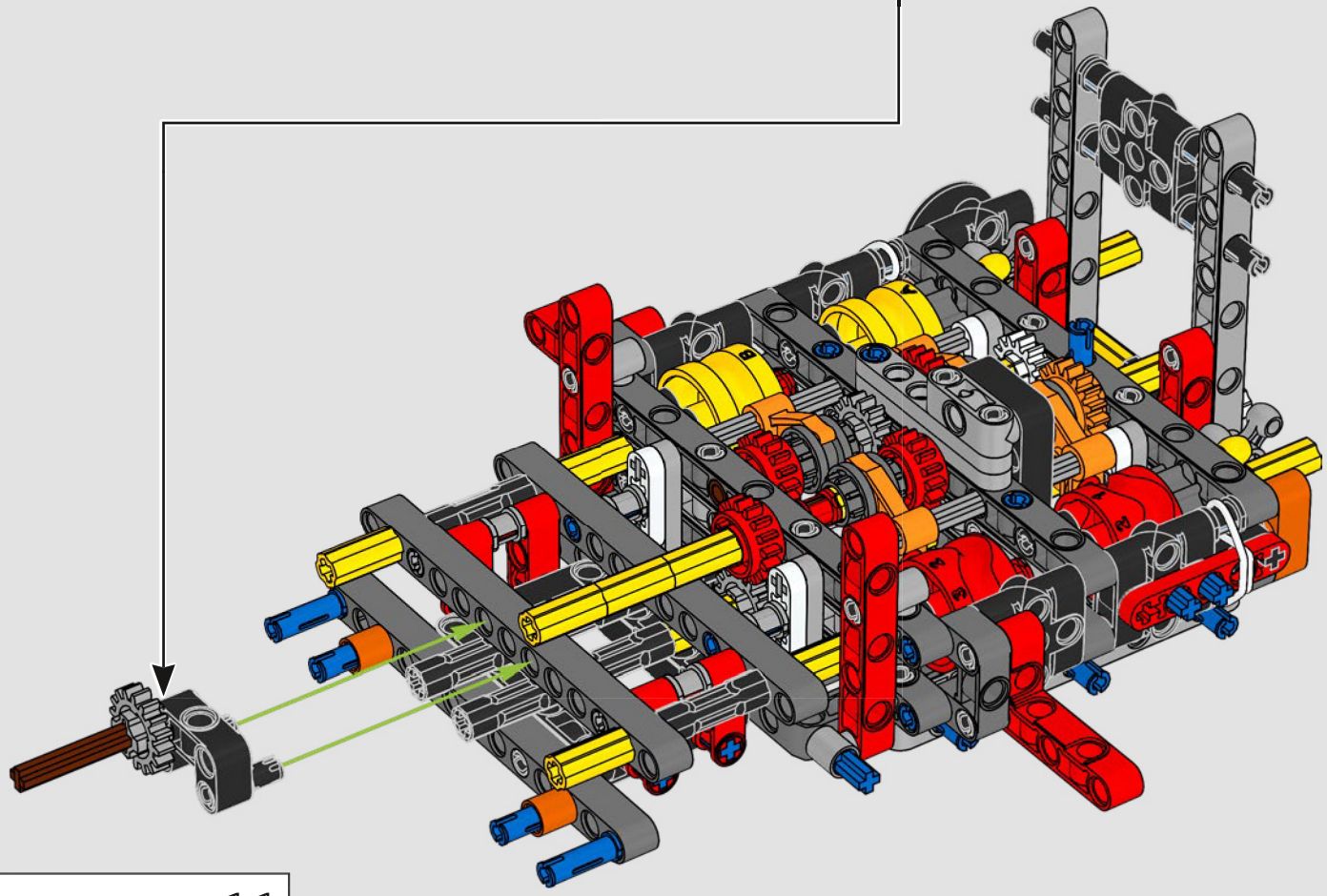



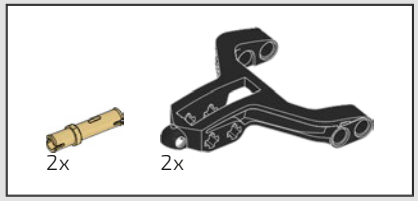

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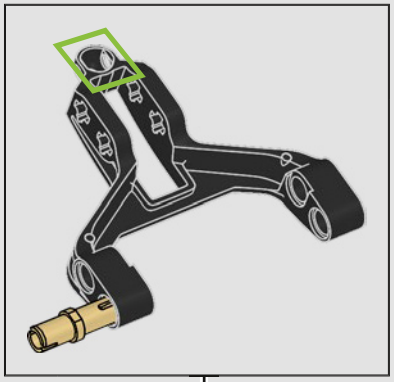

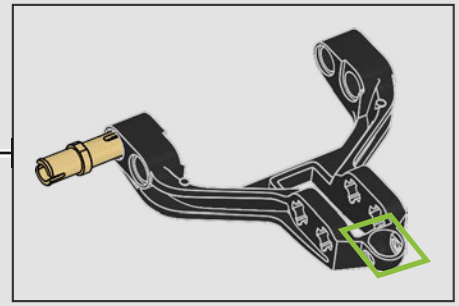

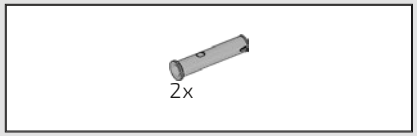

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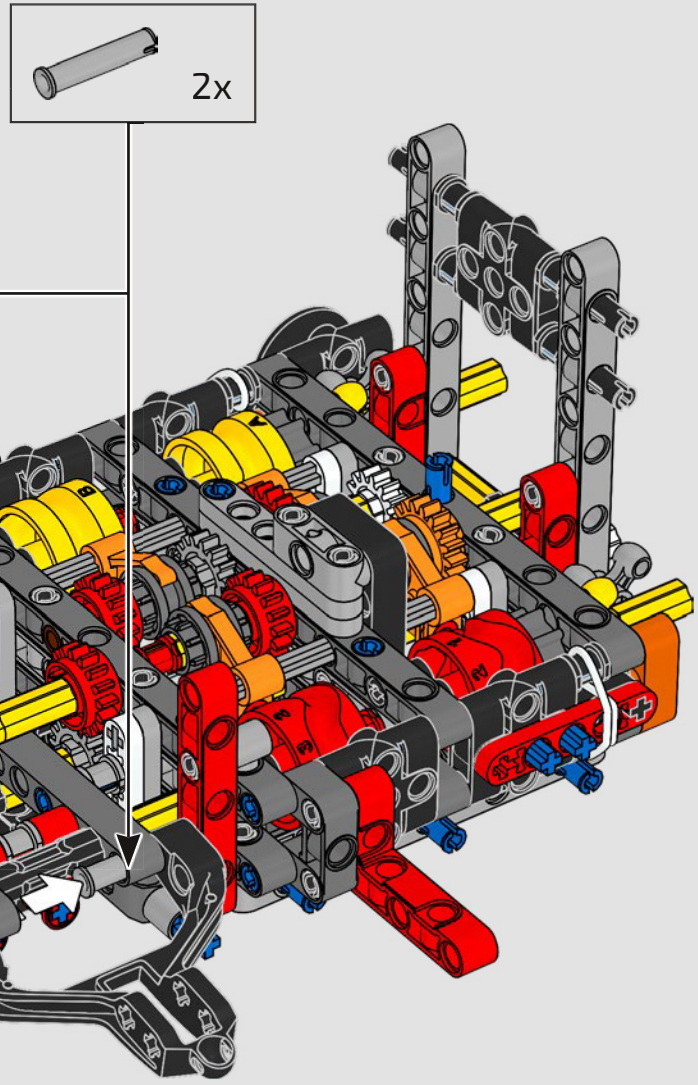

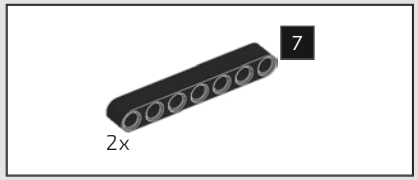

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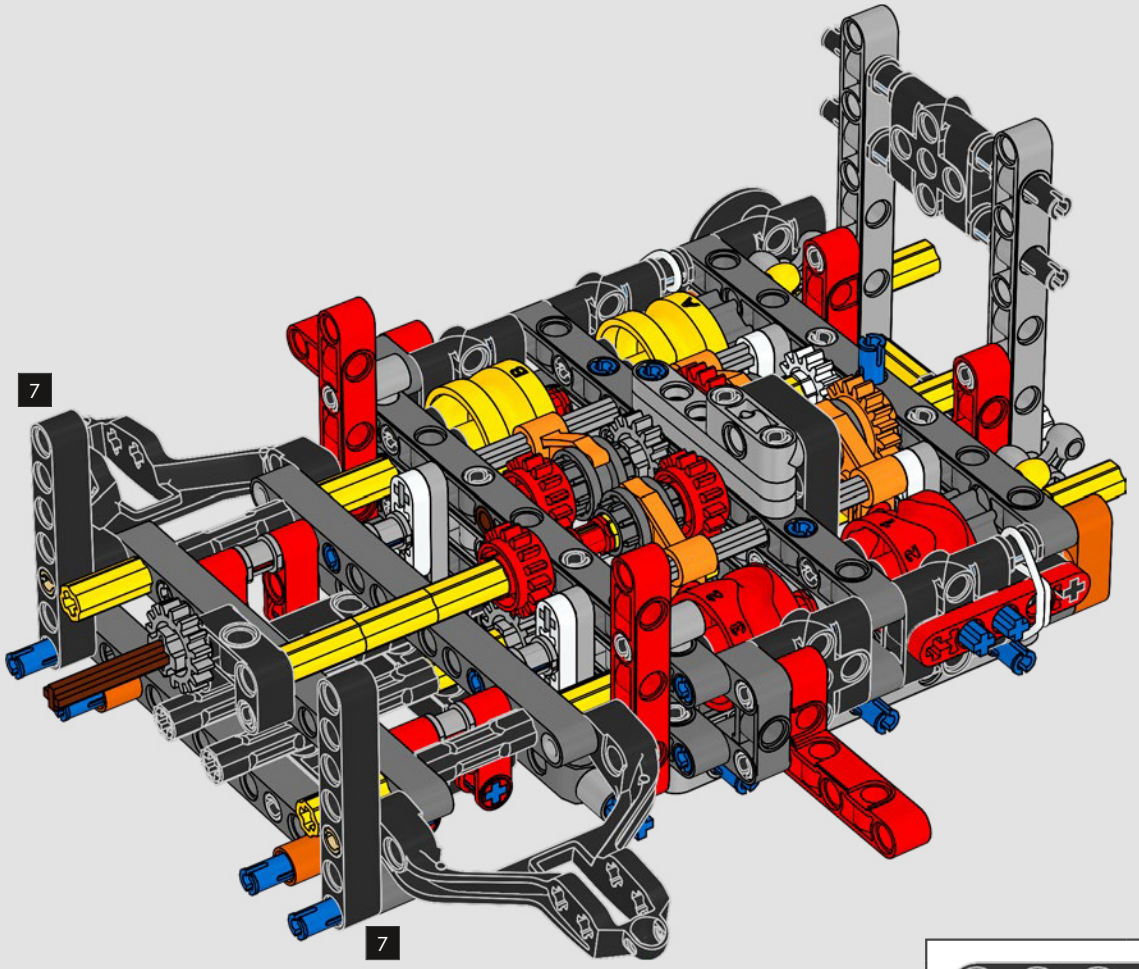

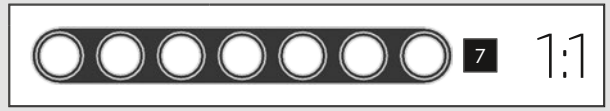

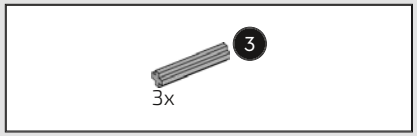

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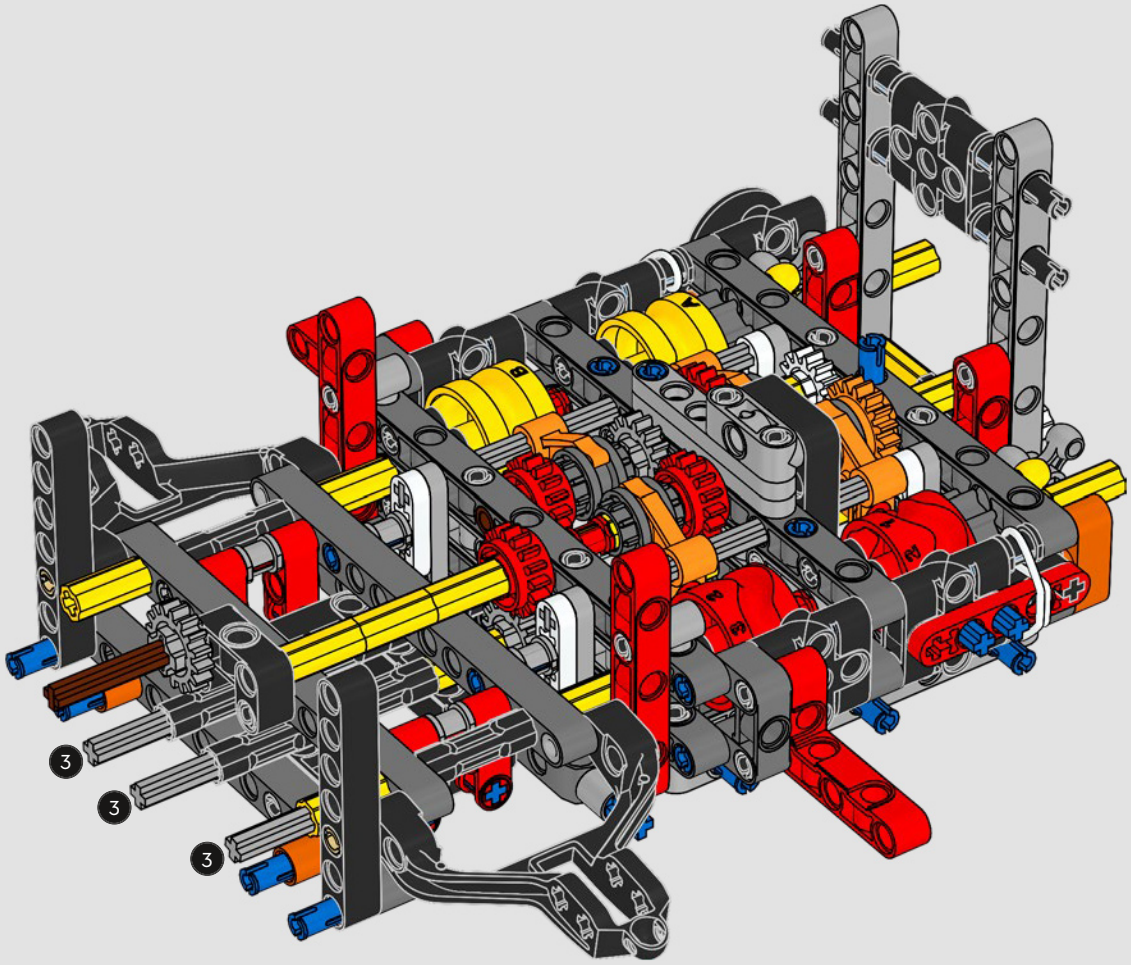

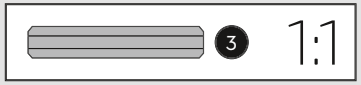

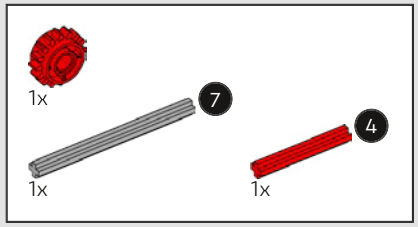

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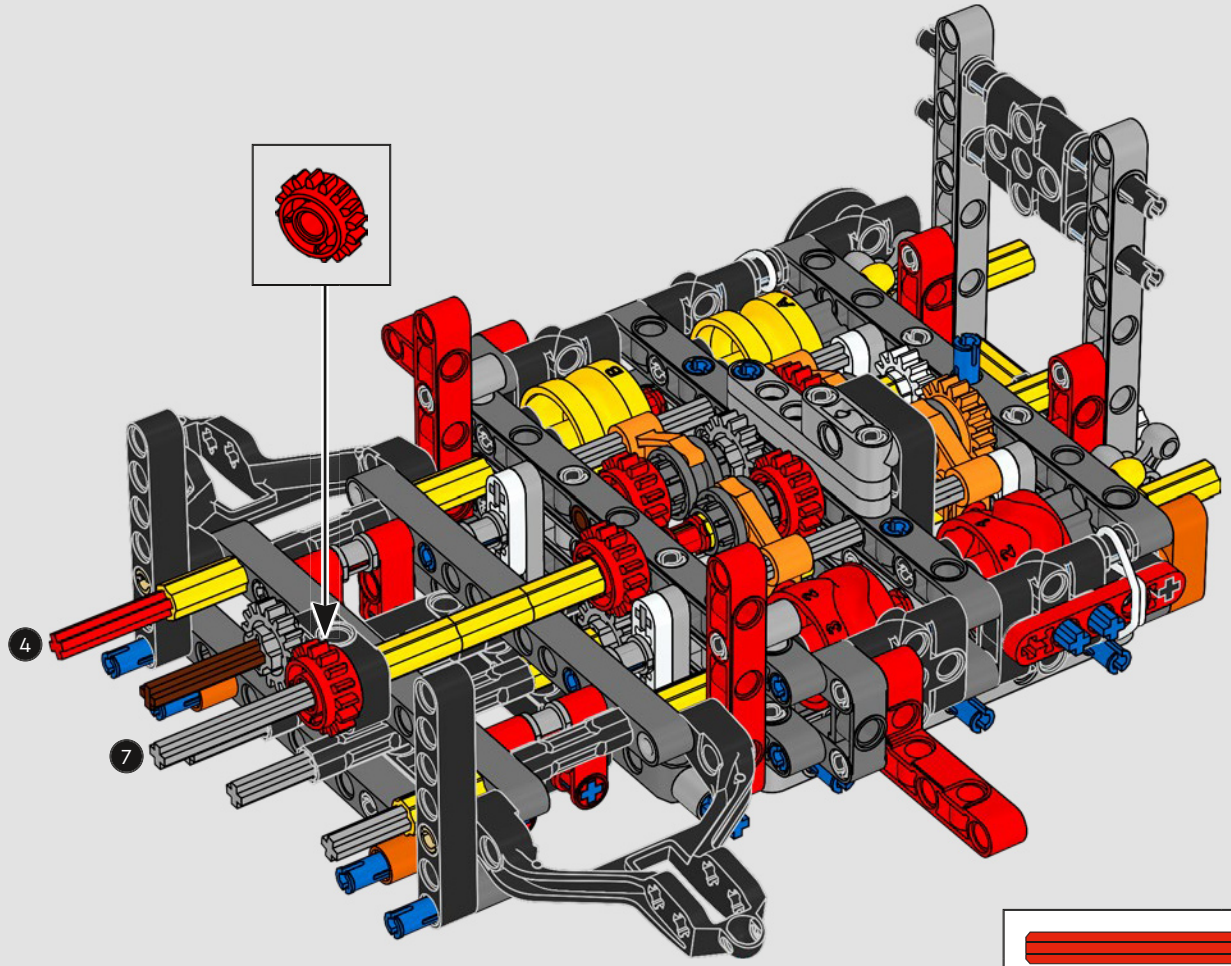

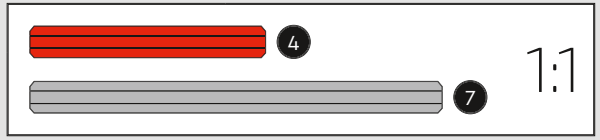

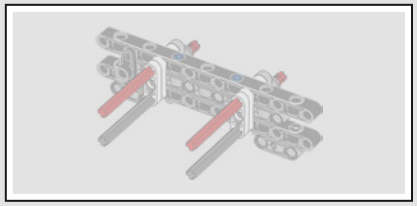

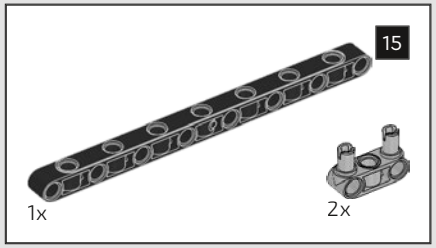

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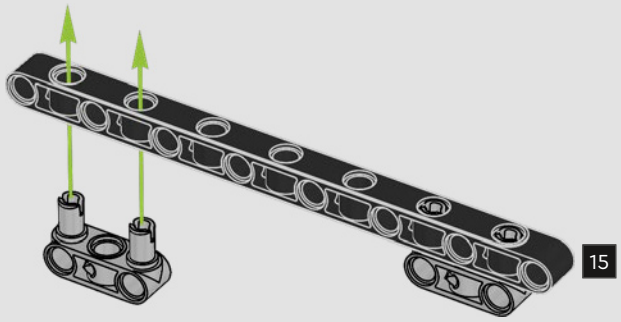

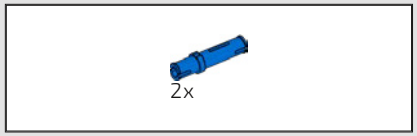

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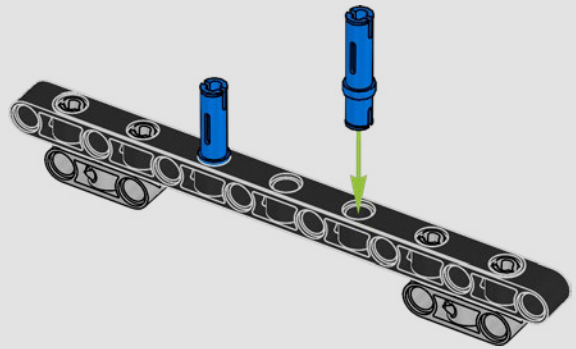

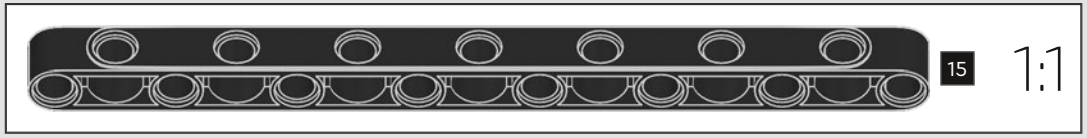

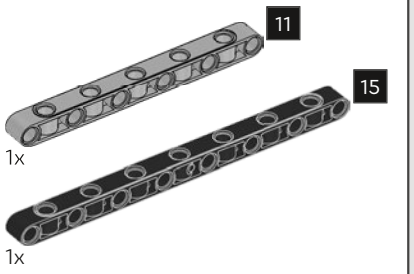

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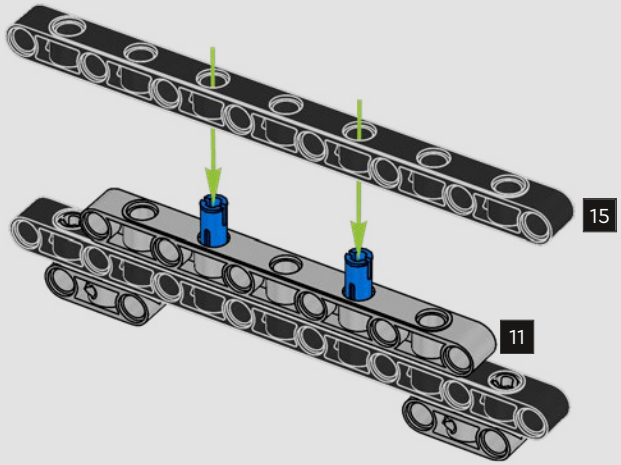

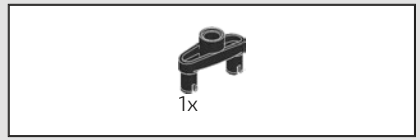

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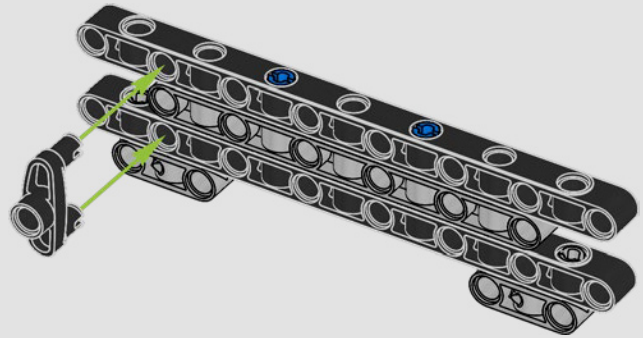

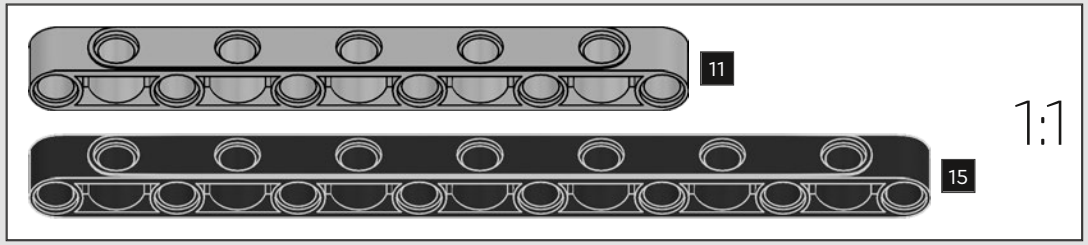

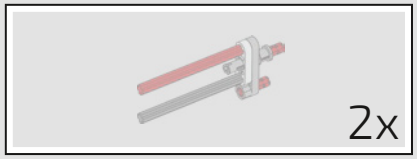

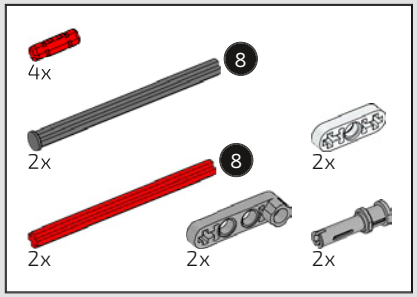

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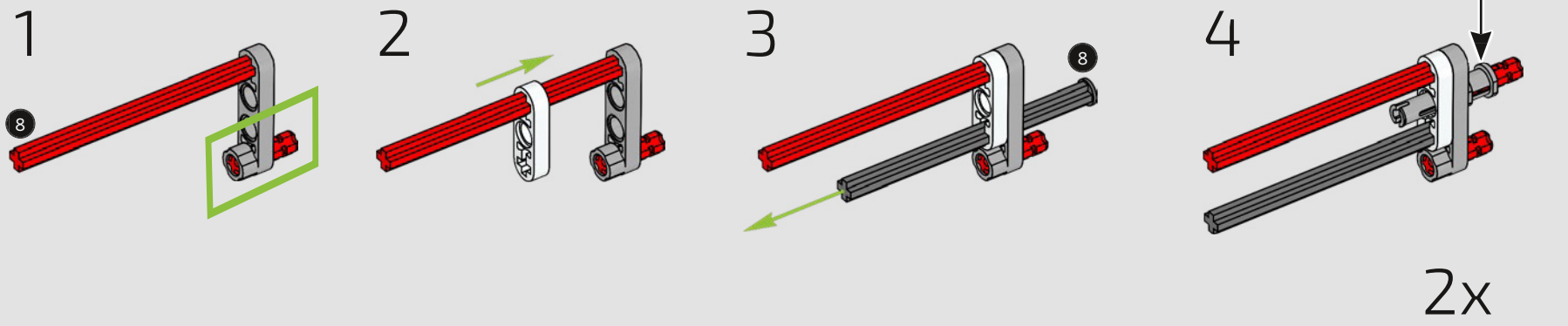

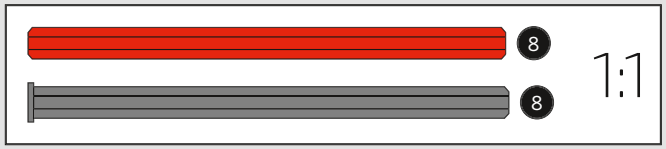

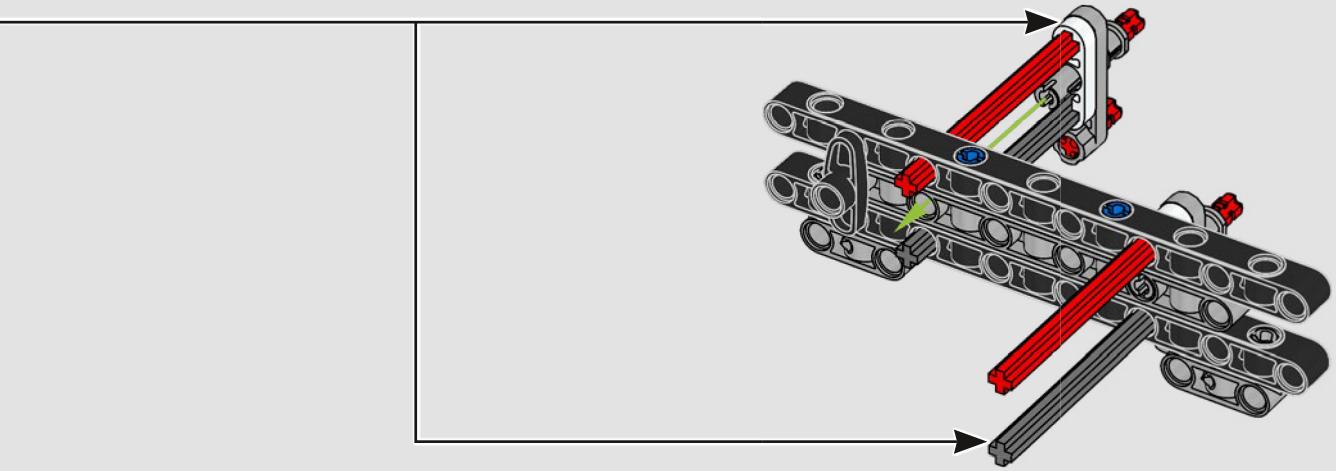



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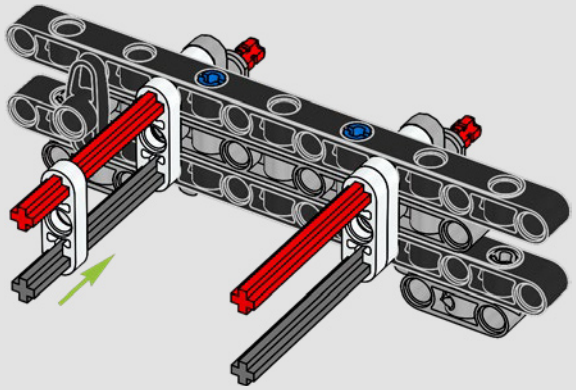

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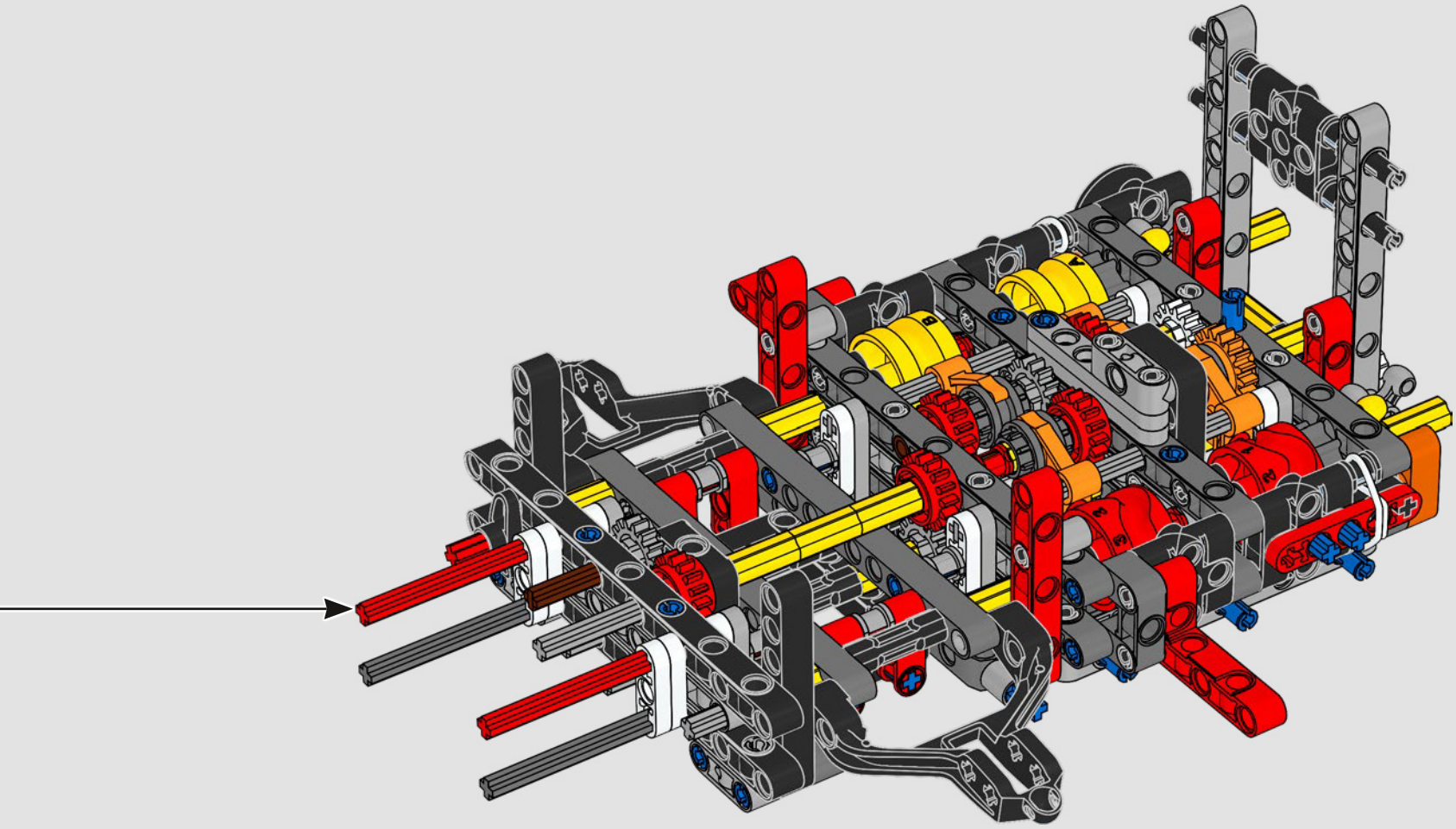

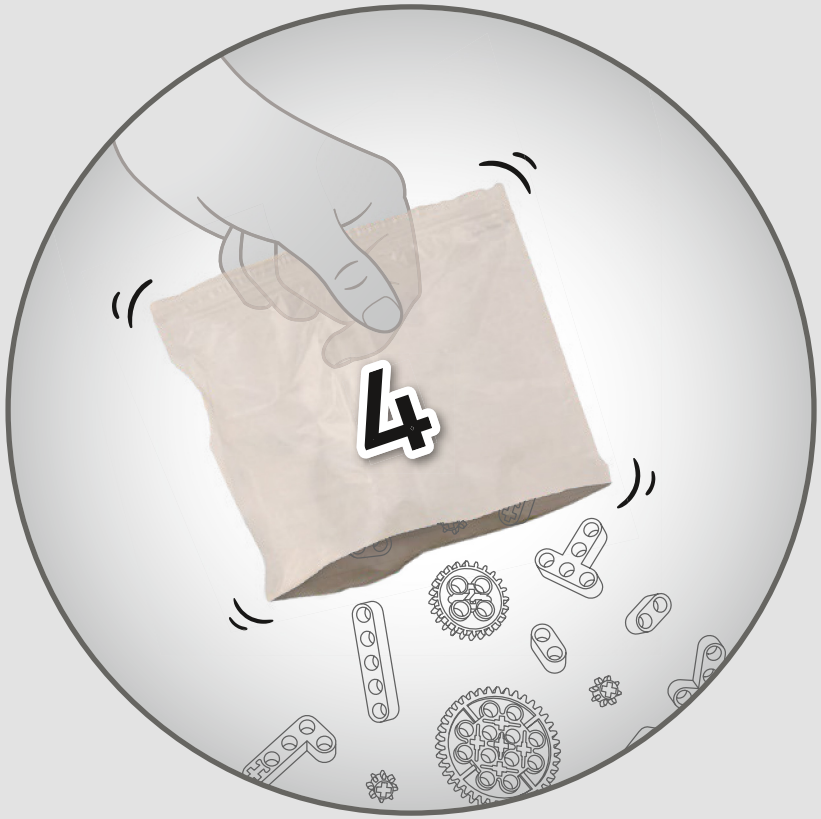
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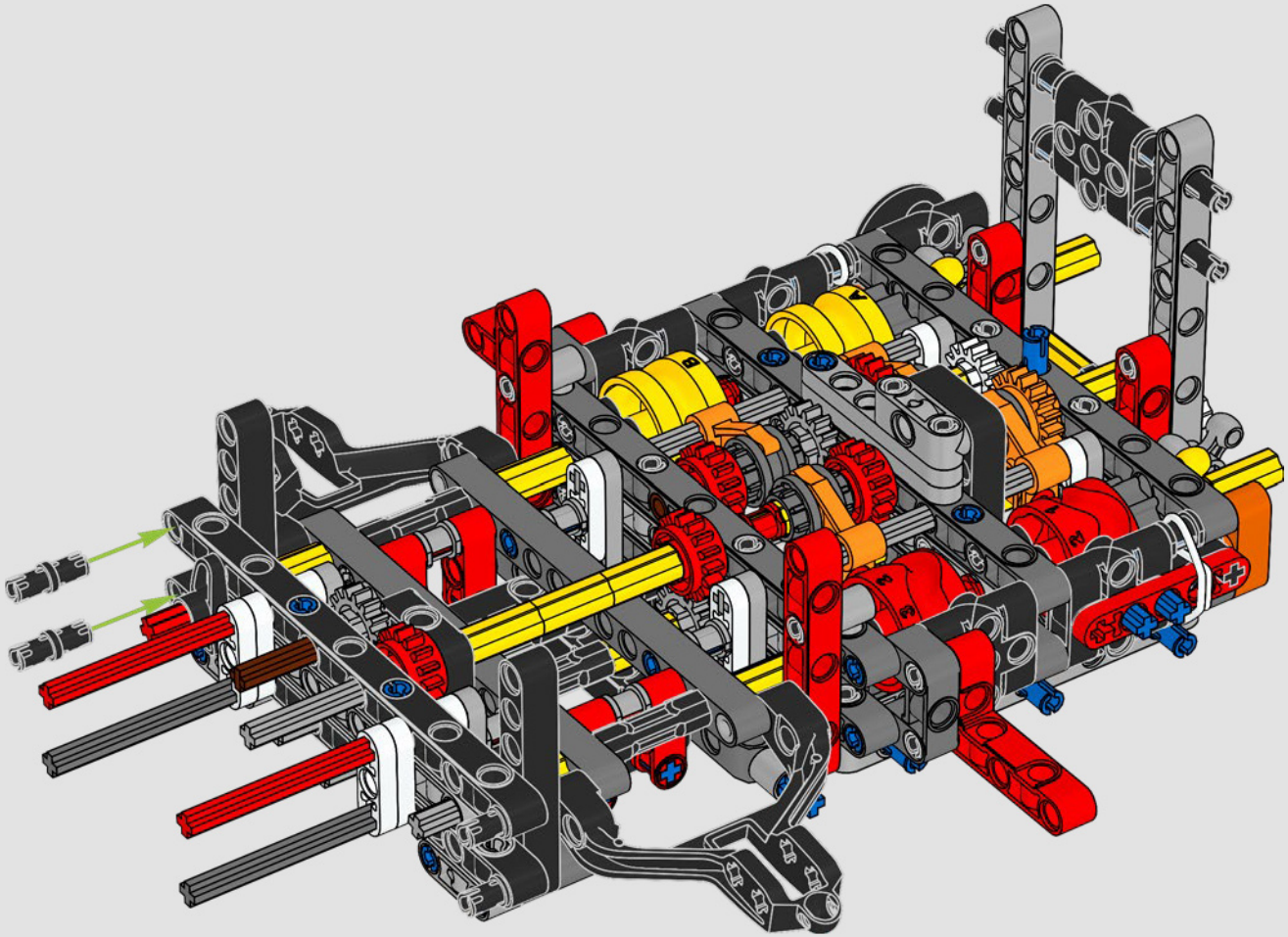

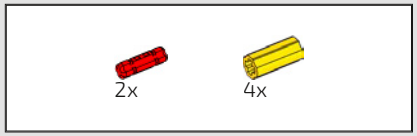

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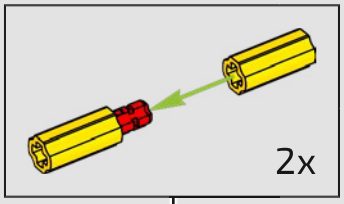

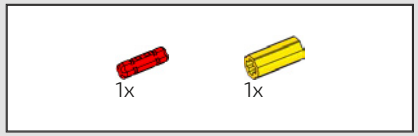

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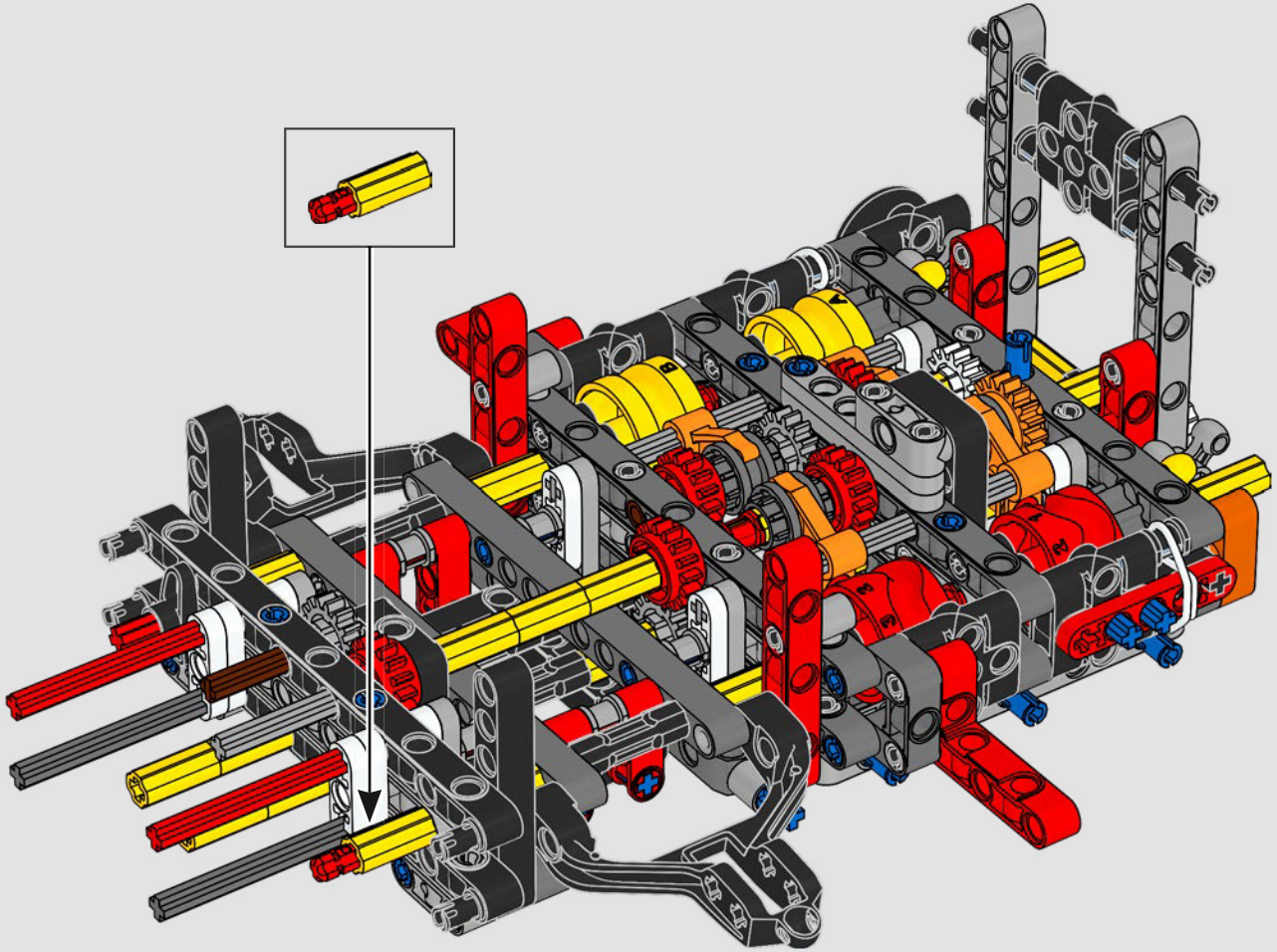

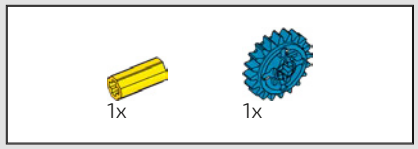

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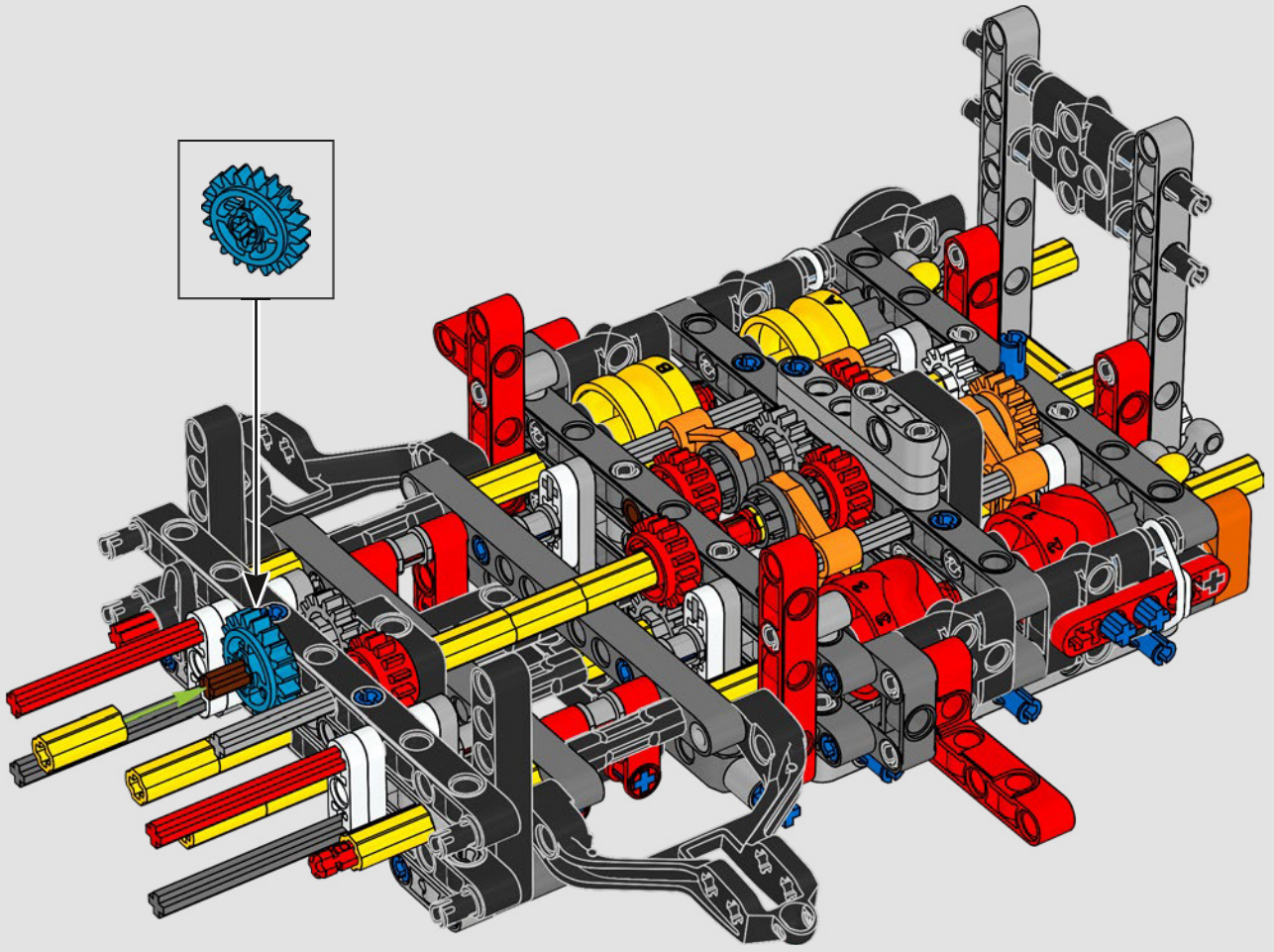

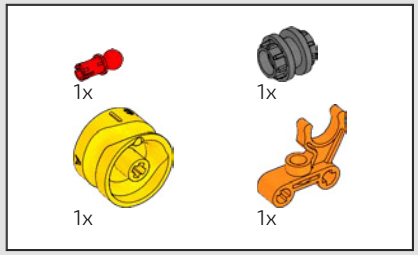

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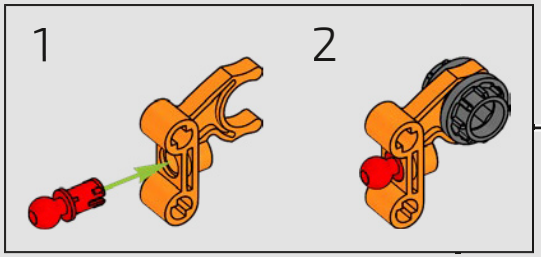



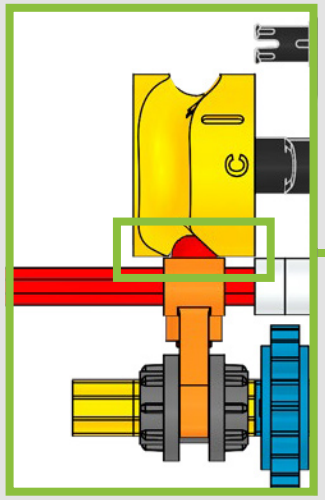

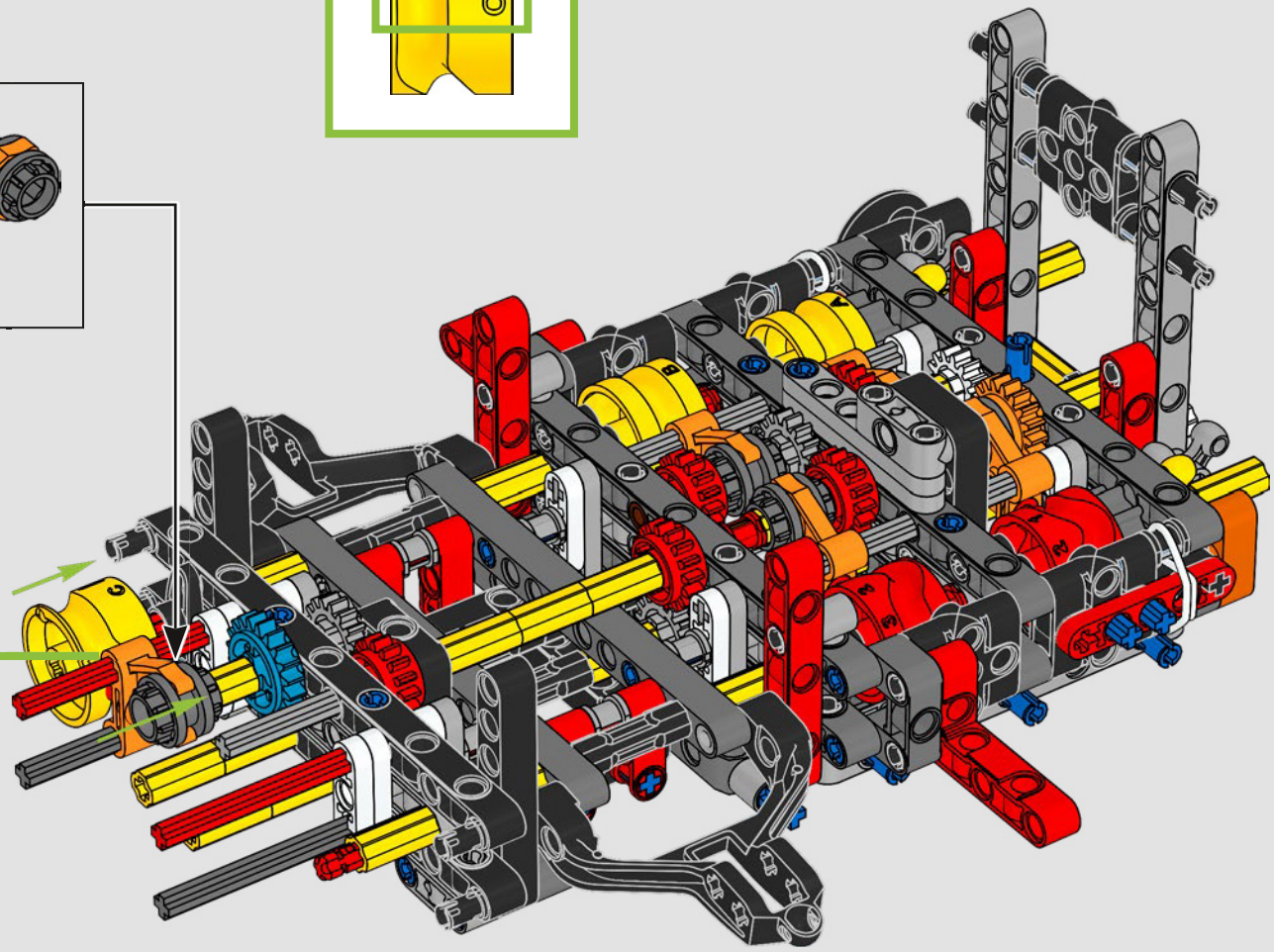

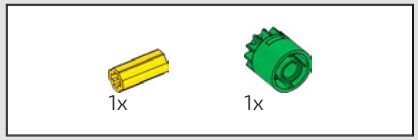

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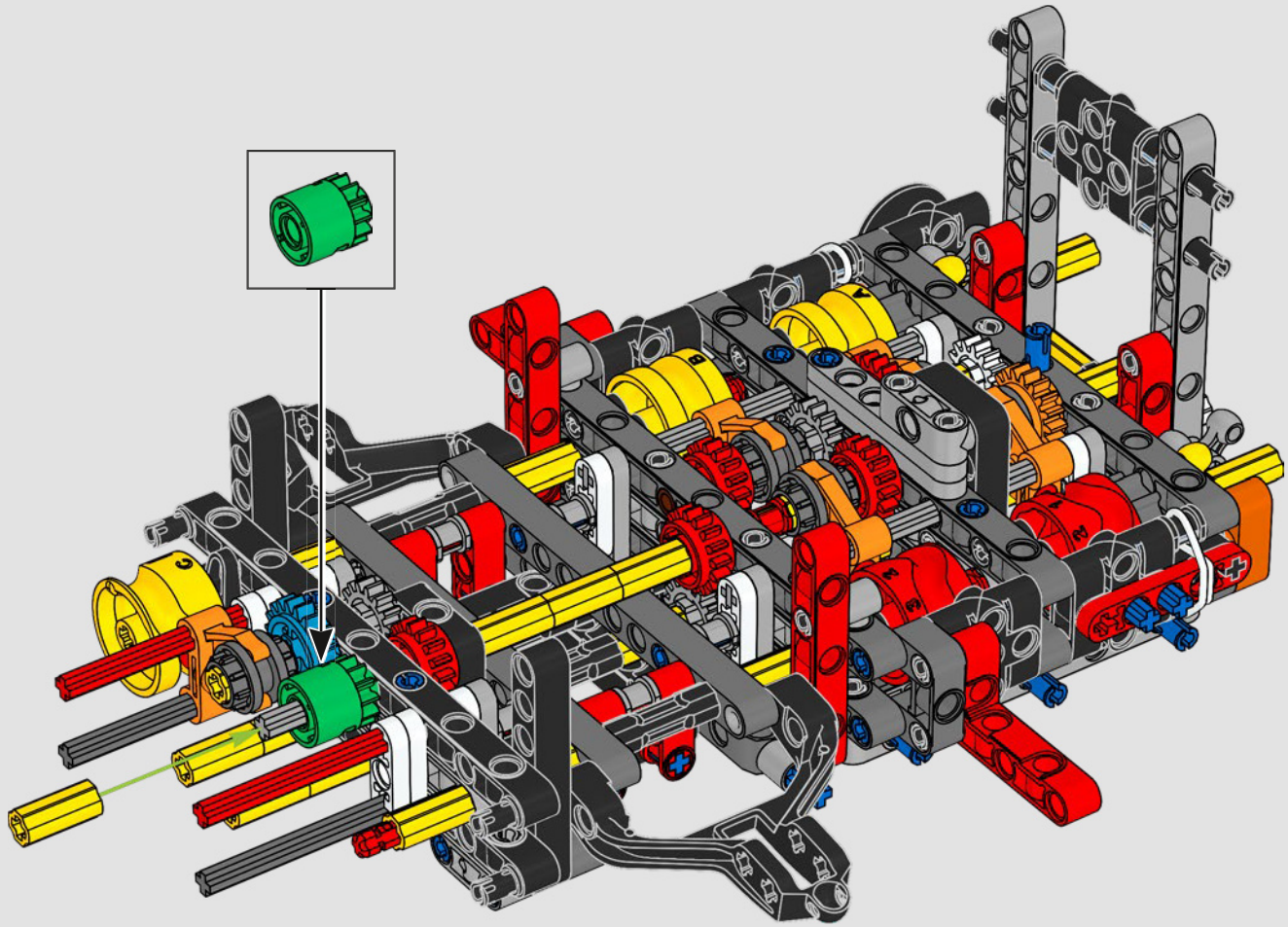

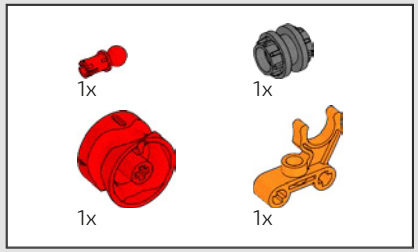

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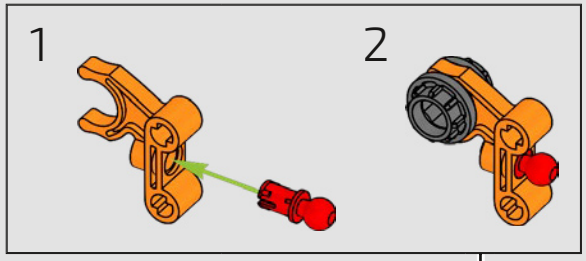

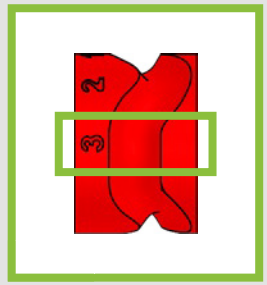

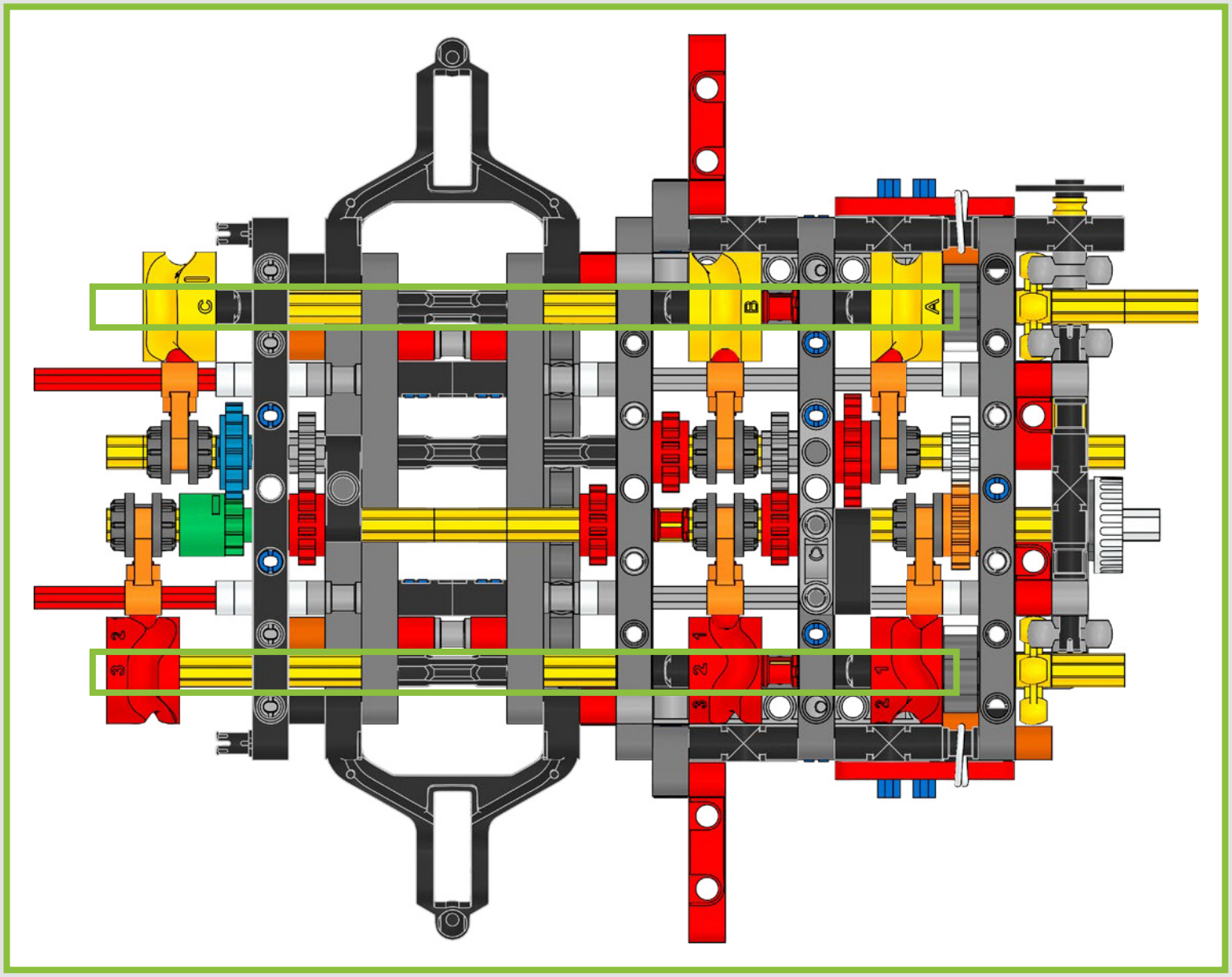
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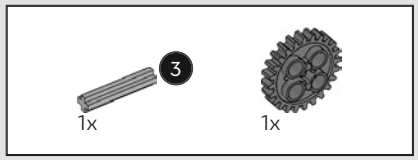

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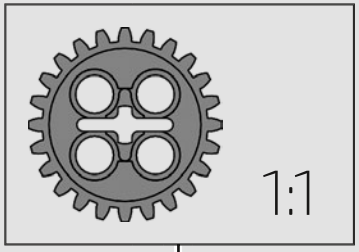



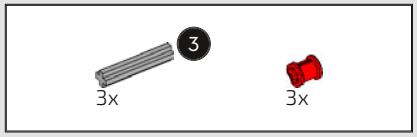

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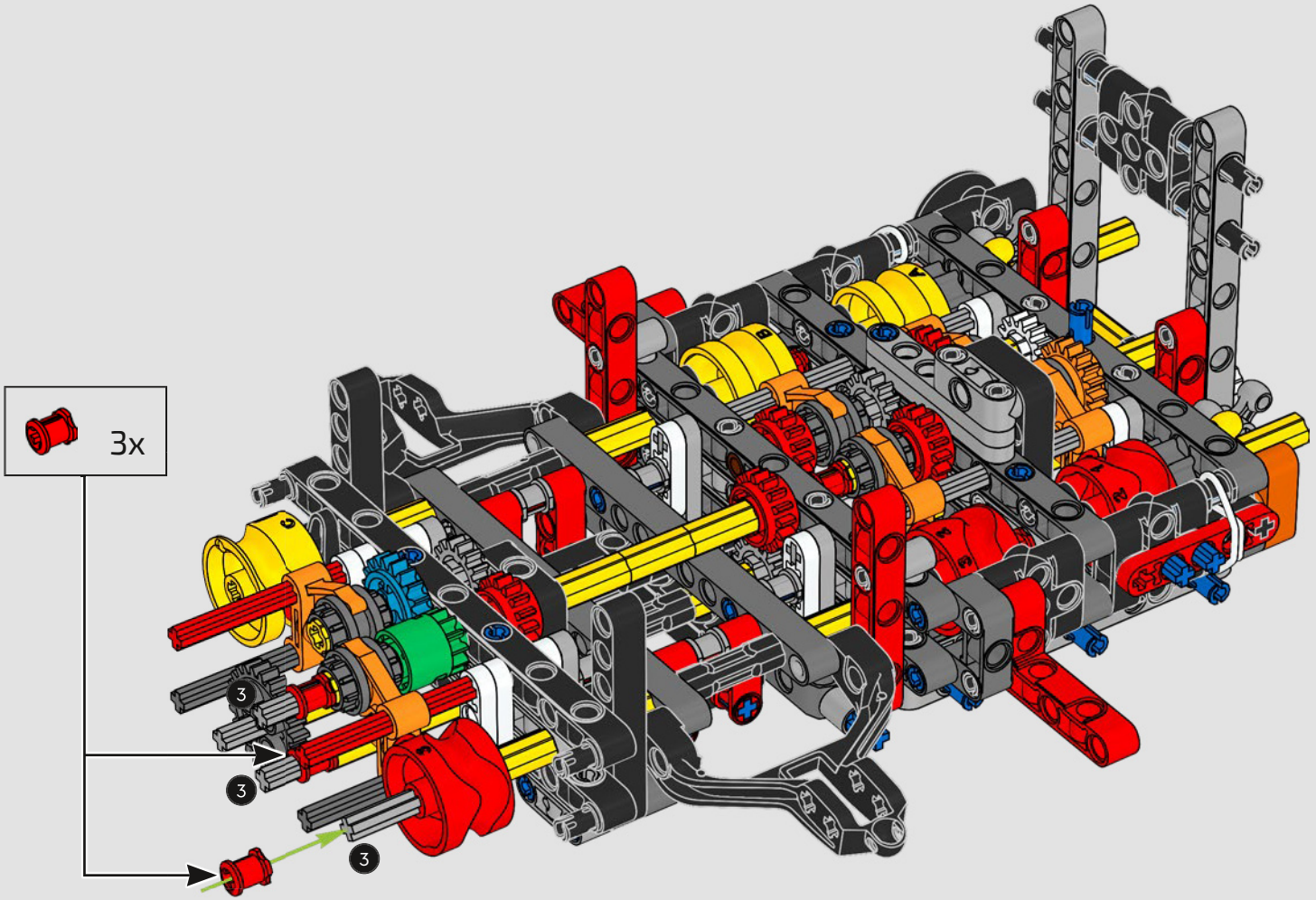

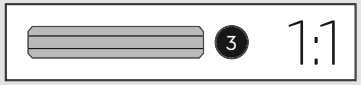

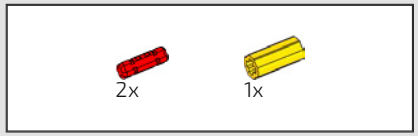

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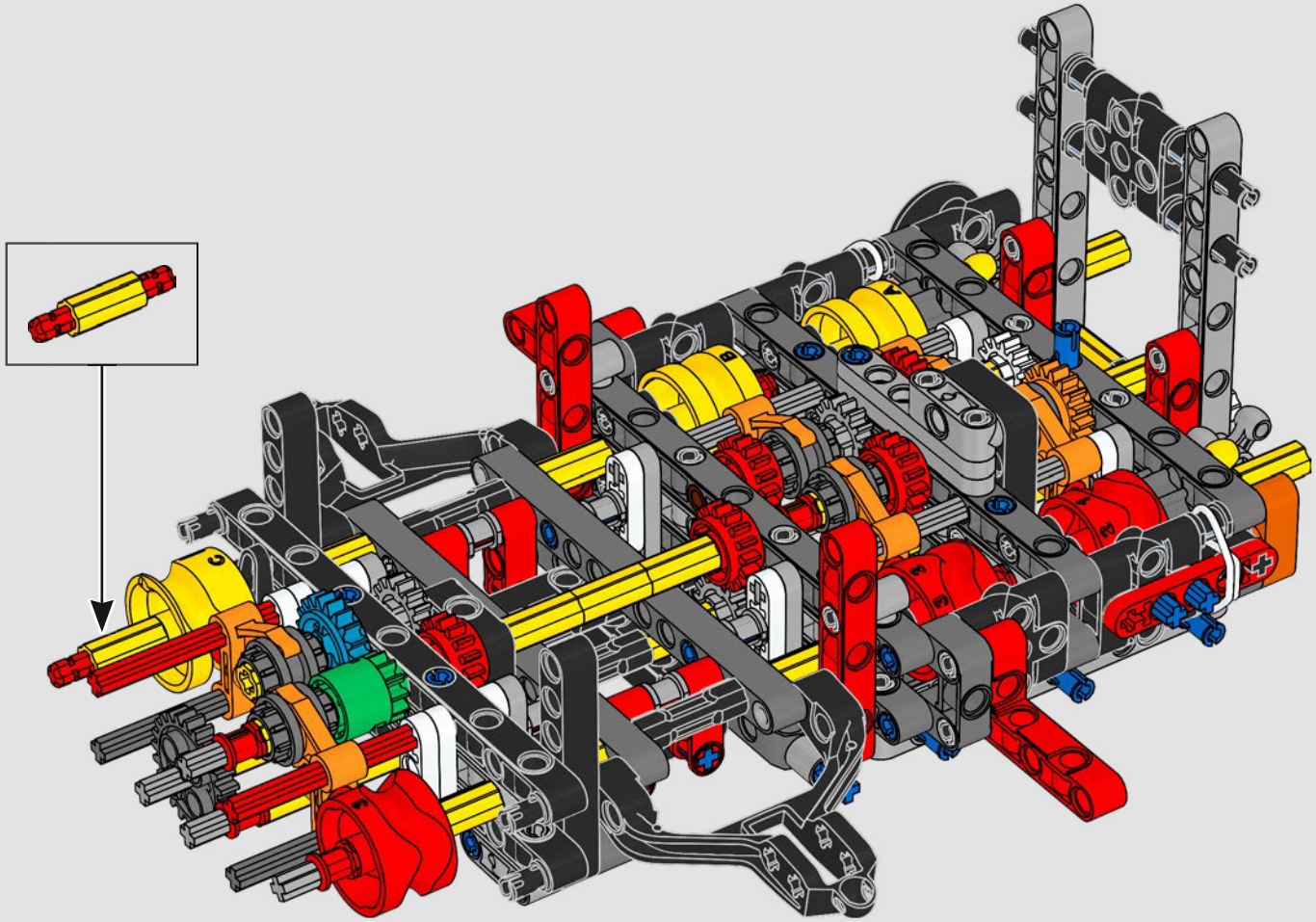

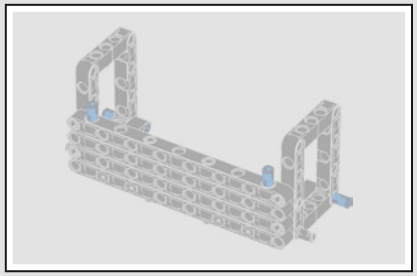

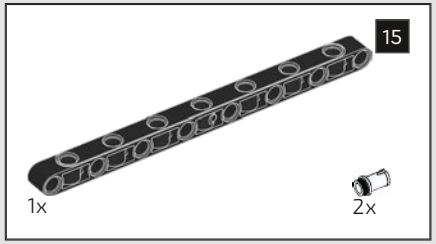

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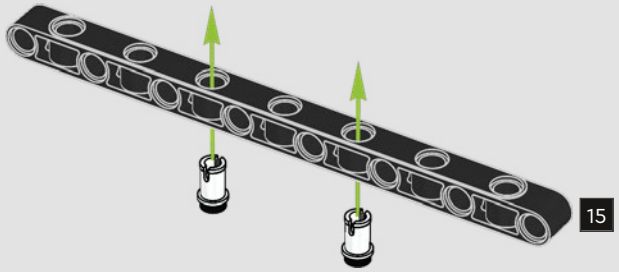

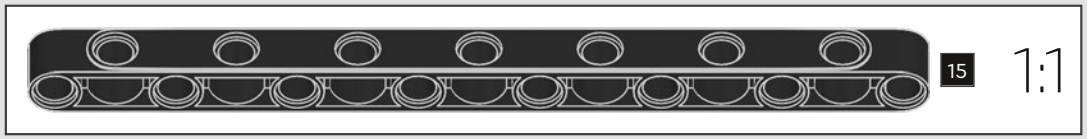

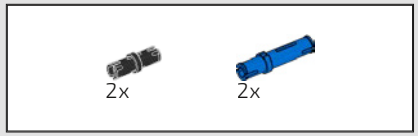

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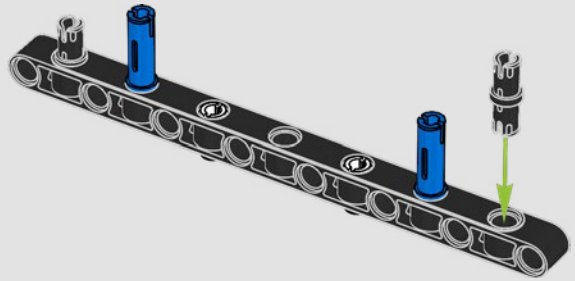

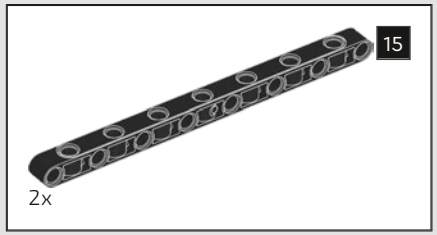

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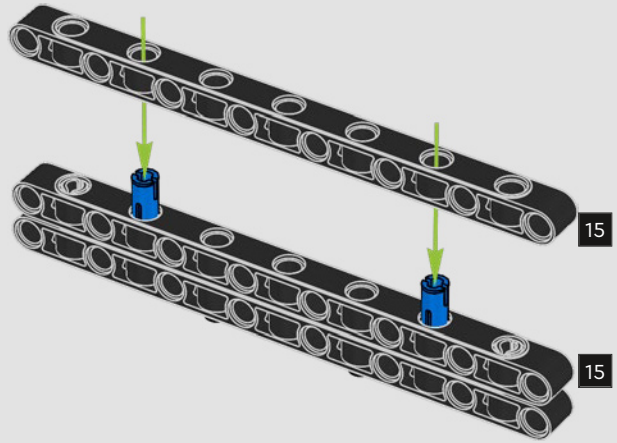

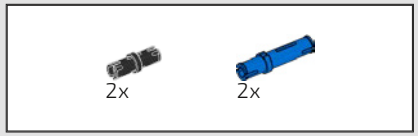

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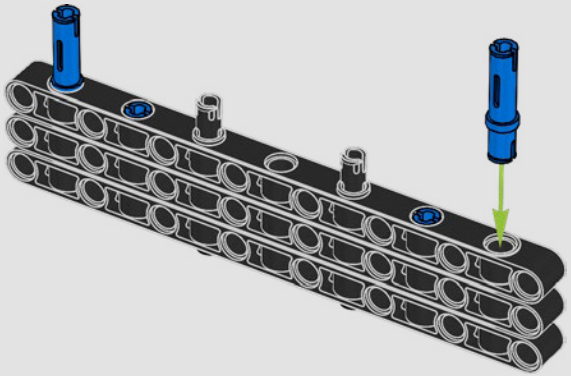

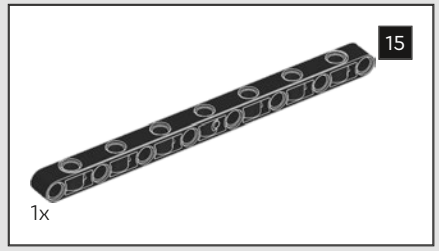

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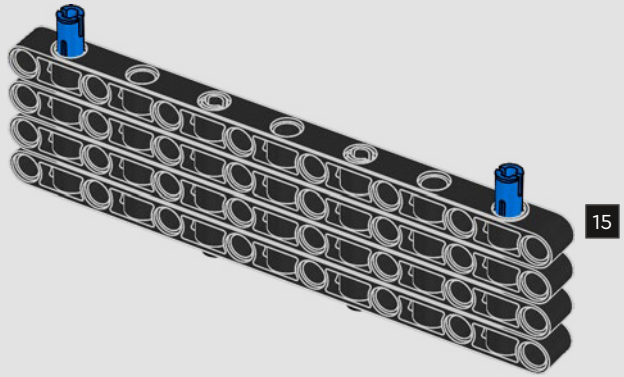

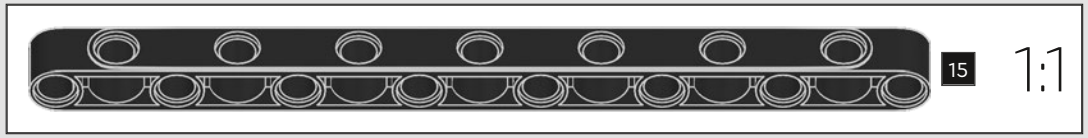

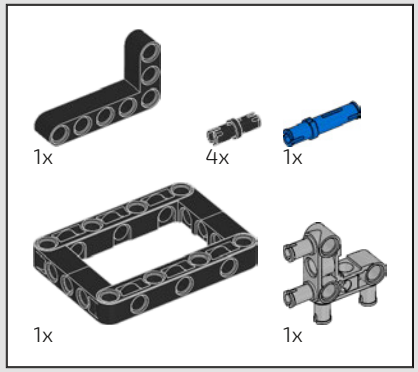

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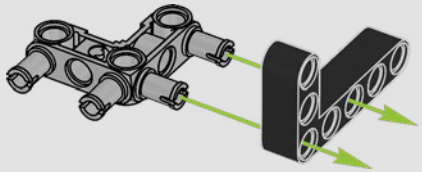

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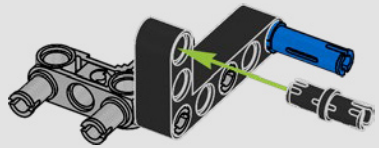

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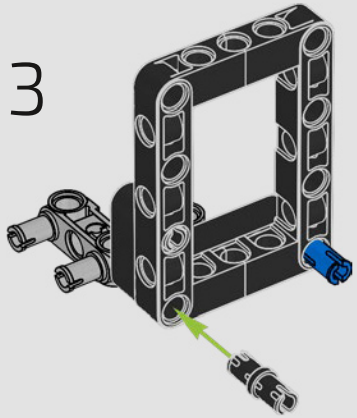

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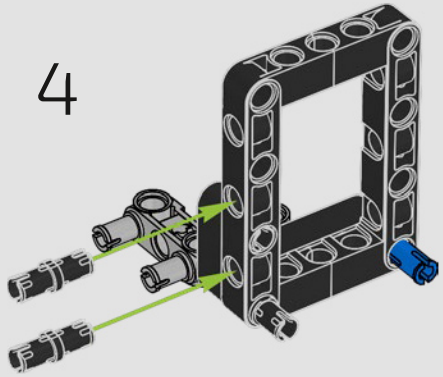

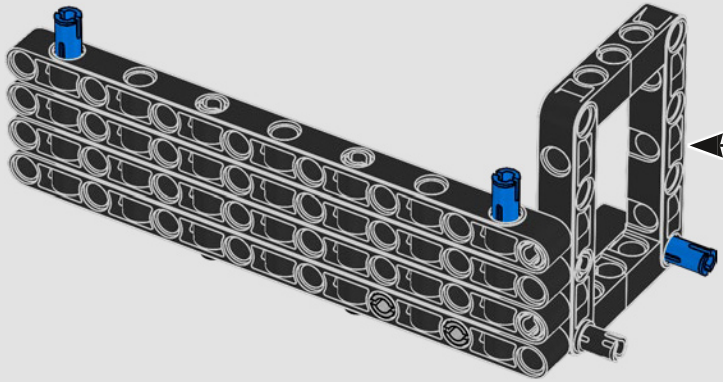

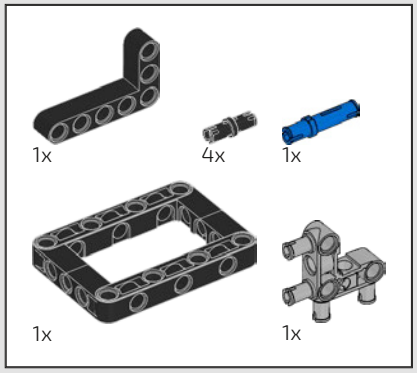

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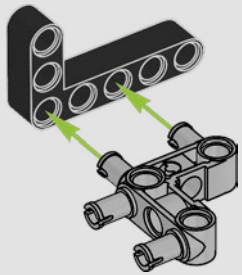

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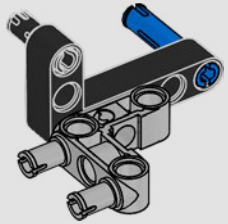

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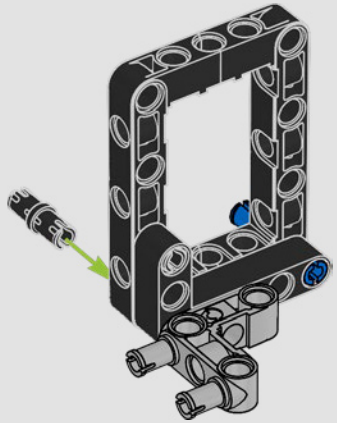

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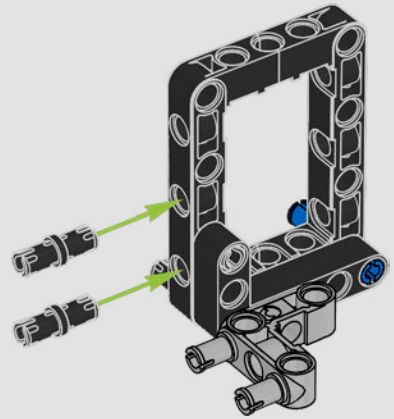

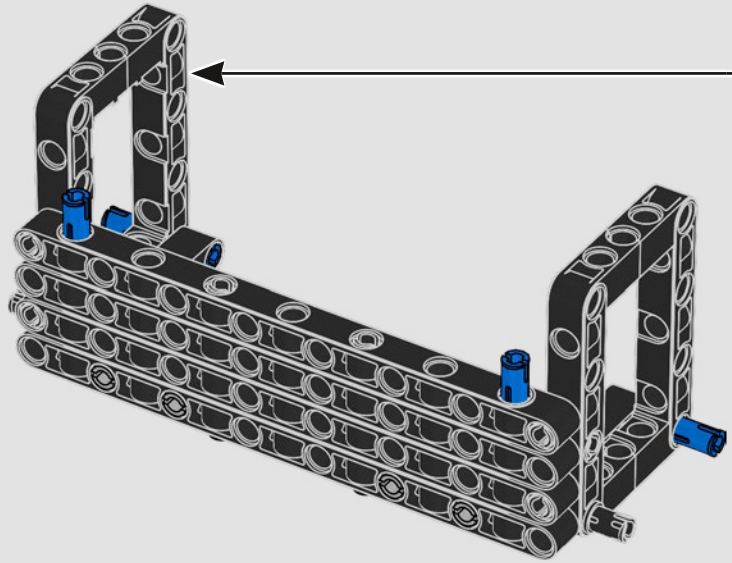

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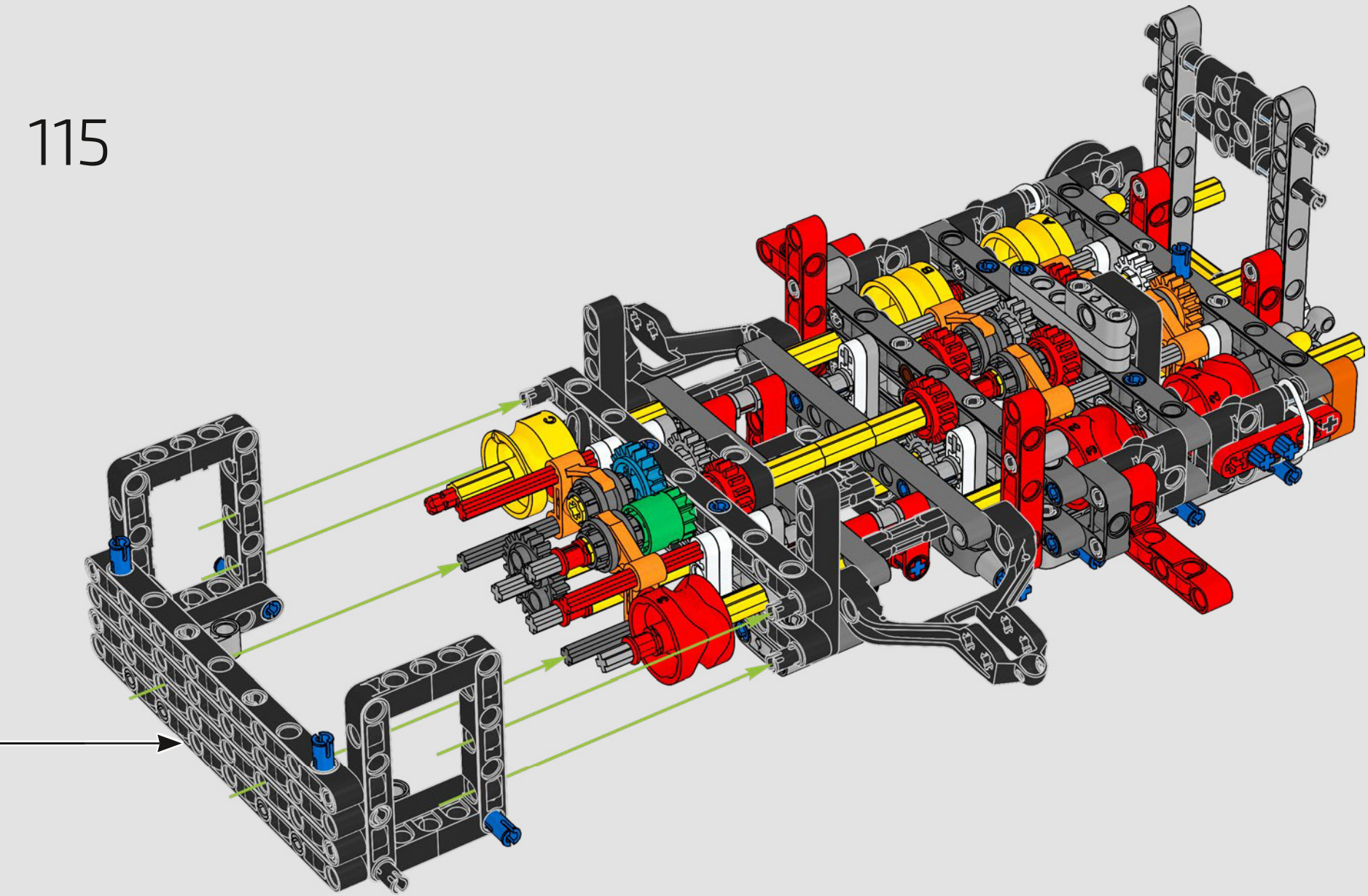

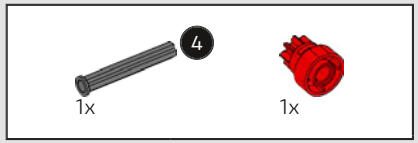

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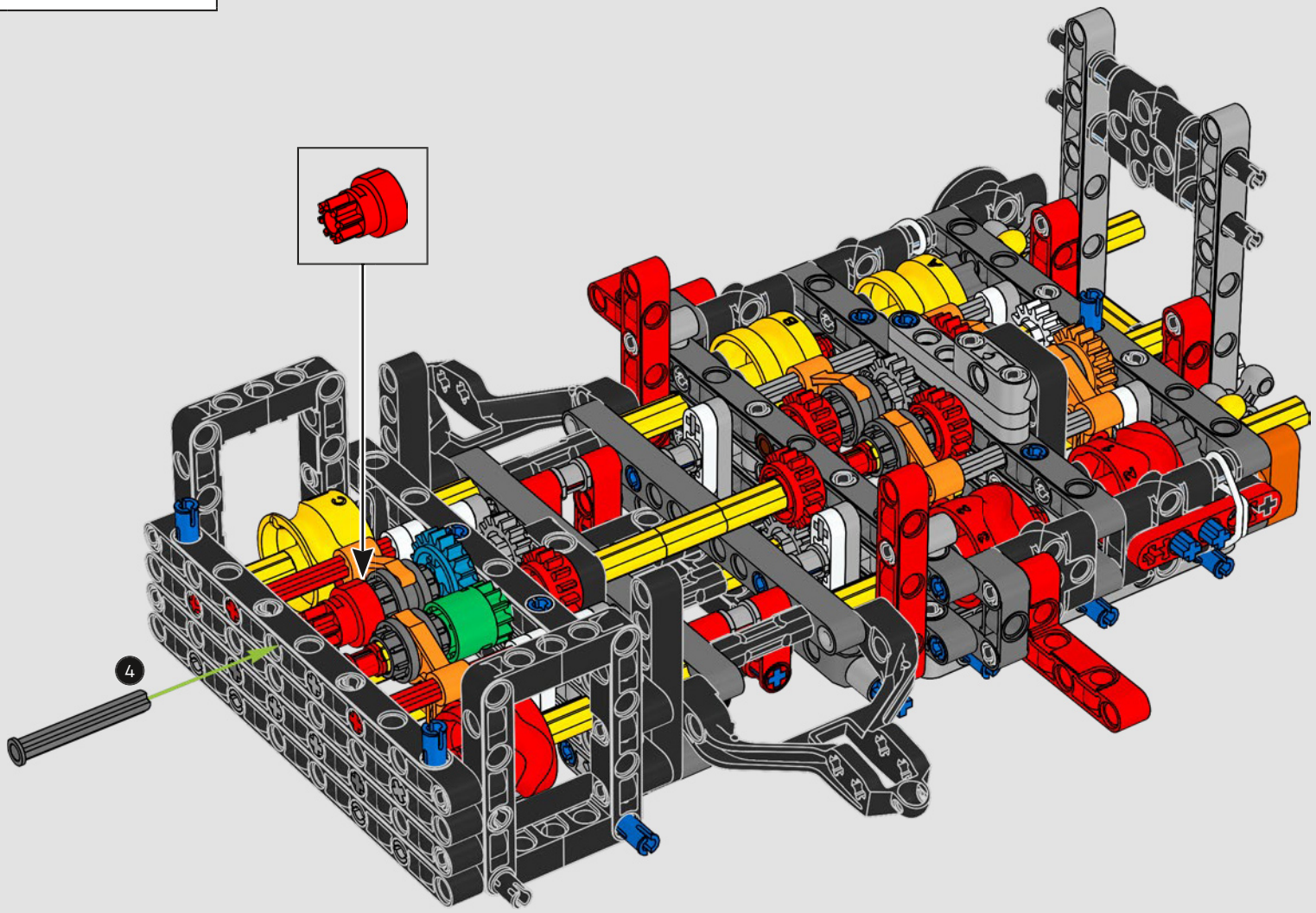

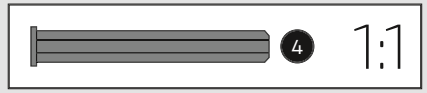

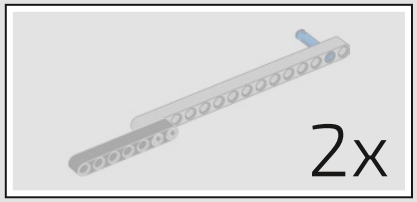

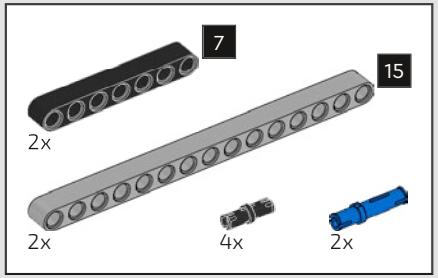

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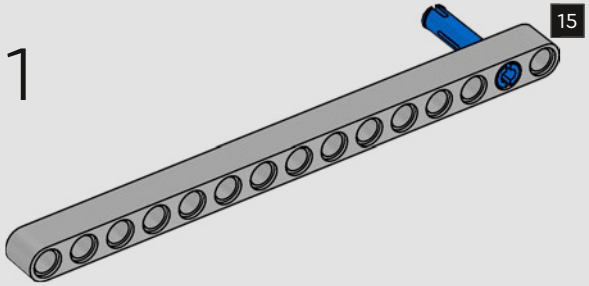

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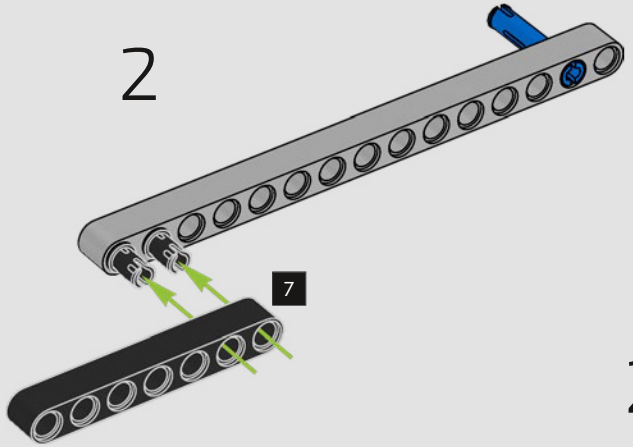

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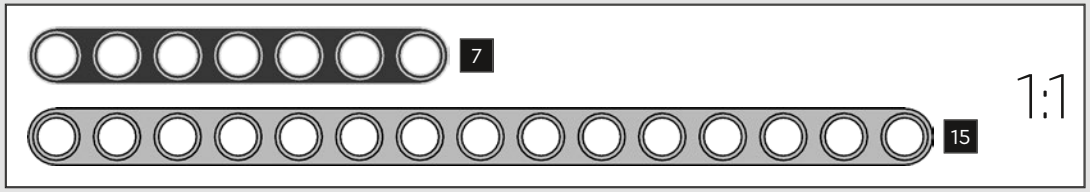

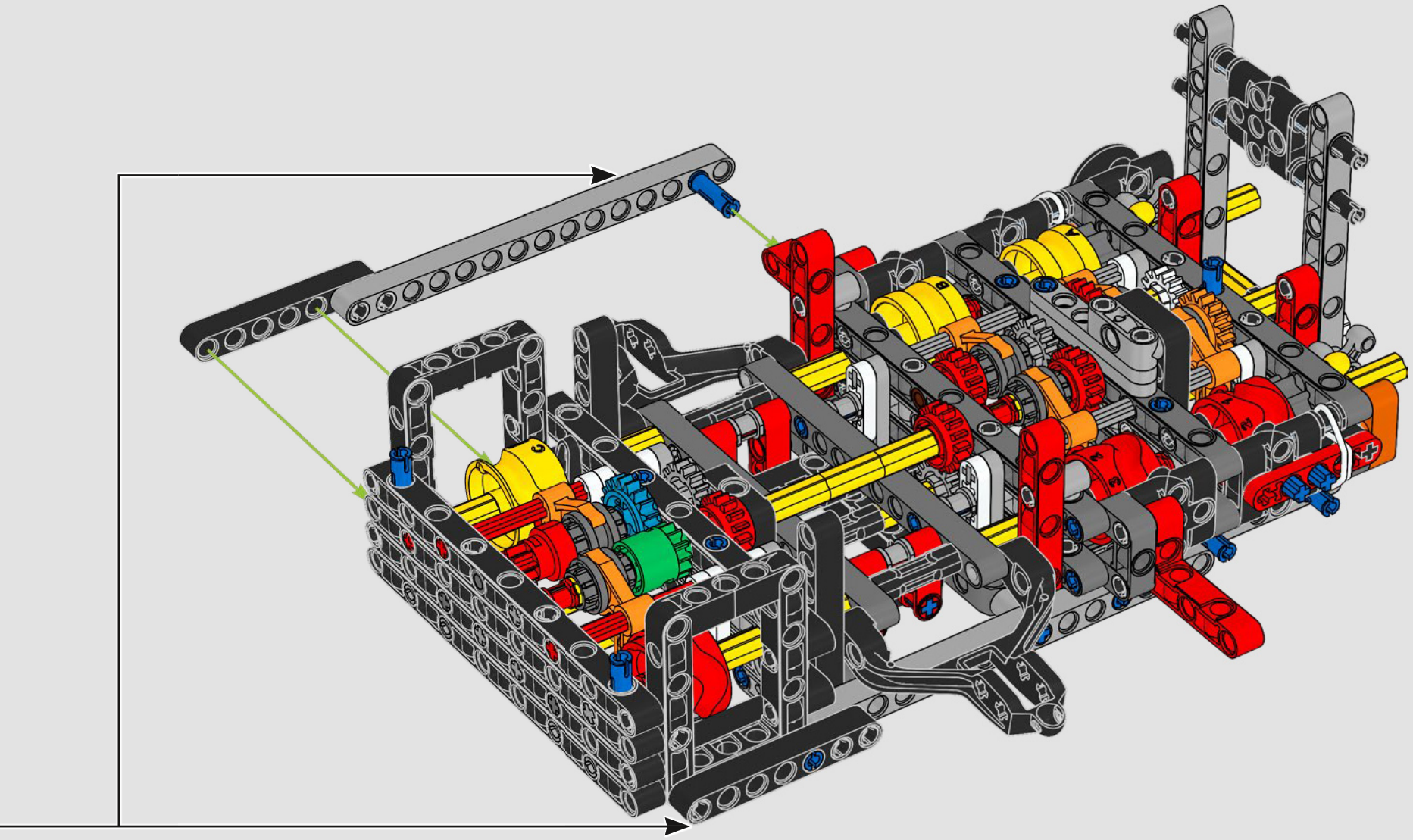


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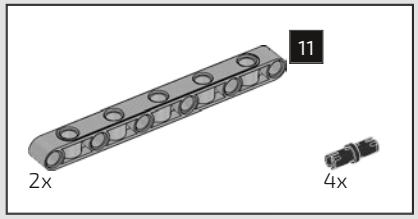

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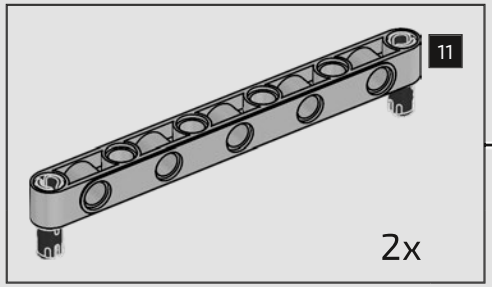

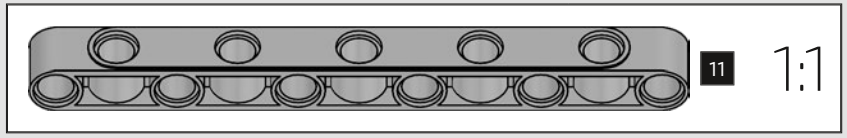



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119

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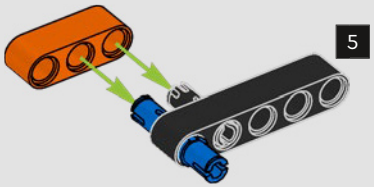

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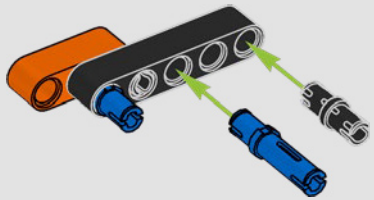

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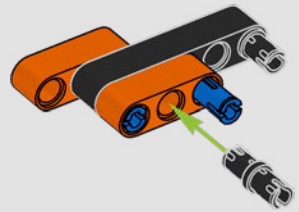

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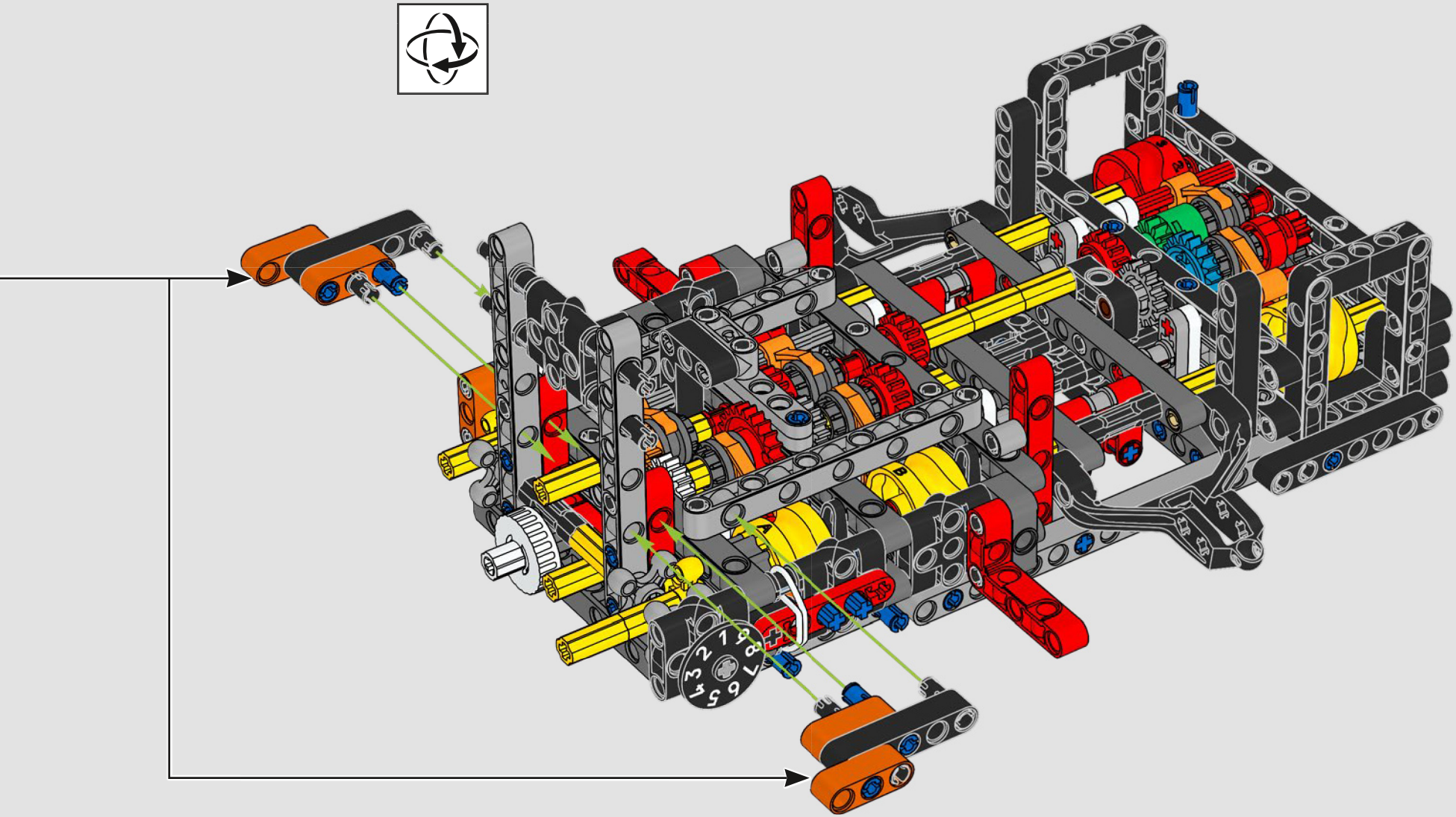

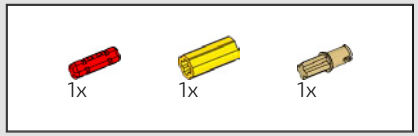

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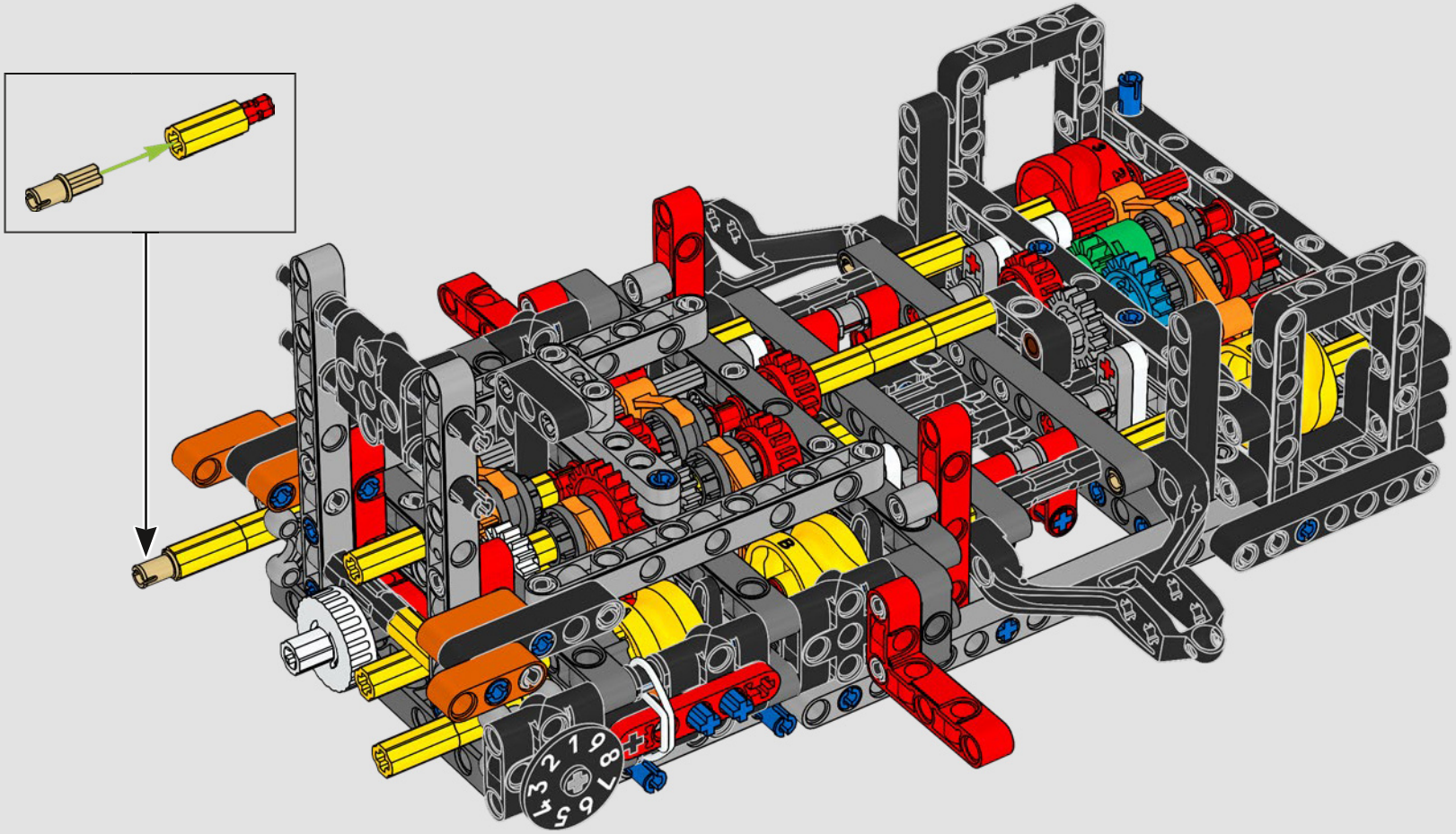

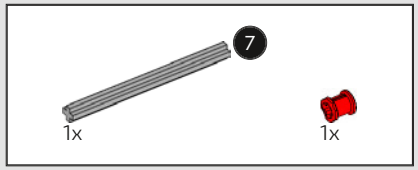

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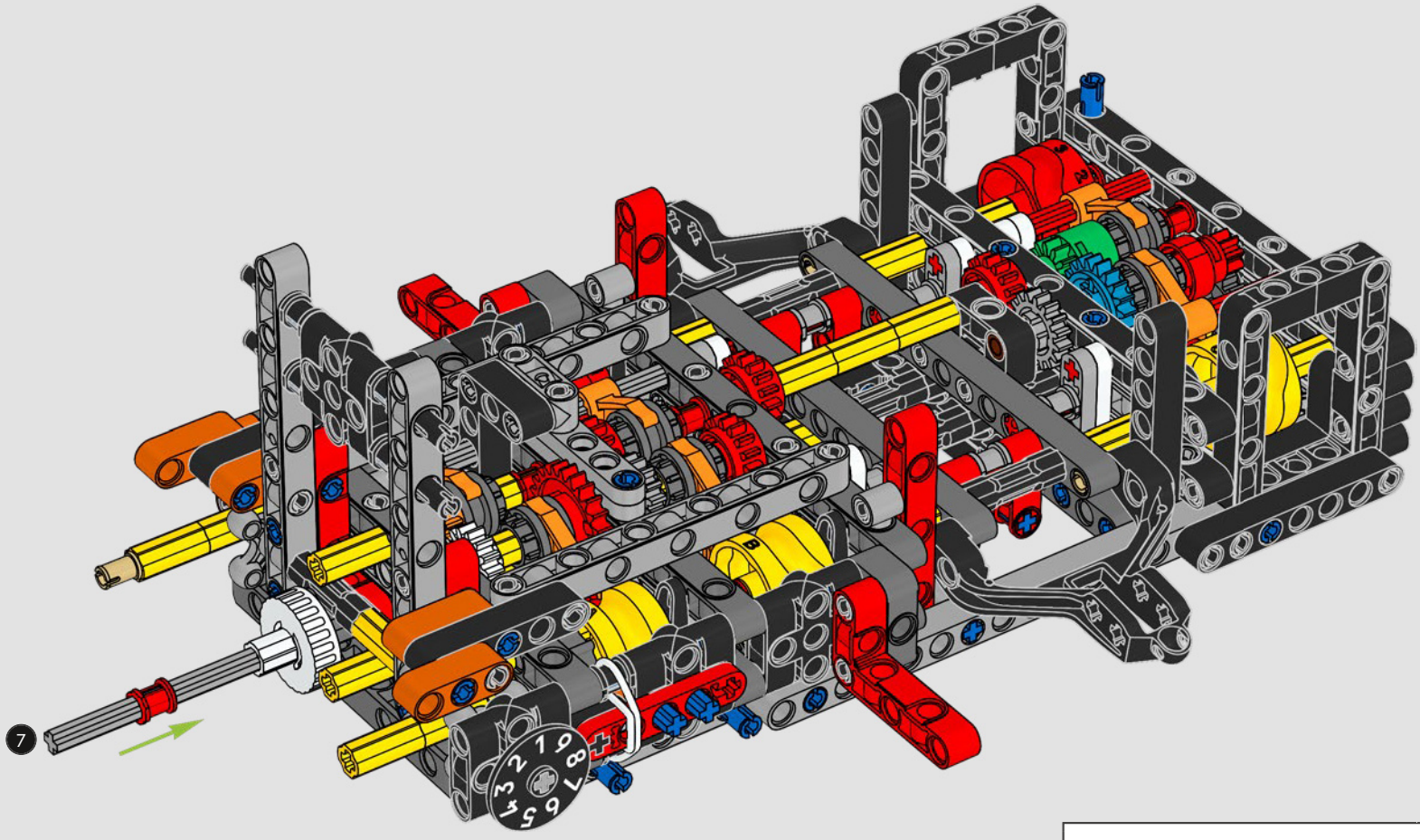

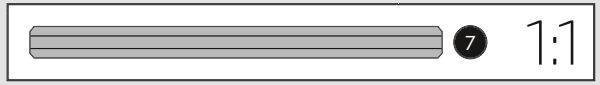

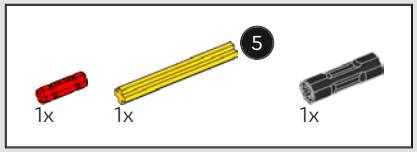

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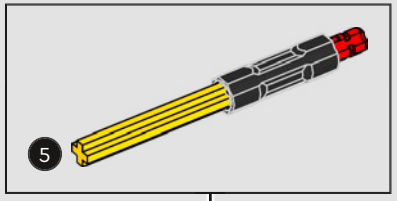

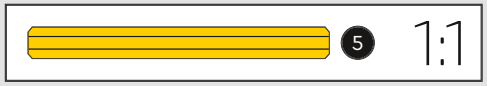

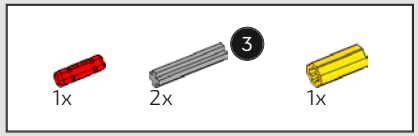

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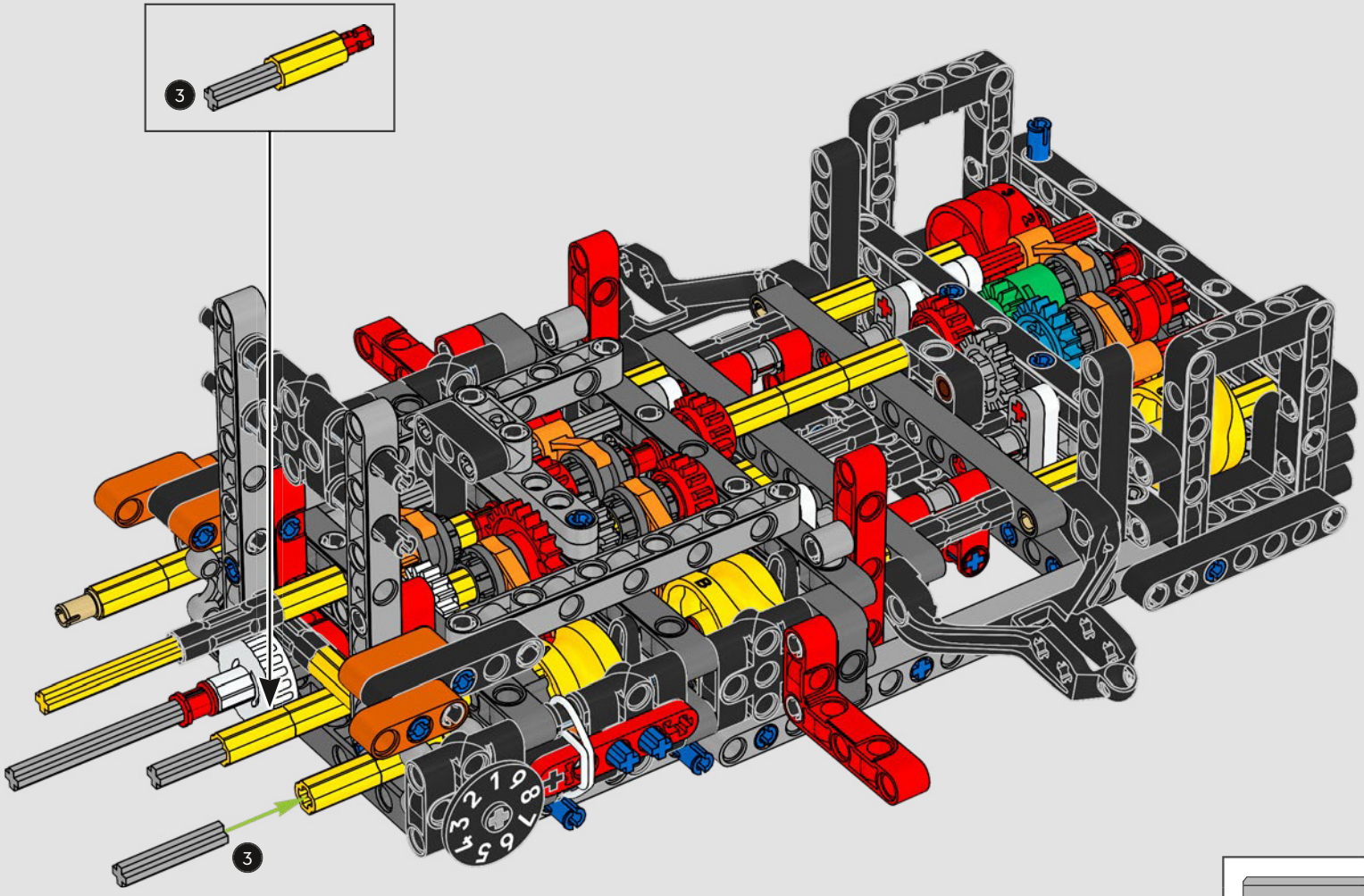

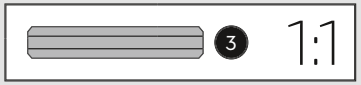

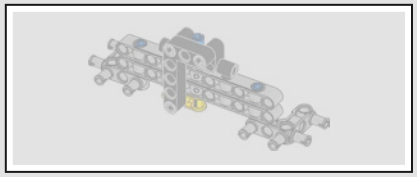

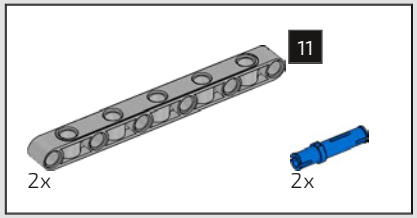

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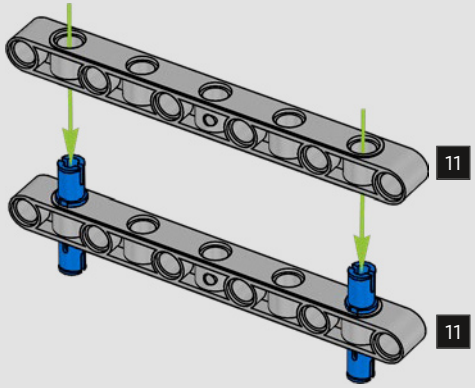

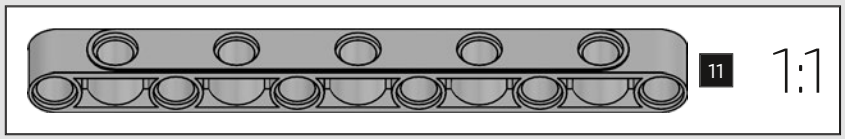

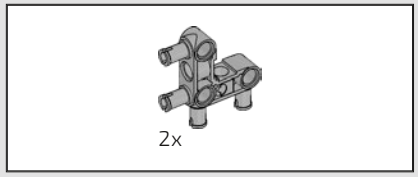

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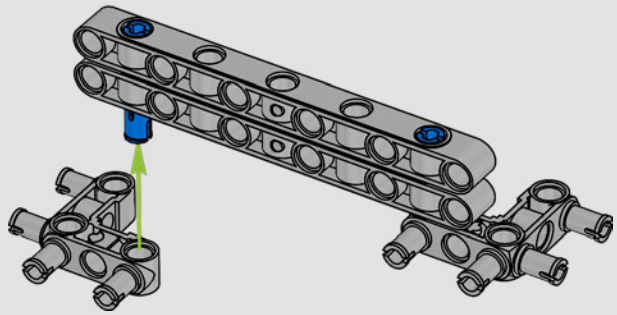



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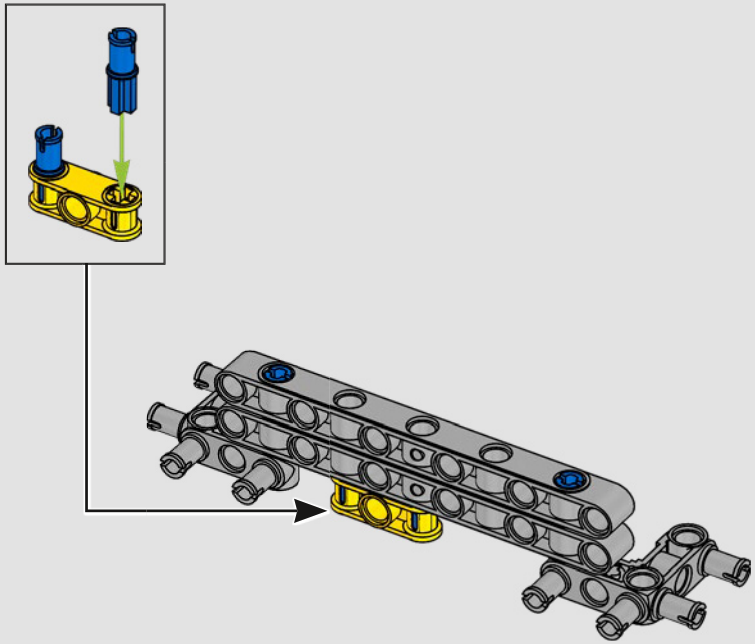



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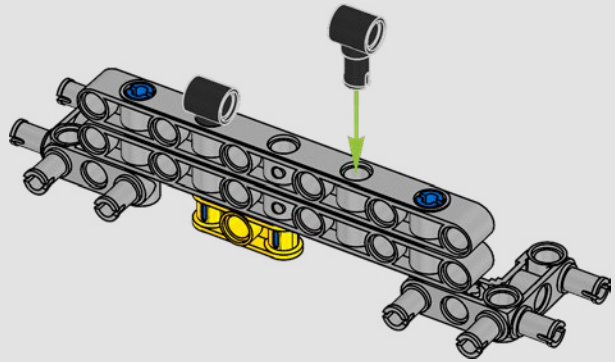

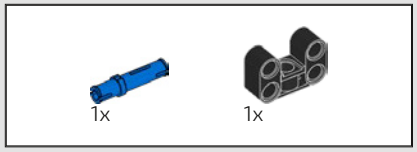

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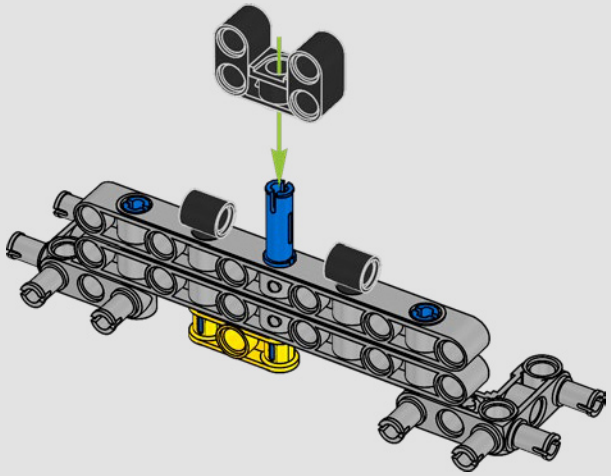

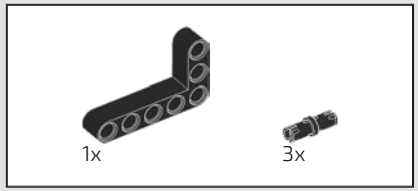

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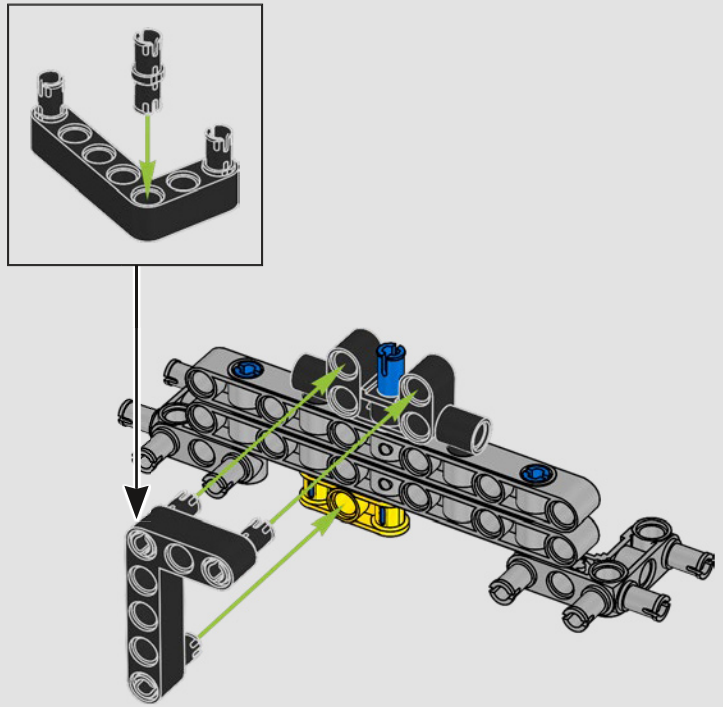

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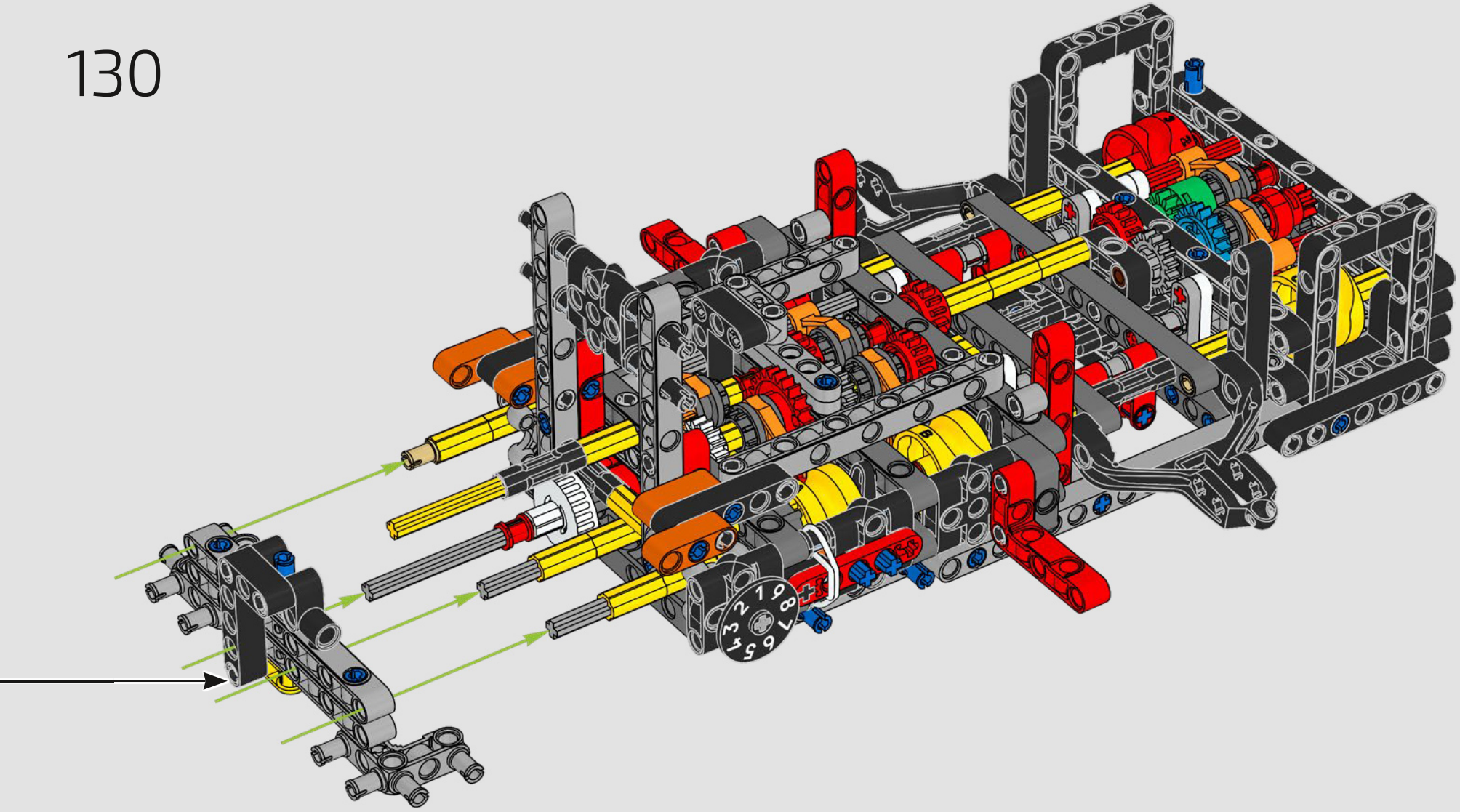

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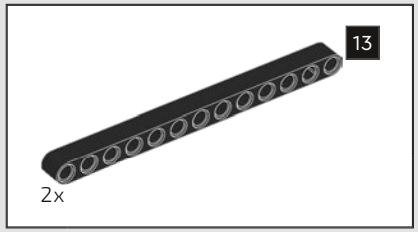

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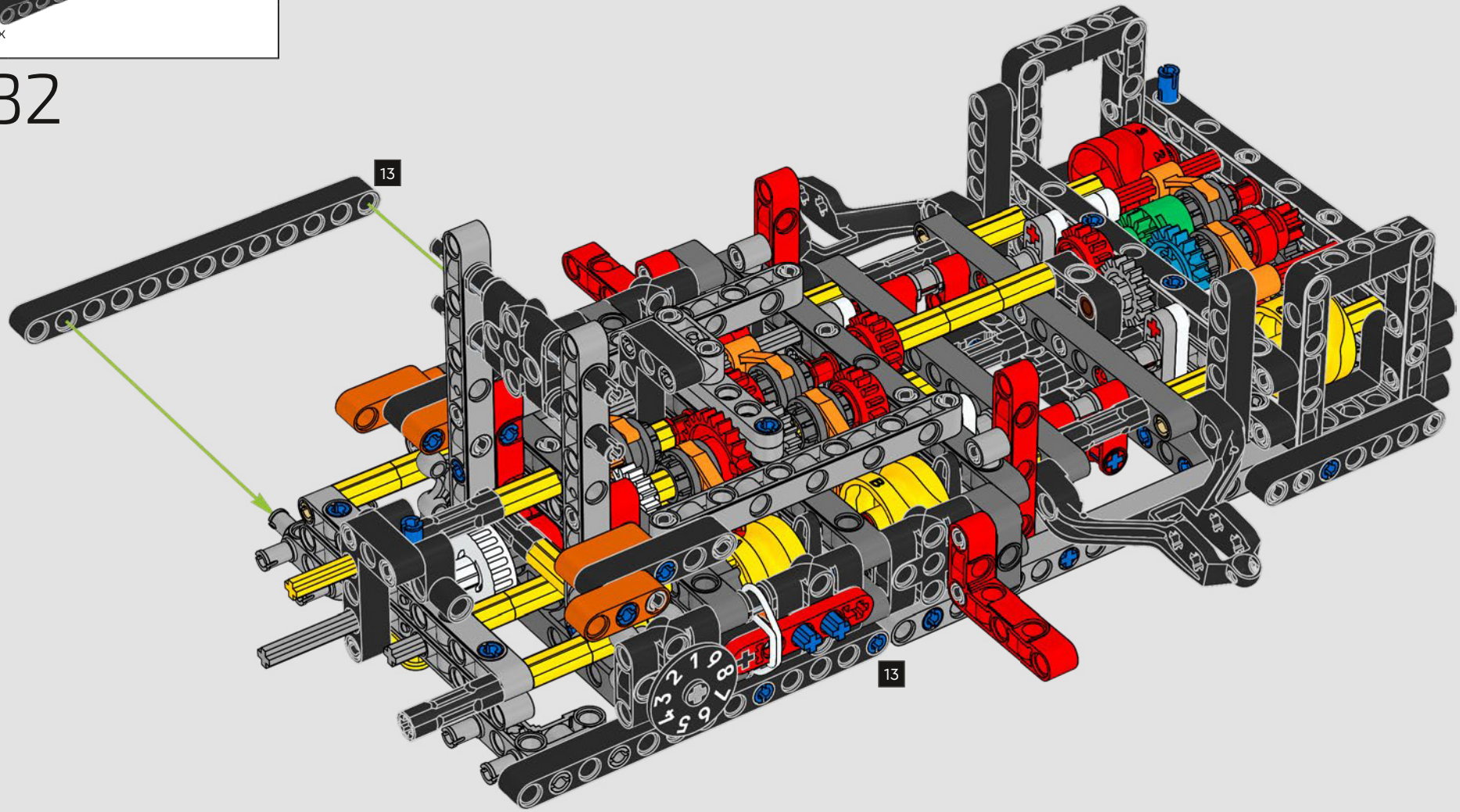

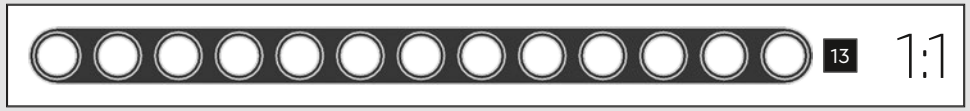

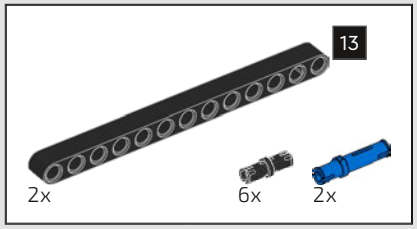

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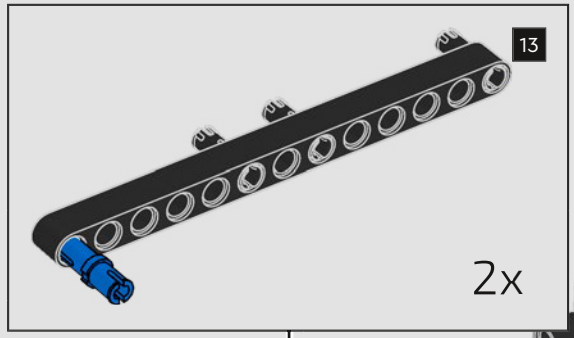

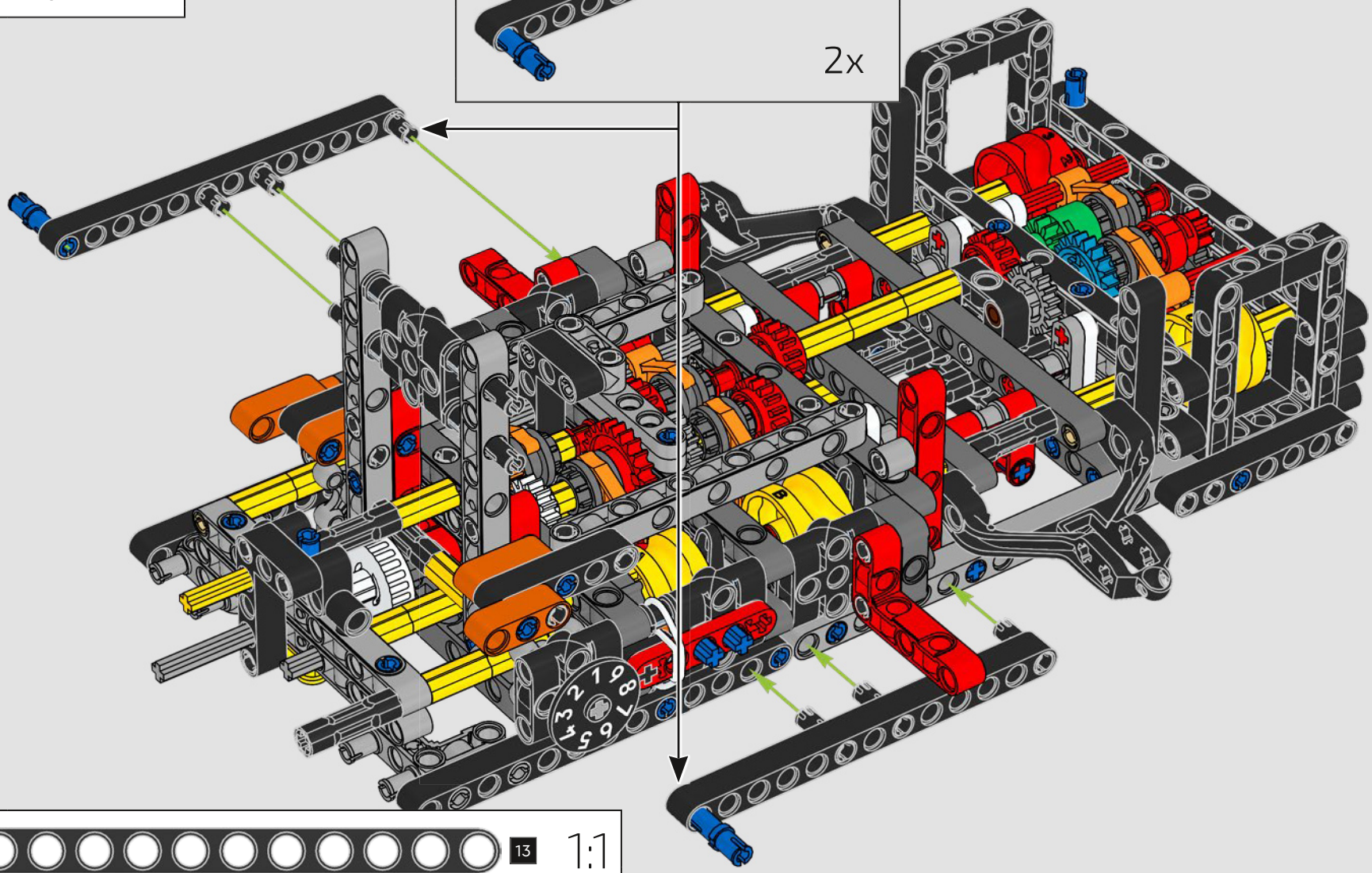

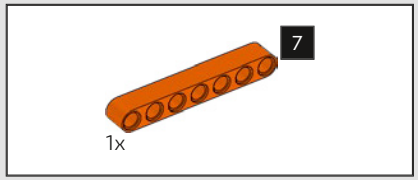

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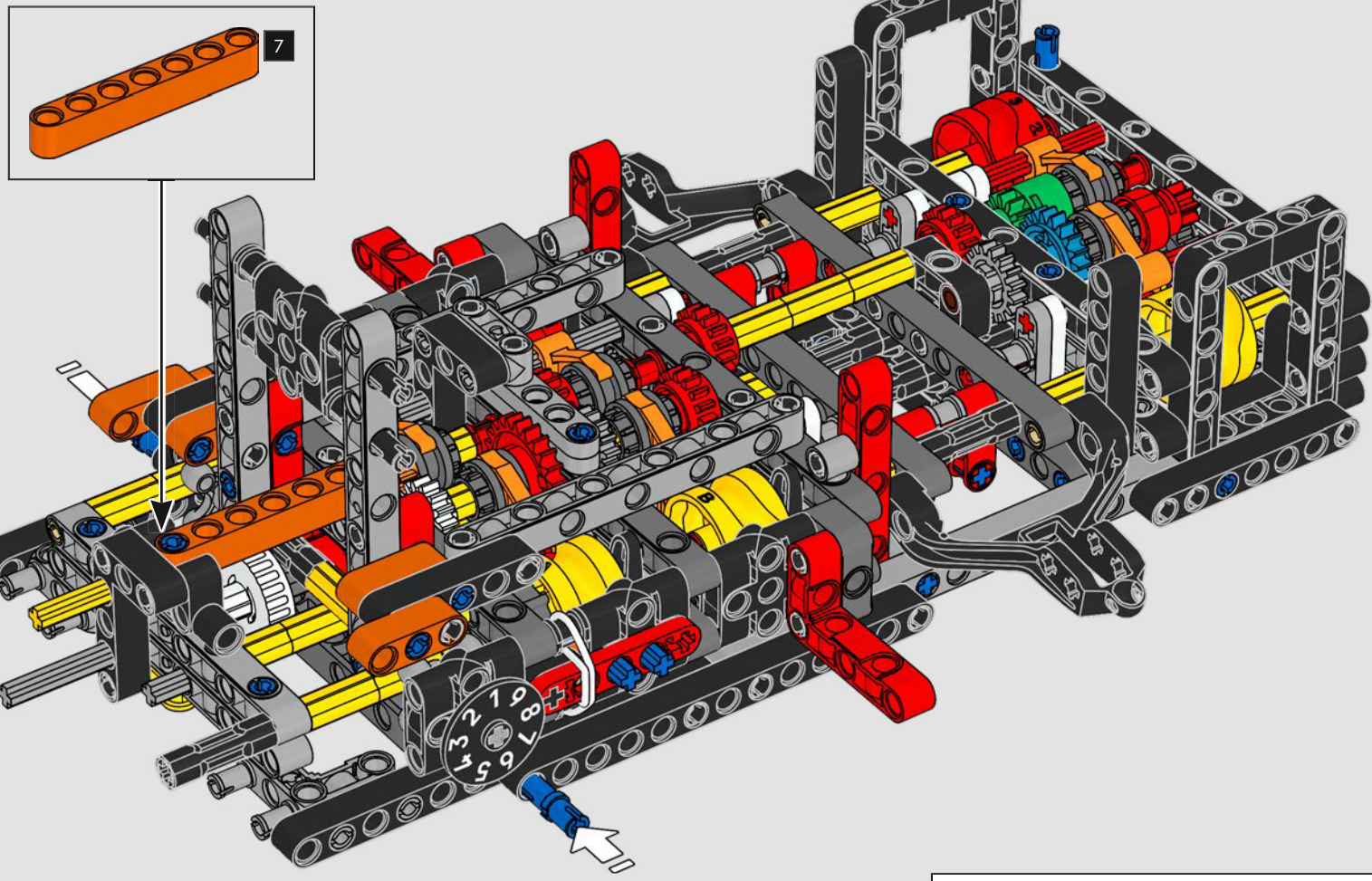

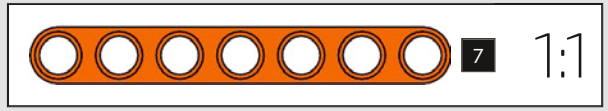

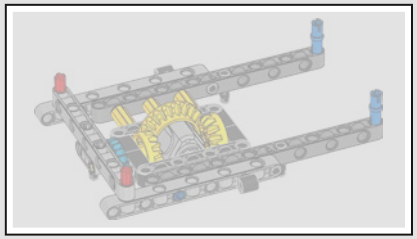

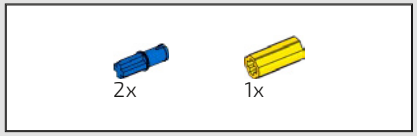

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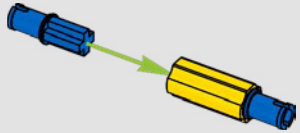

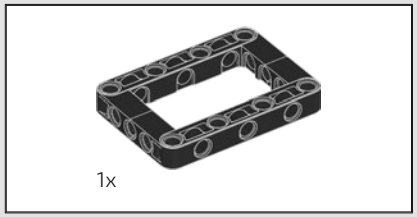

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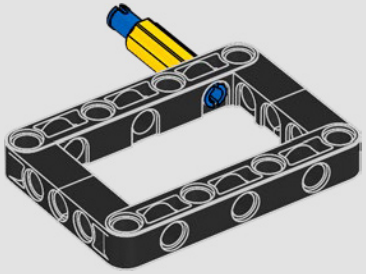

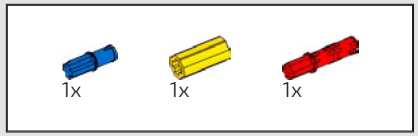

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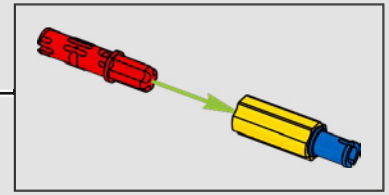

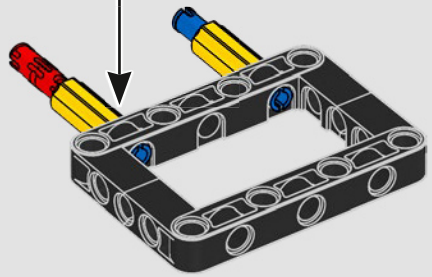

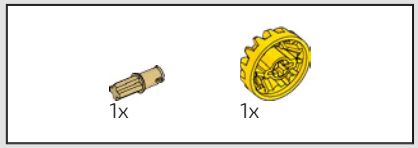

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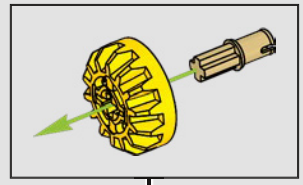

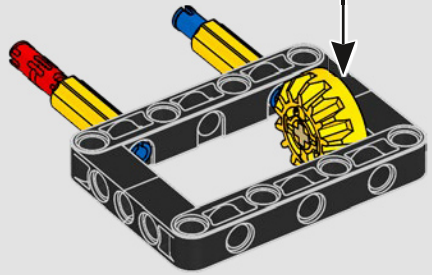

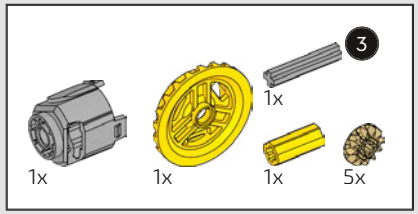

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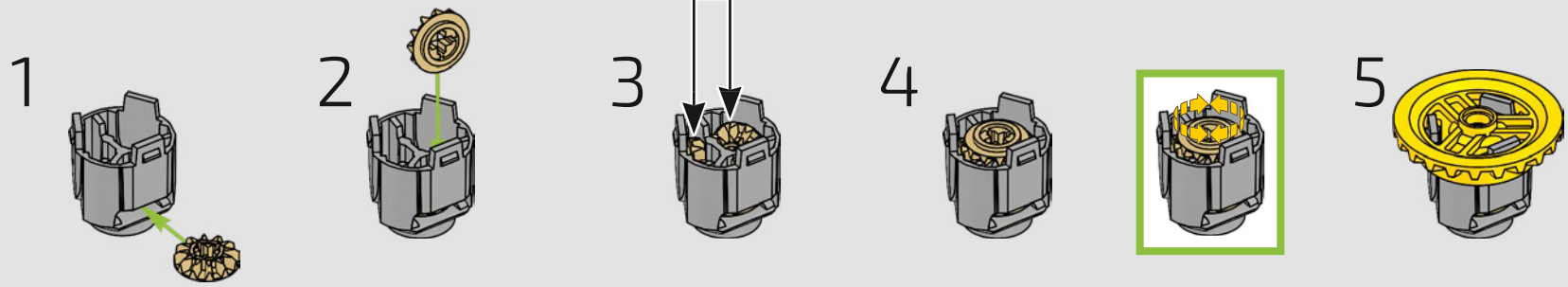

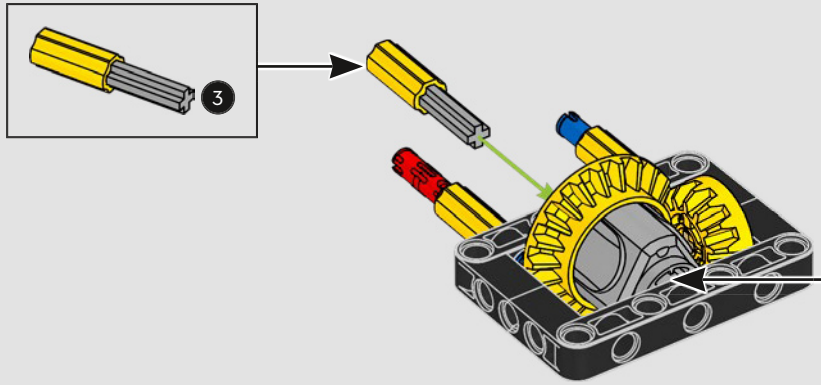

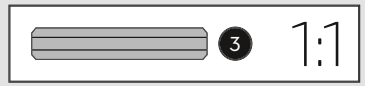

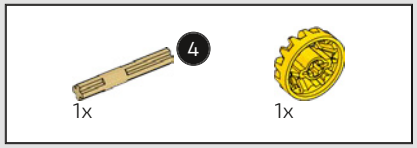

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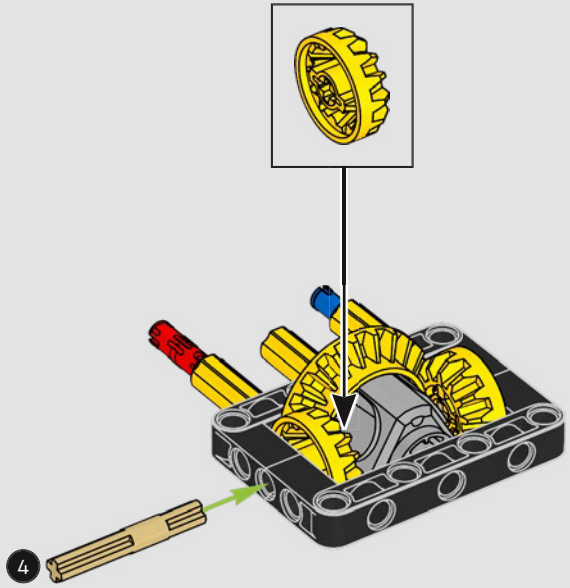

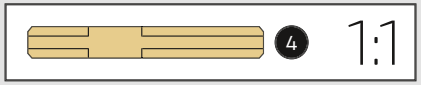

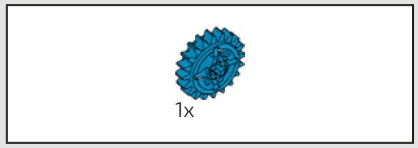

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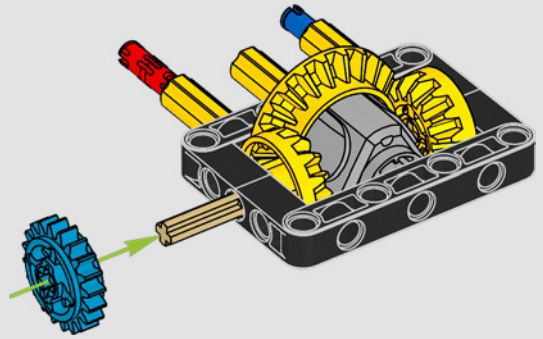

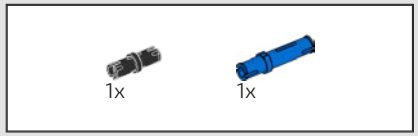

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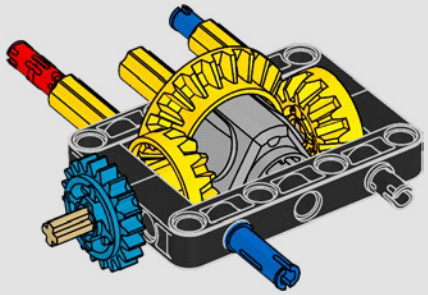

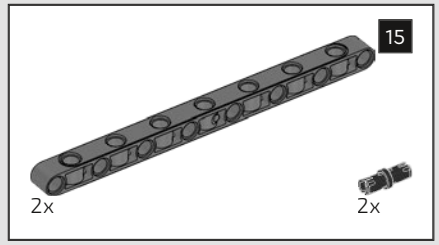

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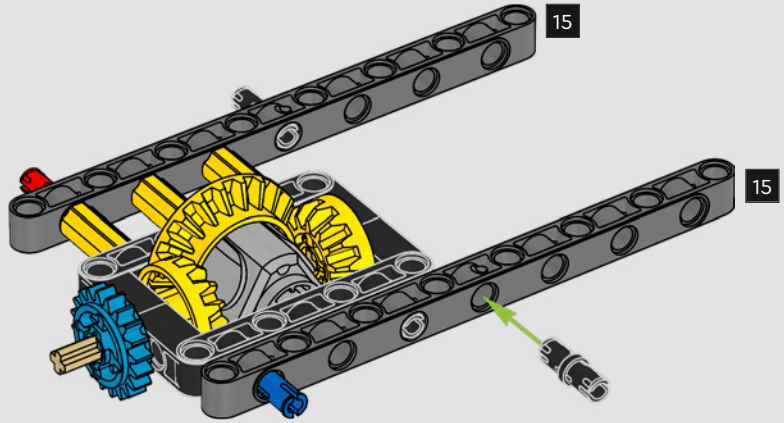

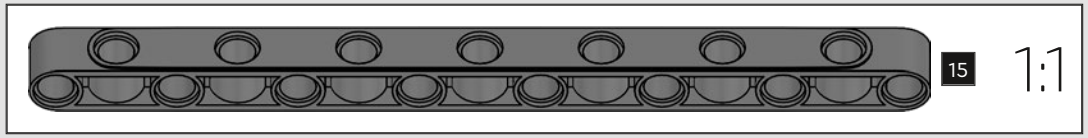

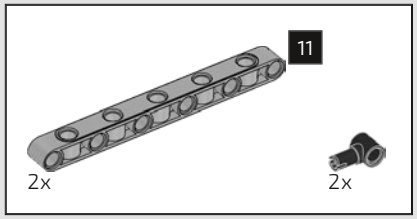

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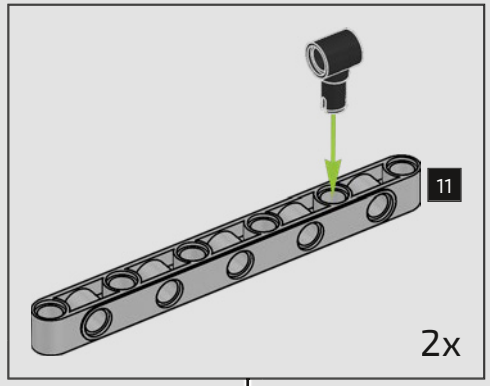

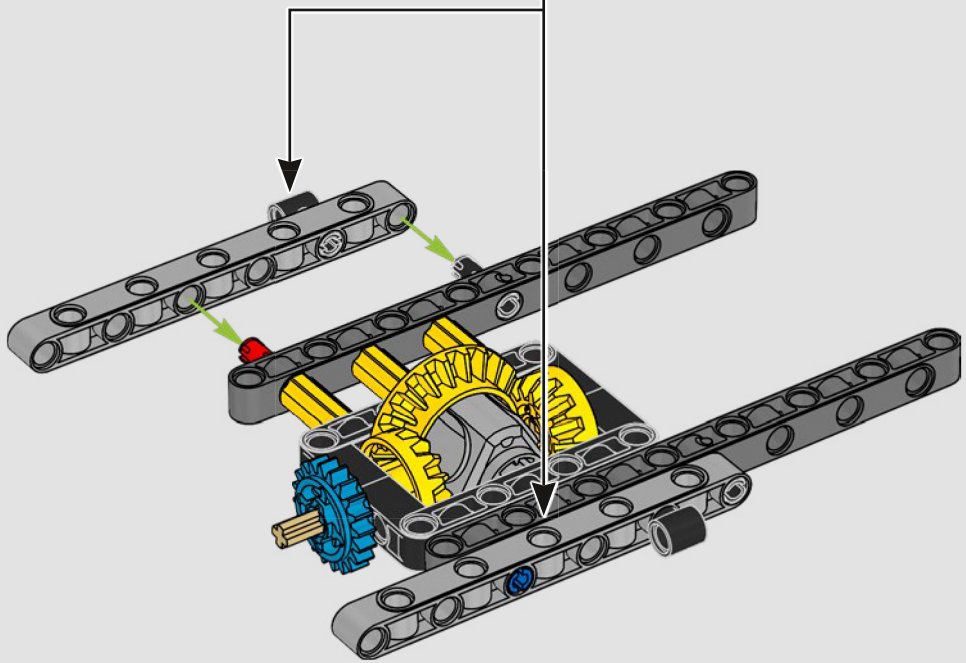

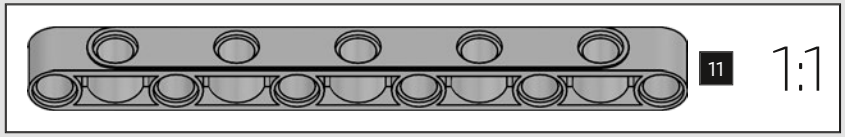

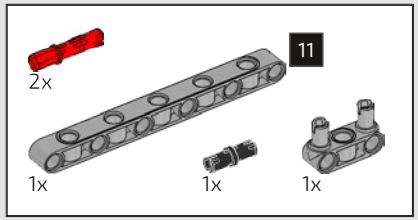

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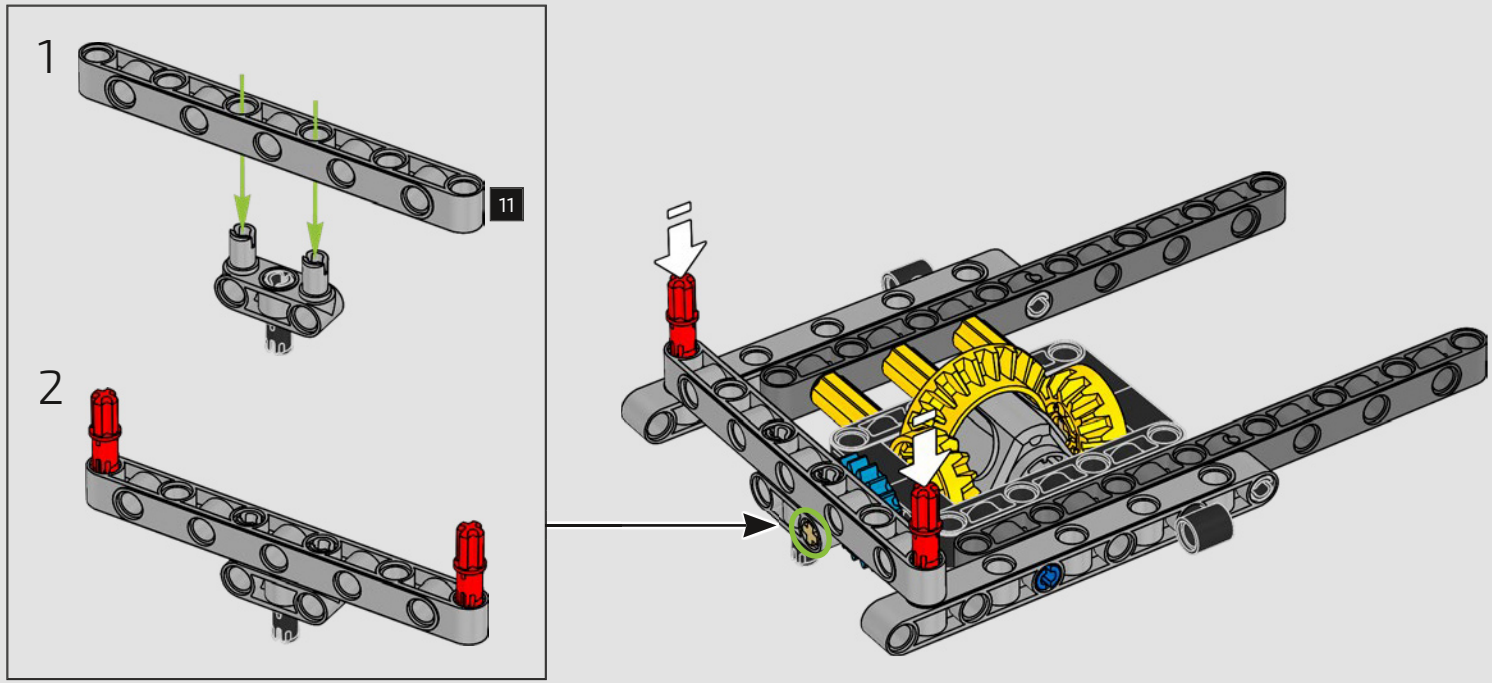

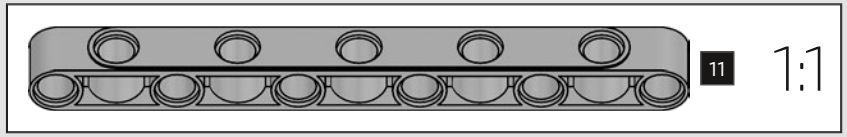

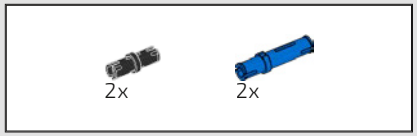

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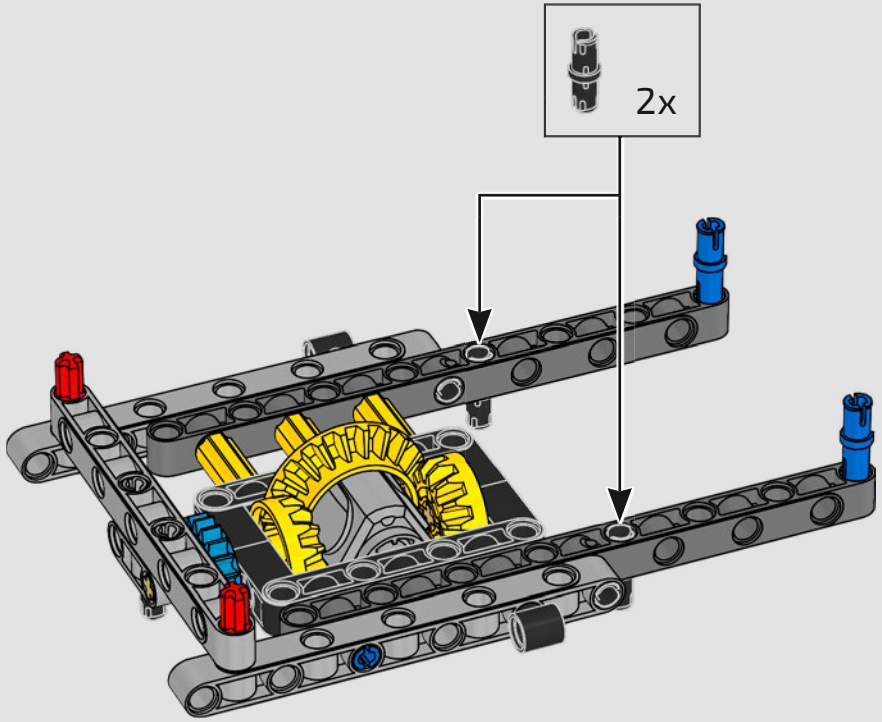

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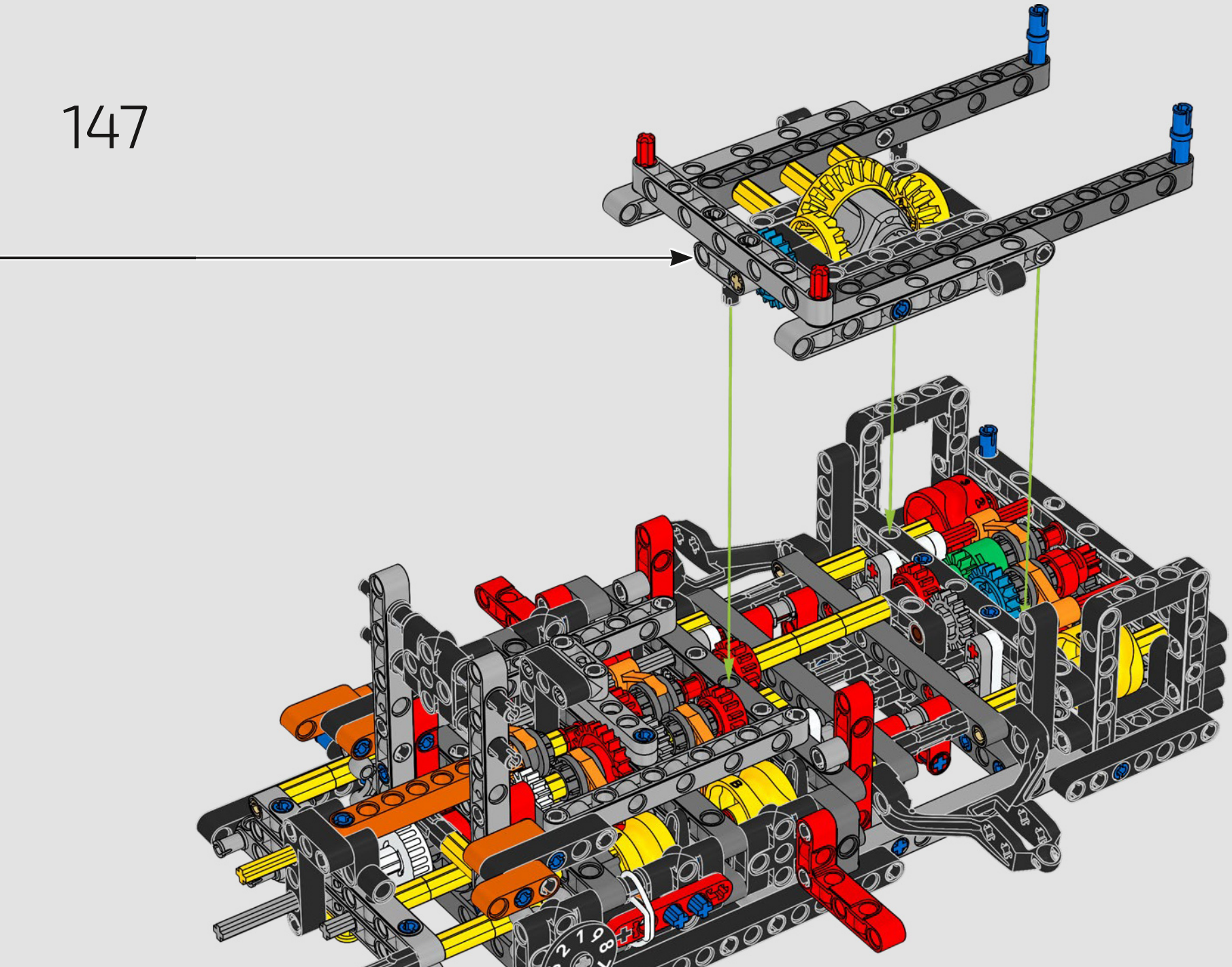

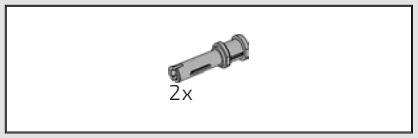

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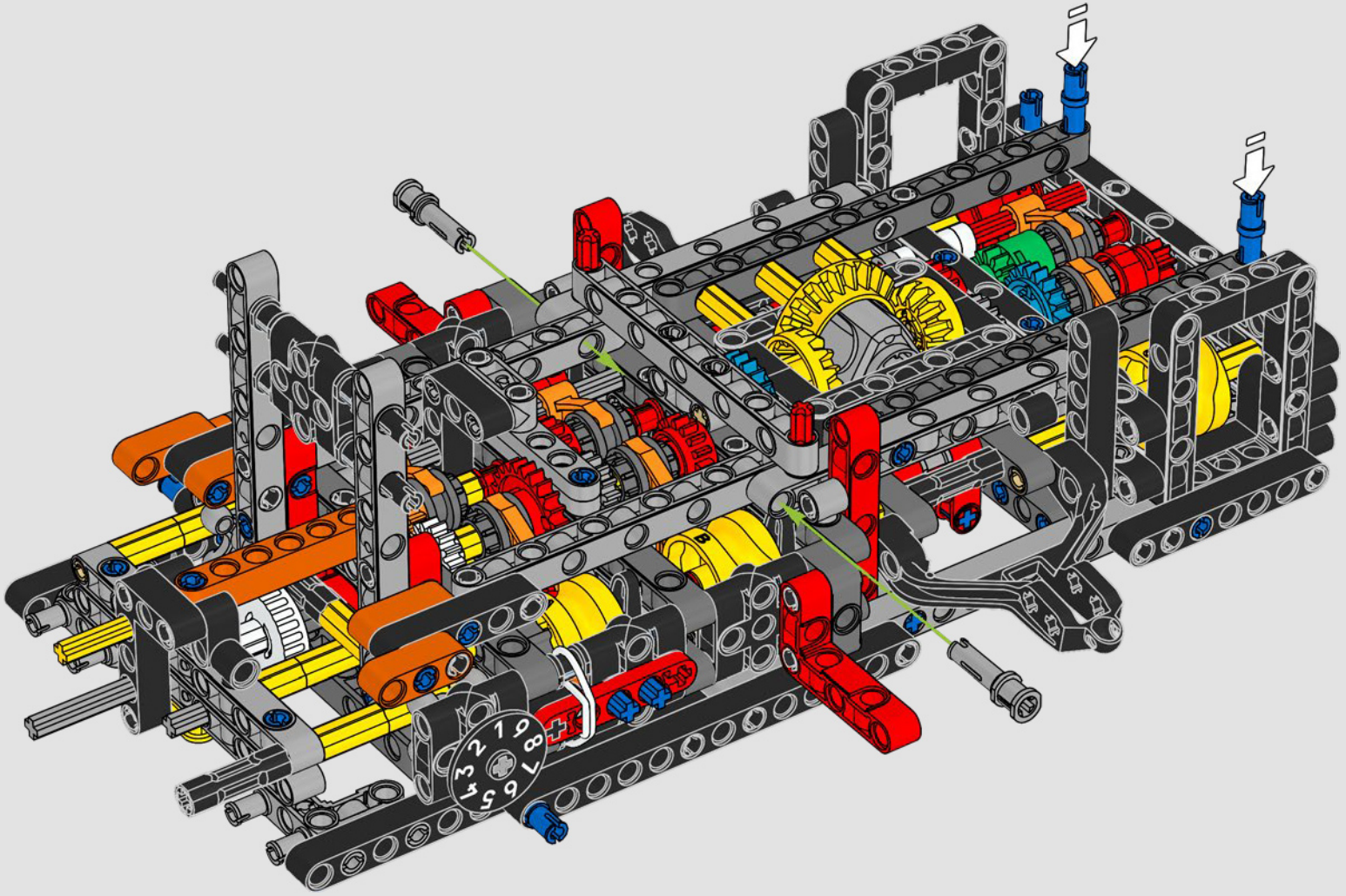

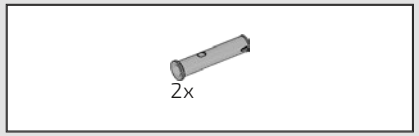

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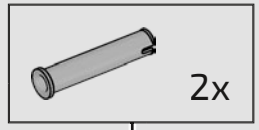

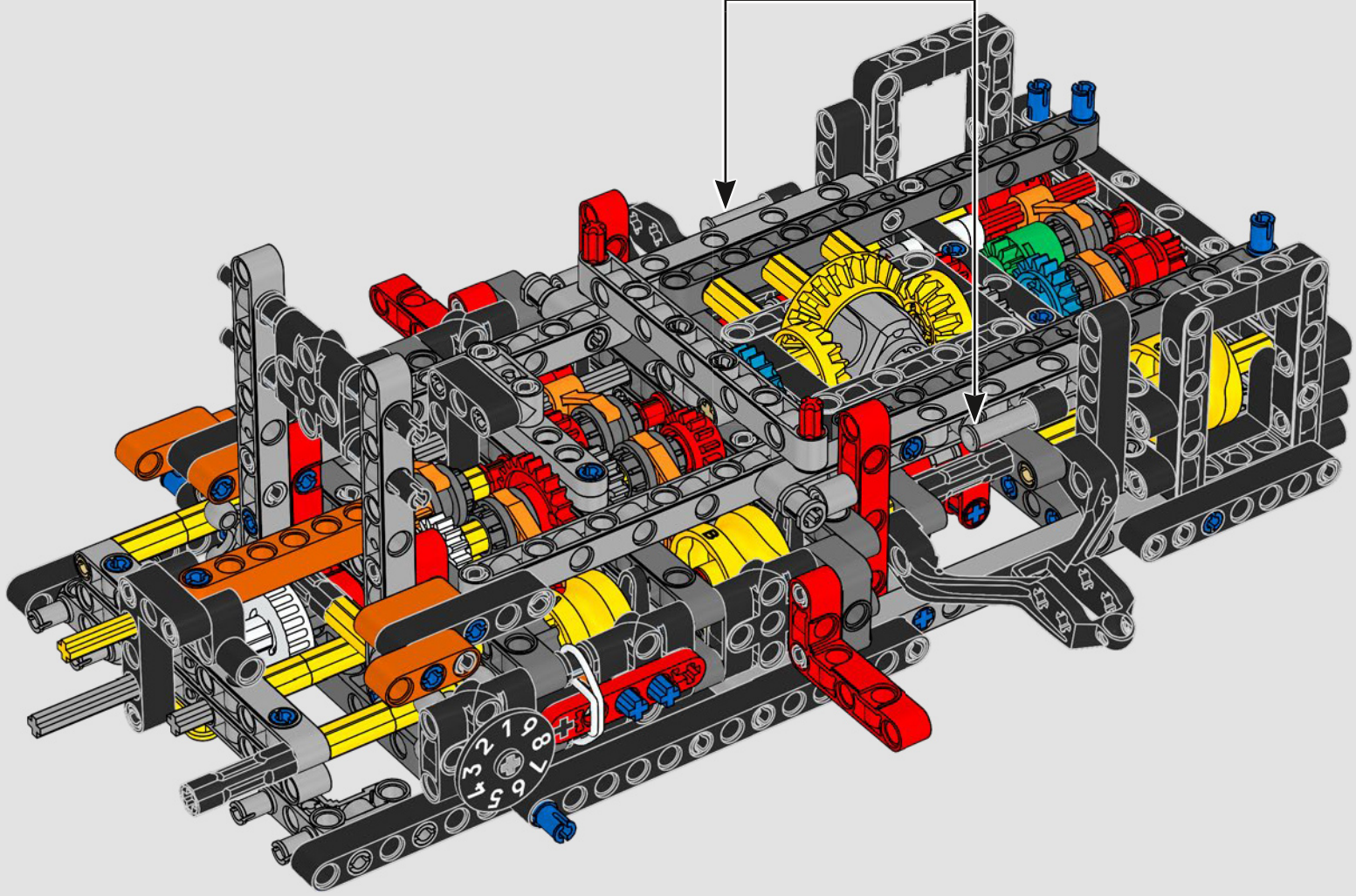

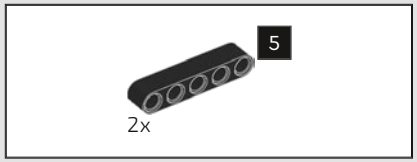

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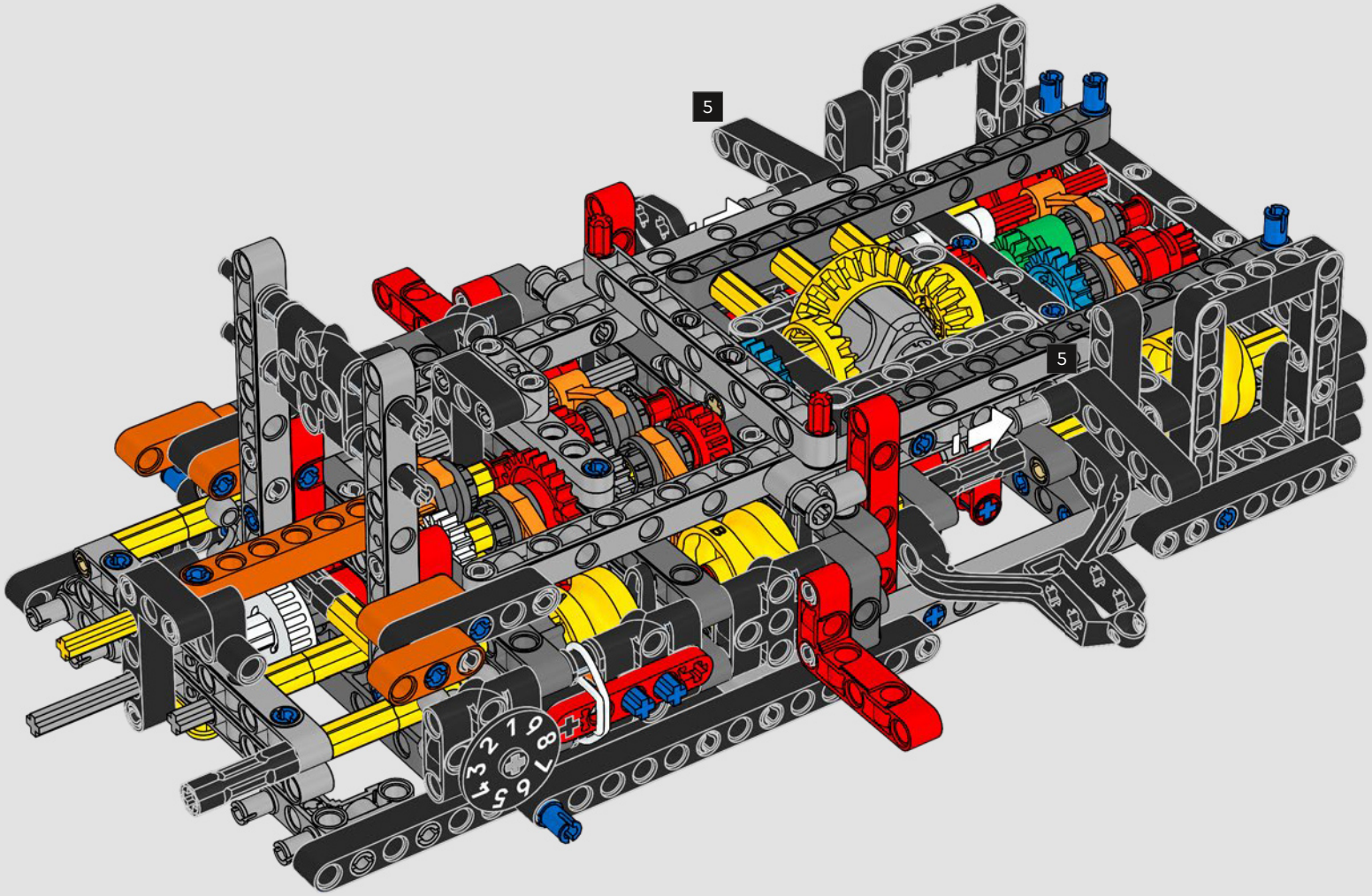

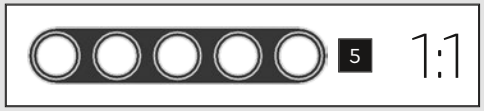

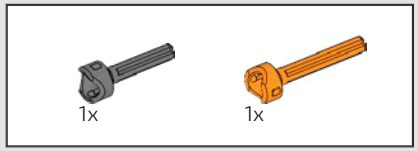

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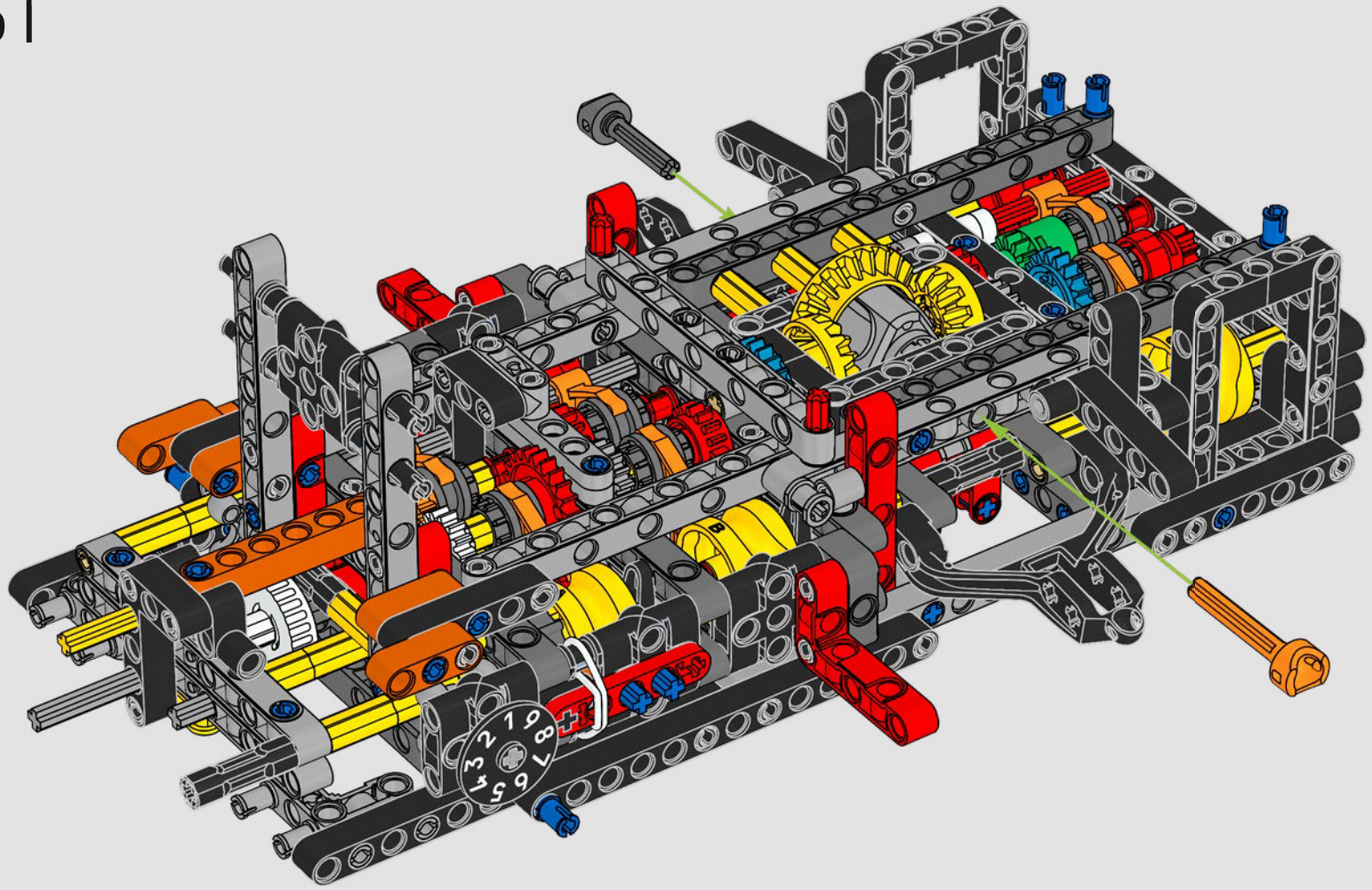

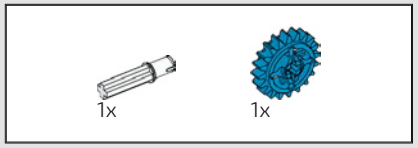

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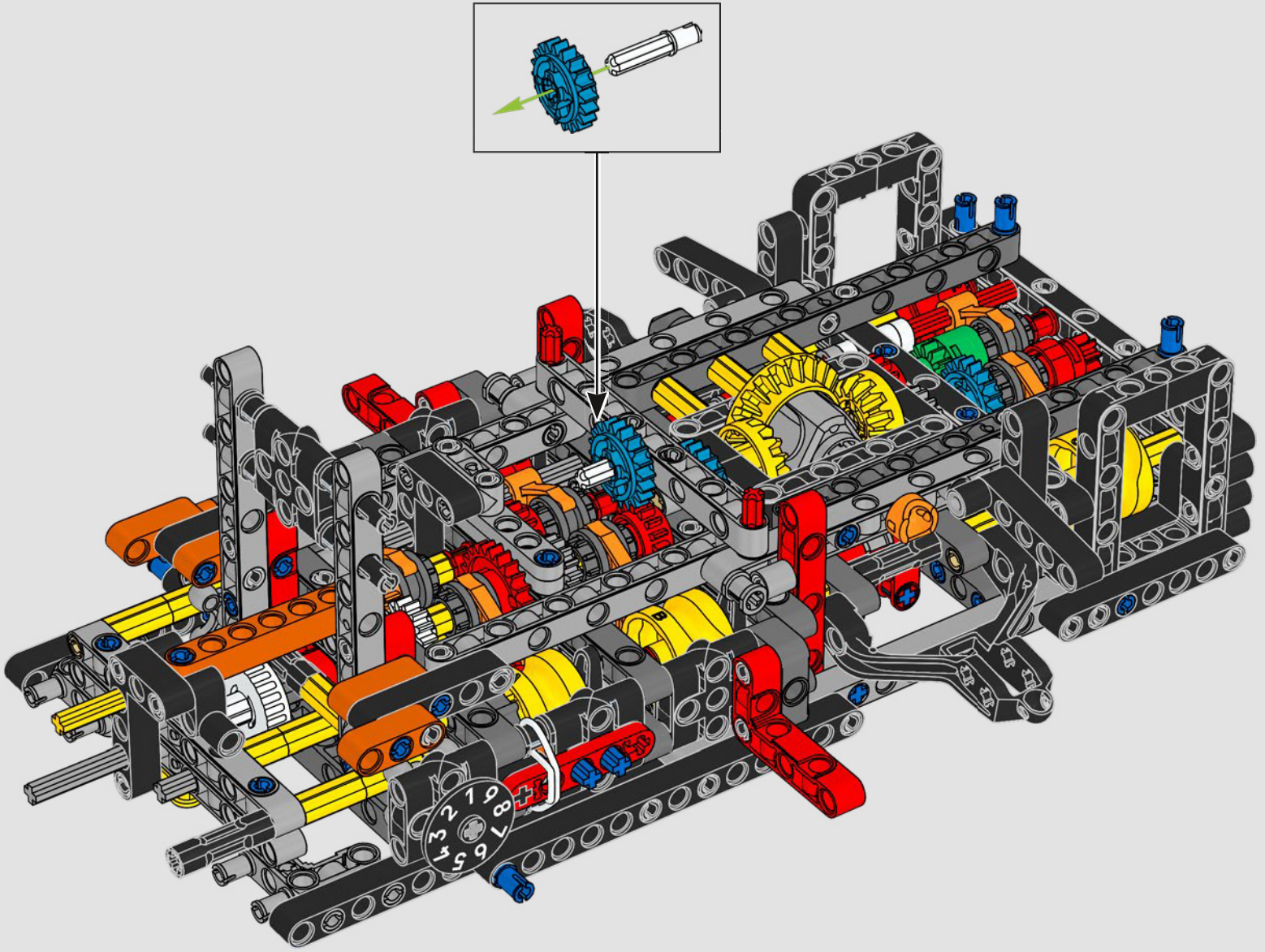

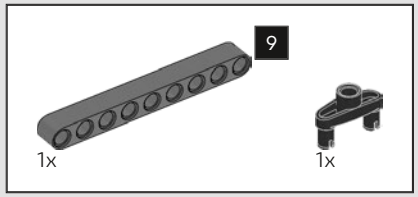

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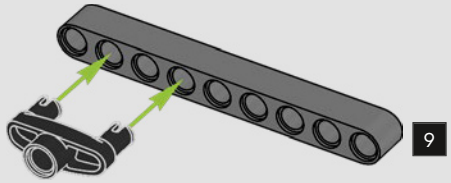



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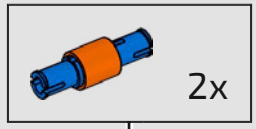

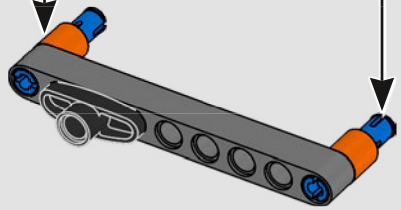

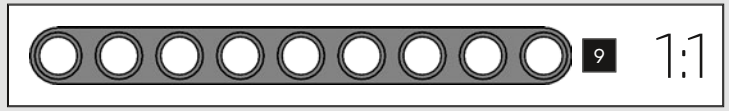

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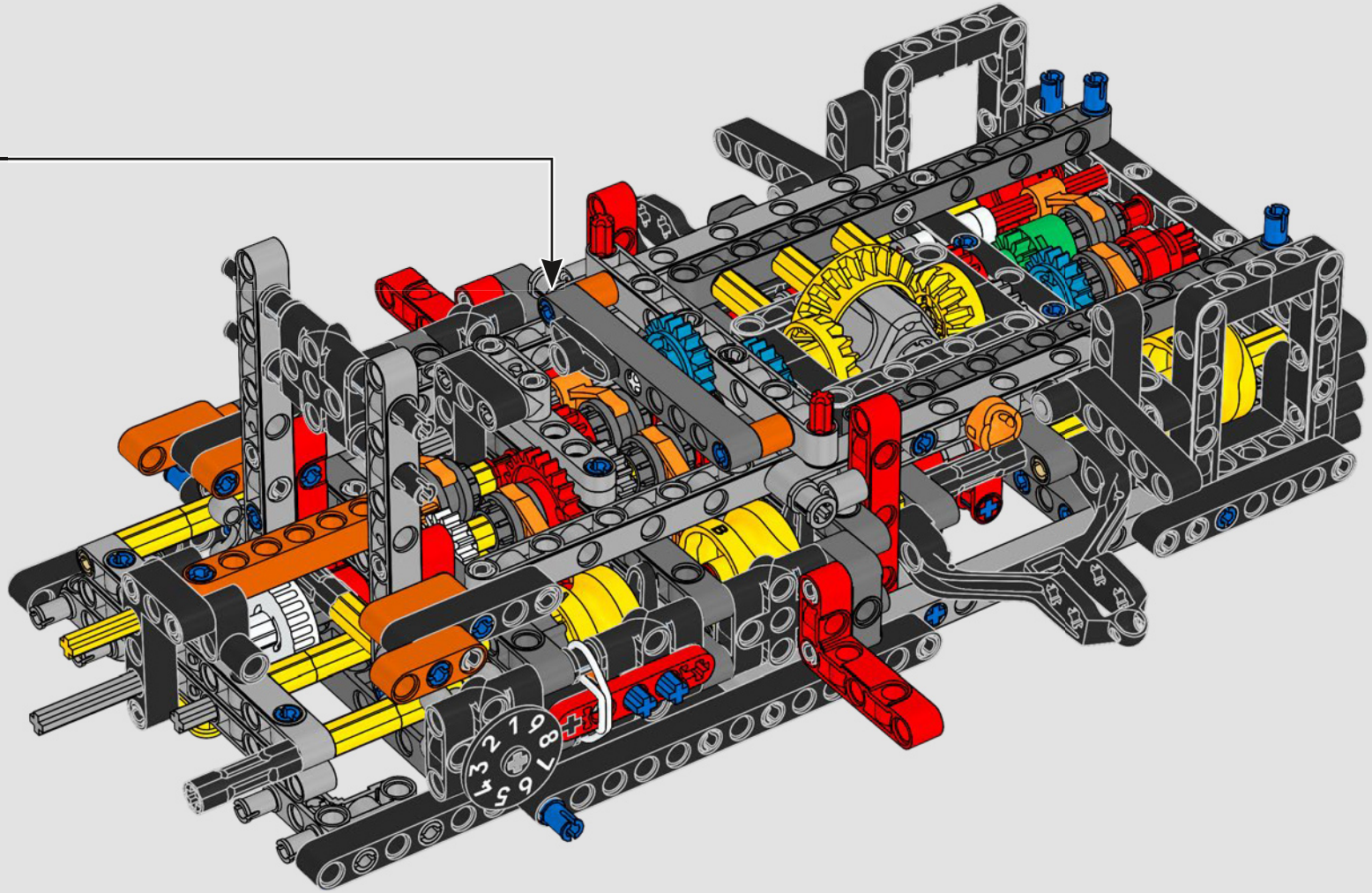

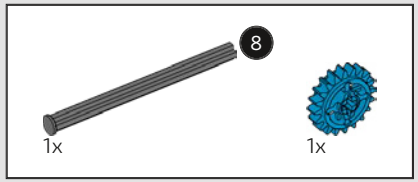

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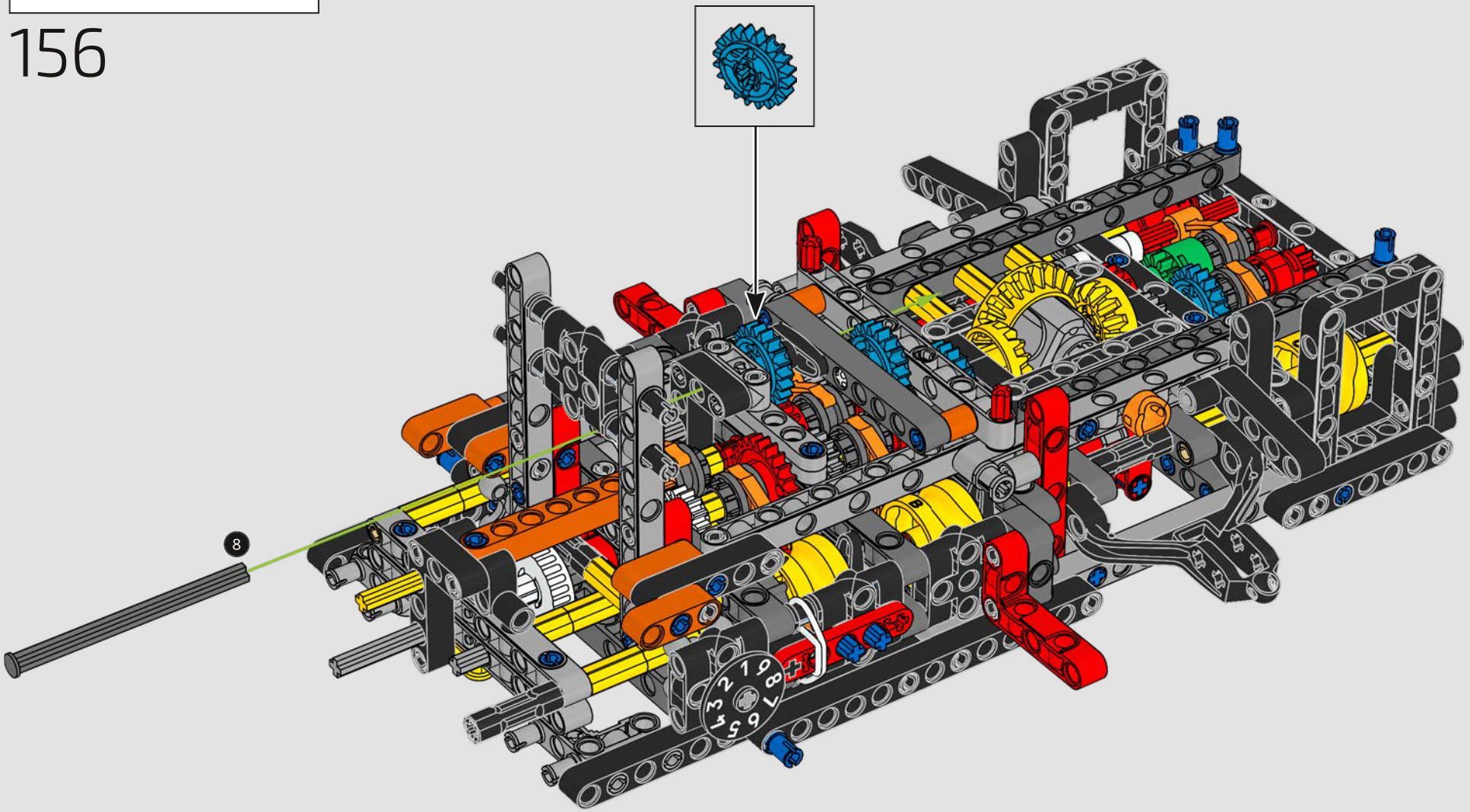

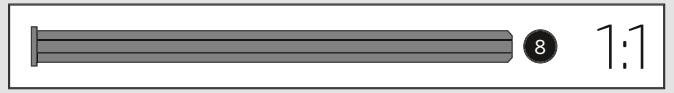

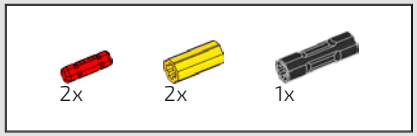

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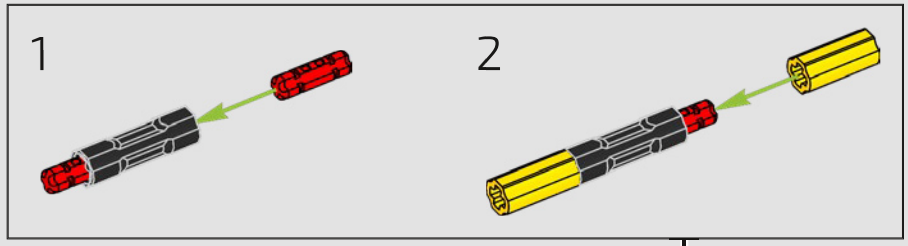

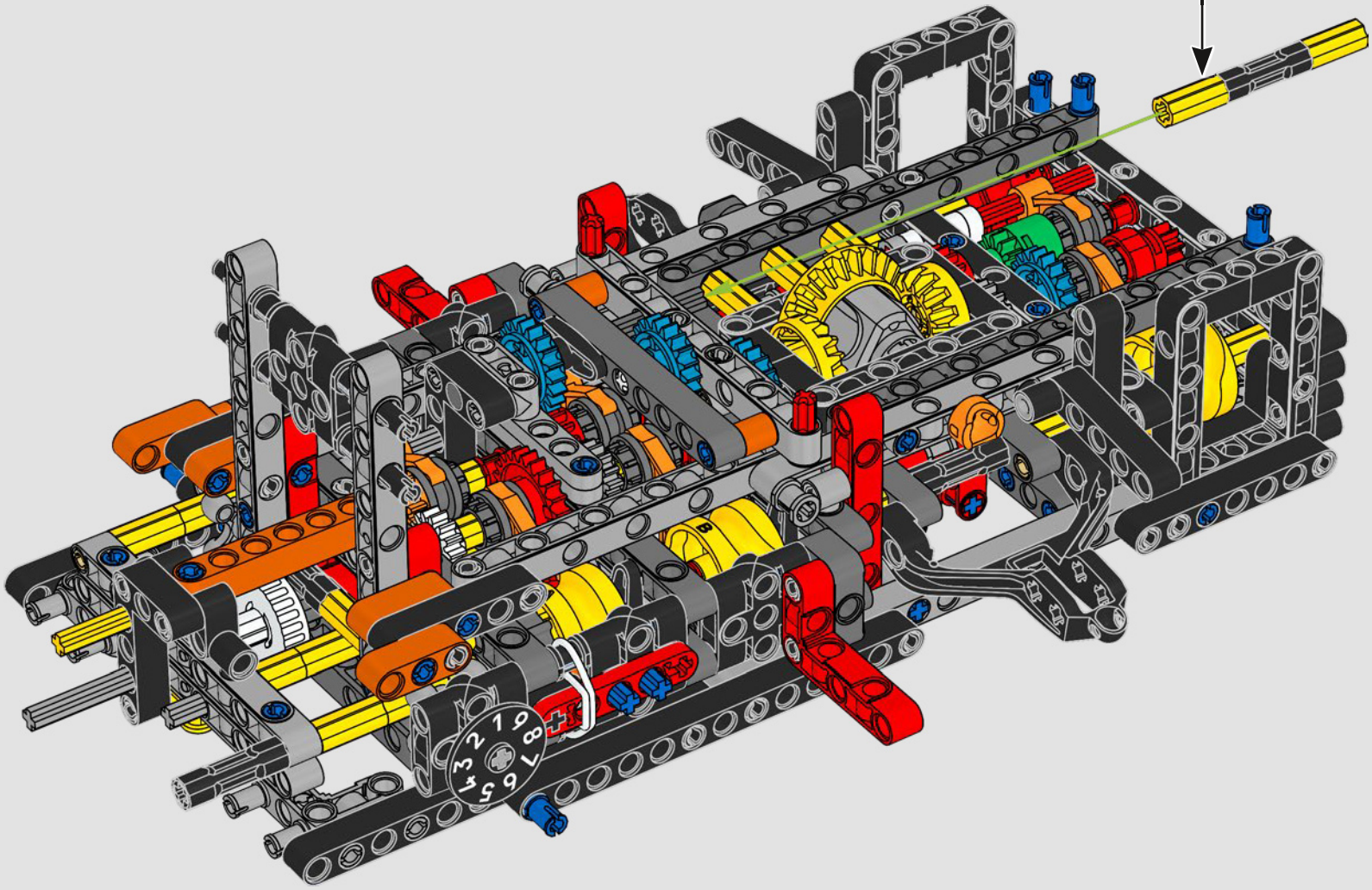

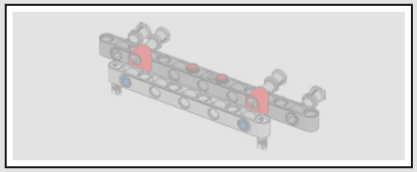

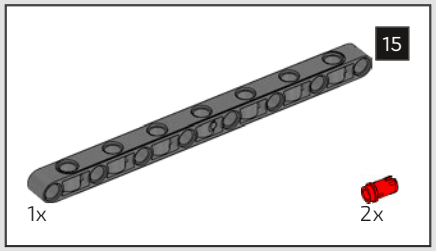

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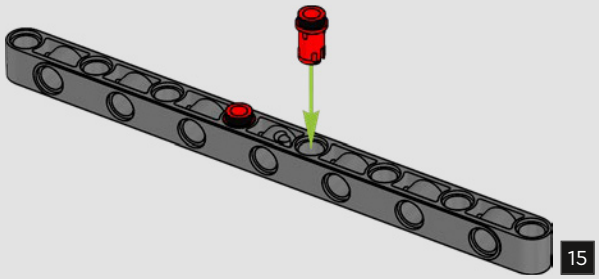

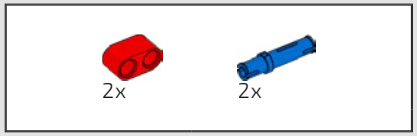

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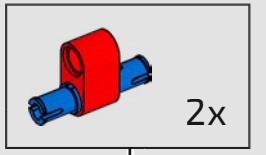

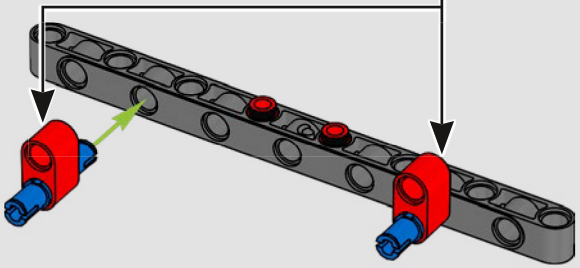

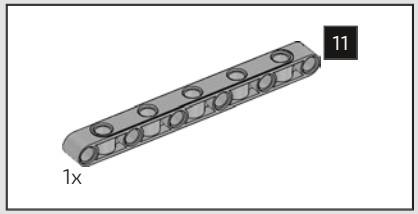

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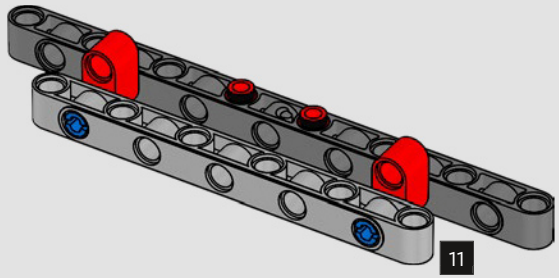

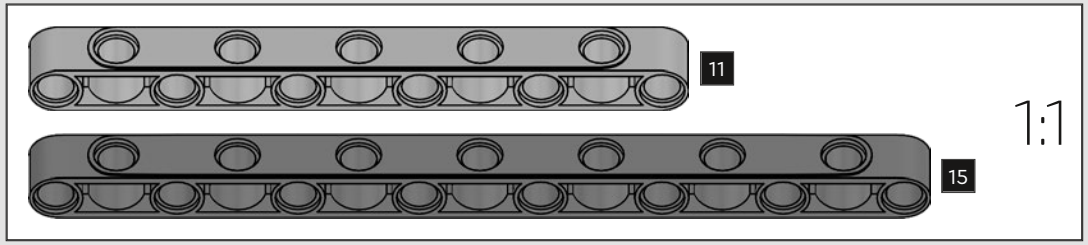



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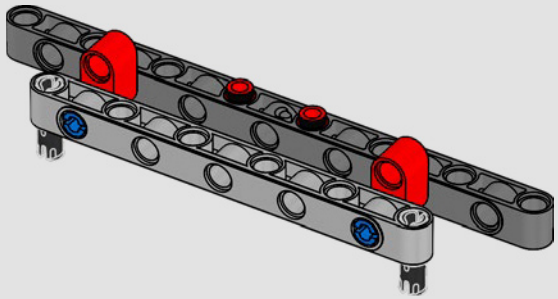



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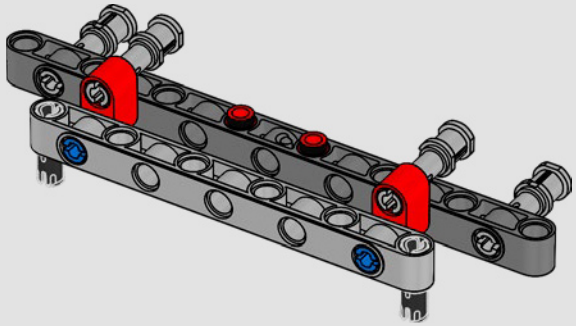

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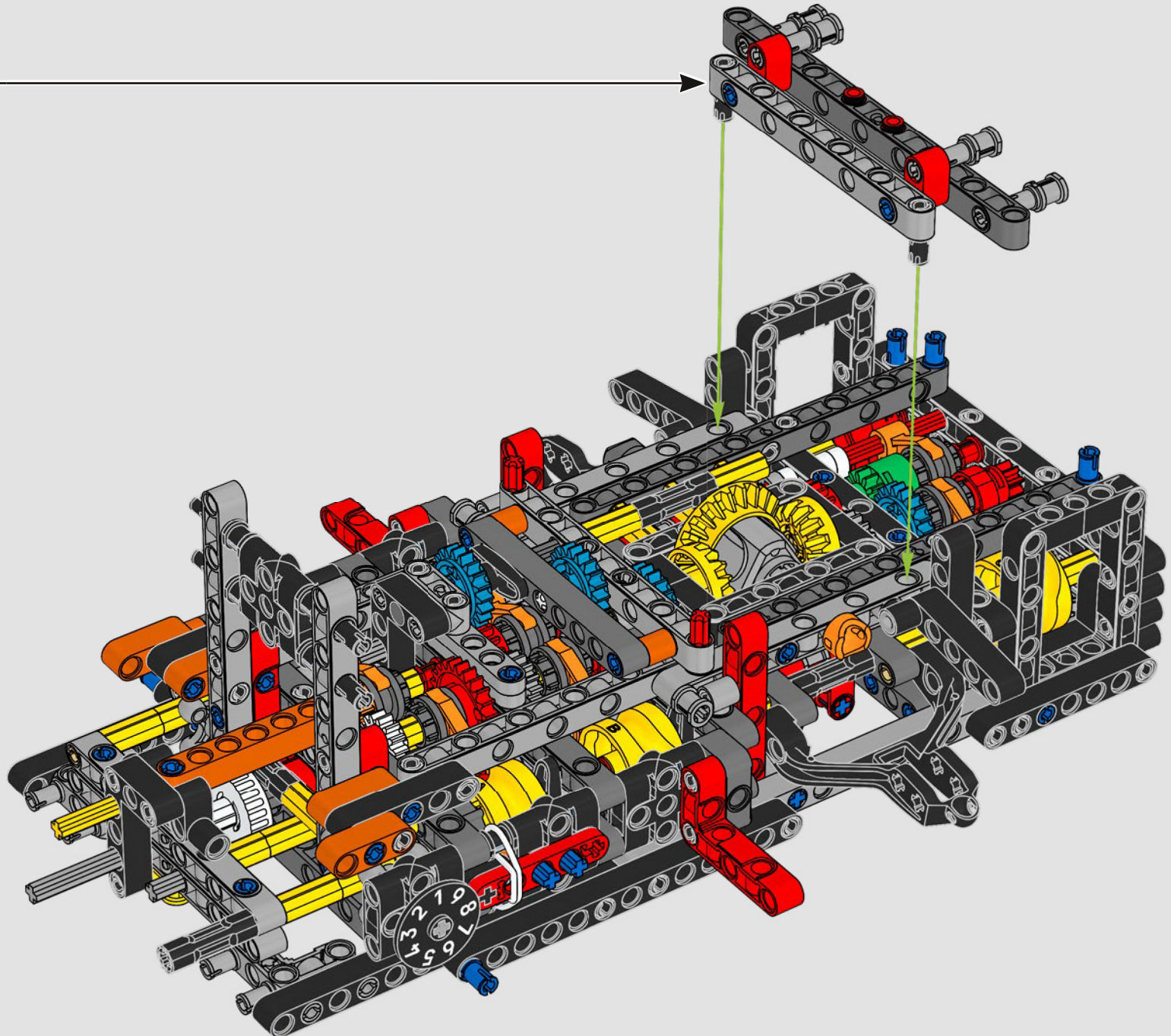

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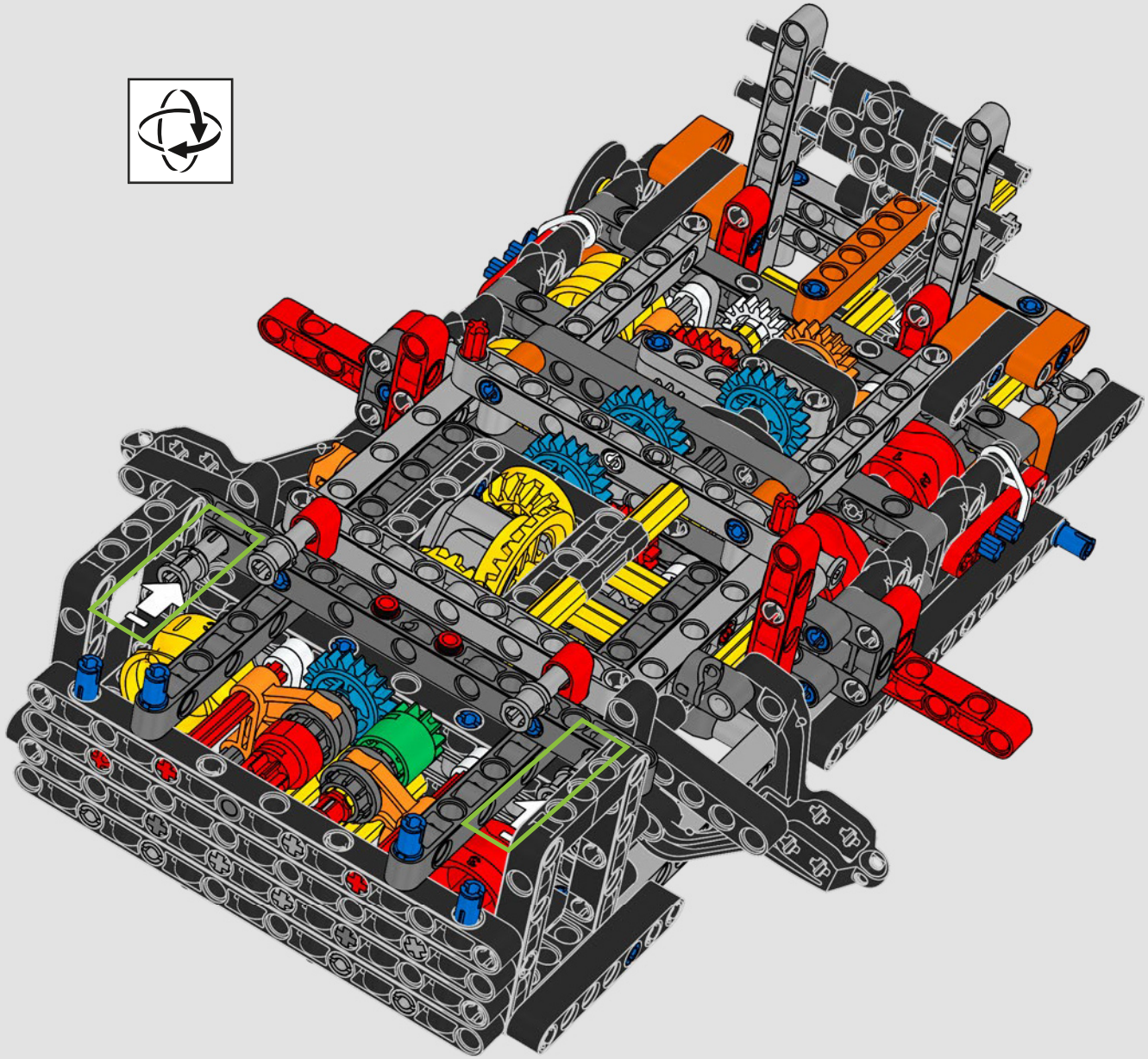

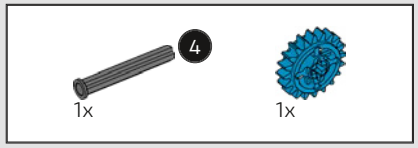

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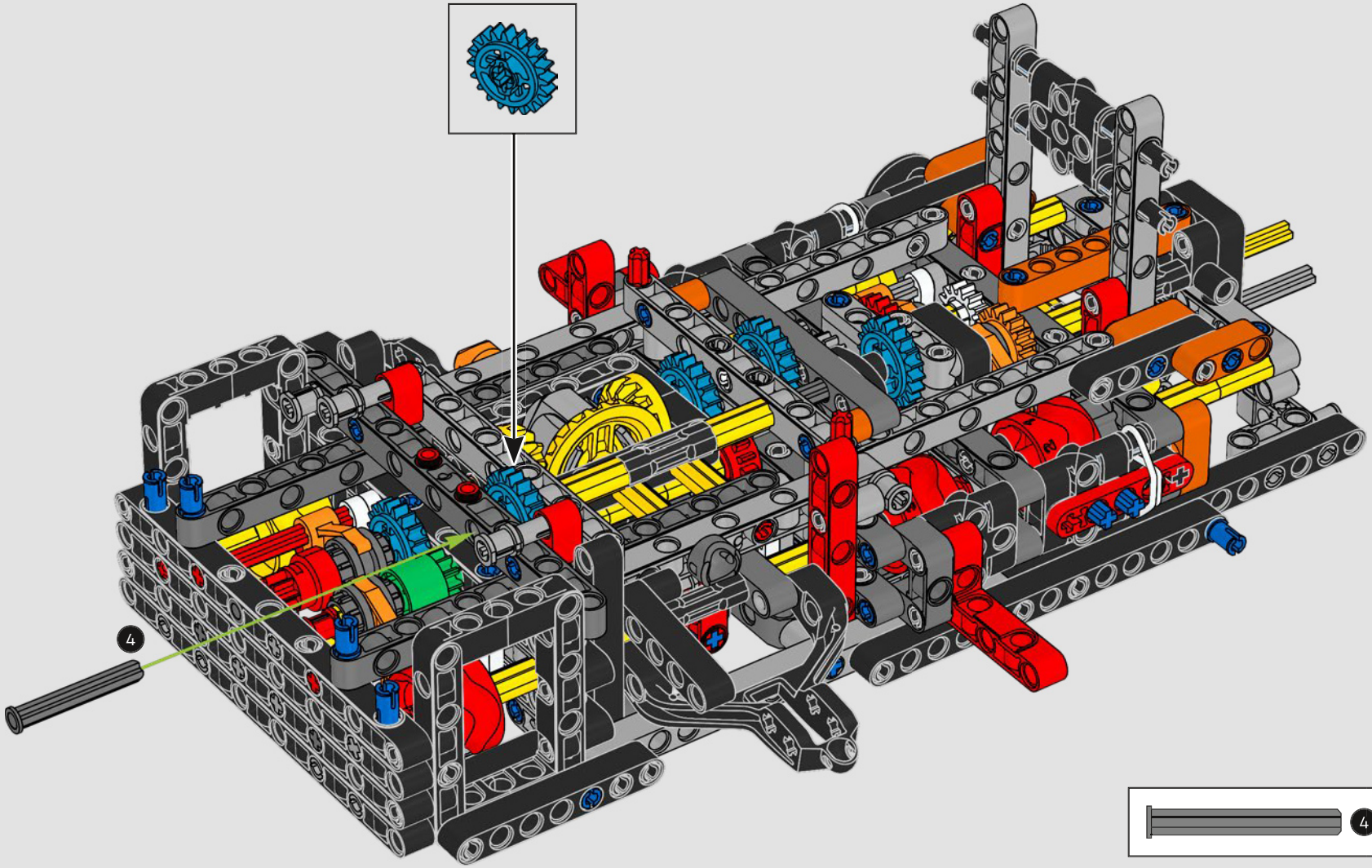

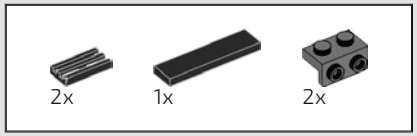

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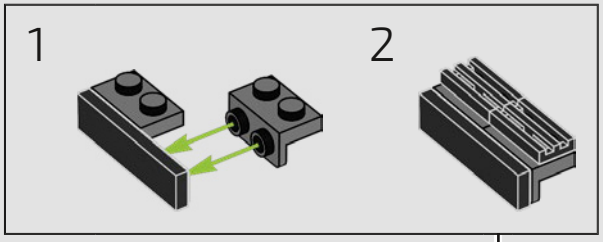

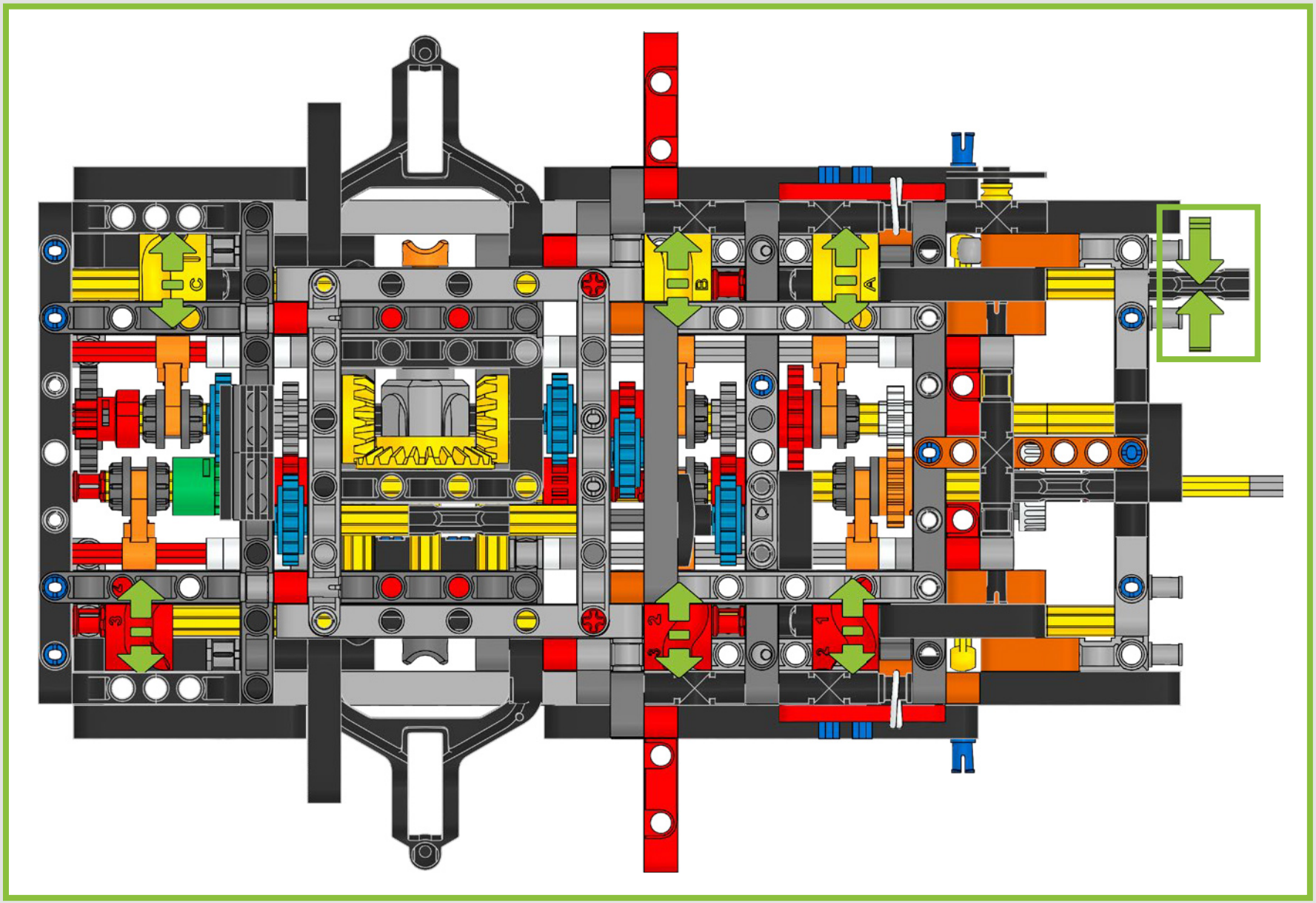
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BOX

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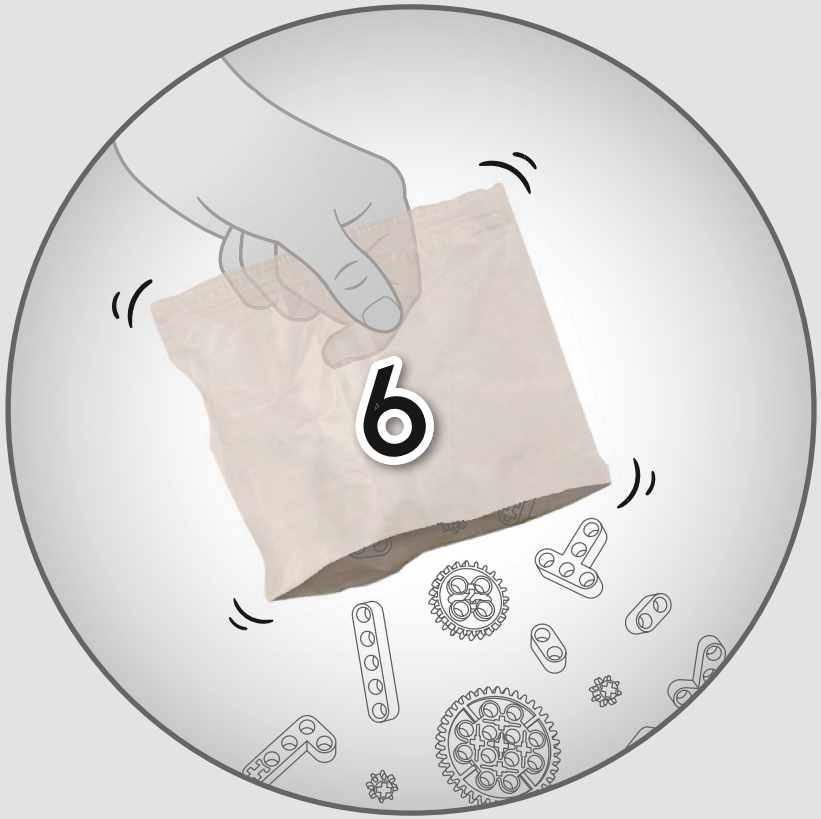
MOTEUR À PISTON V8 ET DOUBLE TURBOCOMPRESSEUR

Le moteur à piston V8 fonctionnel est recréé dans les moindres détails, y compris le logo caractéristique de Koenigsegg, un fantôme. Observez le changement de vitesse lorsque vous changez de rapport.

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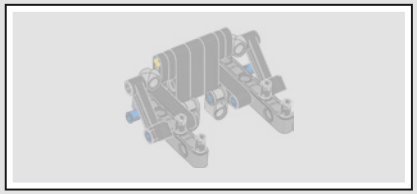

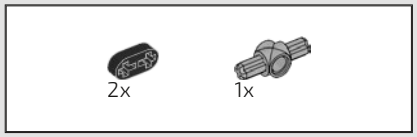

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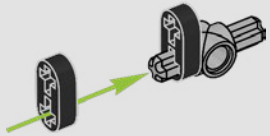

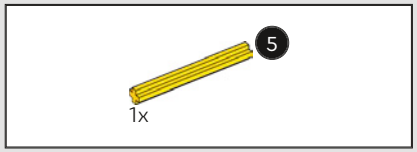

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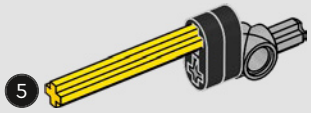

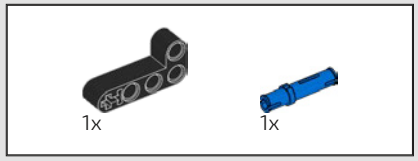

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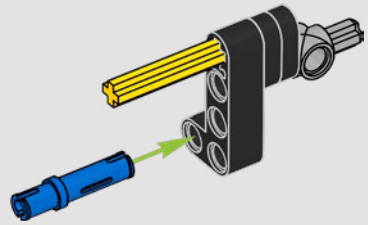

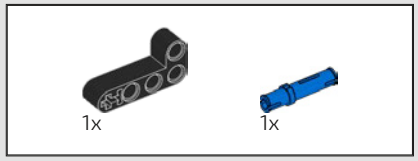

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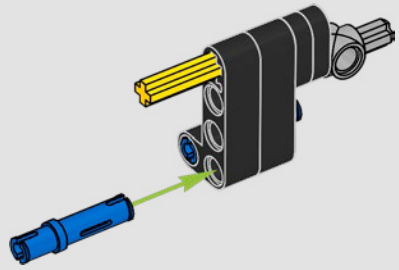



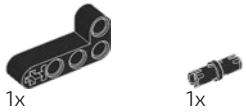

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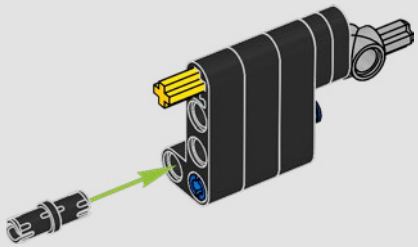

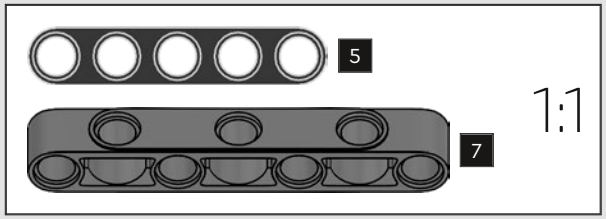

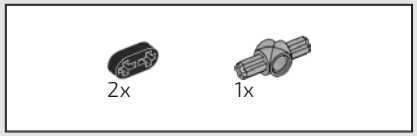

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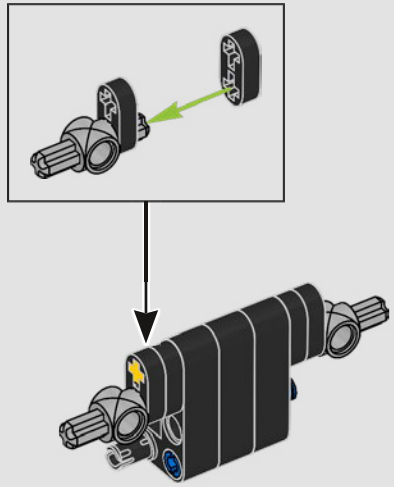

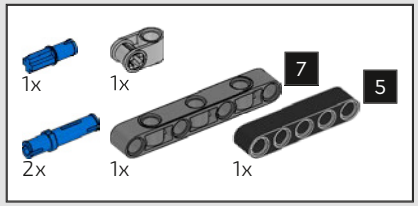

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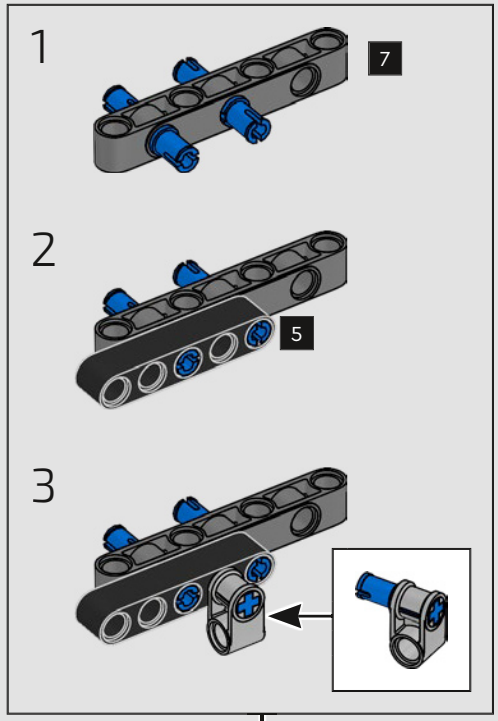

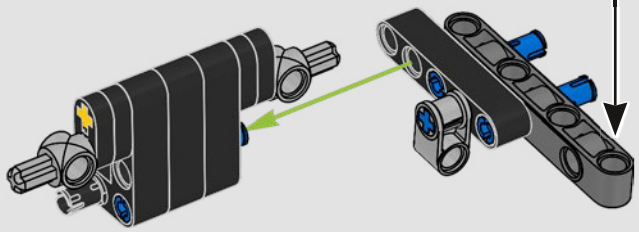

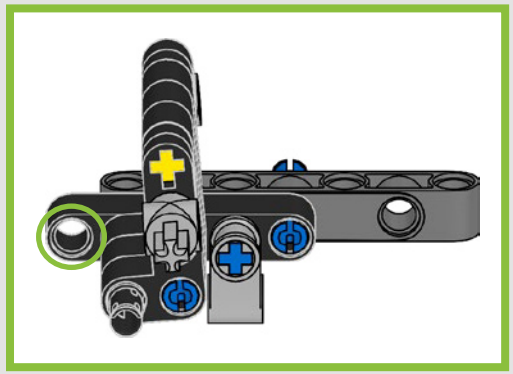

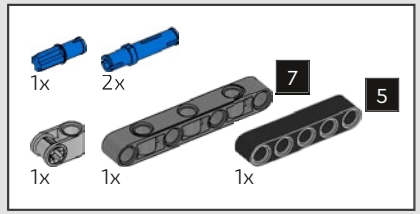

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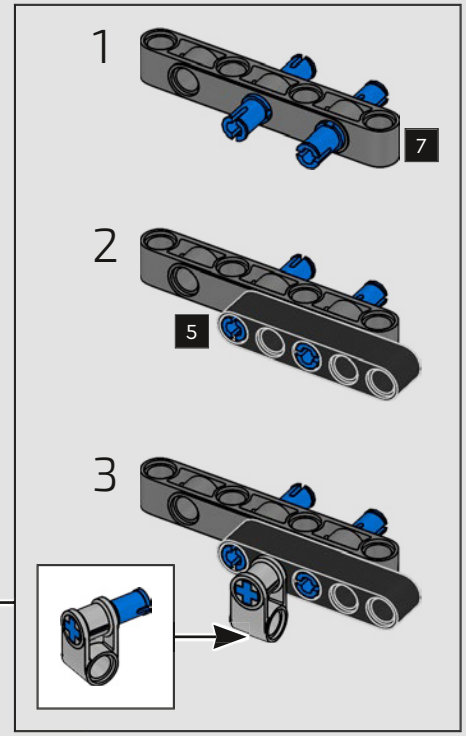

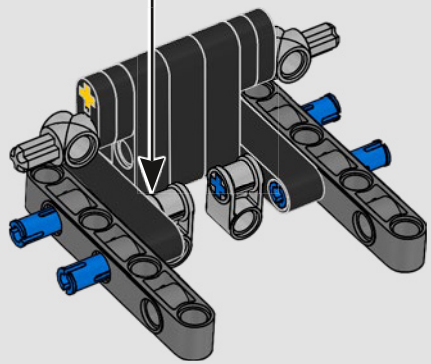


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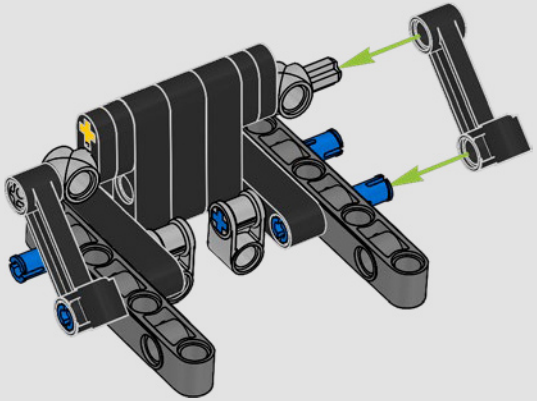


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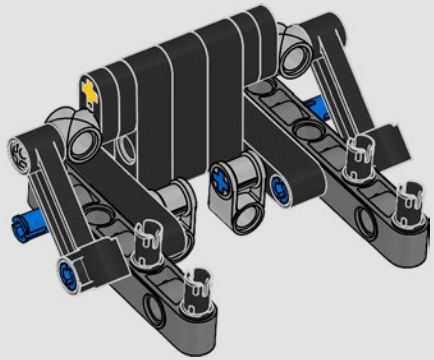

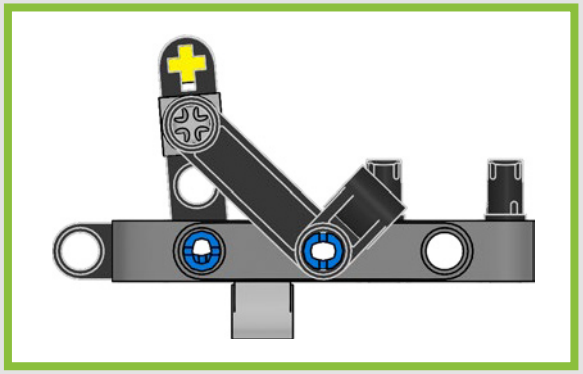

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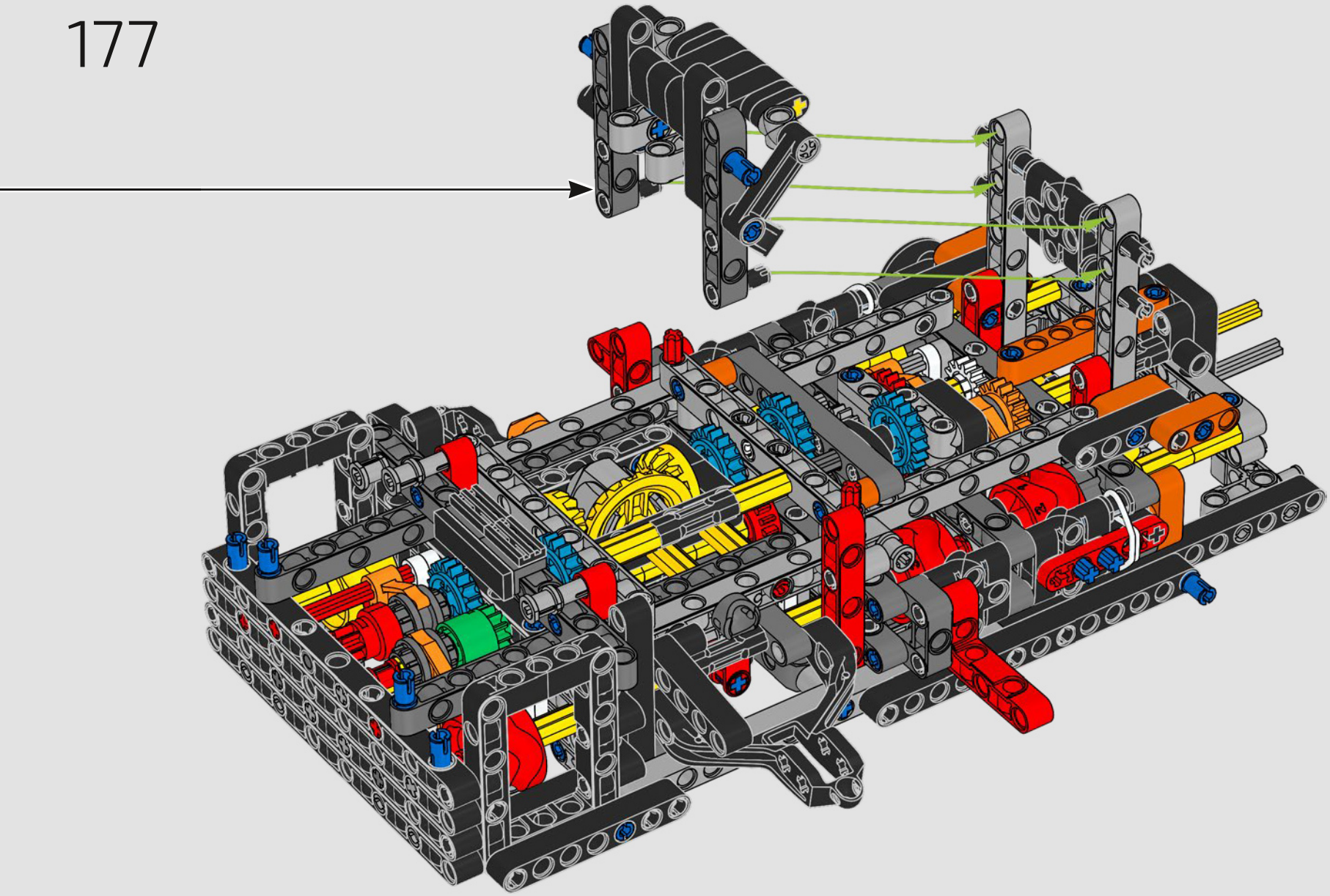

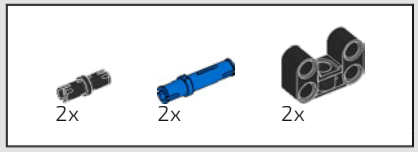

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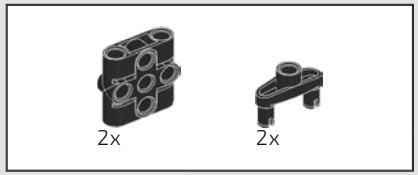

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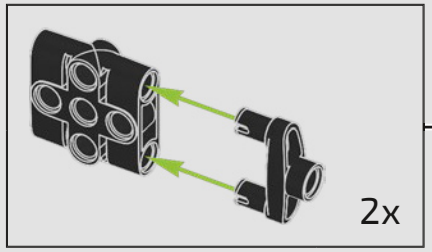

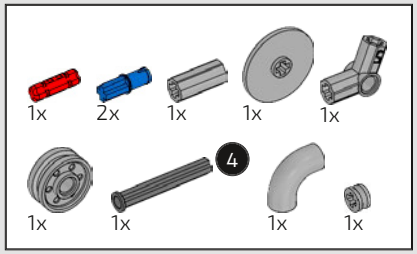

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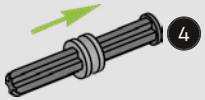

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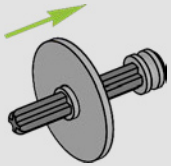

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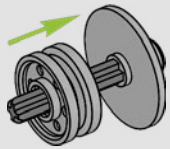

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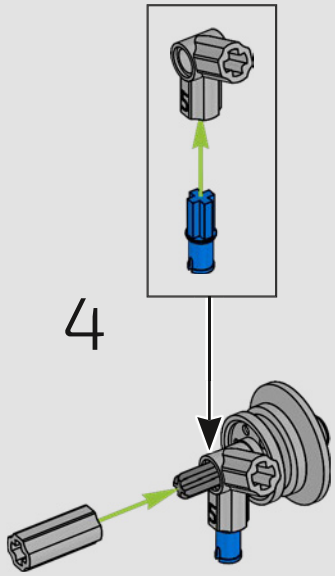

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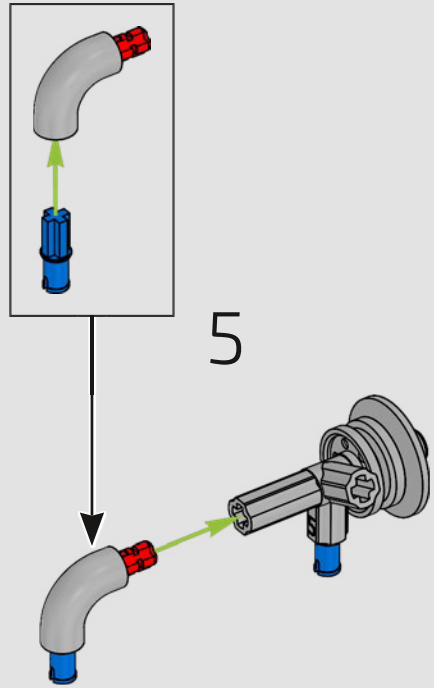

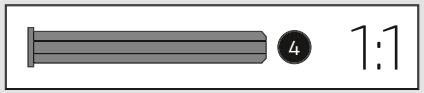

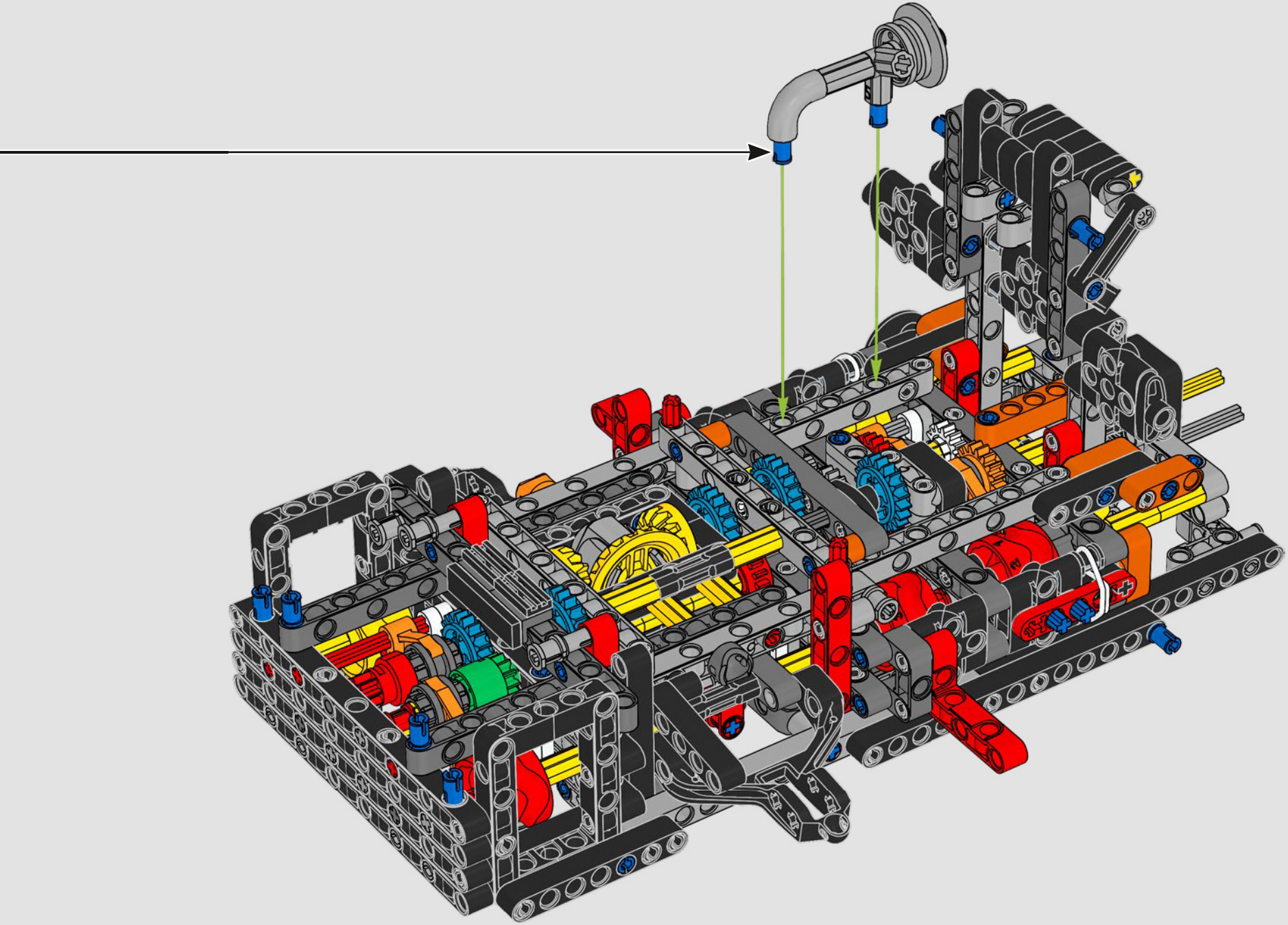

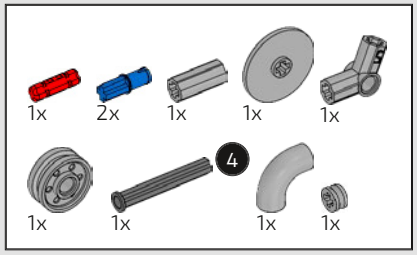

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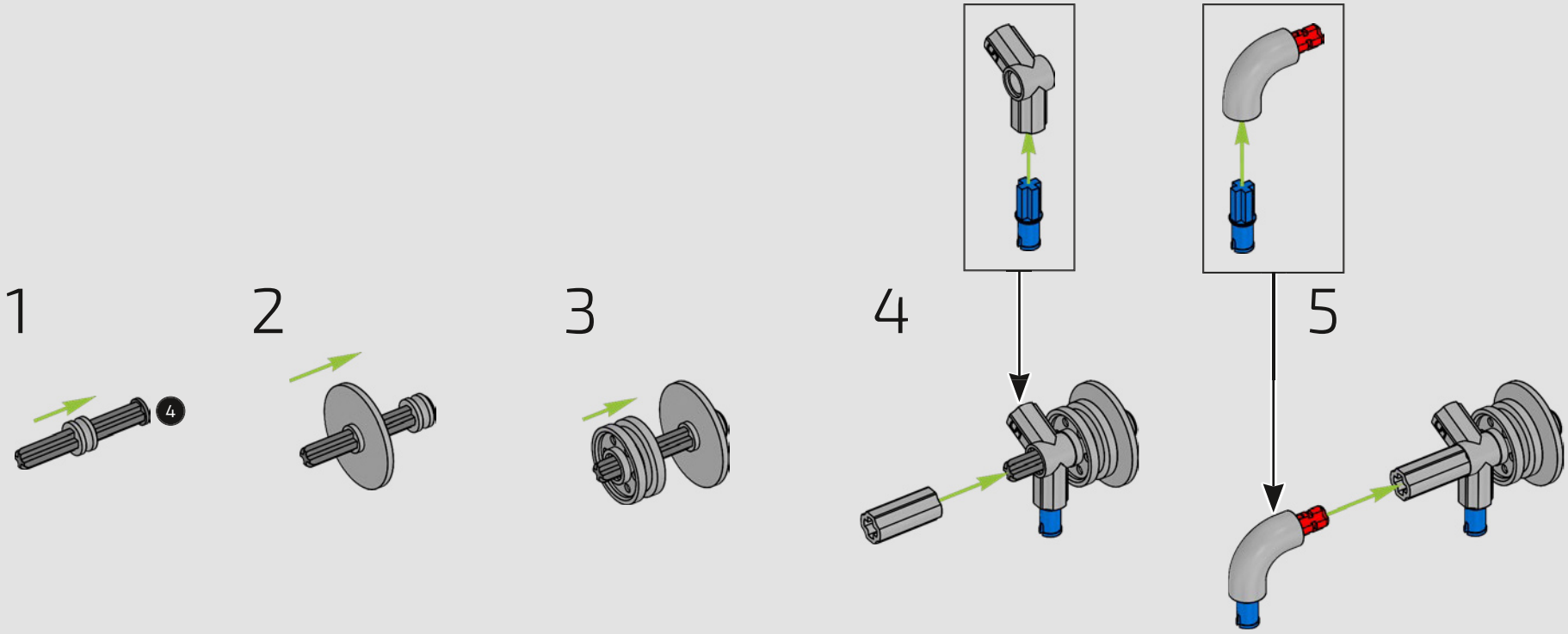

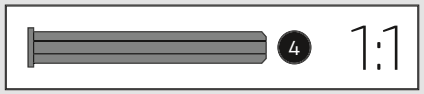

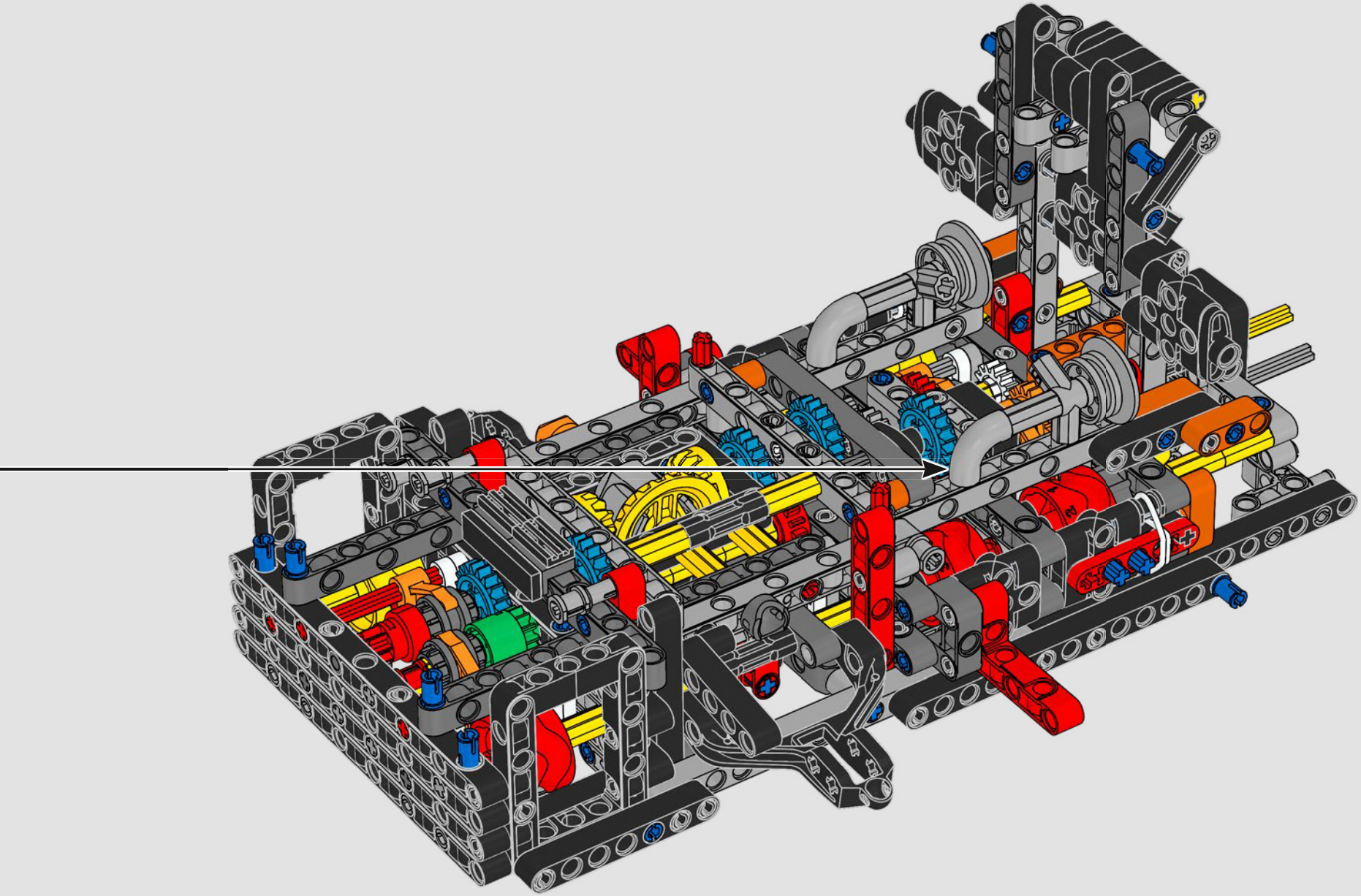

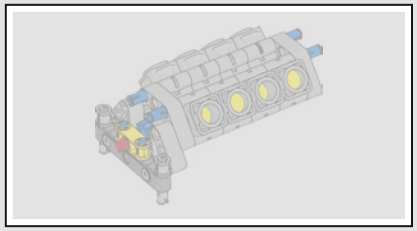

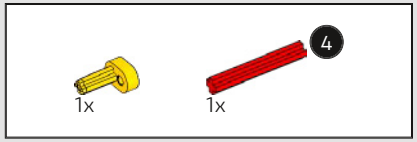

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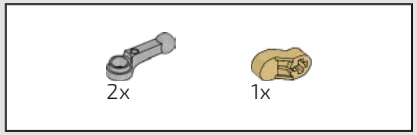

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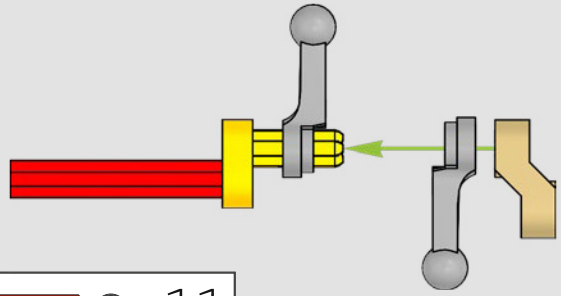



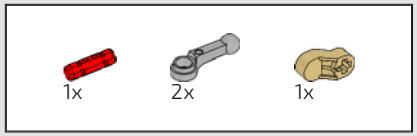

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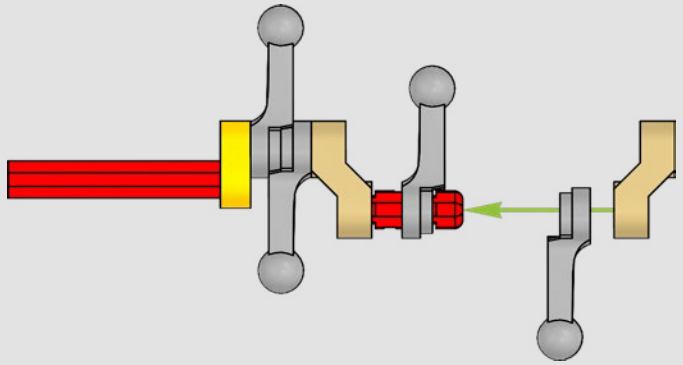

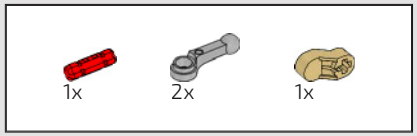

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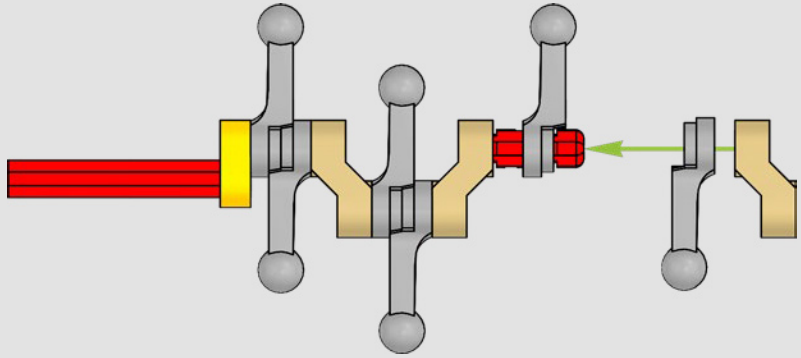



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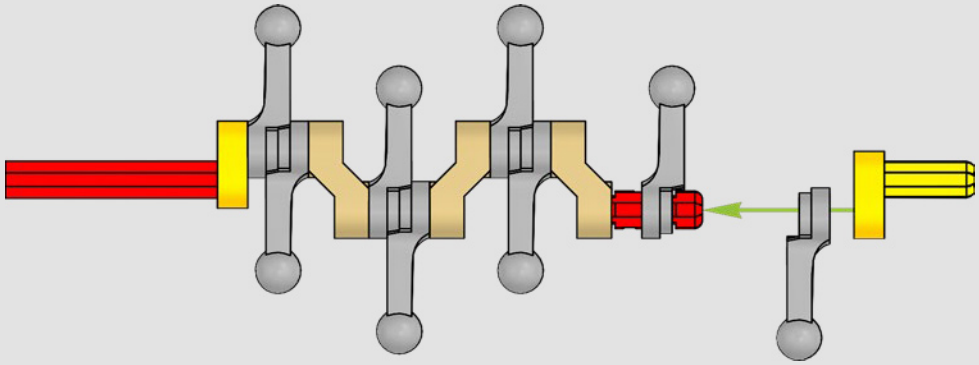



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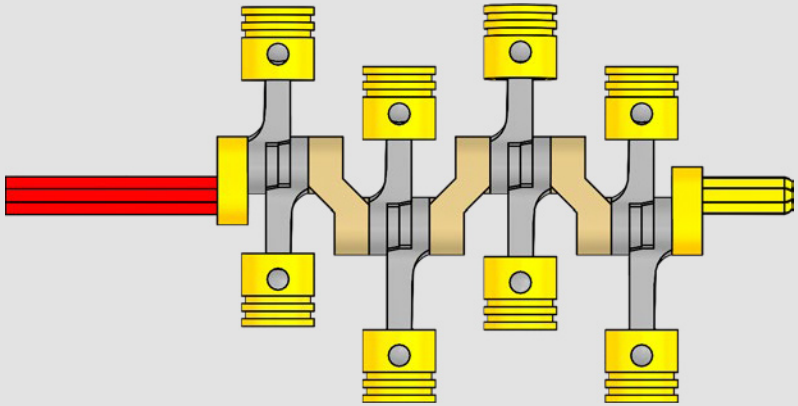

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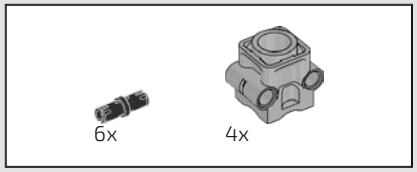

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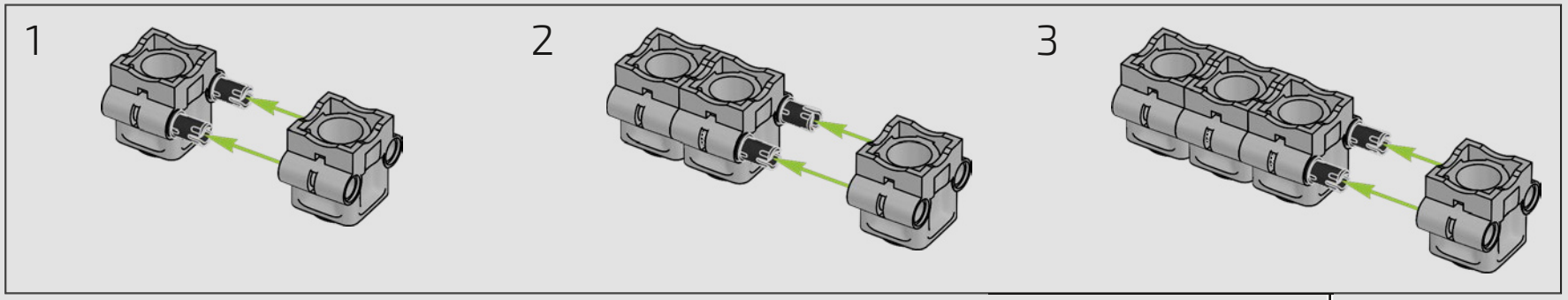

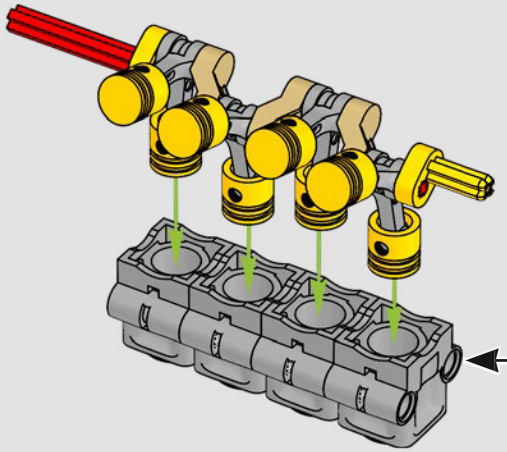

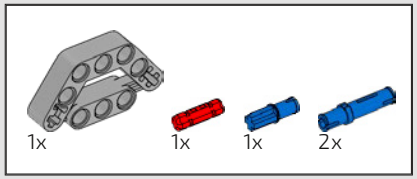

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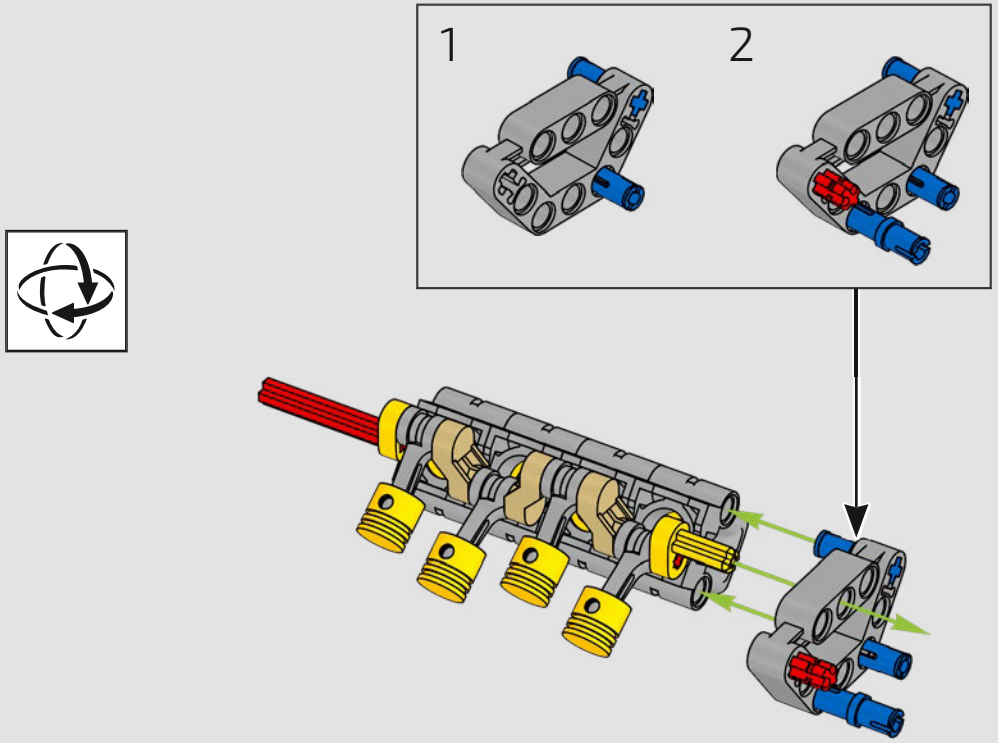

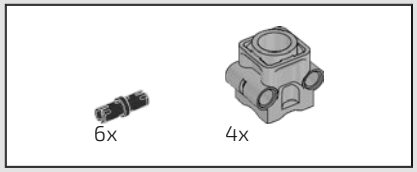

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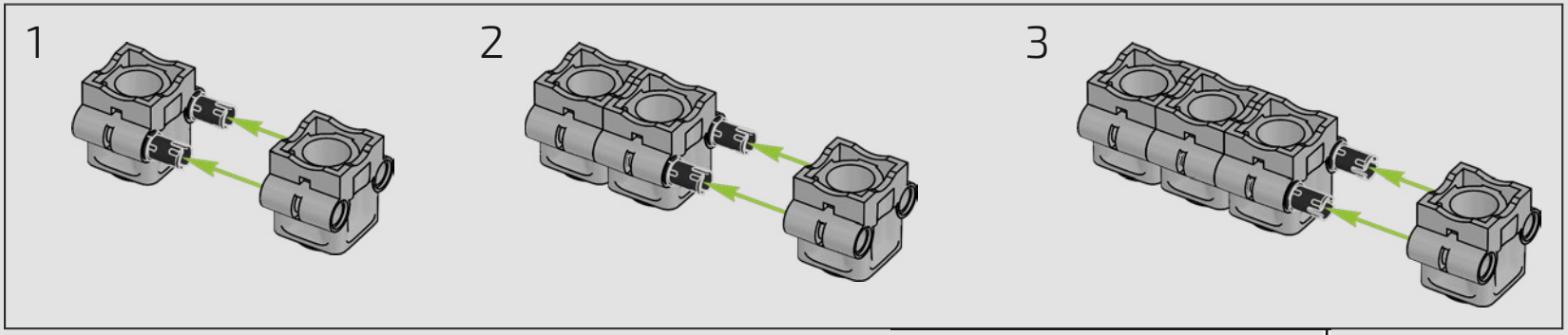

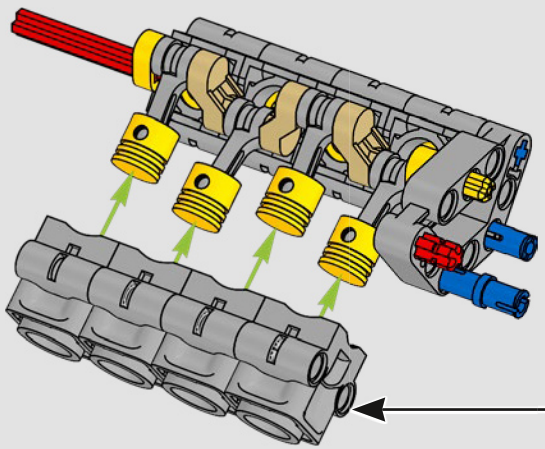

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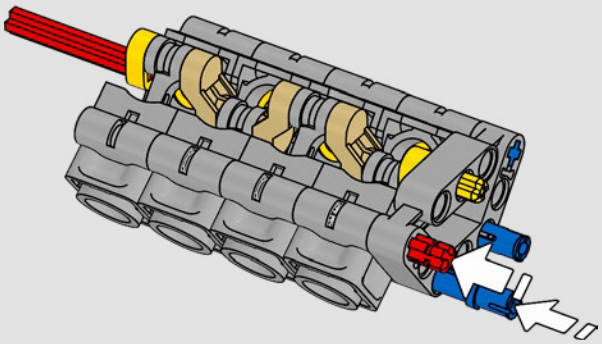

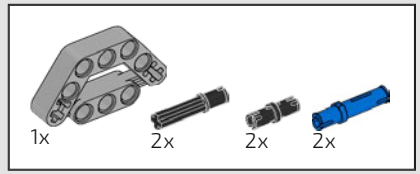

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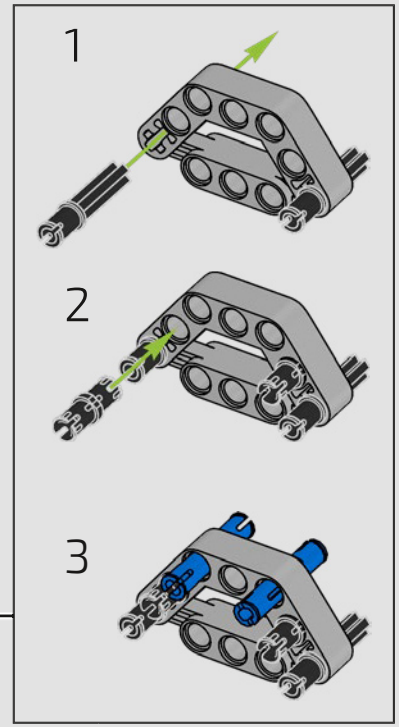



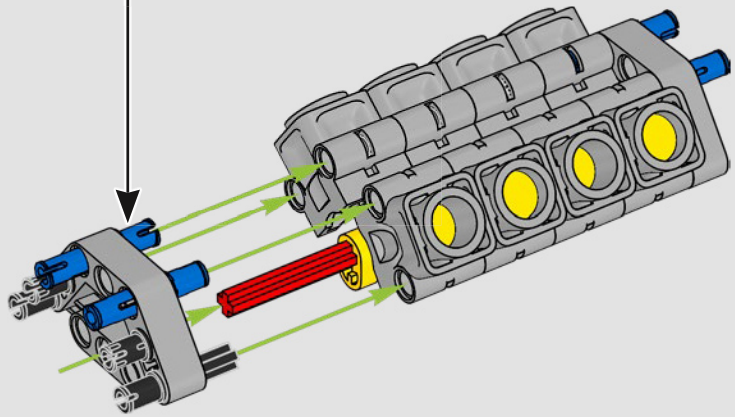



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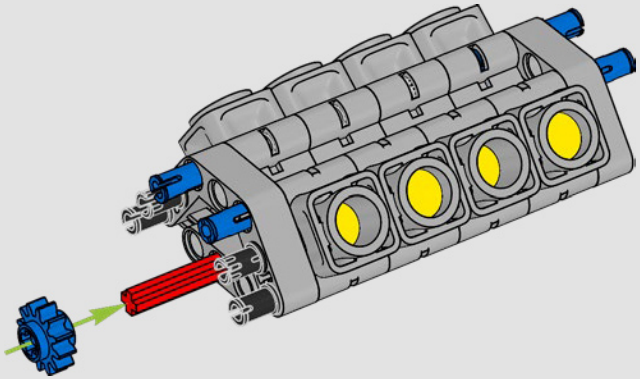

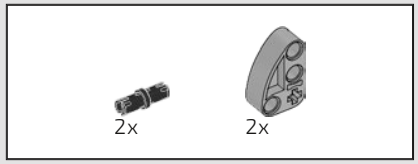

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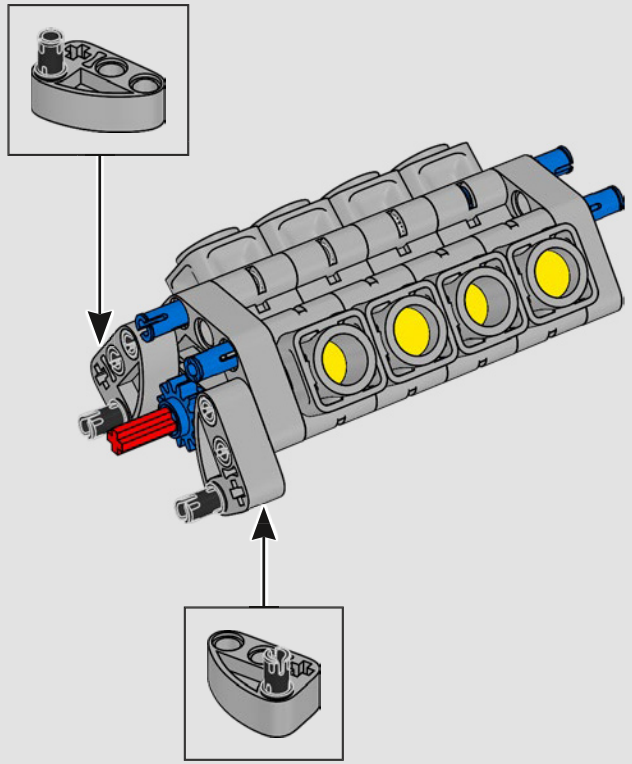

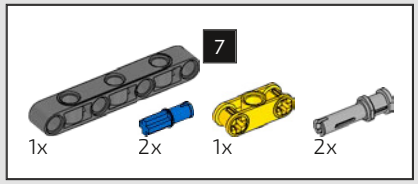

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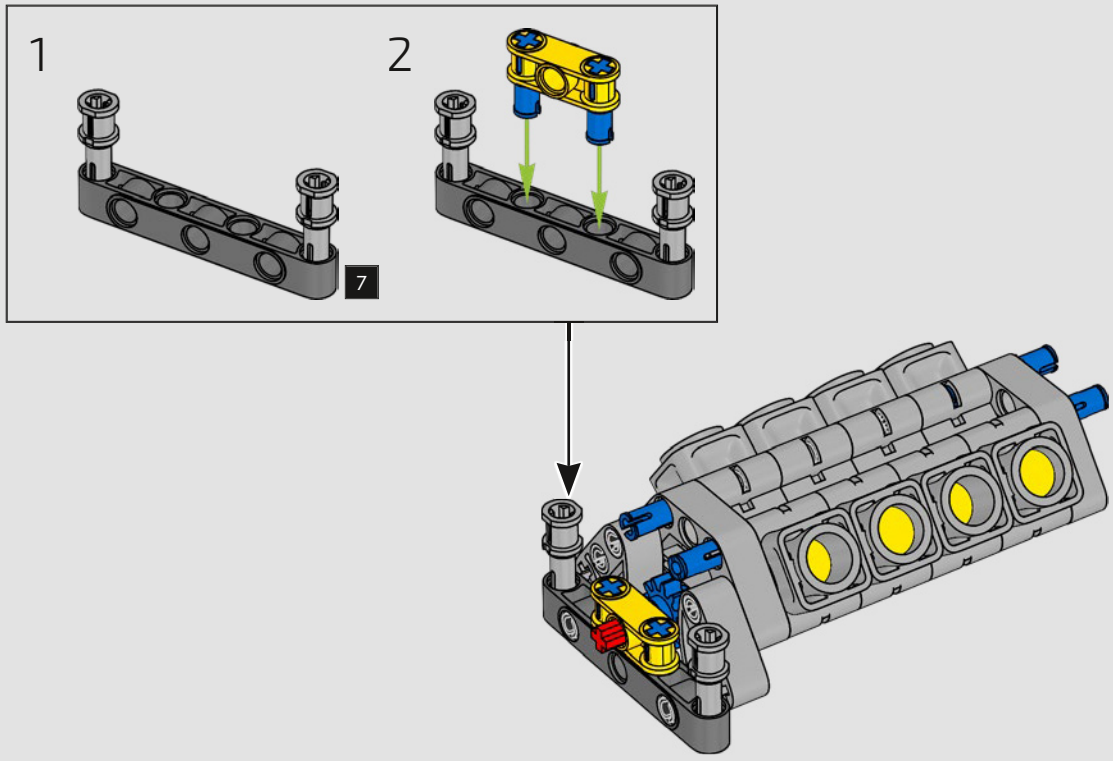

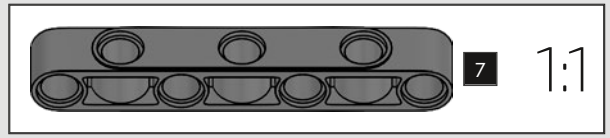

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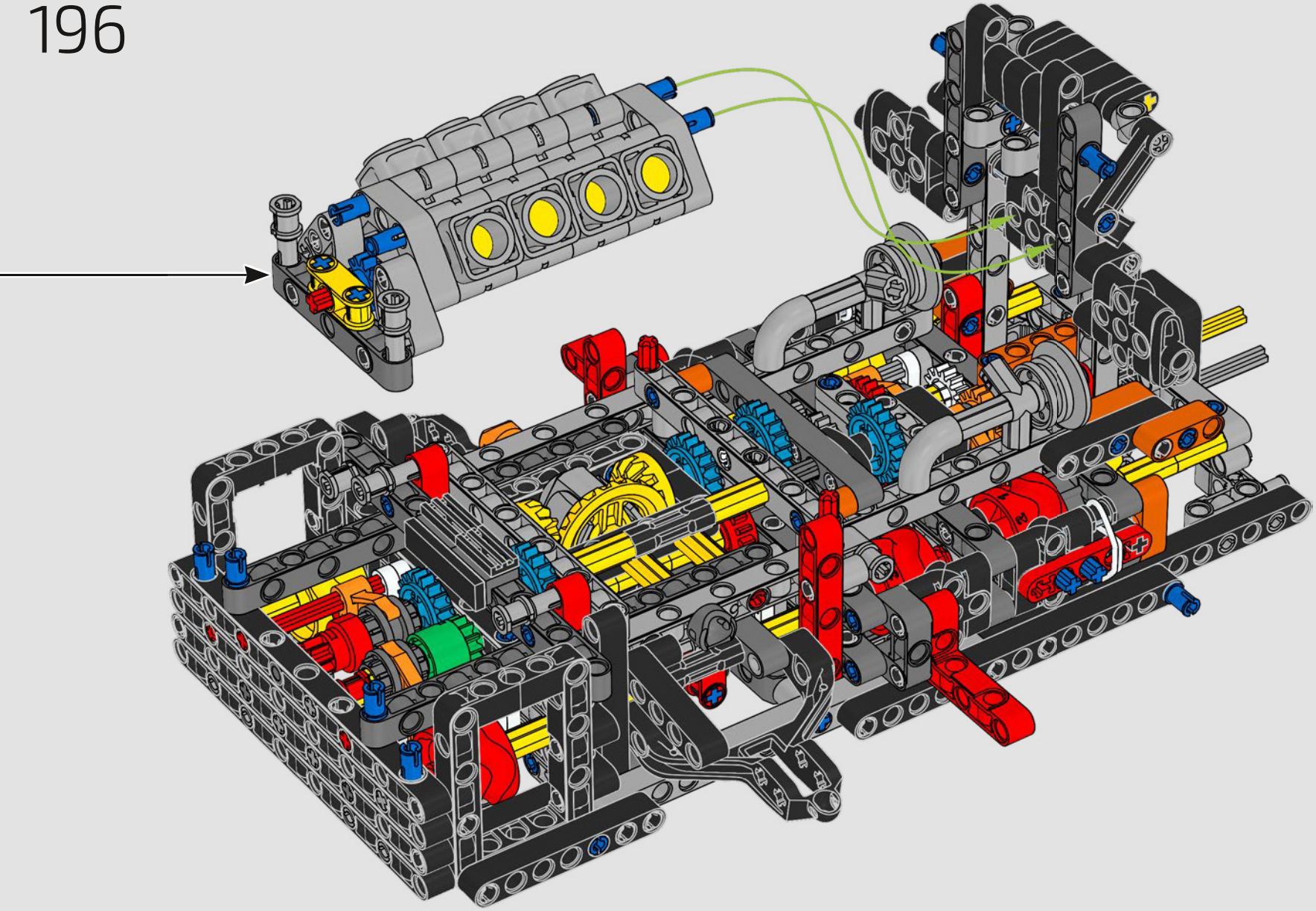

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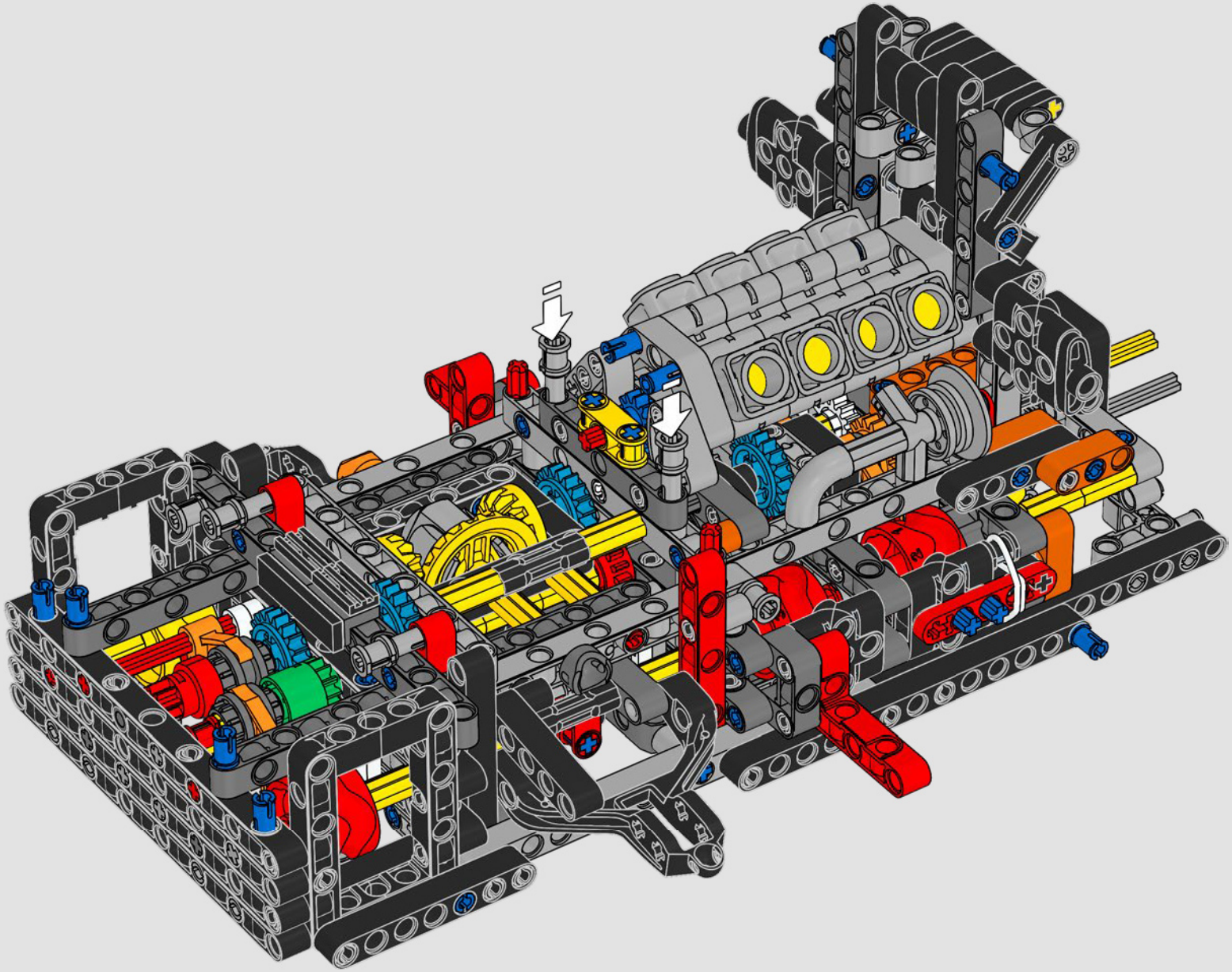

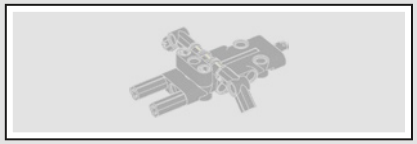

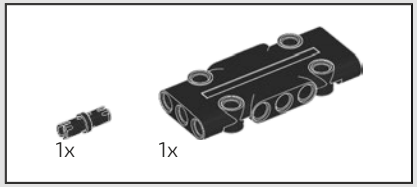

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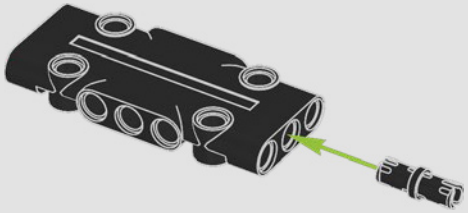

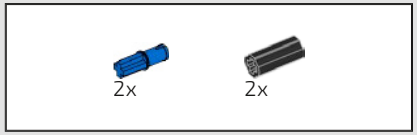

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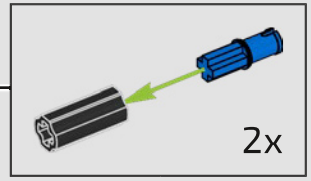

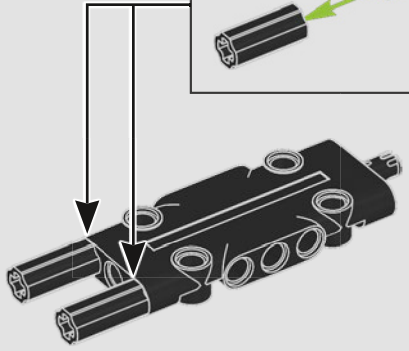

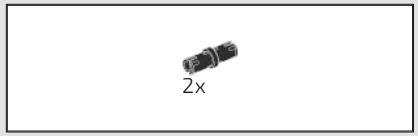

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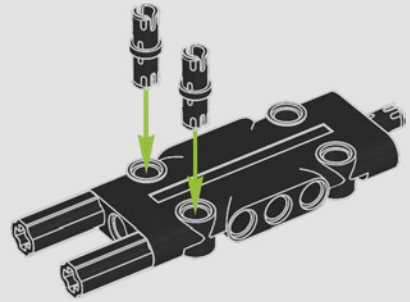

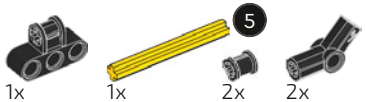

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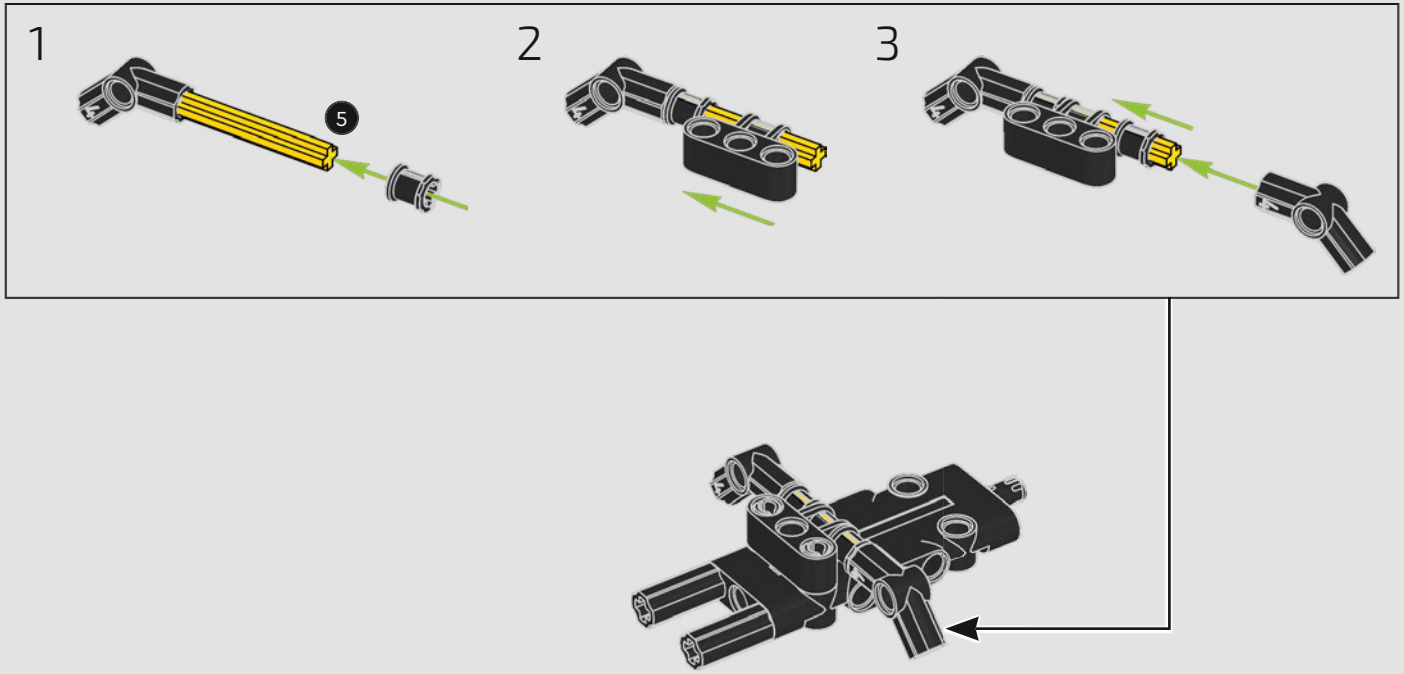



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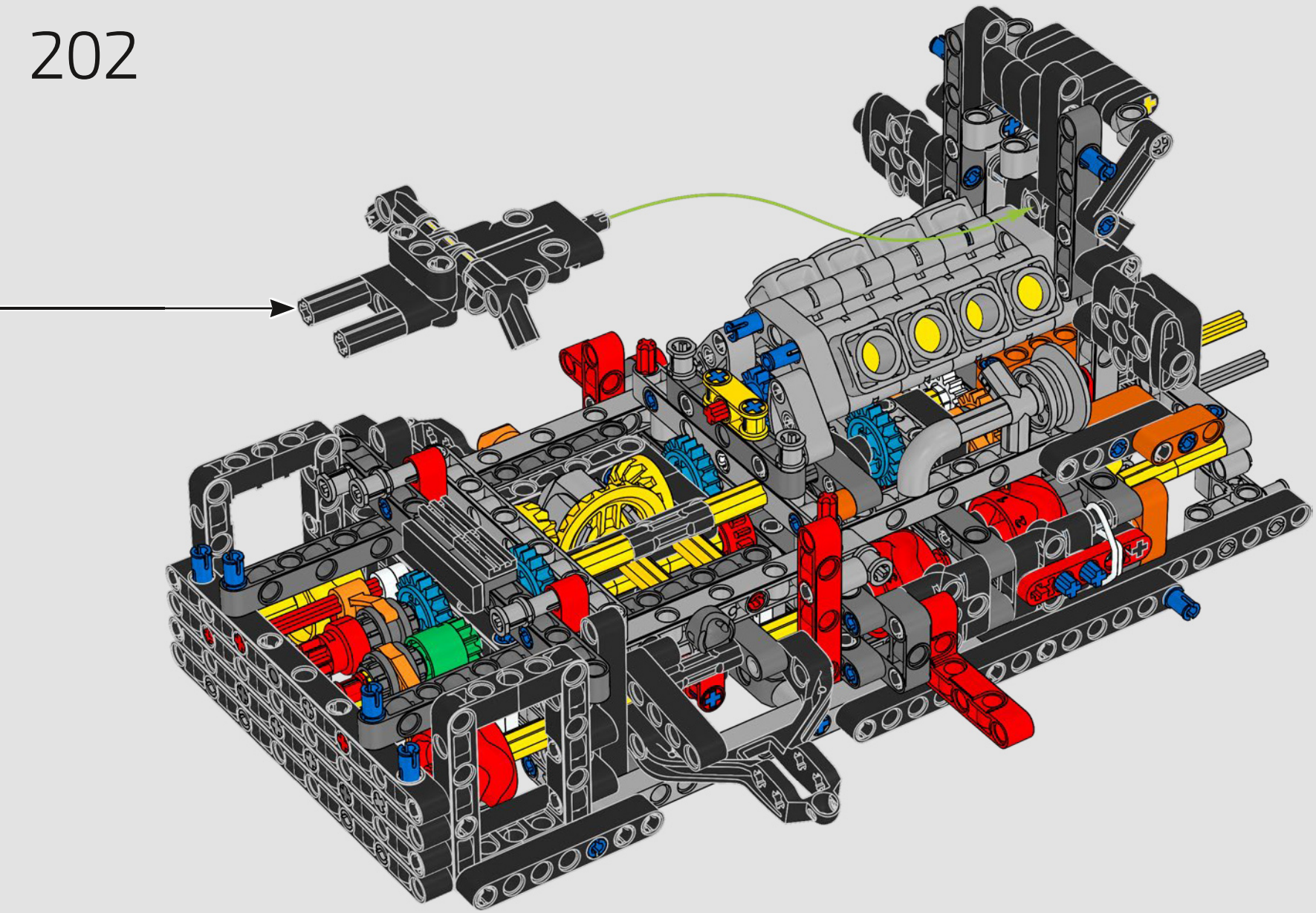

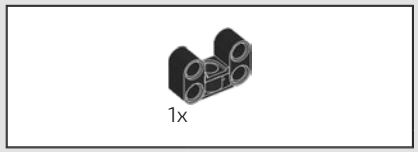

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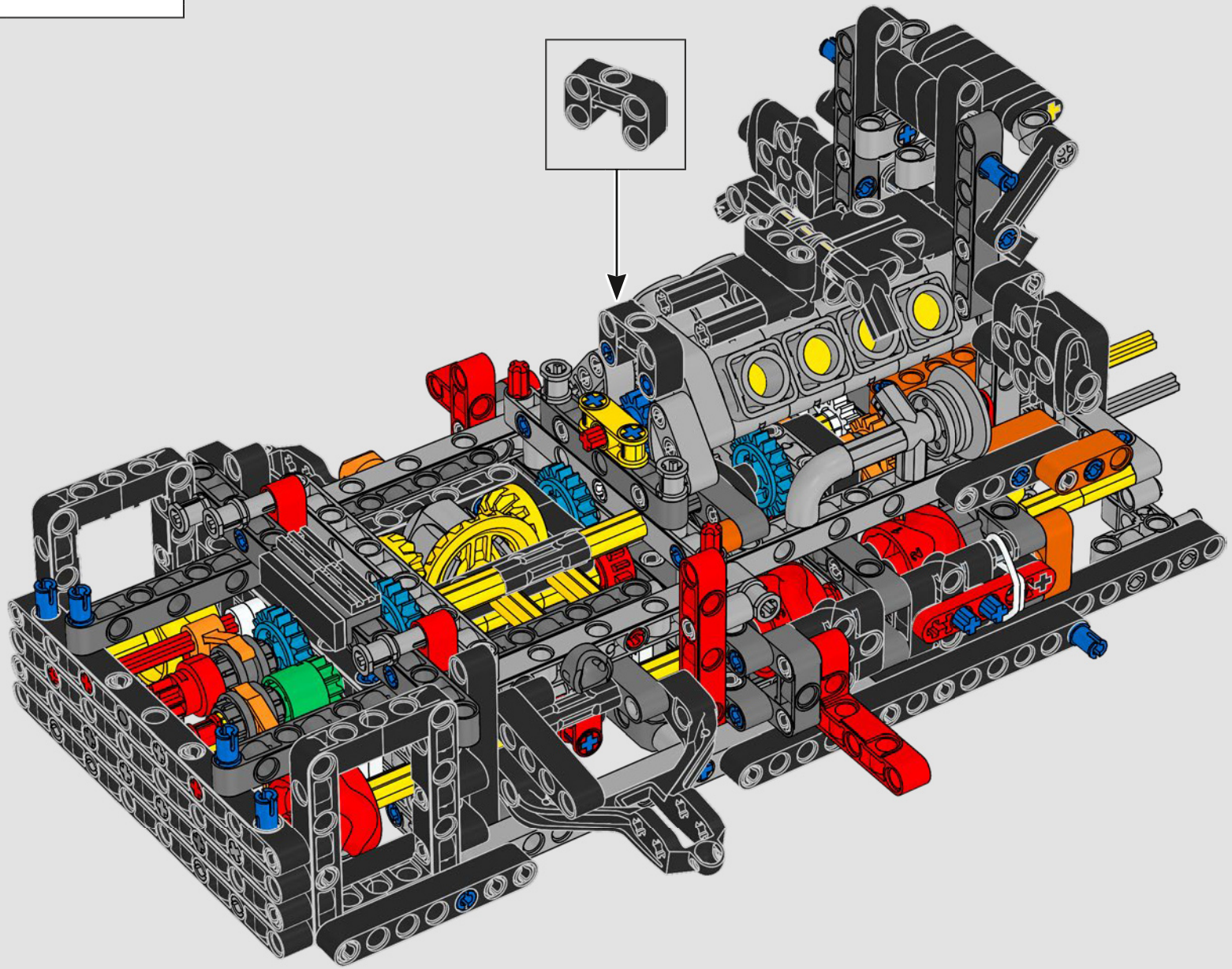

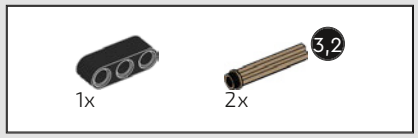

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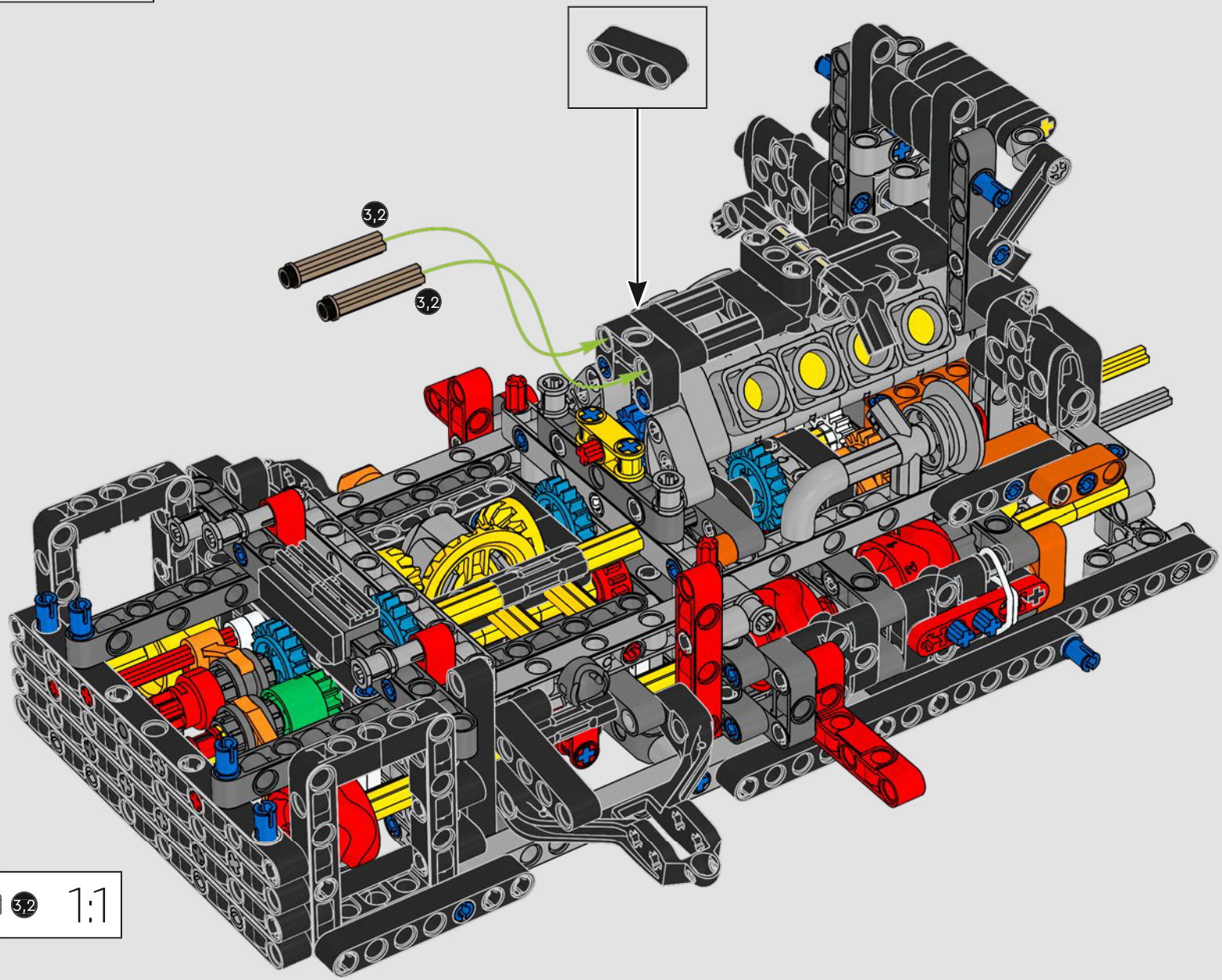

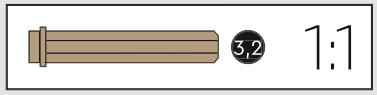

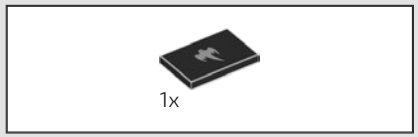

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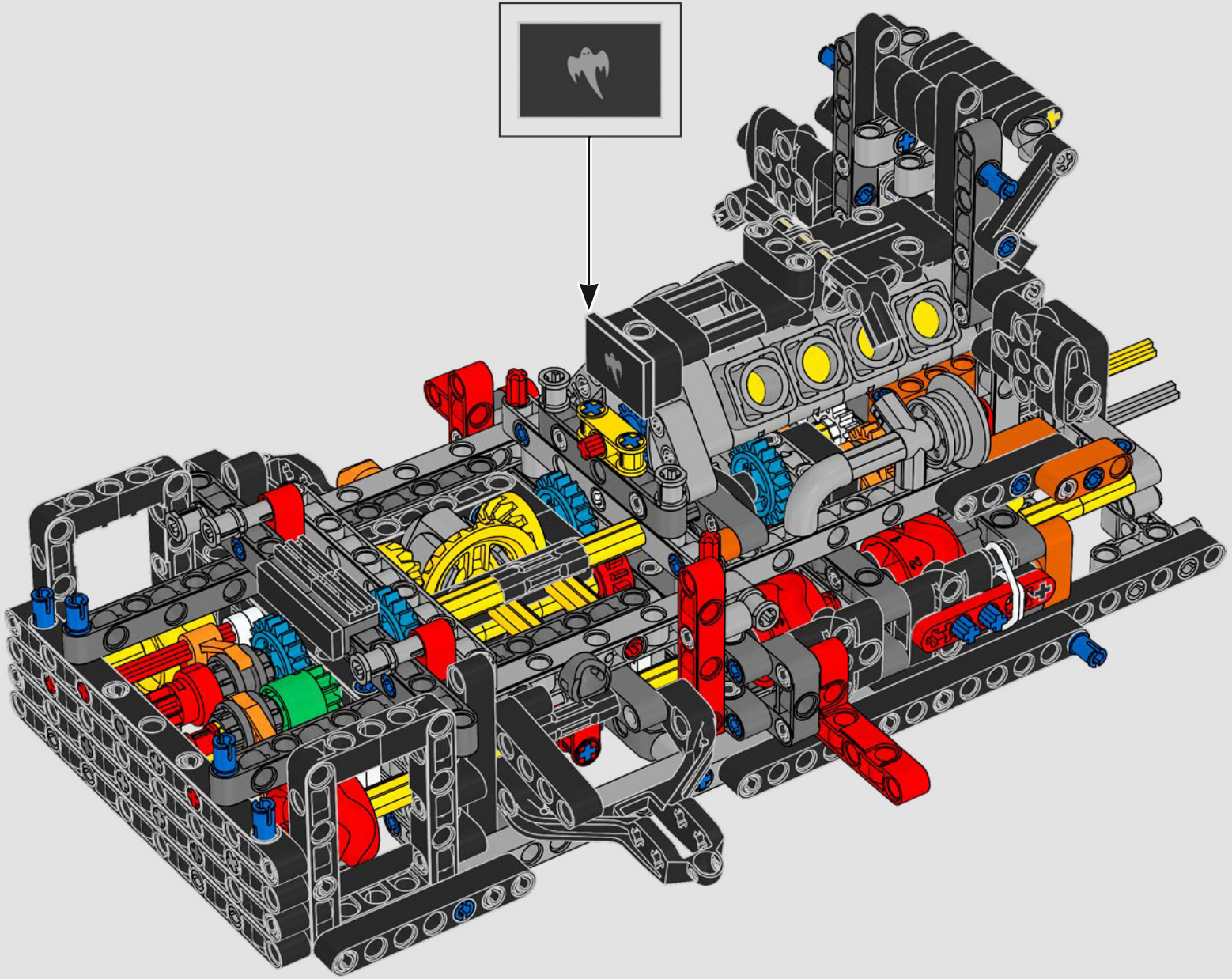


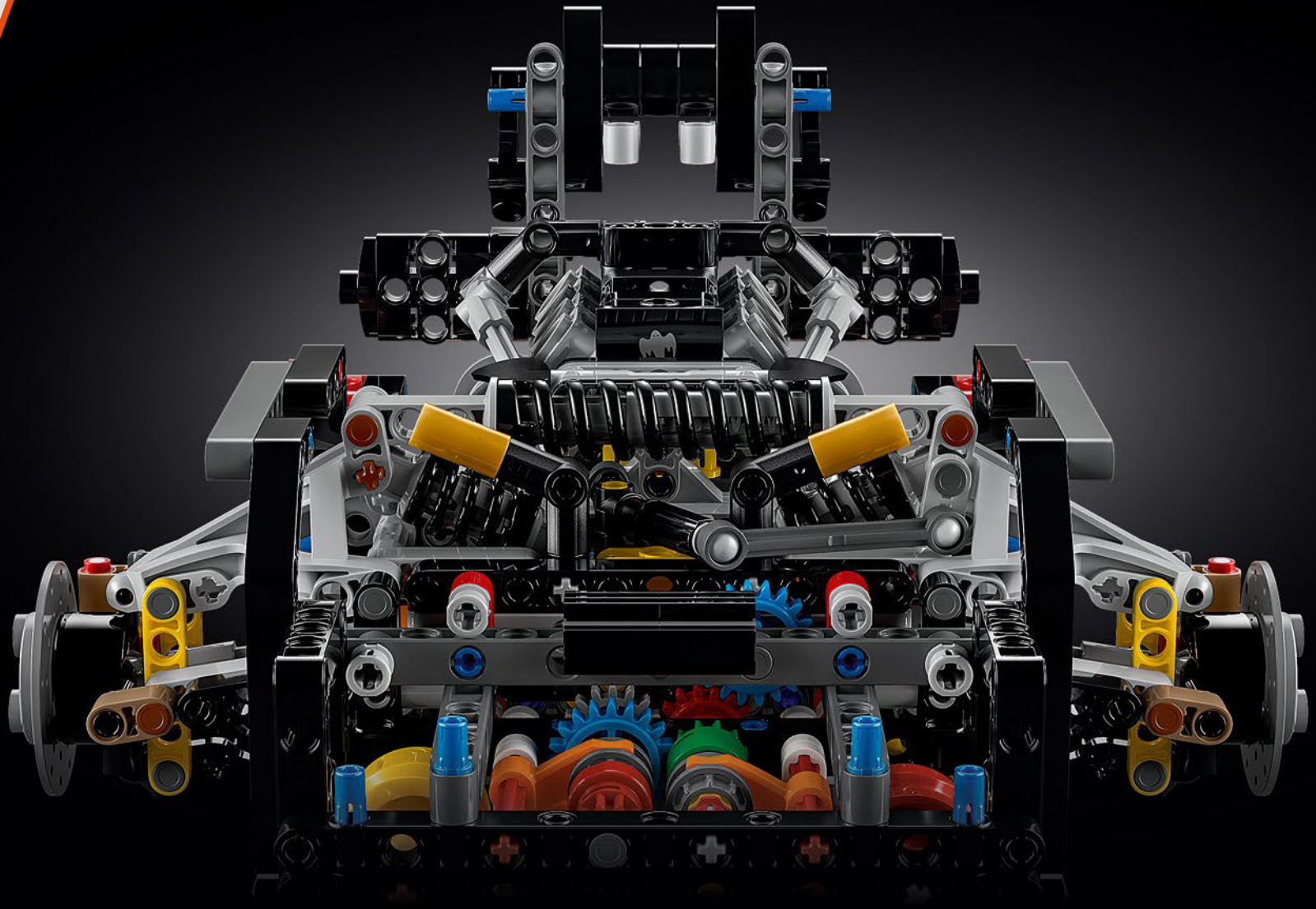
BOX

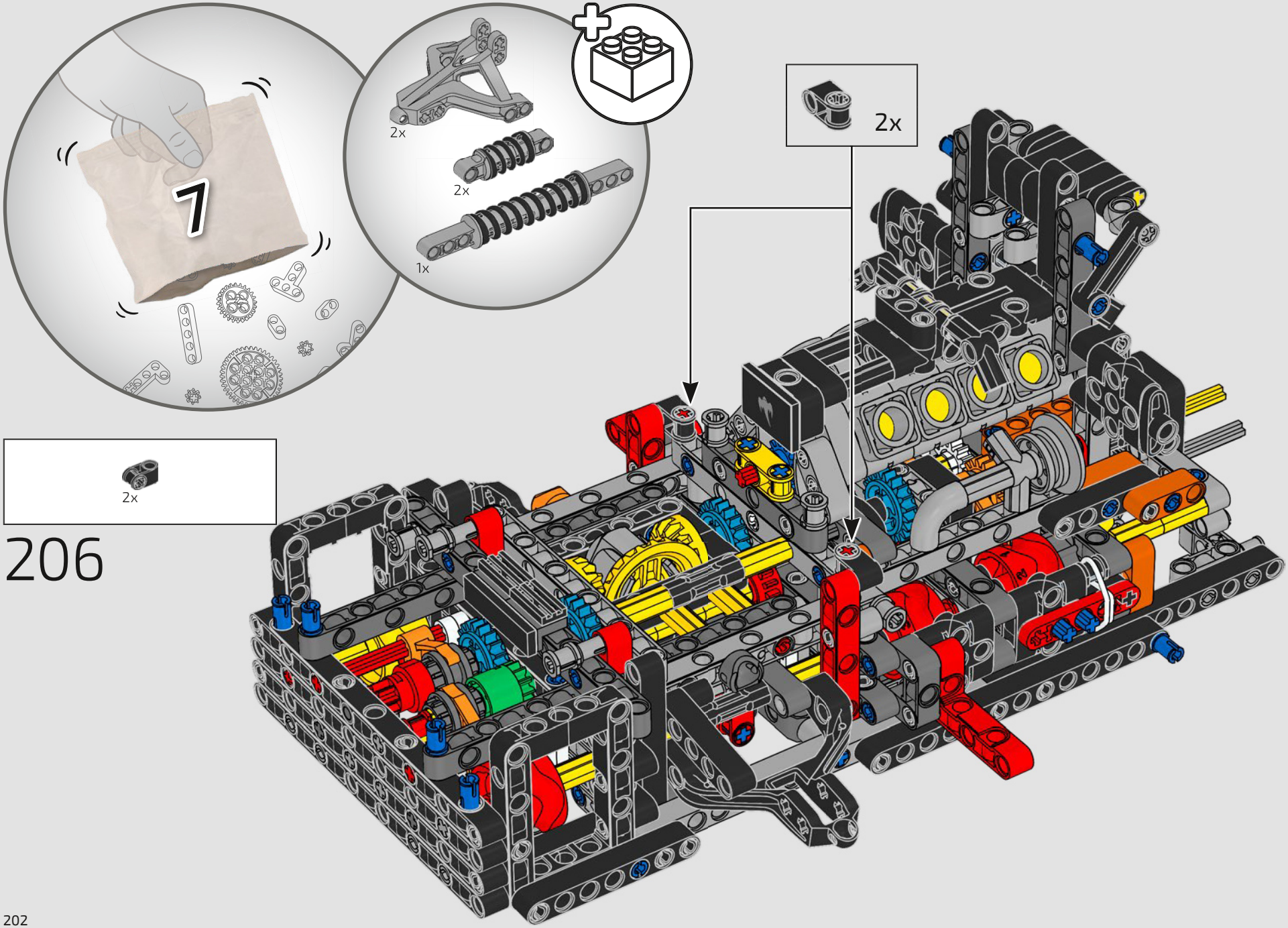
1 2 3



SUSPENSION TRIPLEX

La véritable voiture est équipée d'un système de suspension Triplex sur le sous-châssis avant et arrière. Dans ce modèle, nous avons utilisé trois amortisseurs (un long, deux courts) pour l'avant et l'arrière. Quatre nouveaux éléments de triangles de suspension sont reliés à ces amortisseurs et aux roues.





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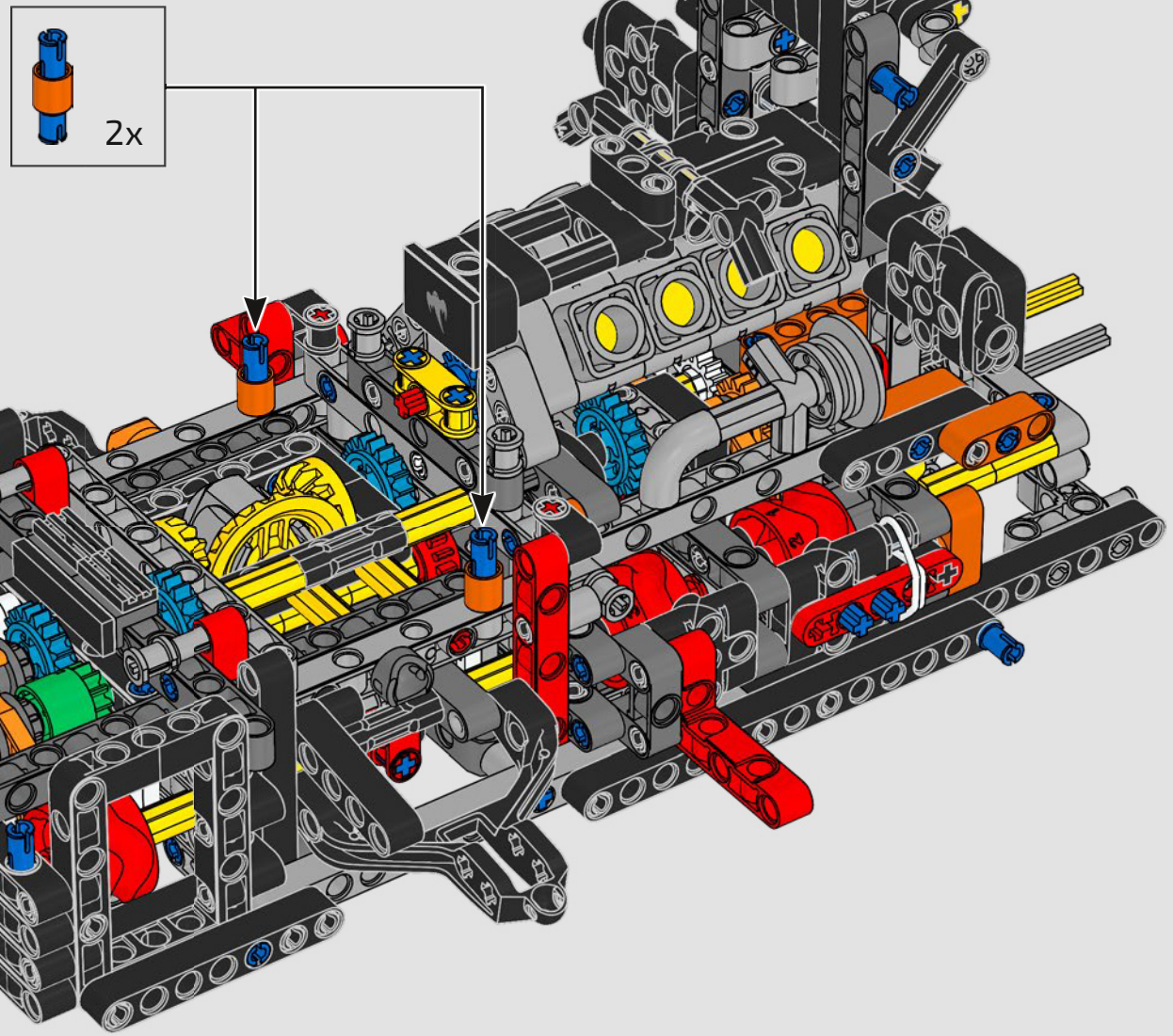

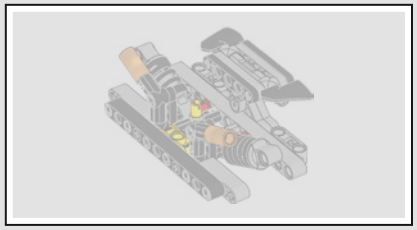

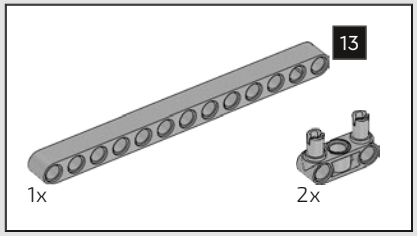

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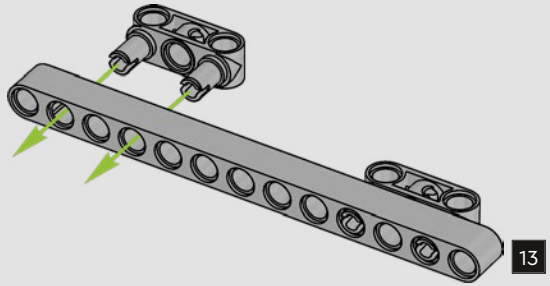

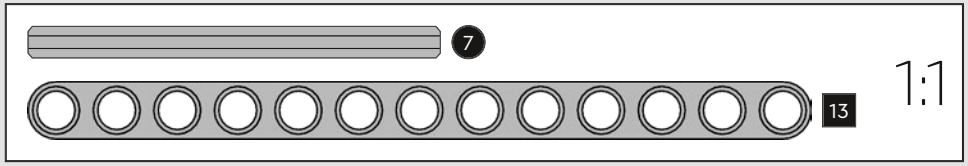

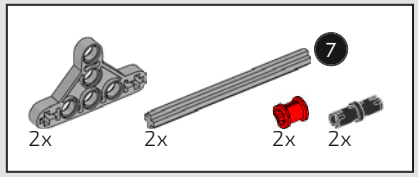

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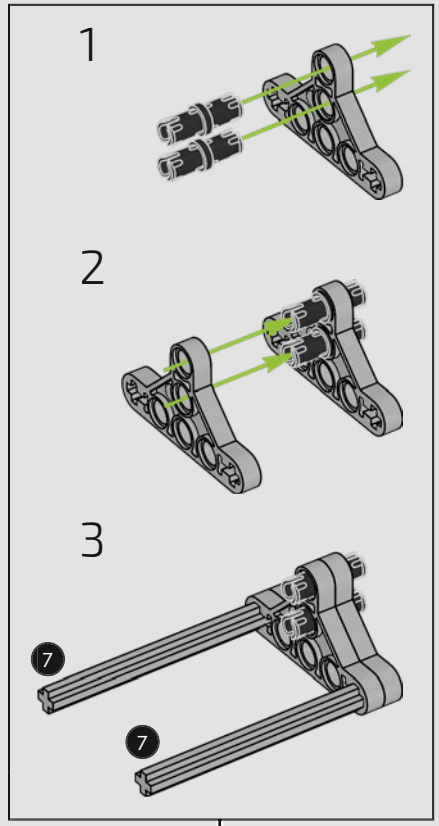

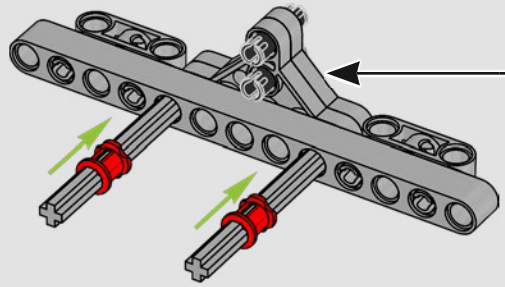

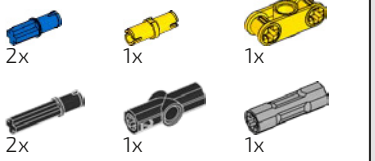

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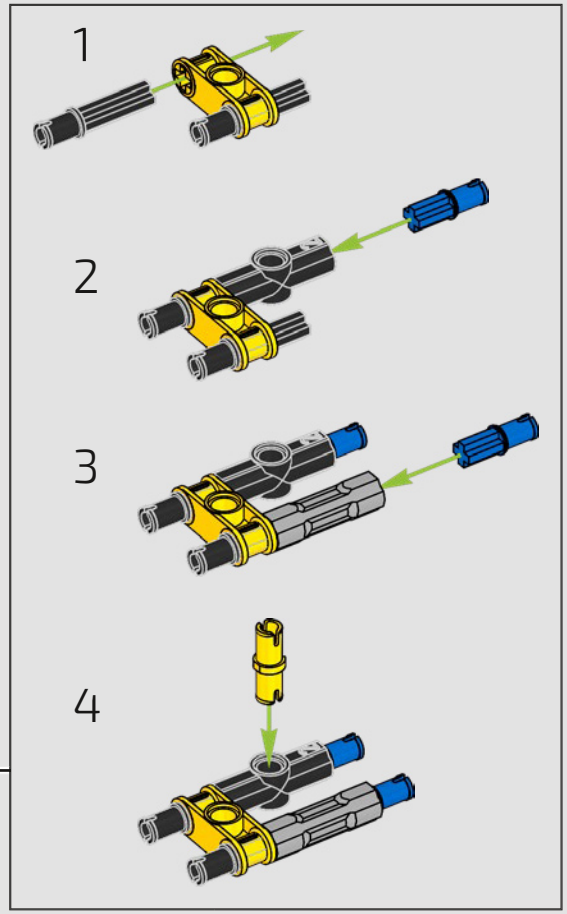

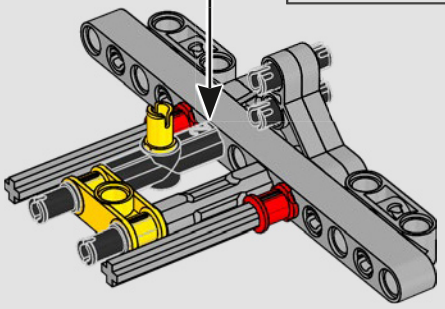

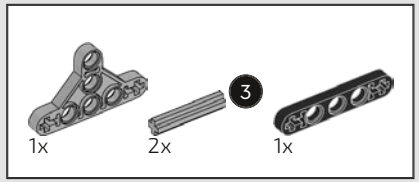

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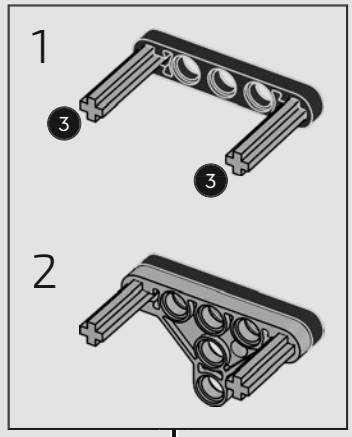

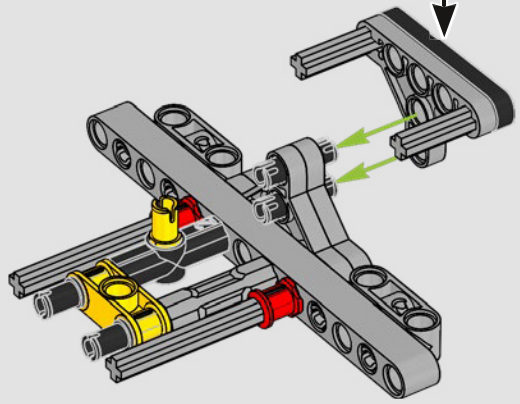

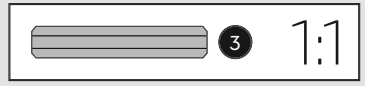

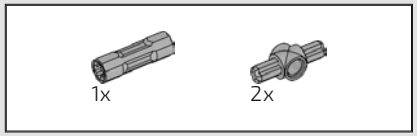

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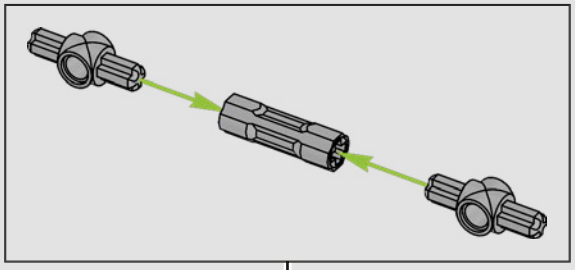

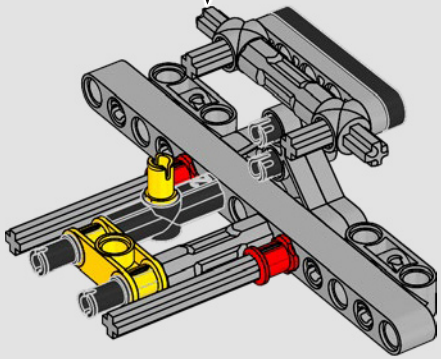

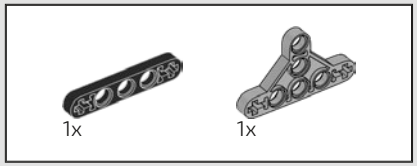

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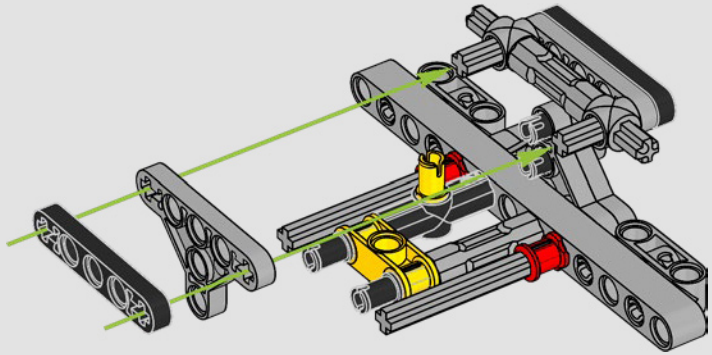

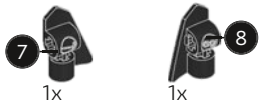

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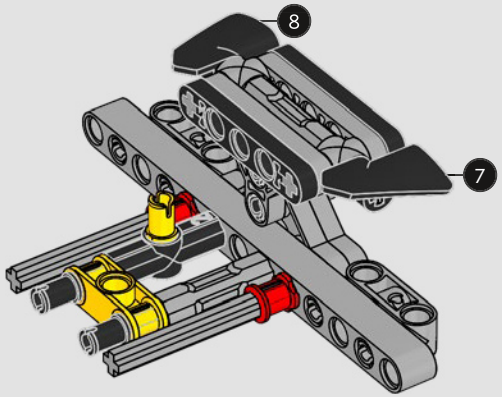

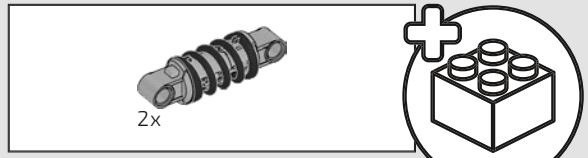

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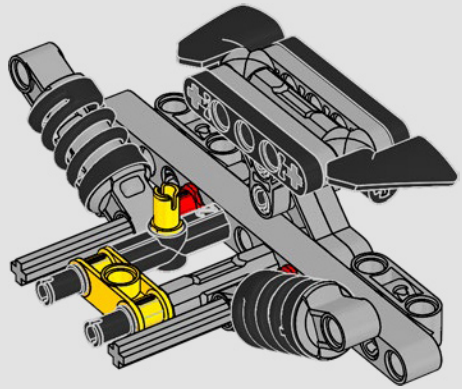



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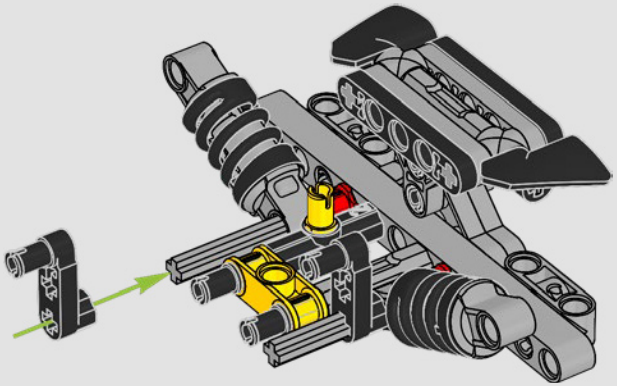



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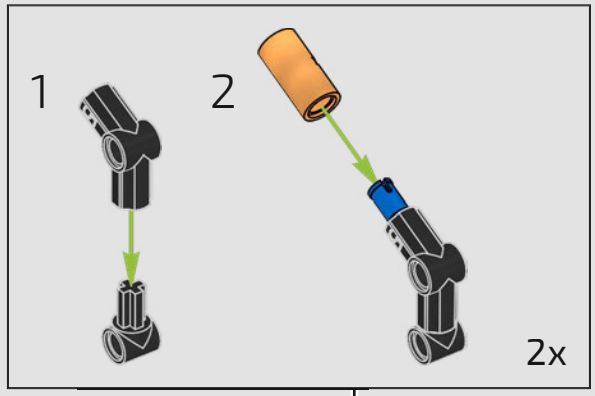

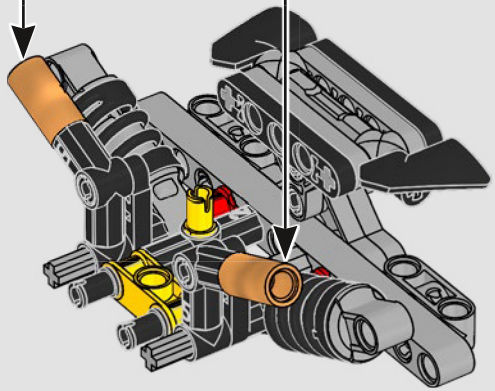

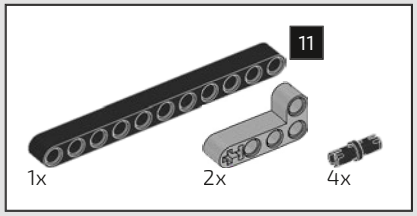

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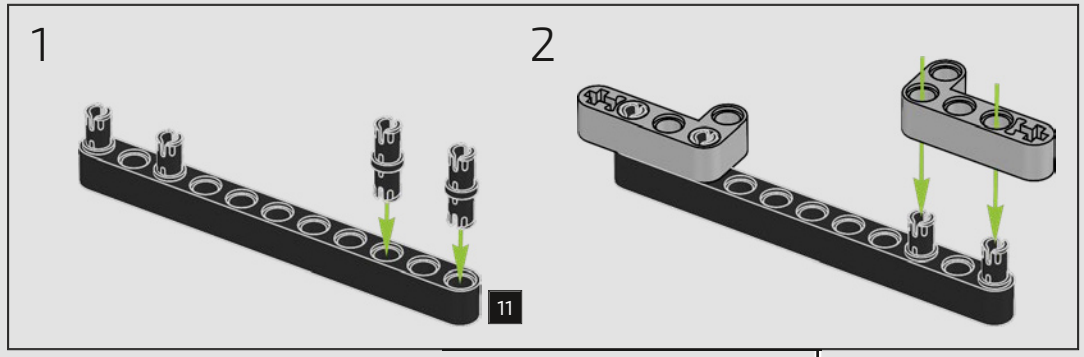

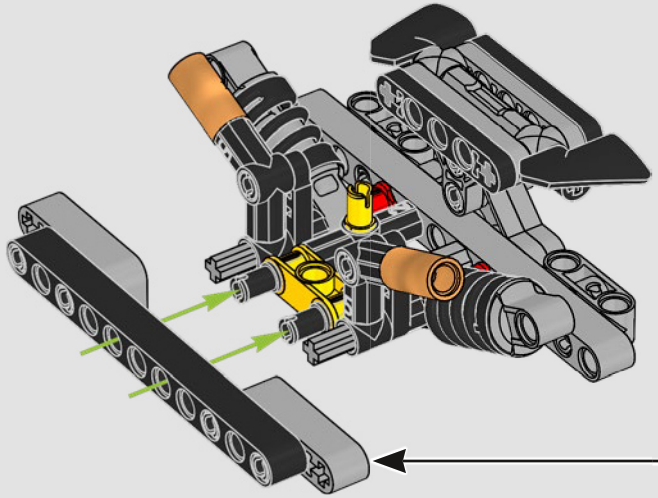

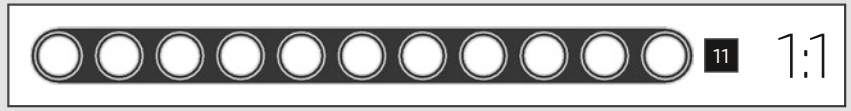

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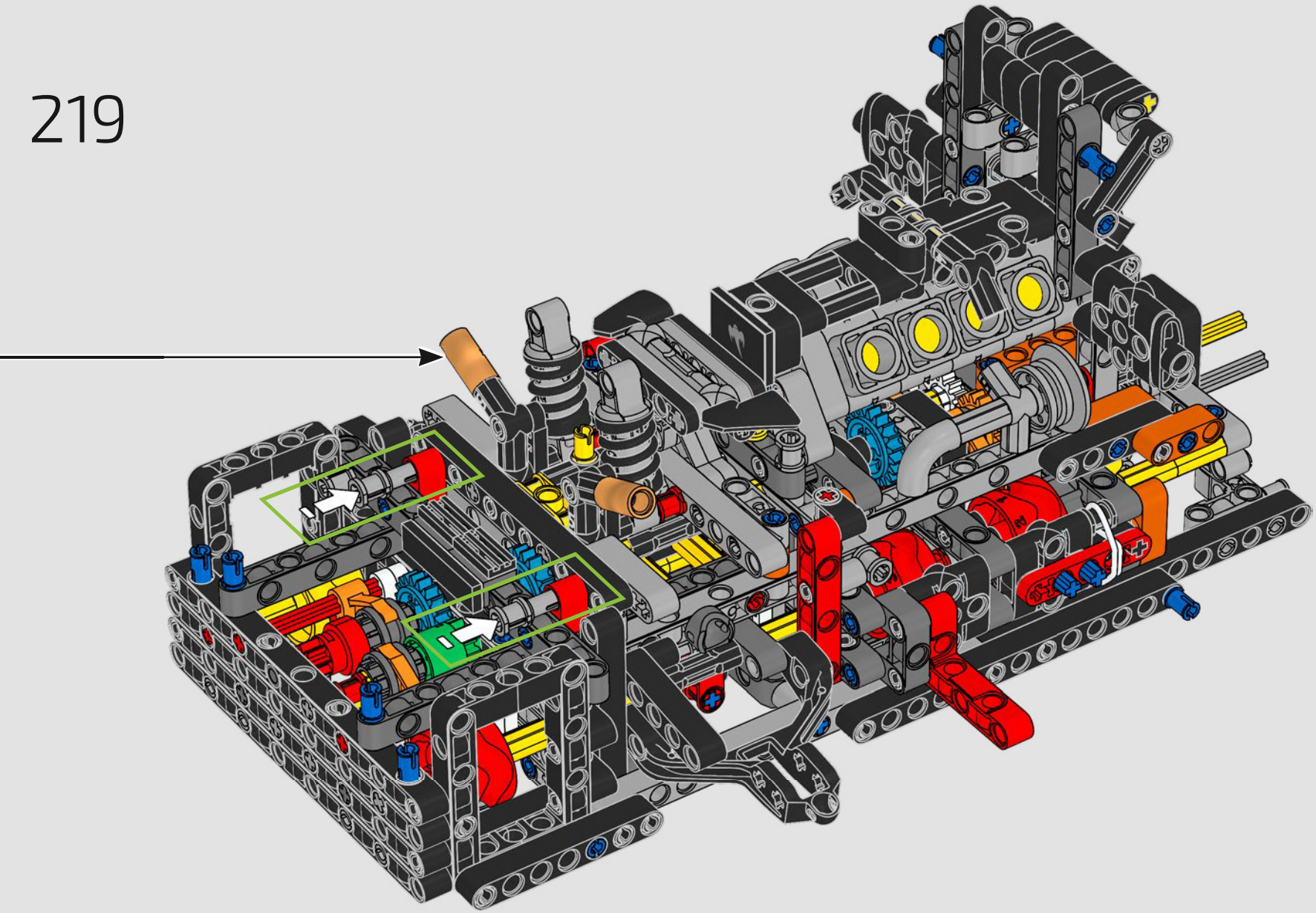

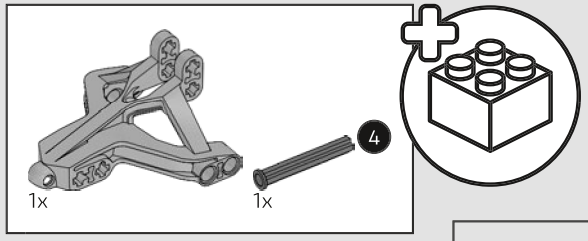

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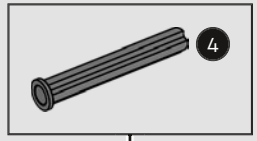

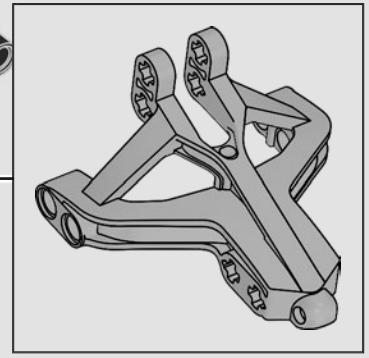

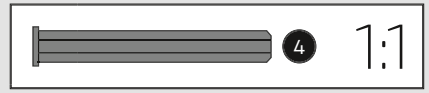

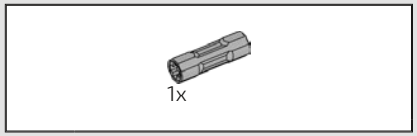

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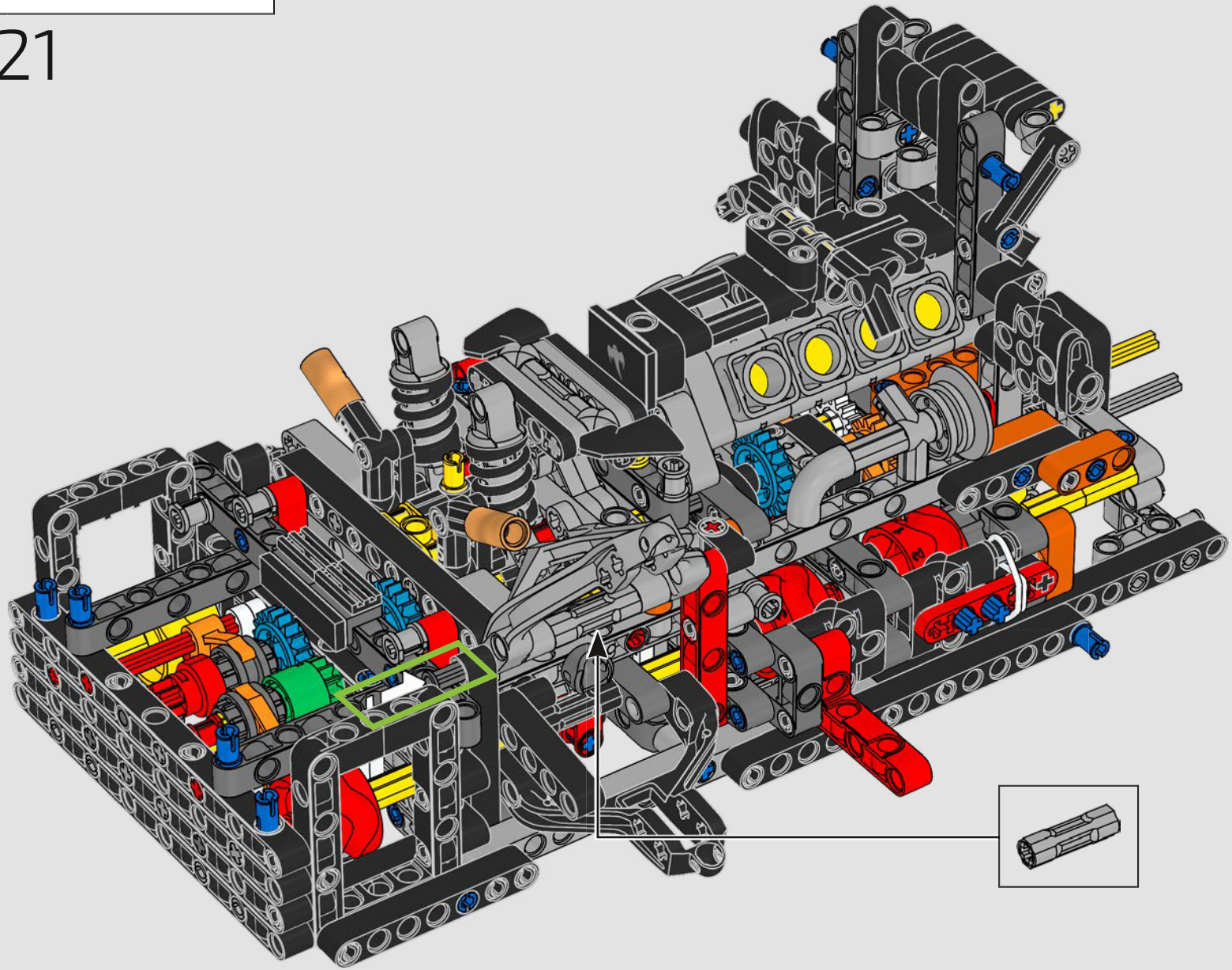

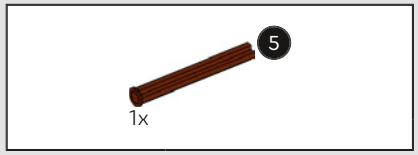

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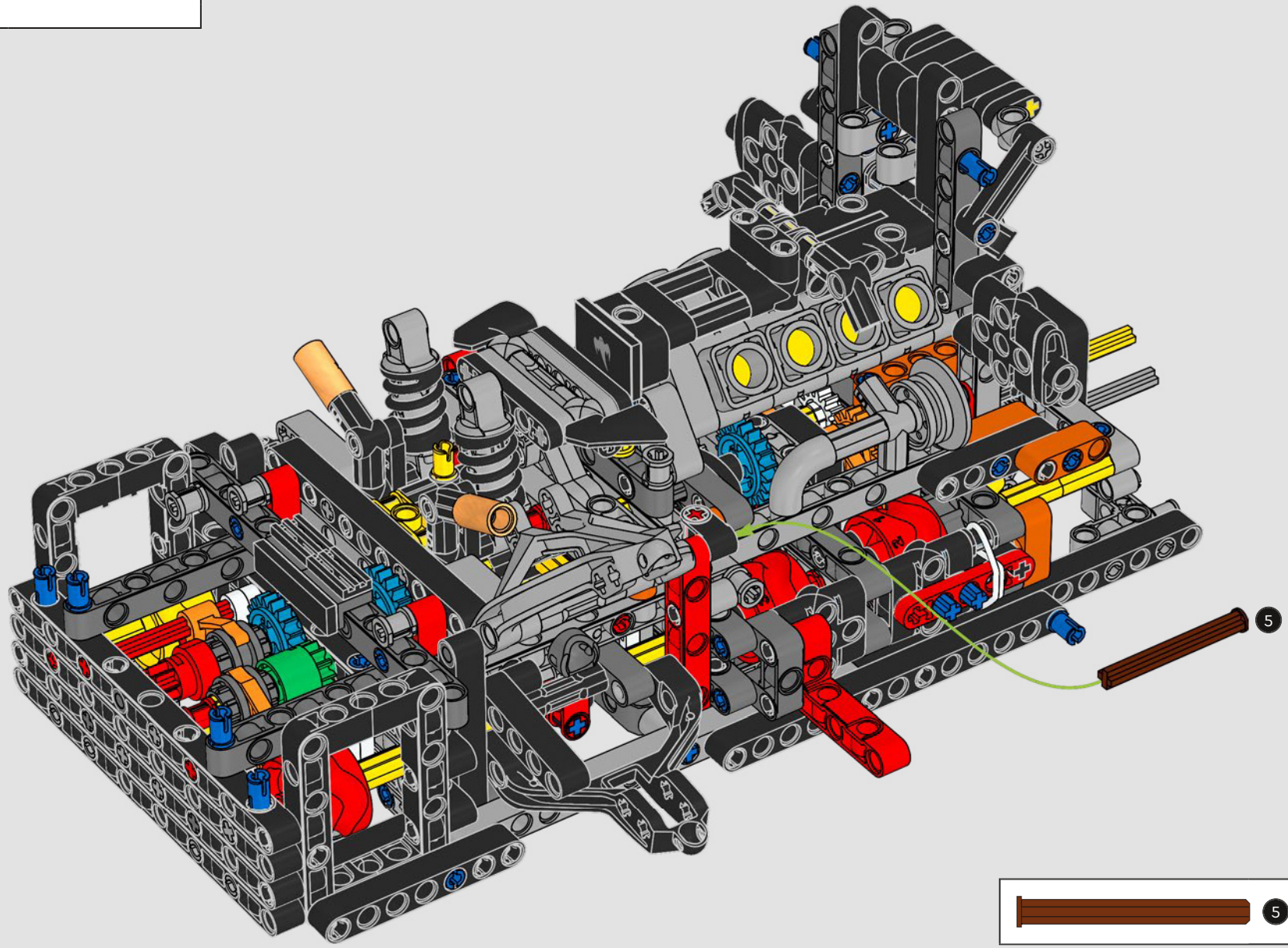

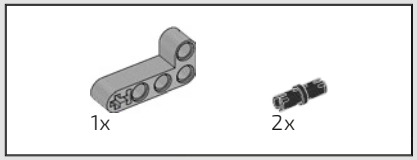

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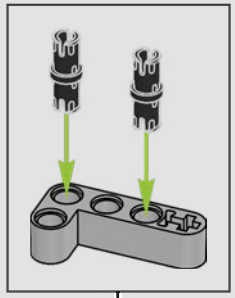

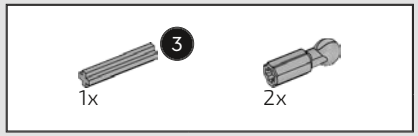

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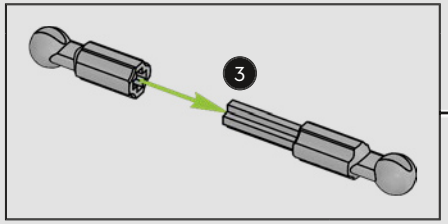

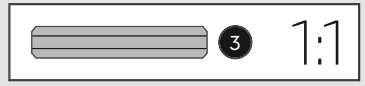

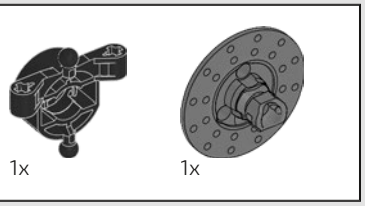

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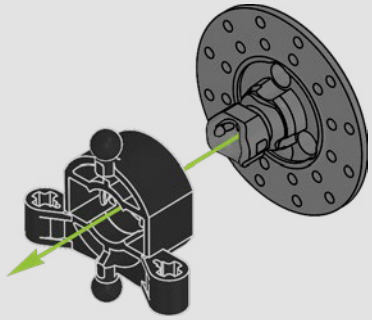

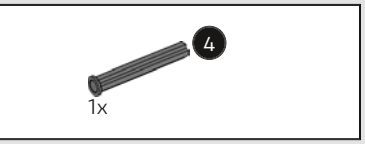

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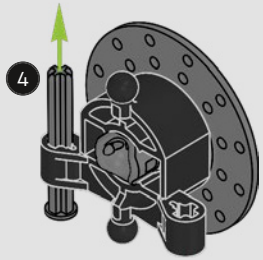

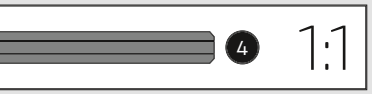

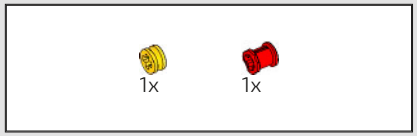

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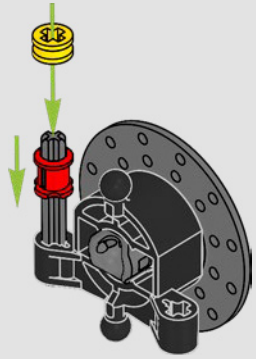

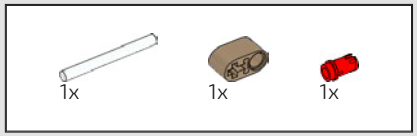

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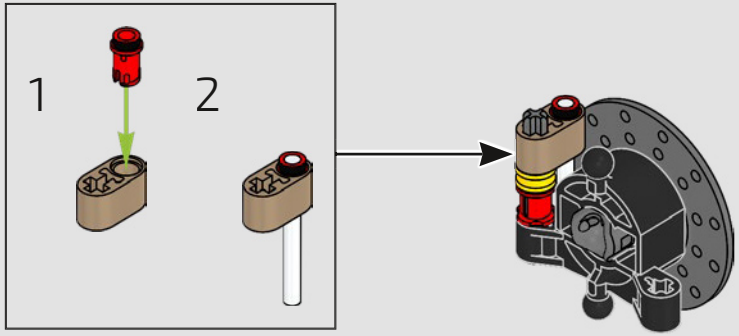

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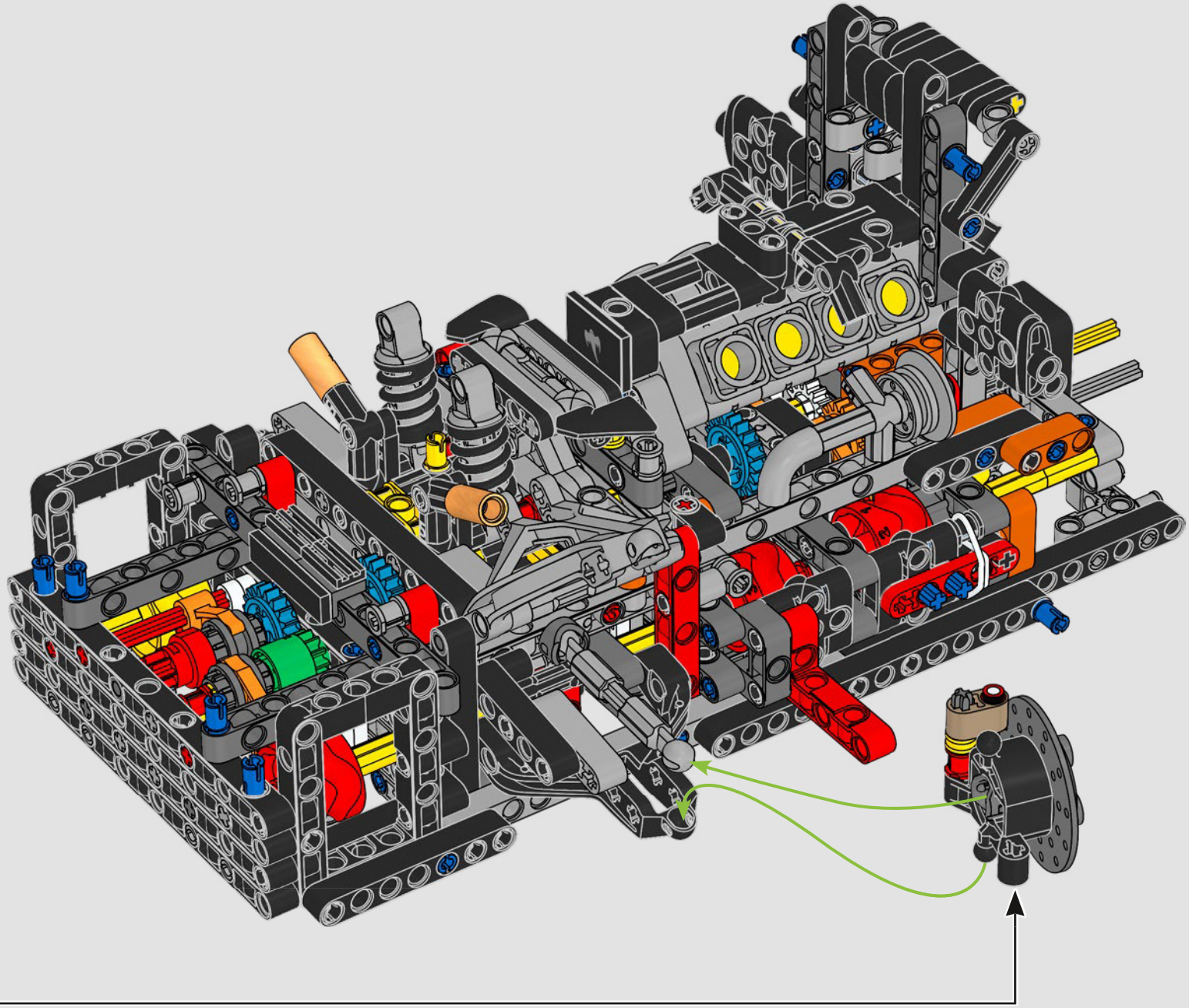

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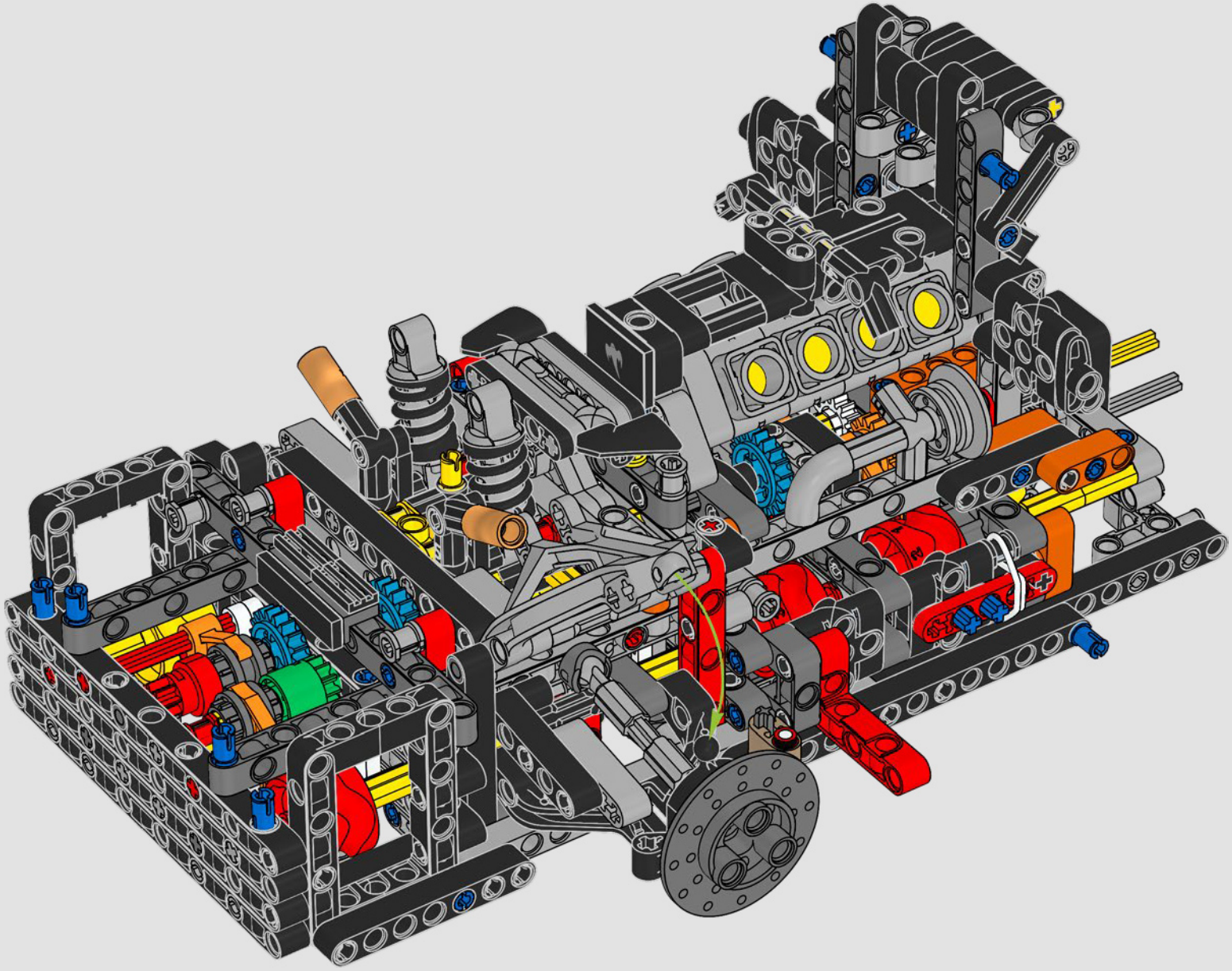

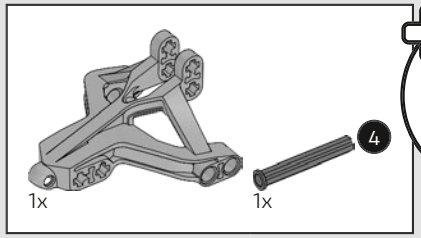

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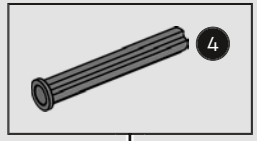

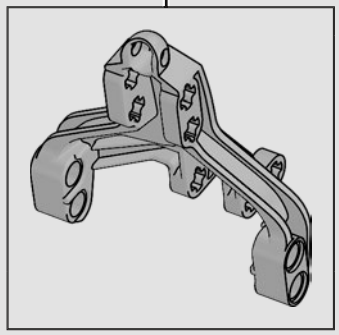

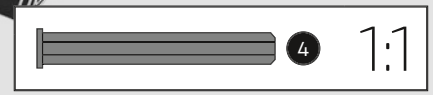

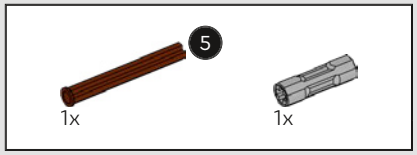

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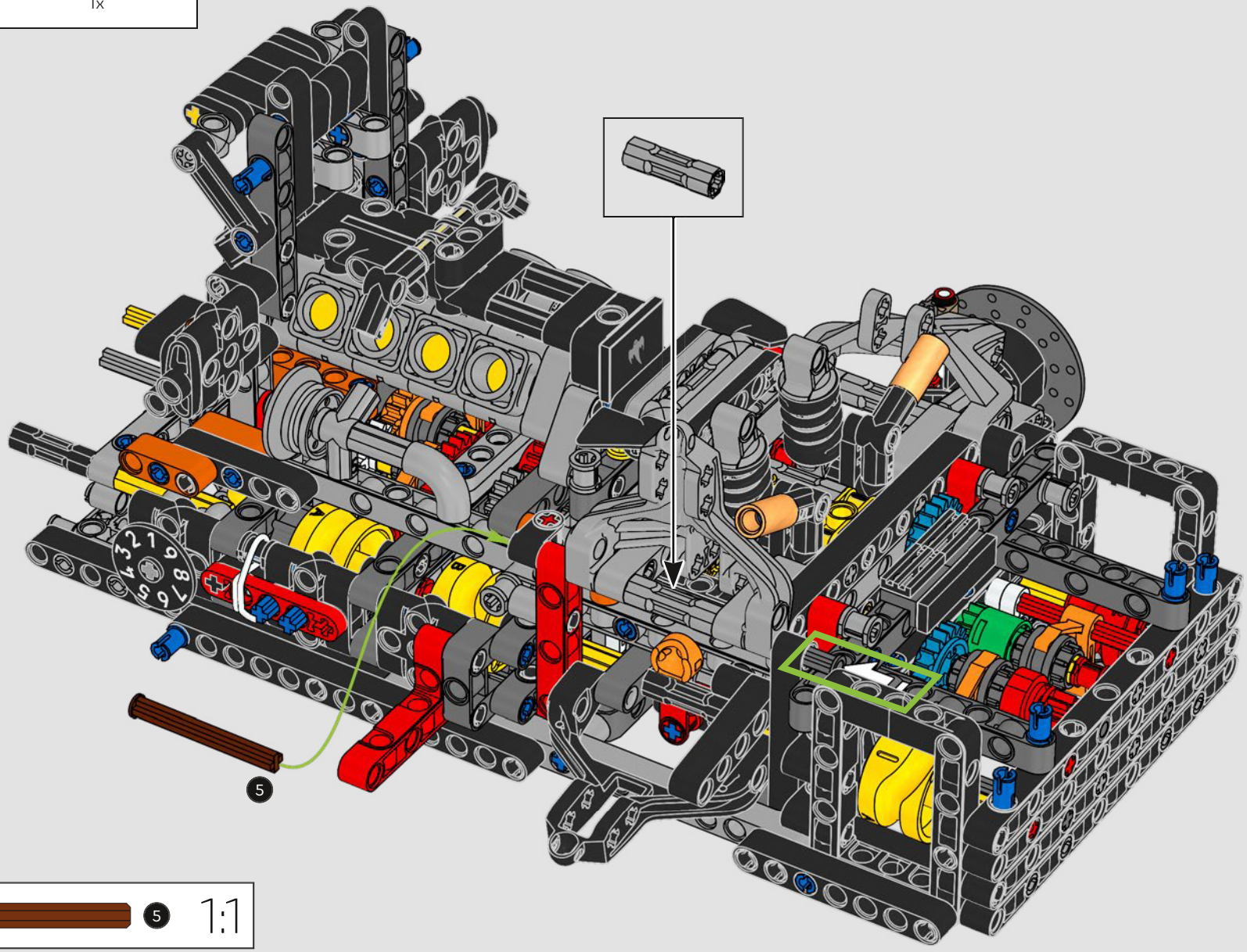

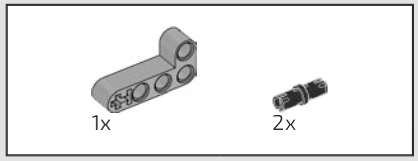

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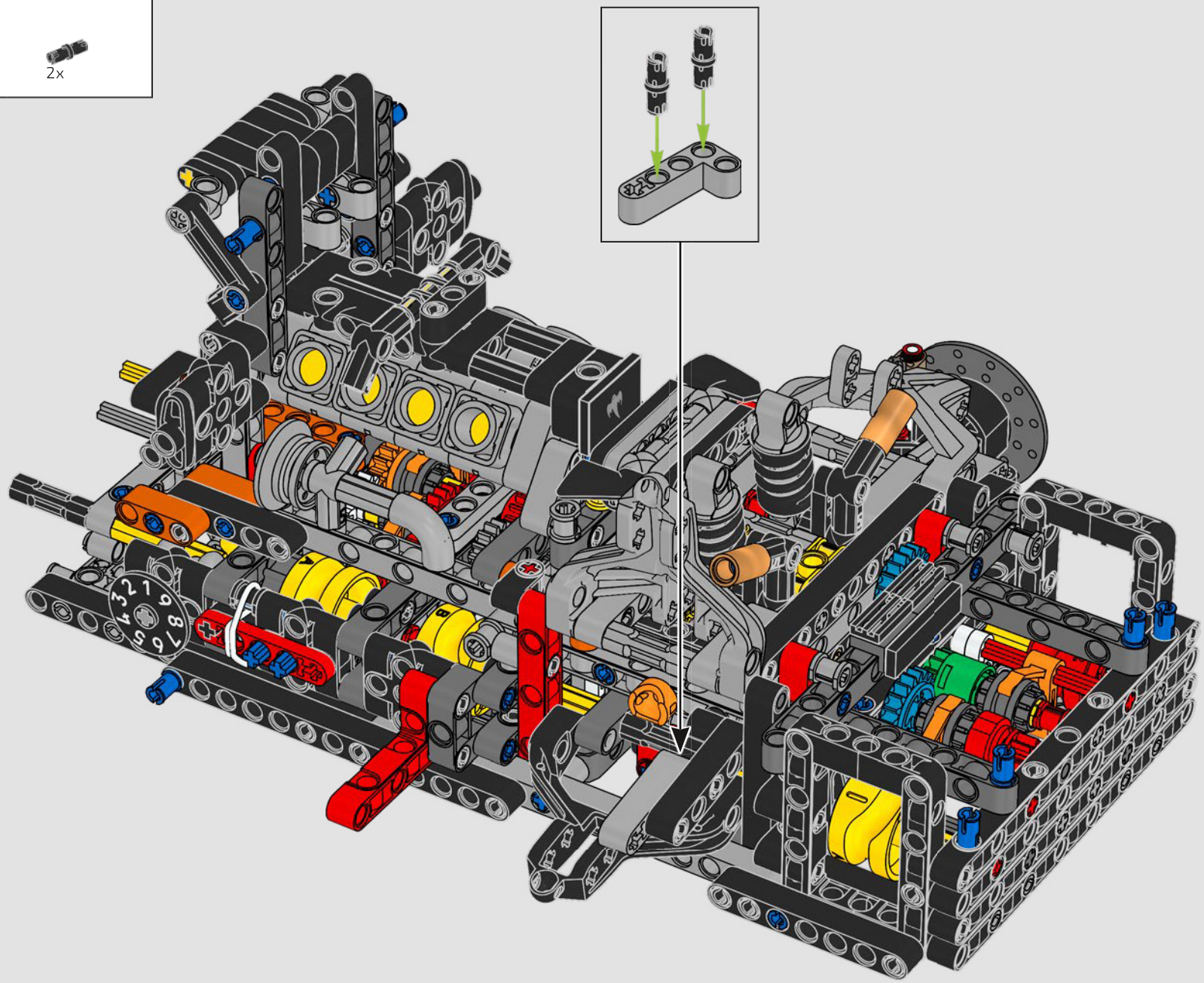

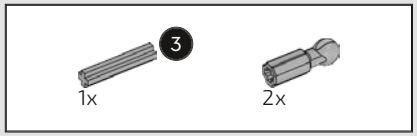

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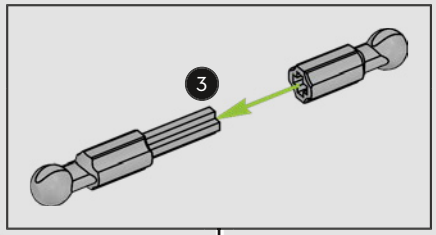



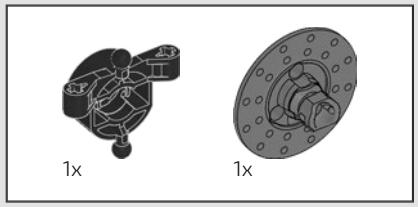

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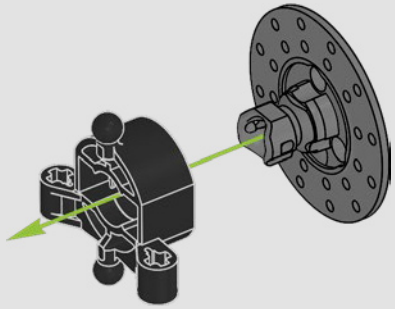

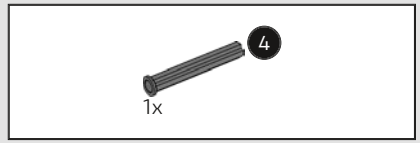

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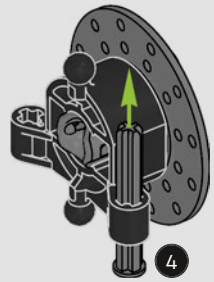

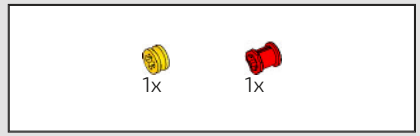

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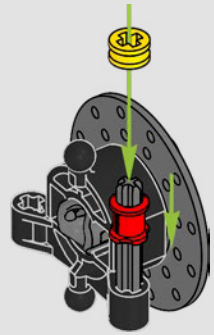

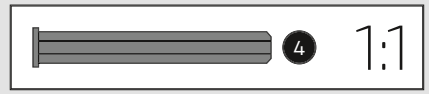

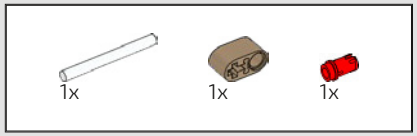

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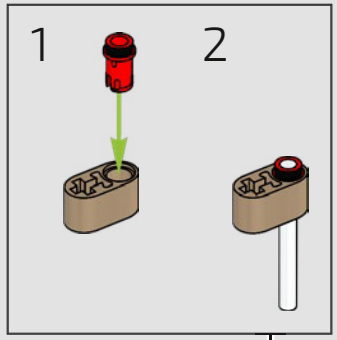

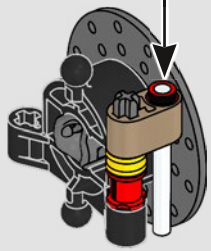

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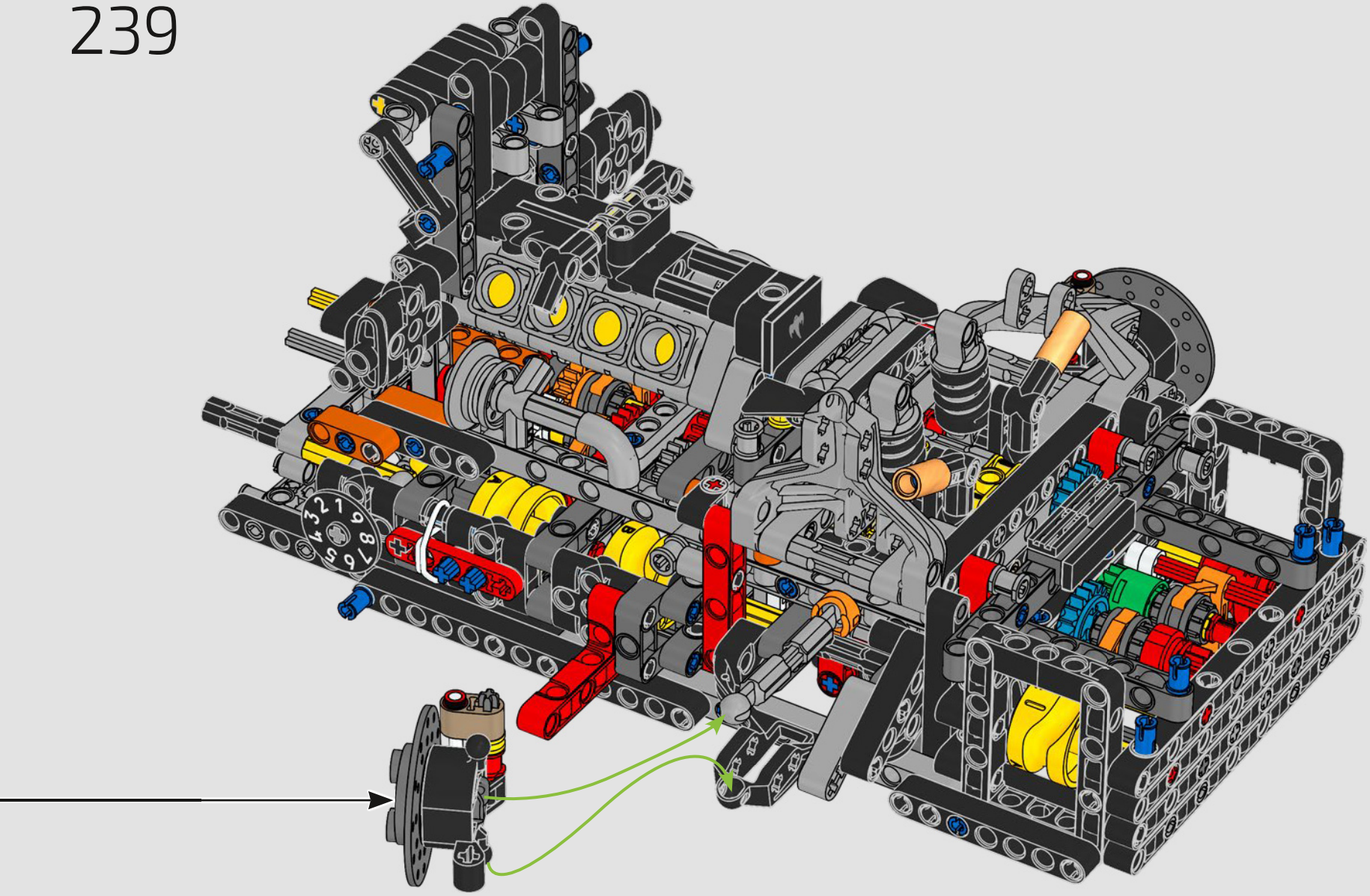

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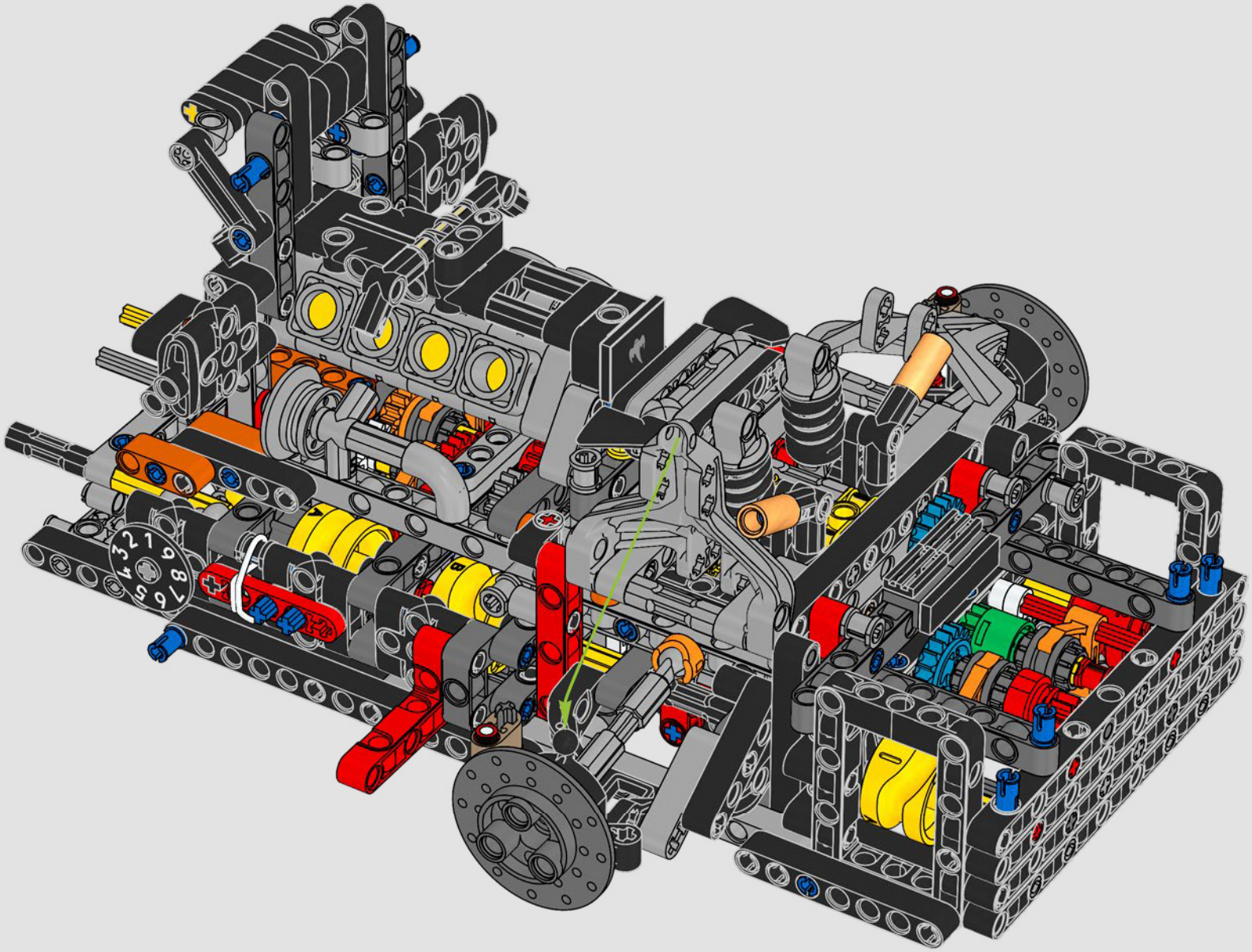

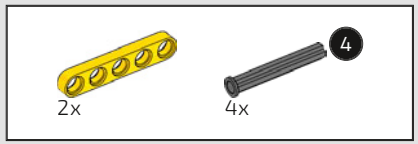

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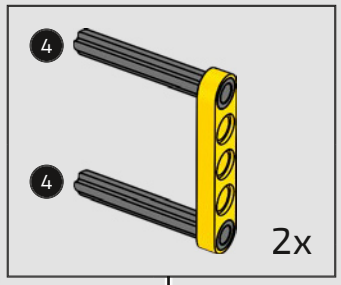

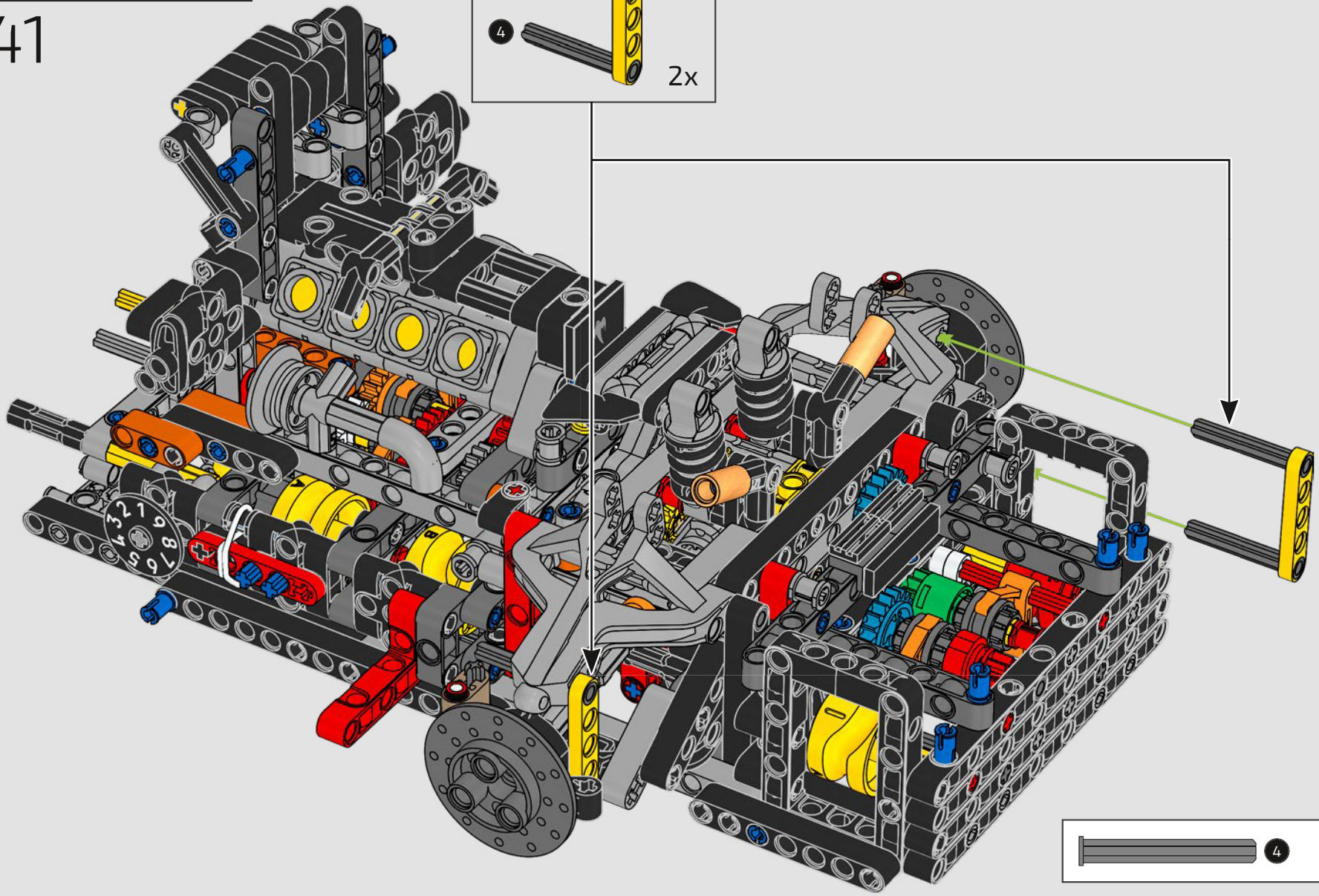

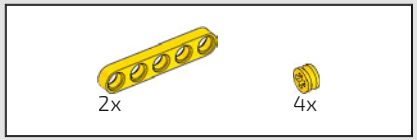

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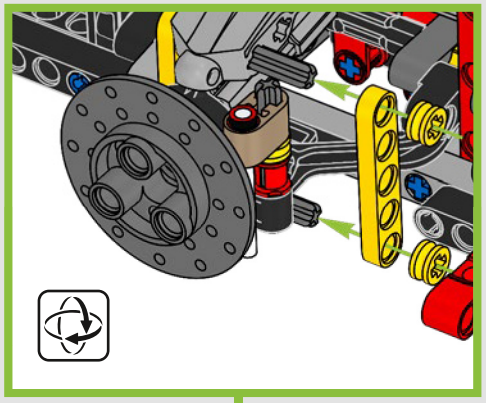

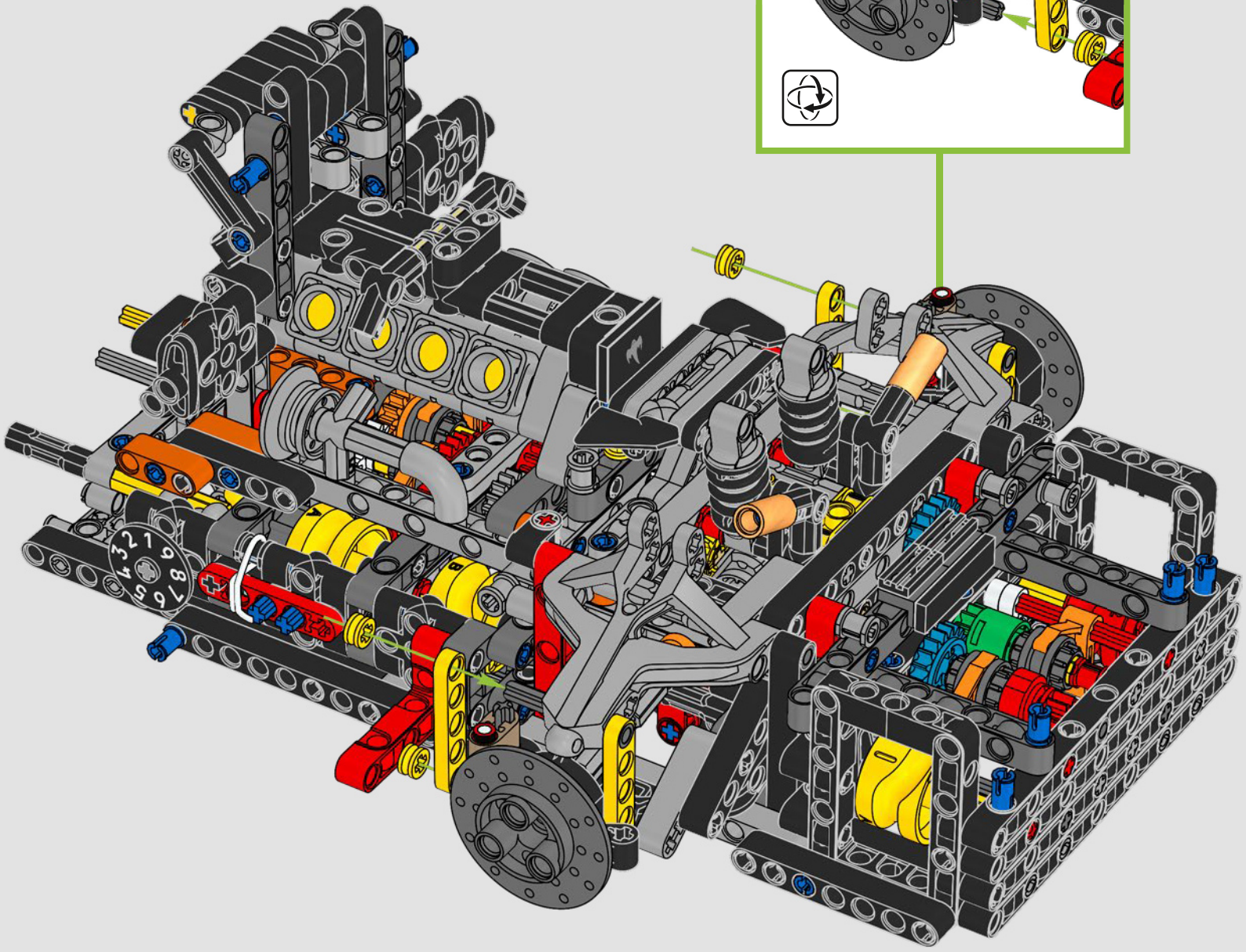

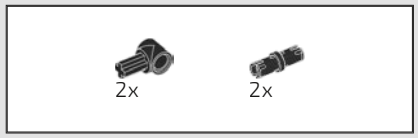

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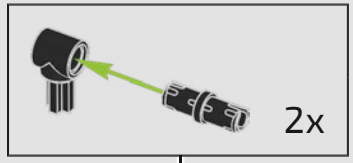

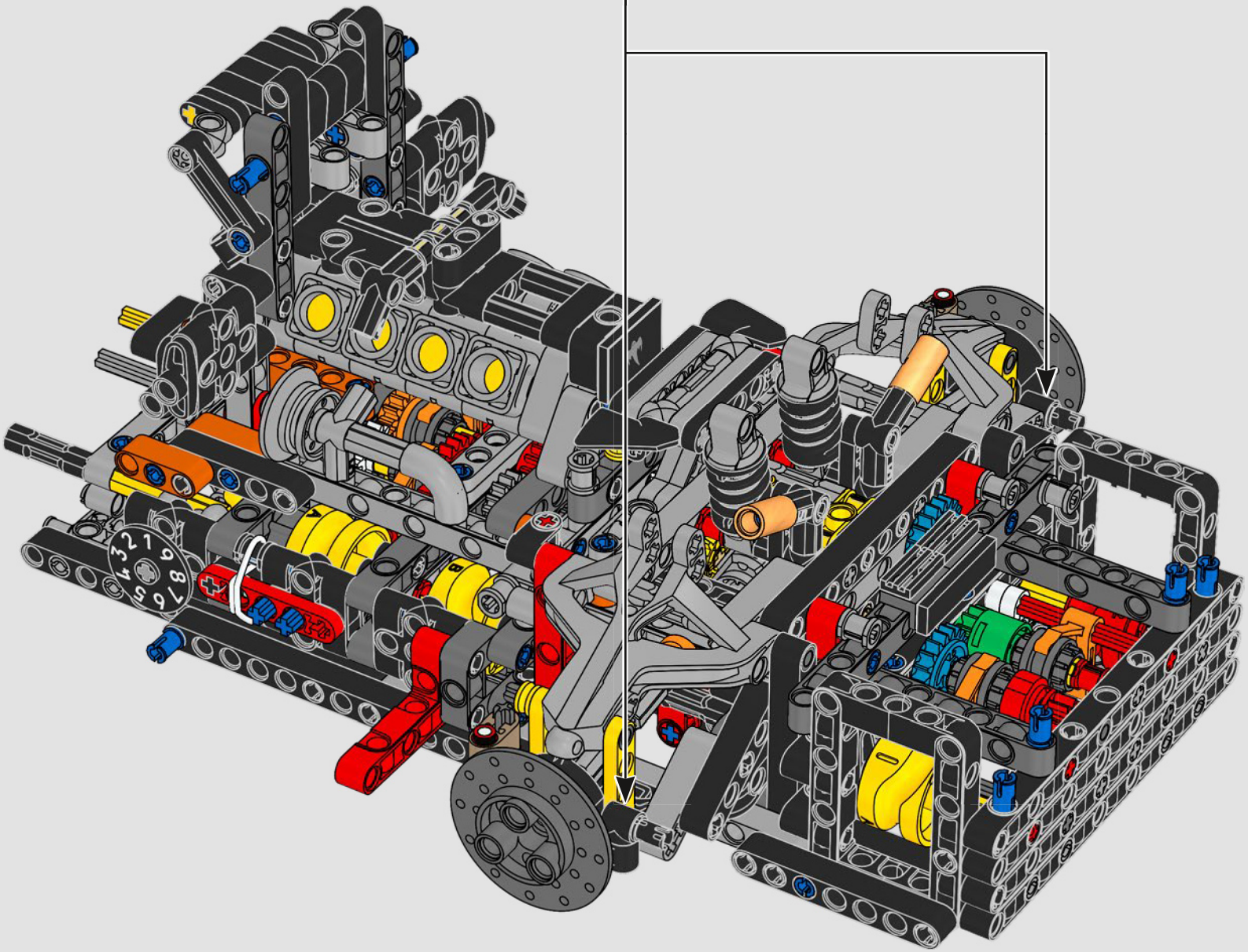

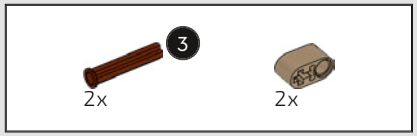

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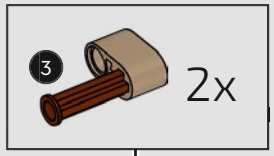

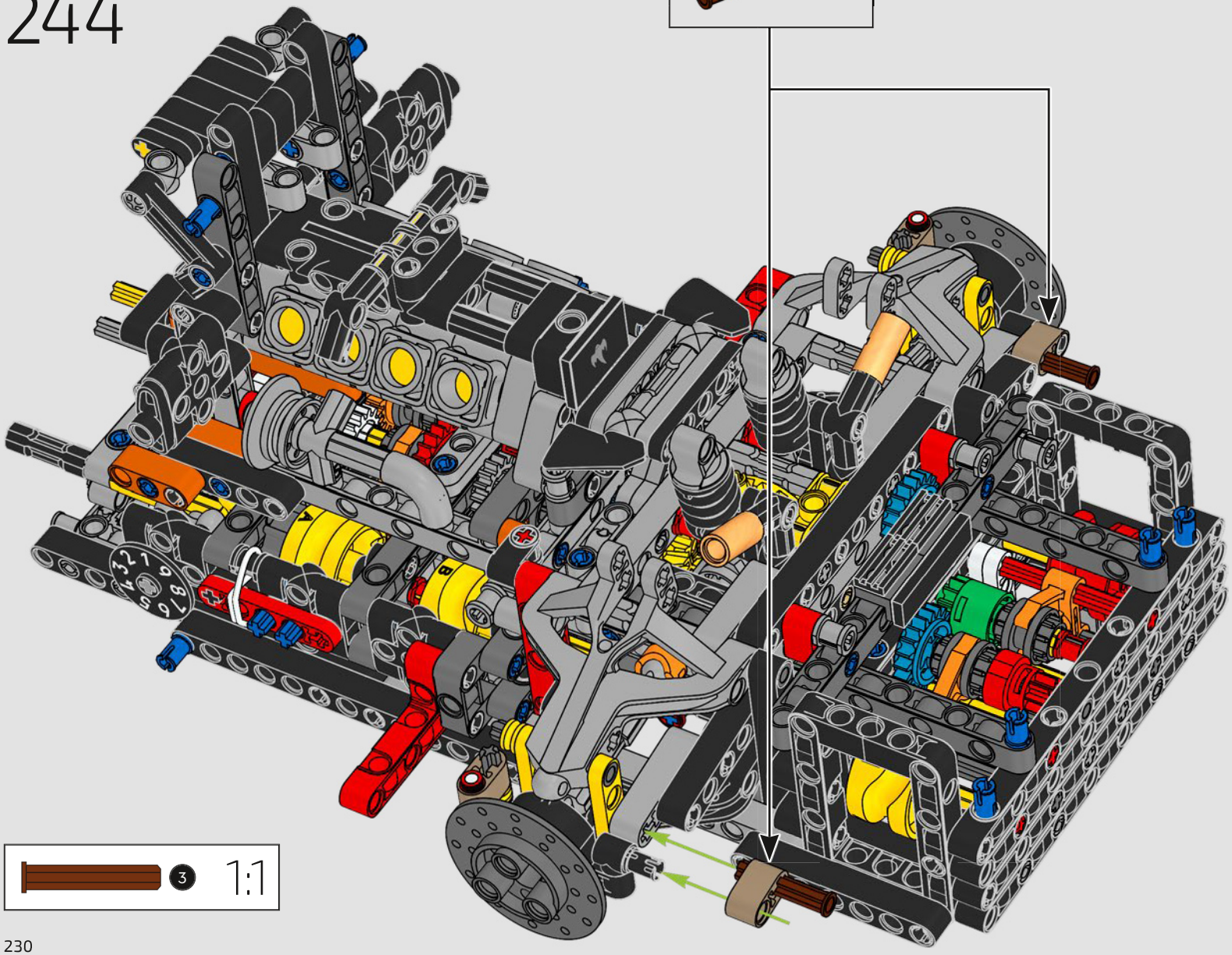

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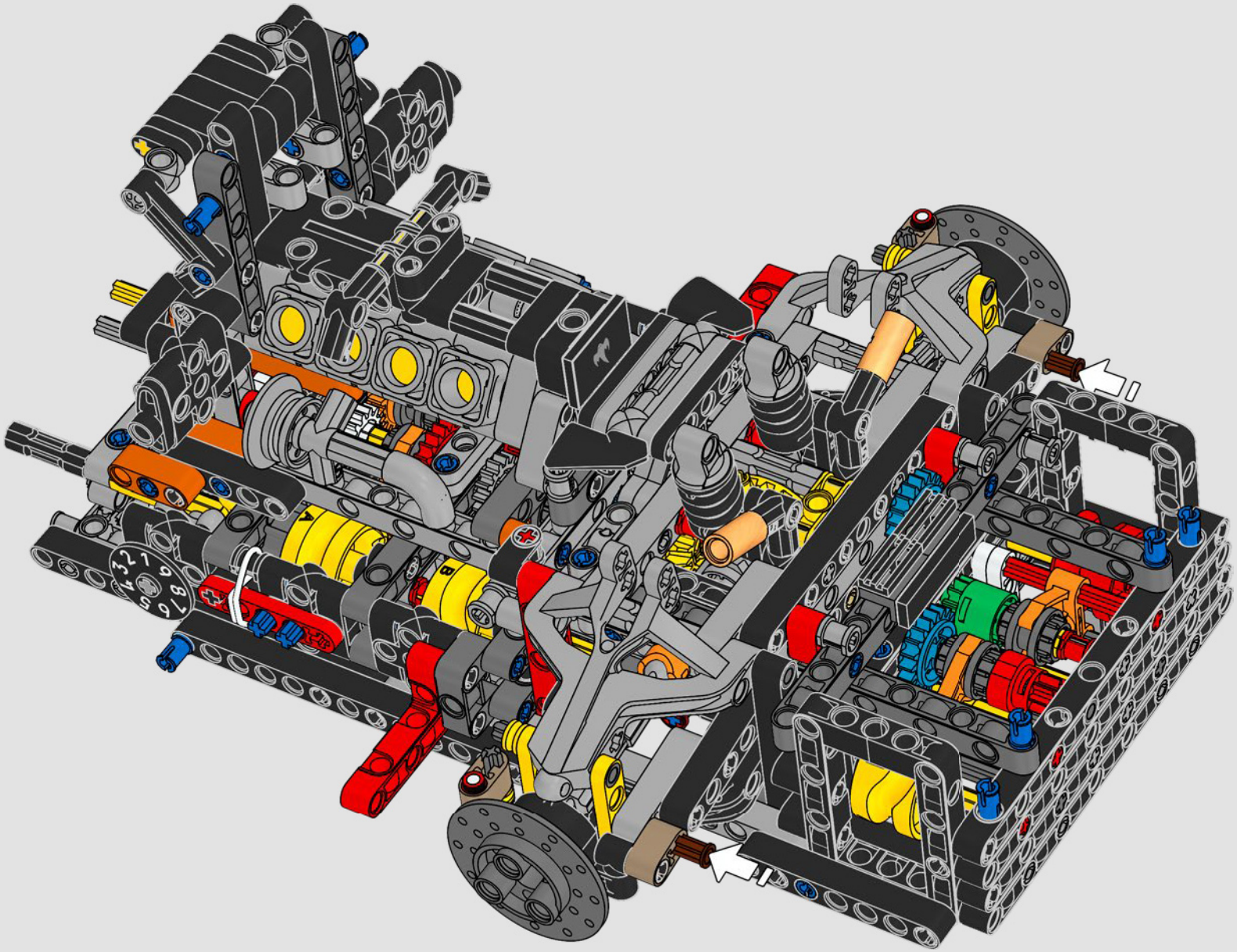

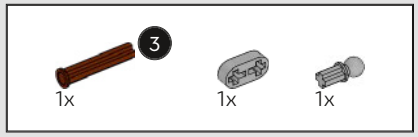

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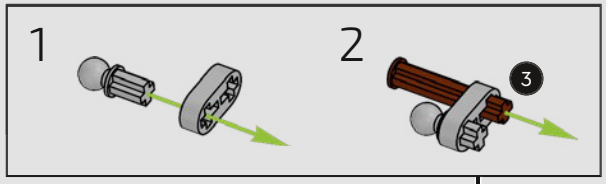

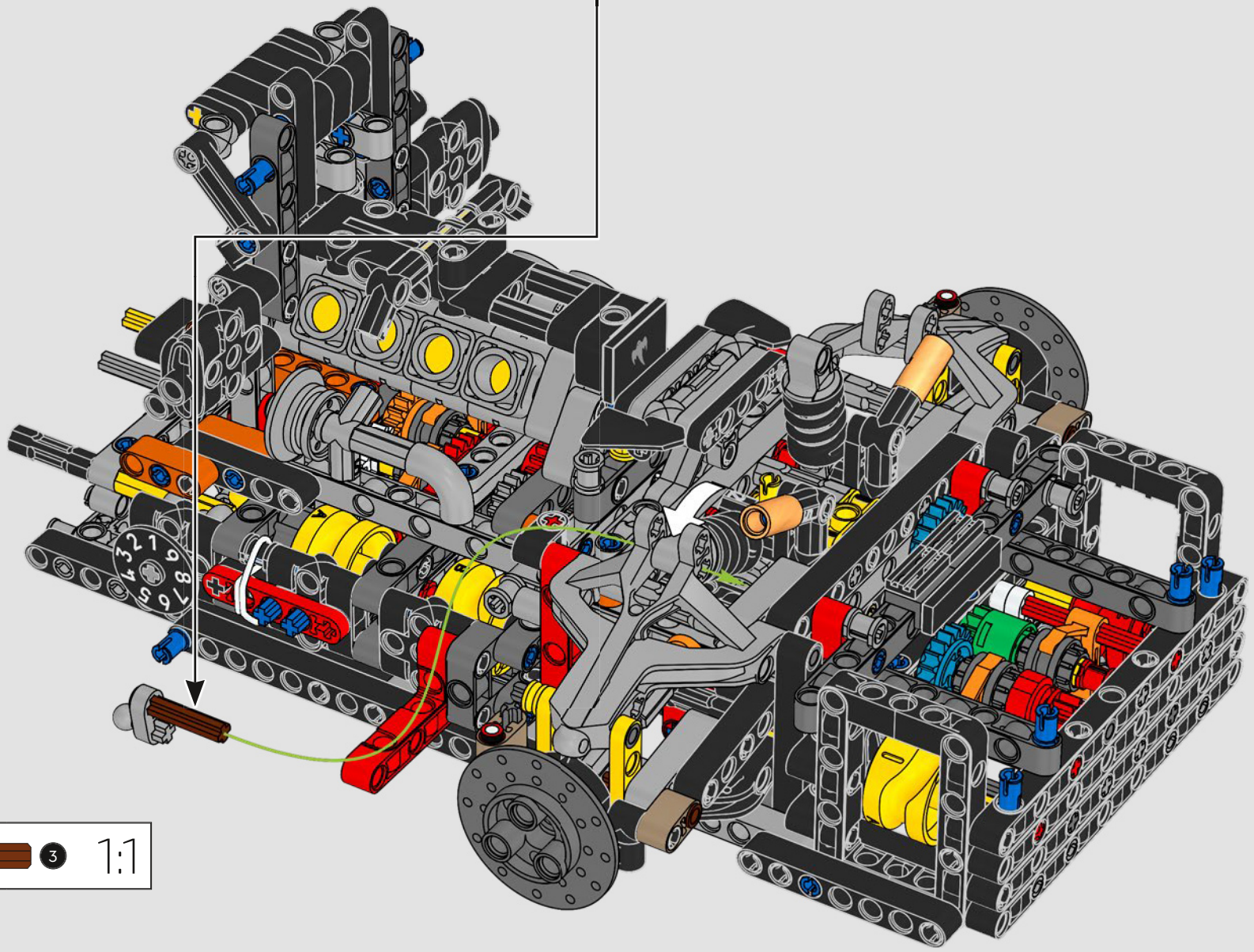

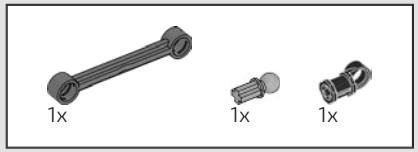

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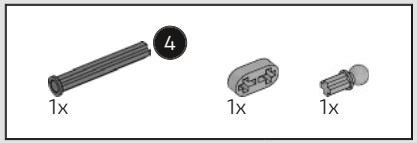

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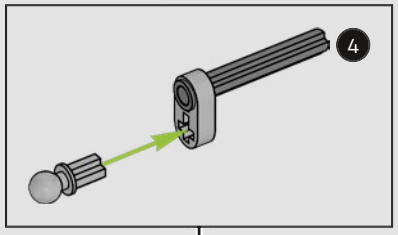

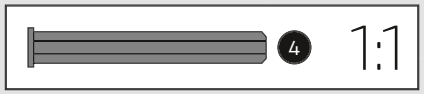

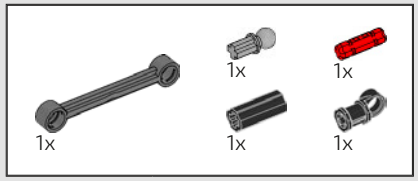

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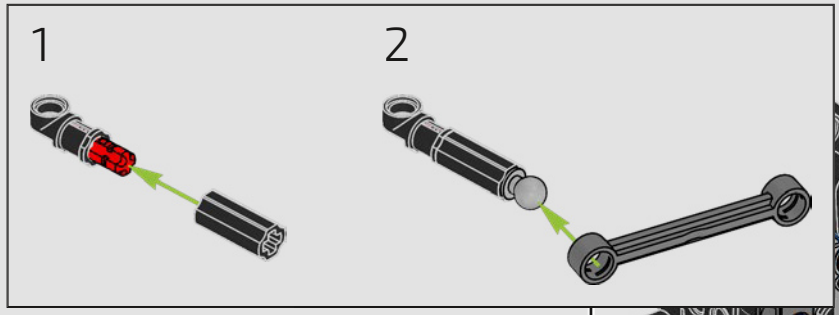

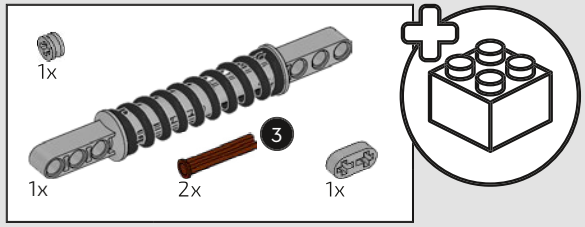

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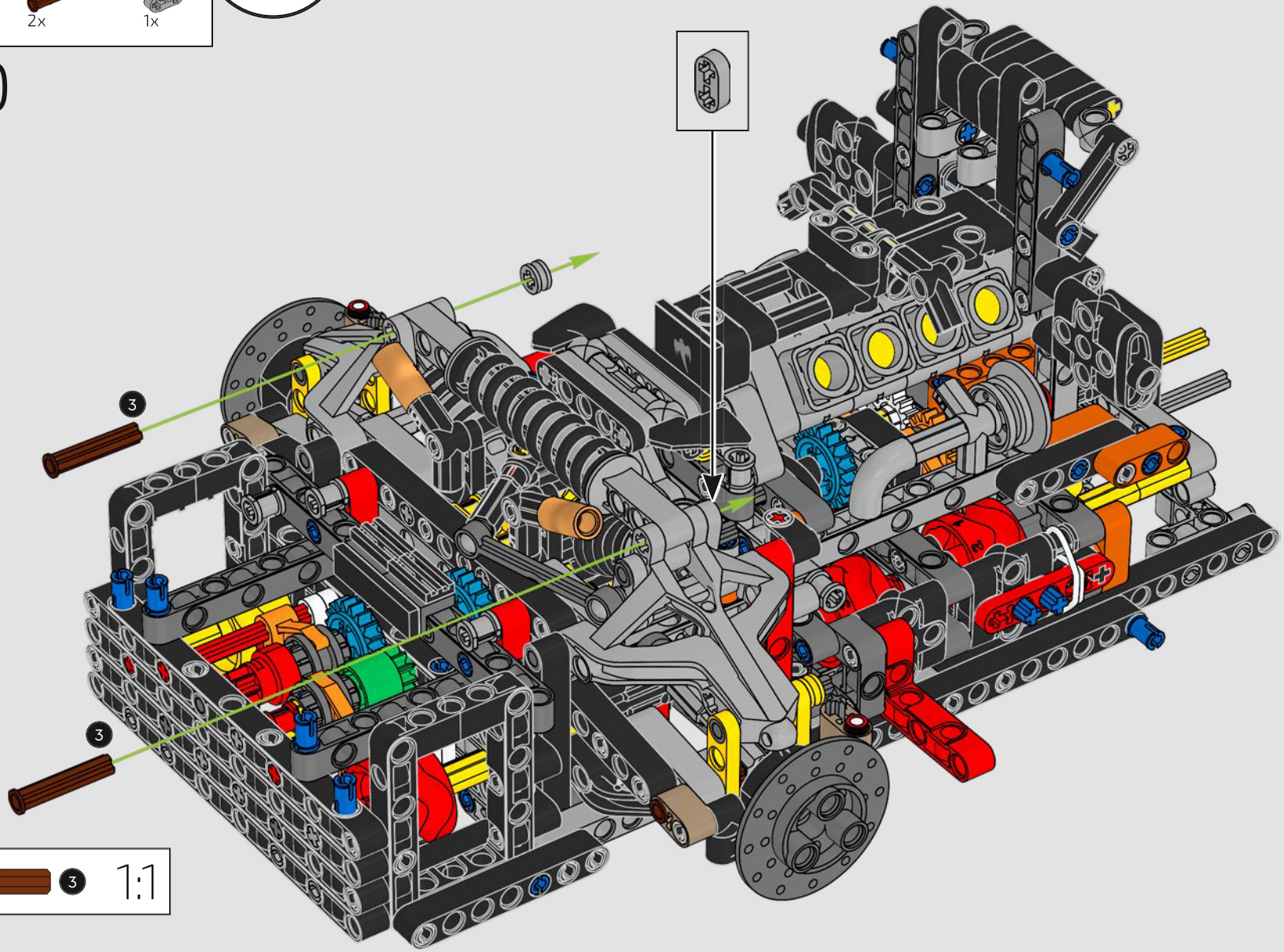

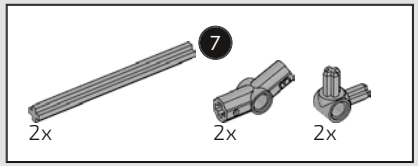

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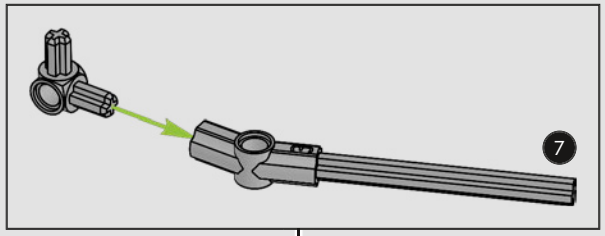

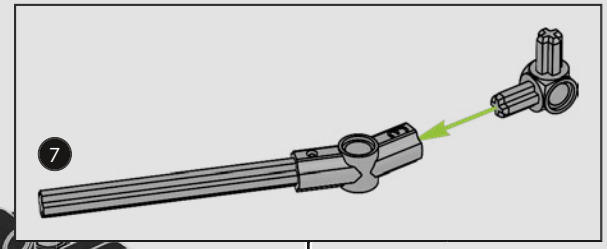

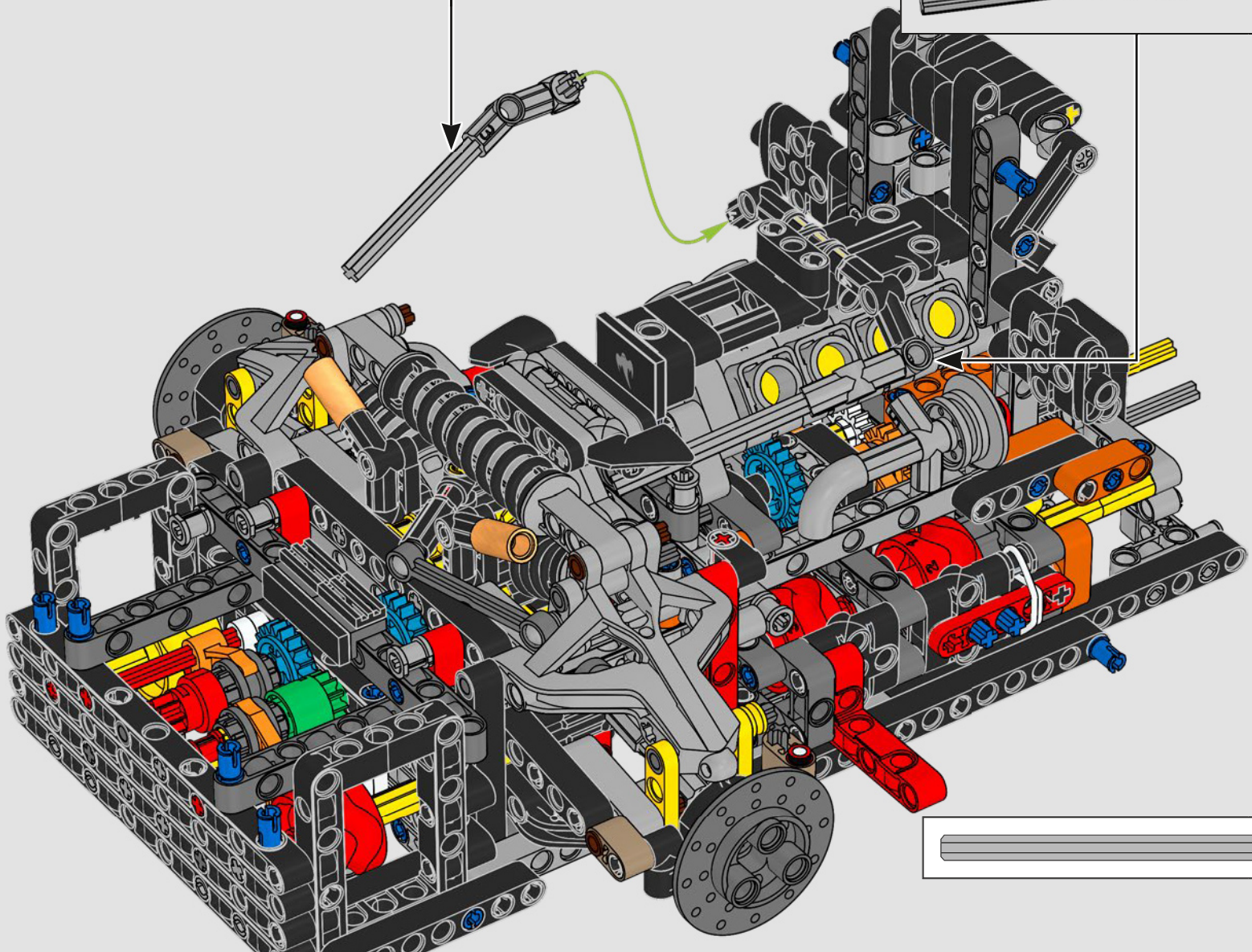

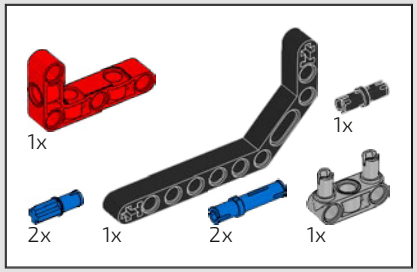

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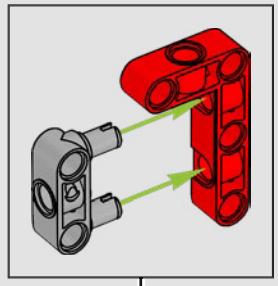

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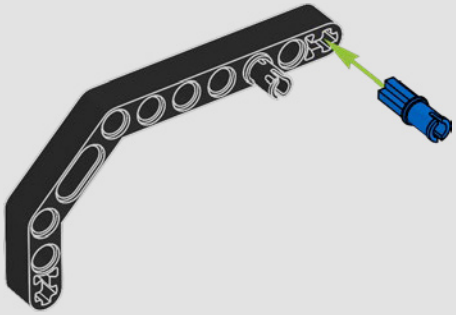

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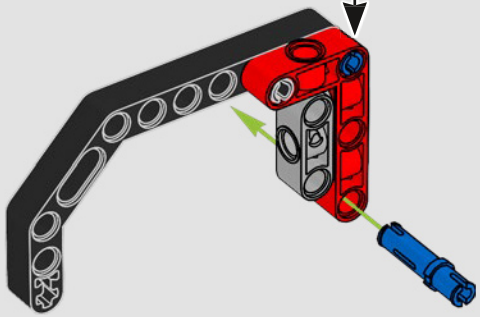

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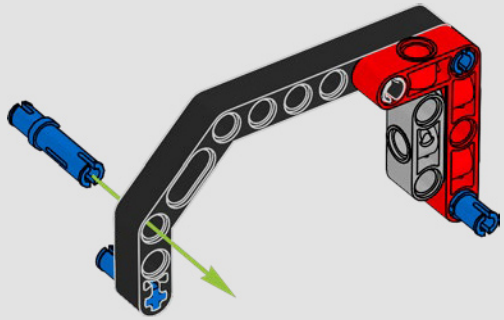

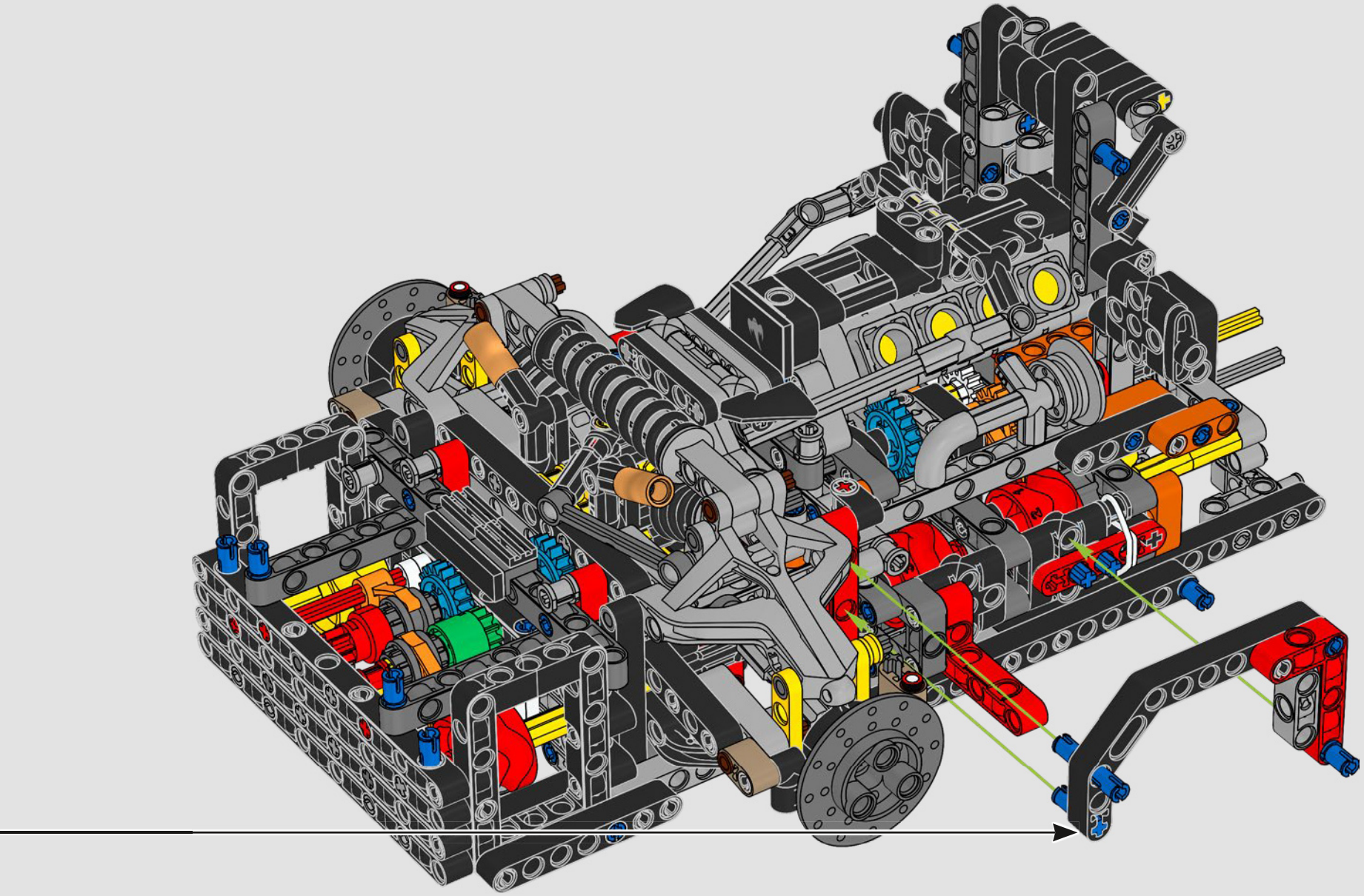

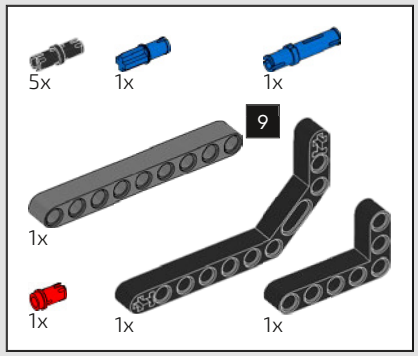

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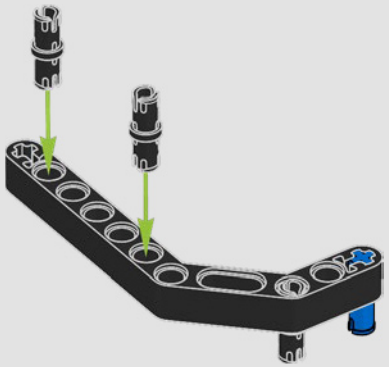

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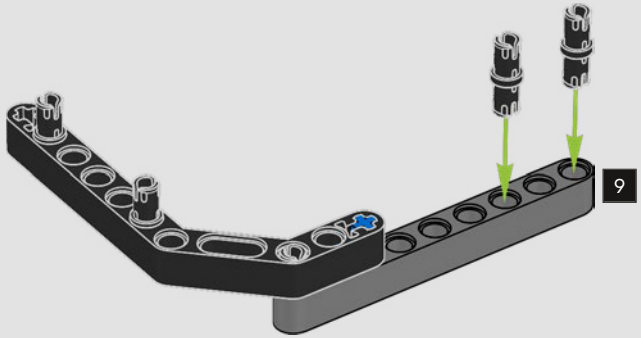

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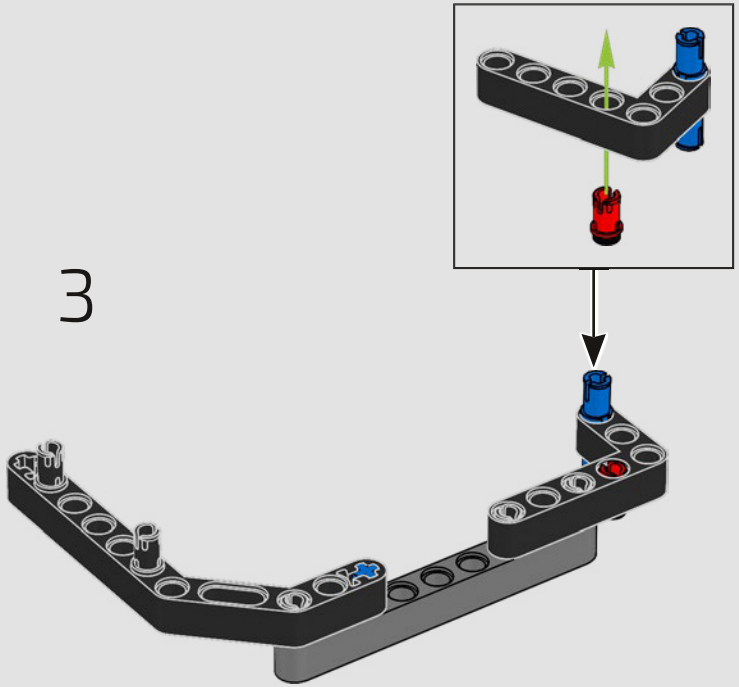

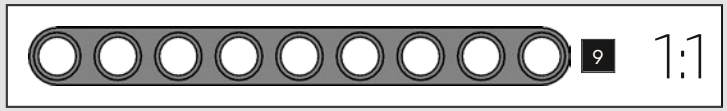

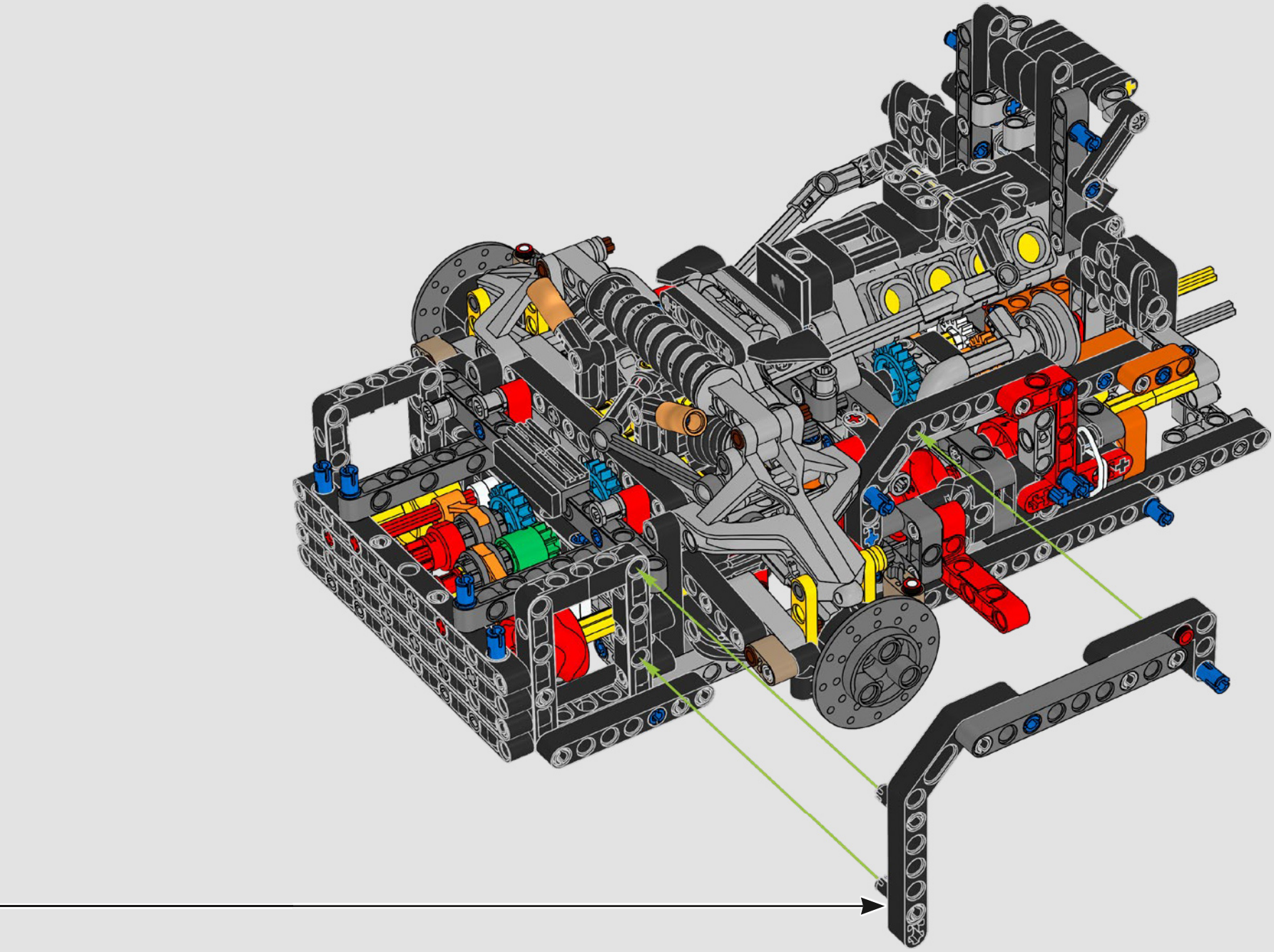

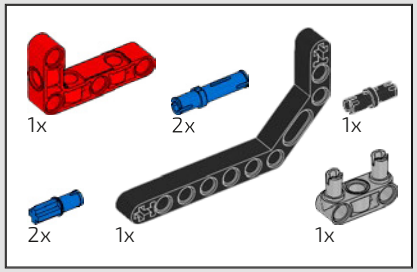

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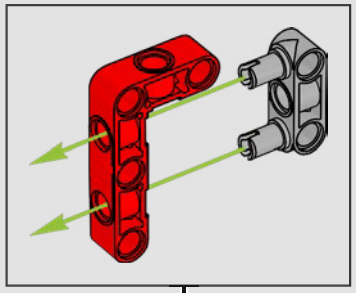

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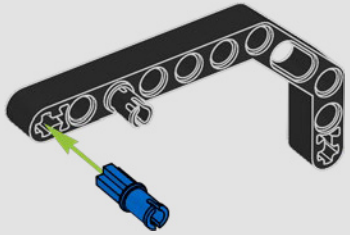

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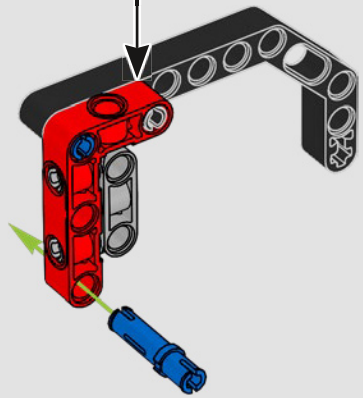

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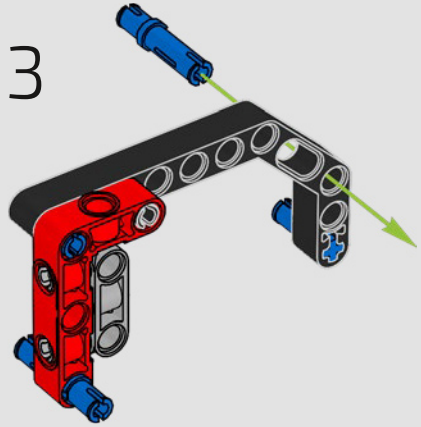

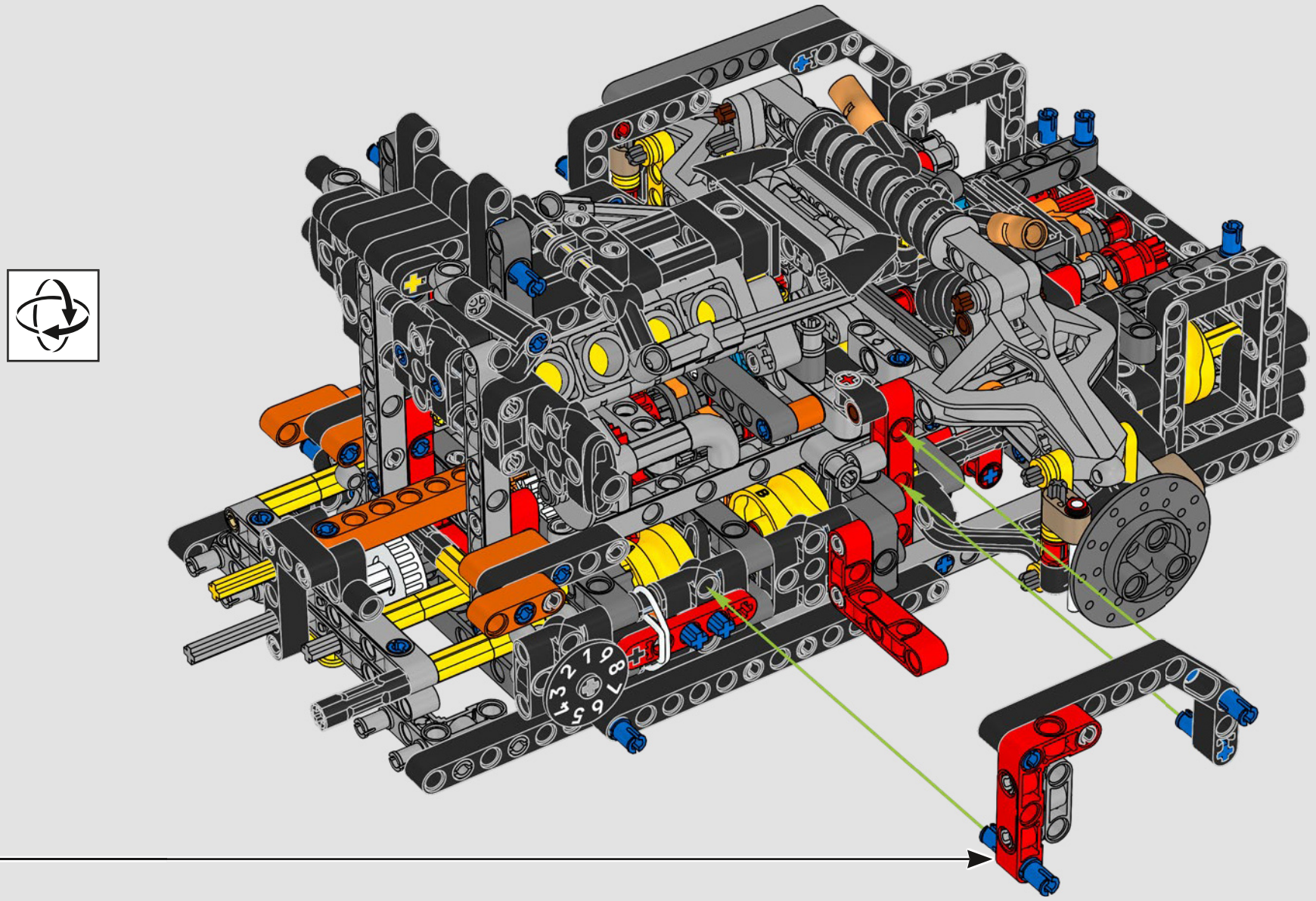

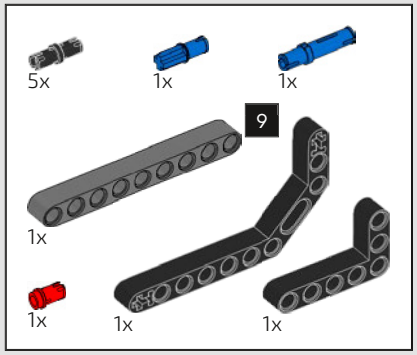

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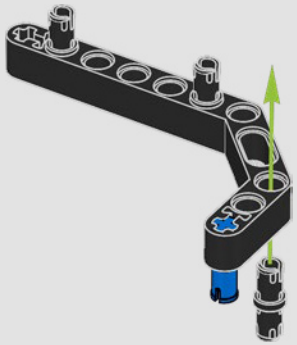

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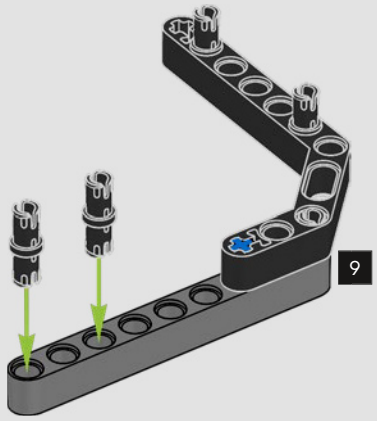

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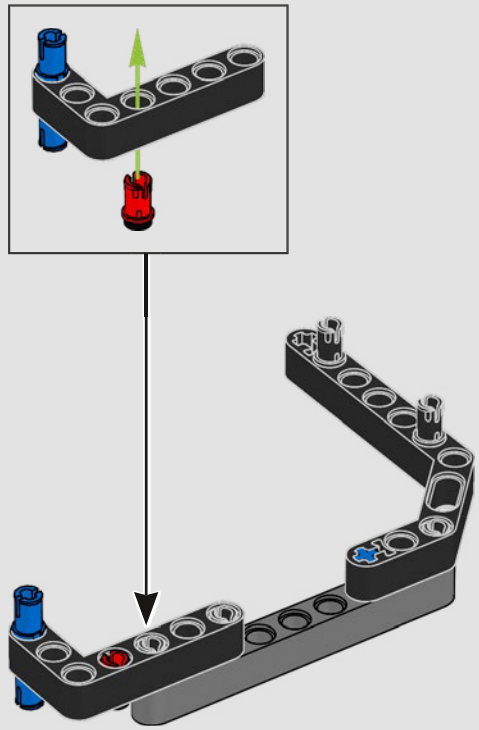
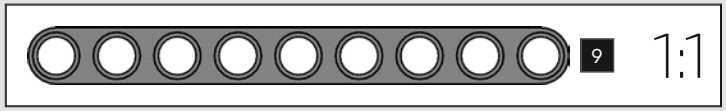
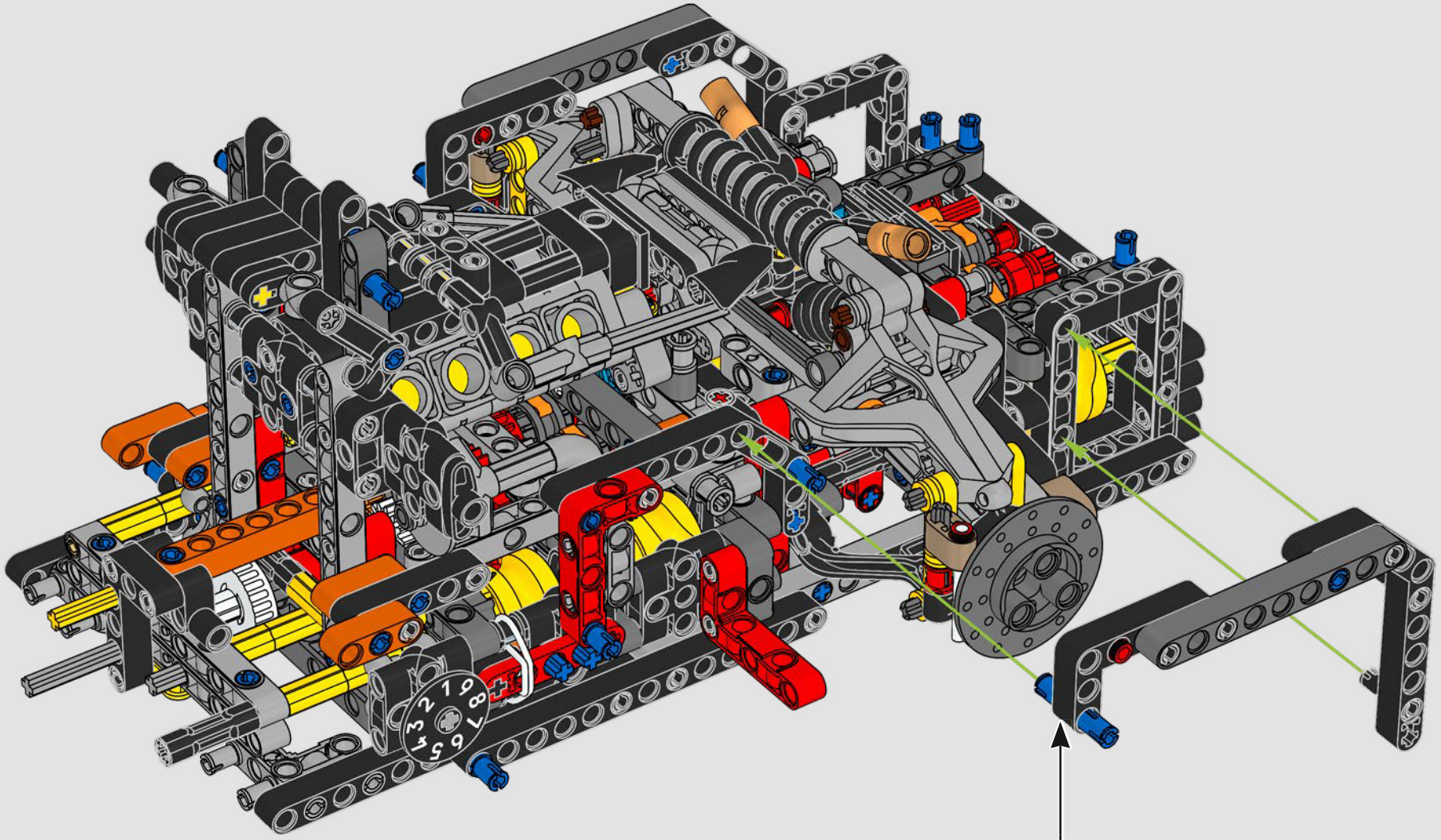






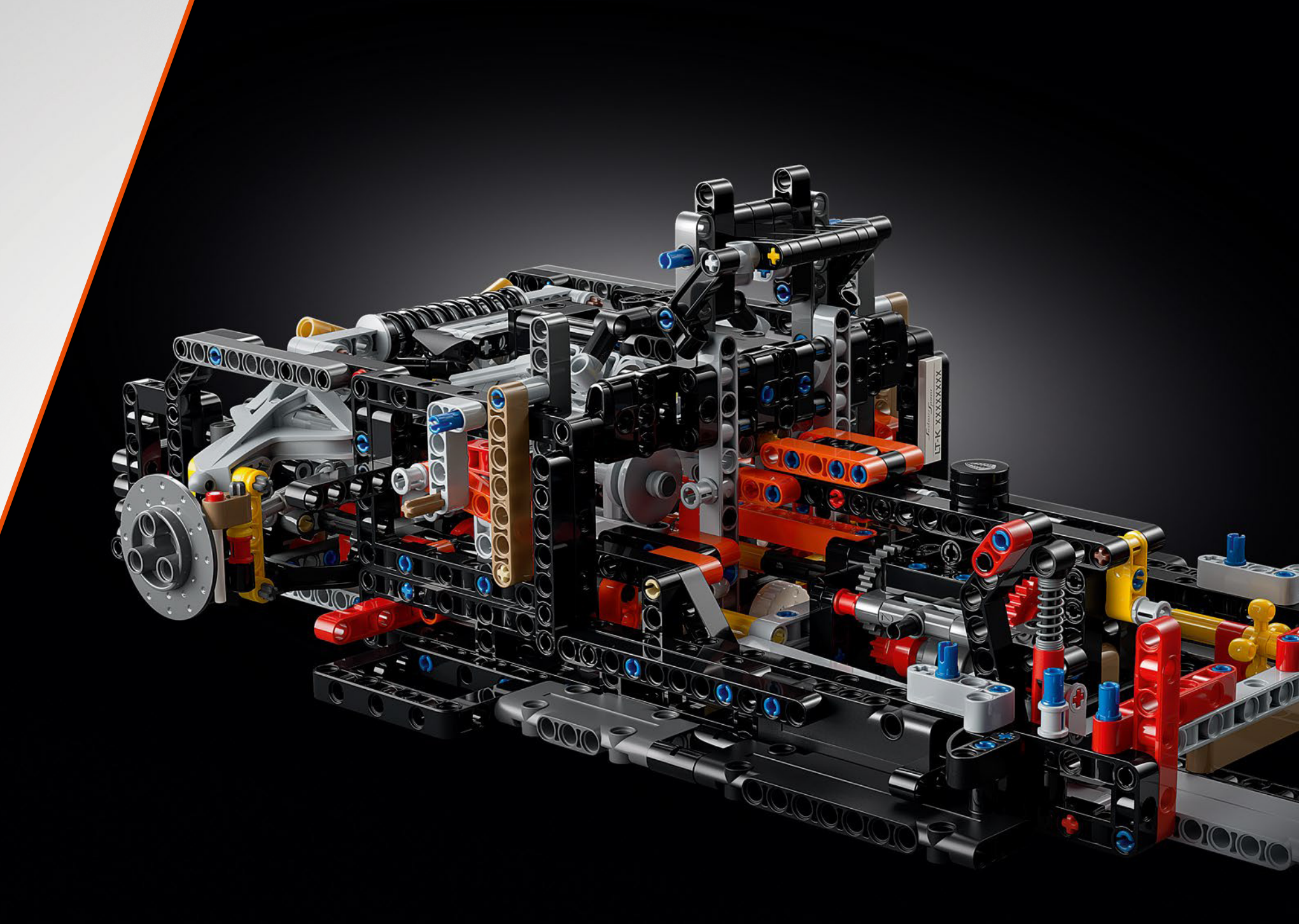
BOX

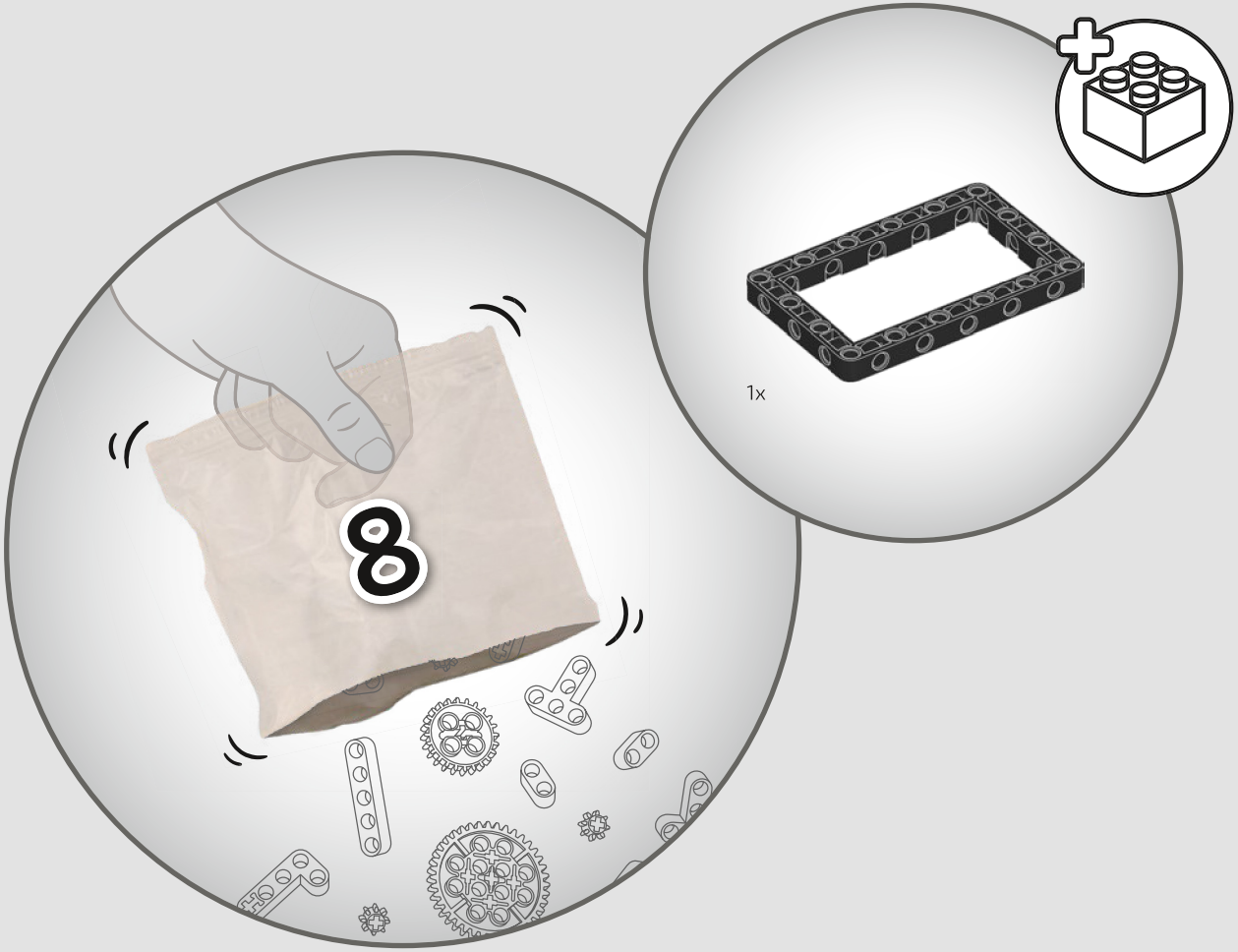
1 2 3



MODE FANTÔME

Sur le modèle réel, la coque arrière s'ouvre en premier, suivi du capot, puis les portes s'ouvrent et les rétroviseurs se rétractent. Sur ce modèle, on active toutes les fonctions simultanément en soulevant la coque arrière.

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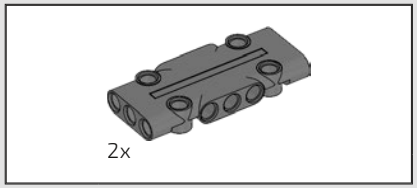

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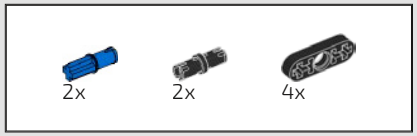

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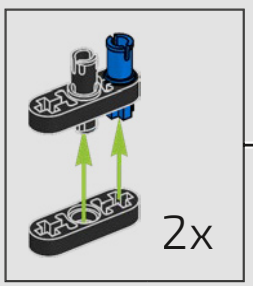

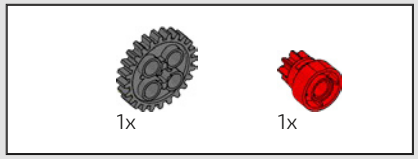

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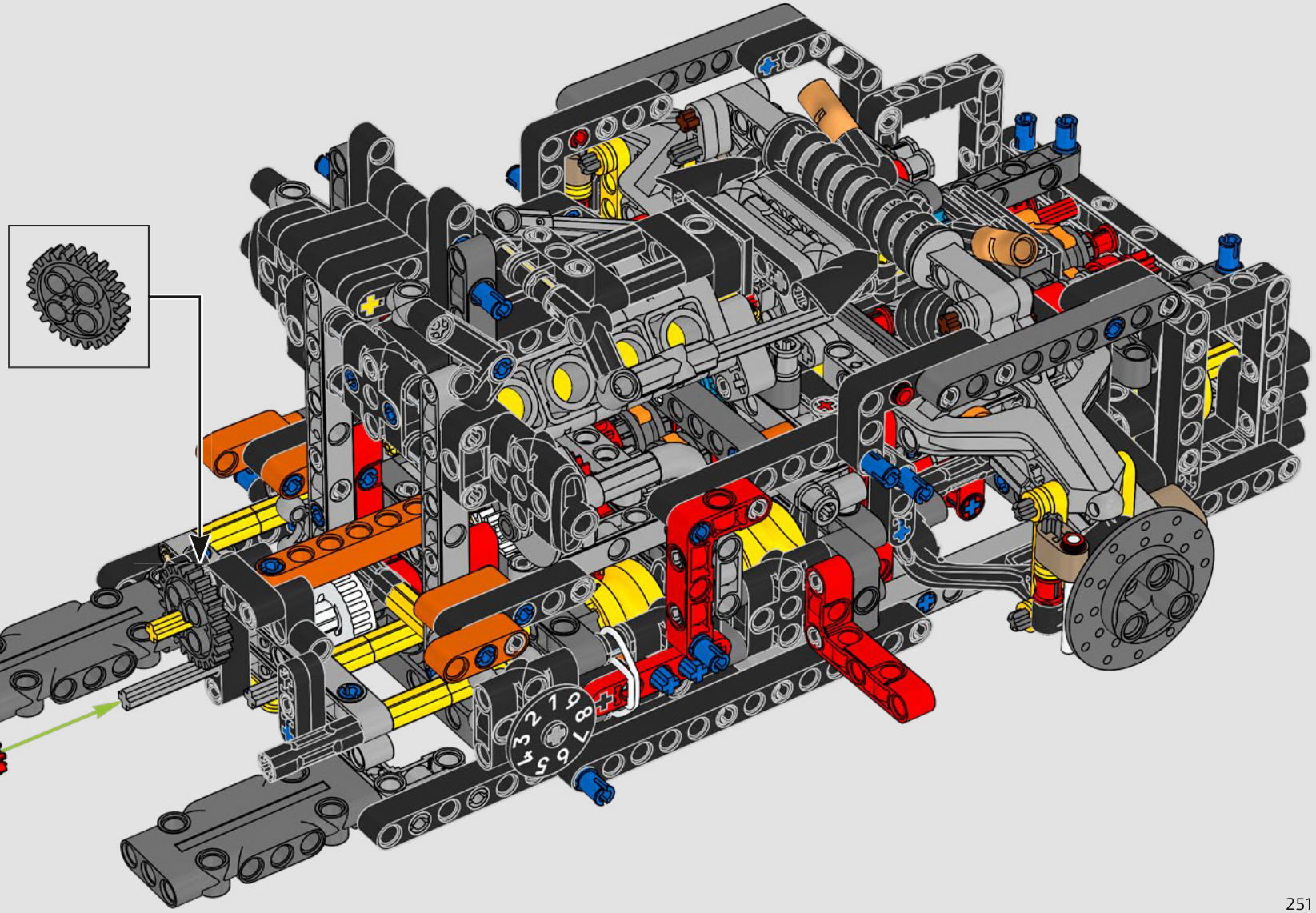

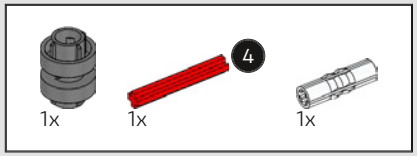

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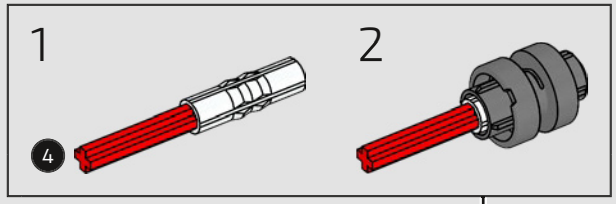

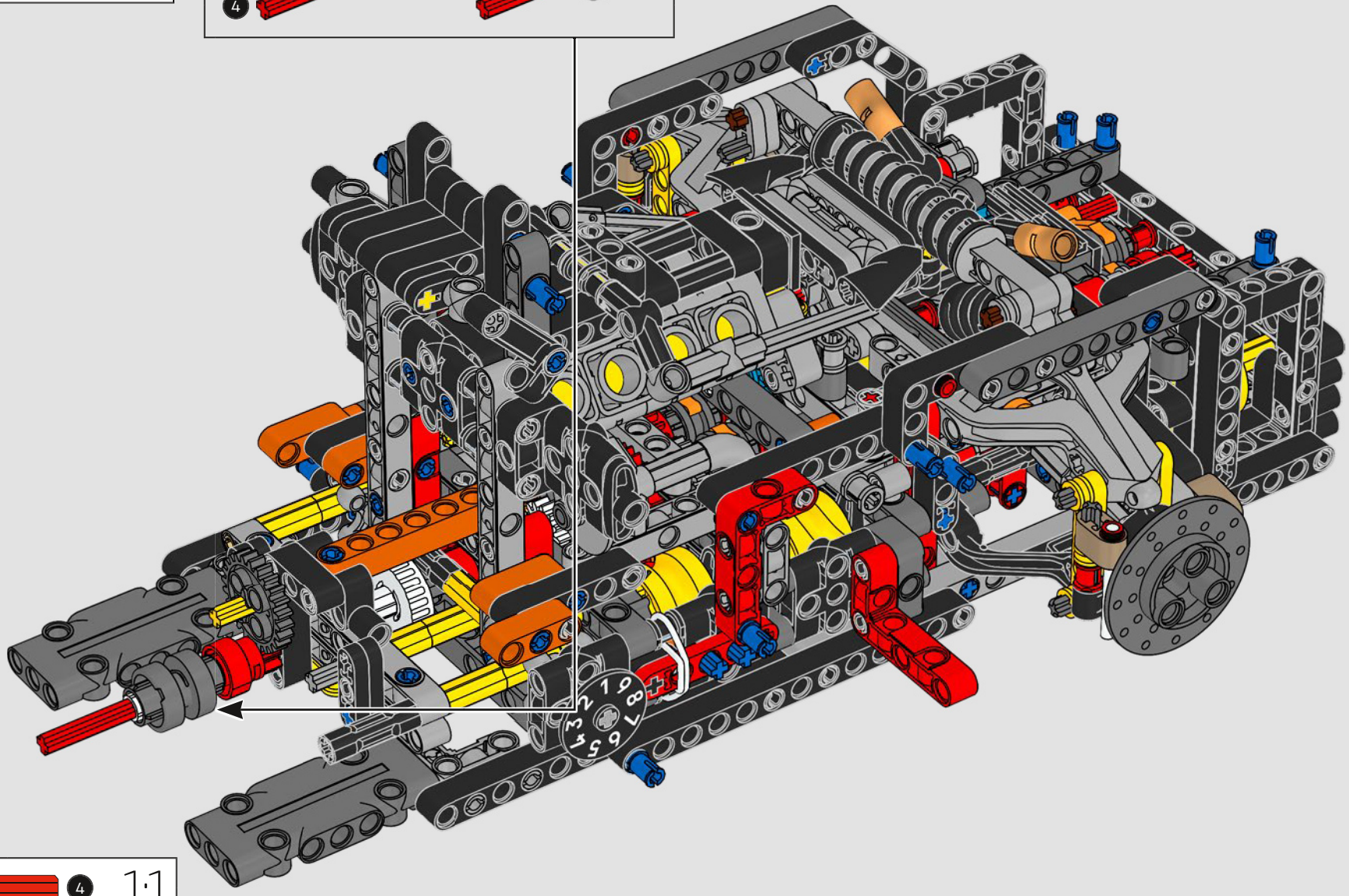



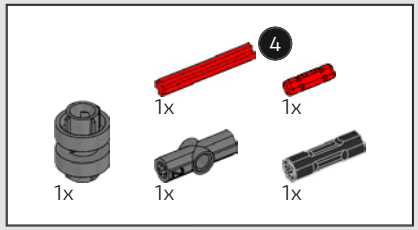

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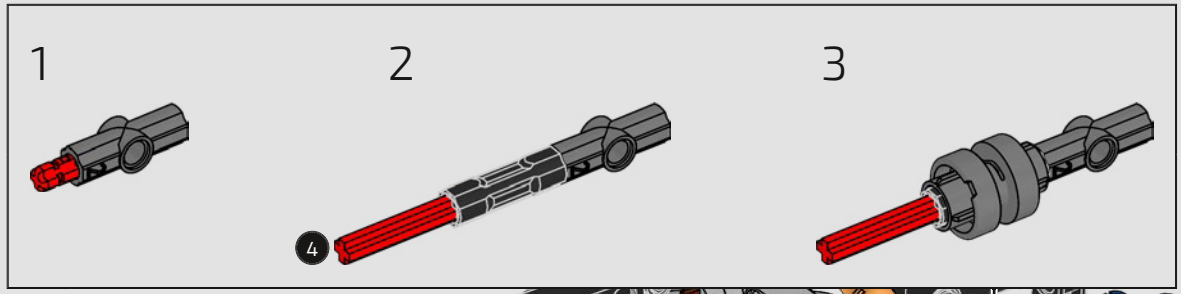

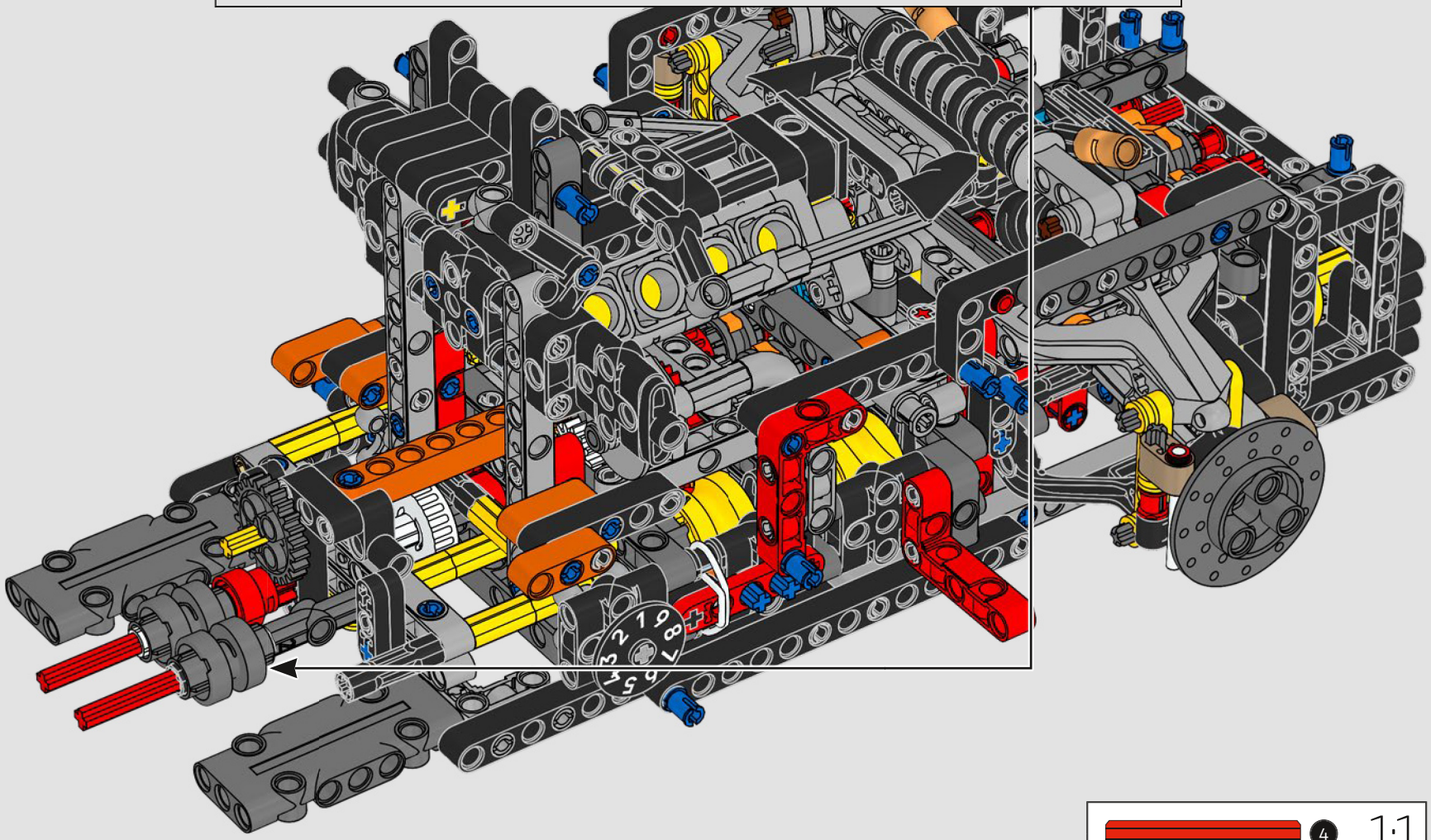

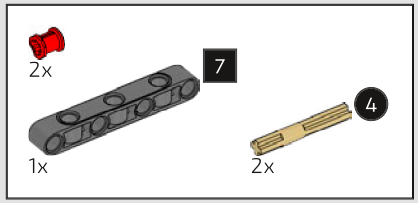

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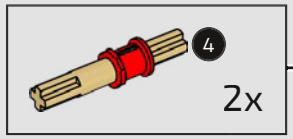

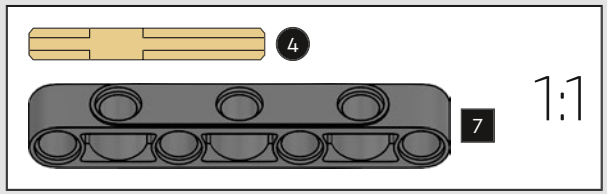

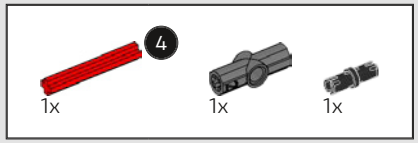

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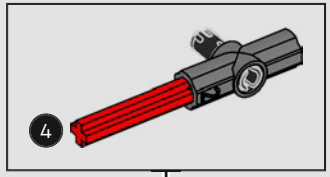



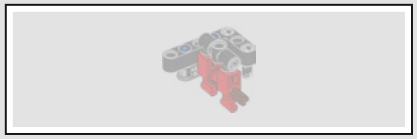

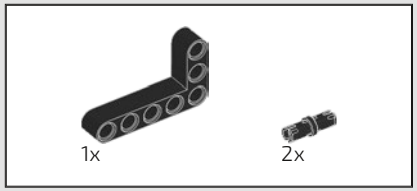

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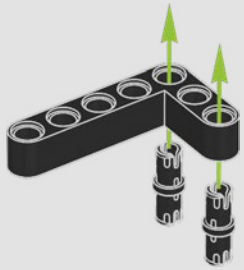

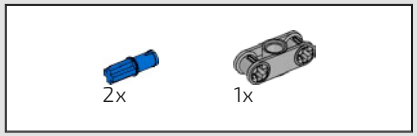

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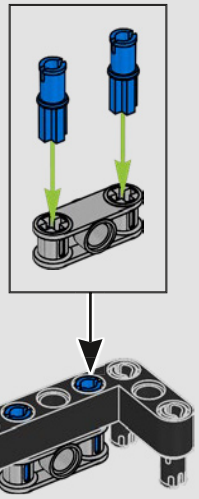

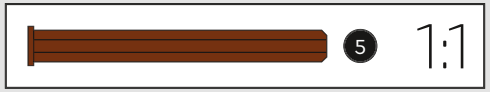

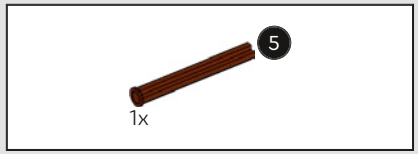

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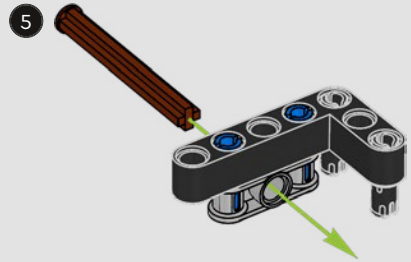

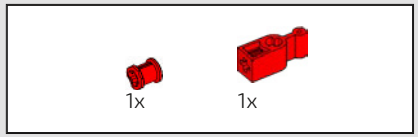

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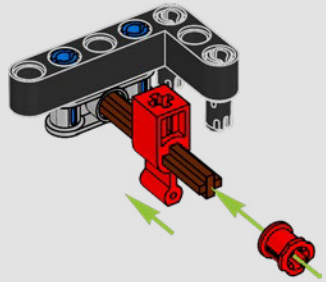



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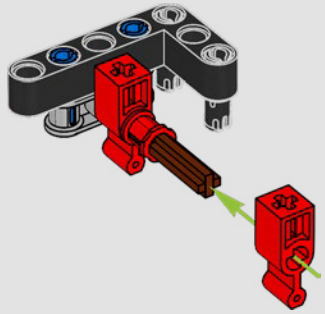



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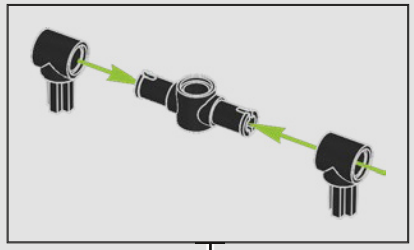

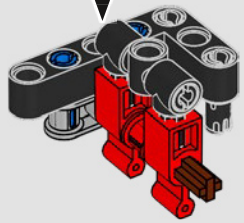

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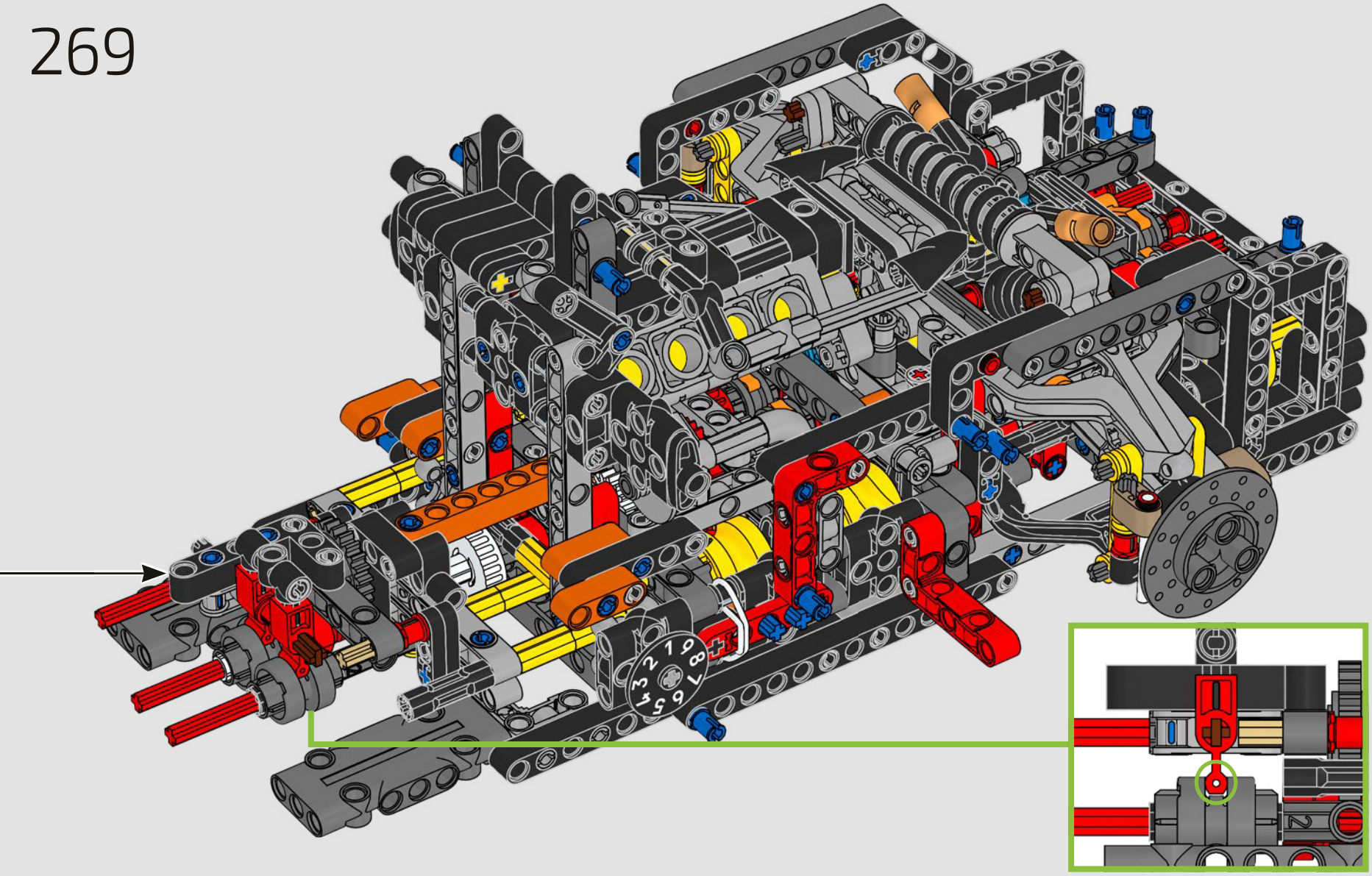

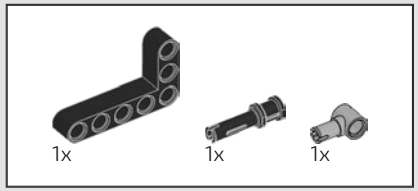

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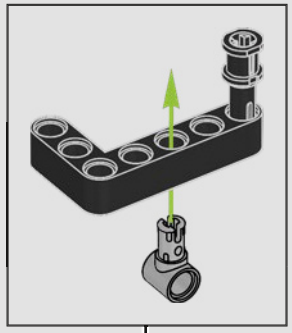

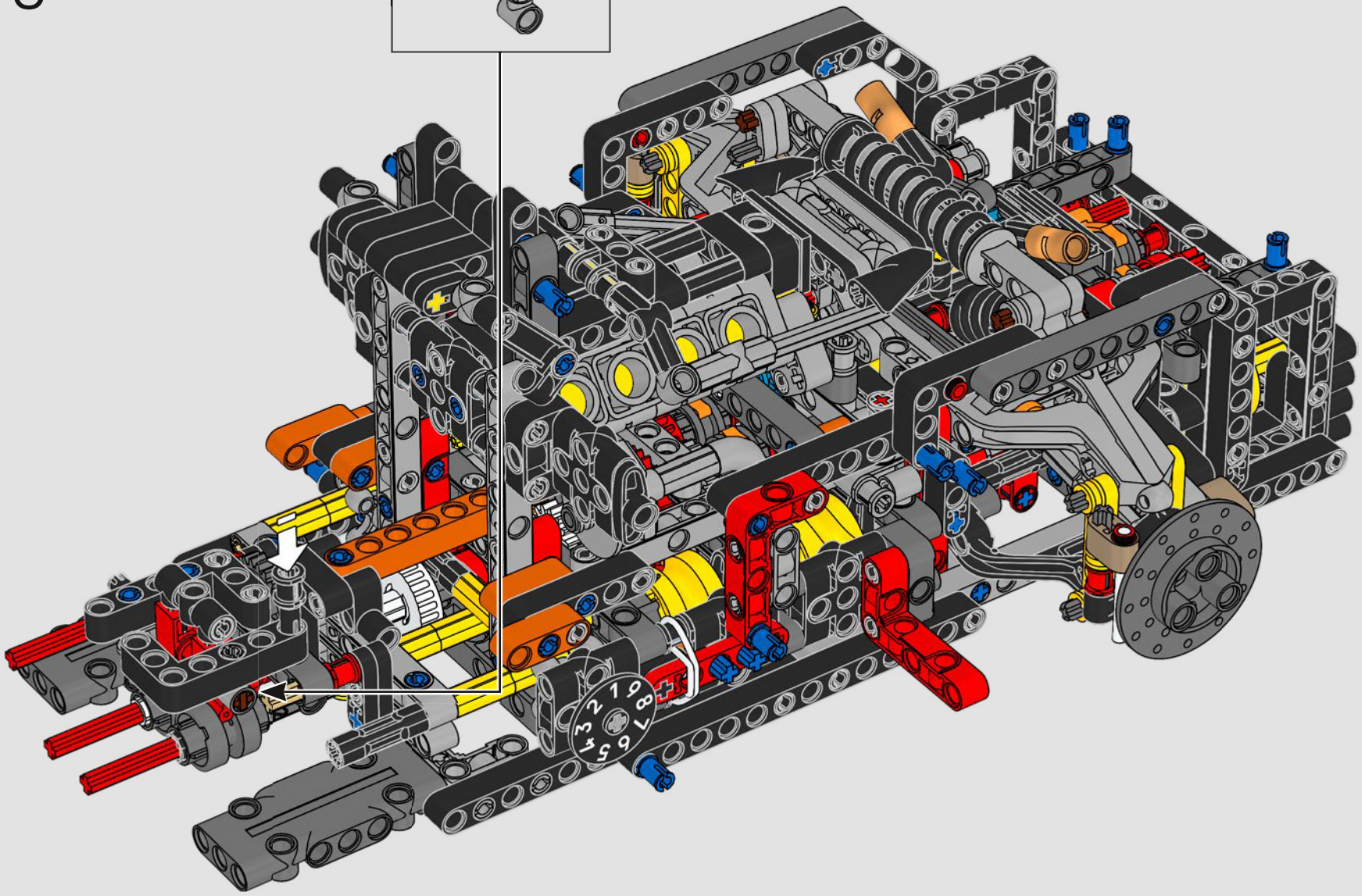

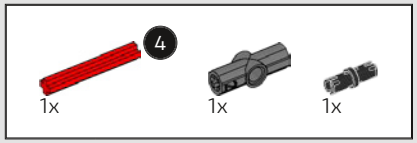

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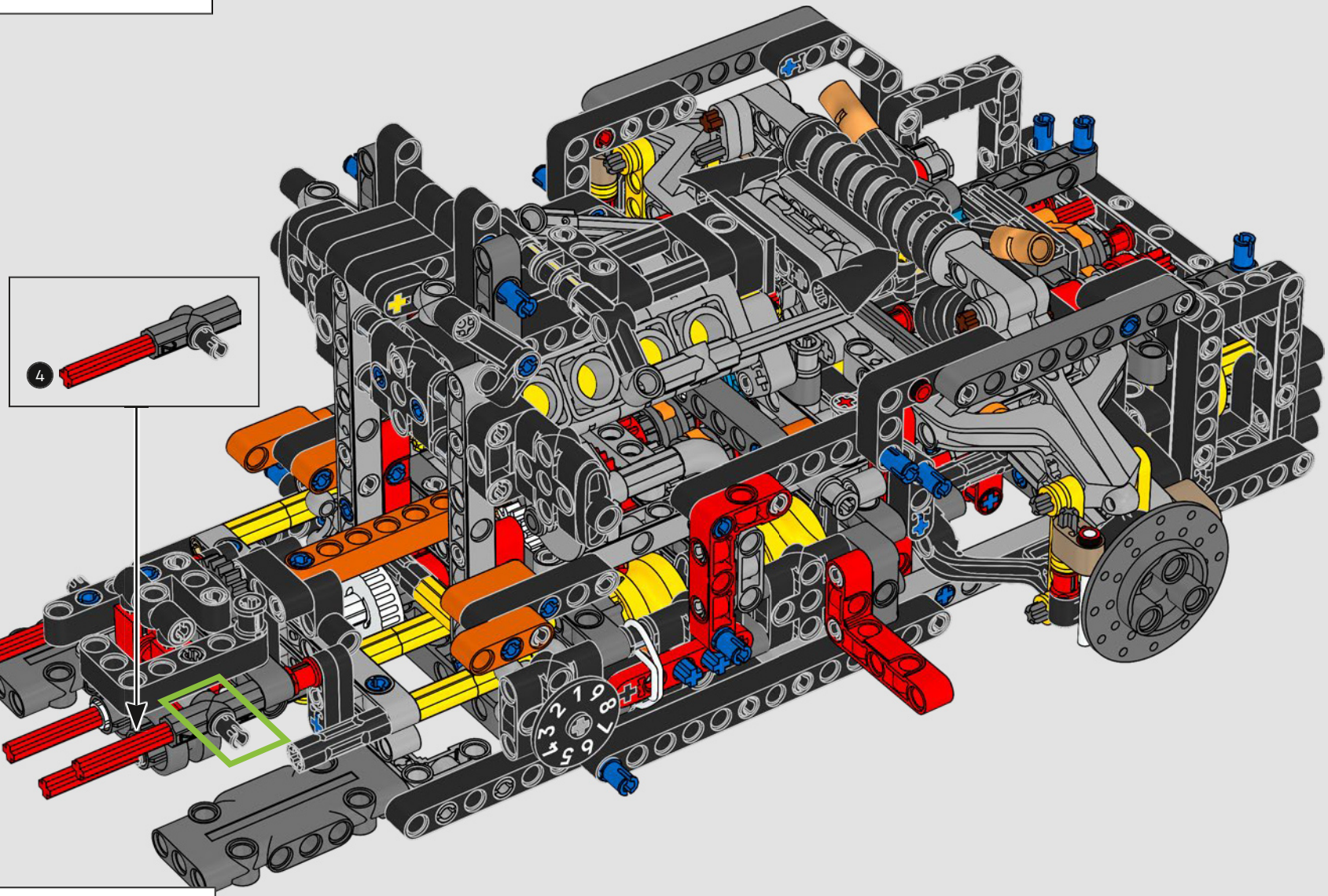



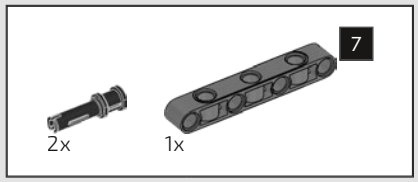

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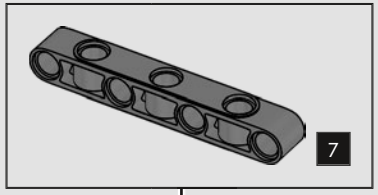

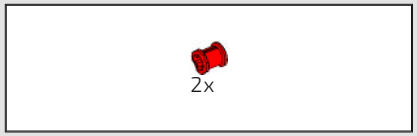

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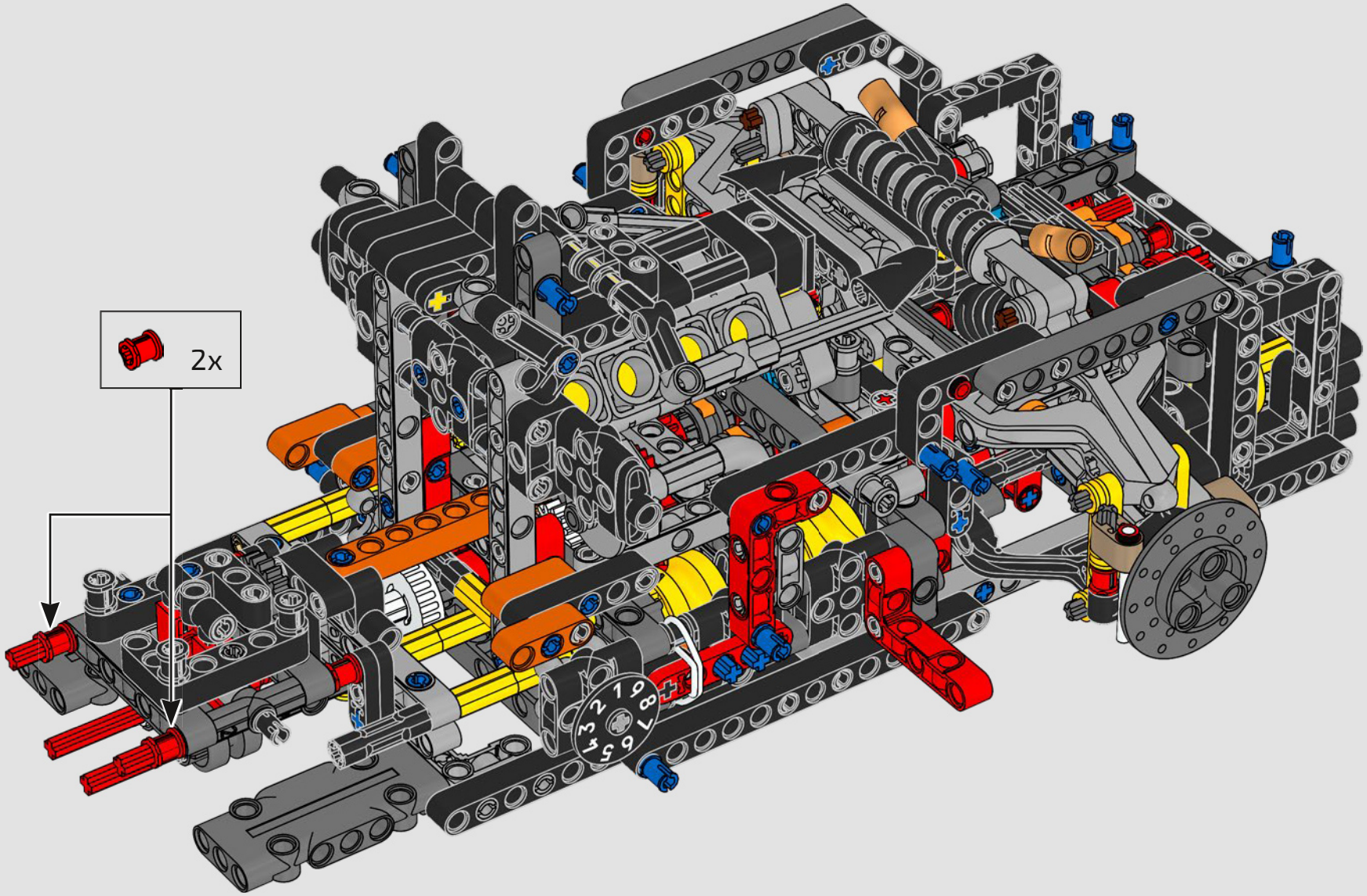

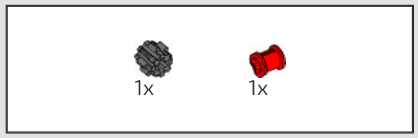

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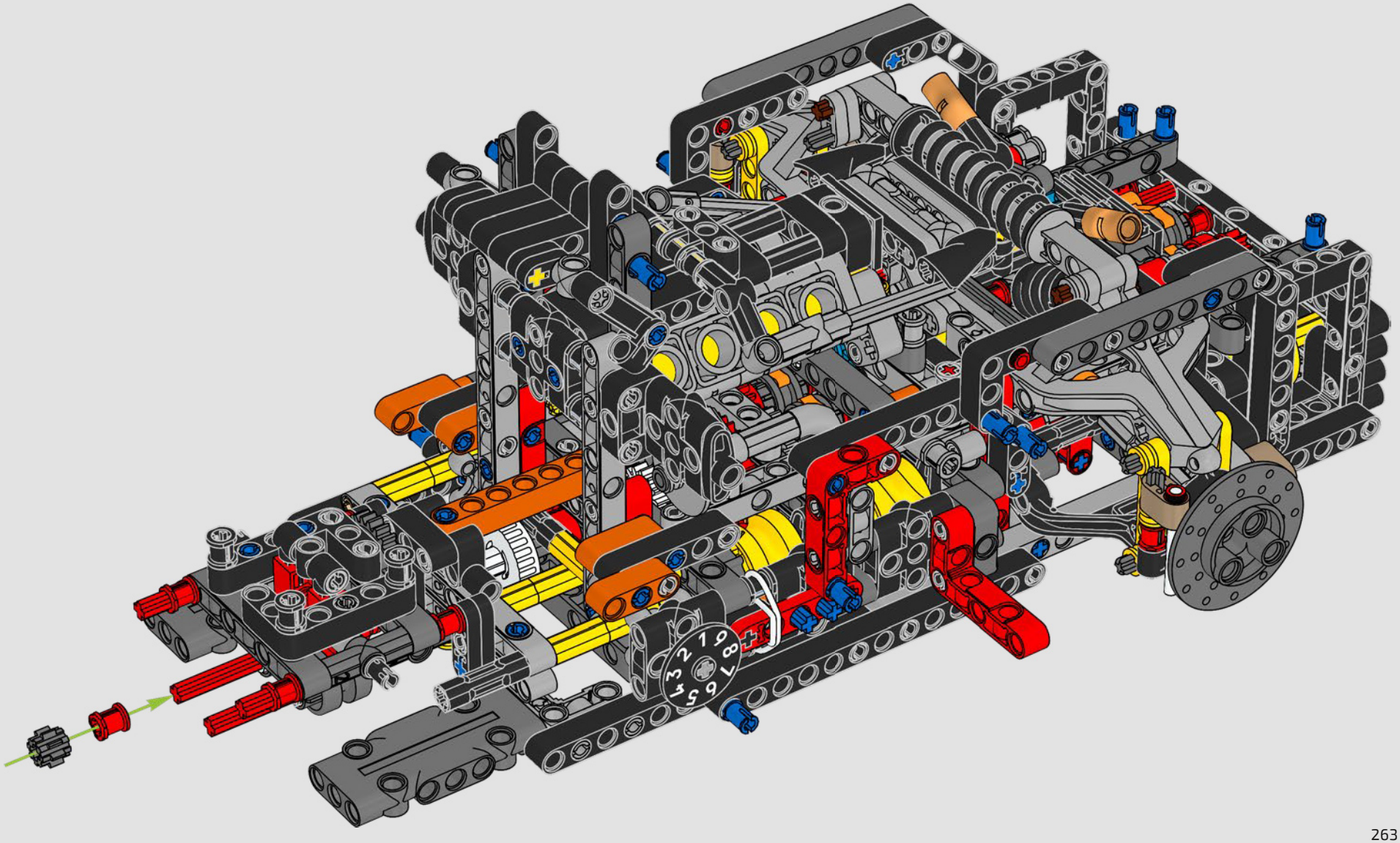

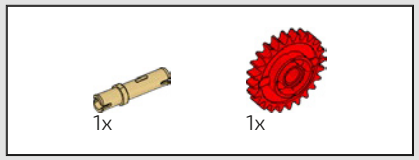

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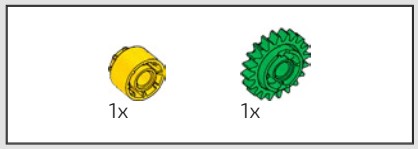

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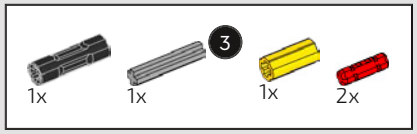

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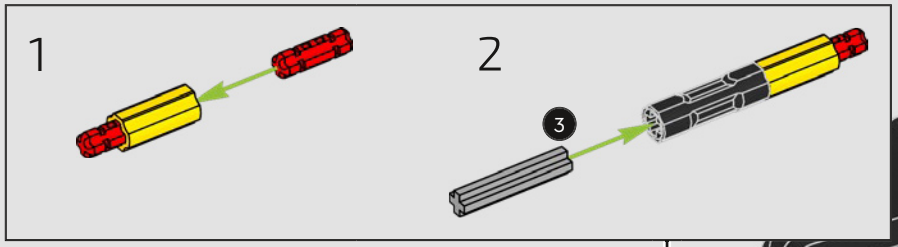

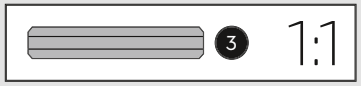

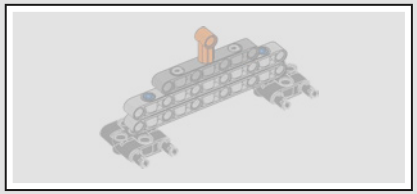

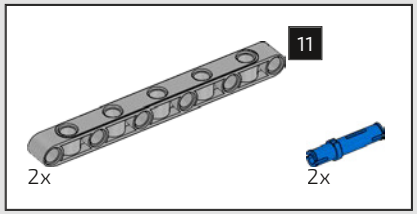

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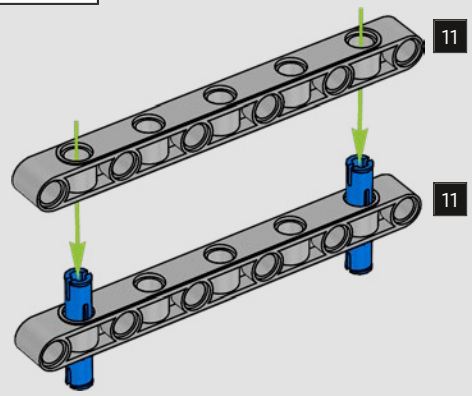

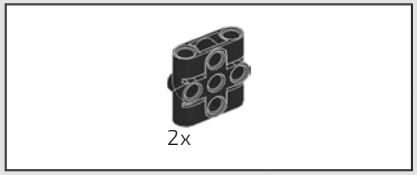

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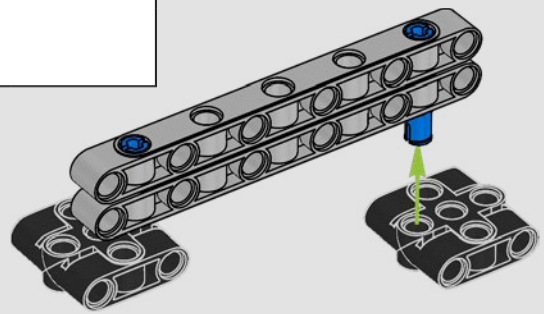

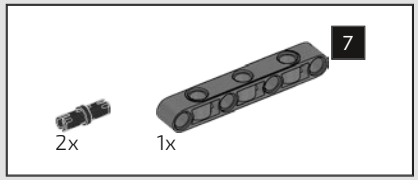

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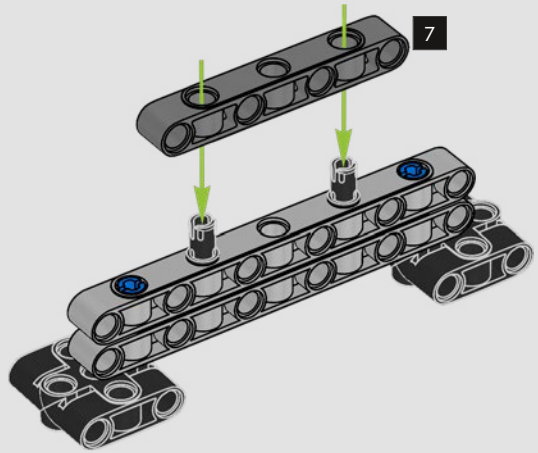

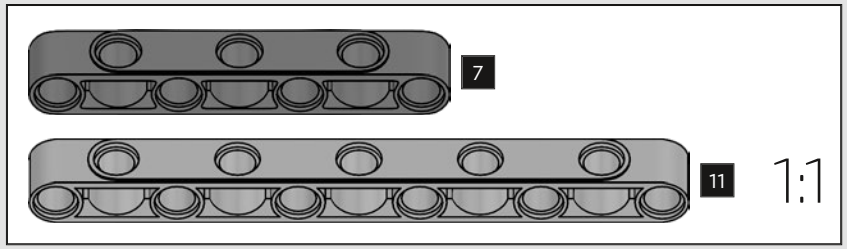

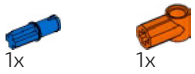

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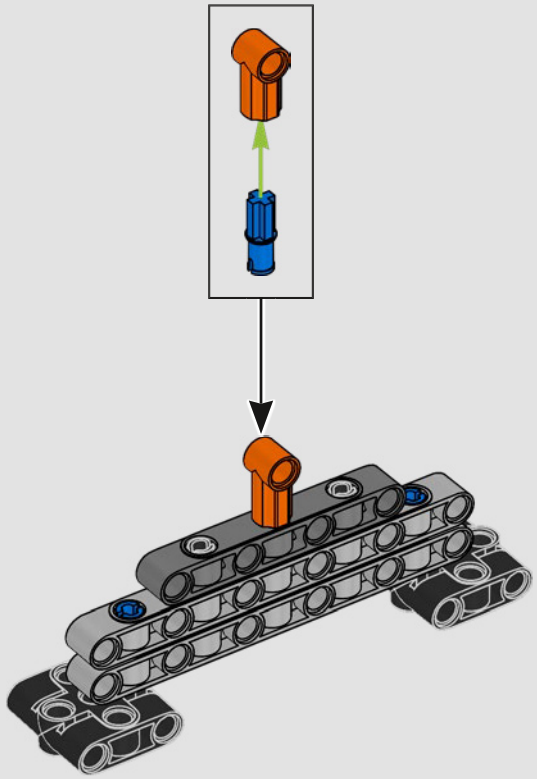



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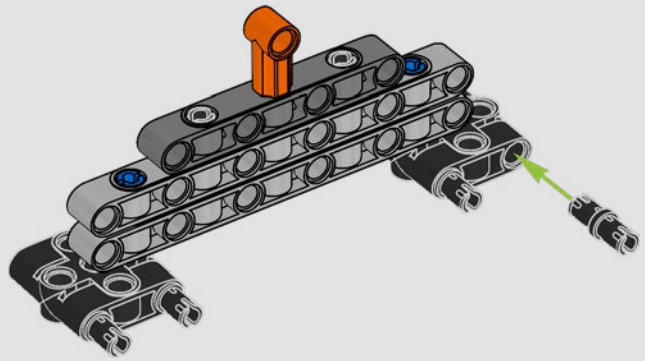

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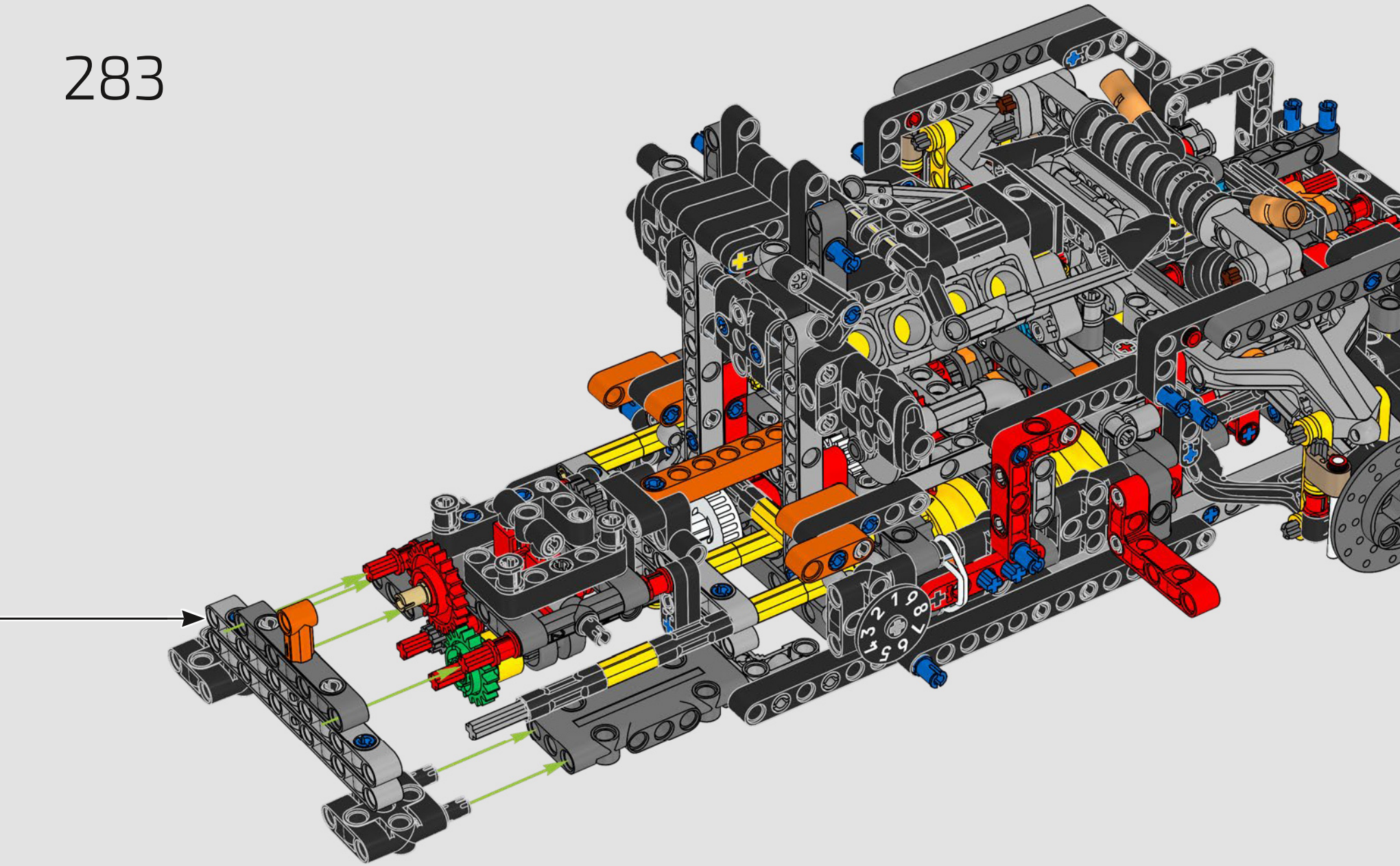

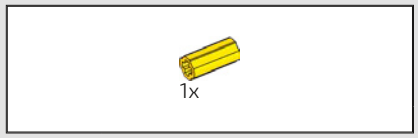

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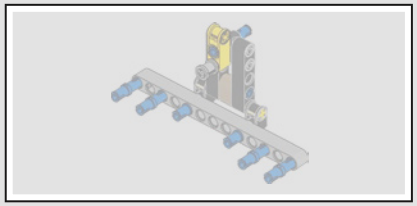

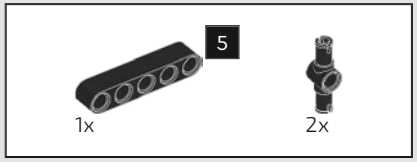

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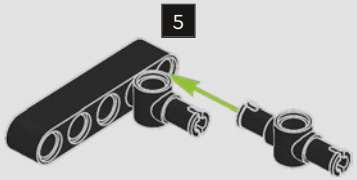

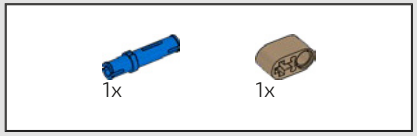

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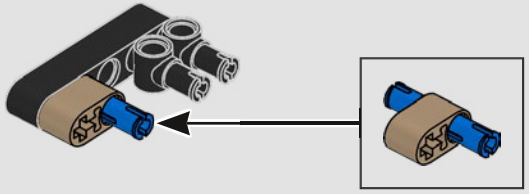

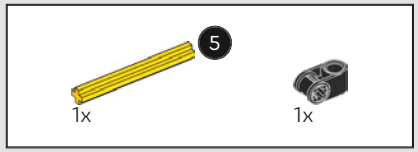

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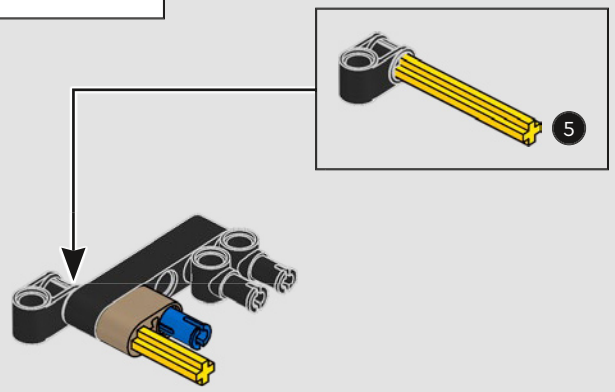

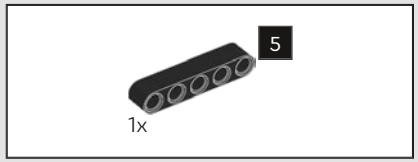

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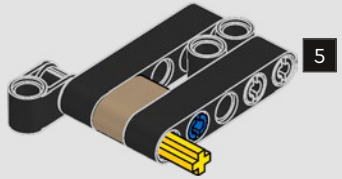

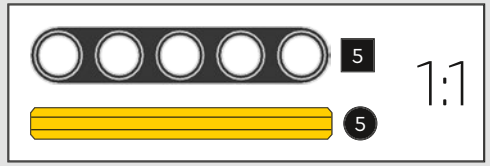


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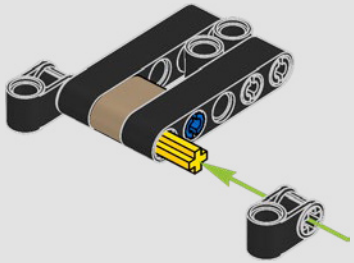


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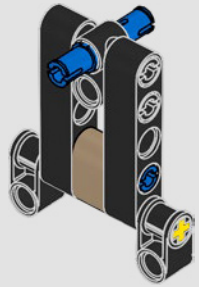

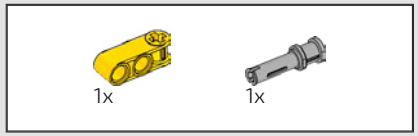

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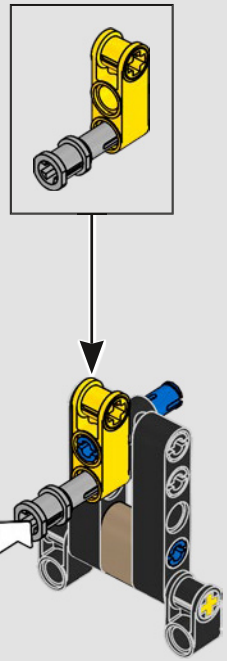

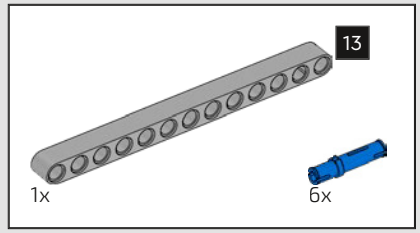

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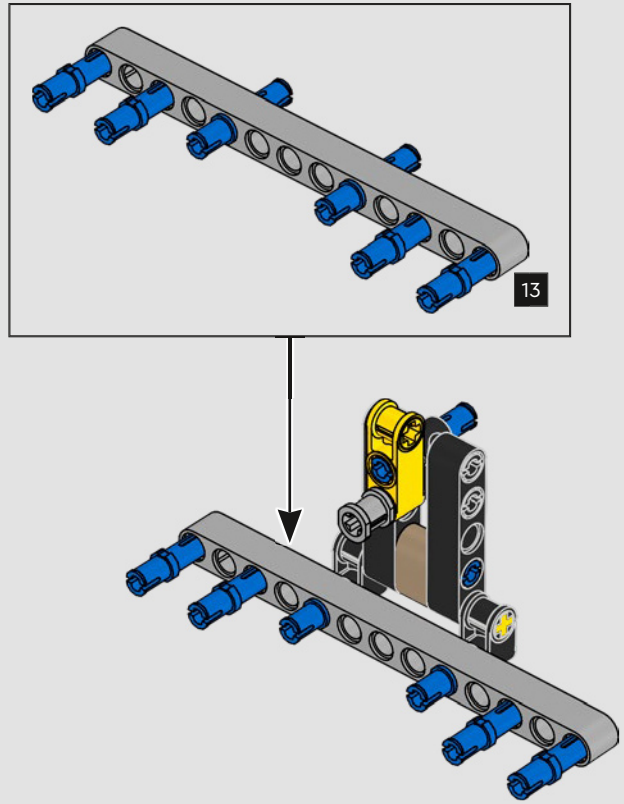

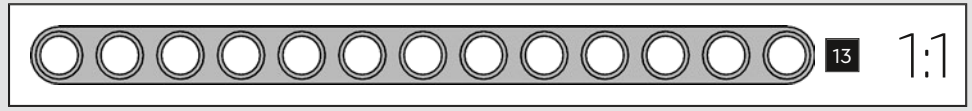

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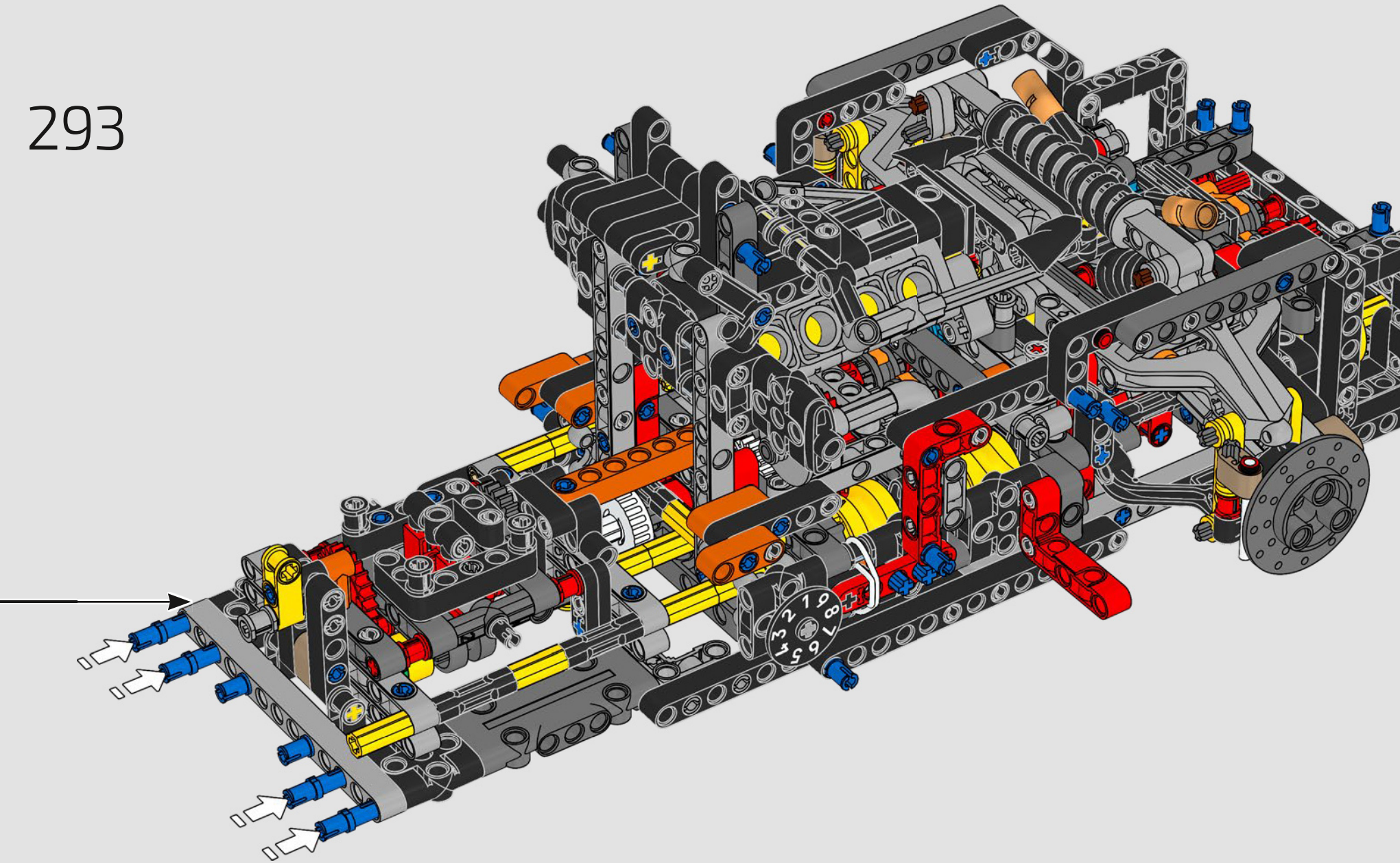

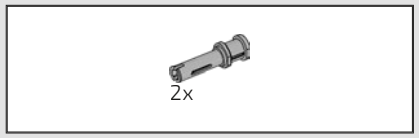

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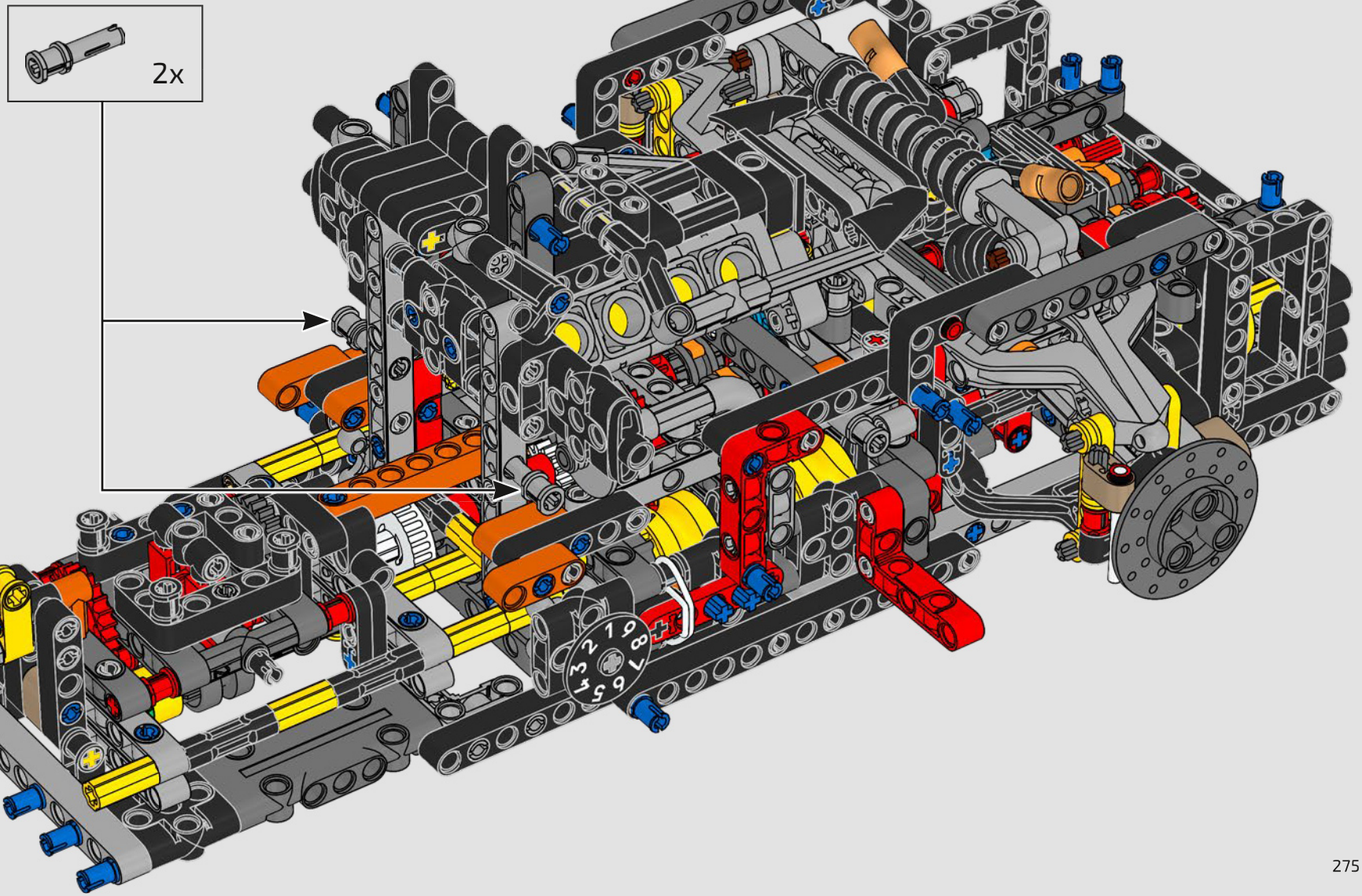

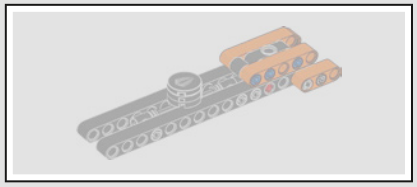

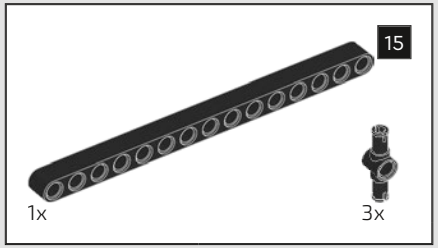

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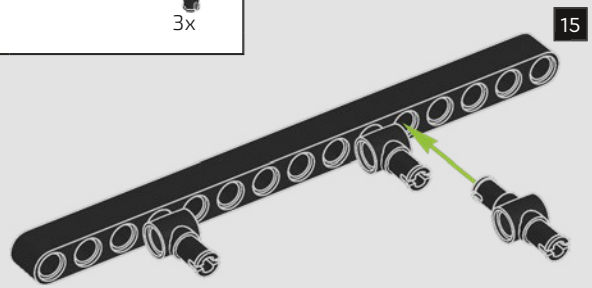

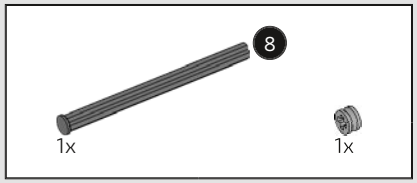

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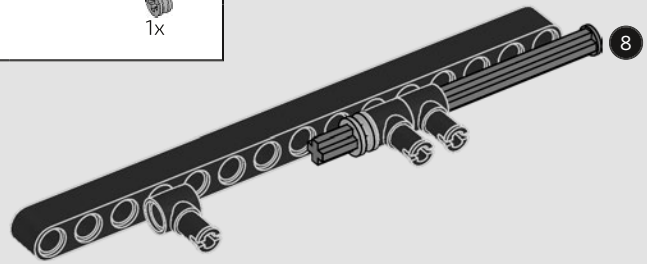

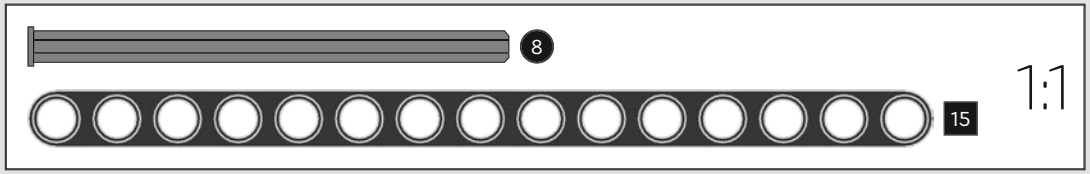

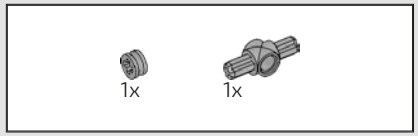

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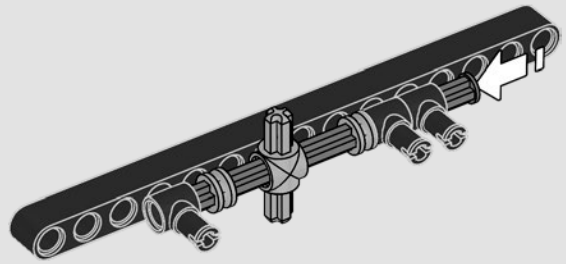

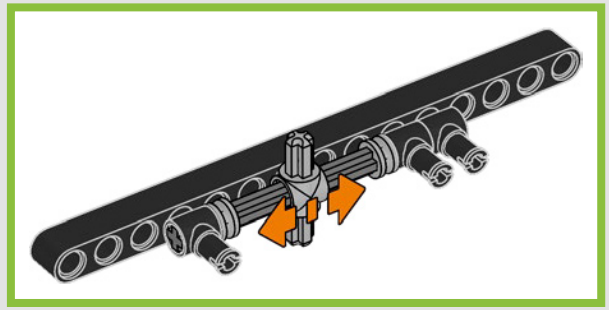

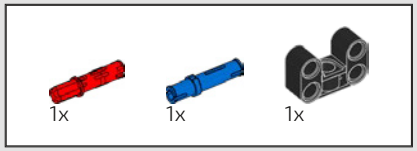

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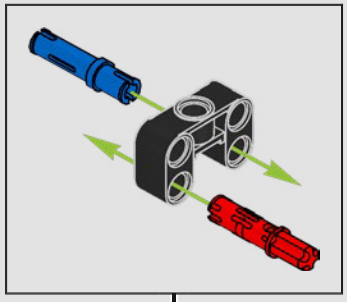

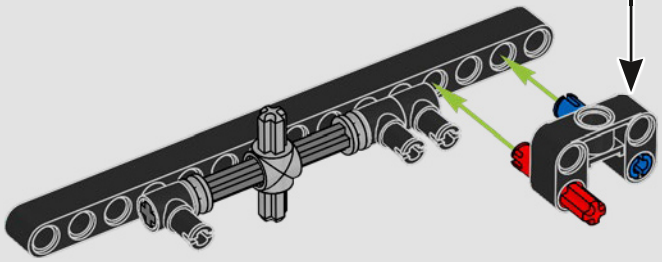

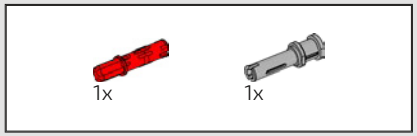

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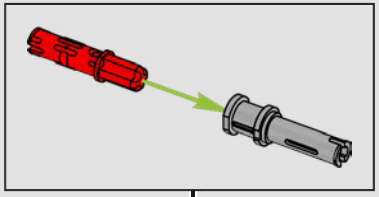

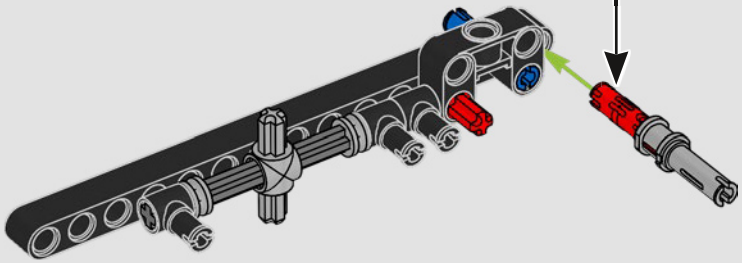

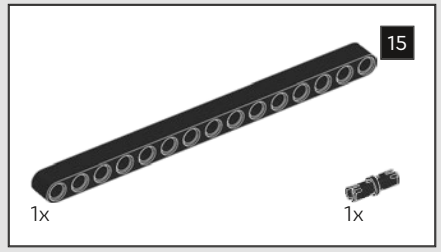

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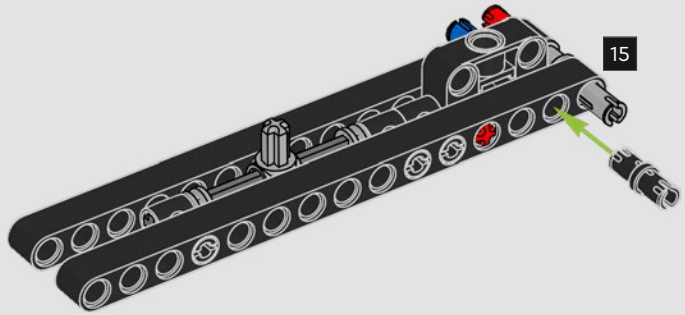

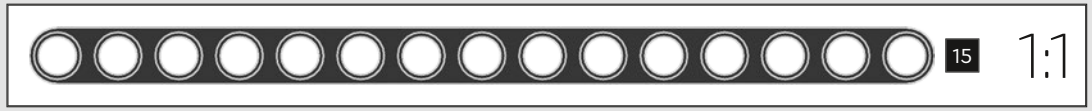

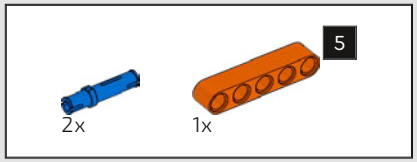

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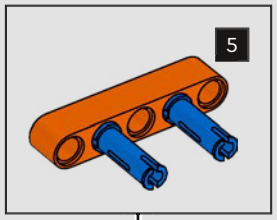

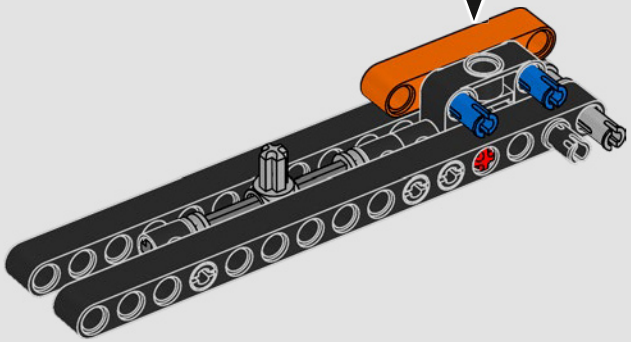

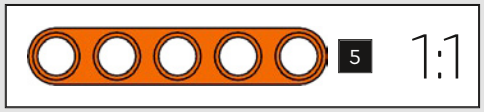

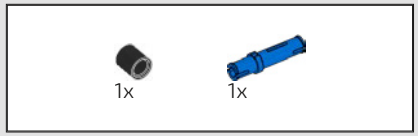

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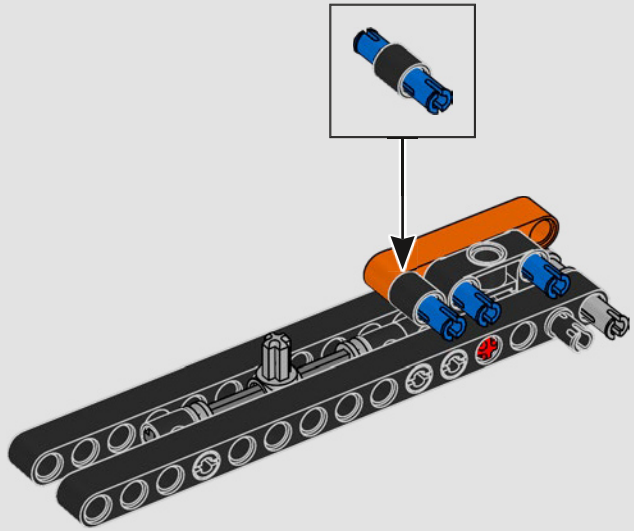

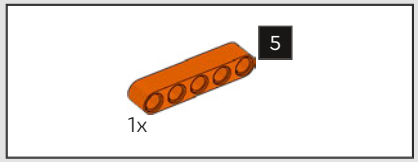

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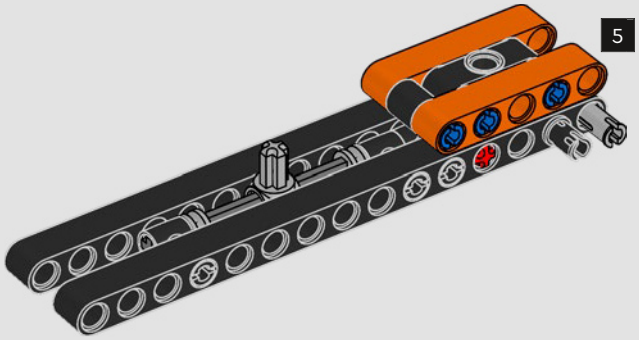

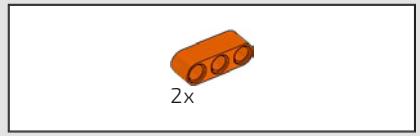

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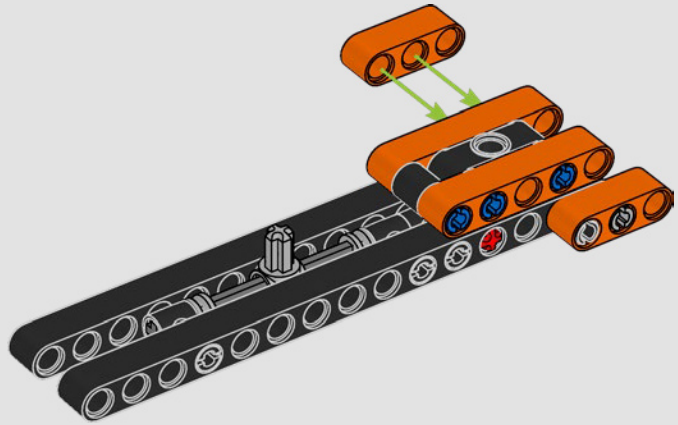

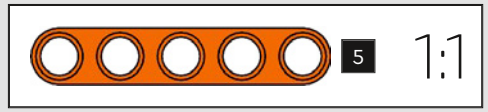

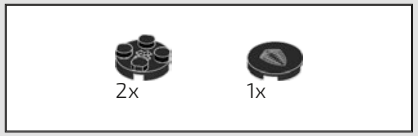

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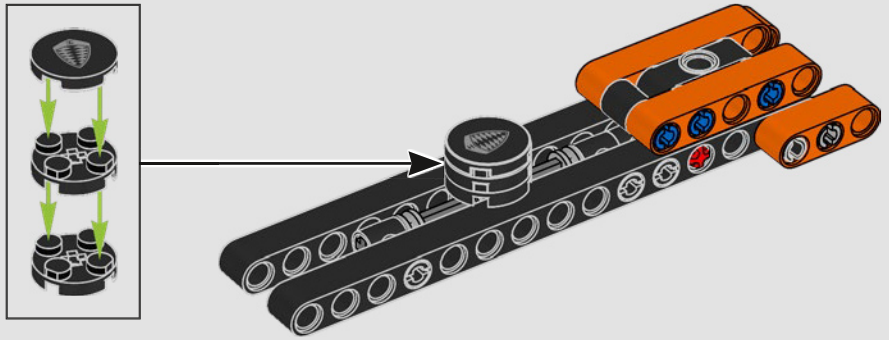

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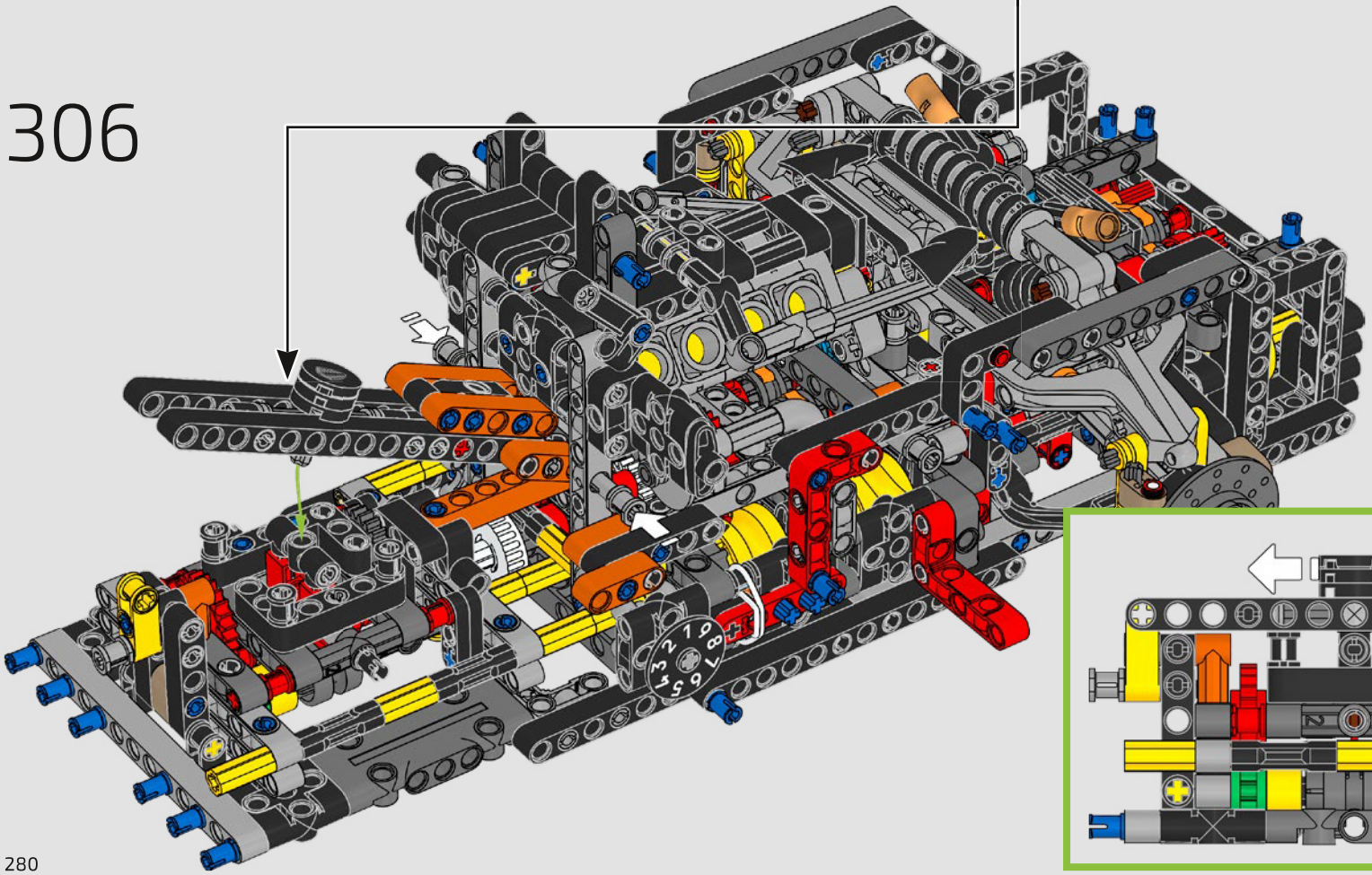

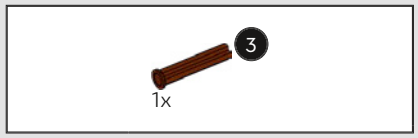

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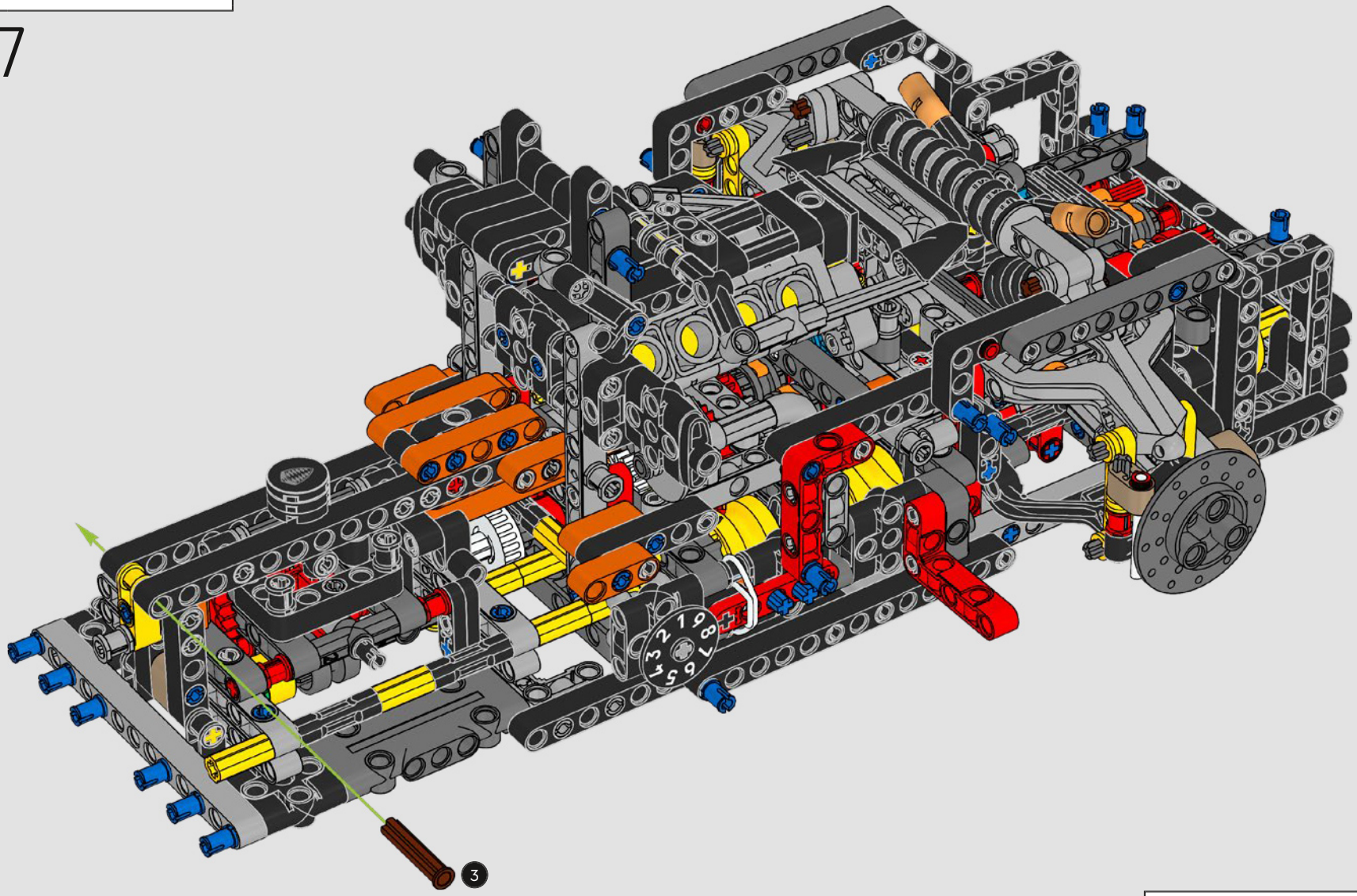

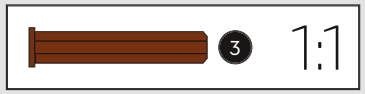

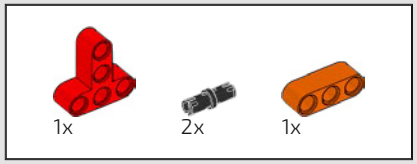

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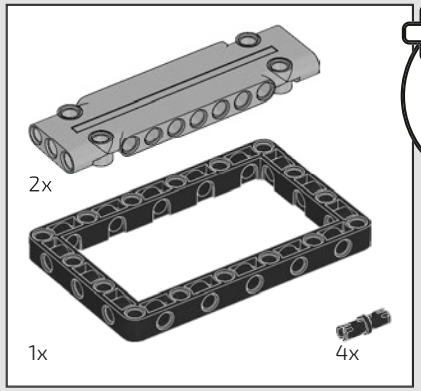

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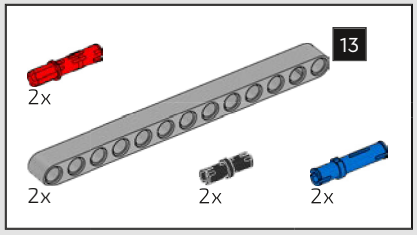

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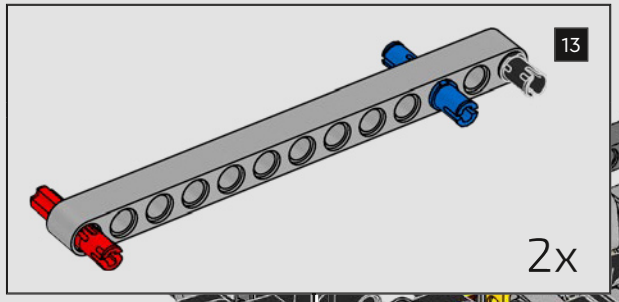

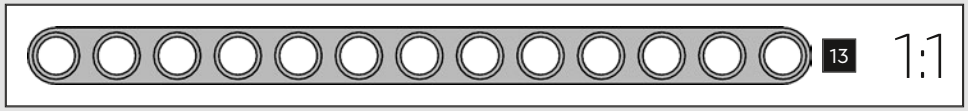

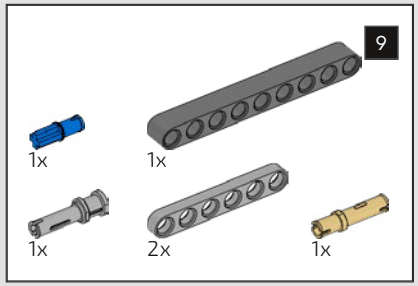

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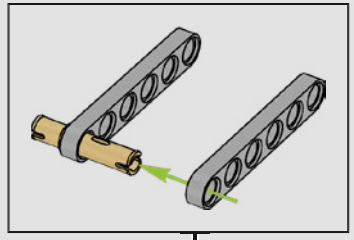

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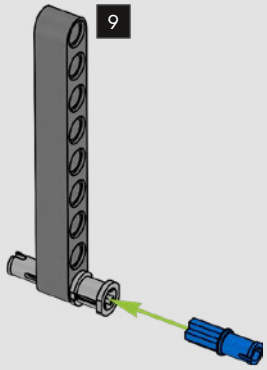

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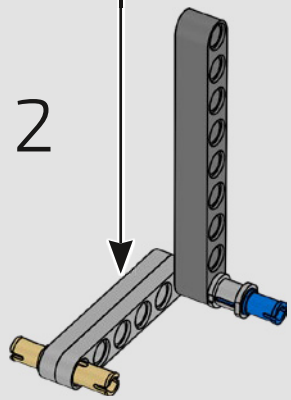

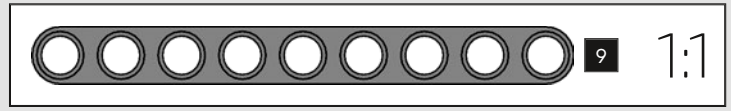

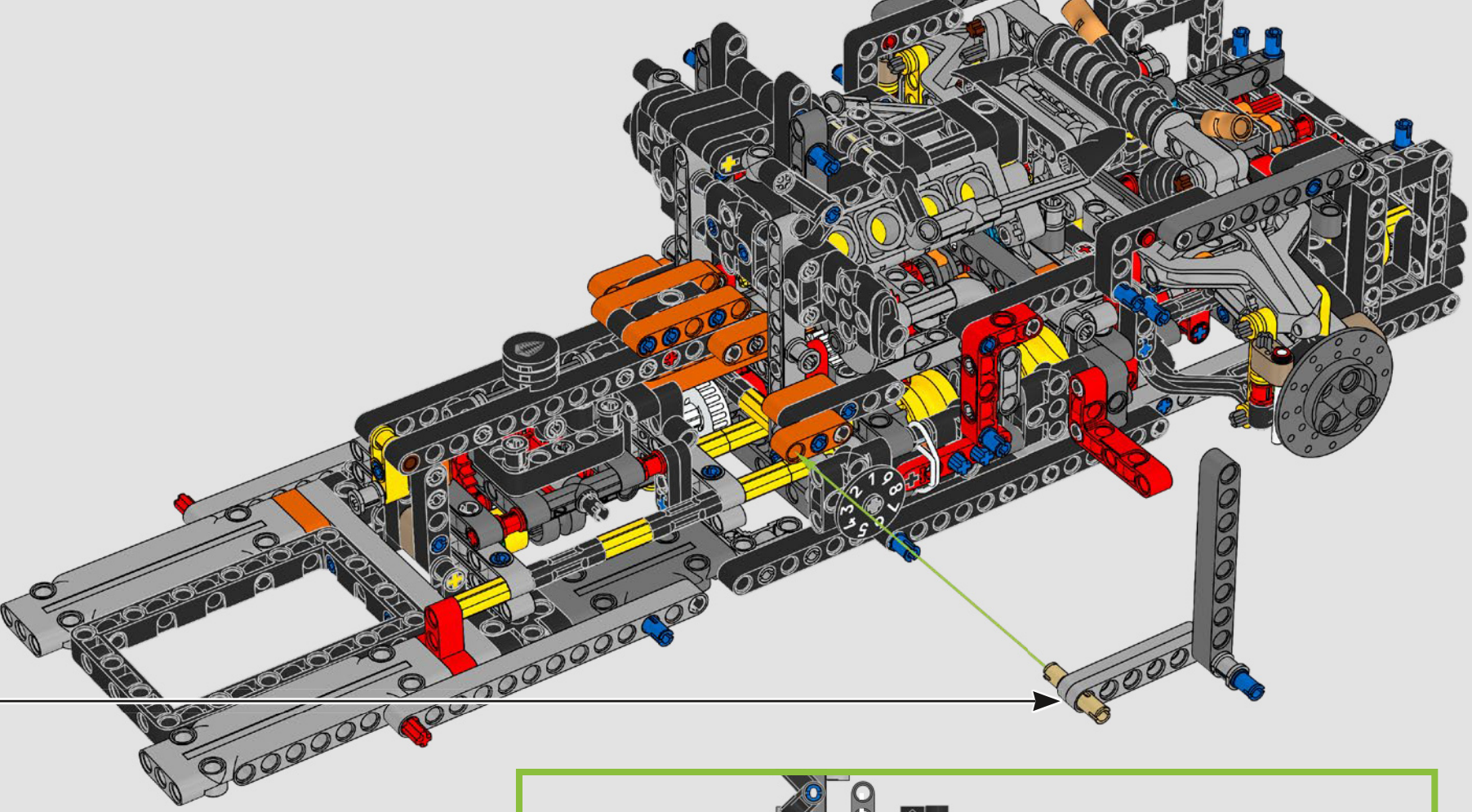

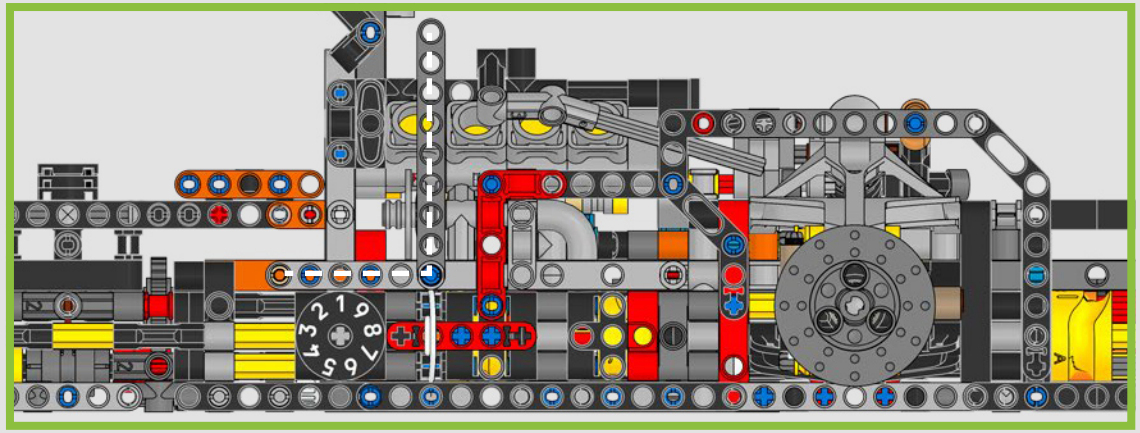

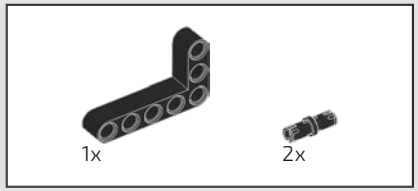

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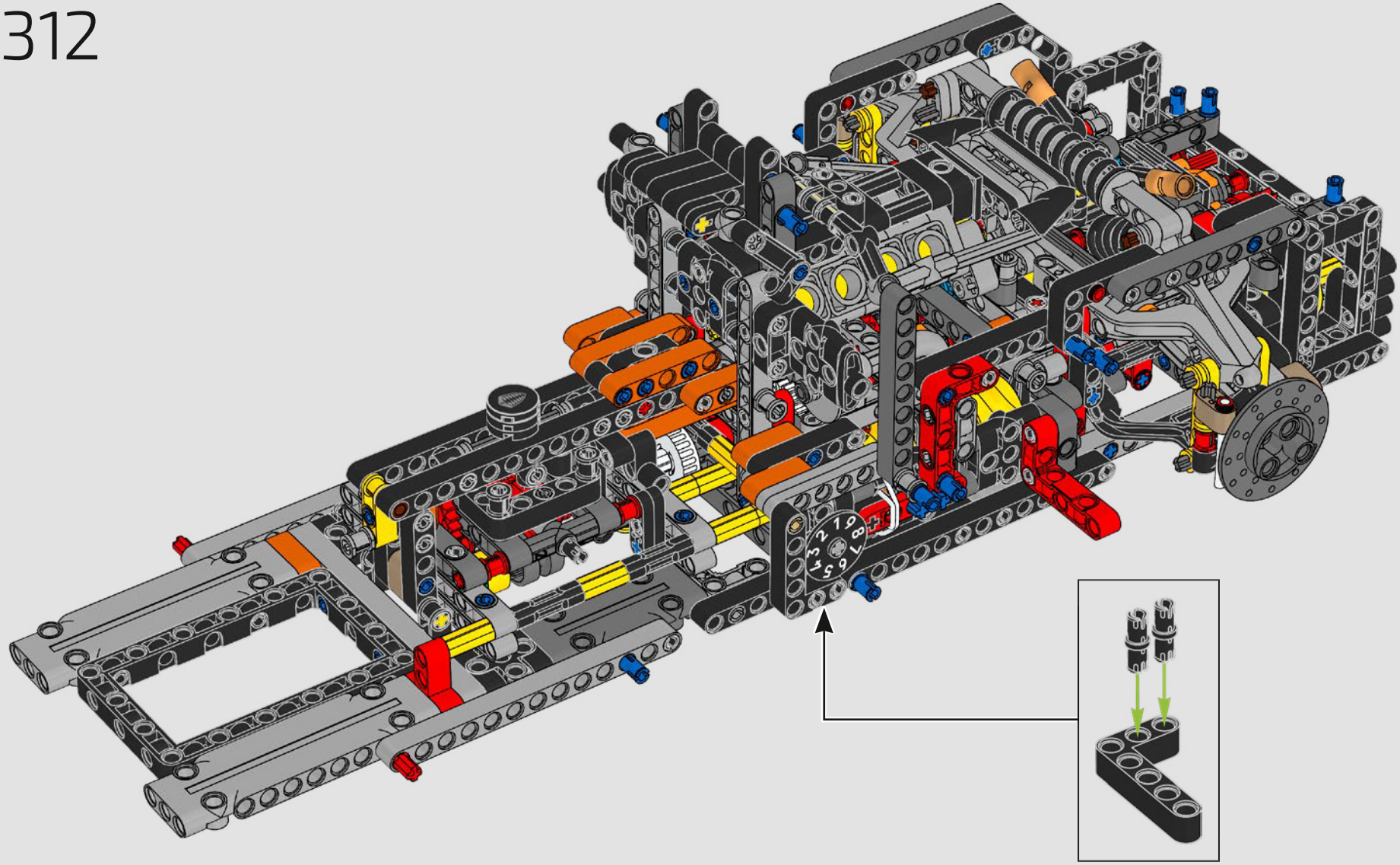

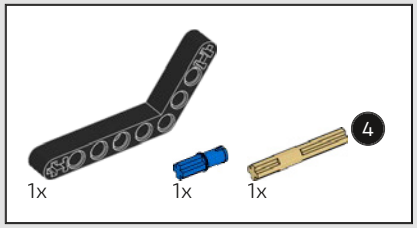

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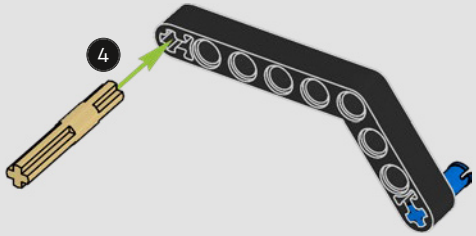

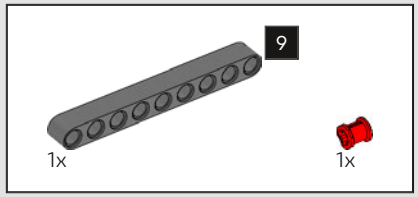

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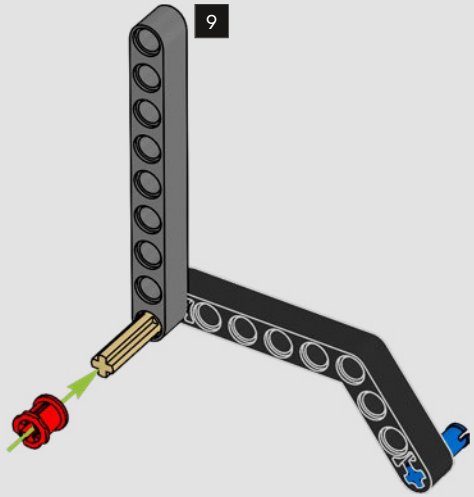

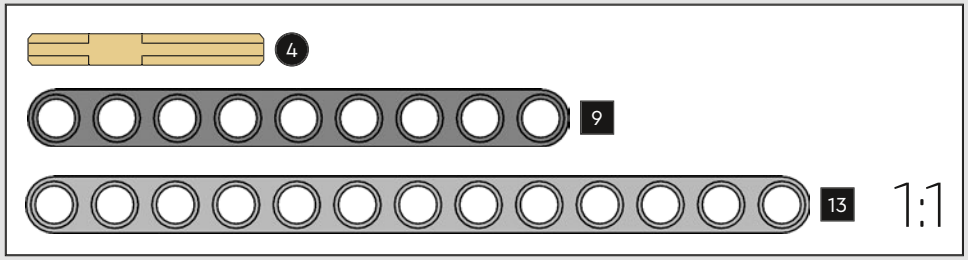

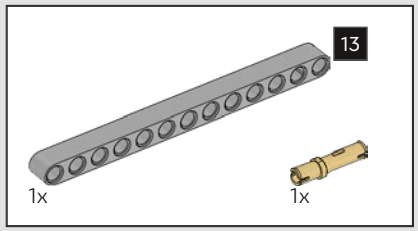

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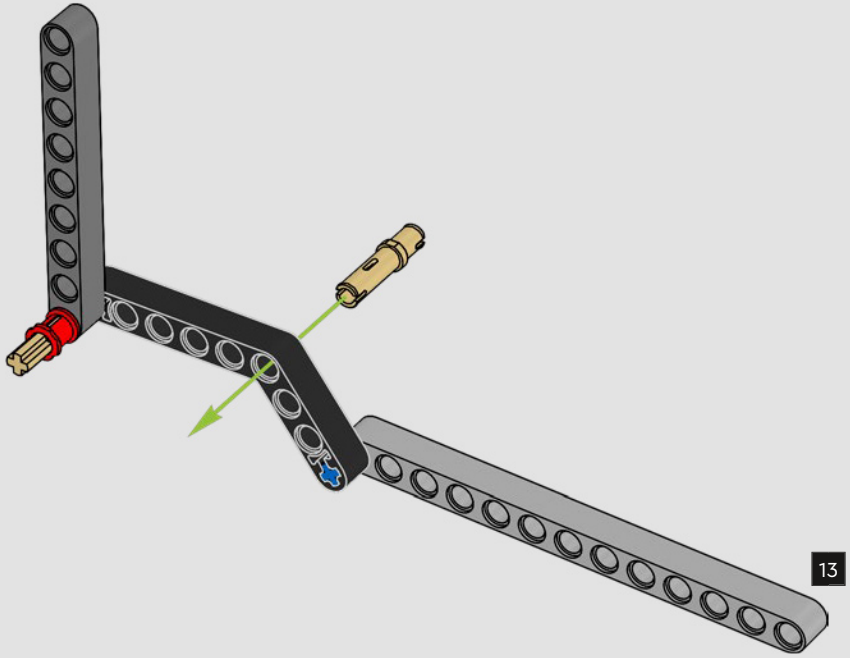

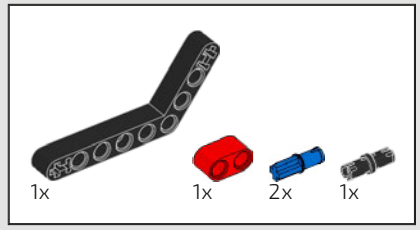

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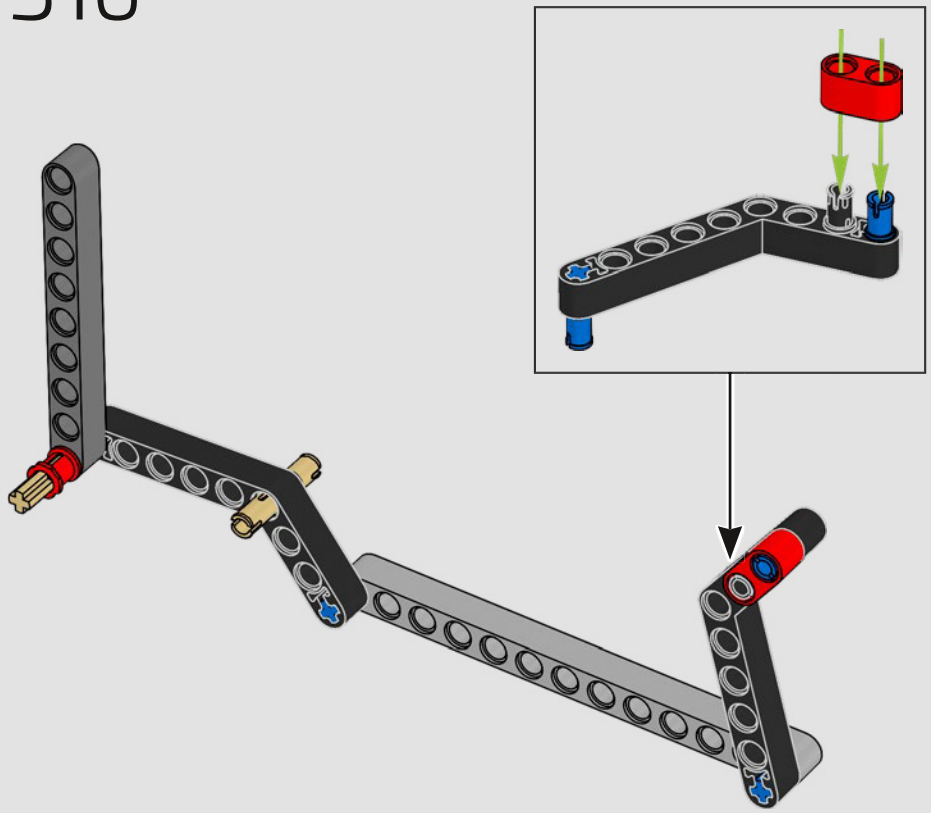

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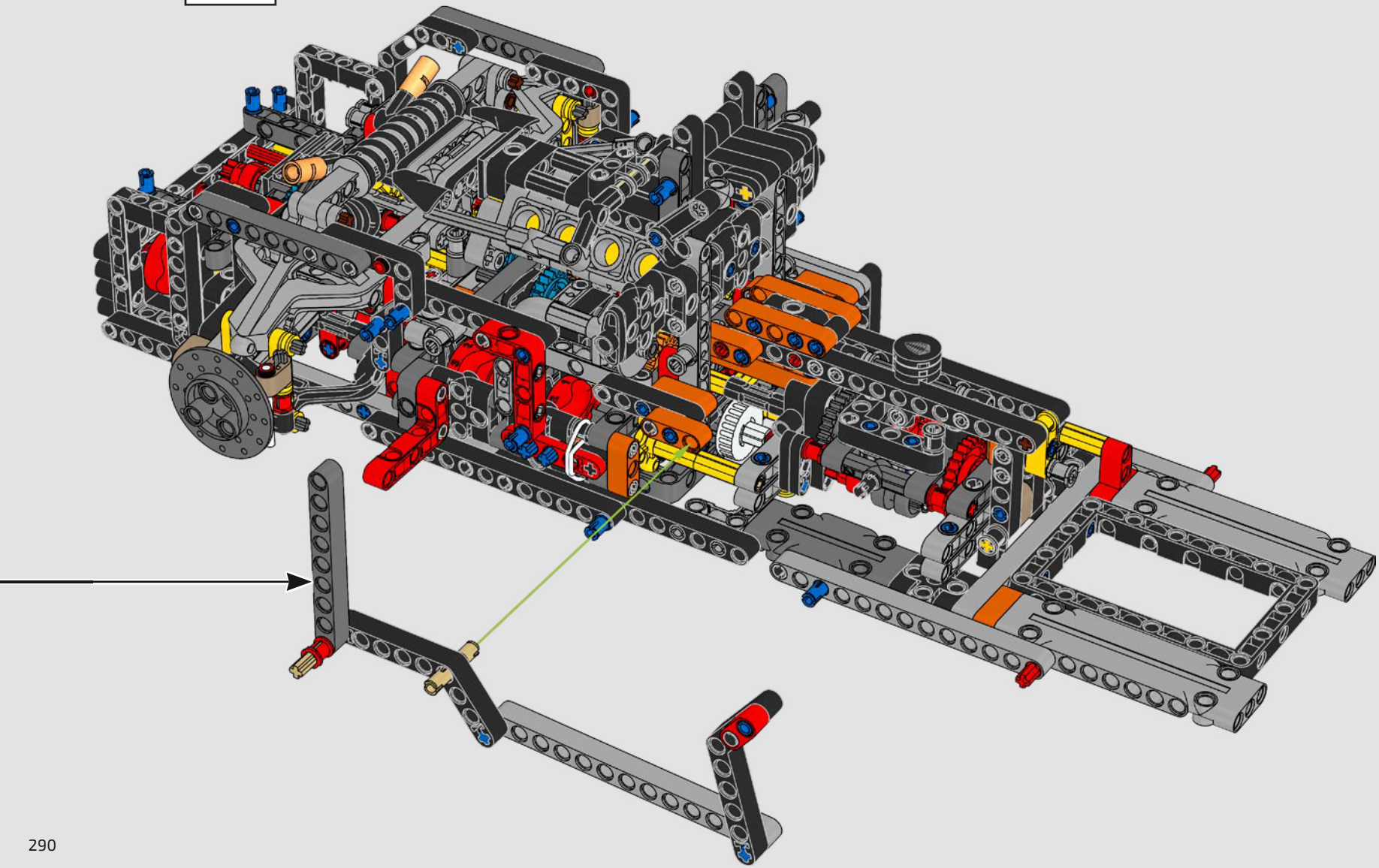

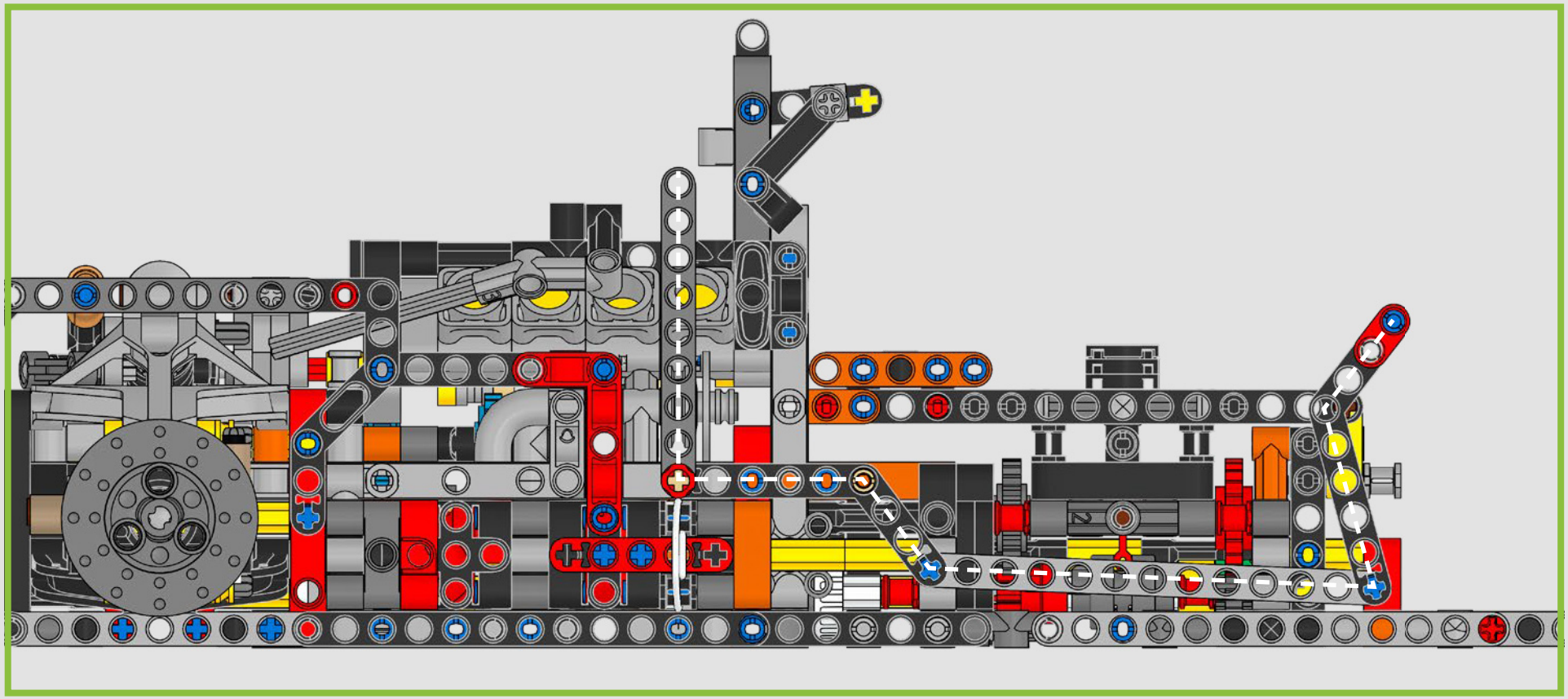

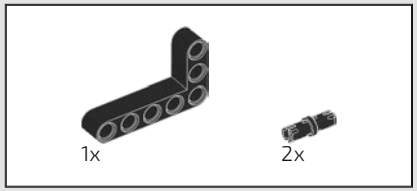

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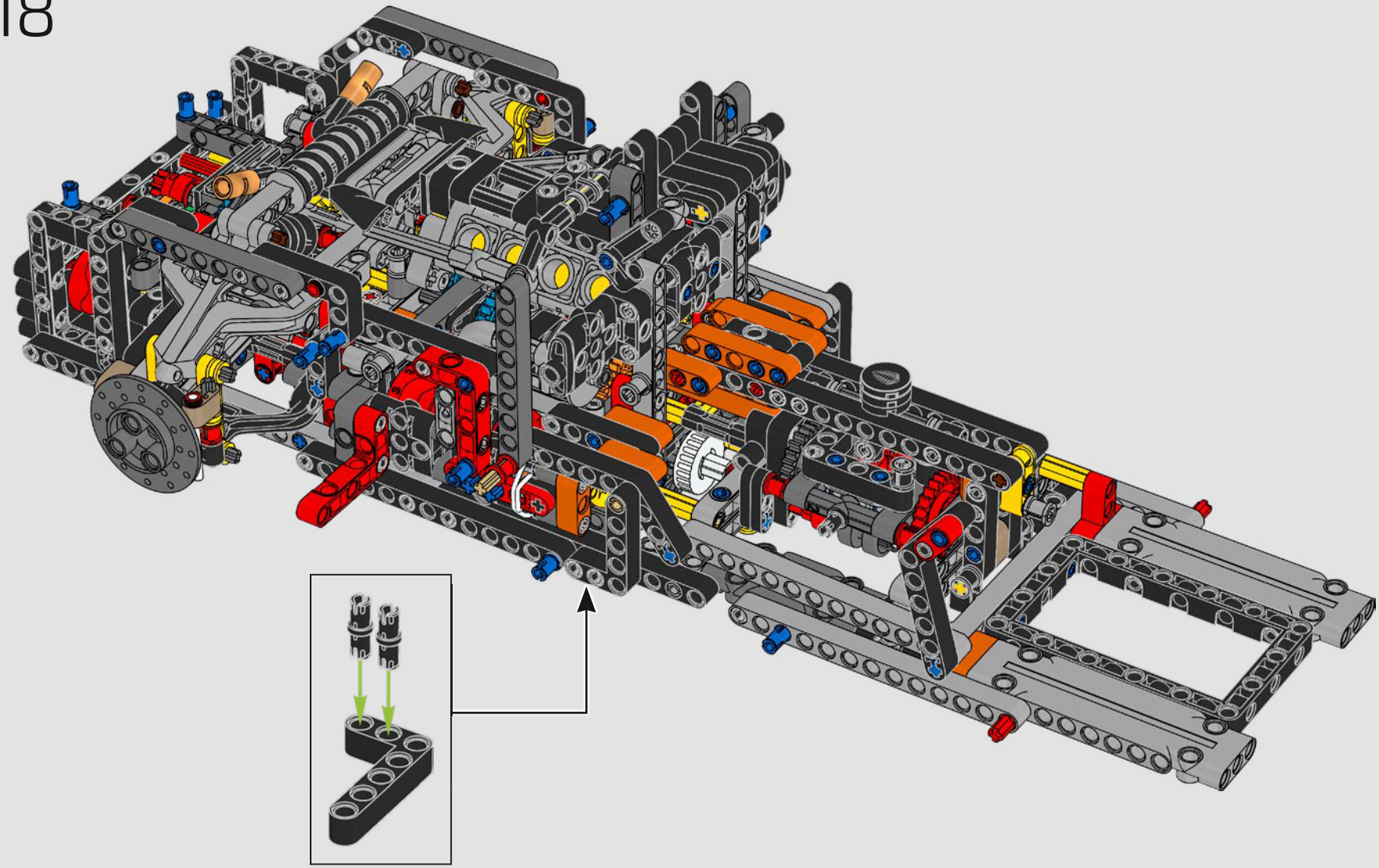

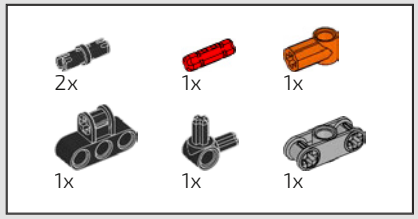

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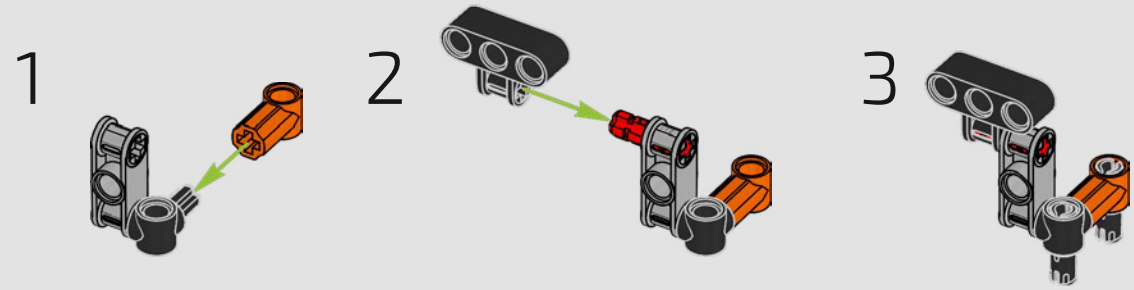

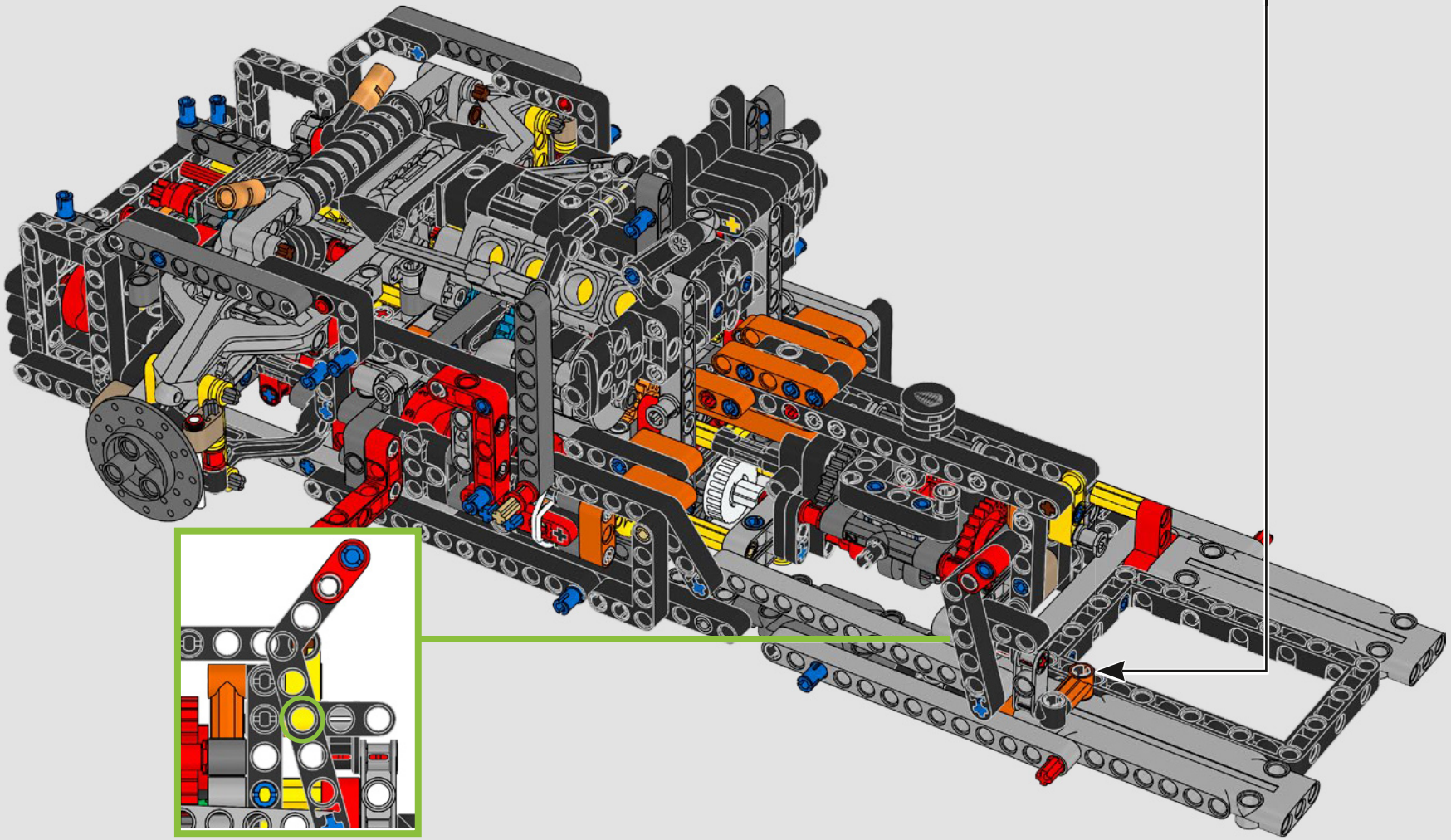

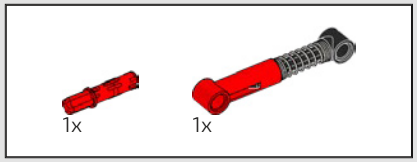

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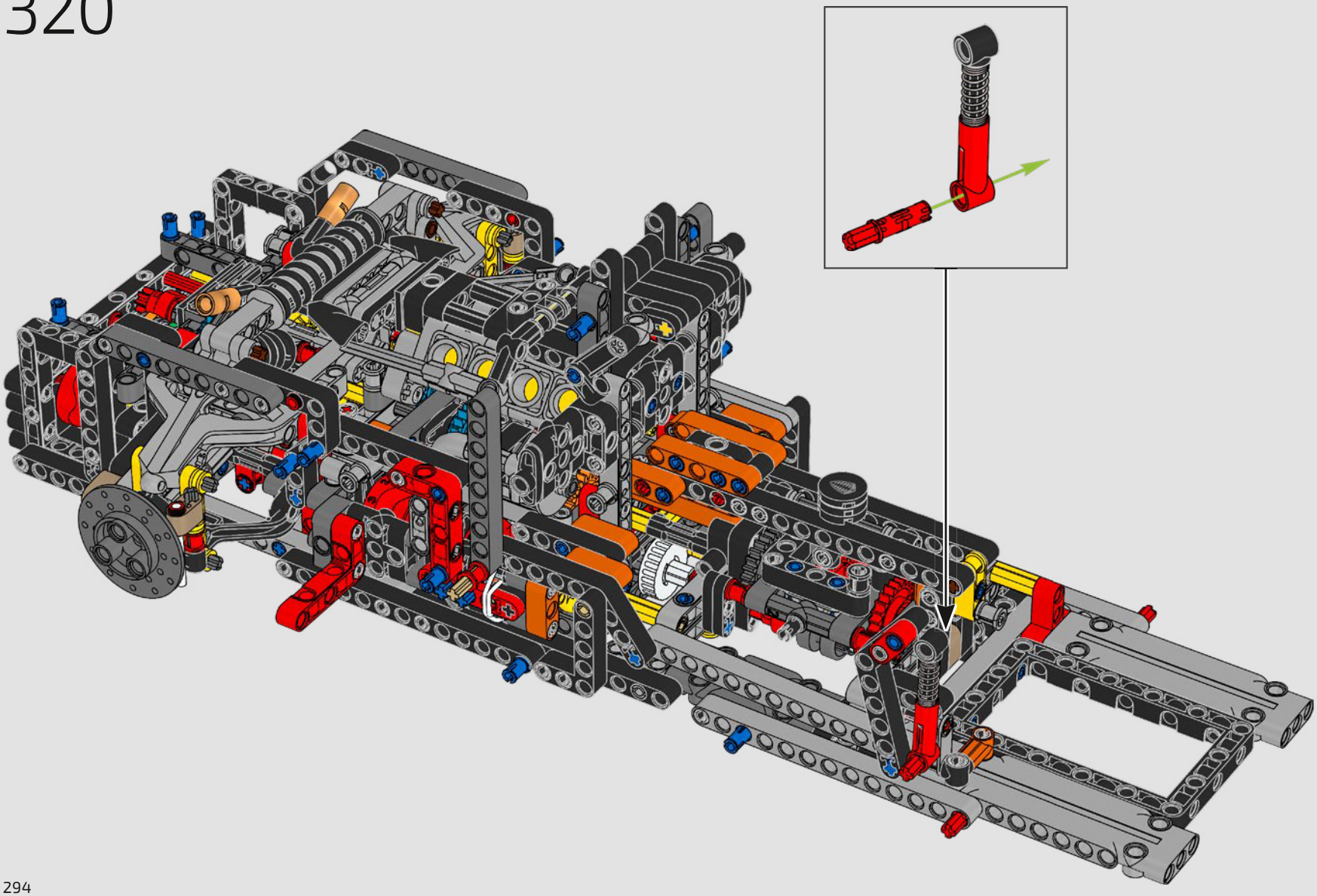

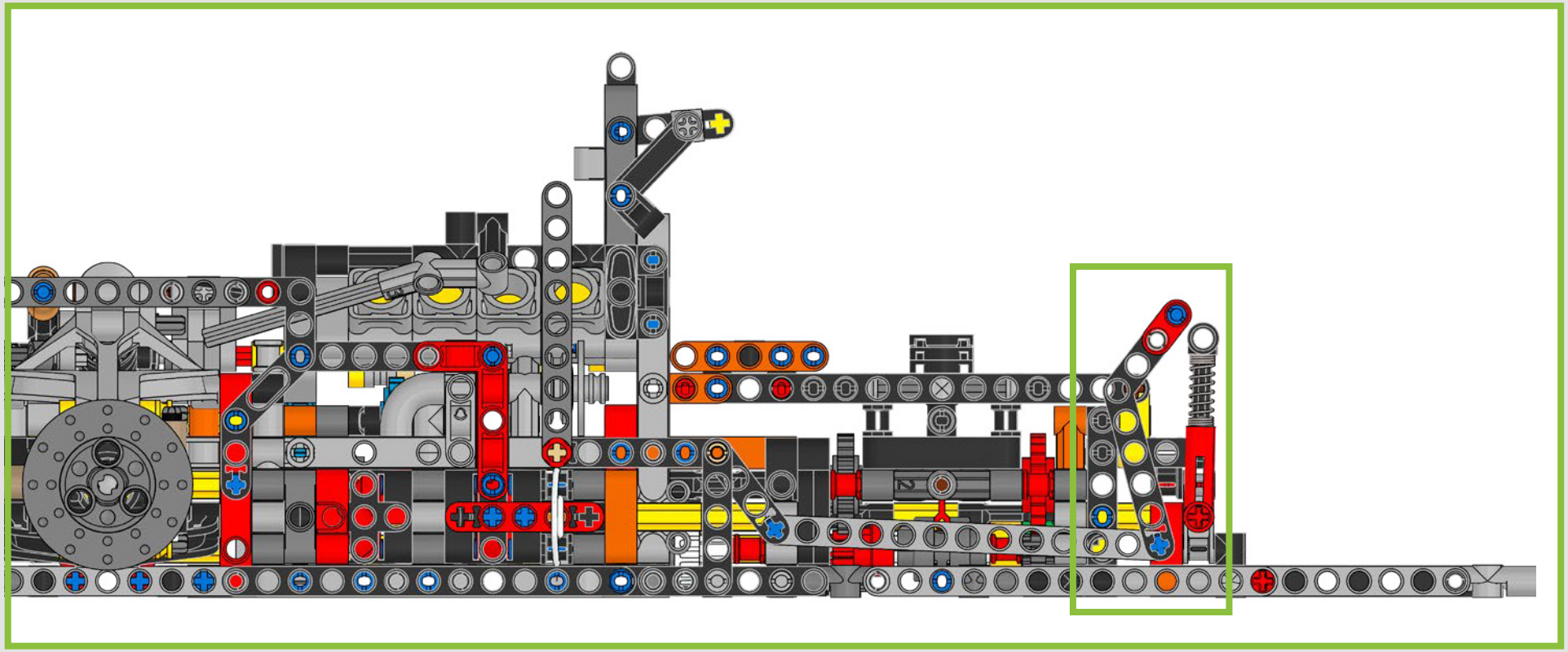

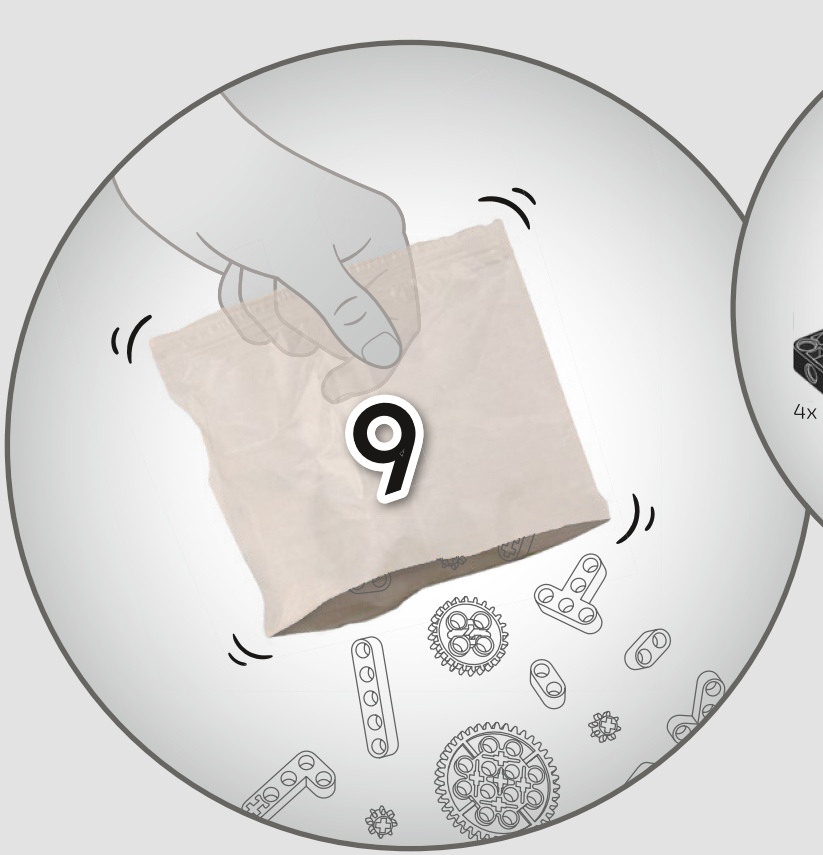
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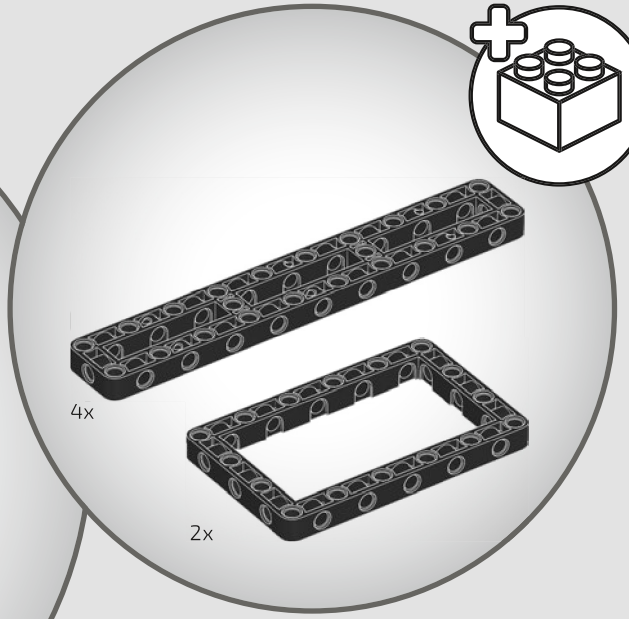
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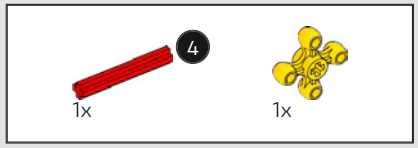

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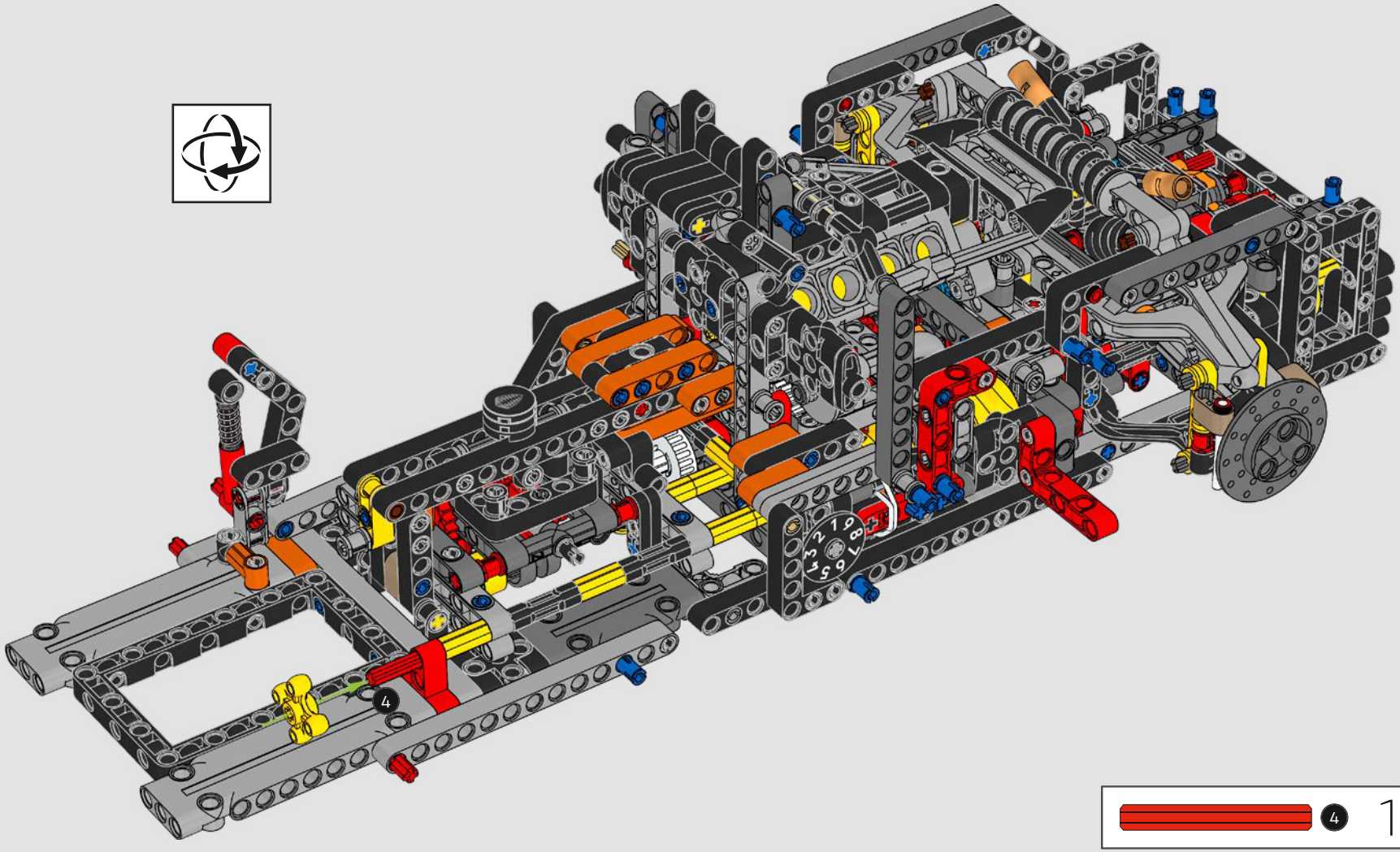

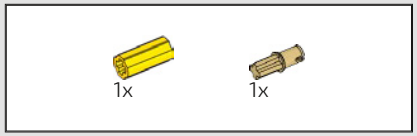

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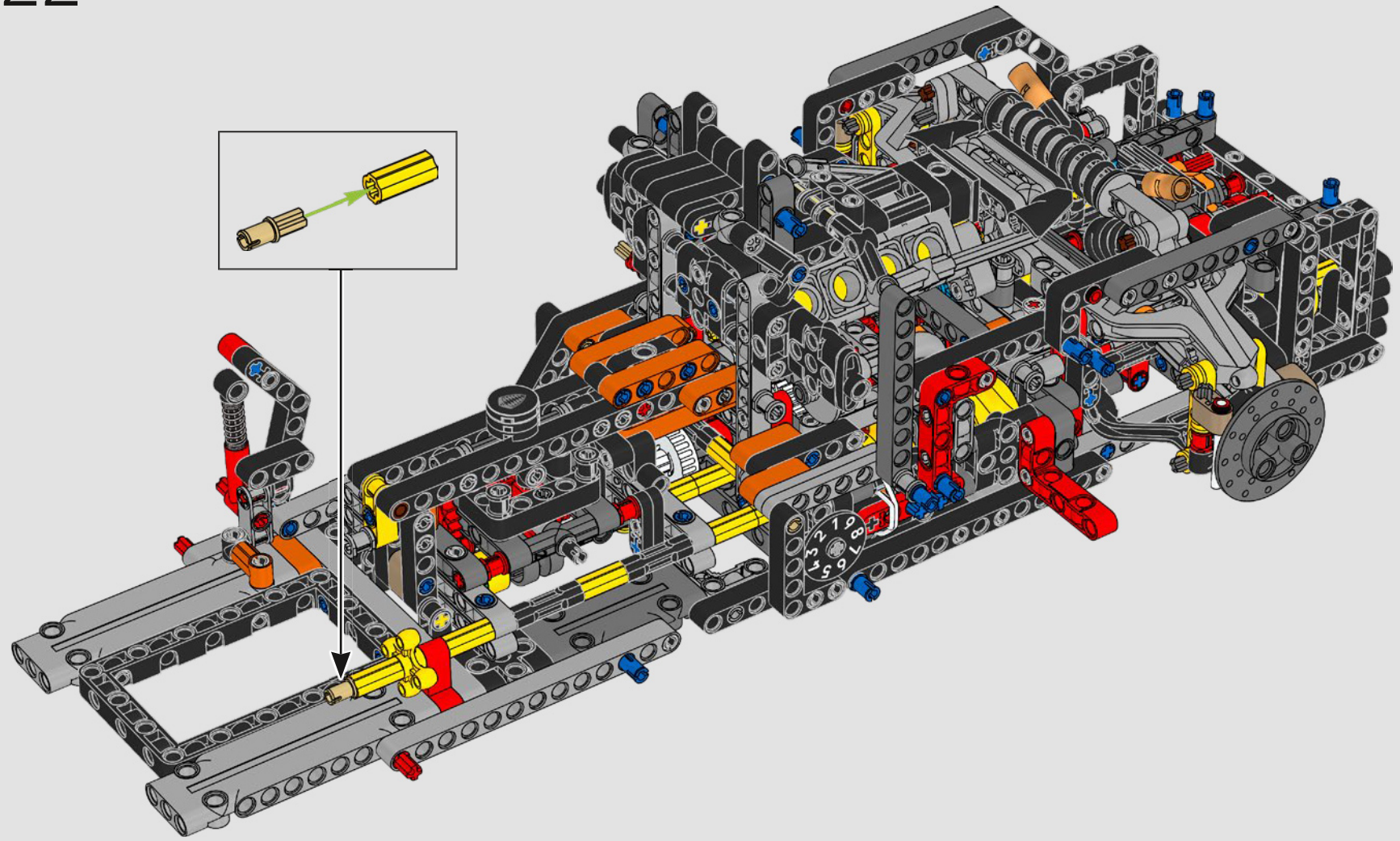

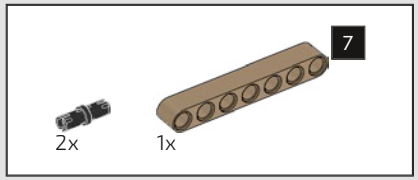

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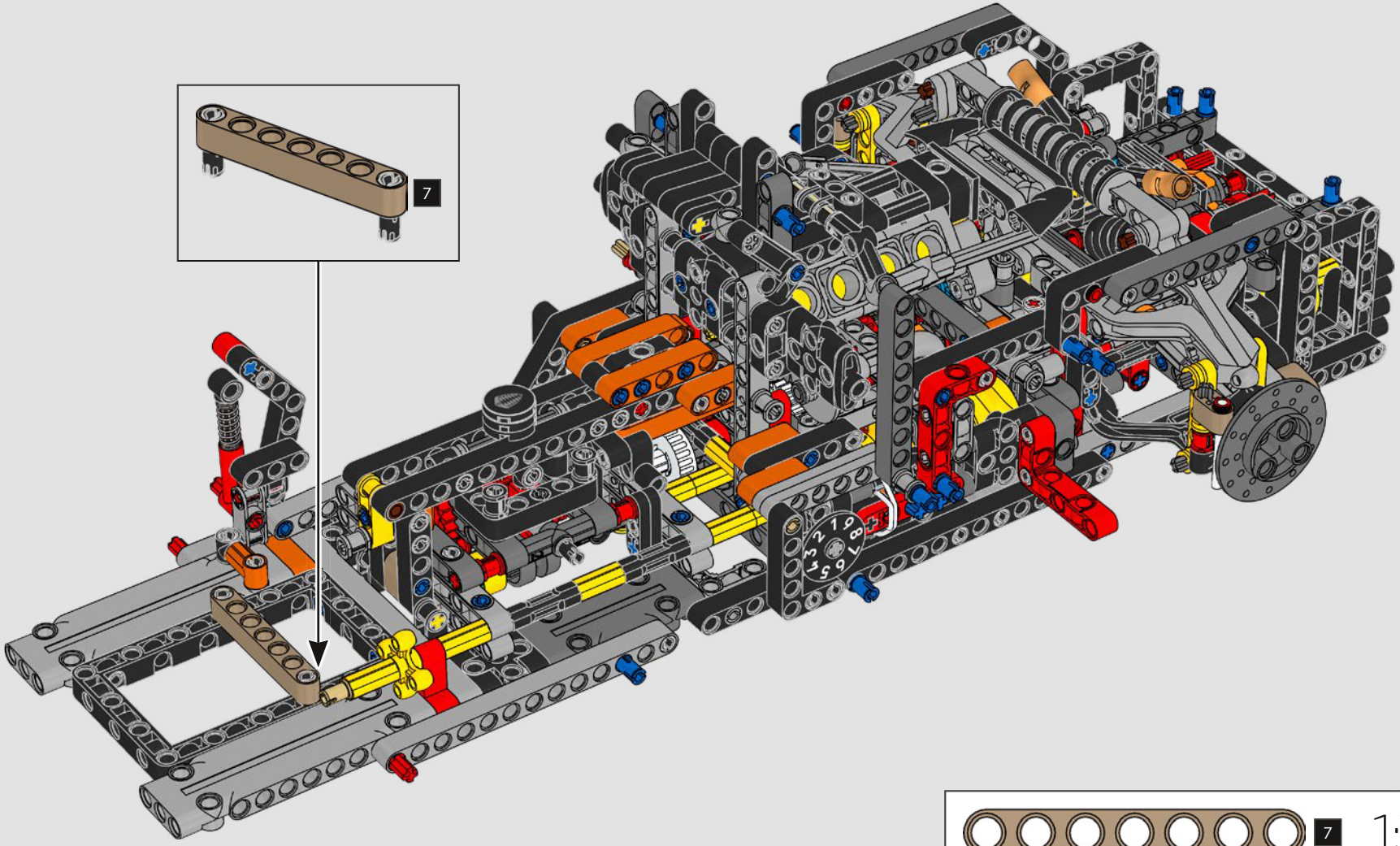

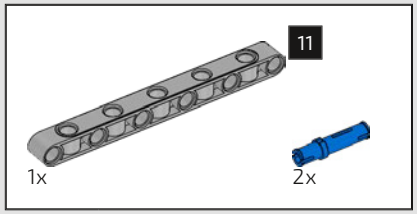

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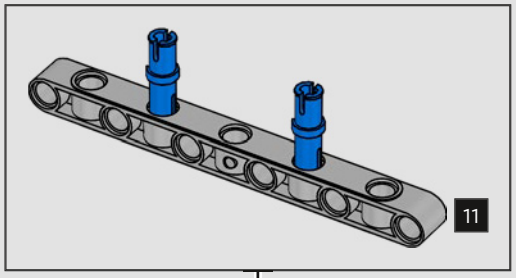

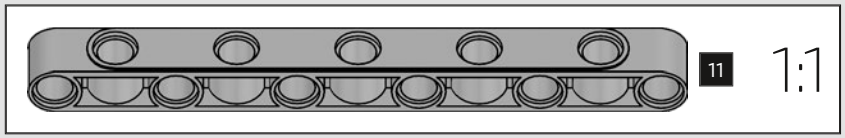

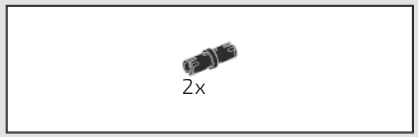

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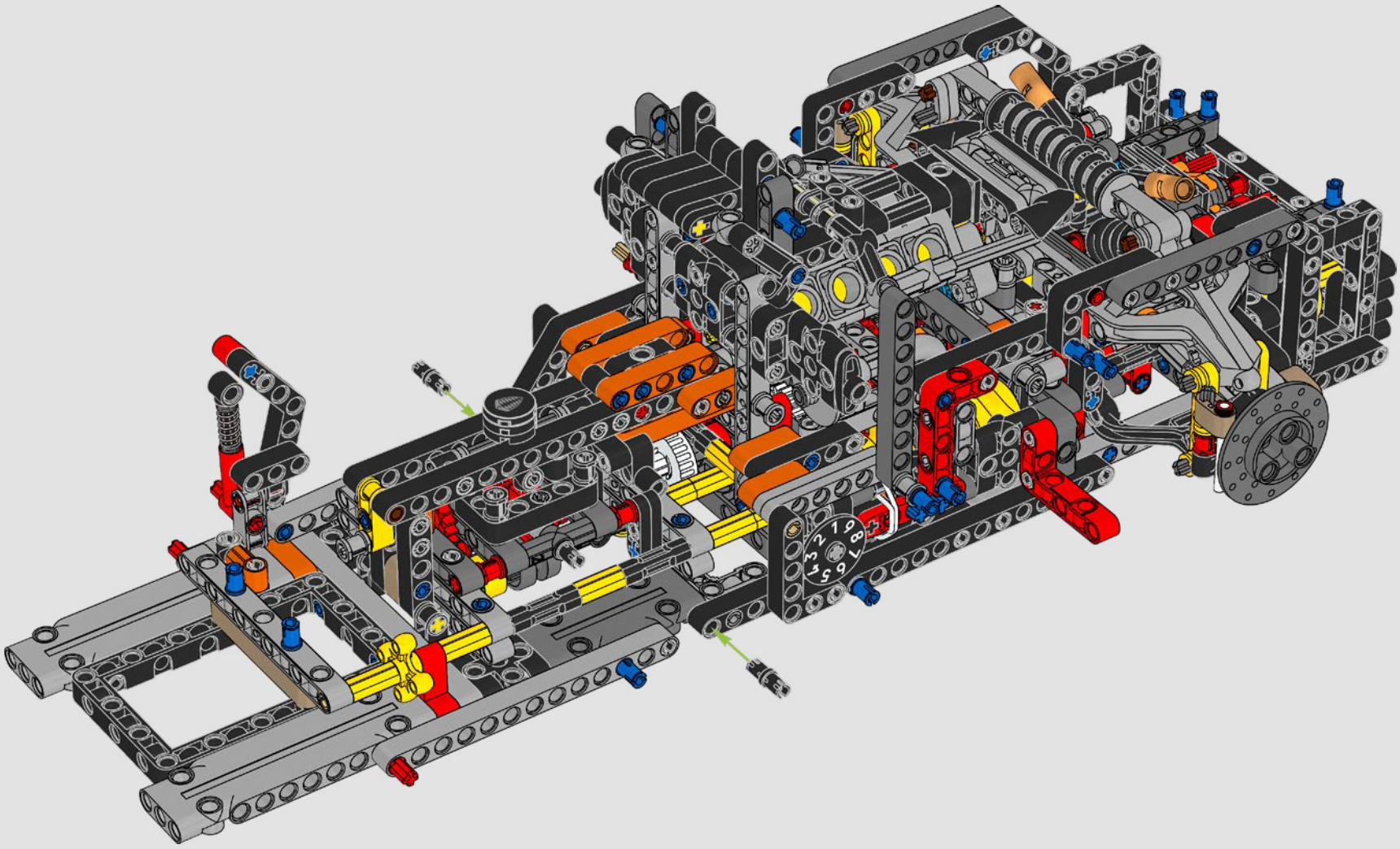

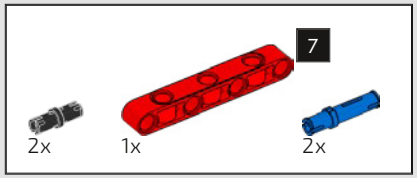

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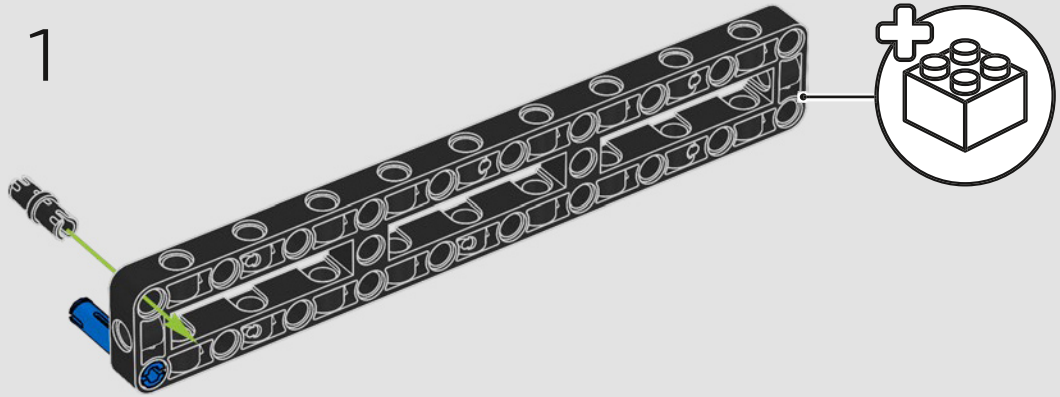

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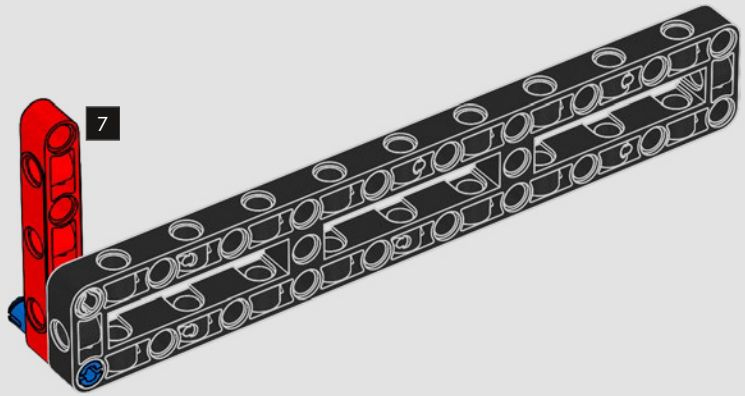

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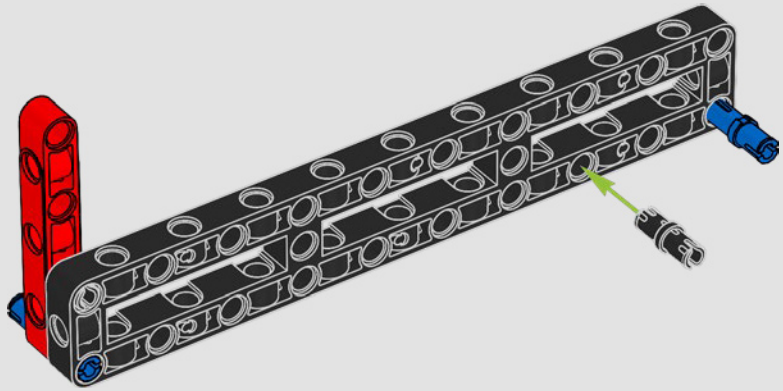

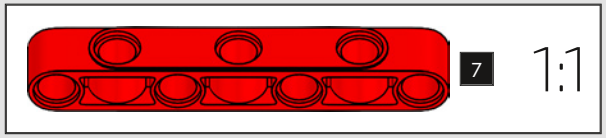

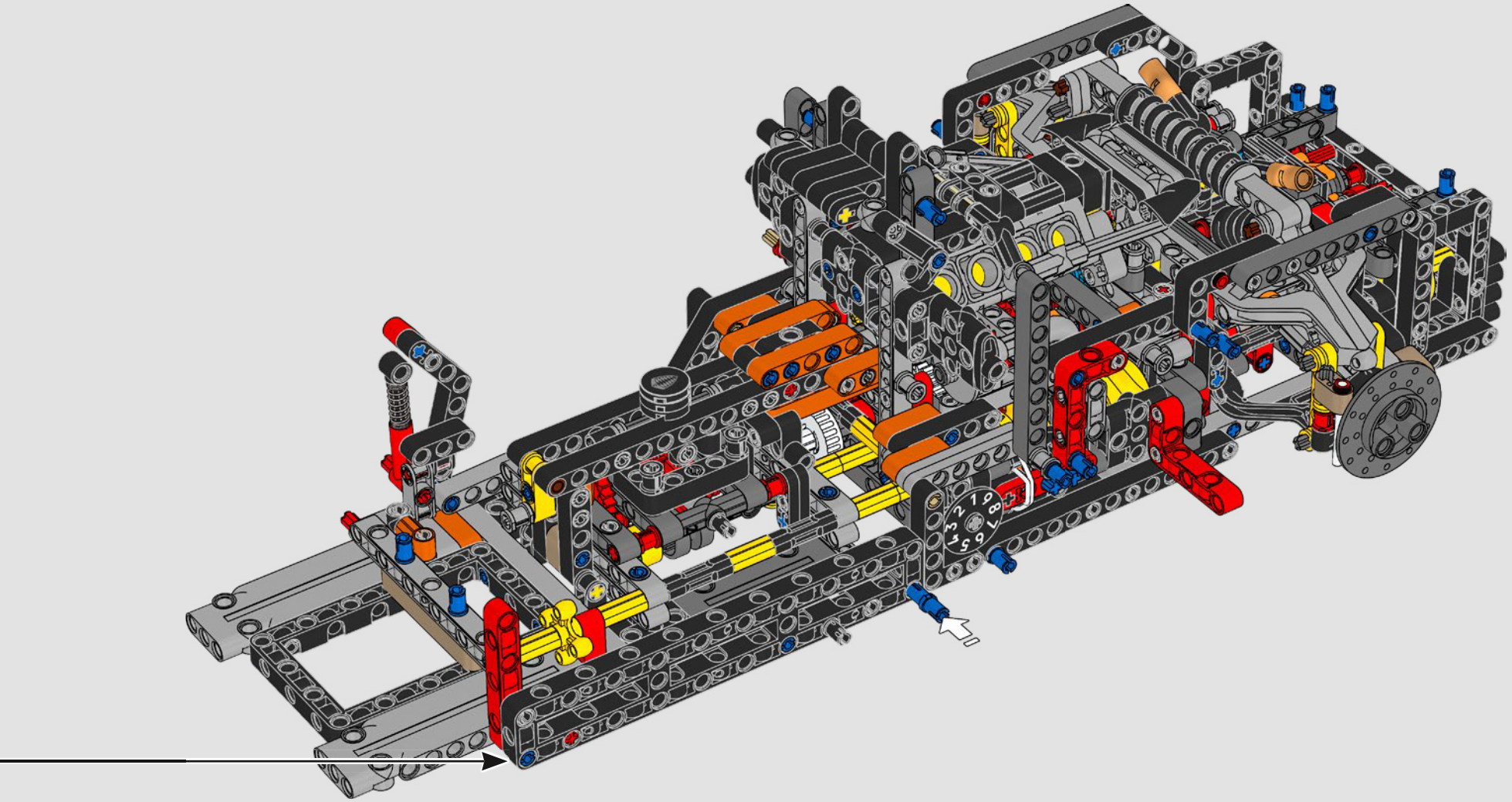

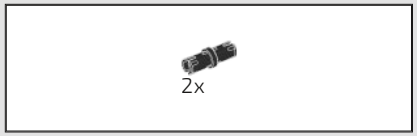

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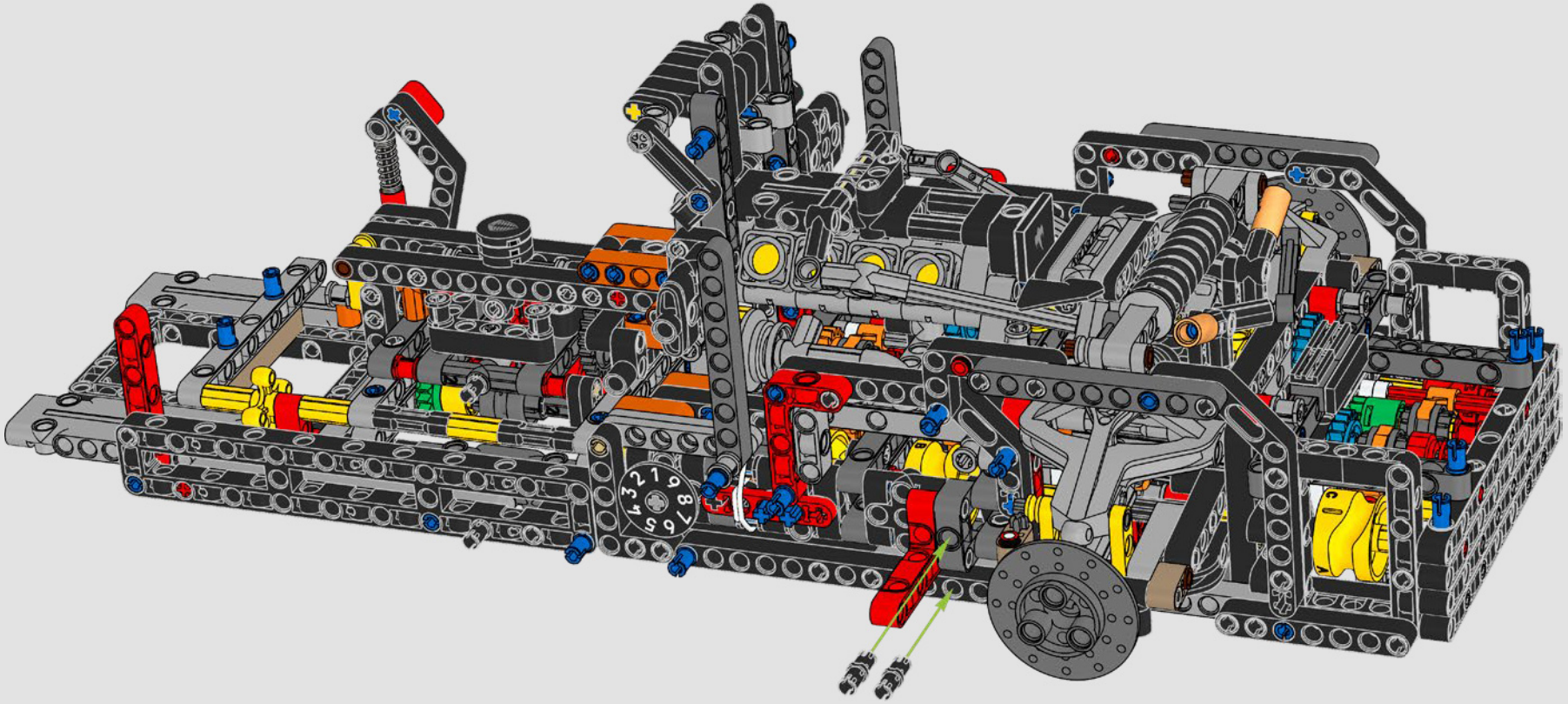

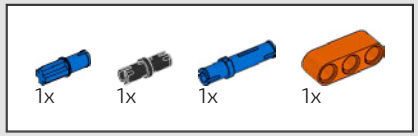

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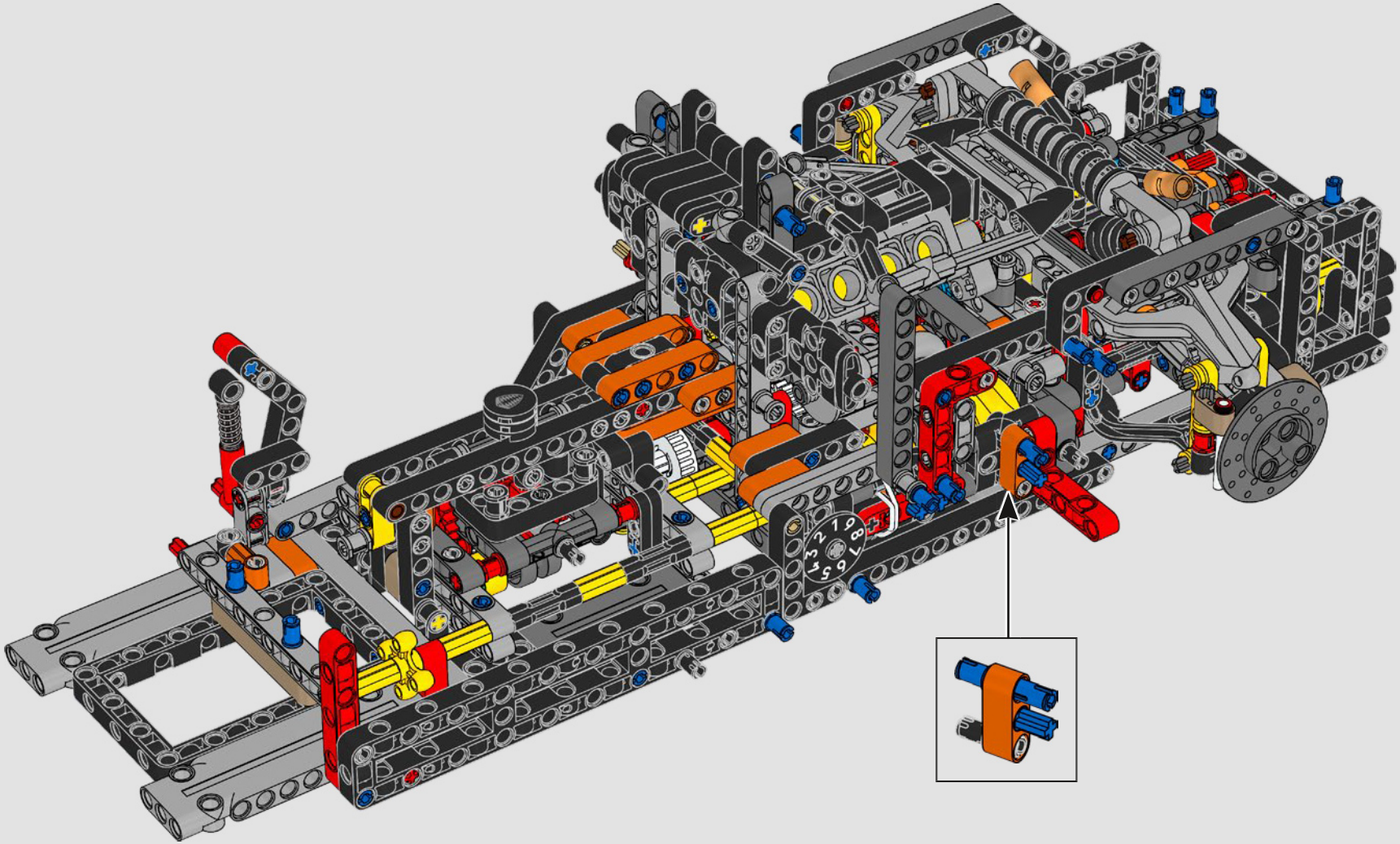

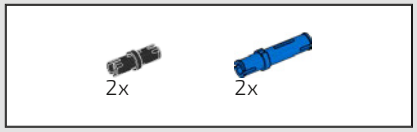

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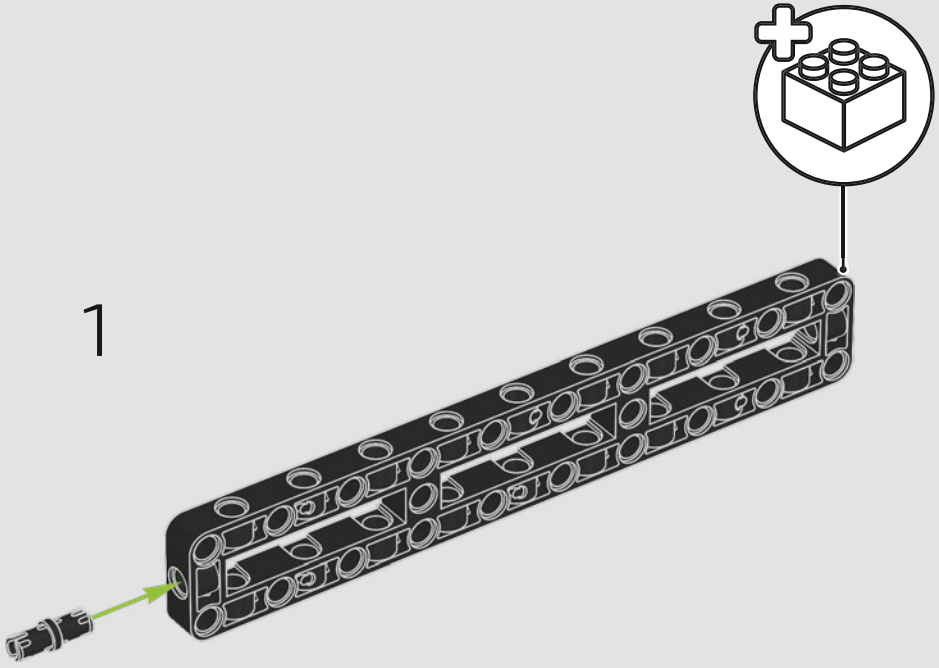

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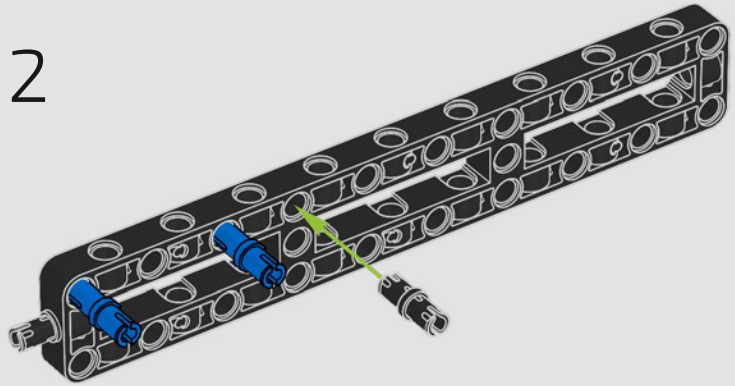

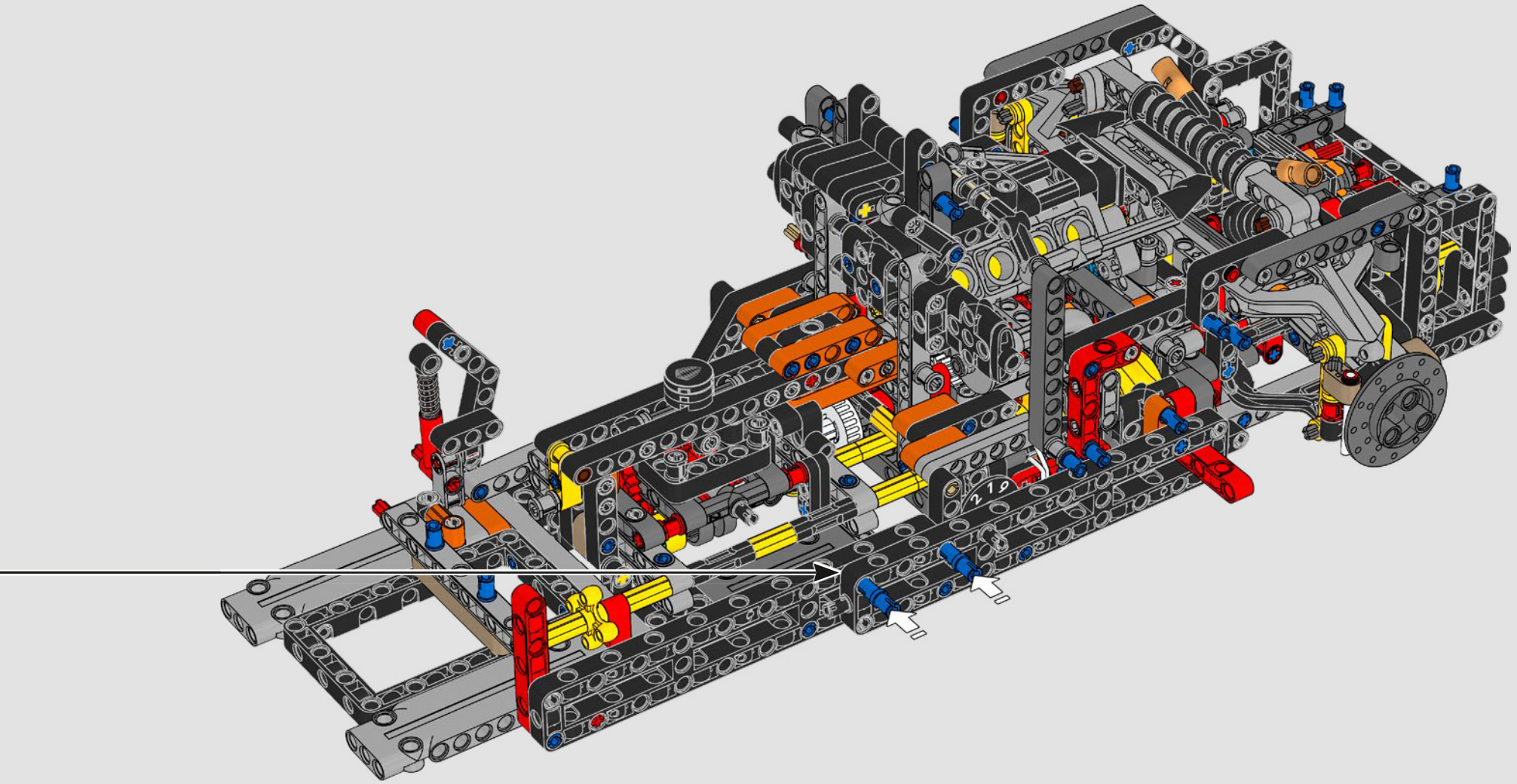

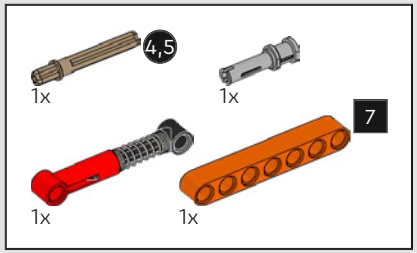

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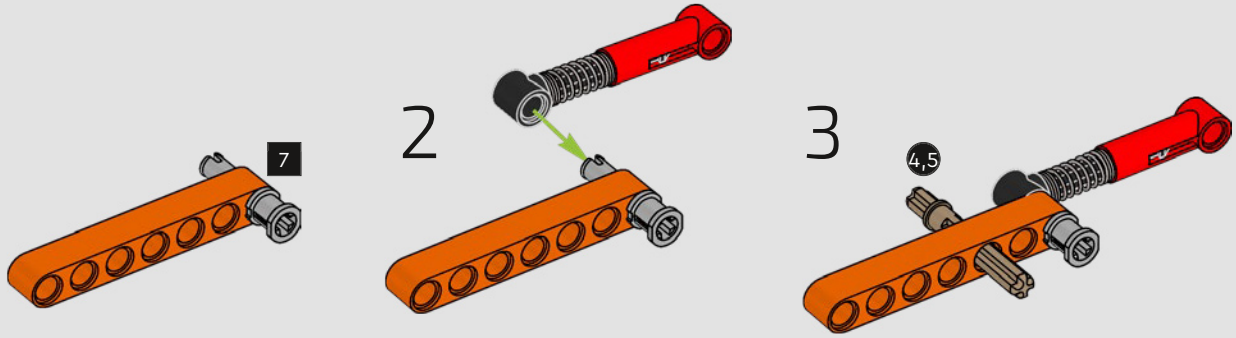

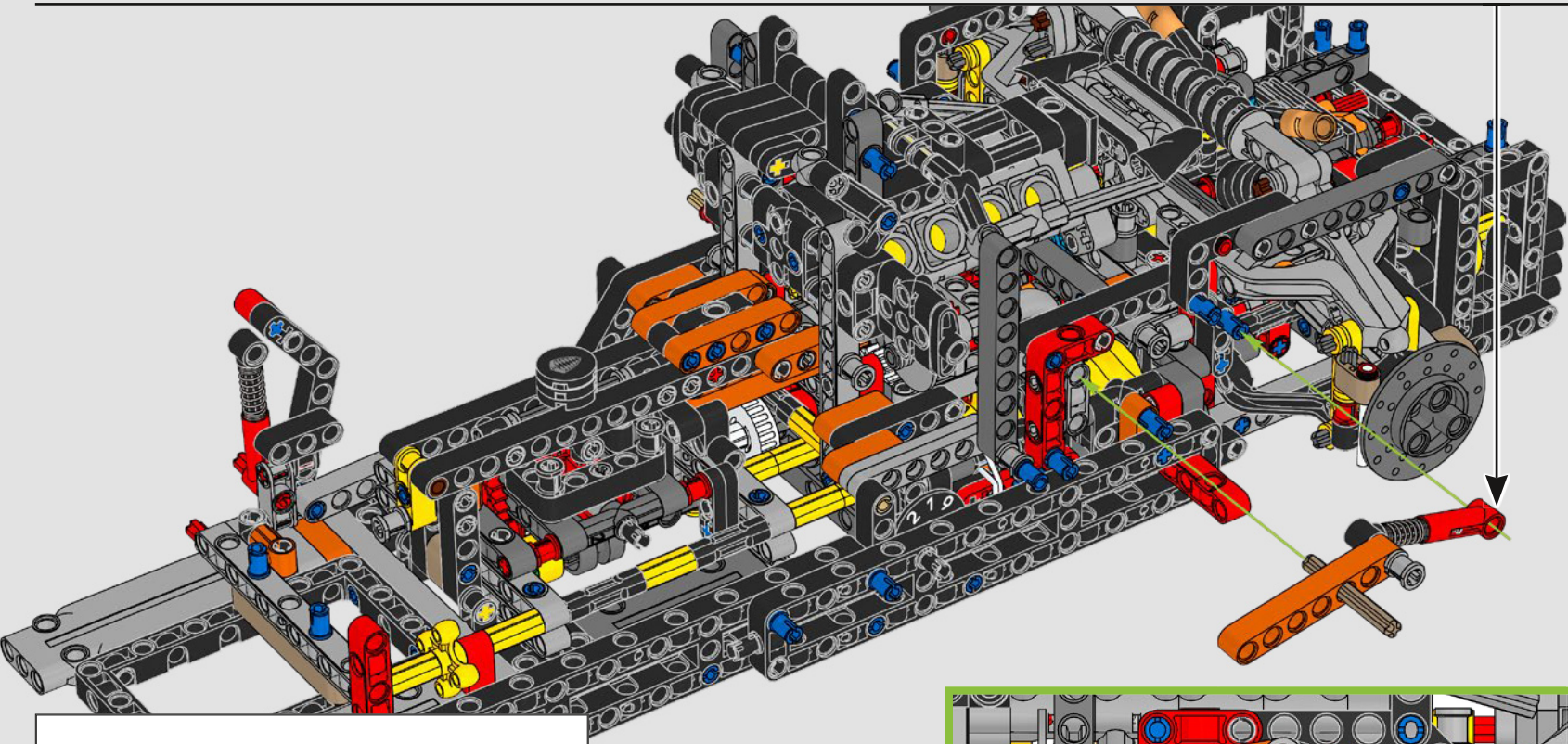

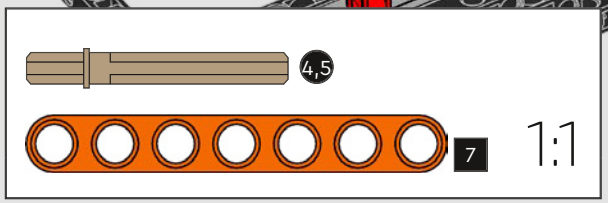

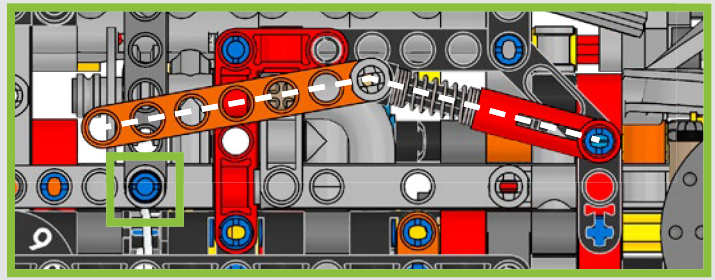

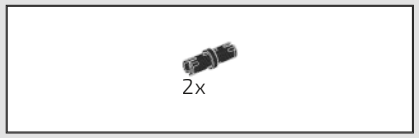

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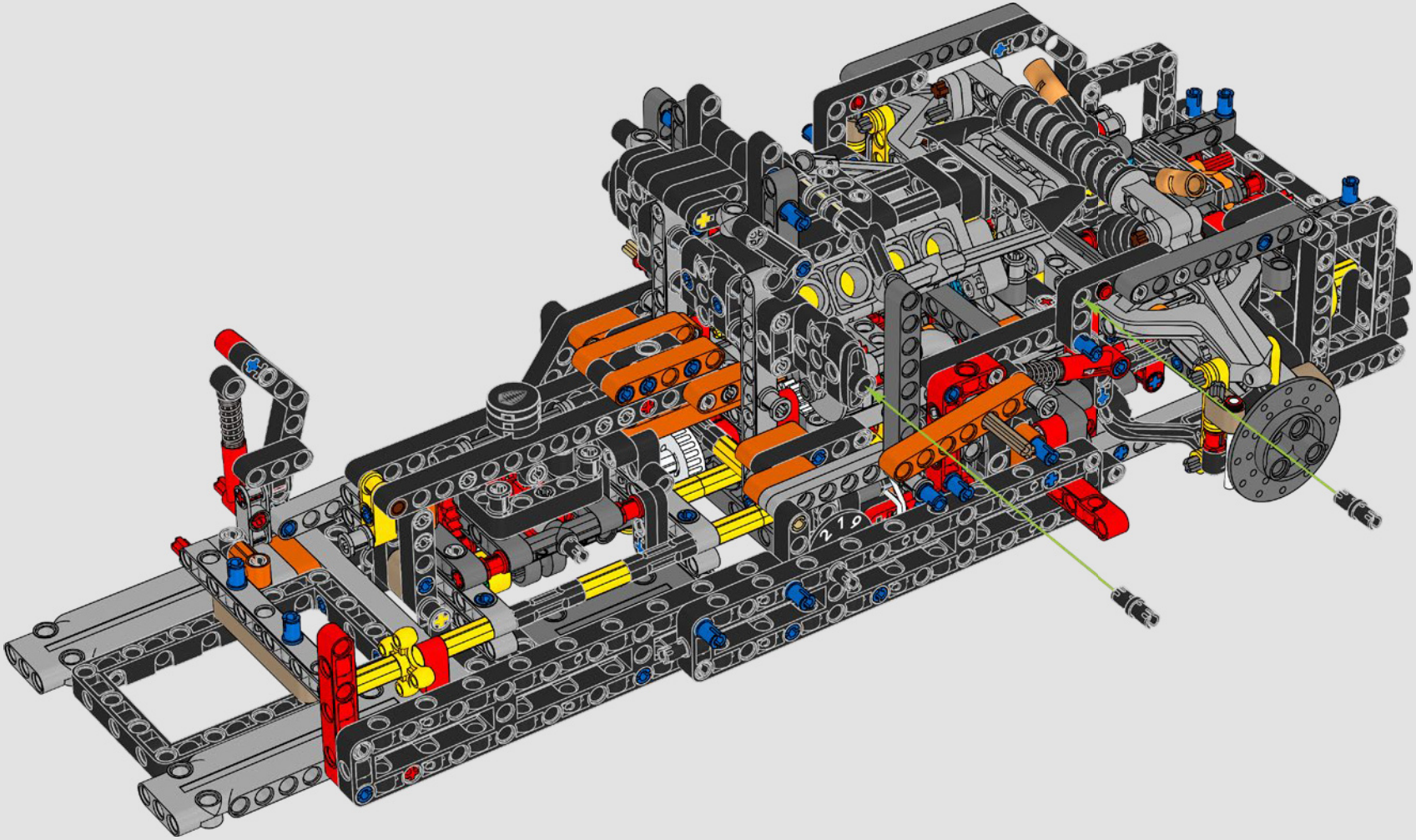

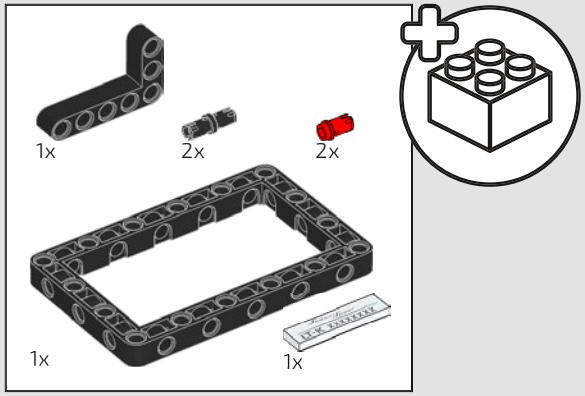

Posséder une Sadair's Spear de Koenigsegg est une expérience mémorable, que nous souhaiterions prolonger pour vous en tant que propriétaire de ce modèle LEGO® Technic. Utilisez le numéro de série unique indiqué sur cette tuile pour débloquer du contenu exclusif quand vous vous inscrivez ou que vous vous connectez au programme LEGO Insiders.

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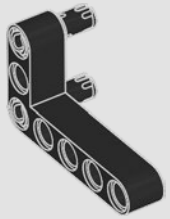
1



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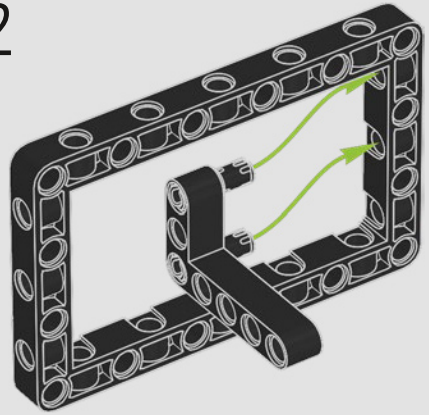

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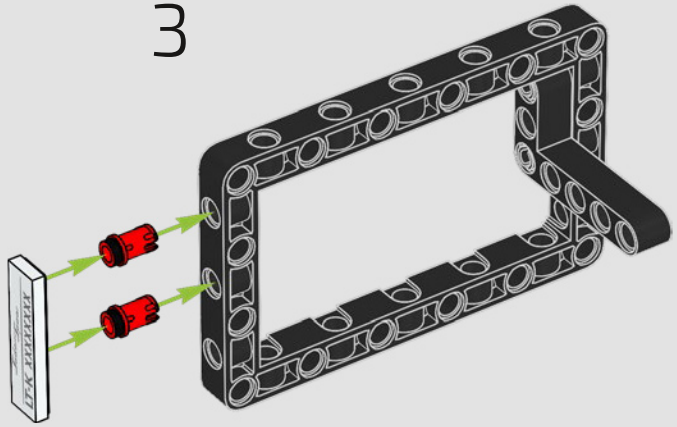

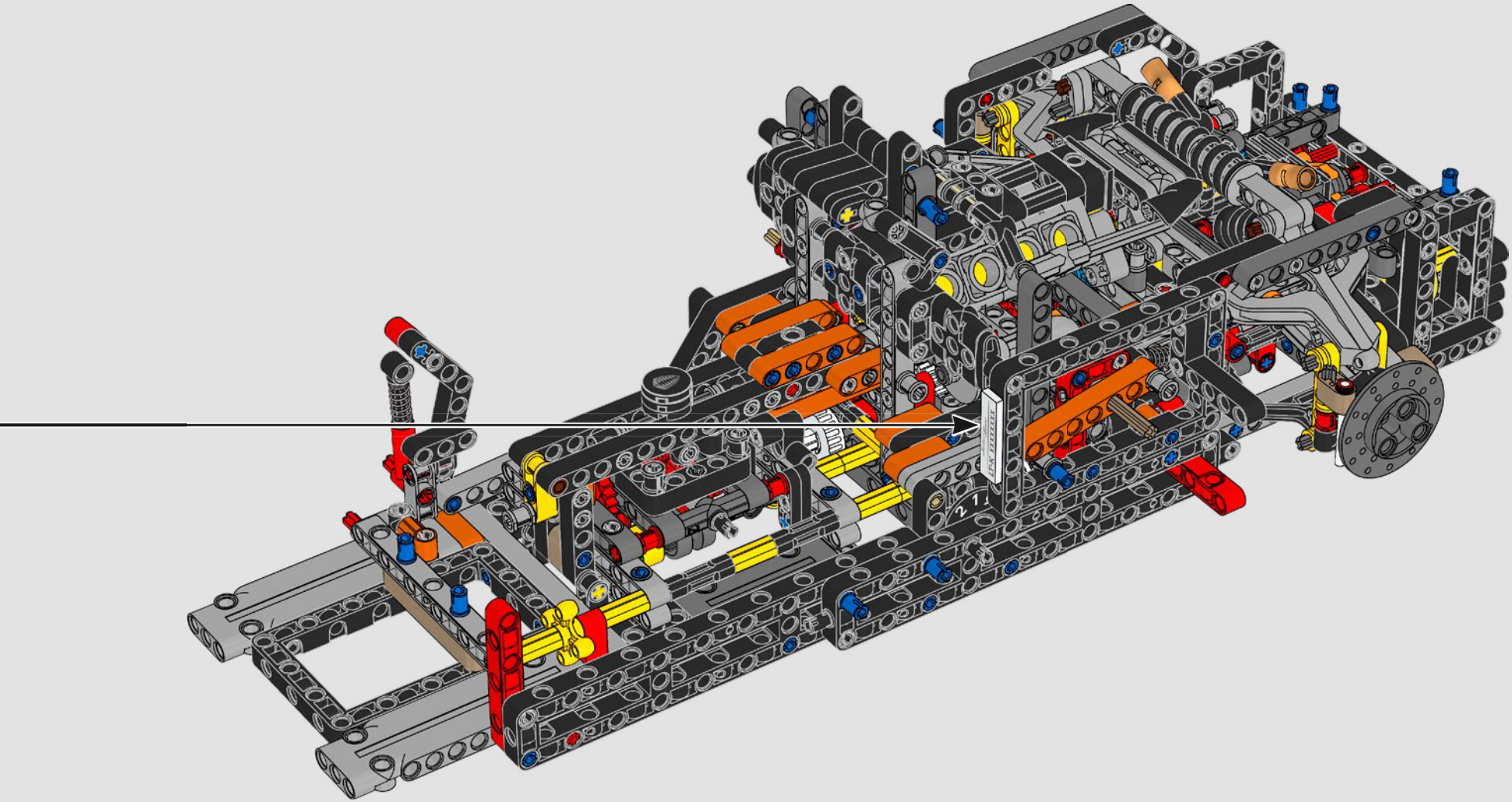

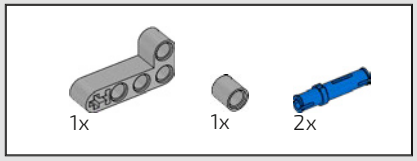

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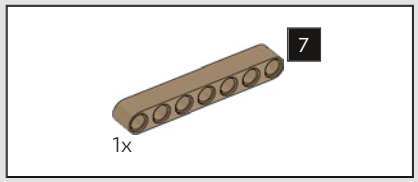

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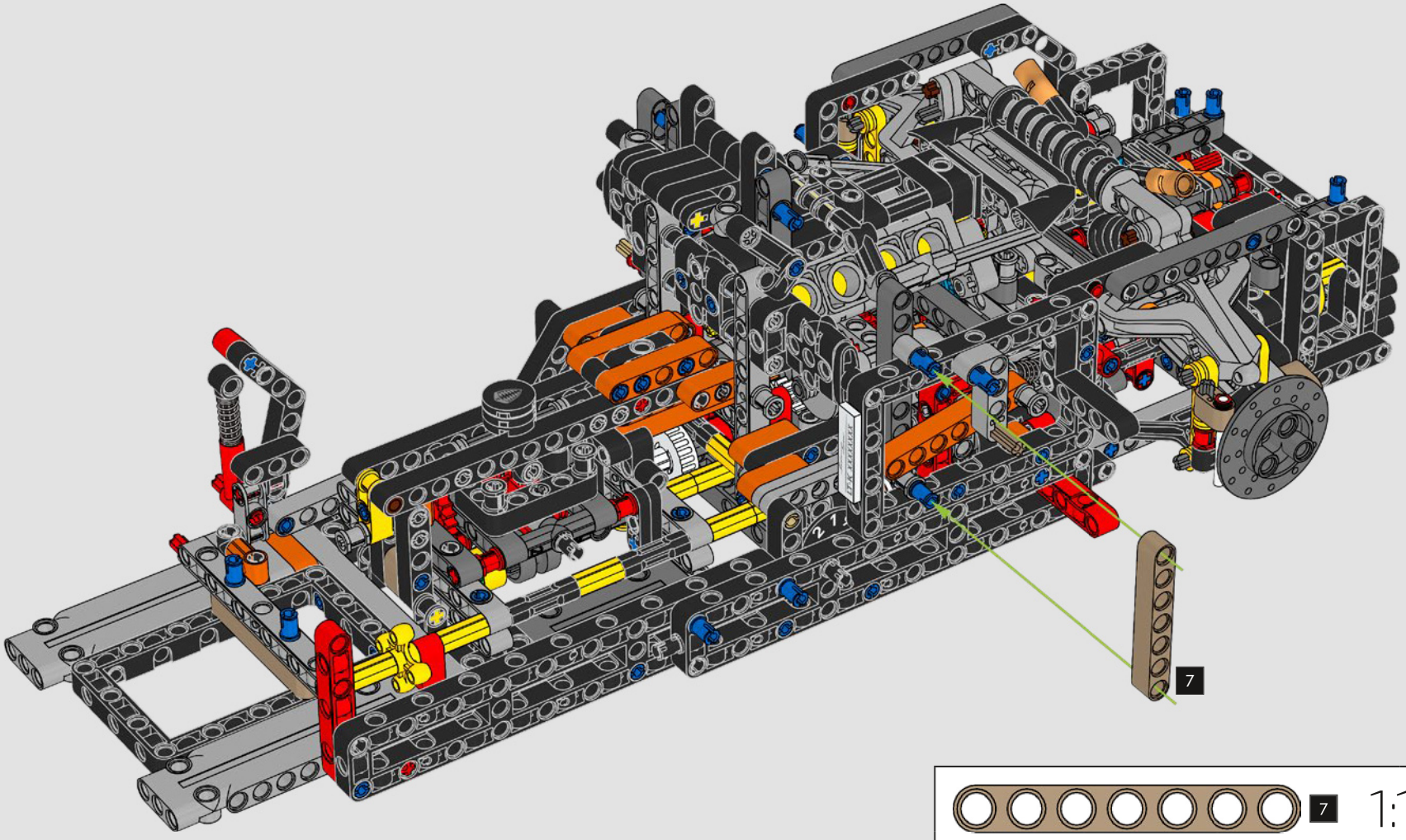

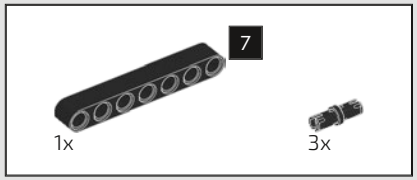

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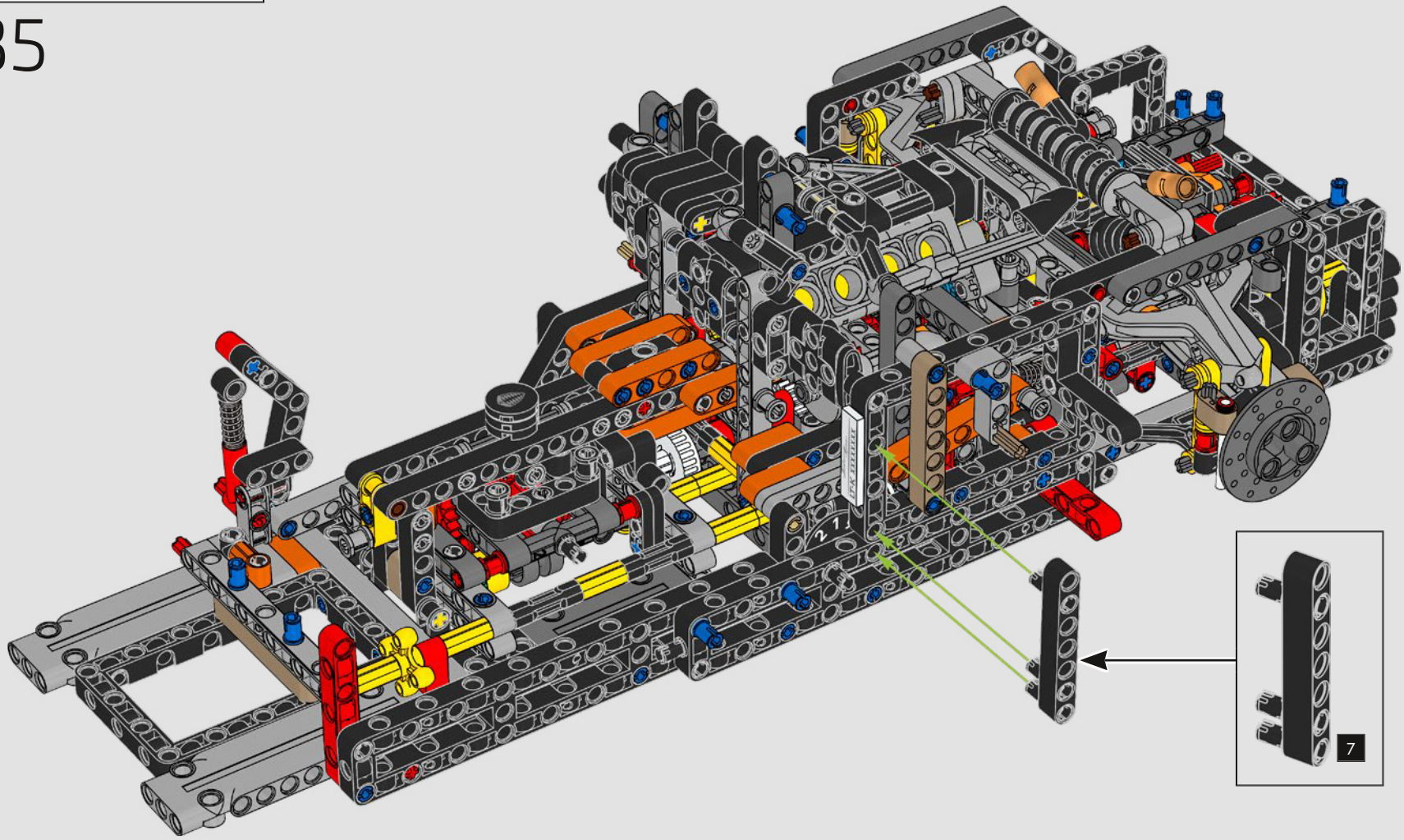

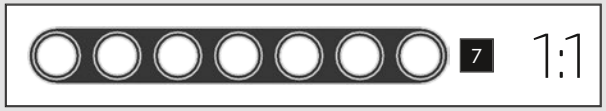

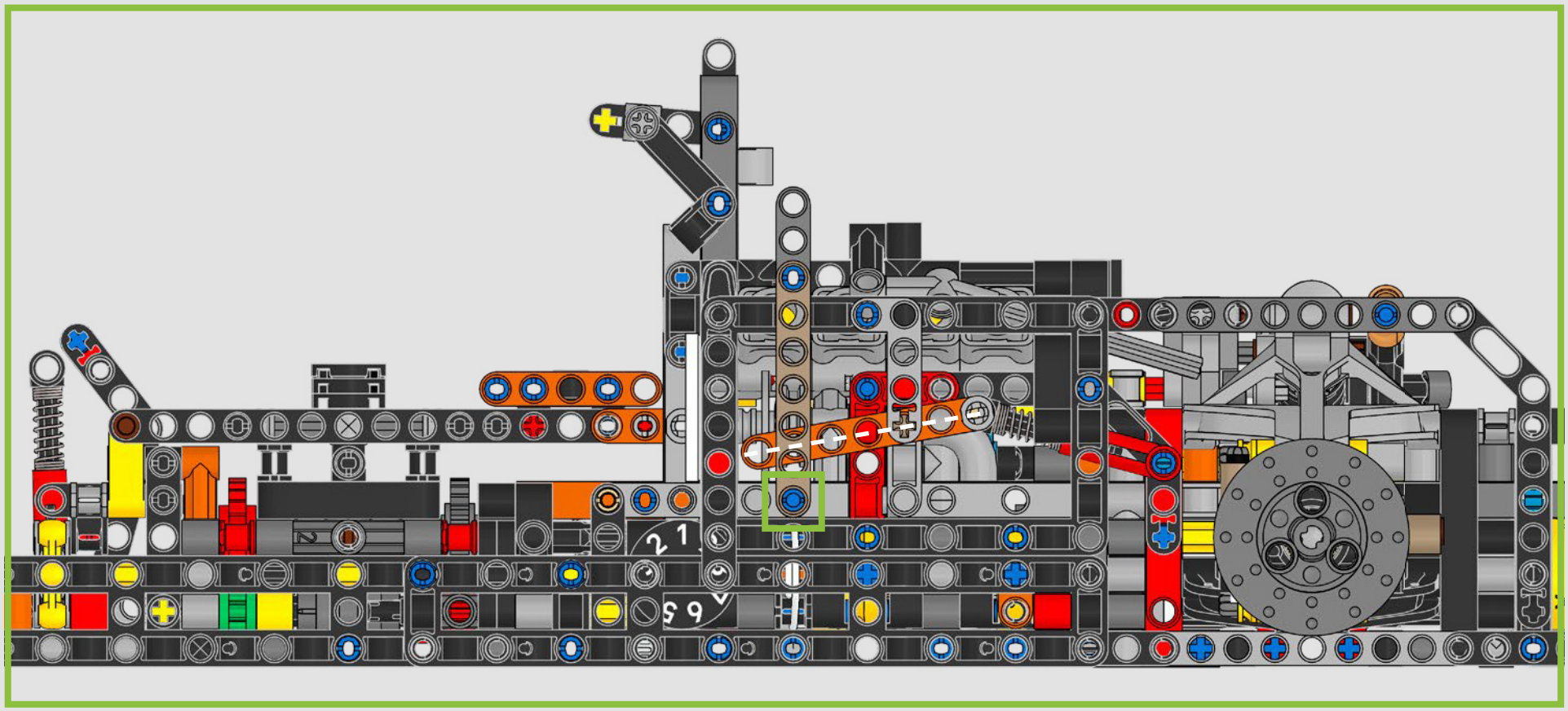

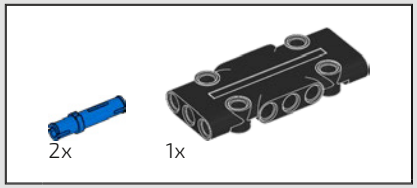

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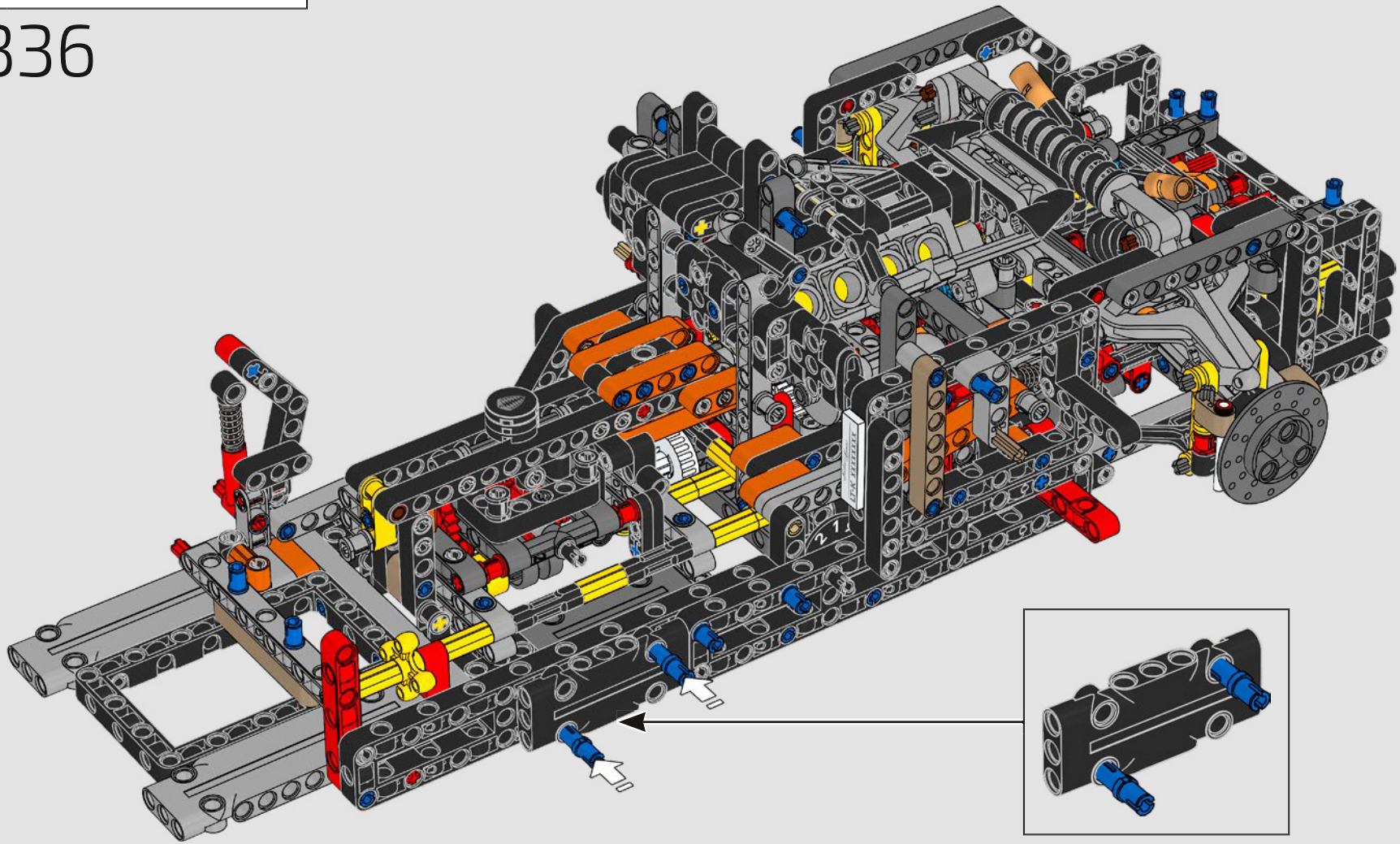

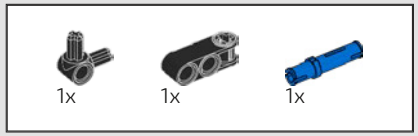

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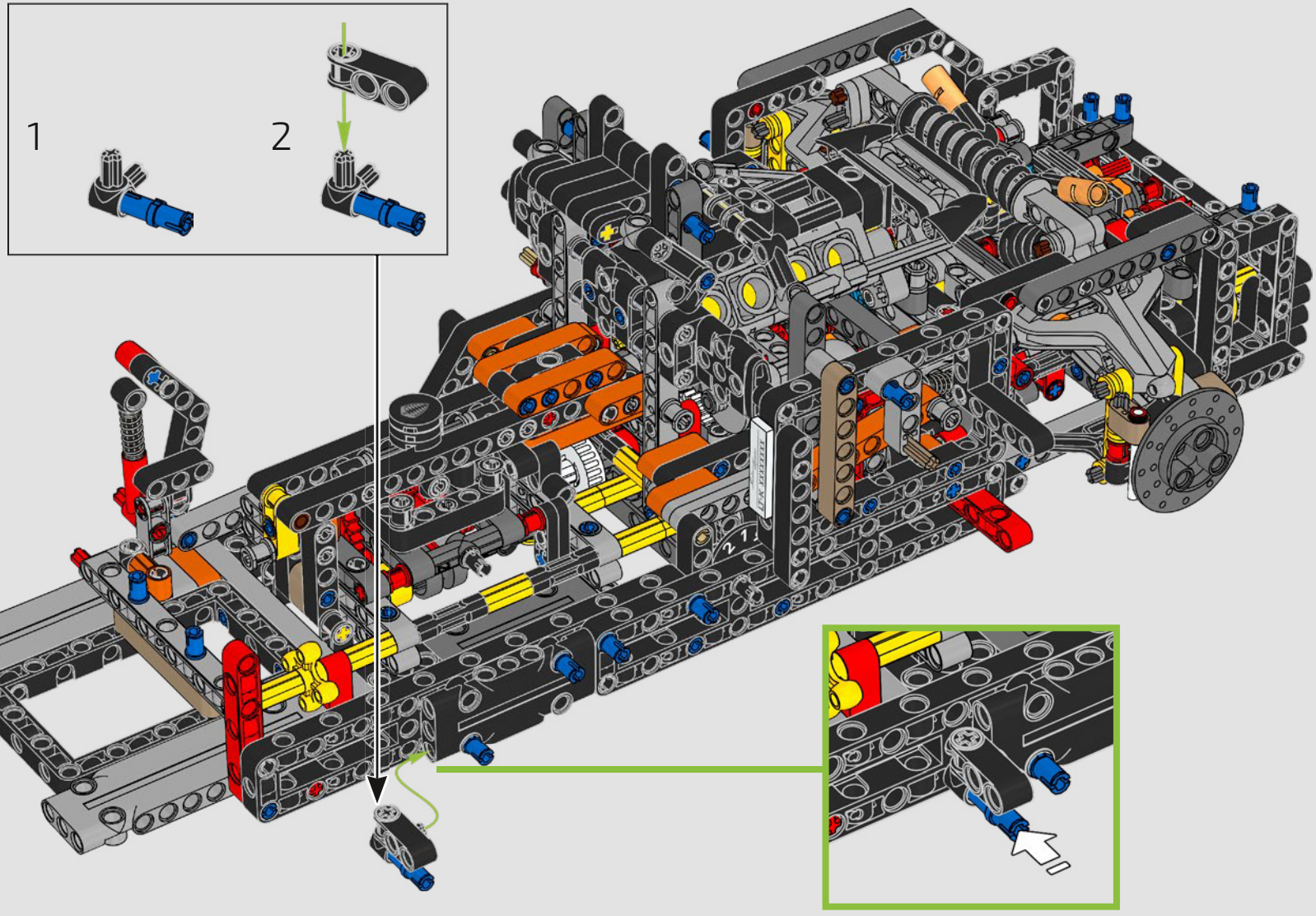

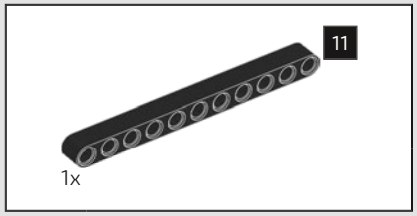

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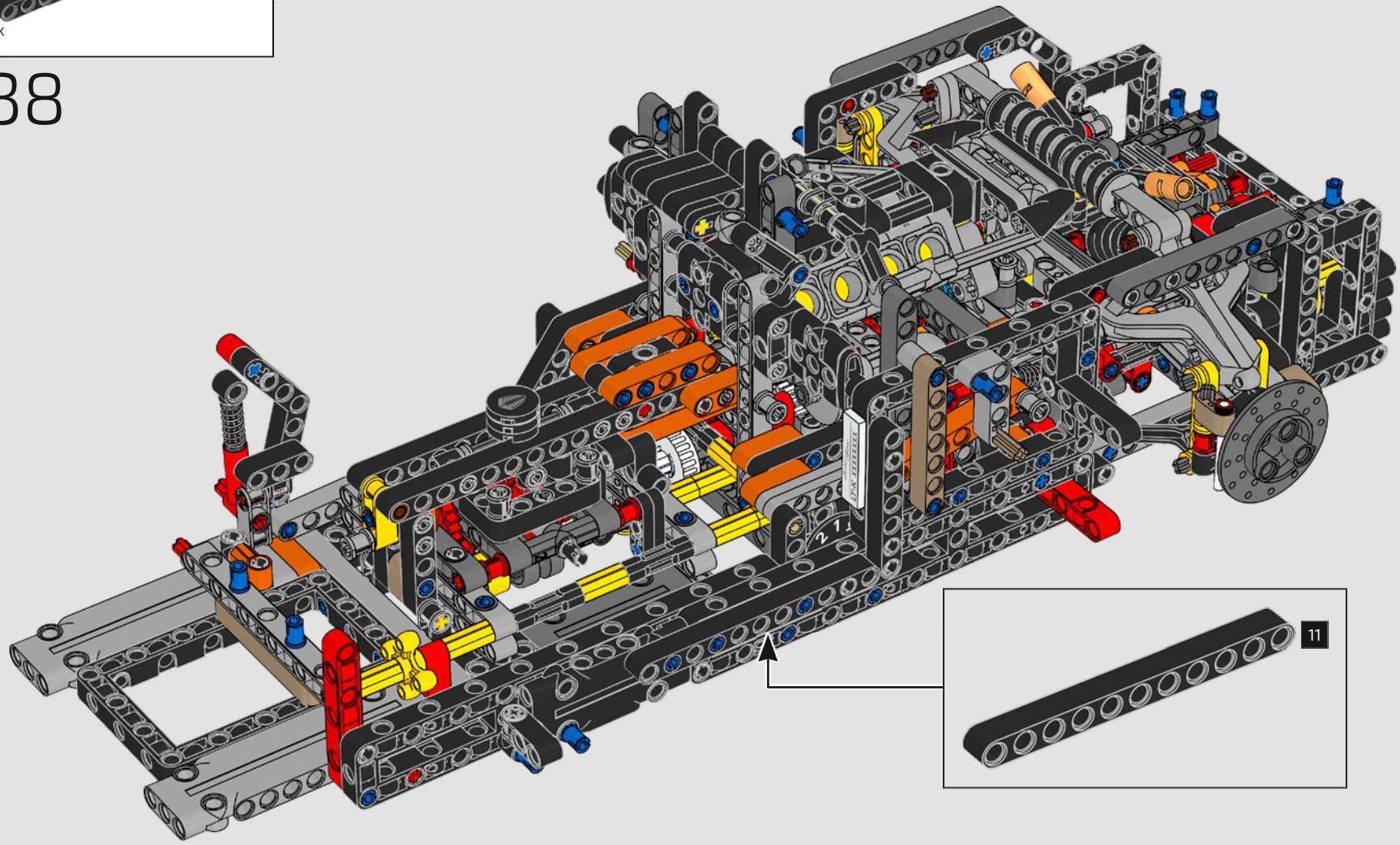

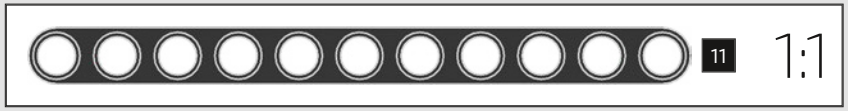

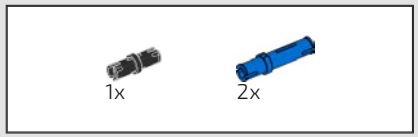

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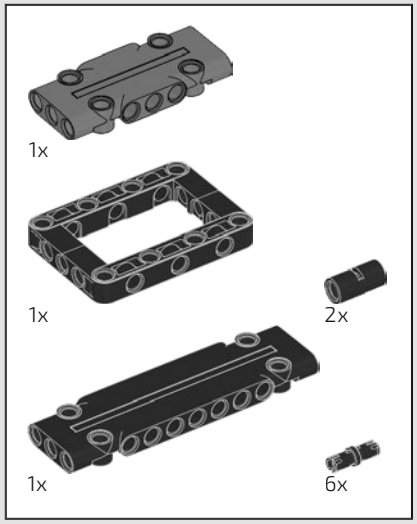

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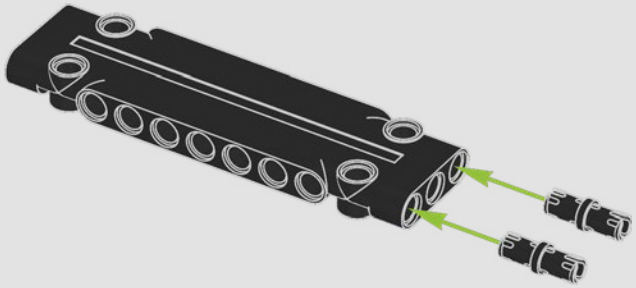

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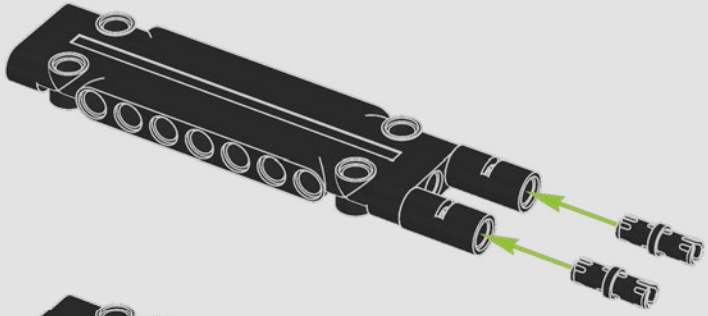

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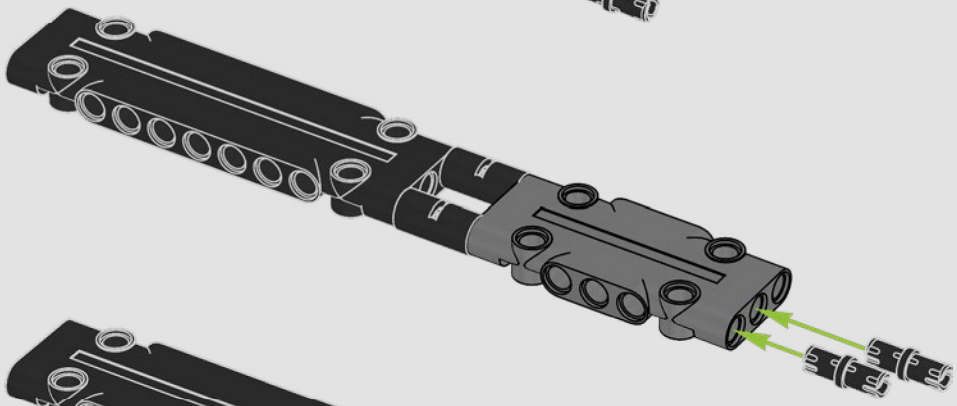

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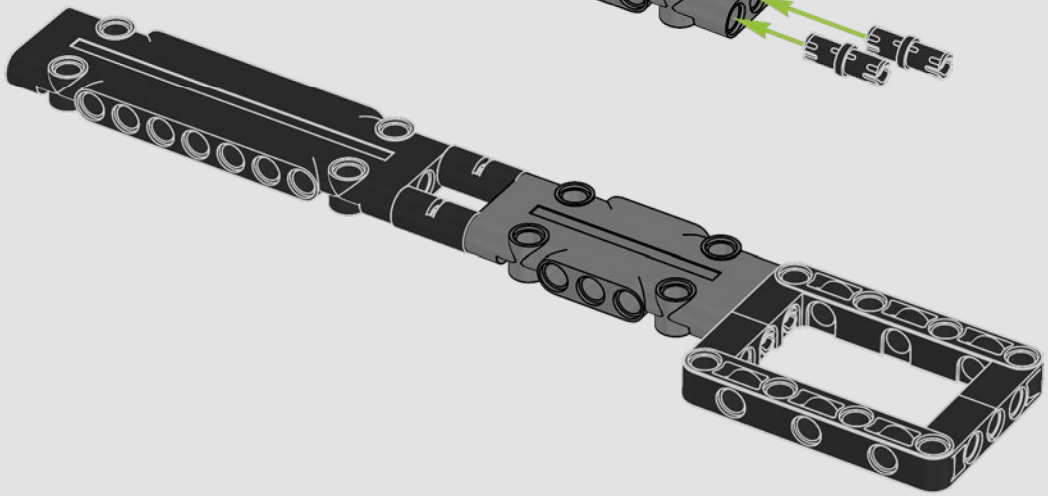

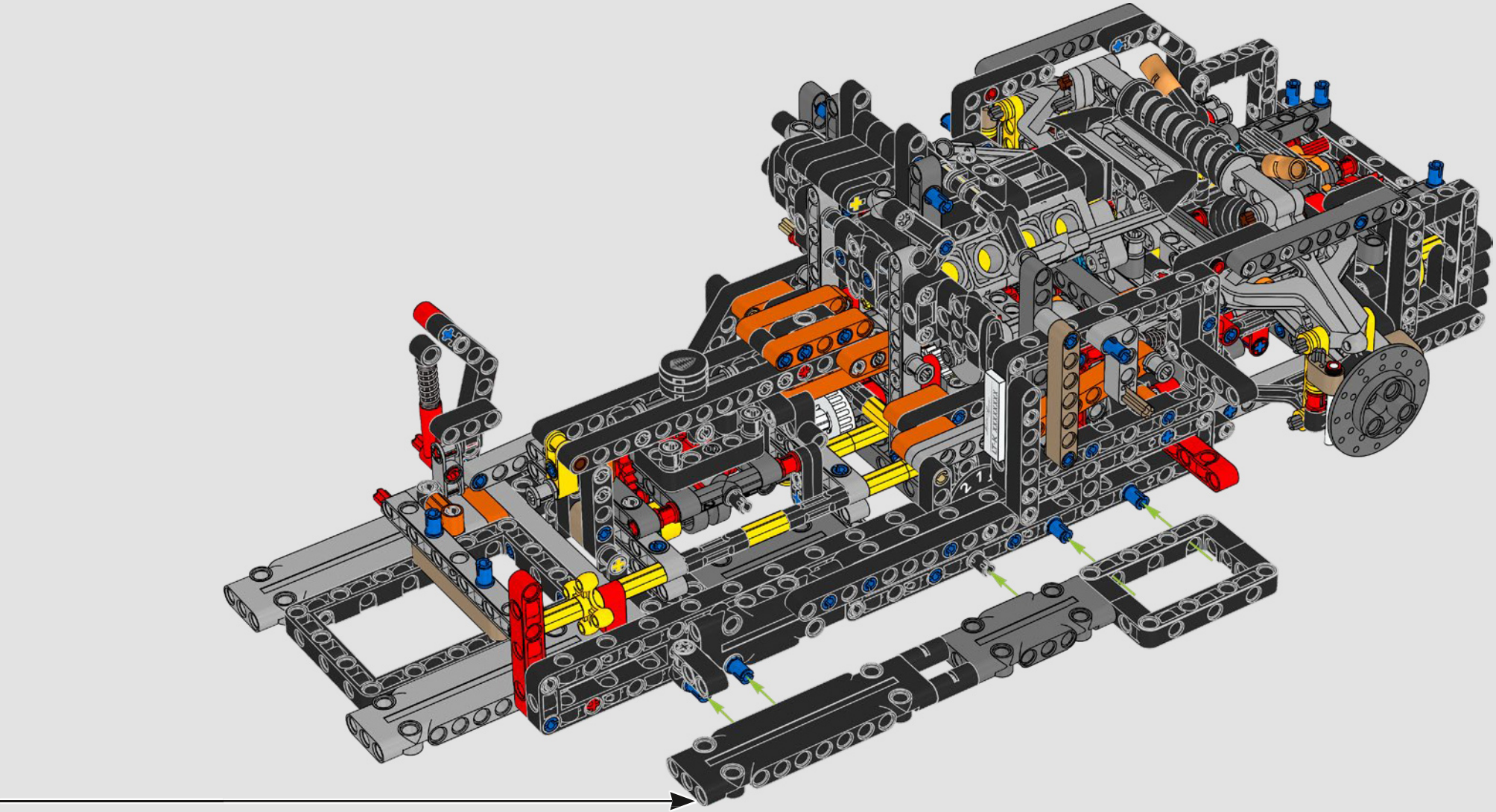

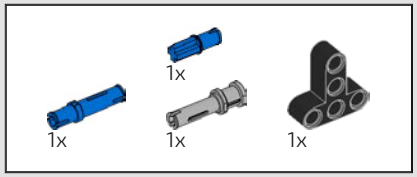

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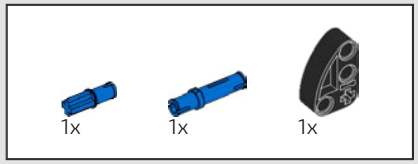

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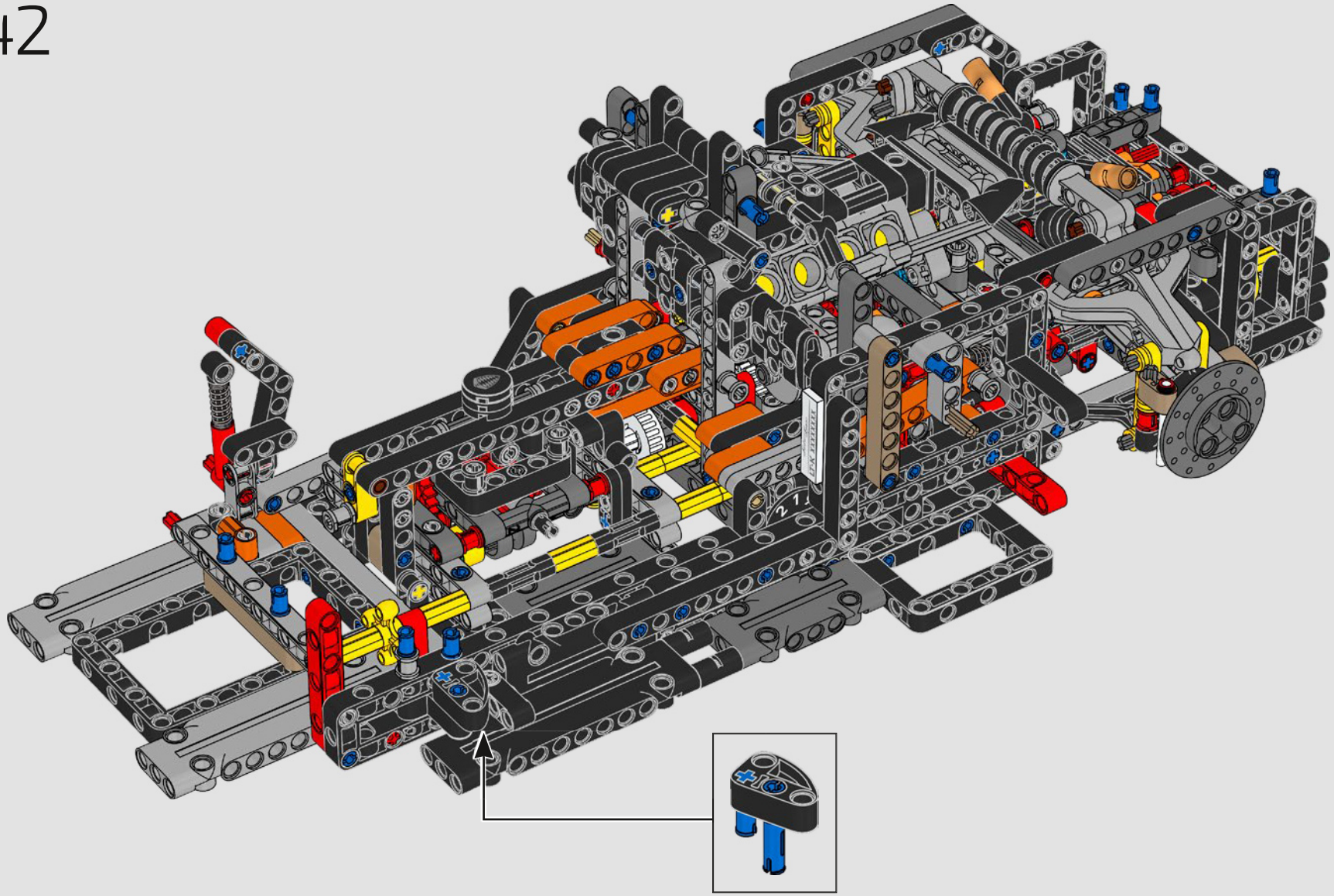

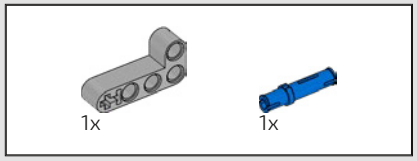

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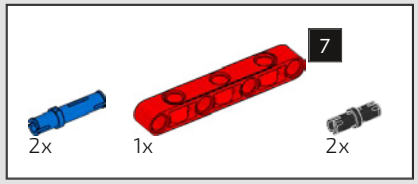

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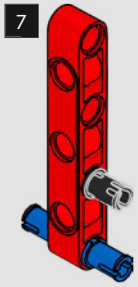

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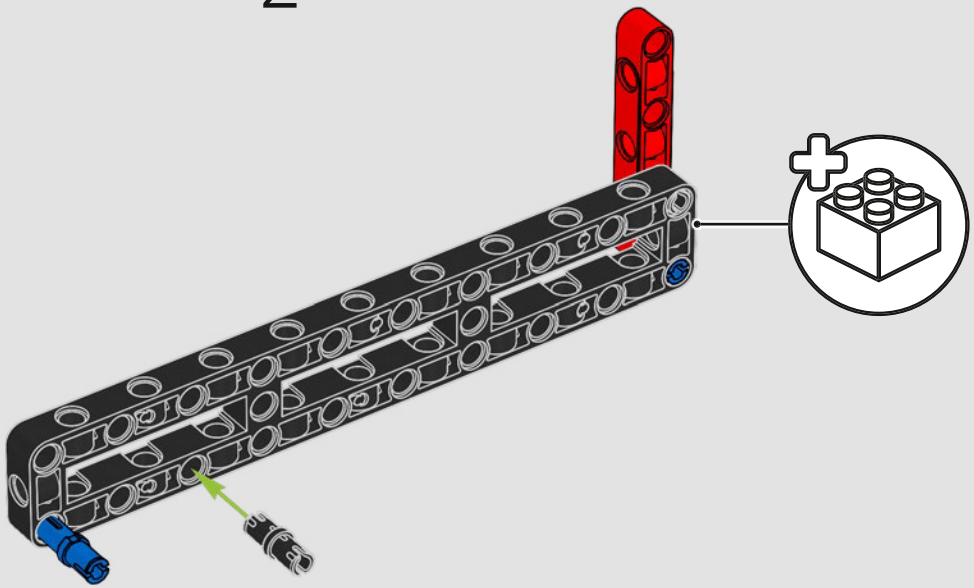

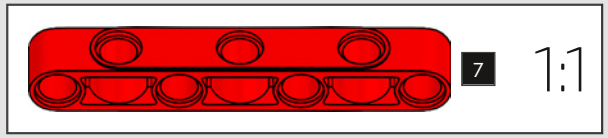

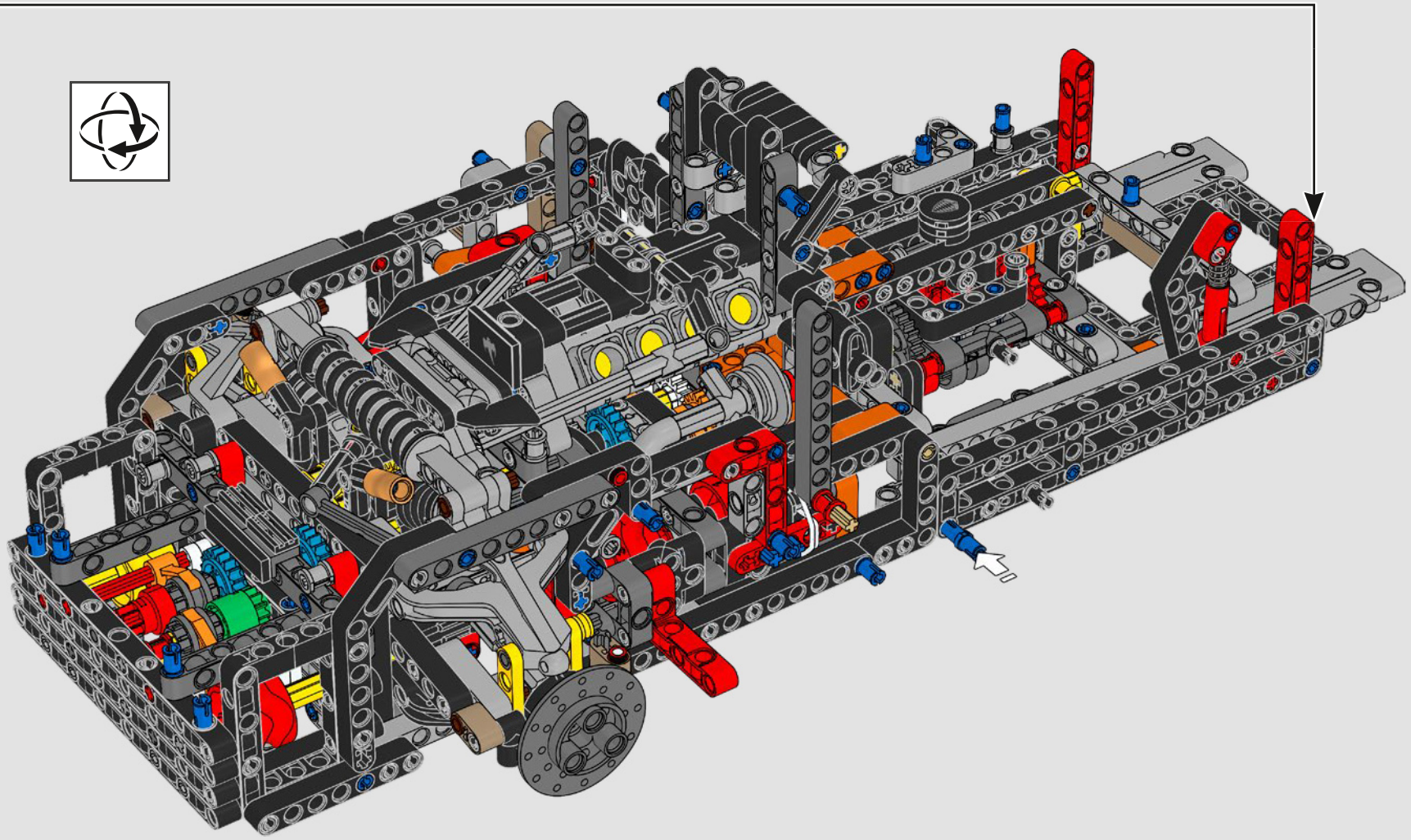

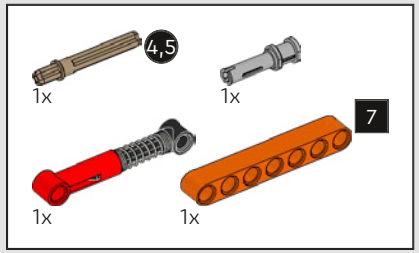

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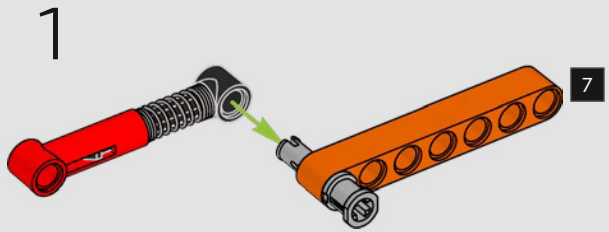

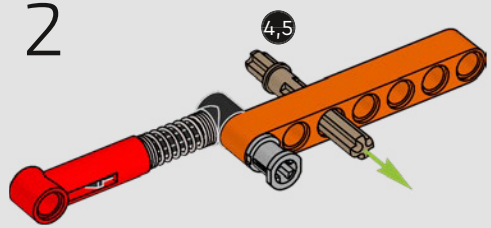

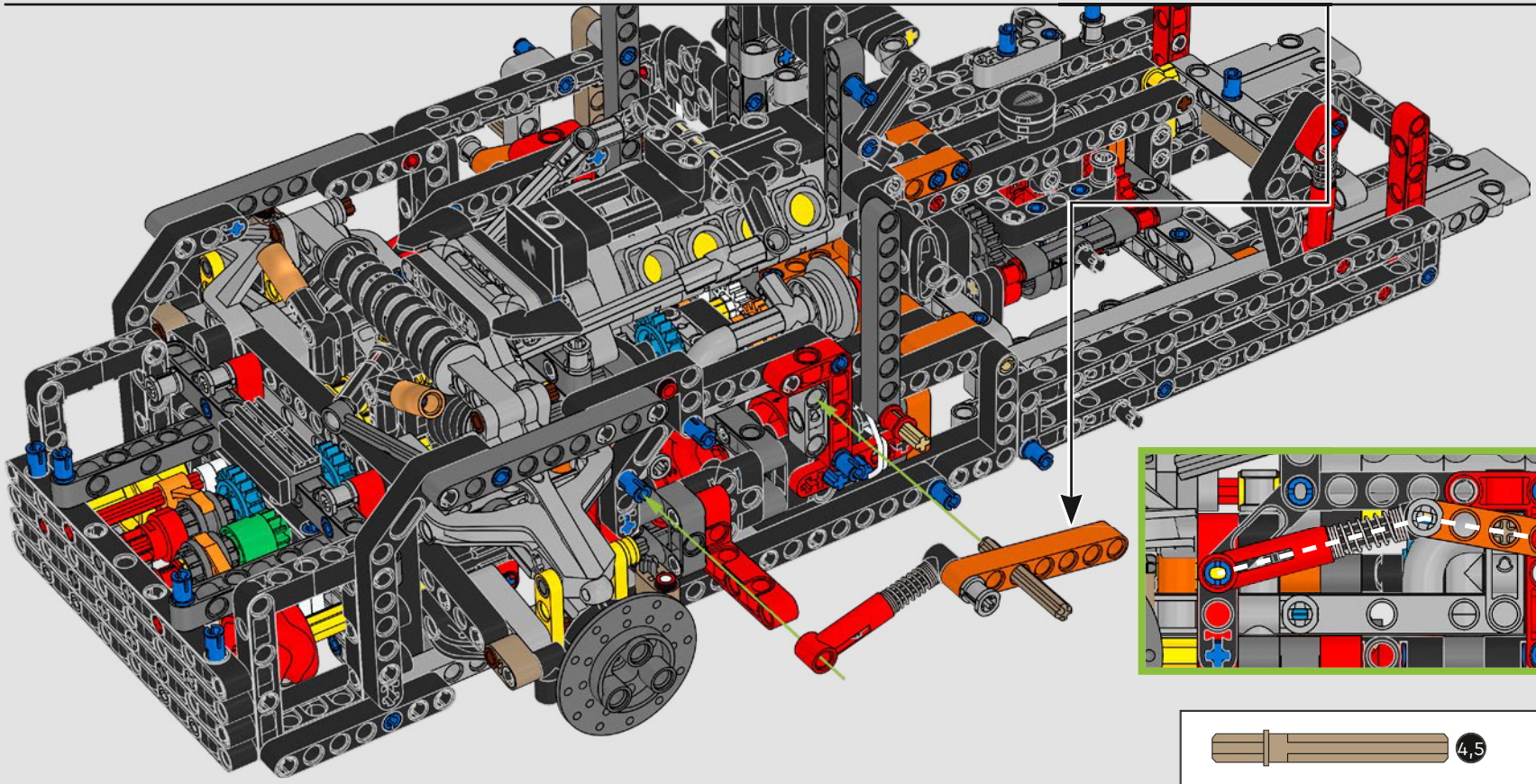

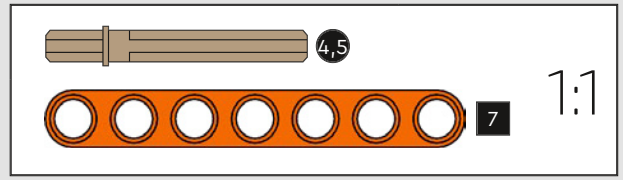

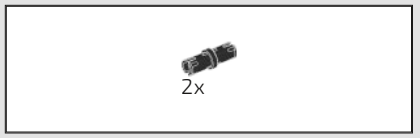

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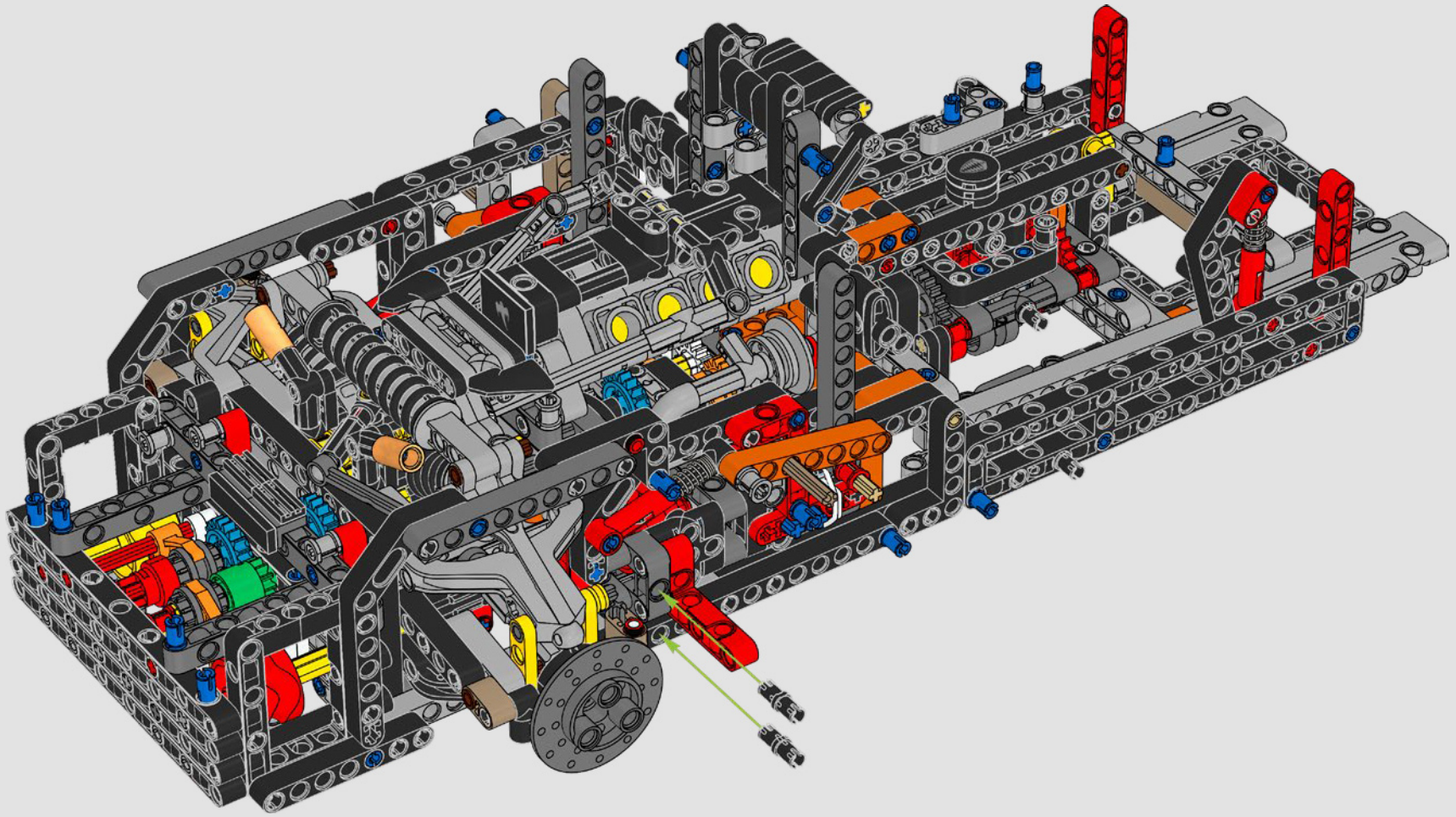

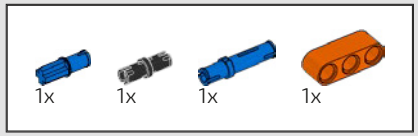

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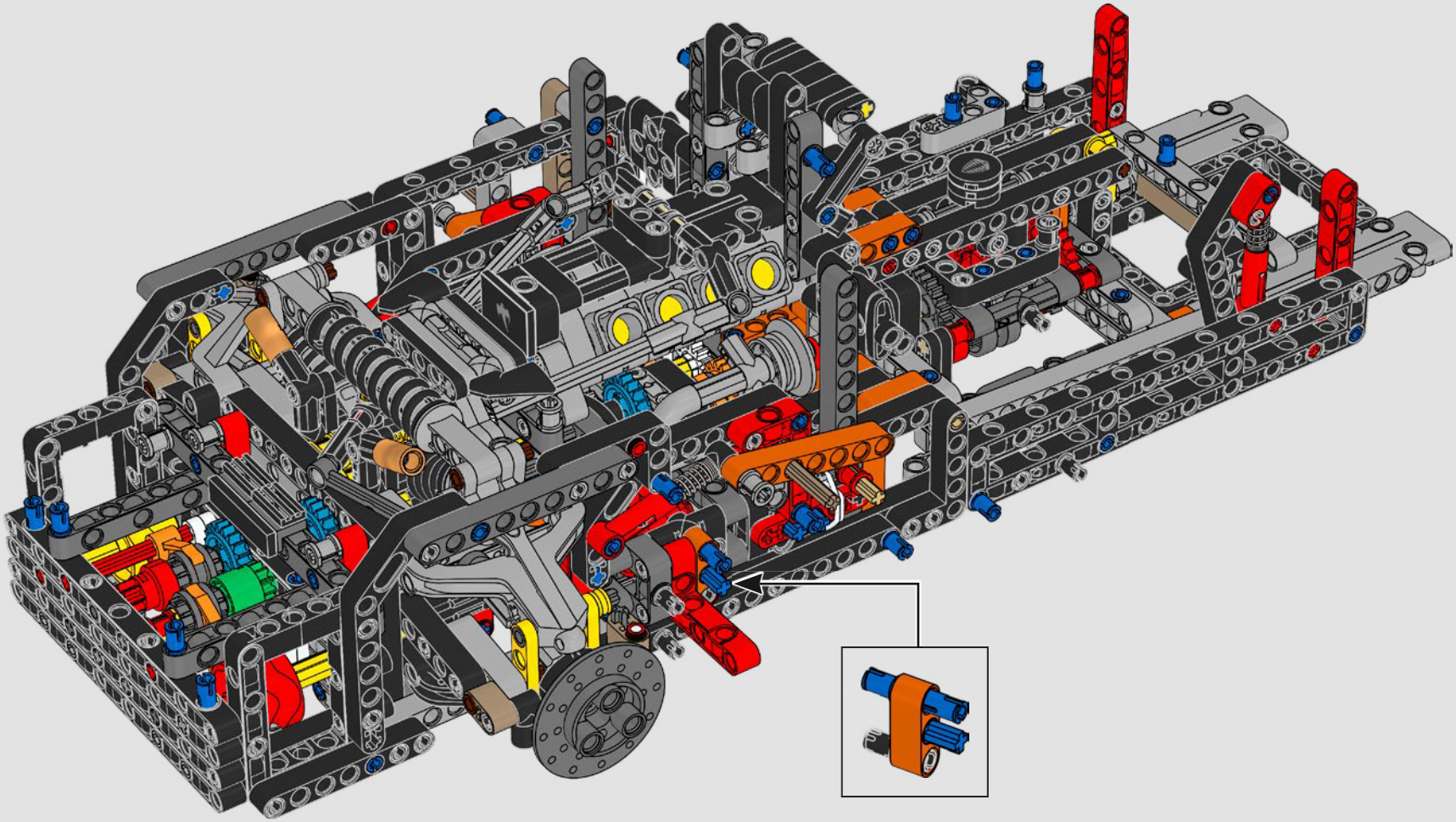



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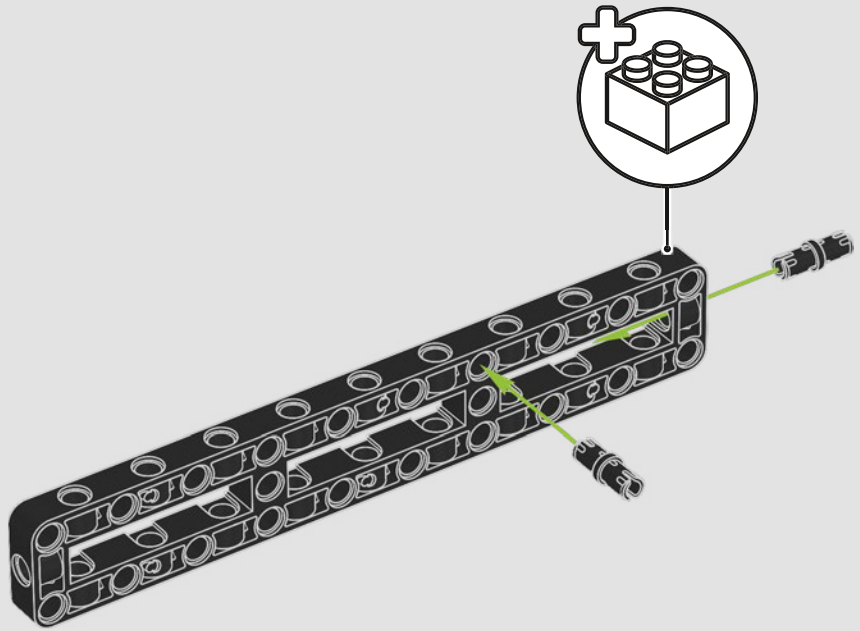

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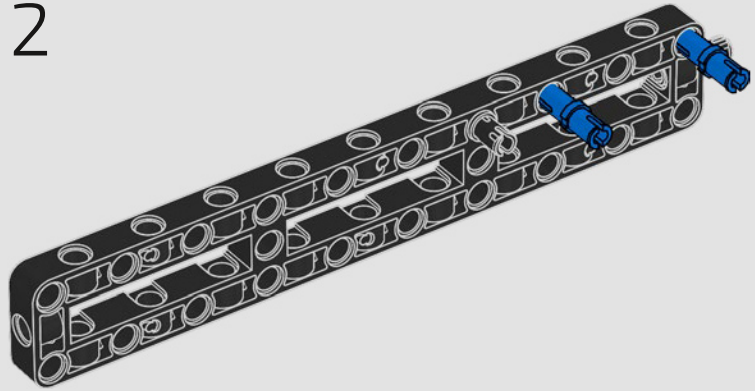

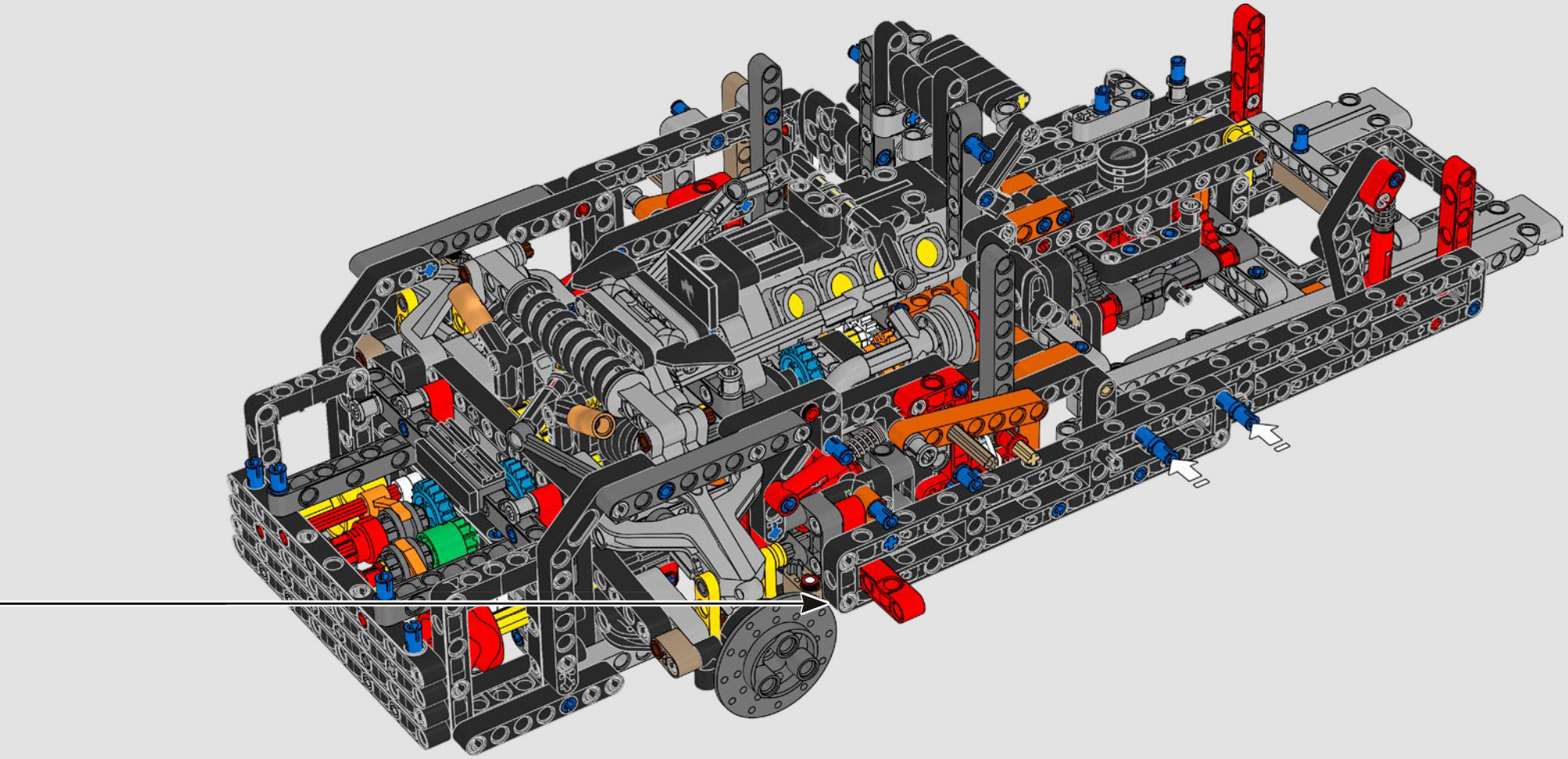

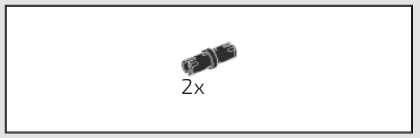

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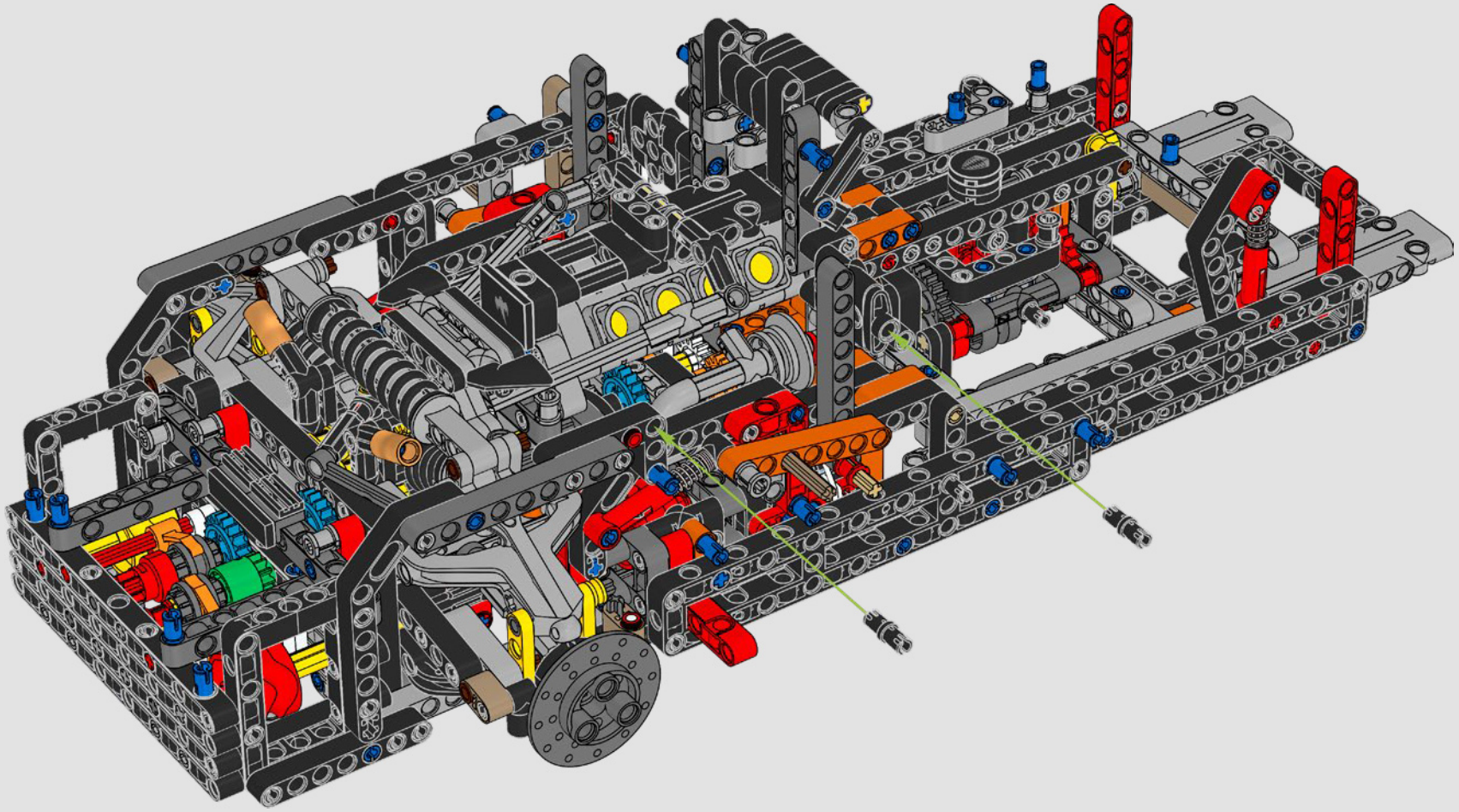

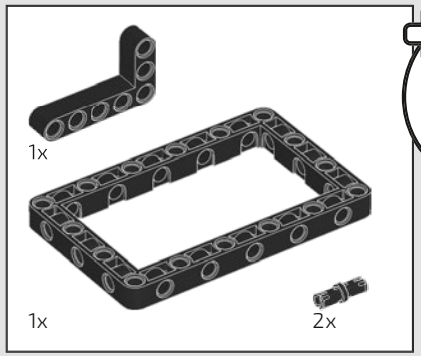

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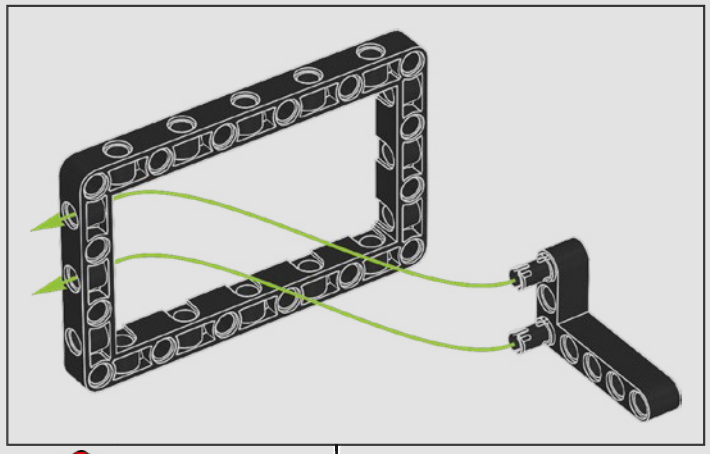

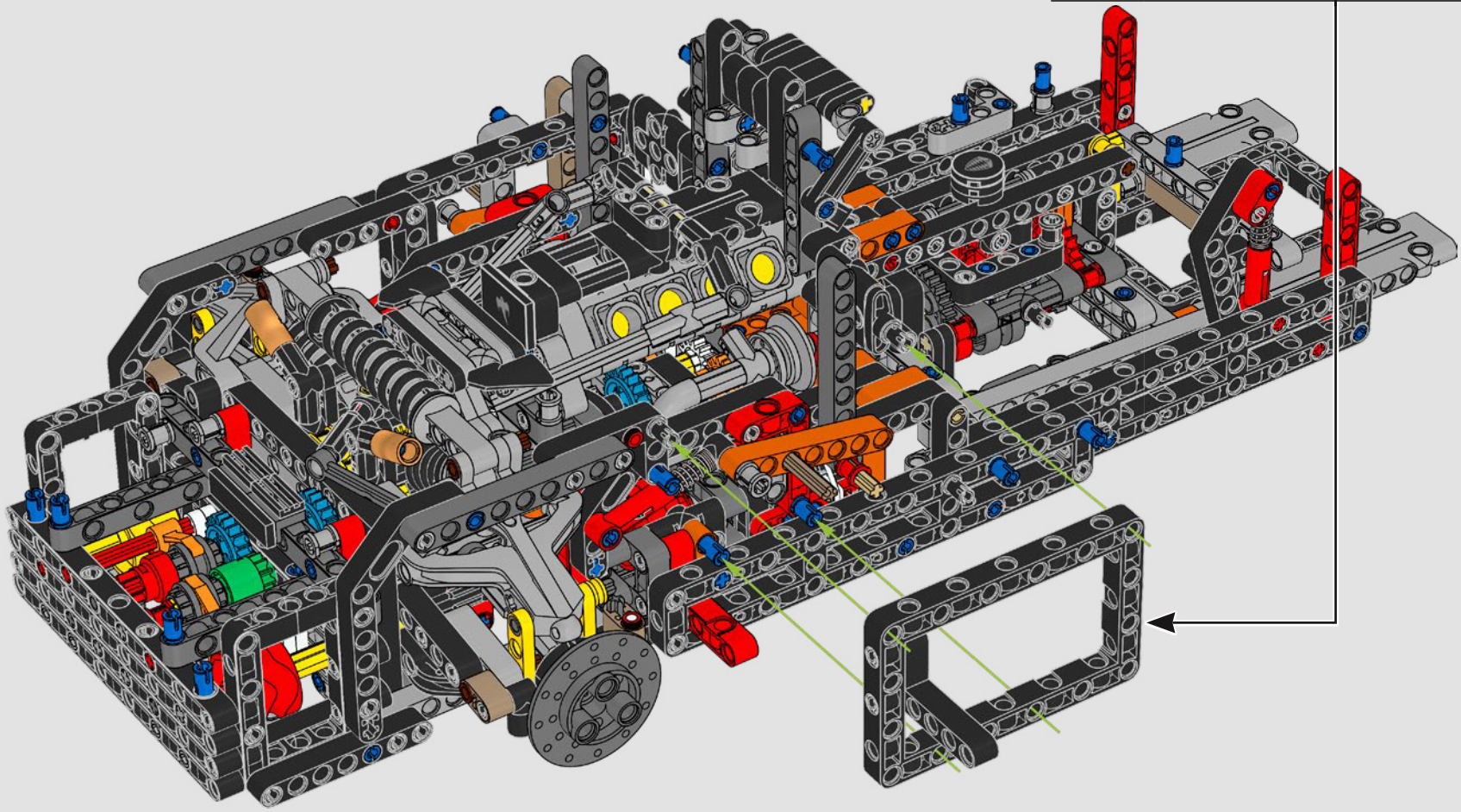

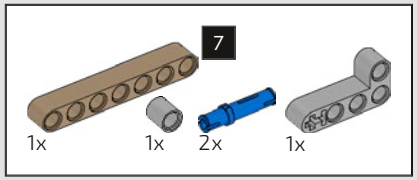

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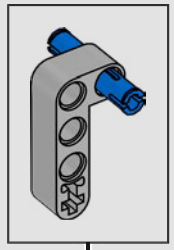

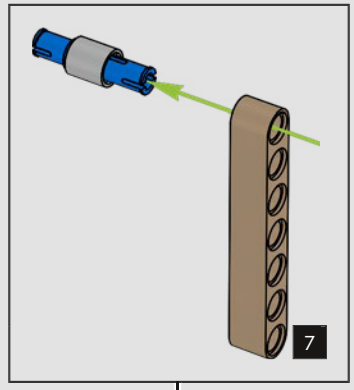

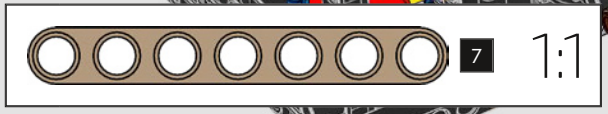

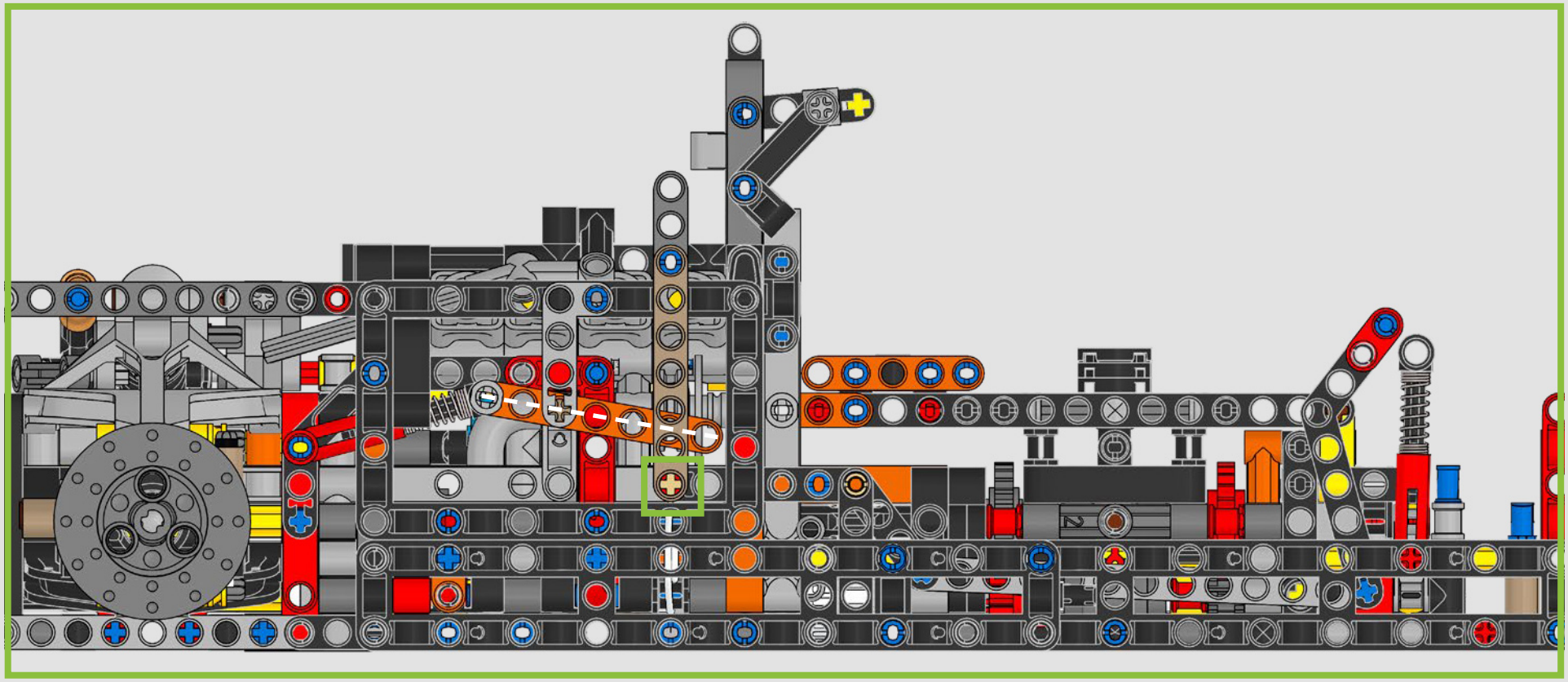

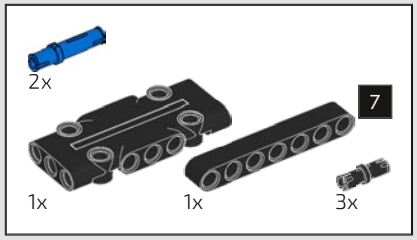

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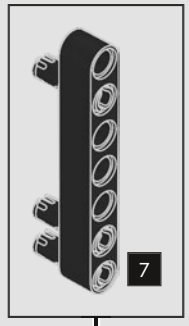

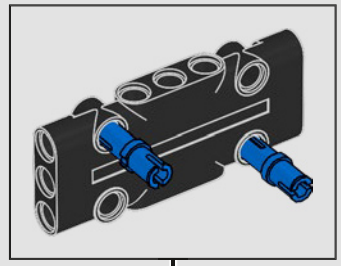

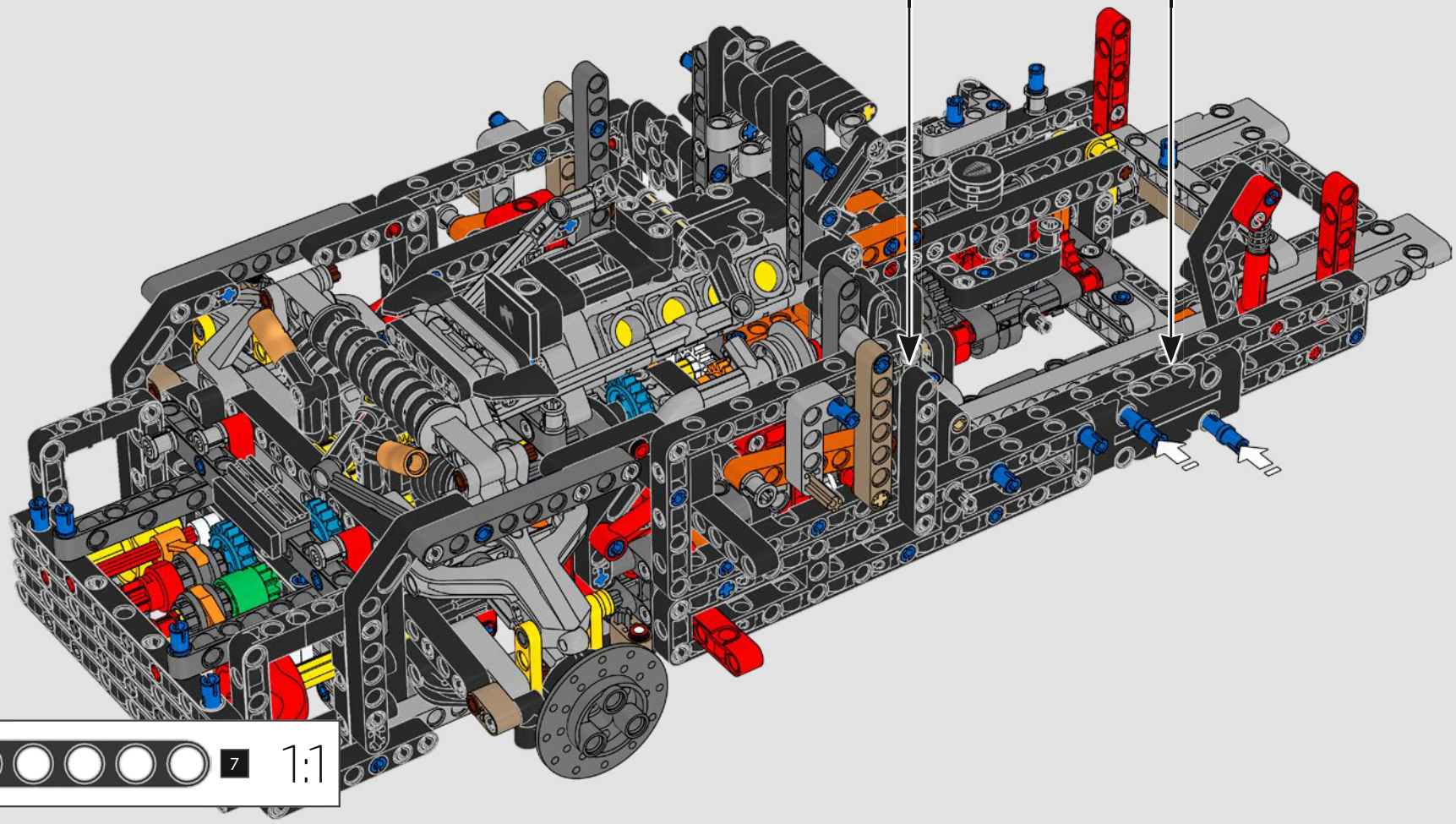

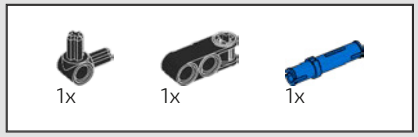

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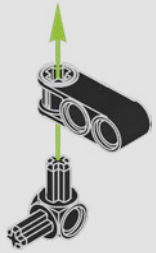

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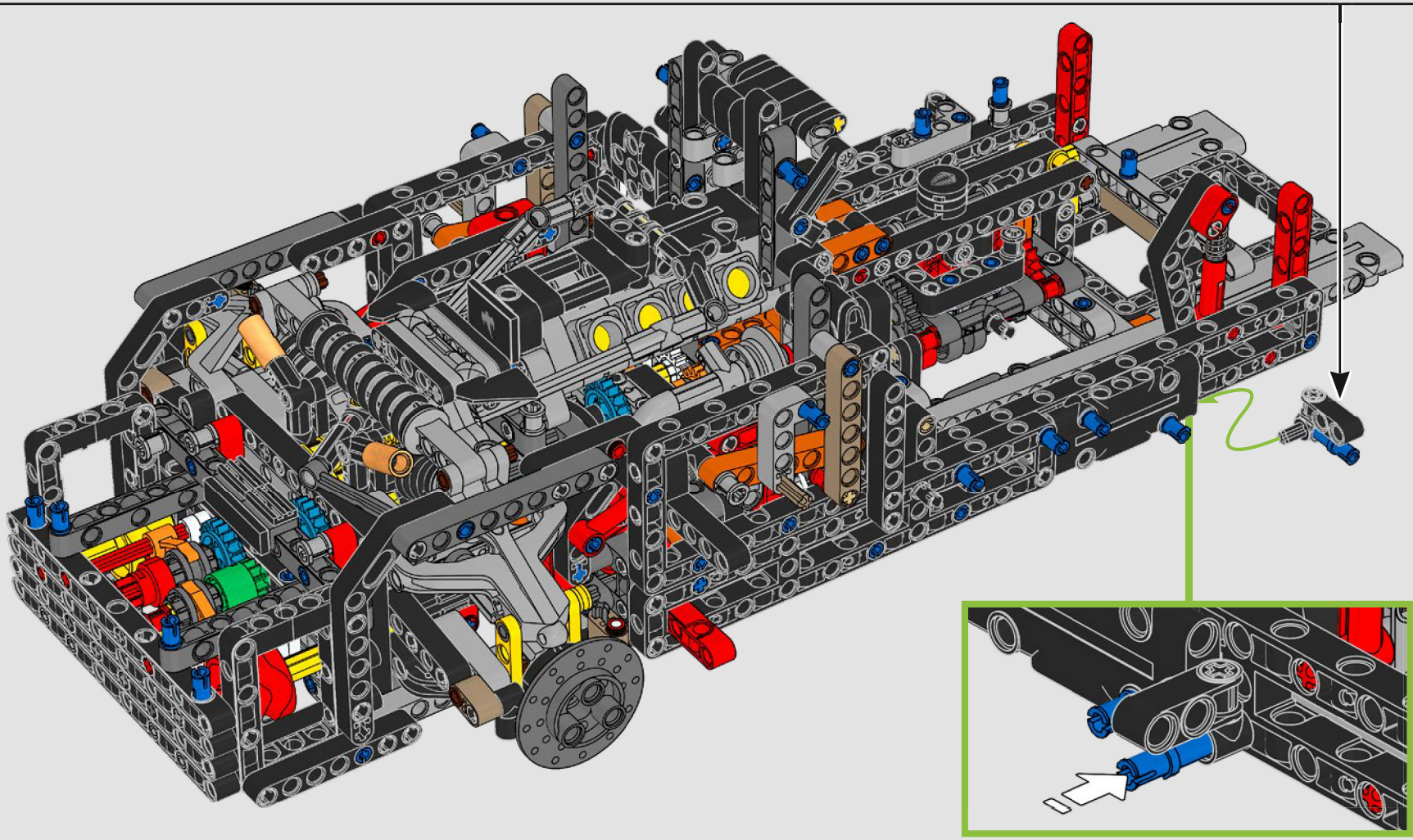

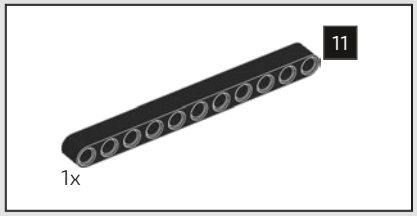

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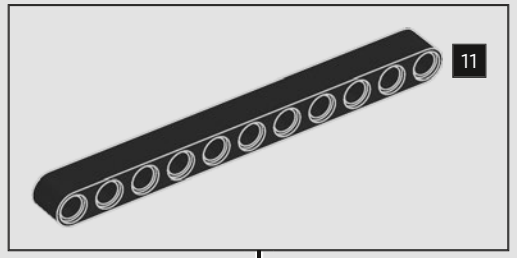

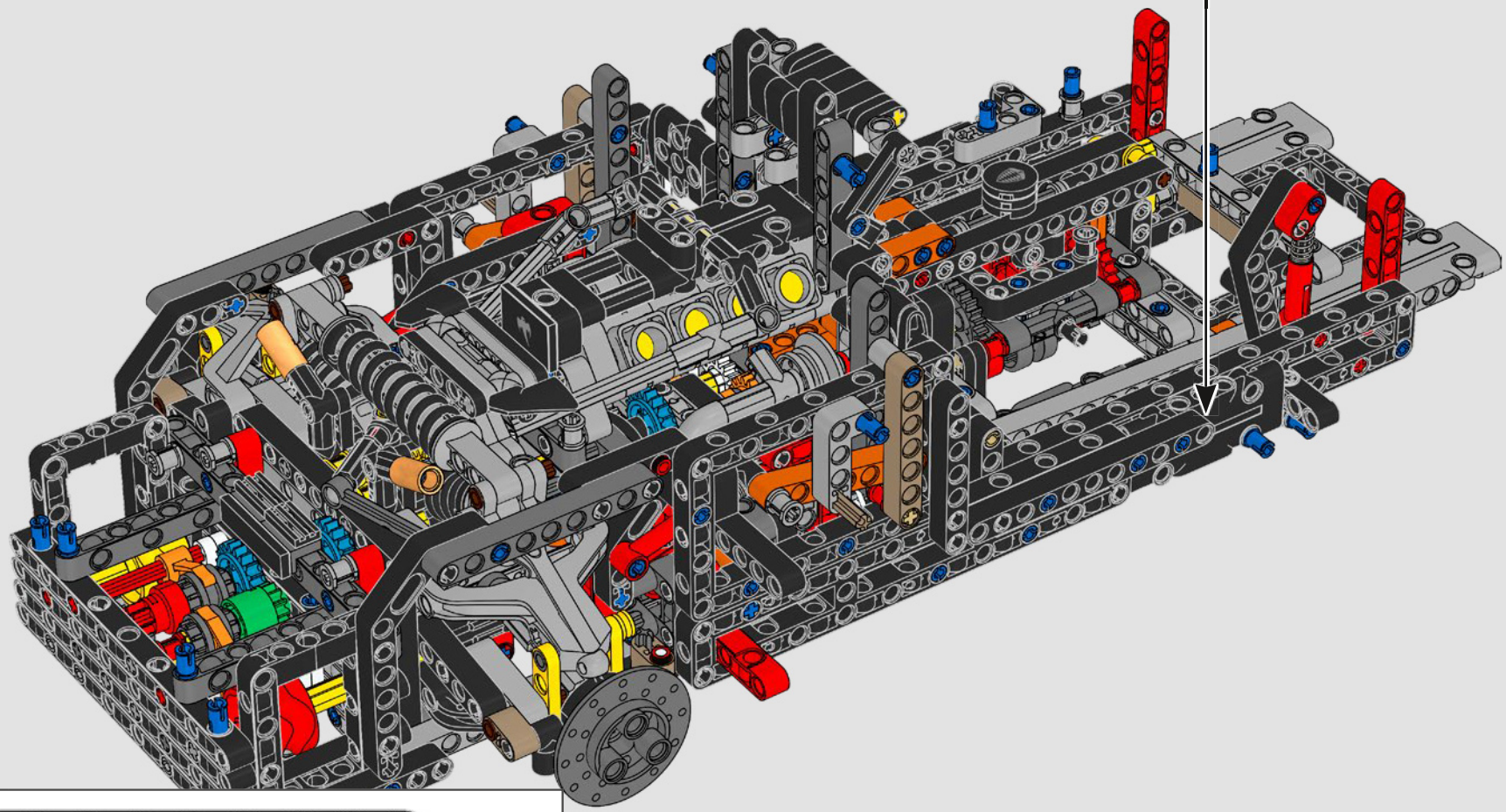



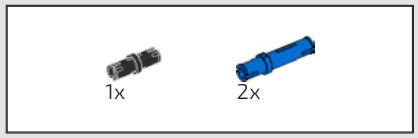

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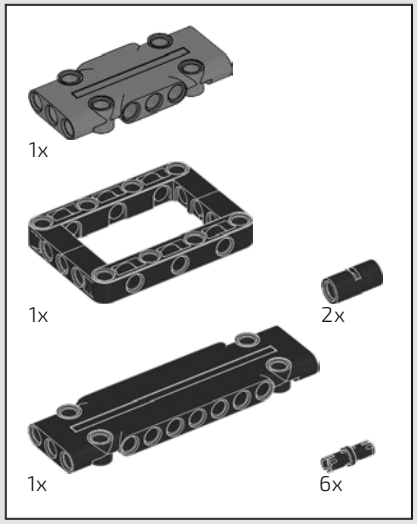

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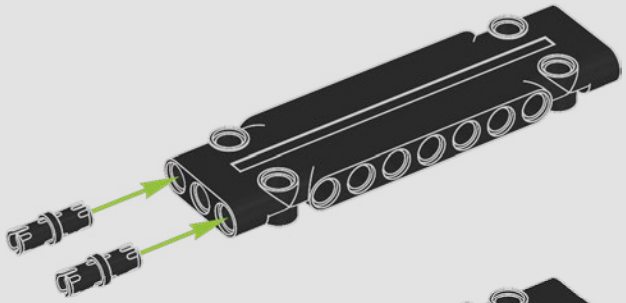

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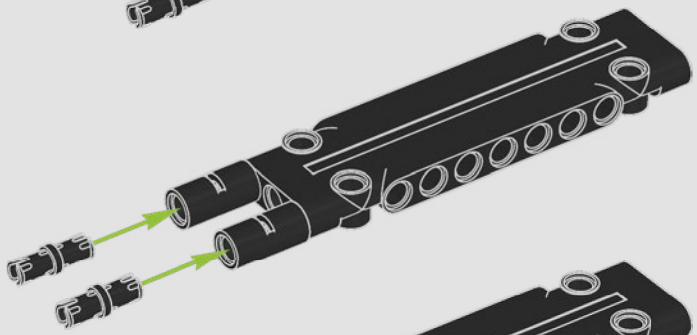

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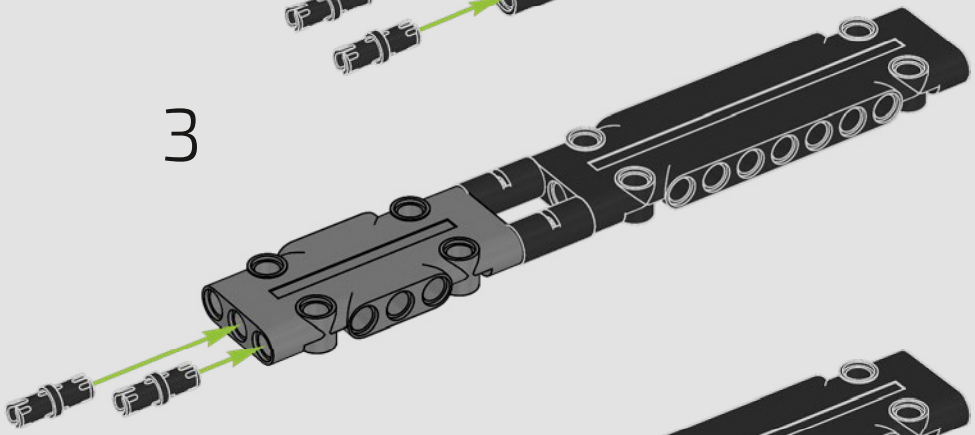

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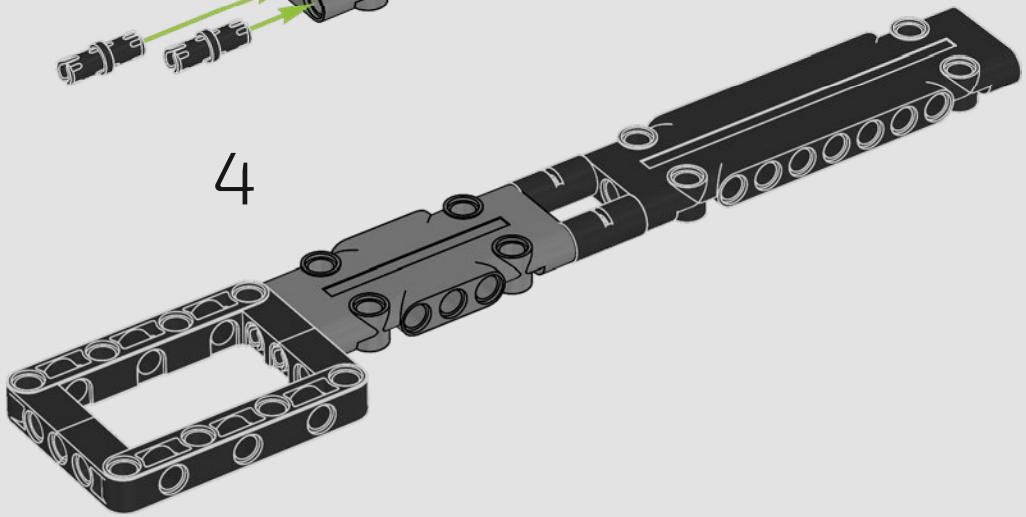

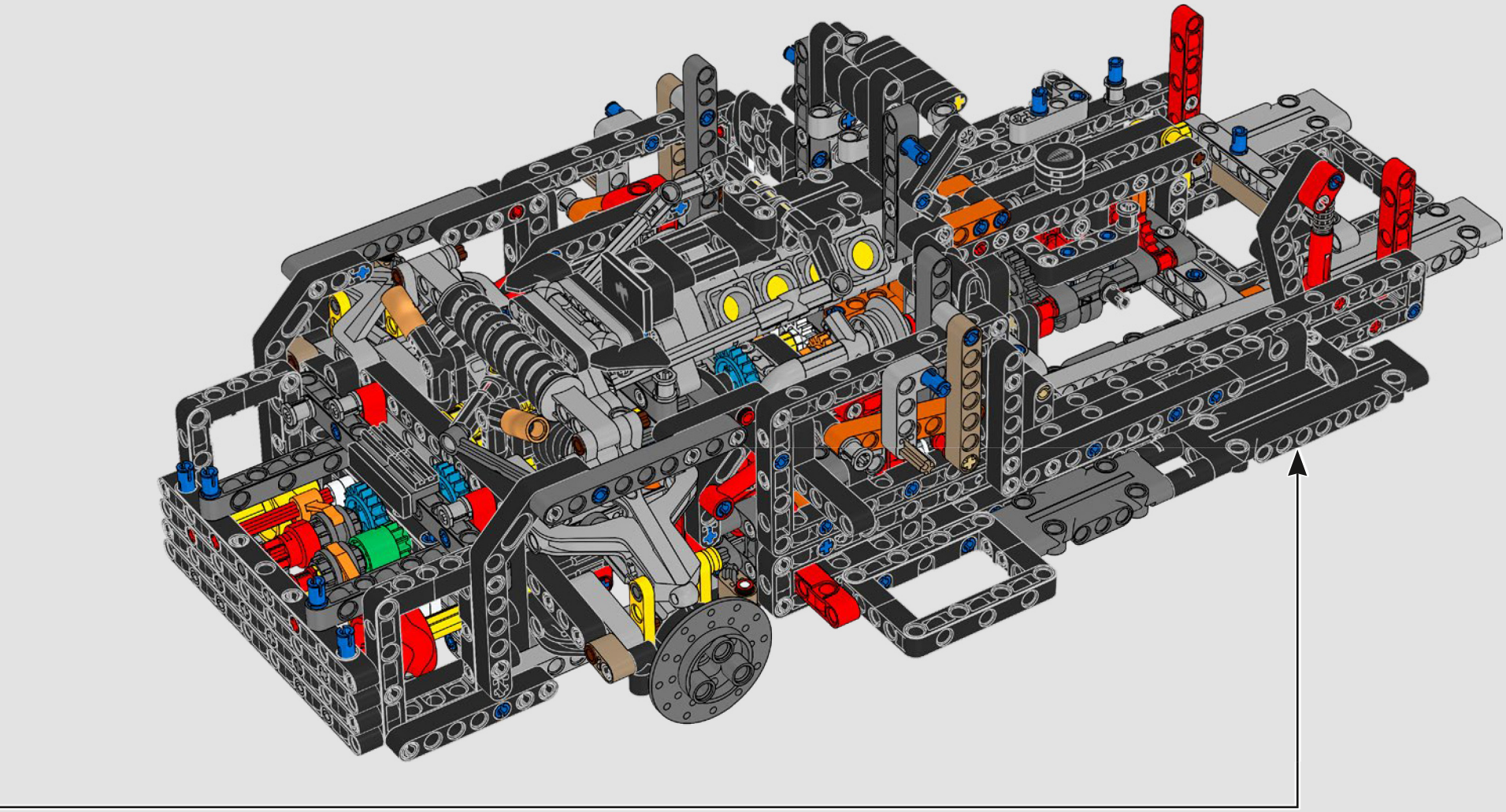

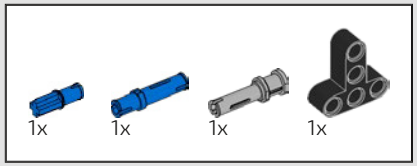

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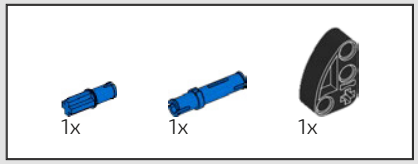

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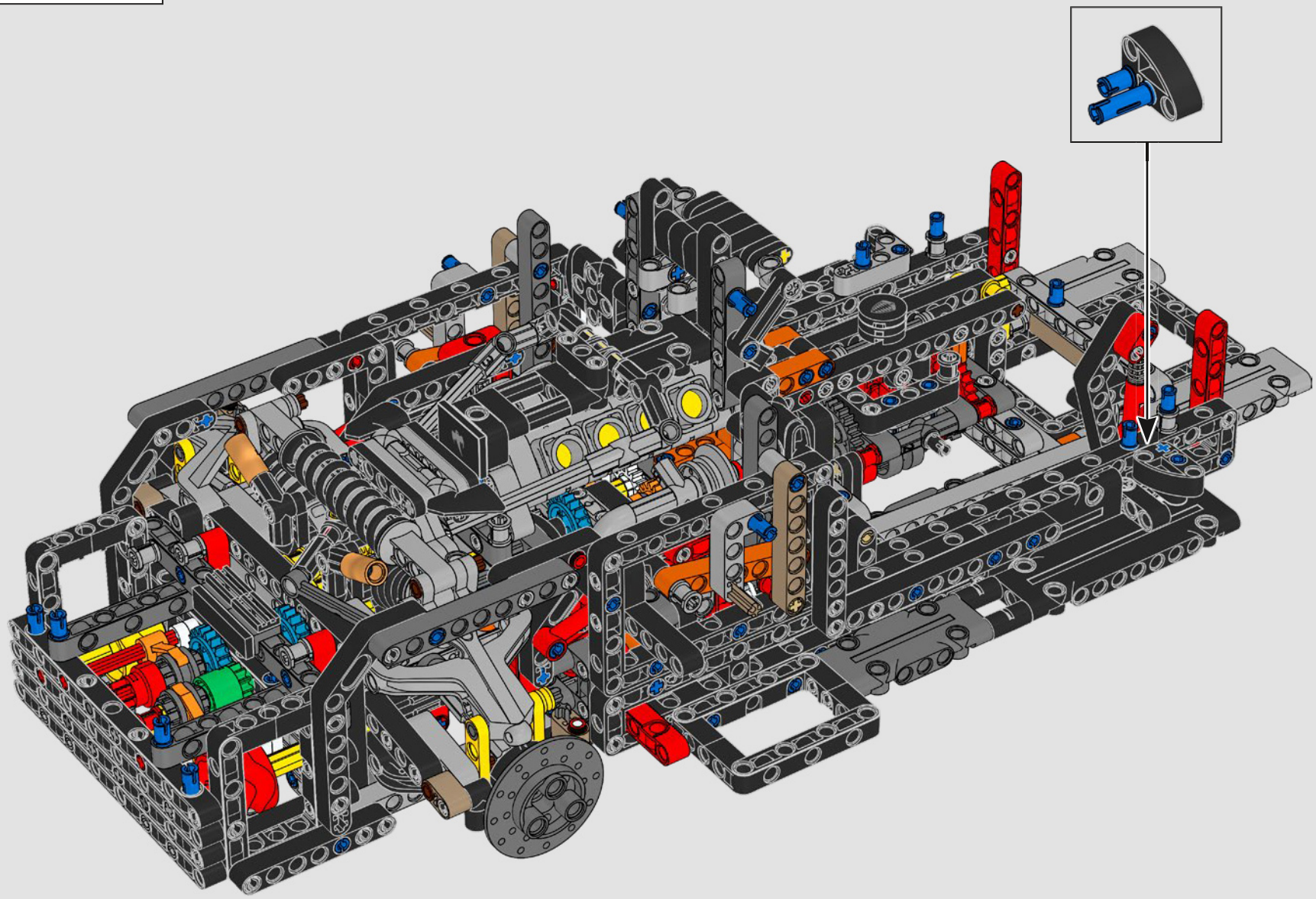

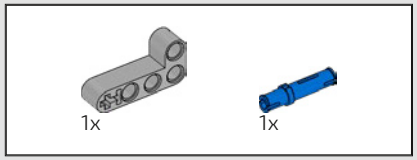

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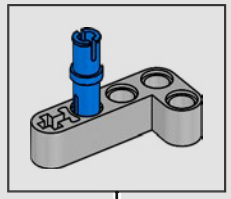

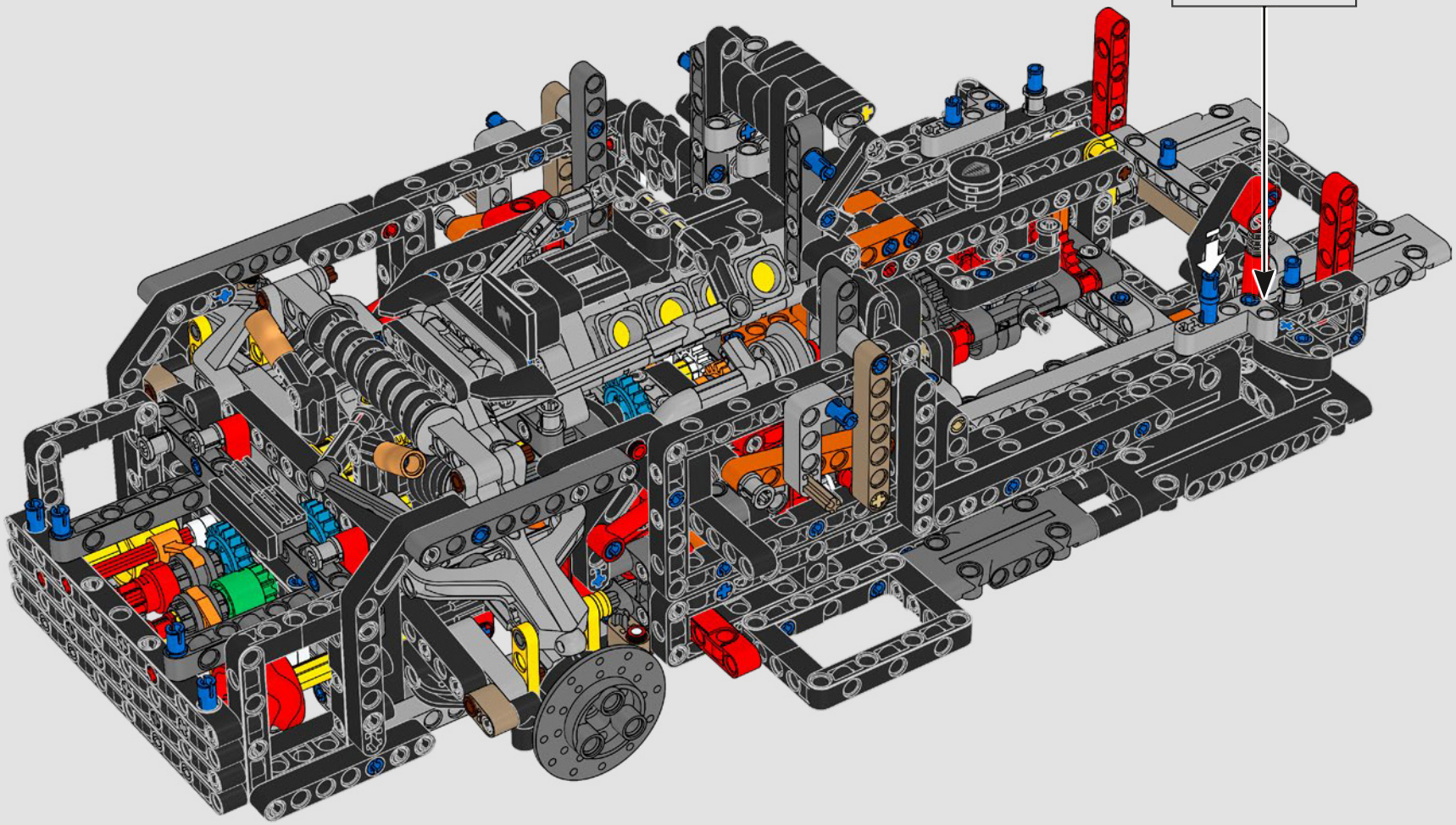

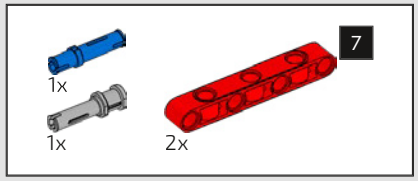

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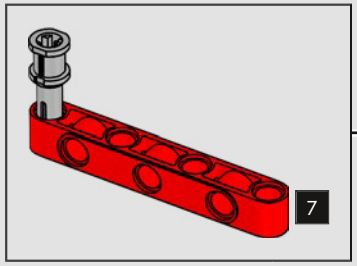

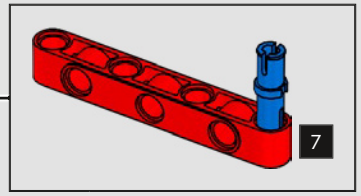

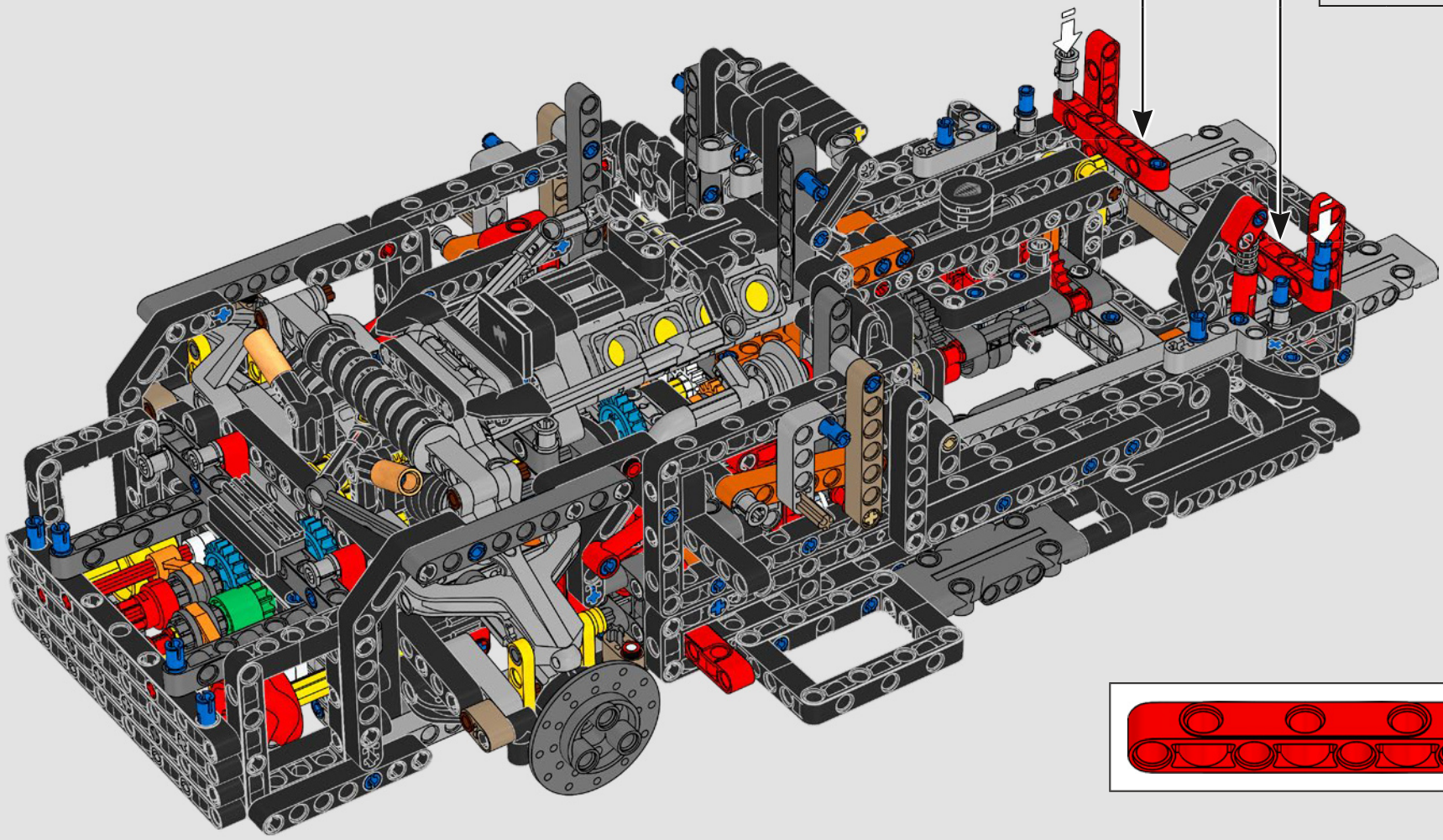

BOX

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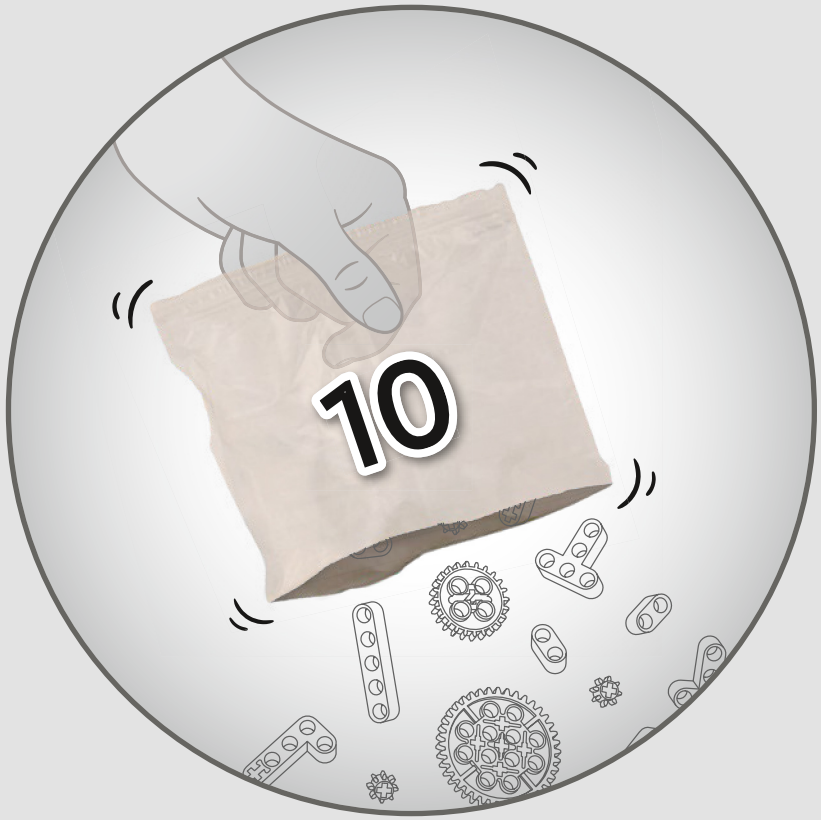
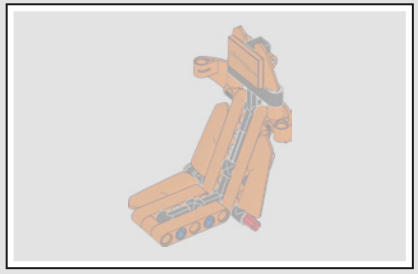
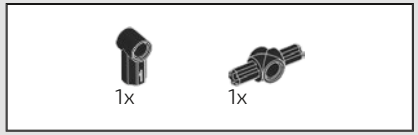
UN INTÉRIEUR AUTHENTIQUE

L'intérieur reproduit celui de la véritable voiture : la forme des sièges avec le logo de la Sadair's Spear imprimé sur l'appui-tête, le tunnel central et la console avec l'écran SmartCenter. L'écran numérique de Koenigsegg sur le volant est également reproduit. L'écusson Koenigsegg est imprimé sur le sélecteur marche avant/neutre/marche arrière et reproduit l'emplacement de la clé Koenigsegg de la véritable voiture. Sans oublier les palettes au volant derrière la direction, qui se connectent à la transmission à 9 rapports.


SadarrSpear







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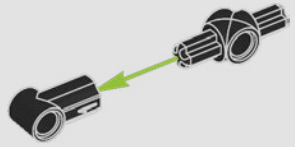

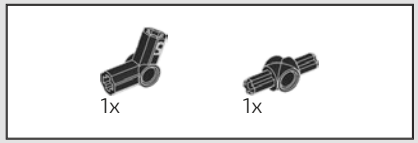

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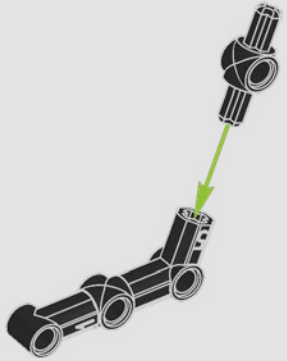

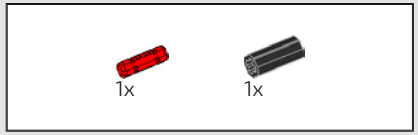

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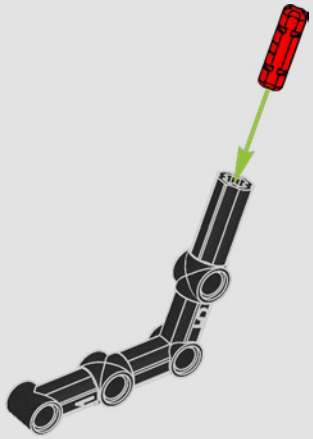

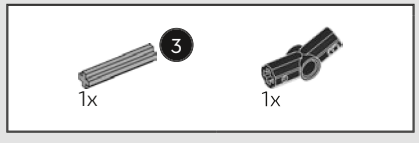

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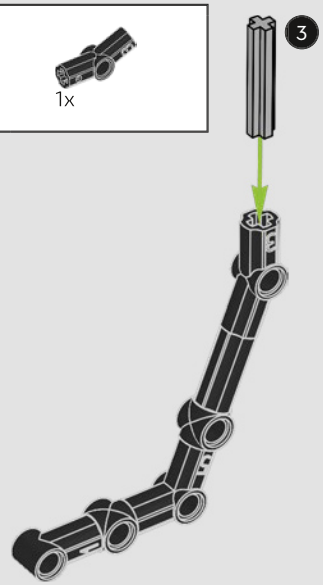



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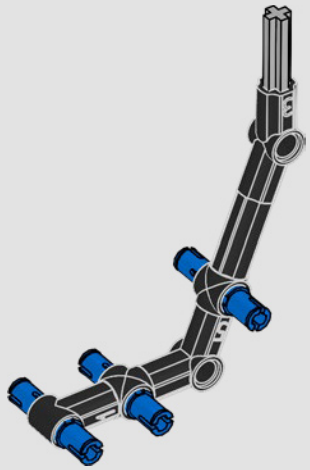

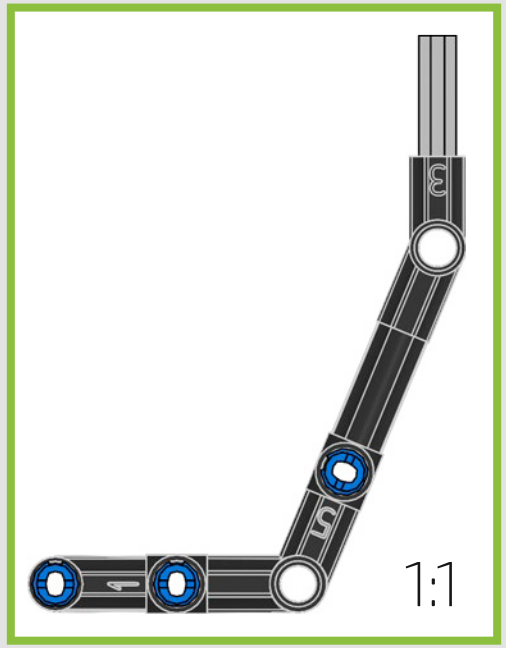

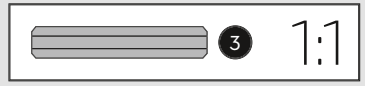

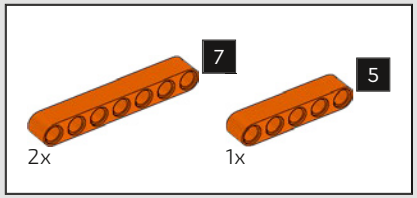

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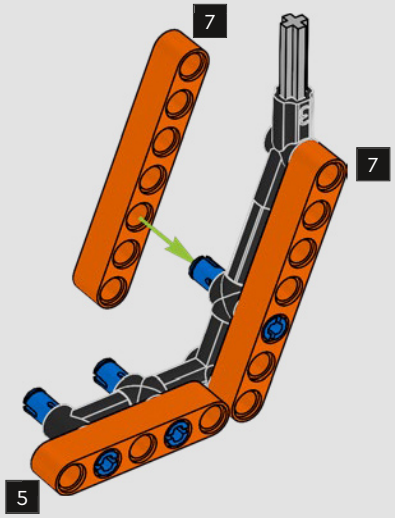

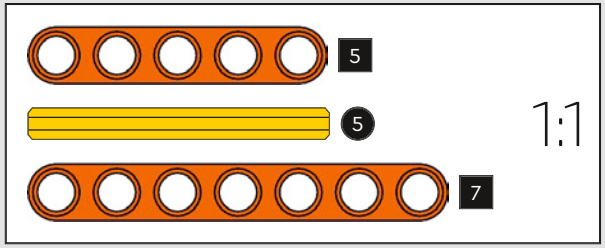

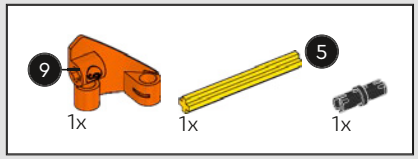

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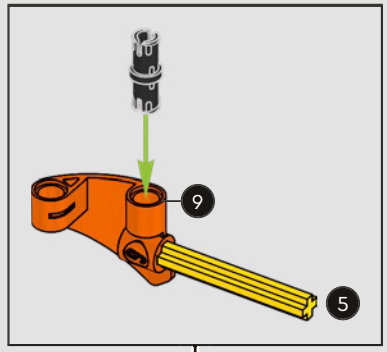

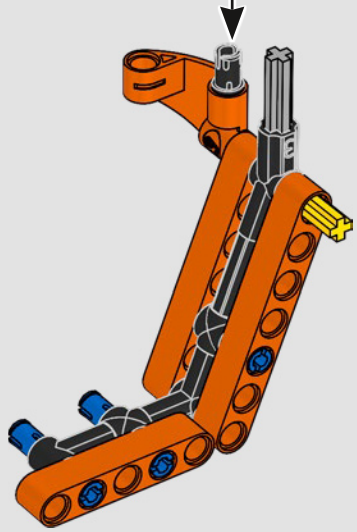

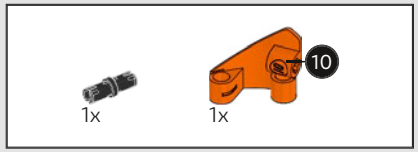

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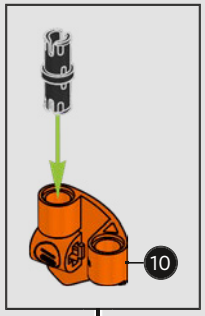

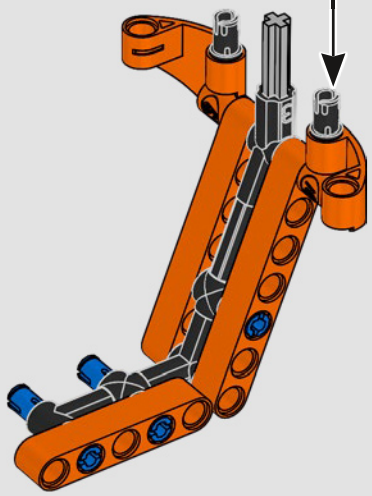

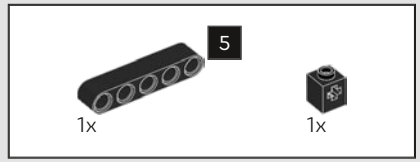

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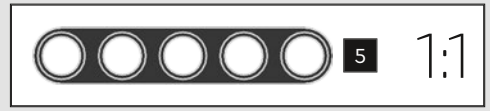

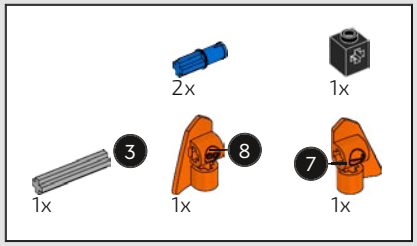

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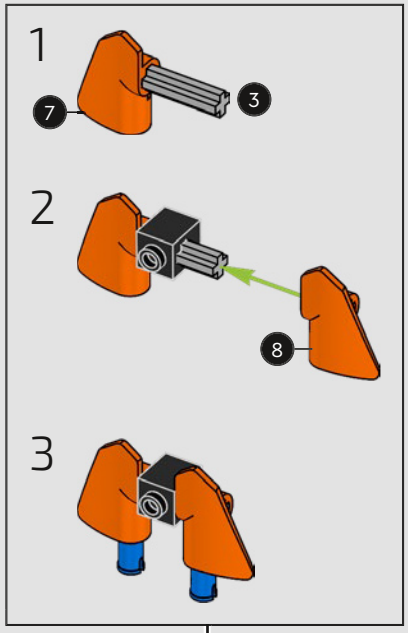

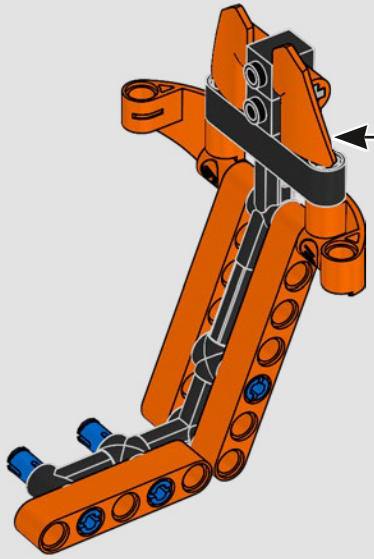

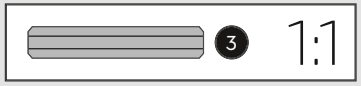



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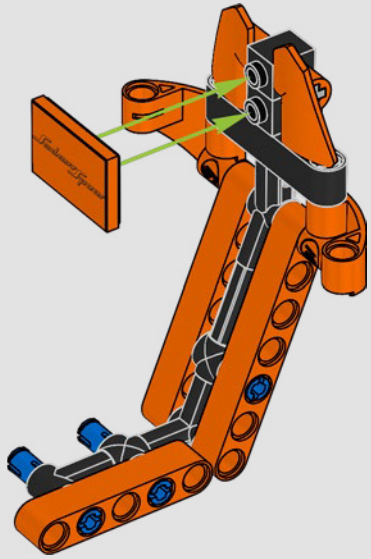

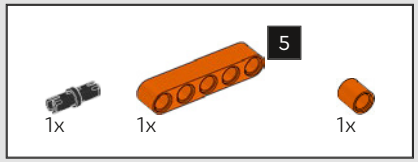

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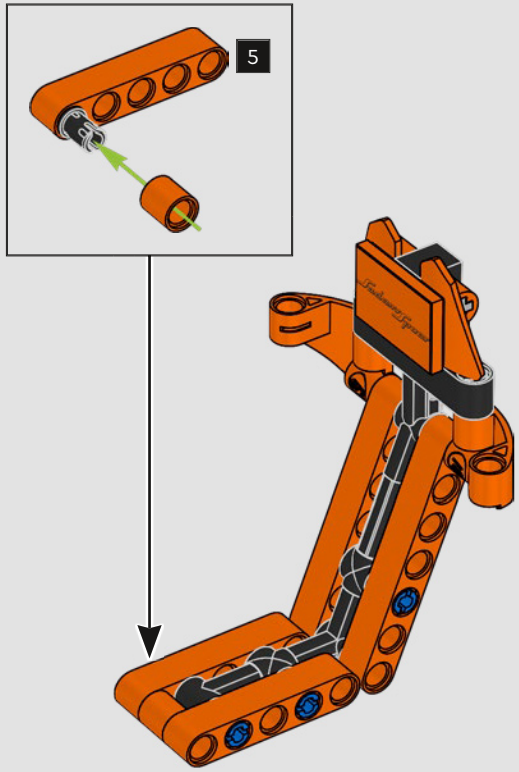

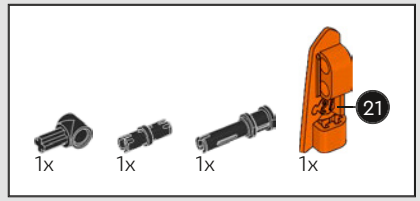

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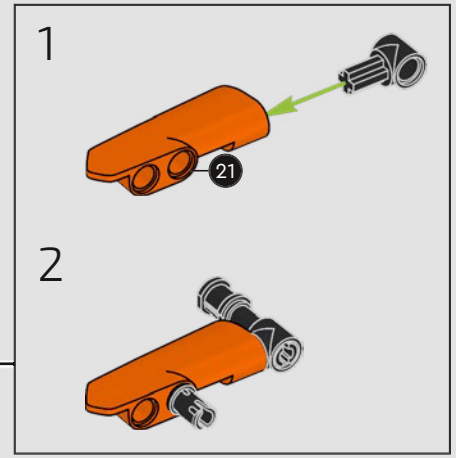

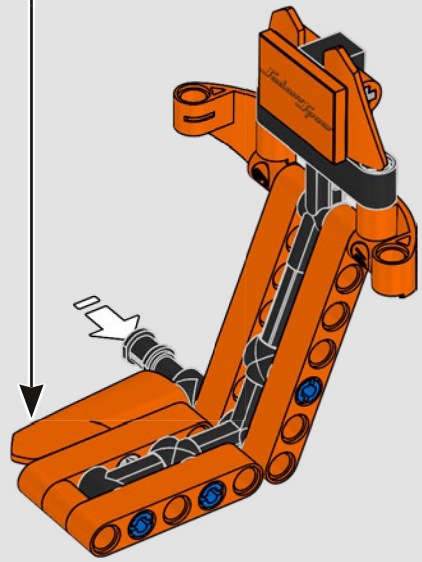

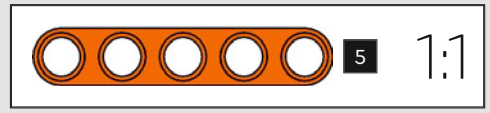

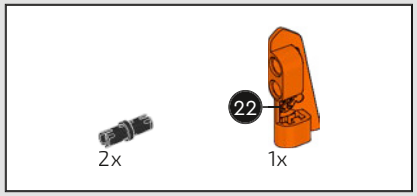

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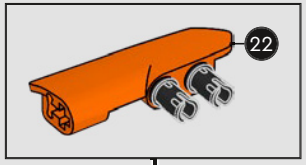

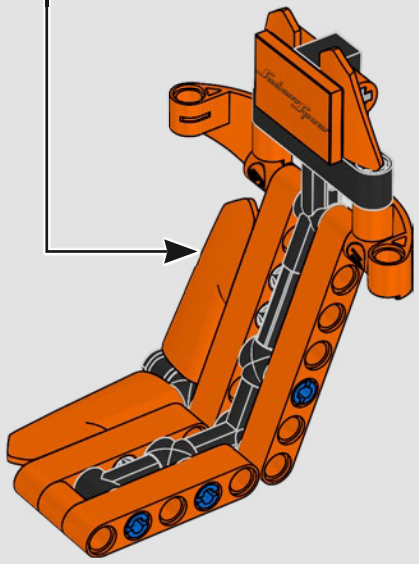

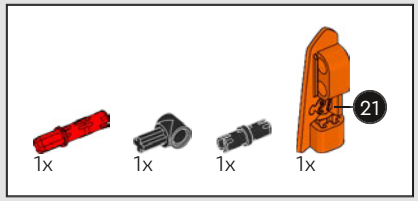

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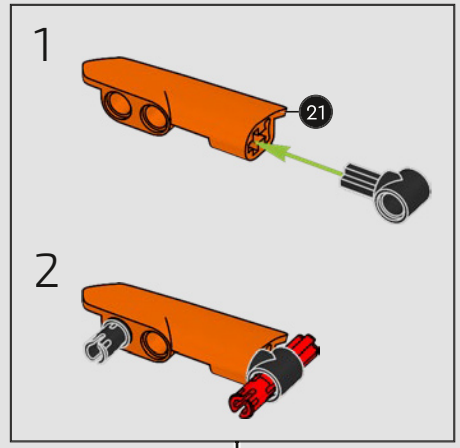

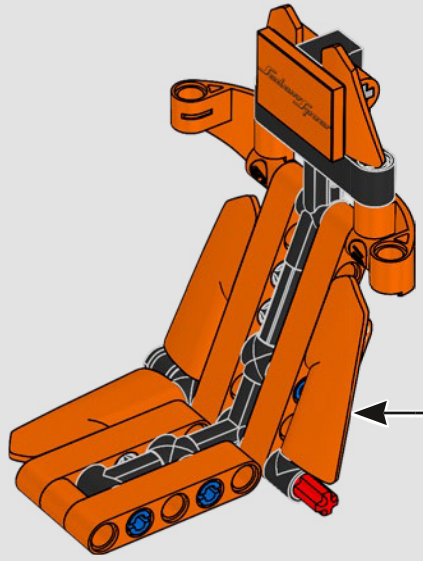

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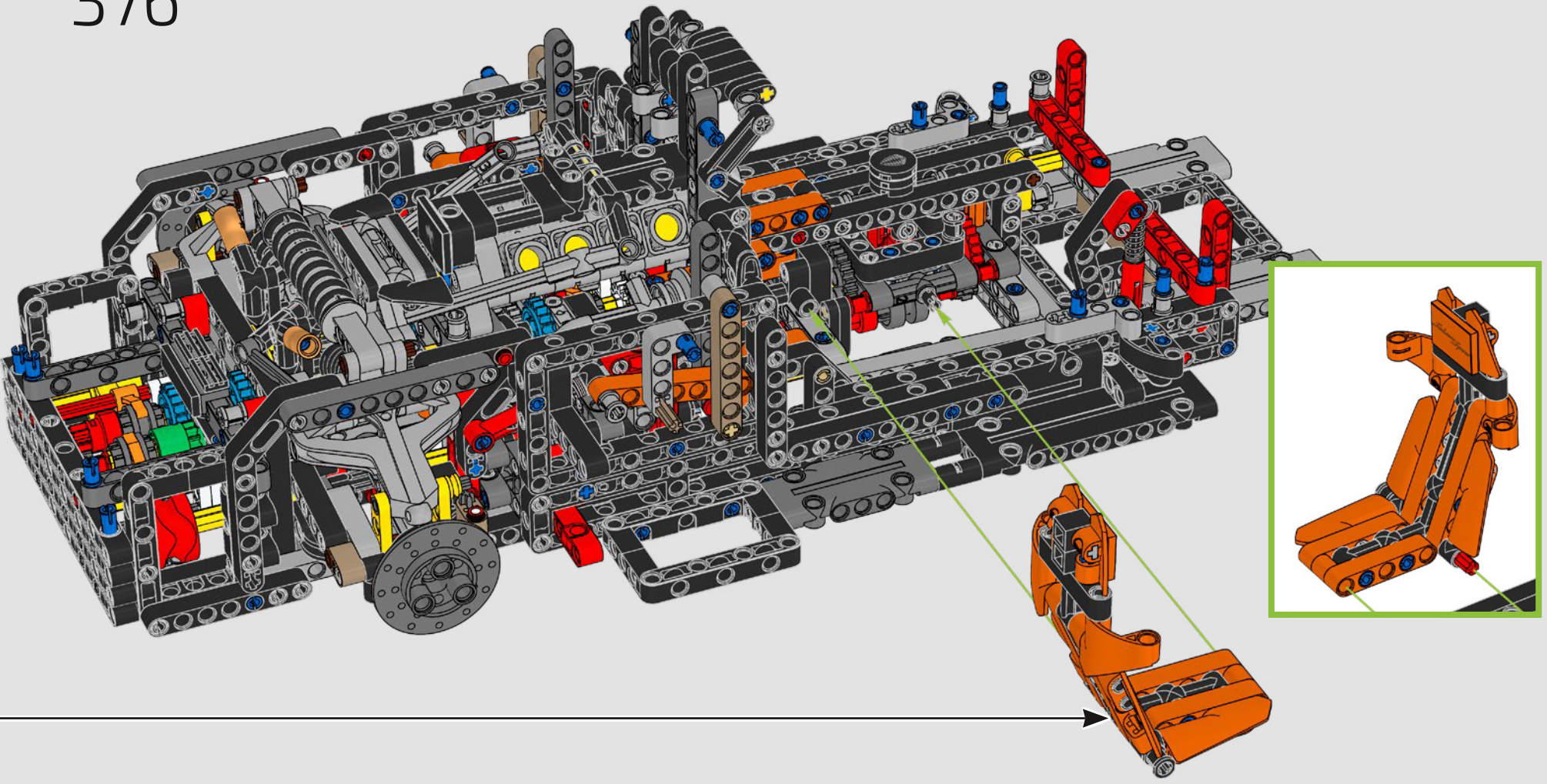

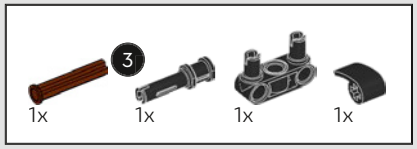

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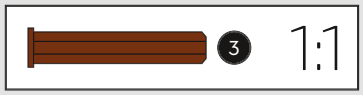

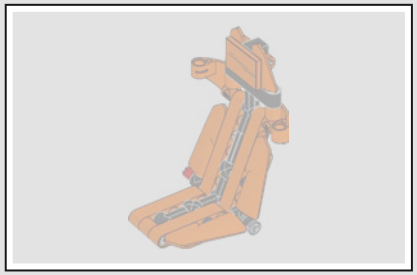

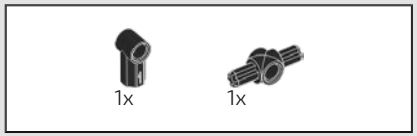

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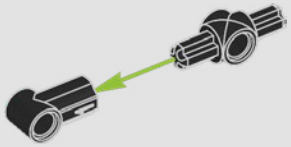

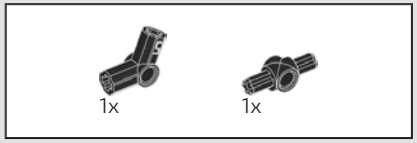

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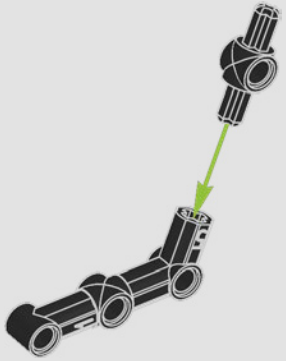

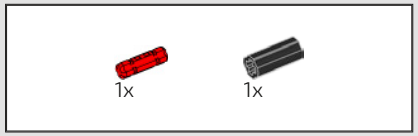

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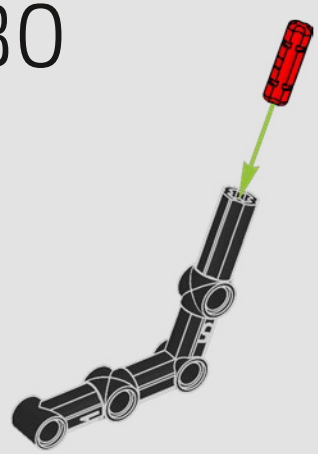

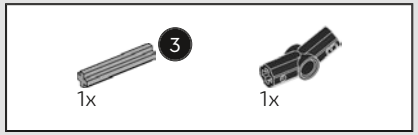

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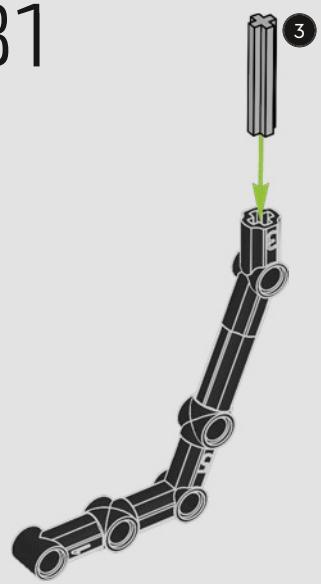

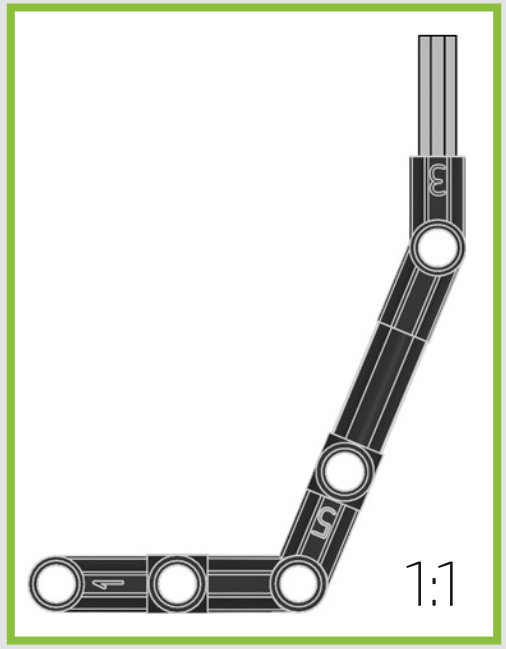





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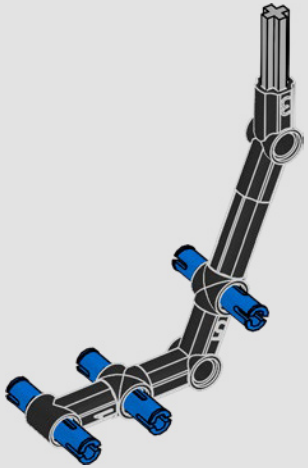

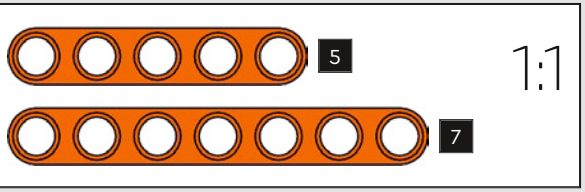

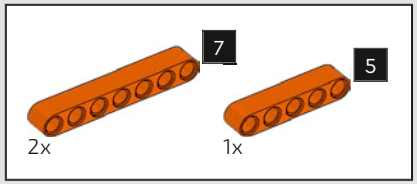

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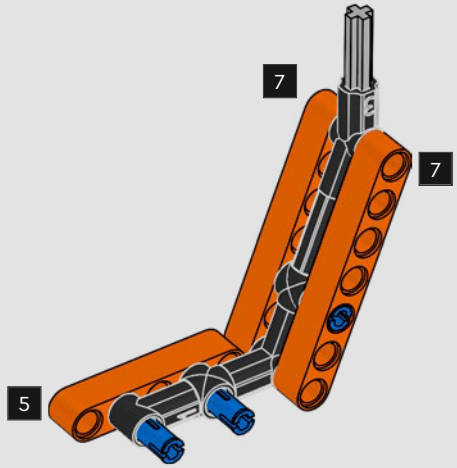

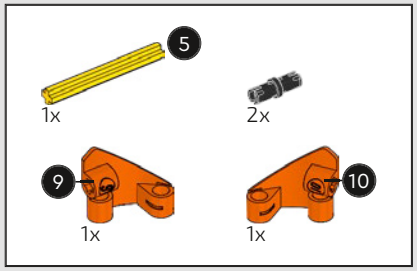

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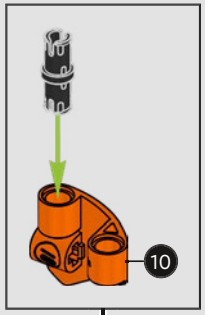

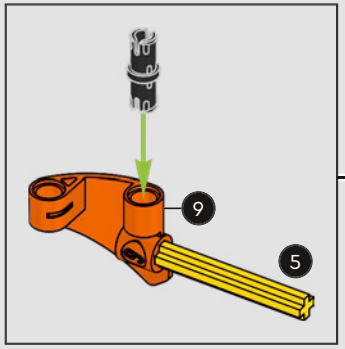

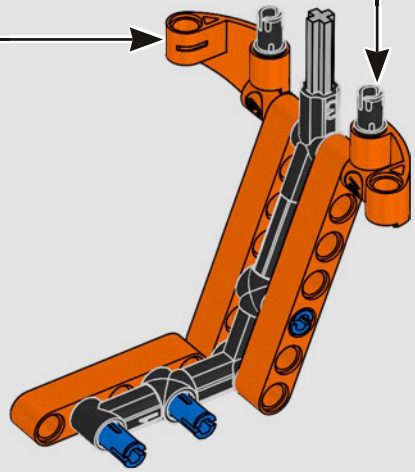

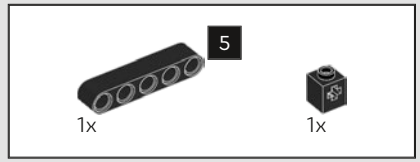

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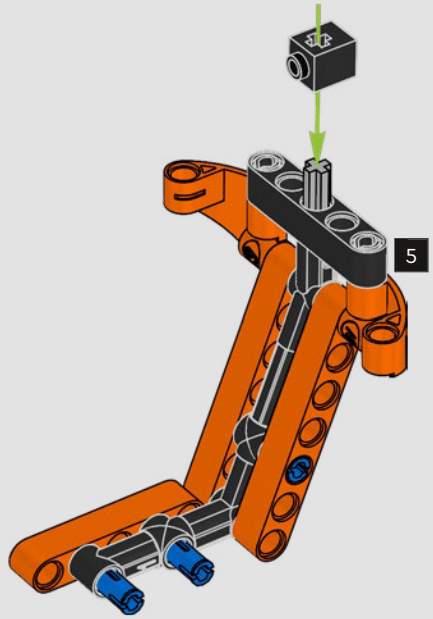

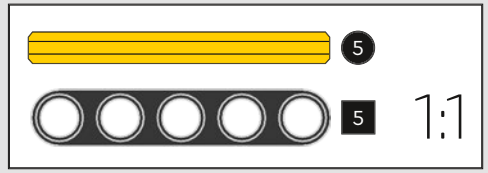

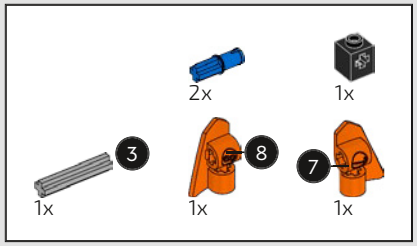

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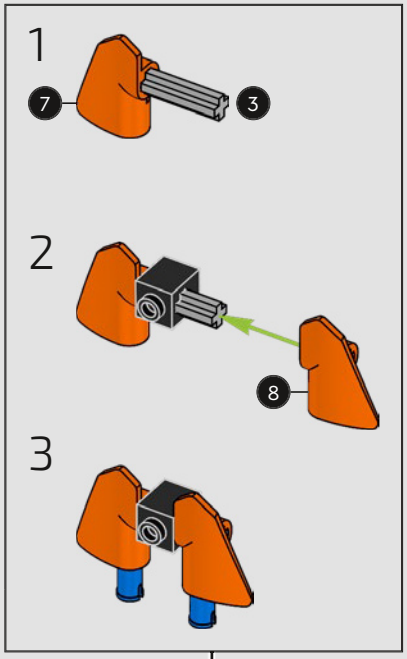

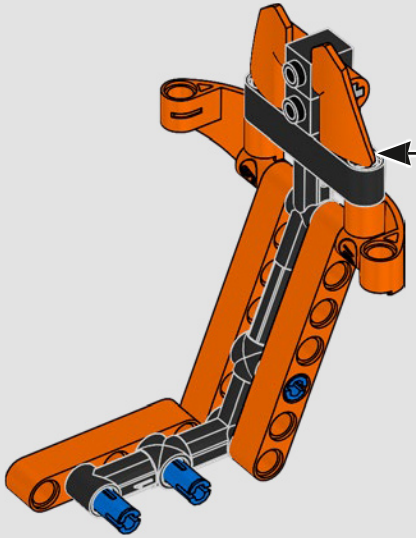

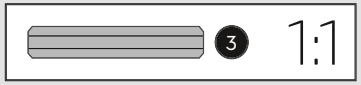

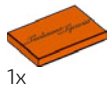

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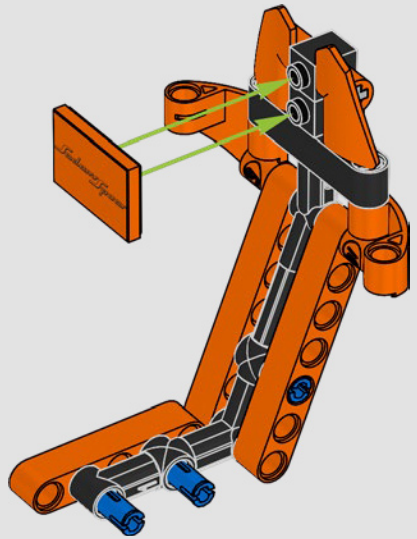

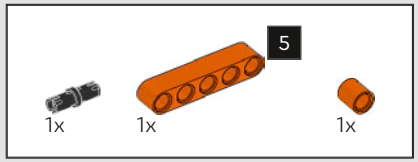

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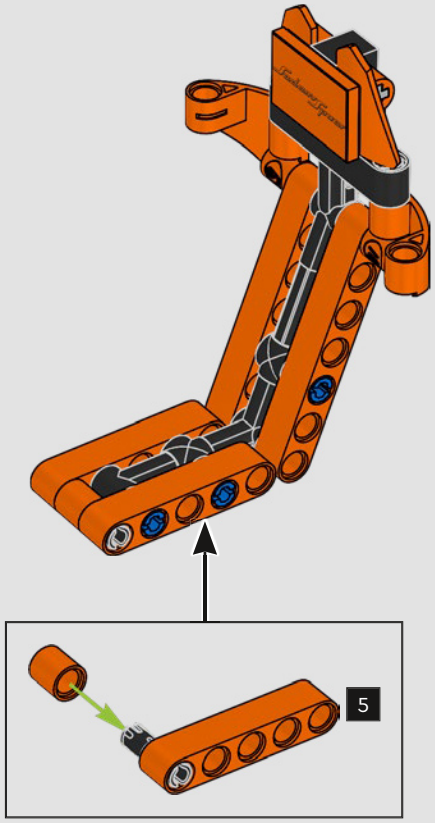

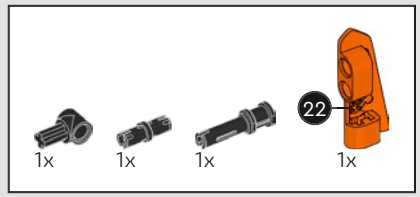

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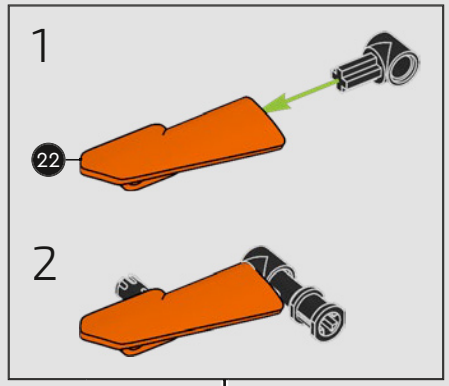

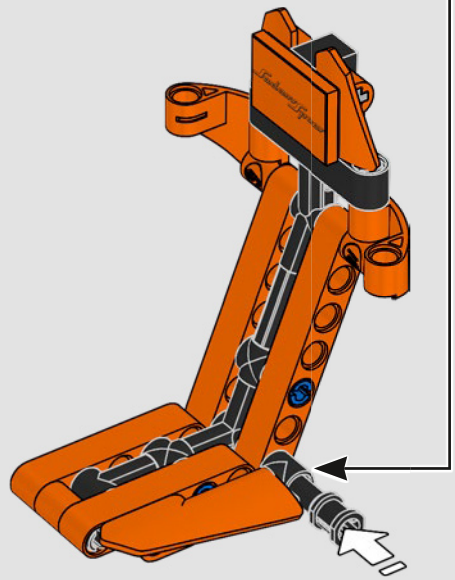

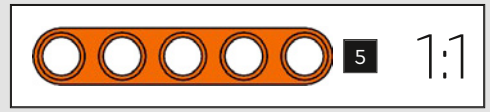

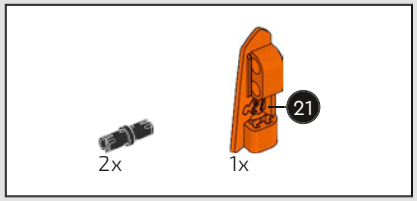

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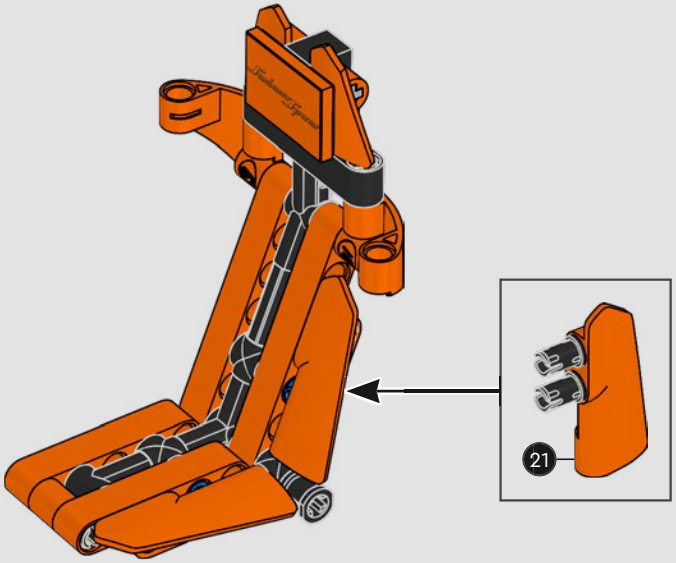

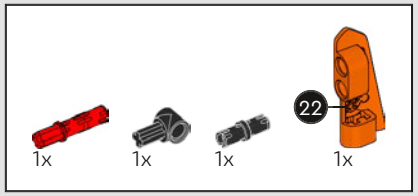

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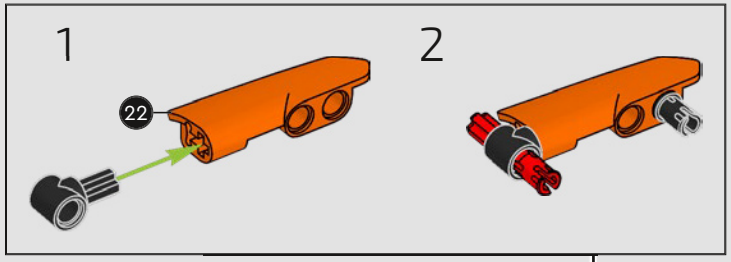

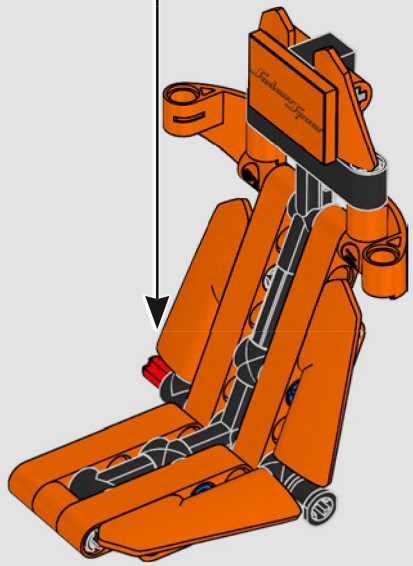

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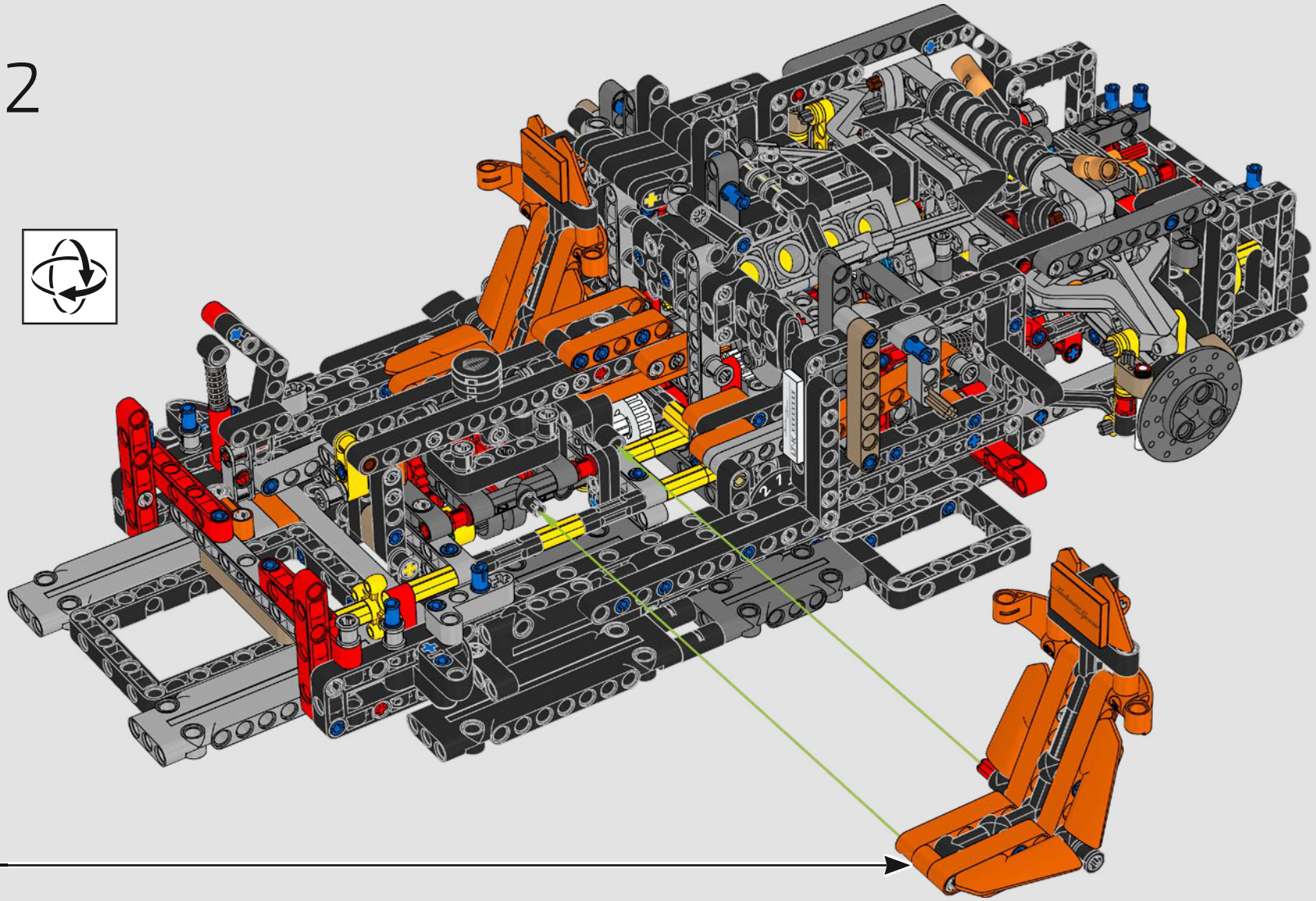

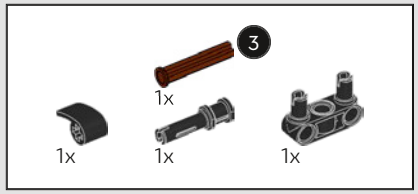

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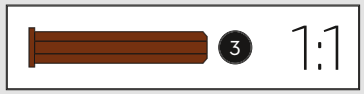

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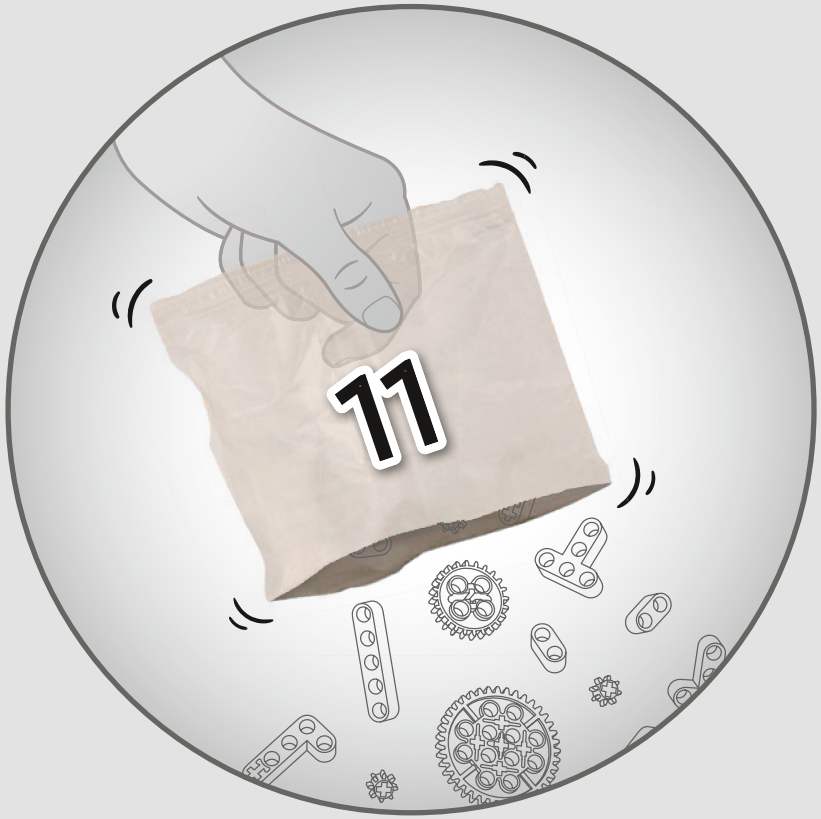
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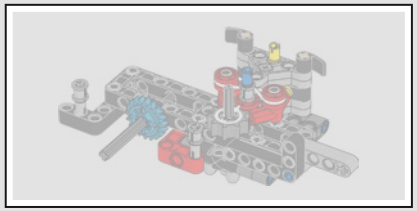

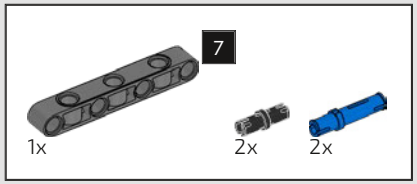

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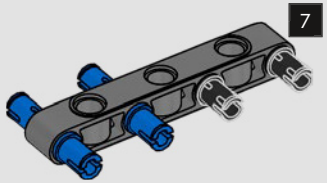

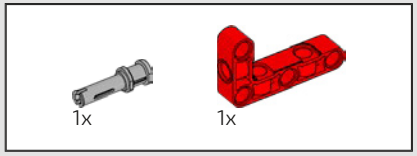

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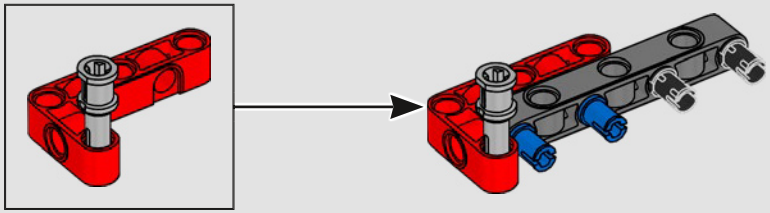

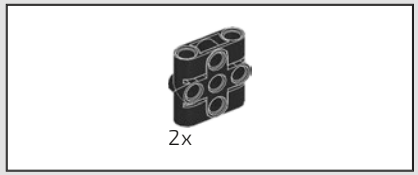

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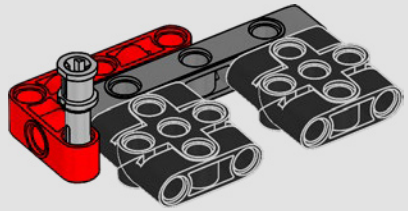

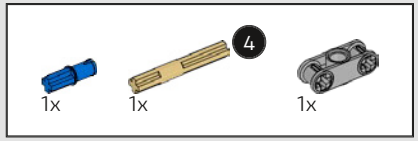

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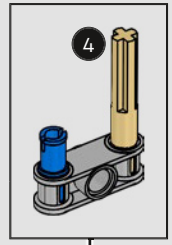

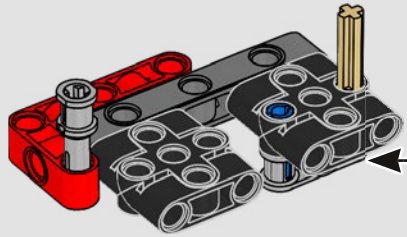

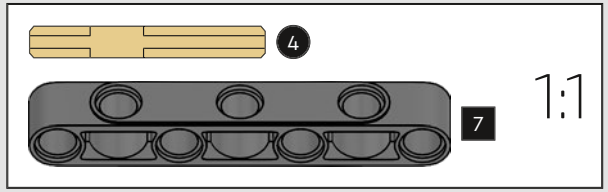

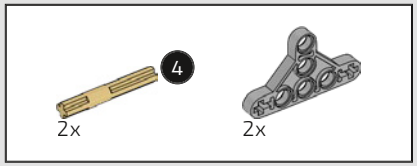

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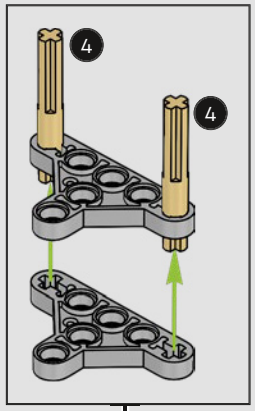

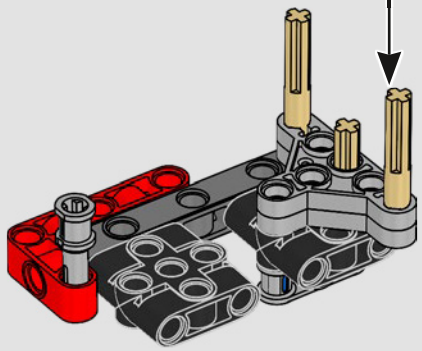

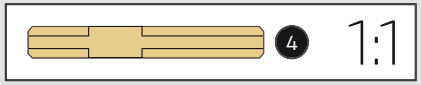

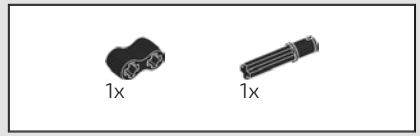

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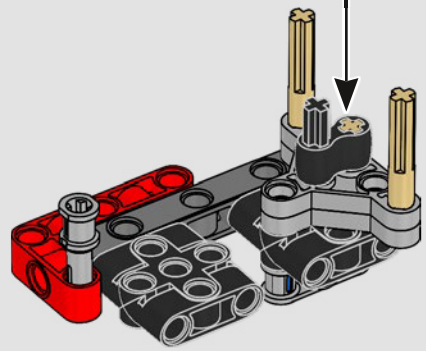



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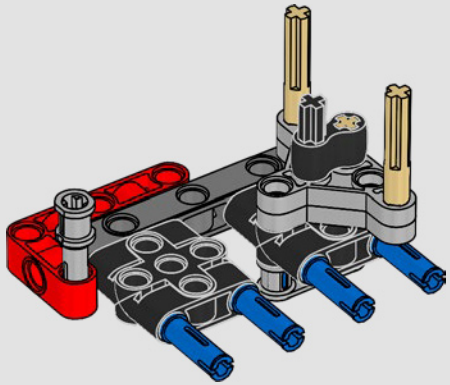

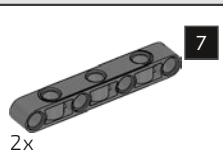

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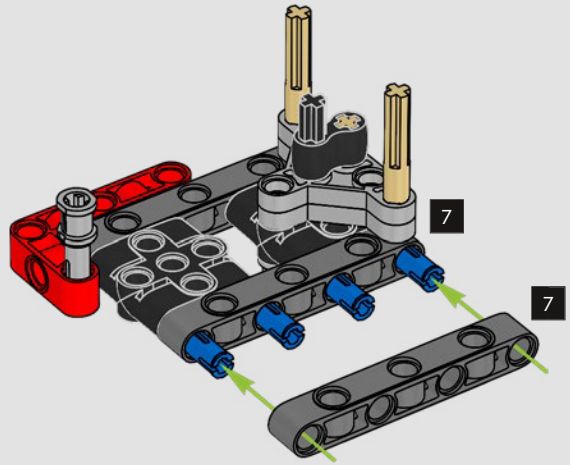

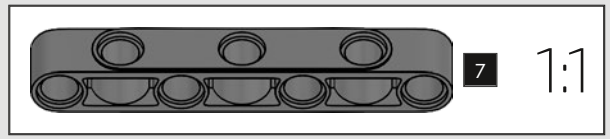



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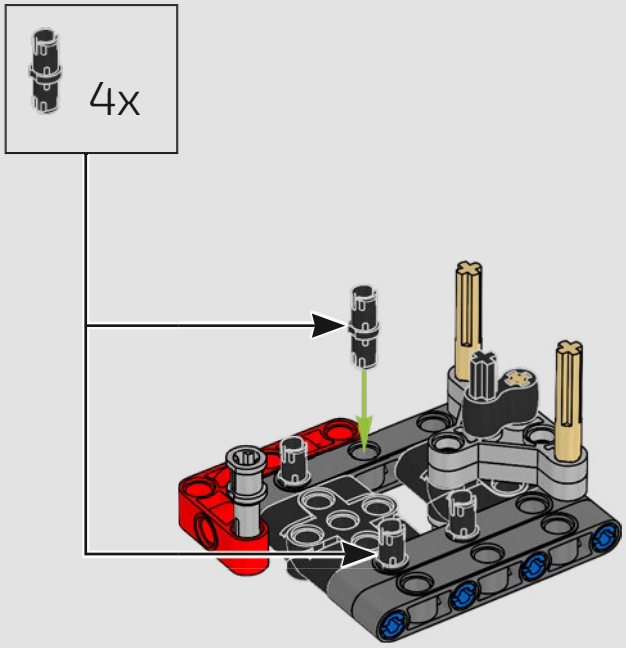

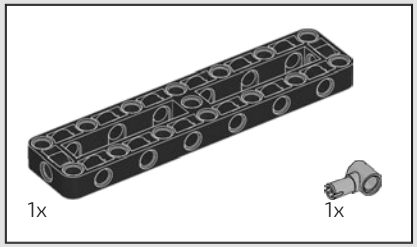

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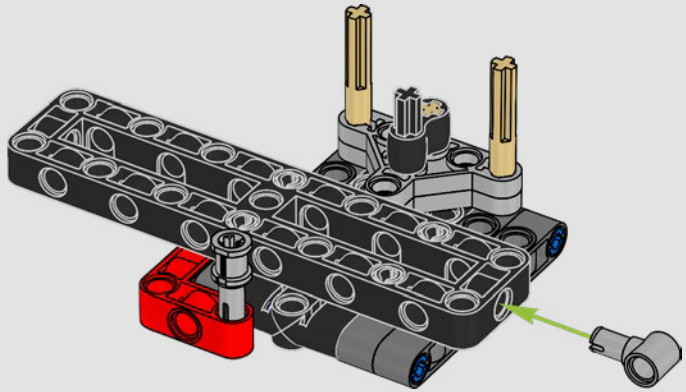

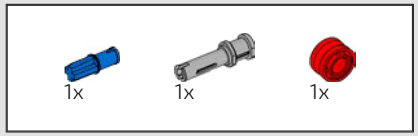

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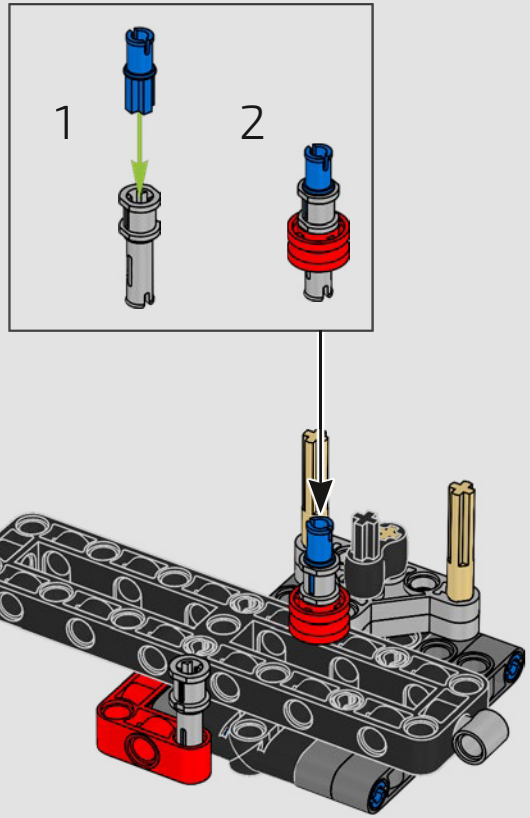

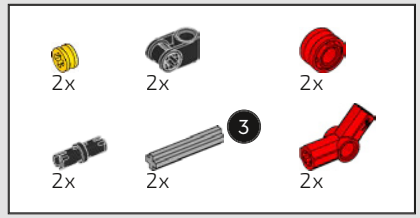

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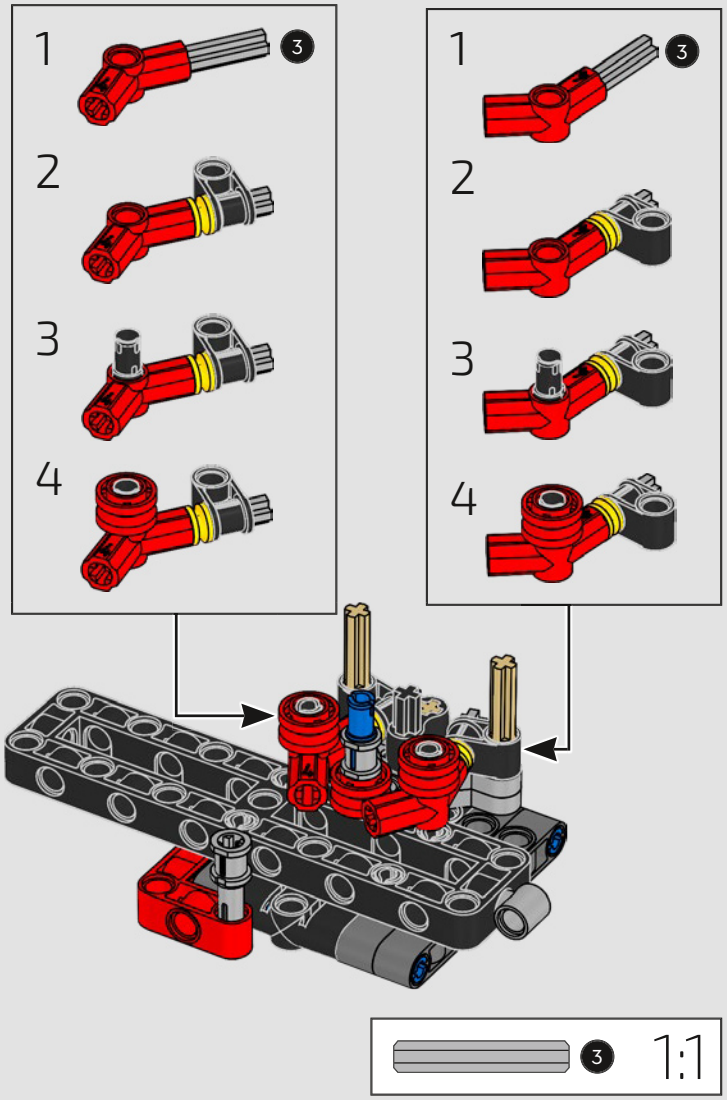

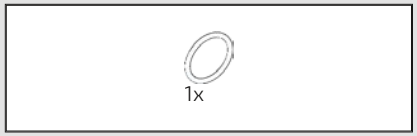

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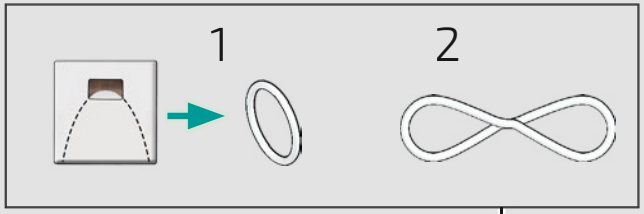

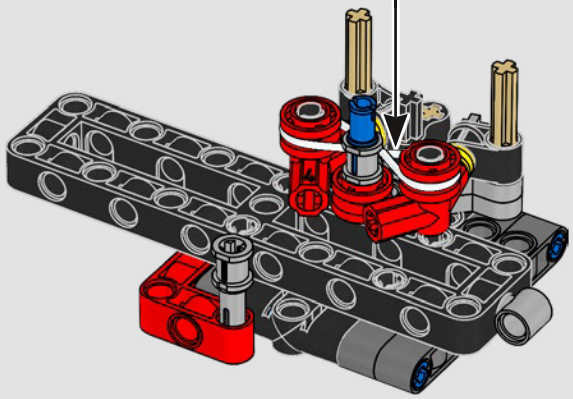

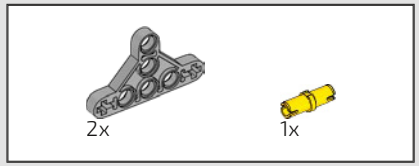

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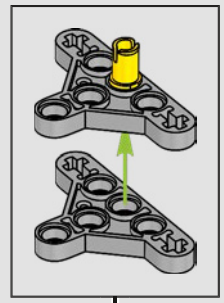



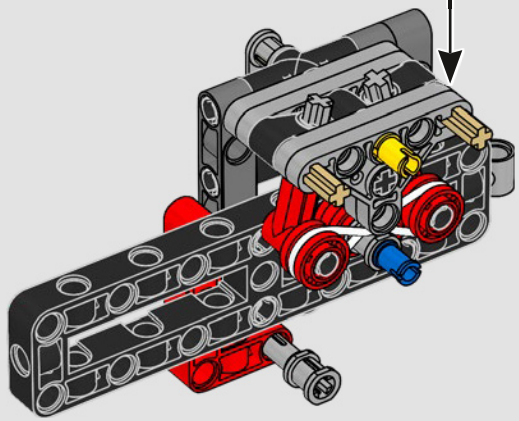

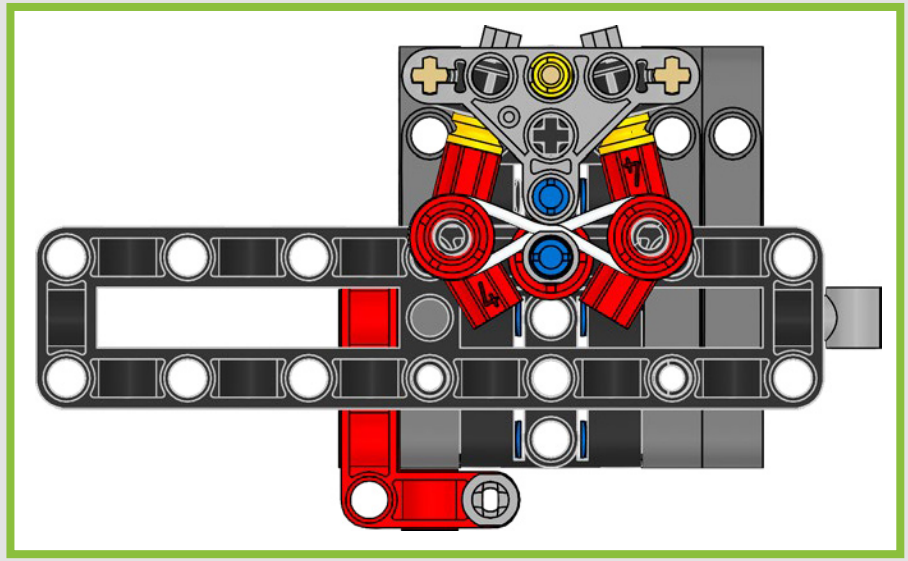



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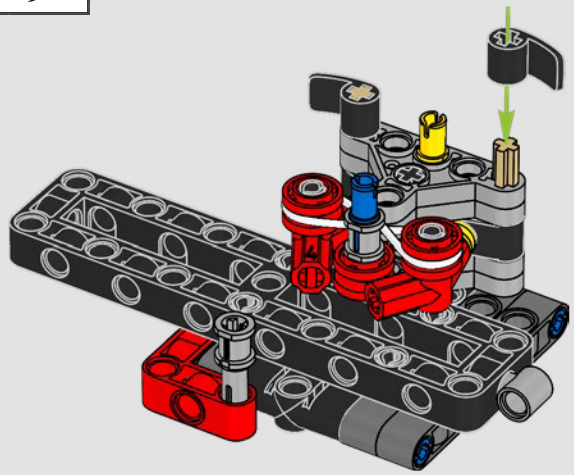

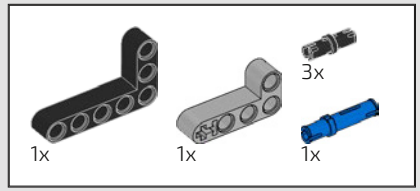

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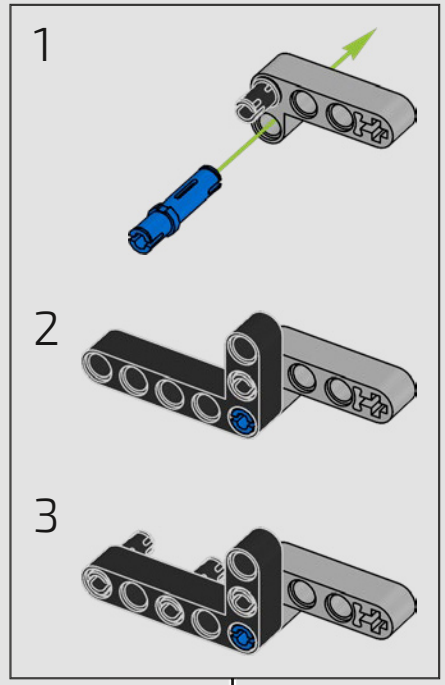

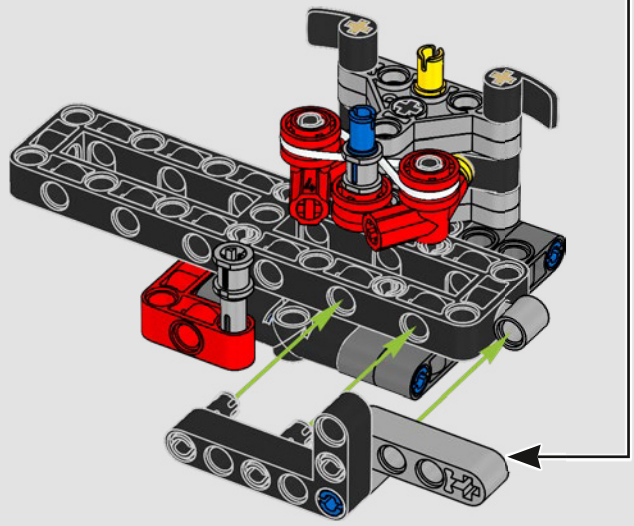

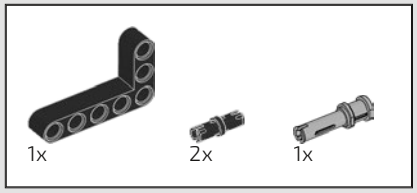

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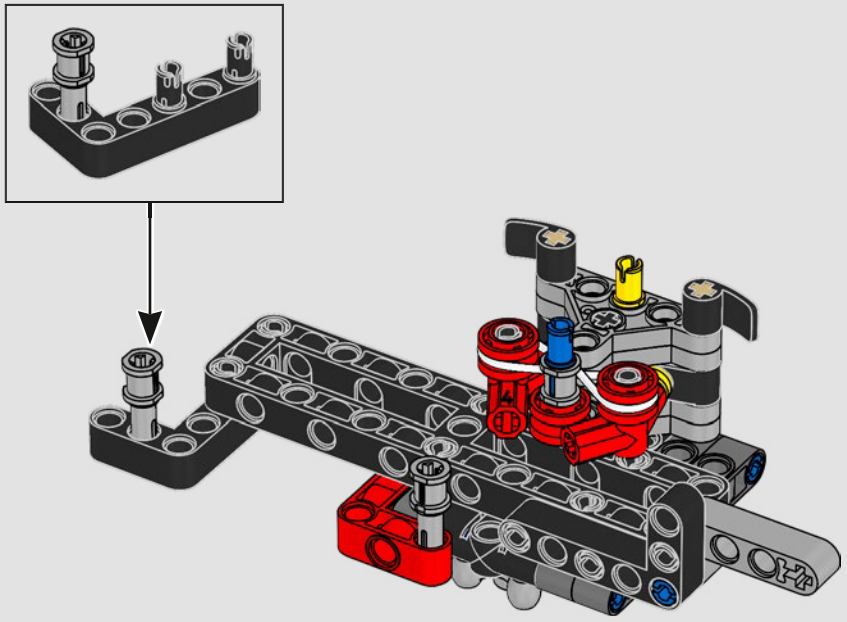



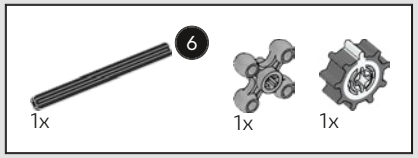

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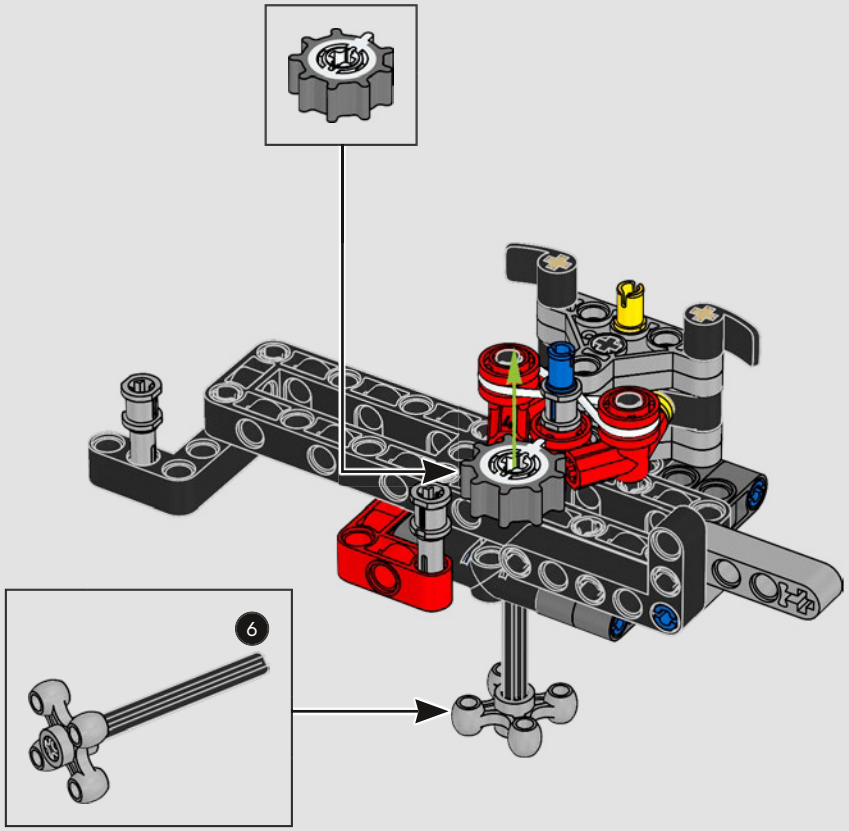

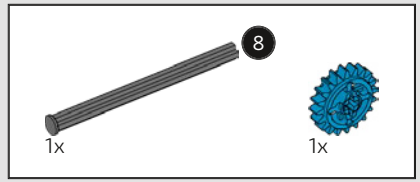

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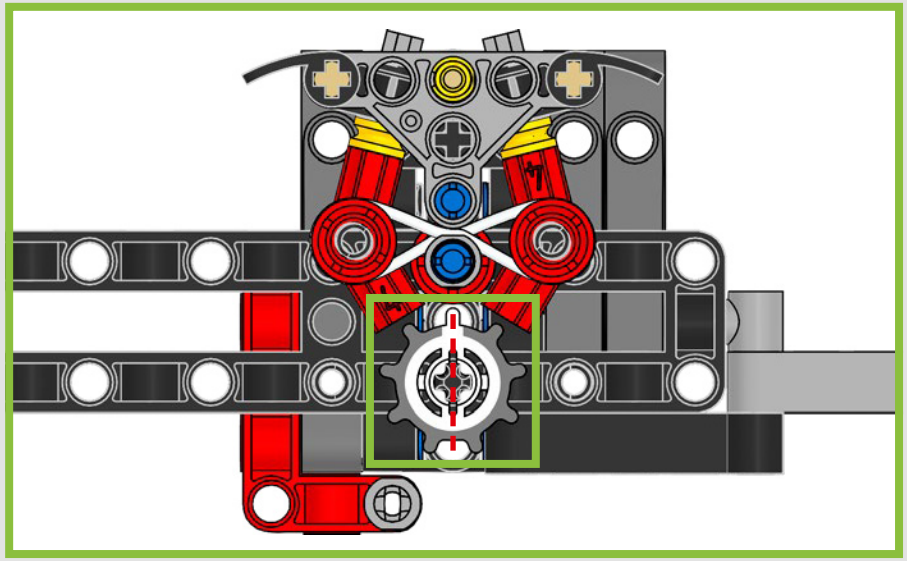

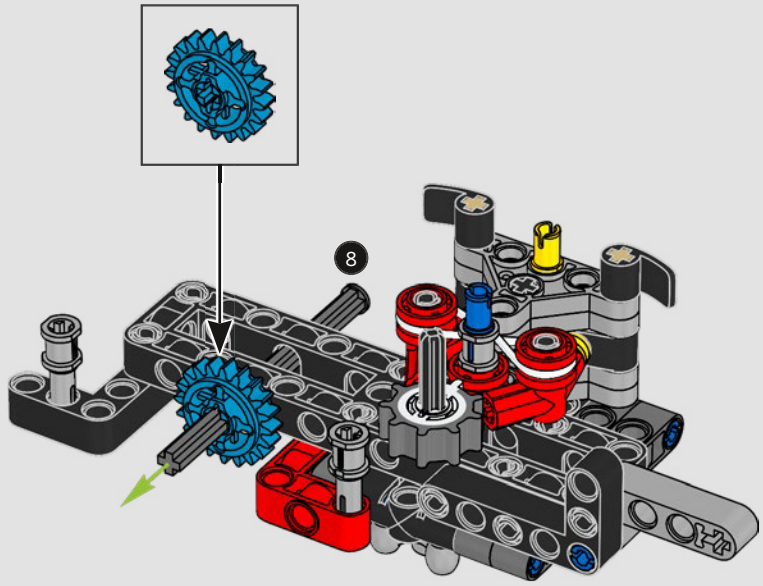

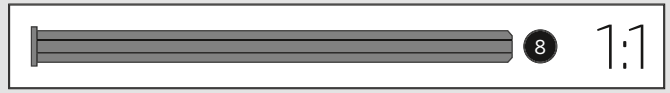

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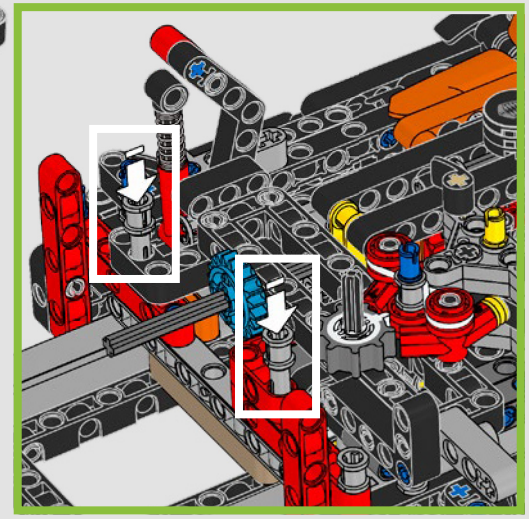

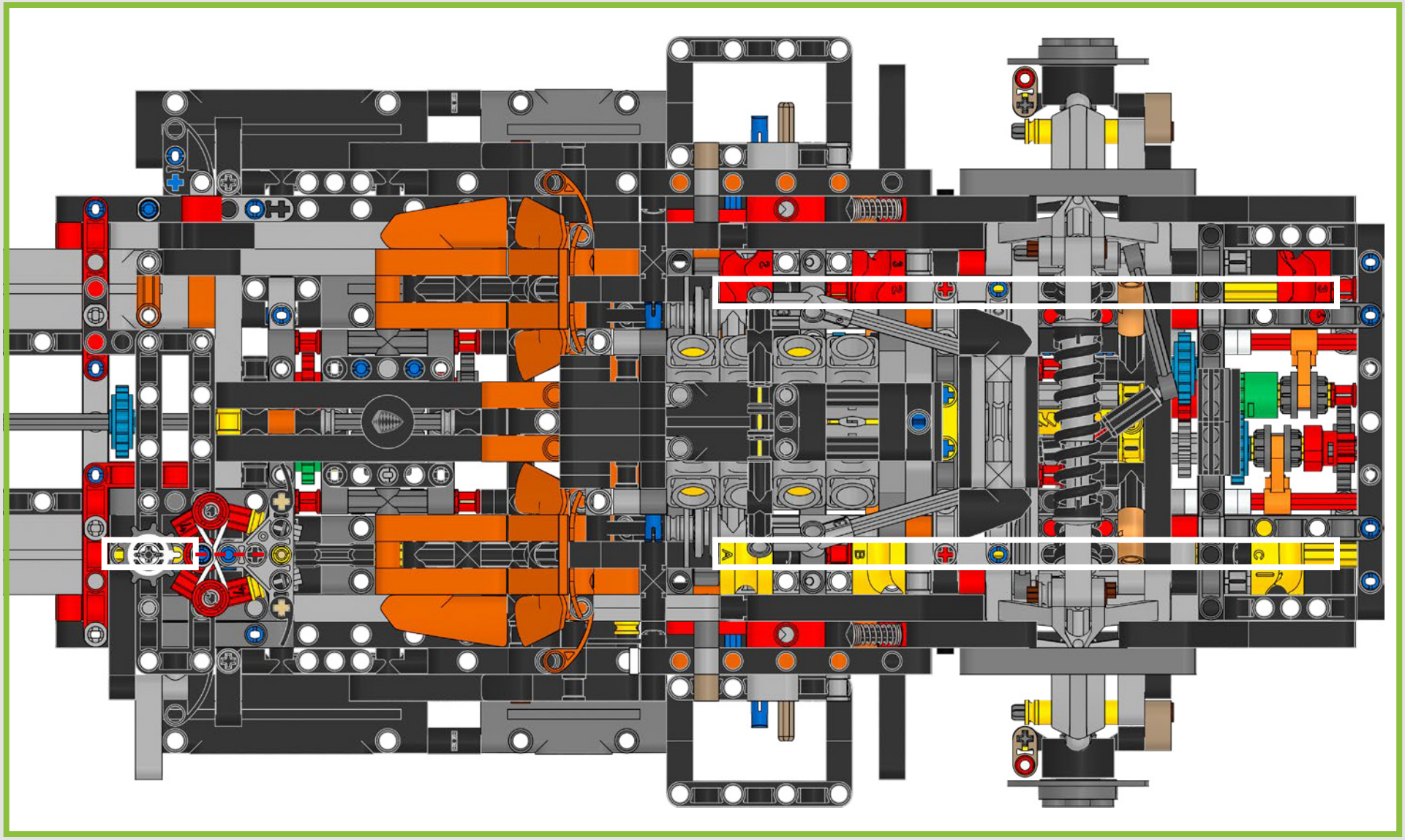

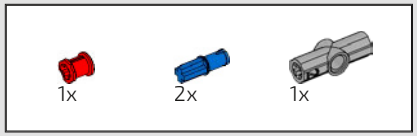

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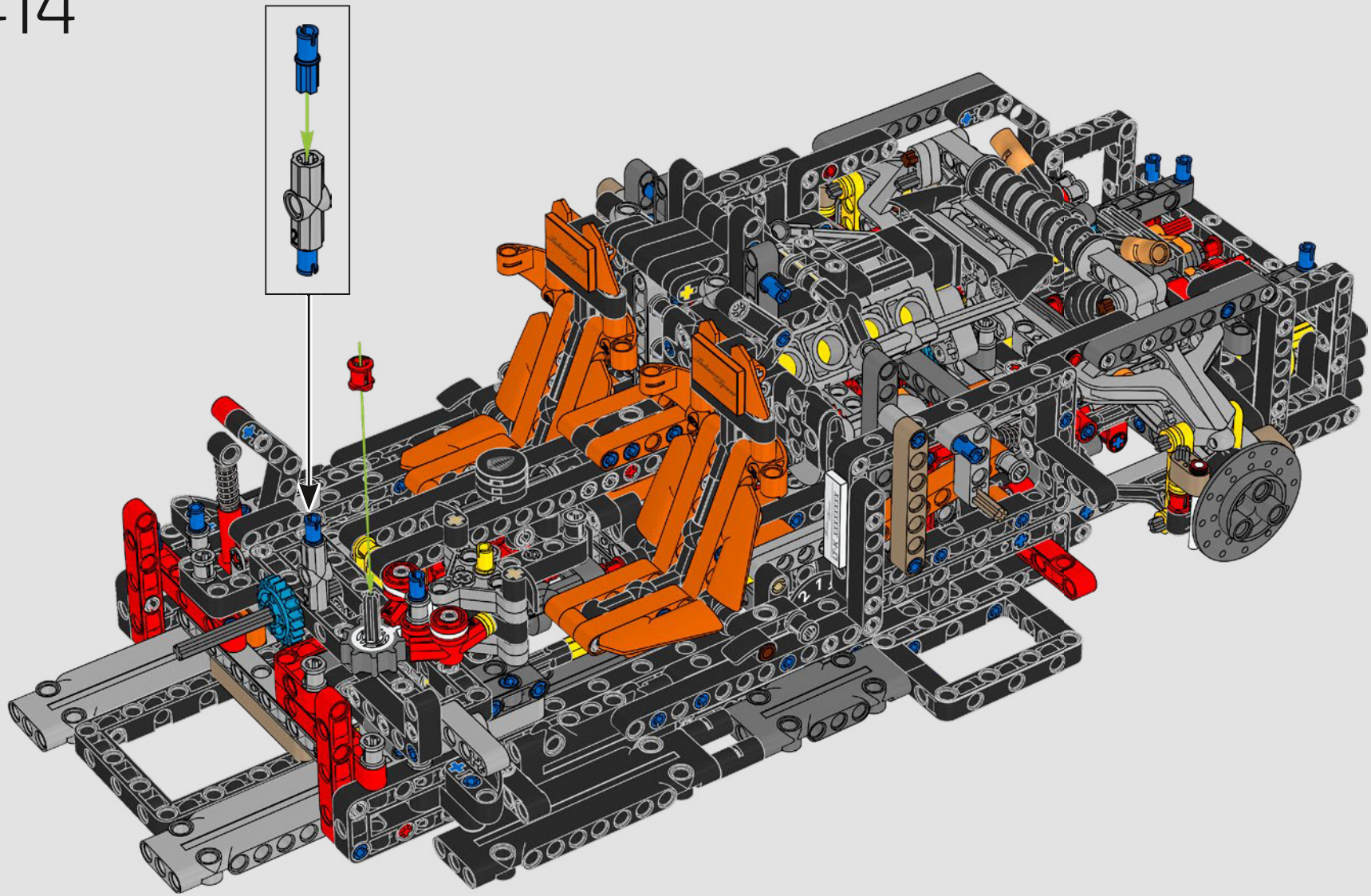

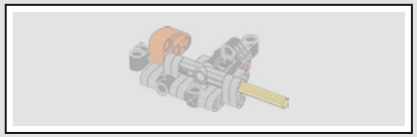

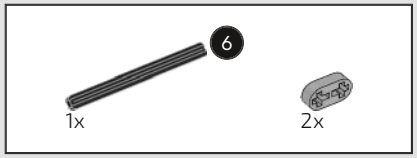

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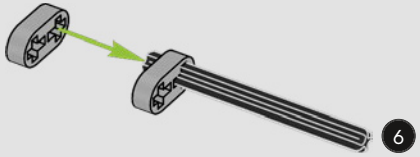

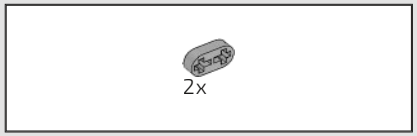

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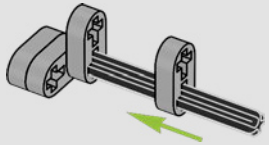

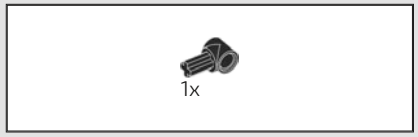

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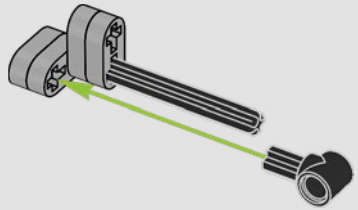

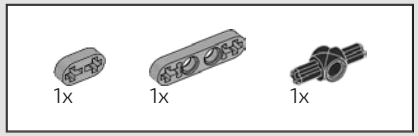

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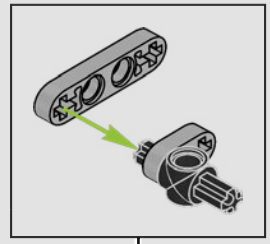

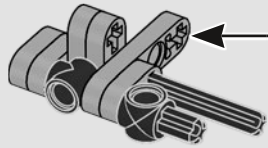



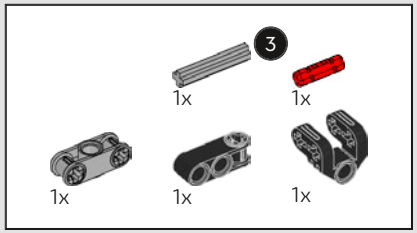

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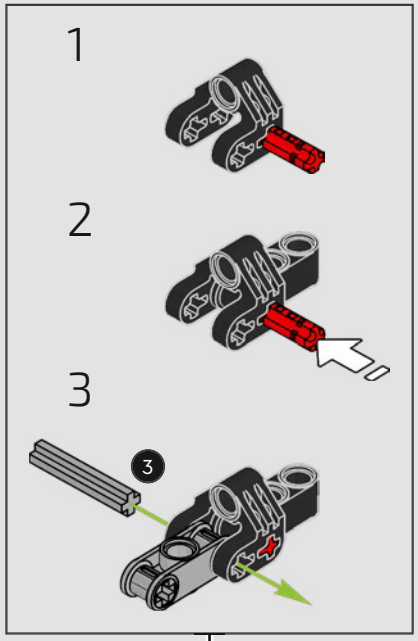

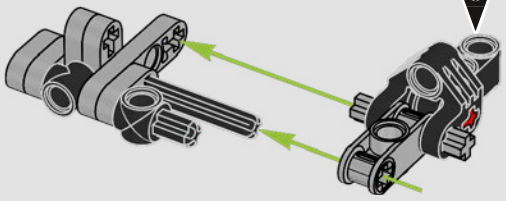

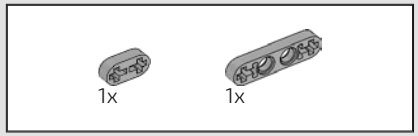

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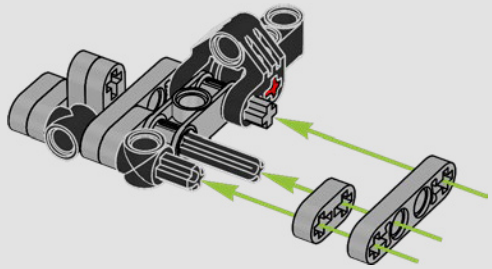

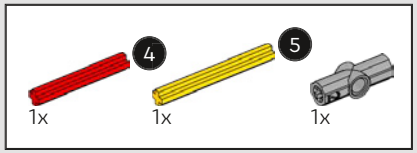

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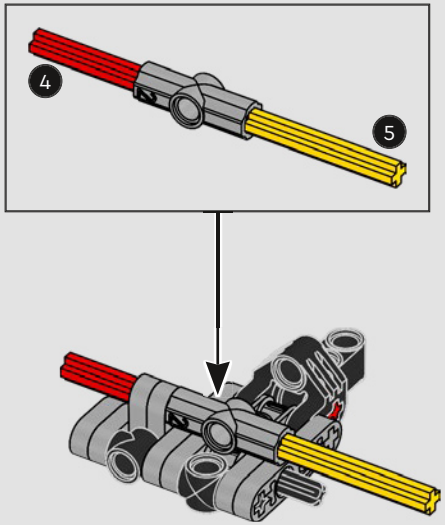

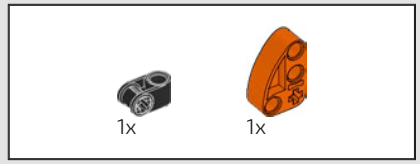

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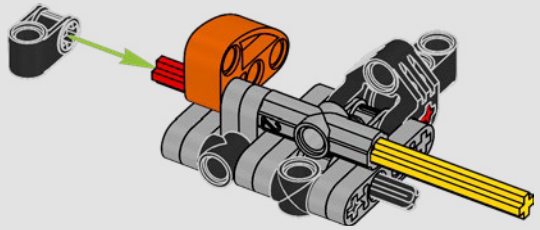

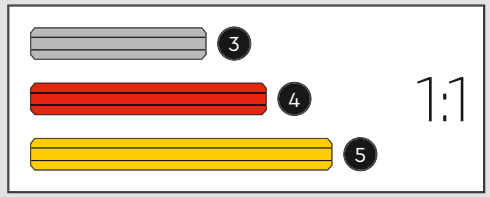

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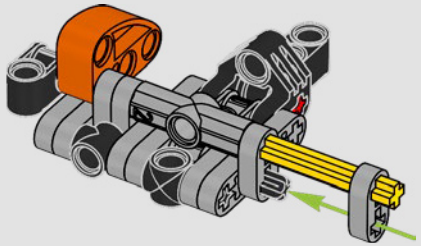

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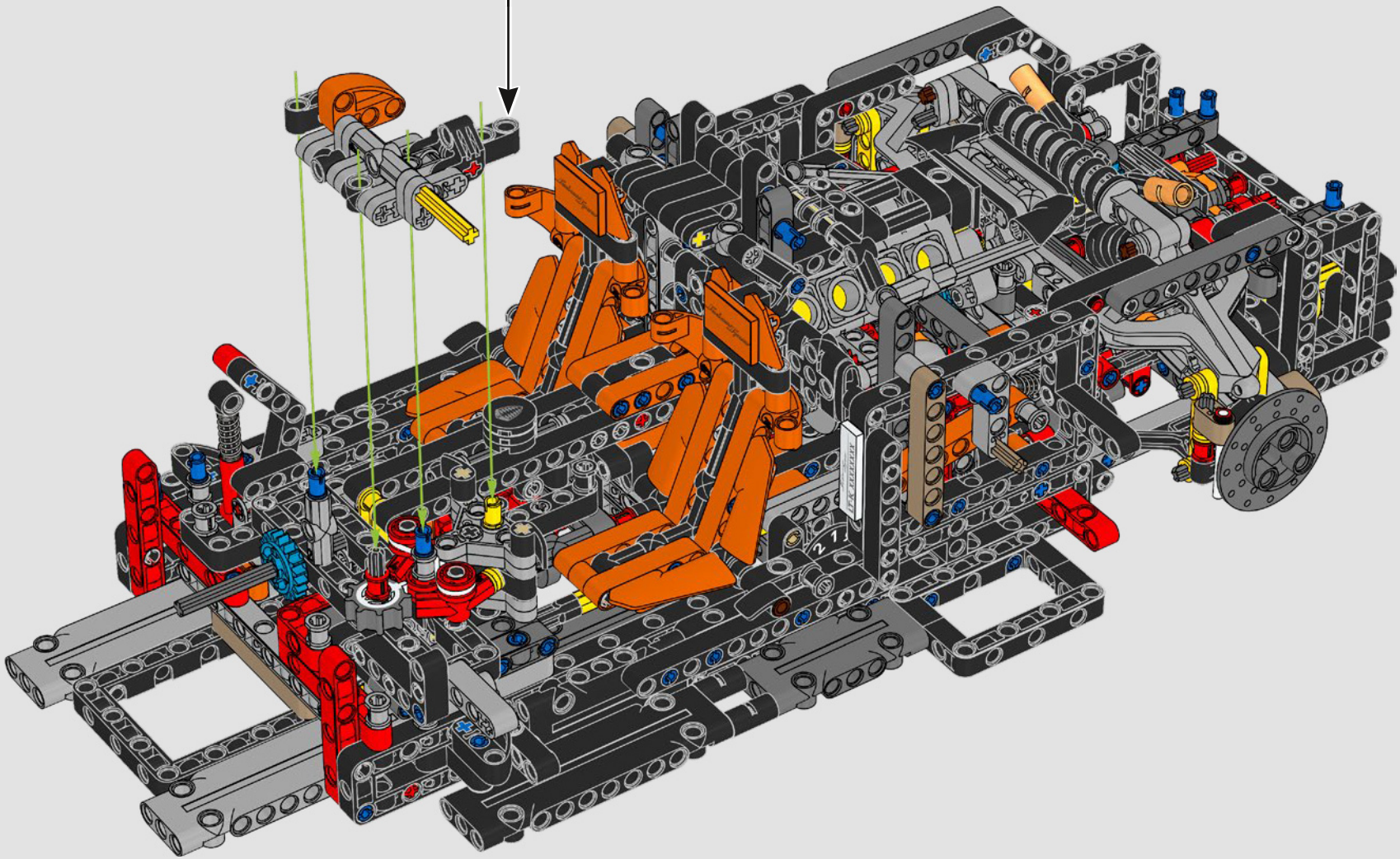

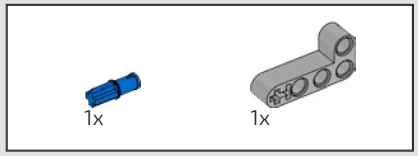

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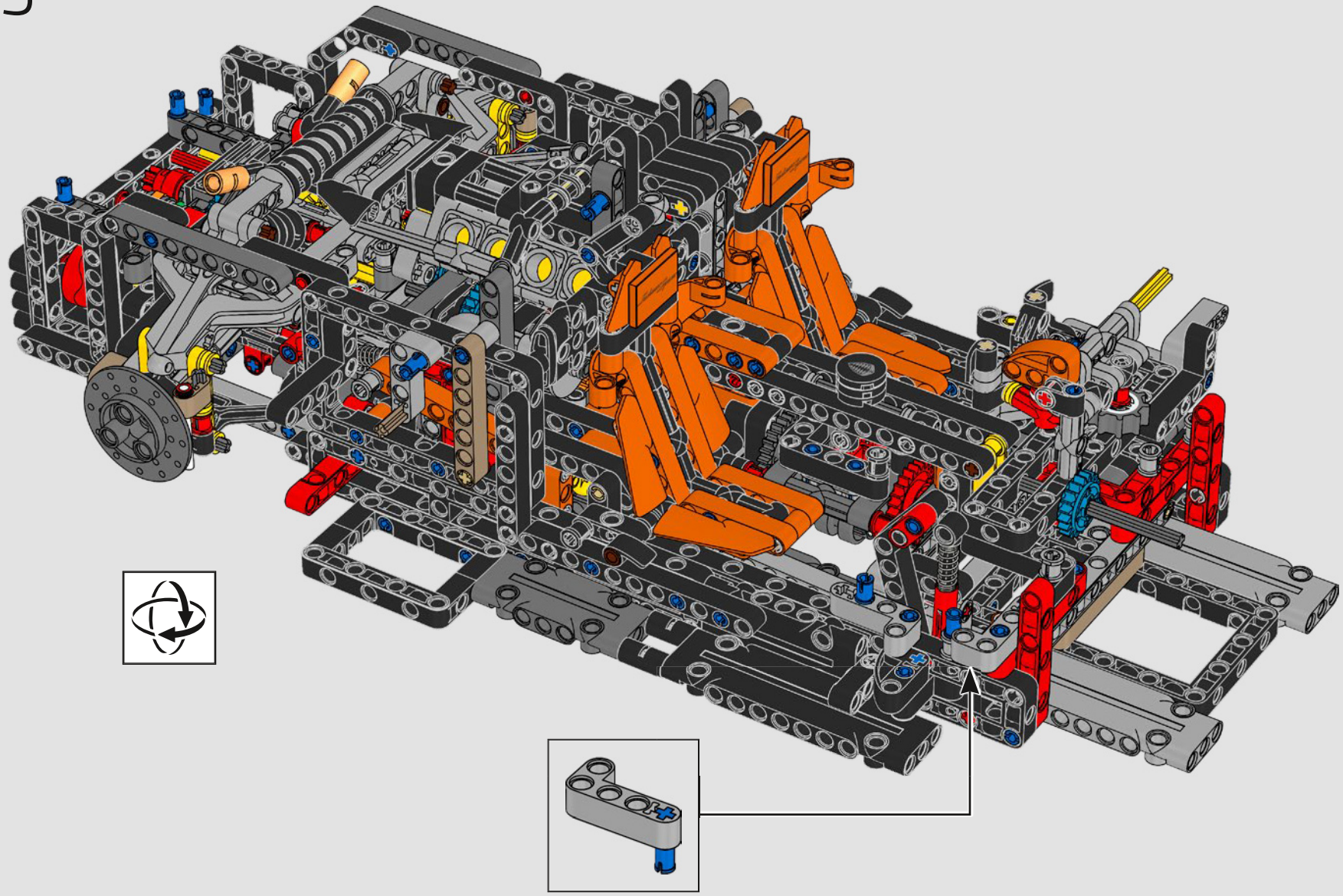

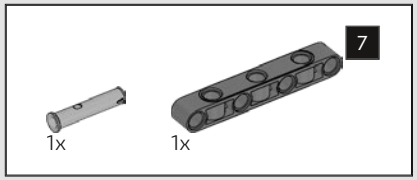

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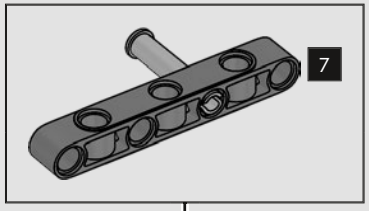

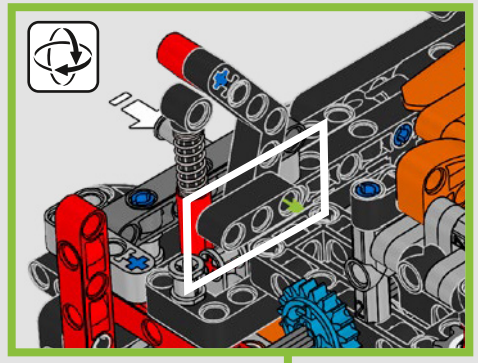

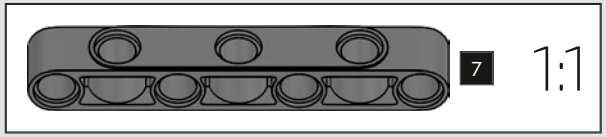

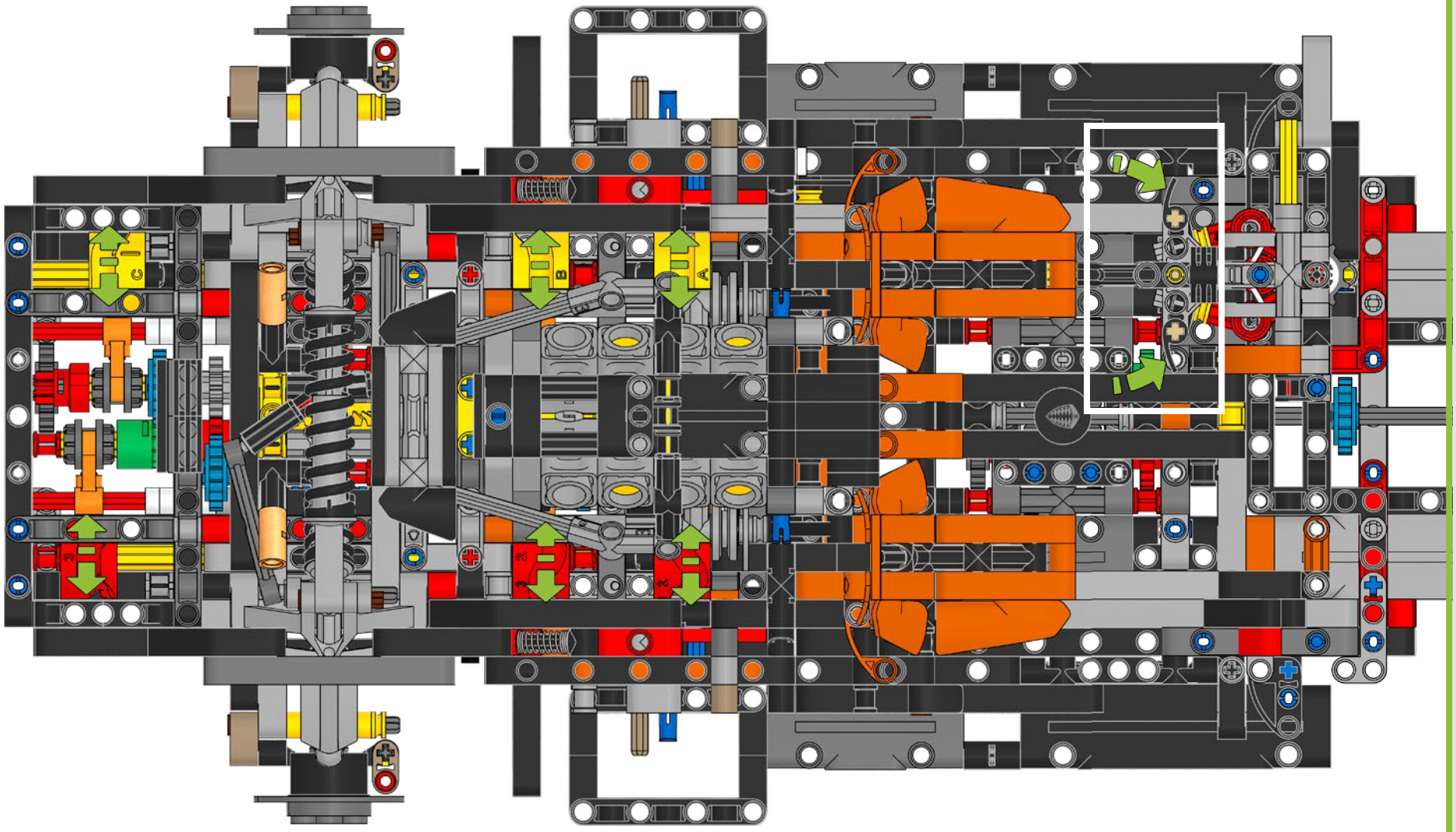

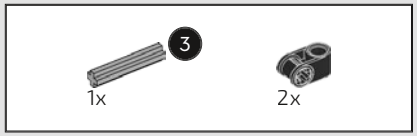

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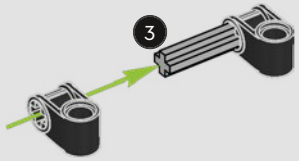

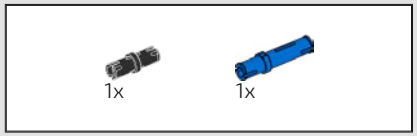

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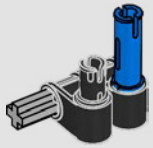

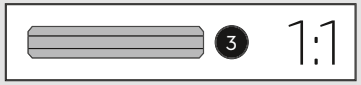

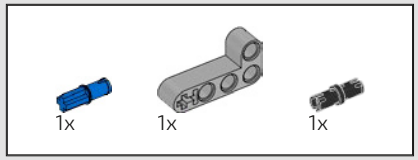

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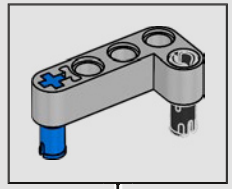

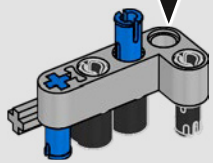

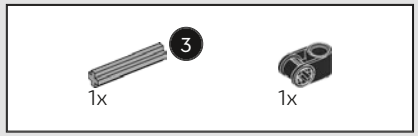

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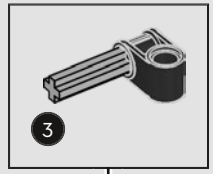

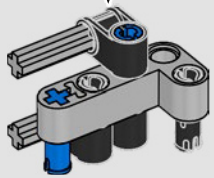

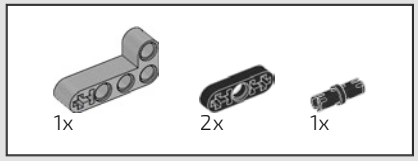

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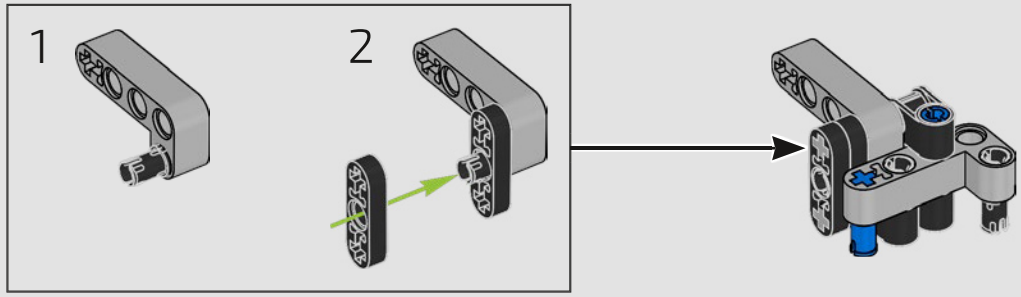

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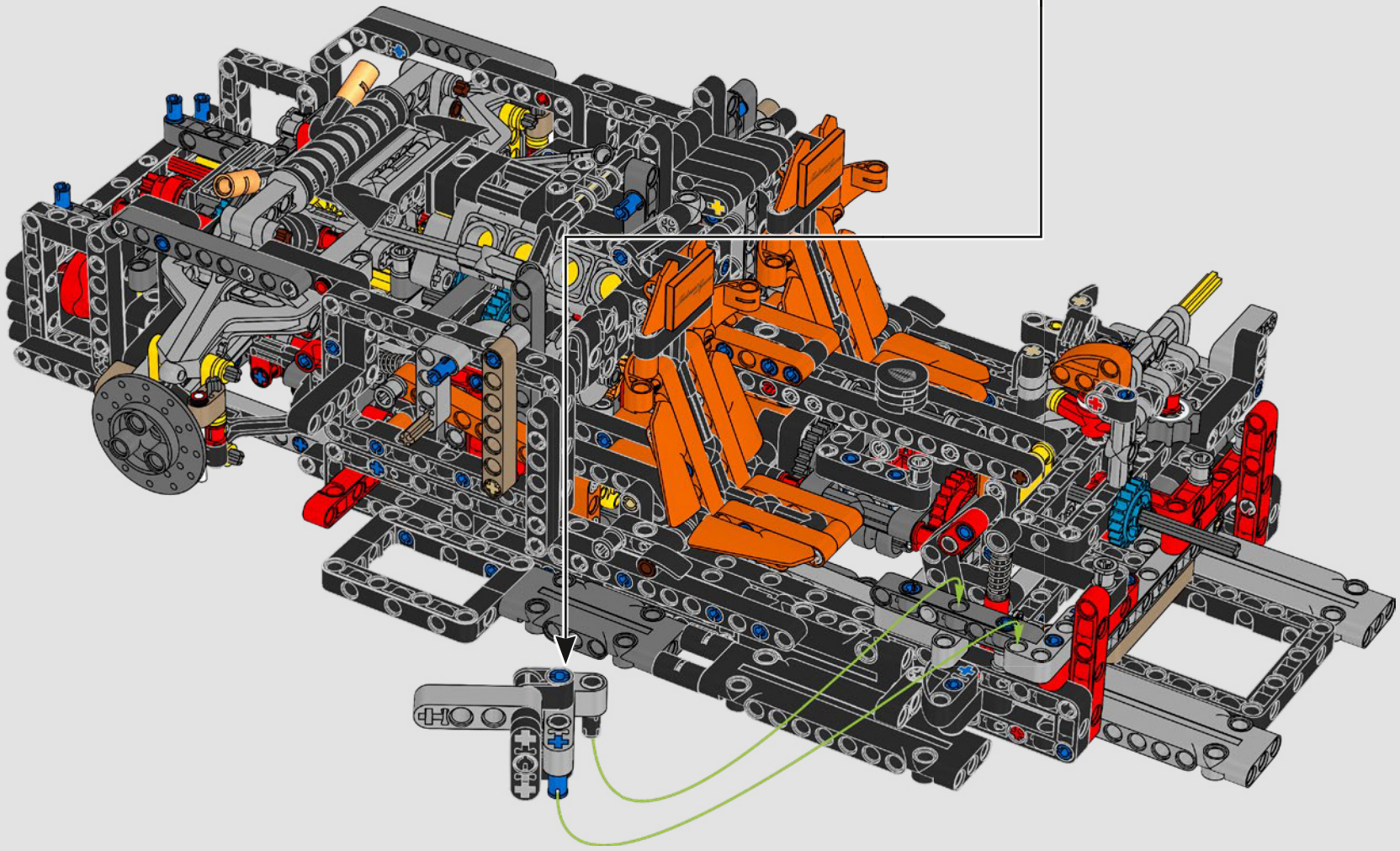

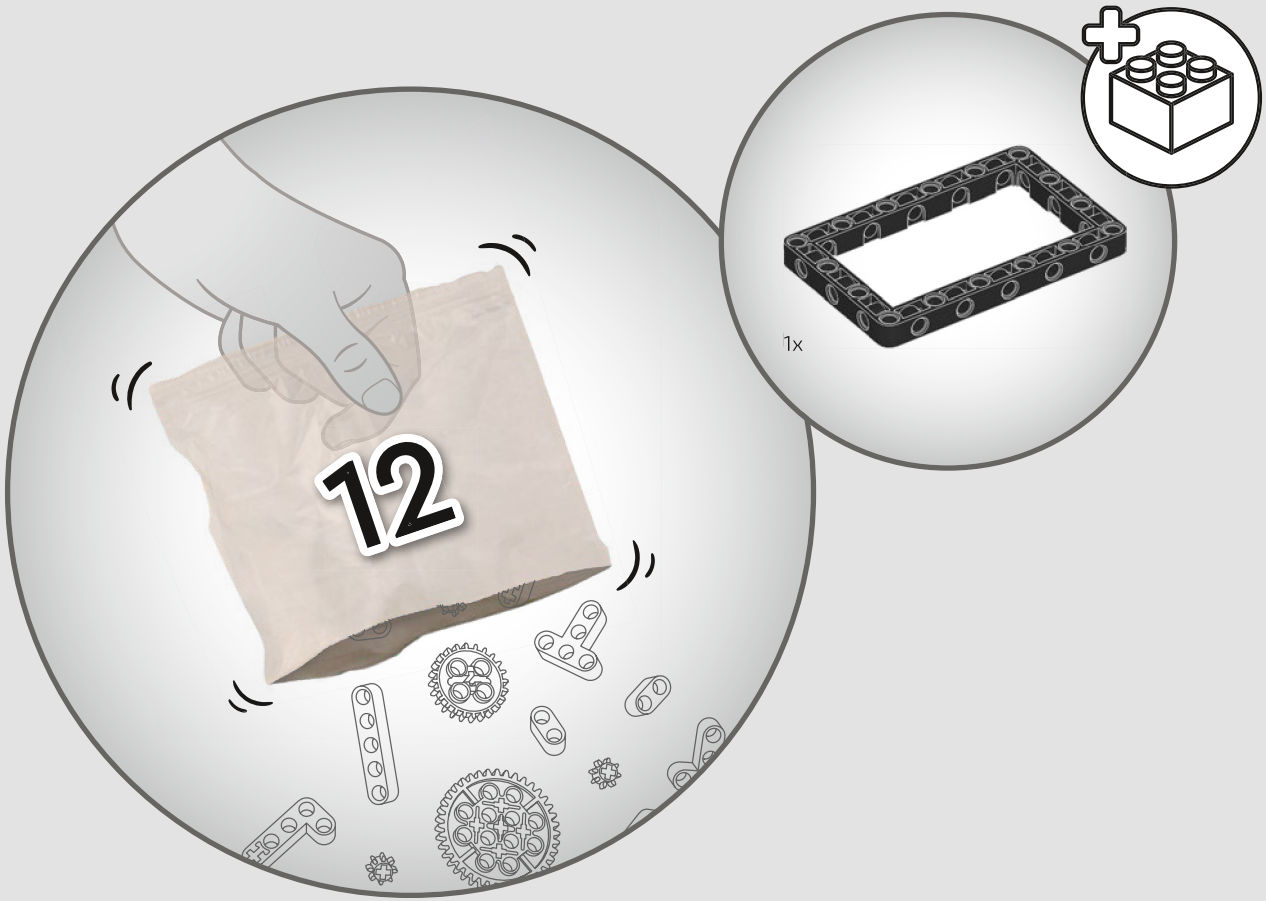
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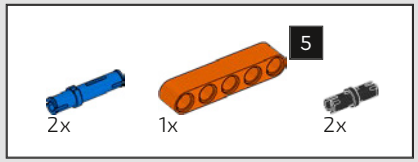

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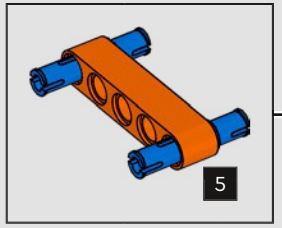

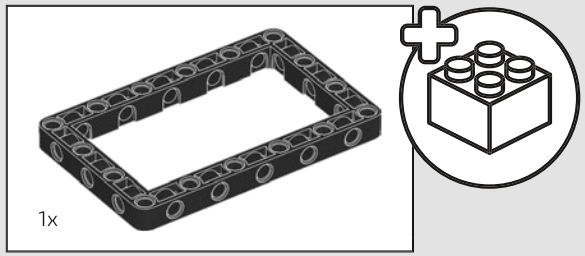

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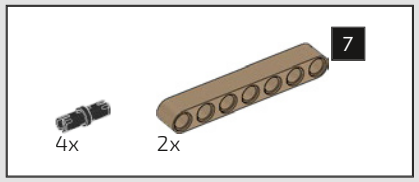

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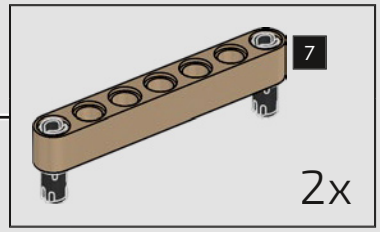

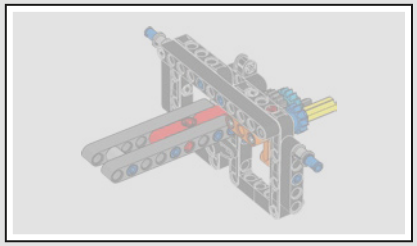

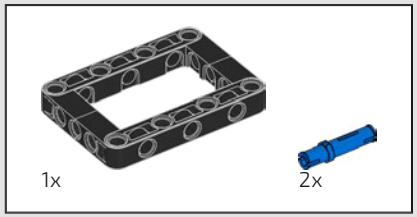

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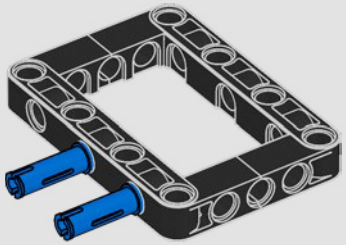

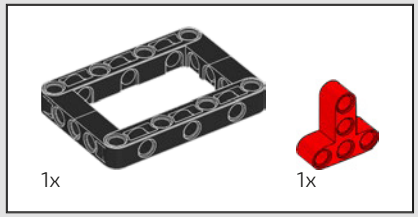

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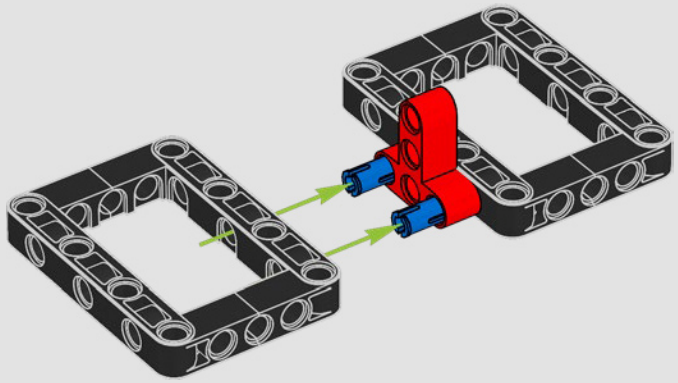



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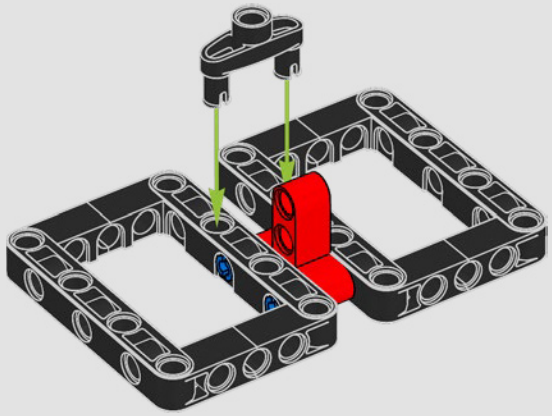

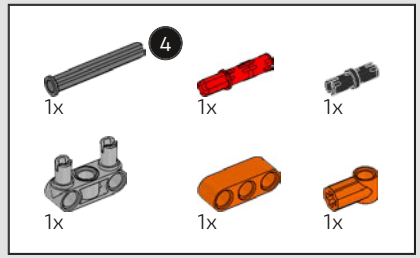

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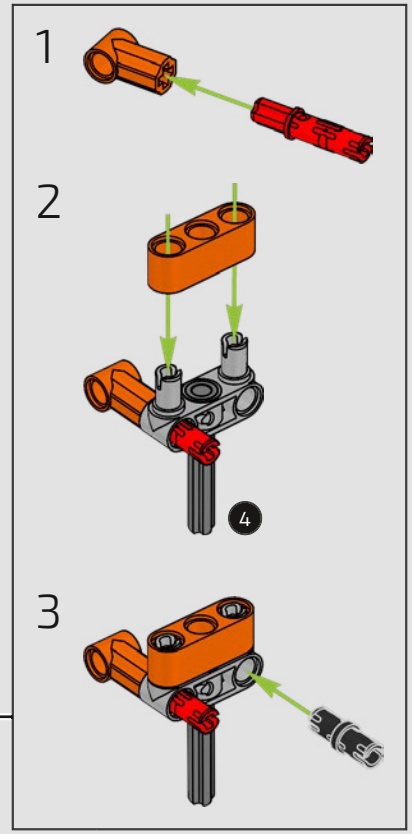

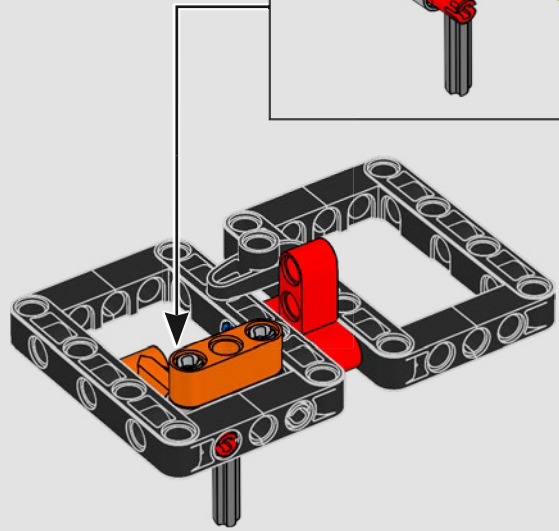

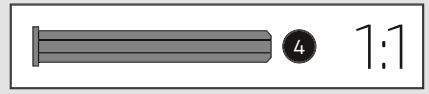

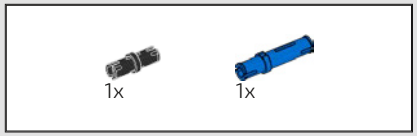

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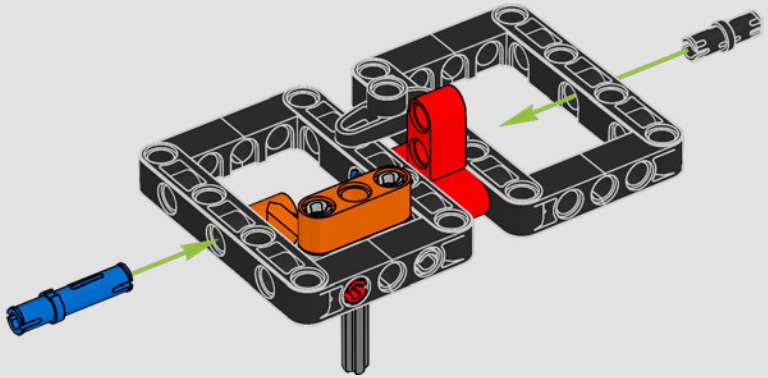

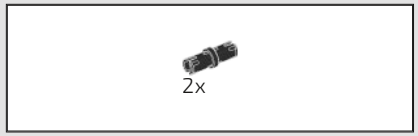

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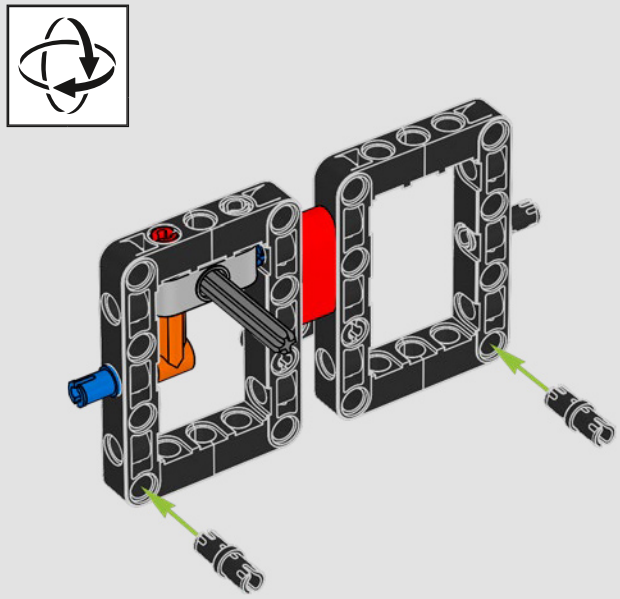

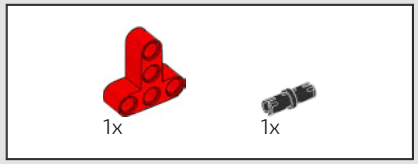

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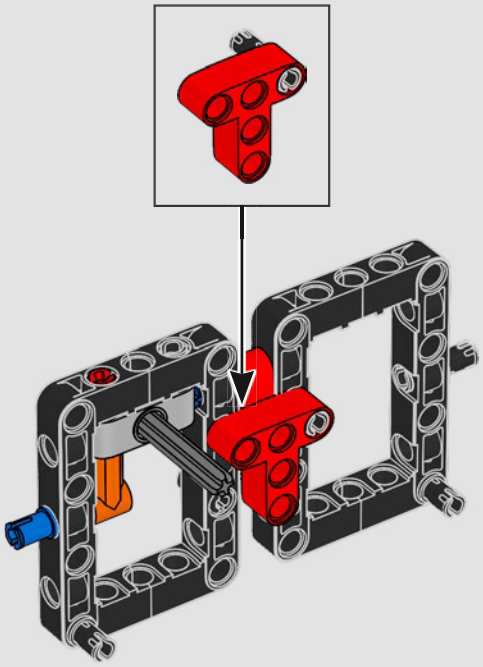

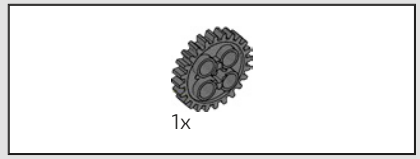

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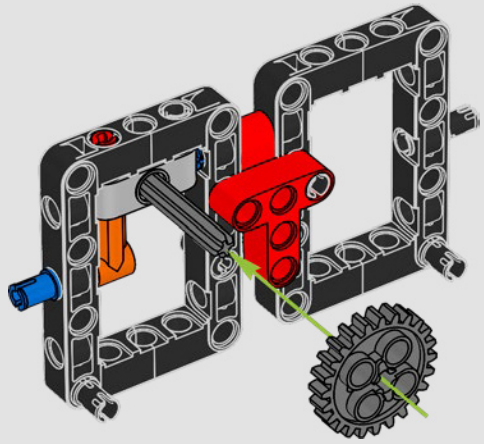

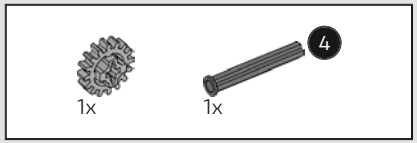

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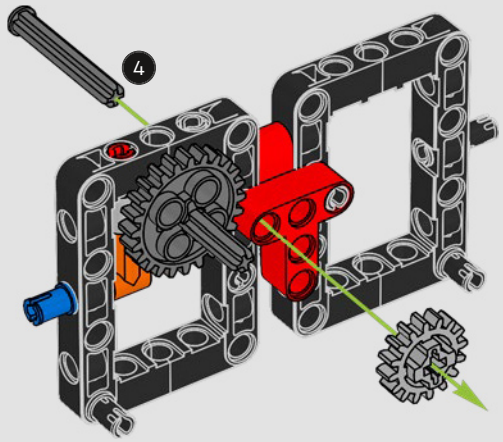

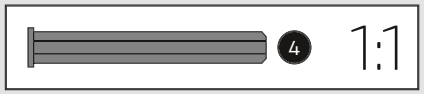

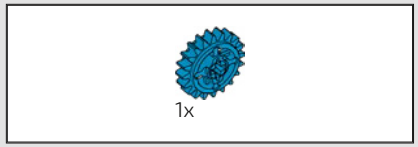

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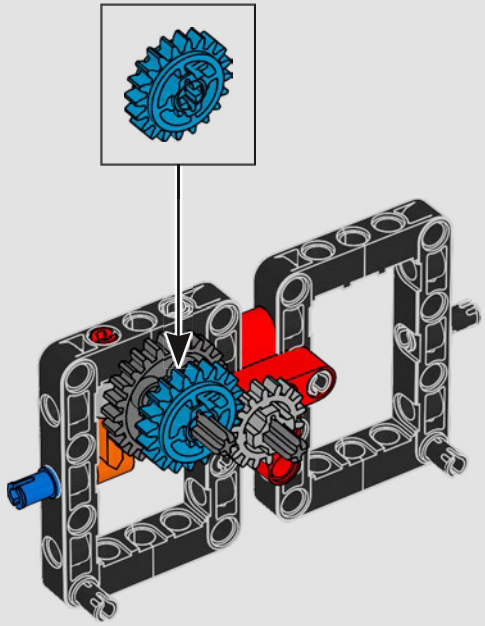

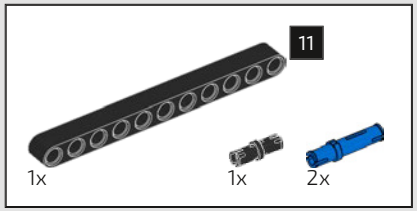

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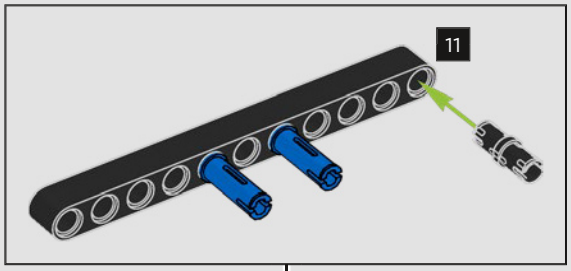

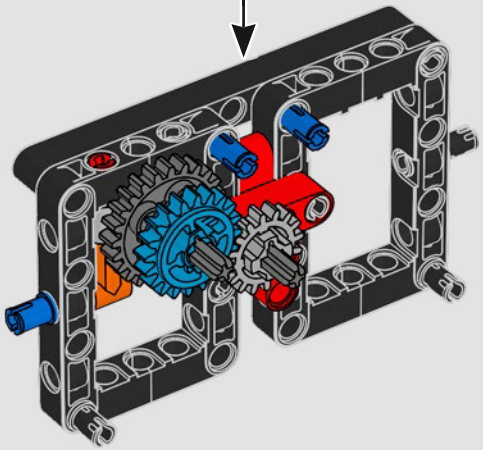

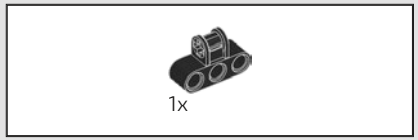

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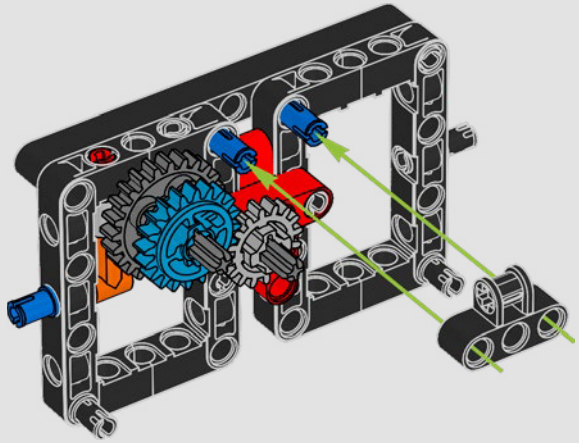

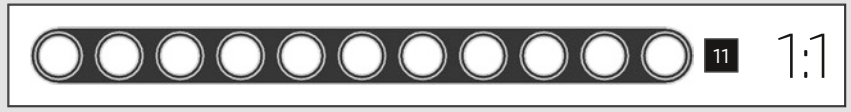

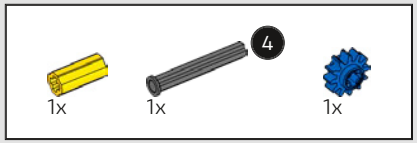

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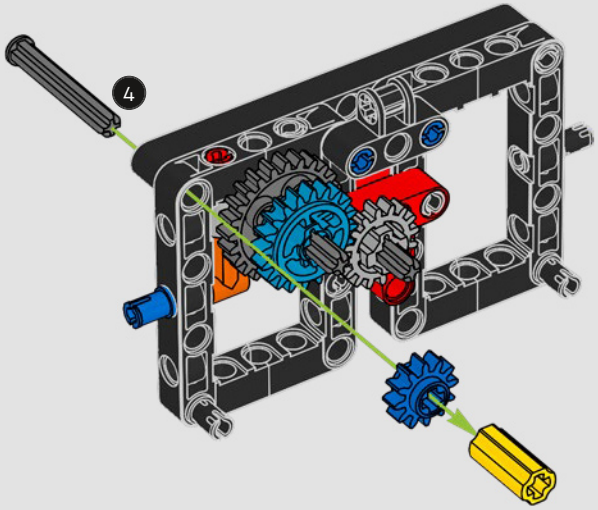

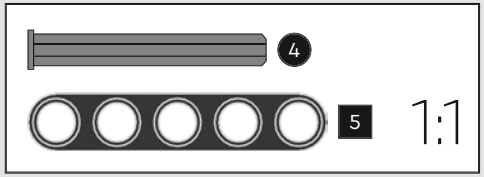

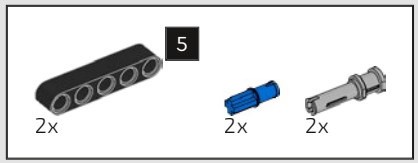

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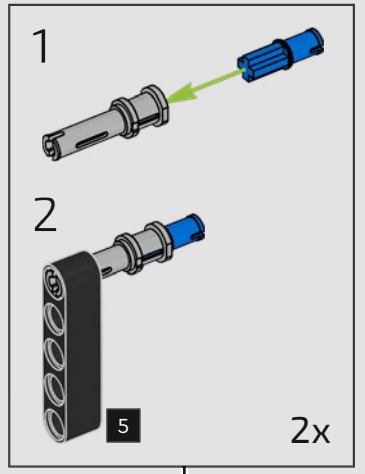

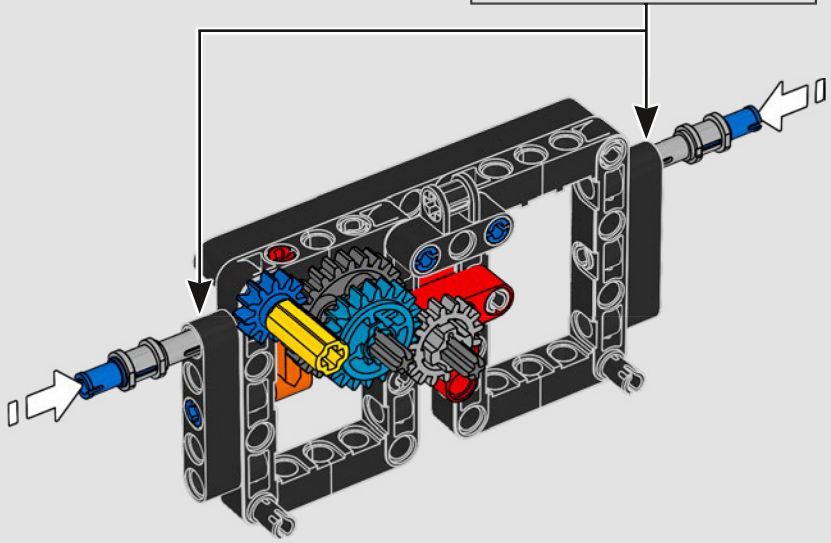

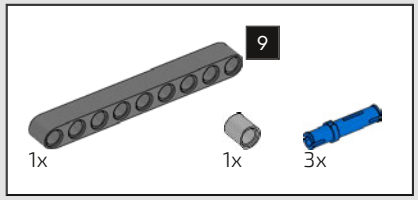

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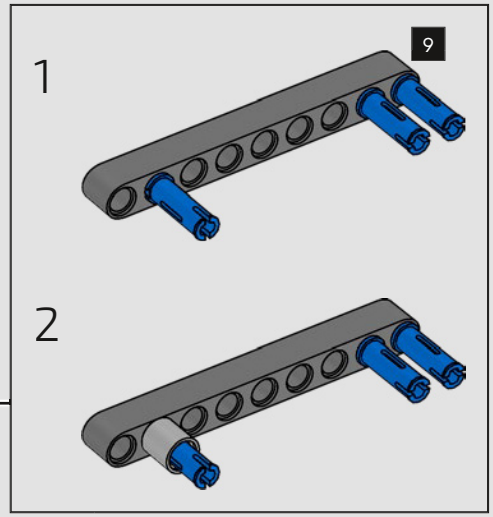



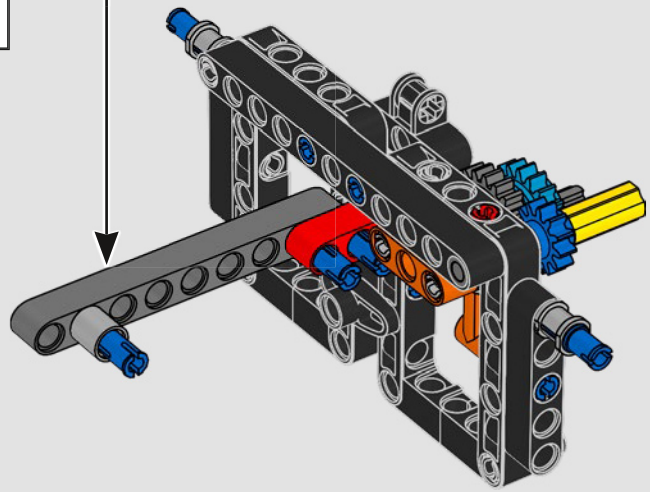

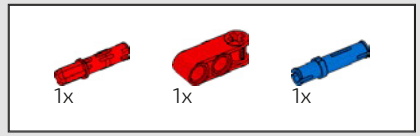

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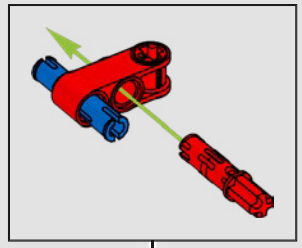

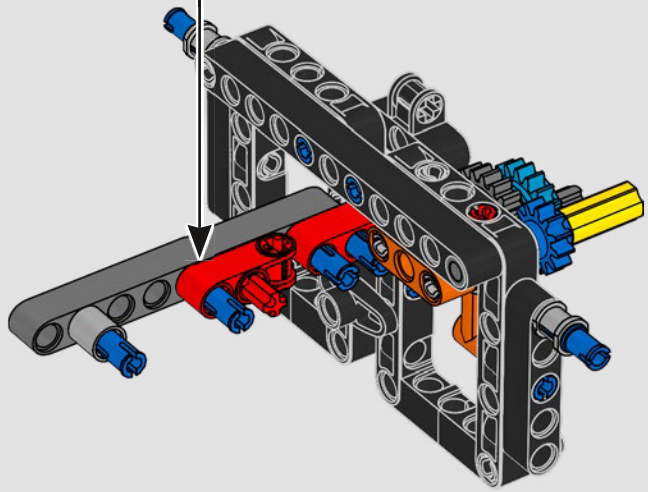

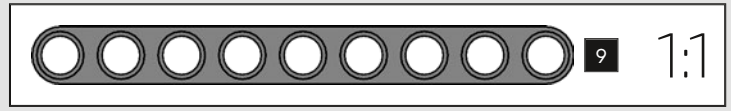

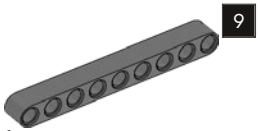

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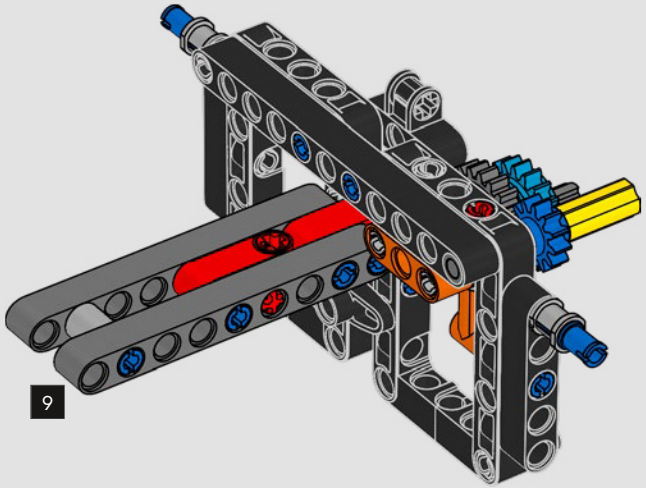

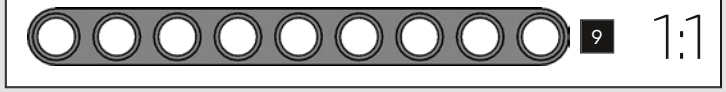

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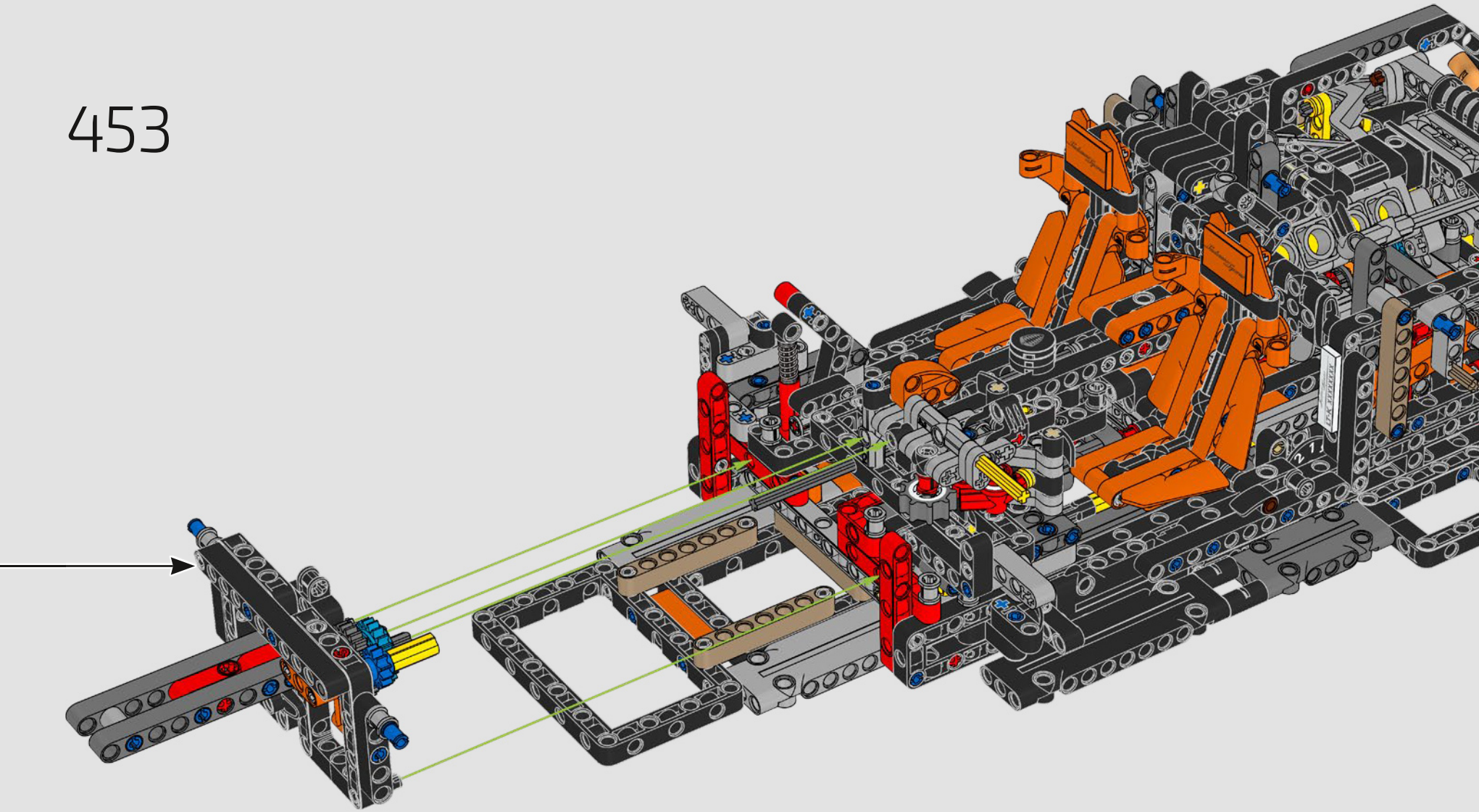

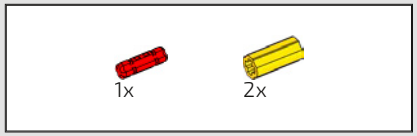

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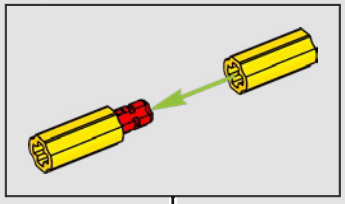

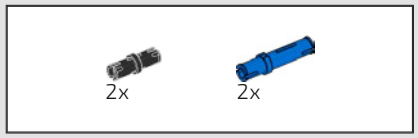

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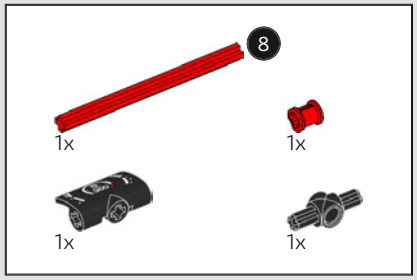

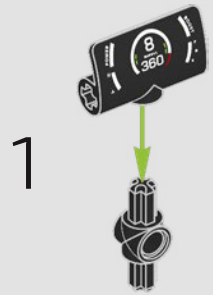

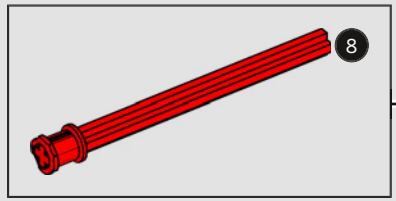

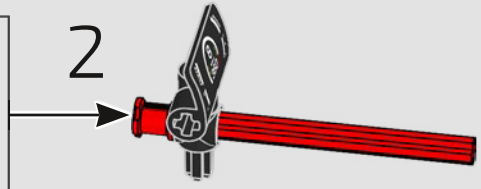

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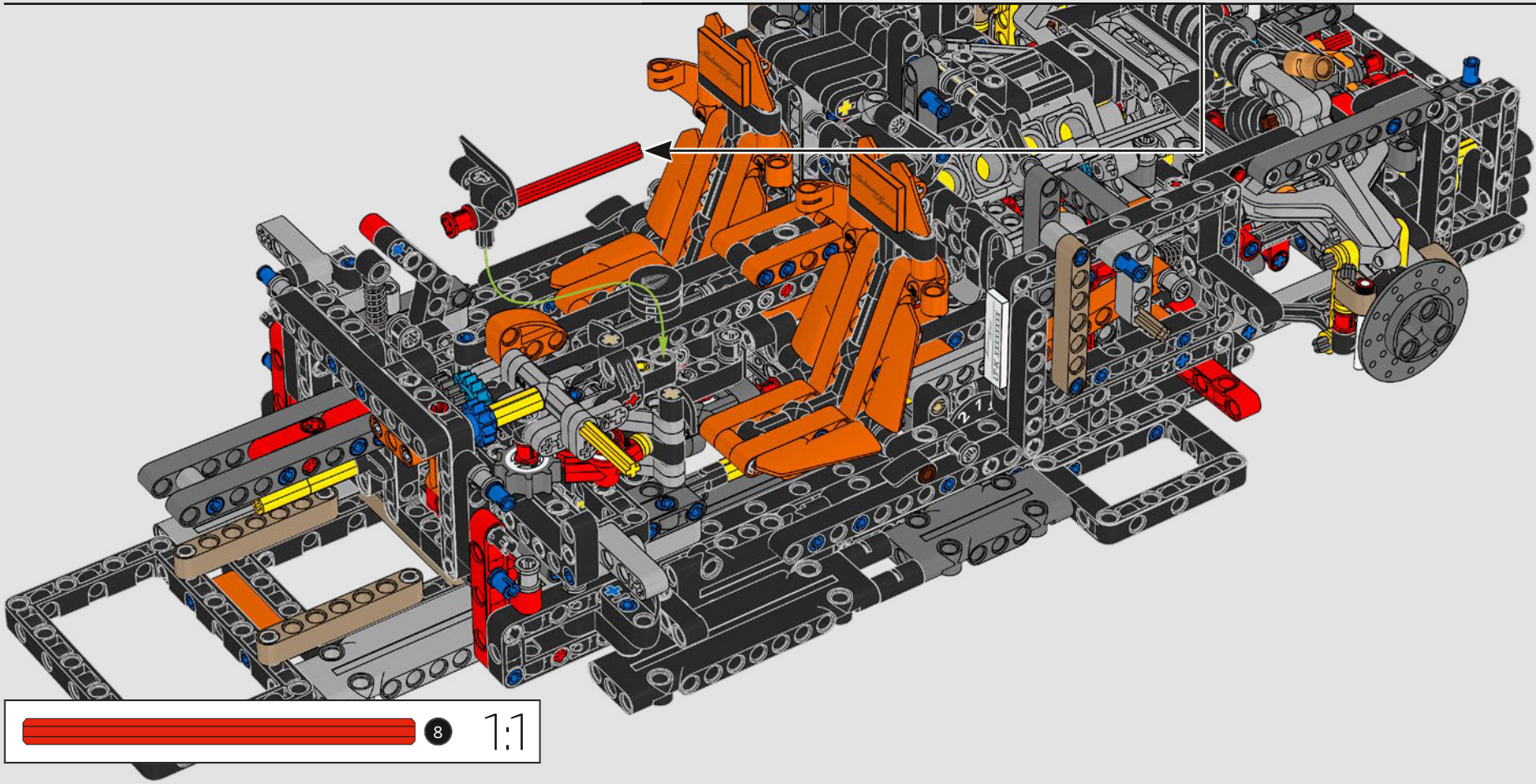

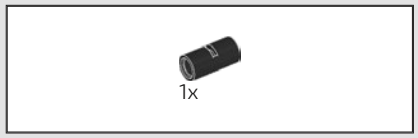

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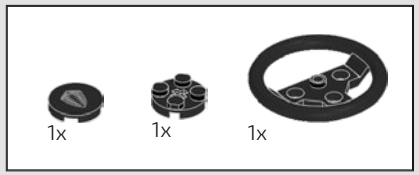

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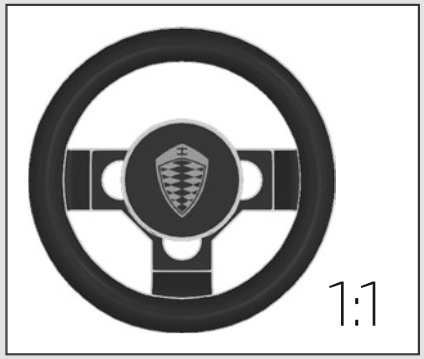

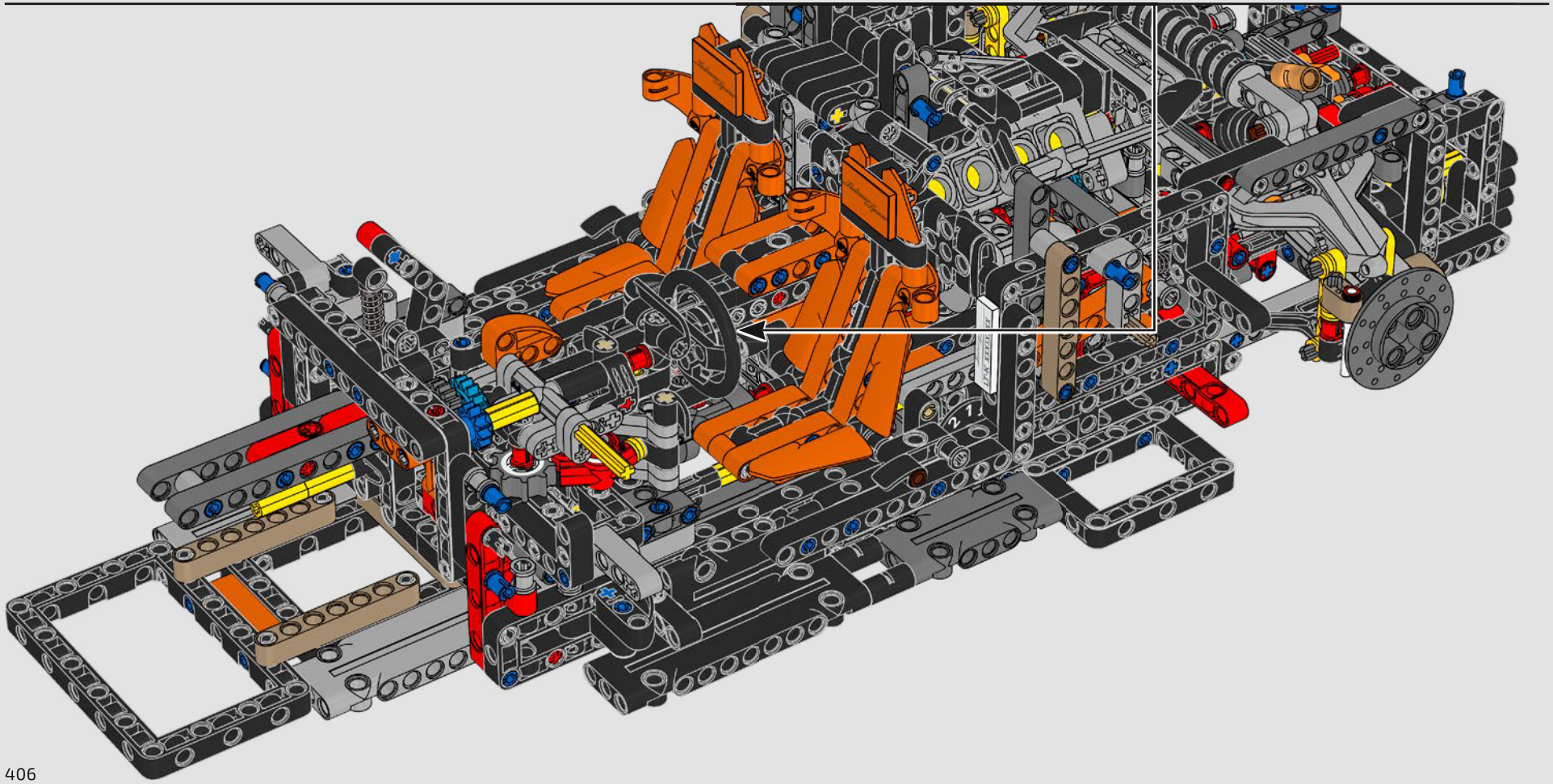

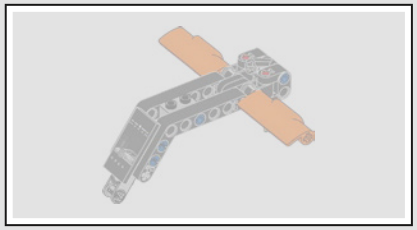

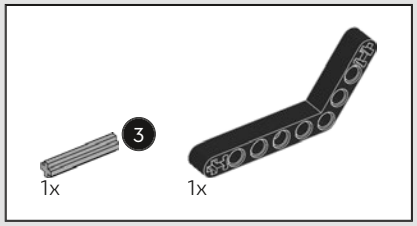

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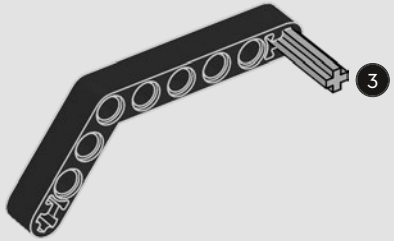

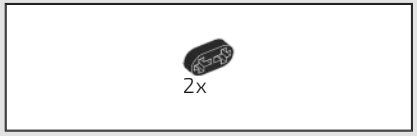

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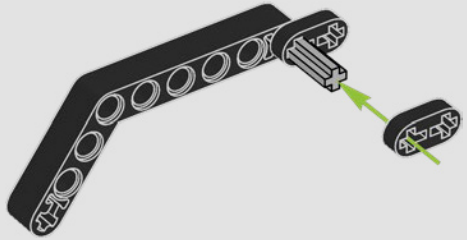

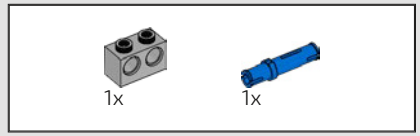

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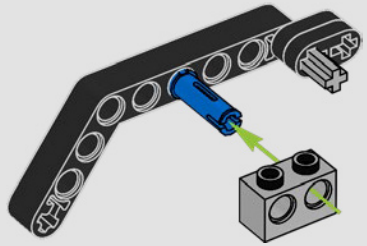

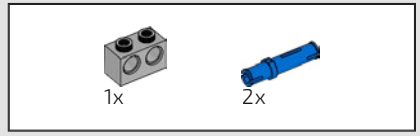

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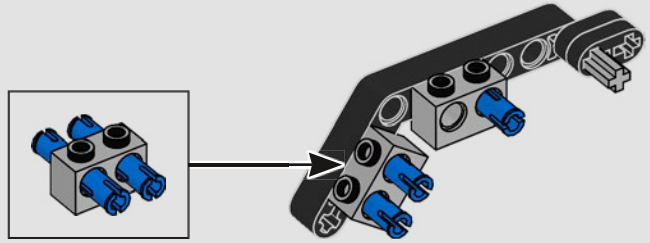

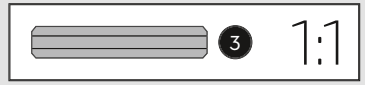

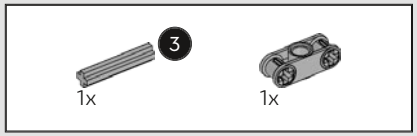

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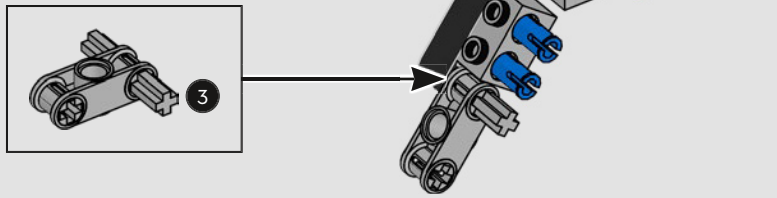

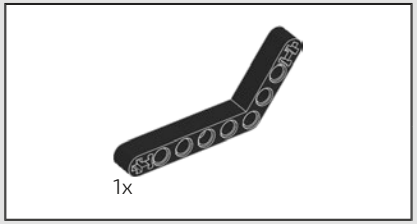

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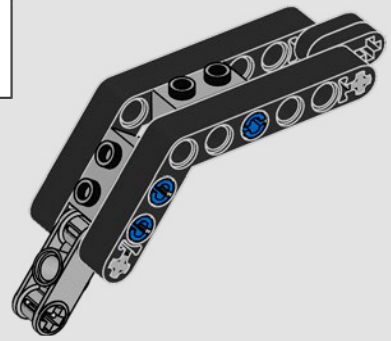

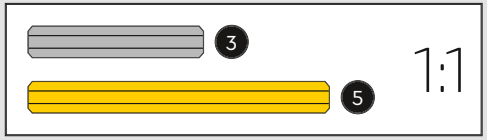

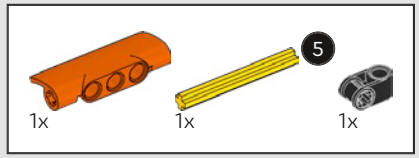

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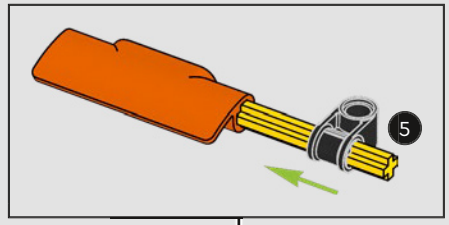

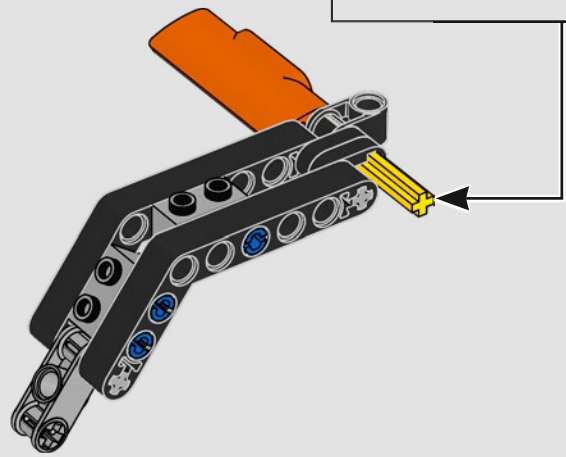

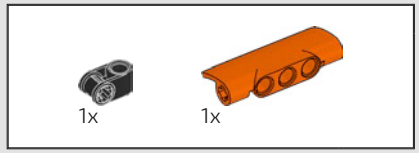

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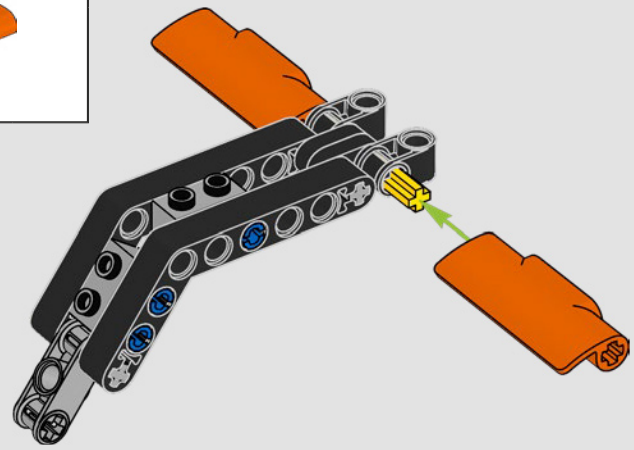

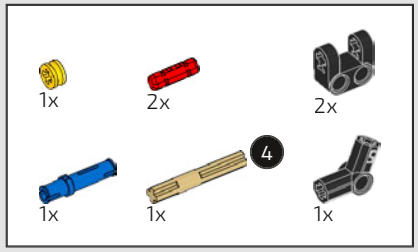

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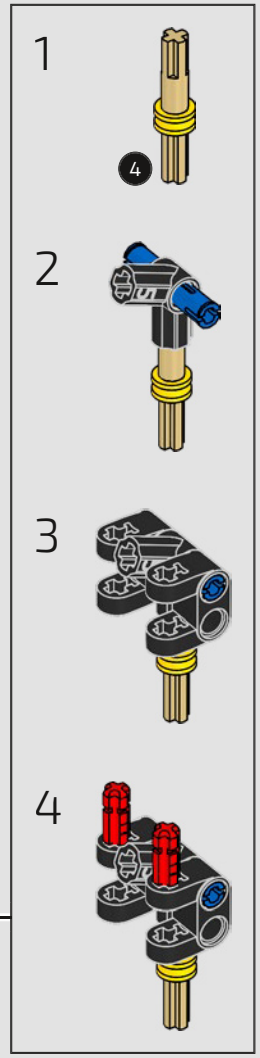

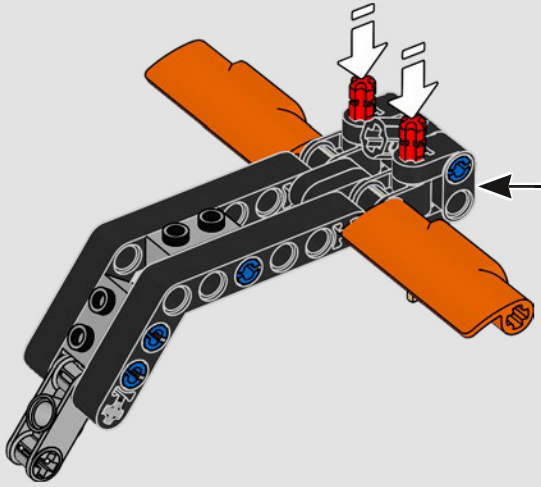

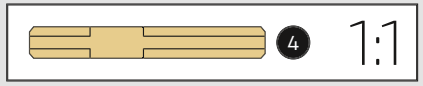

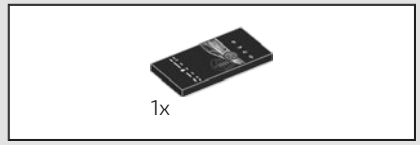

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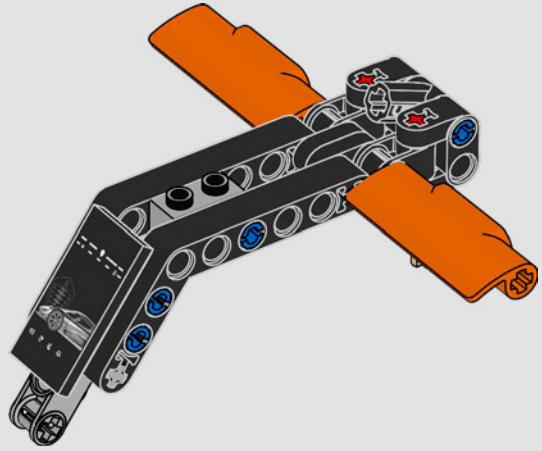

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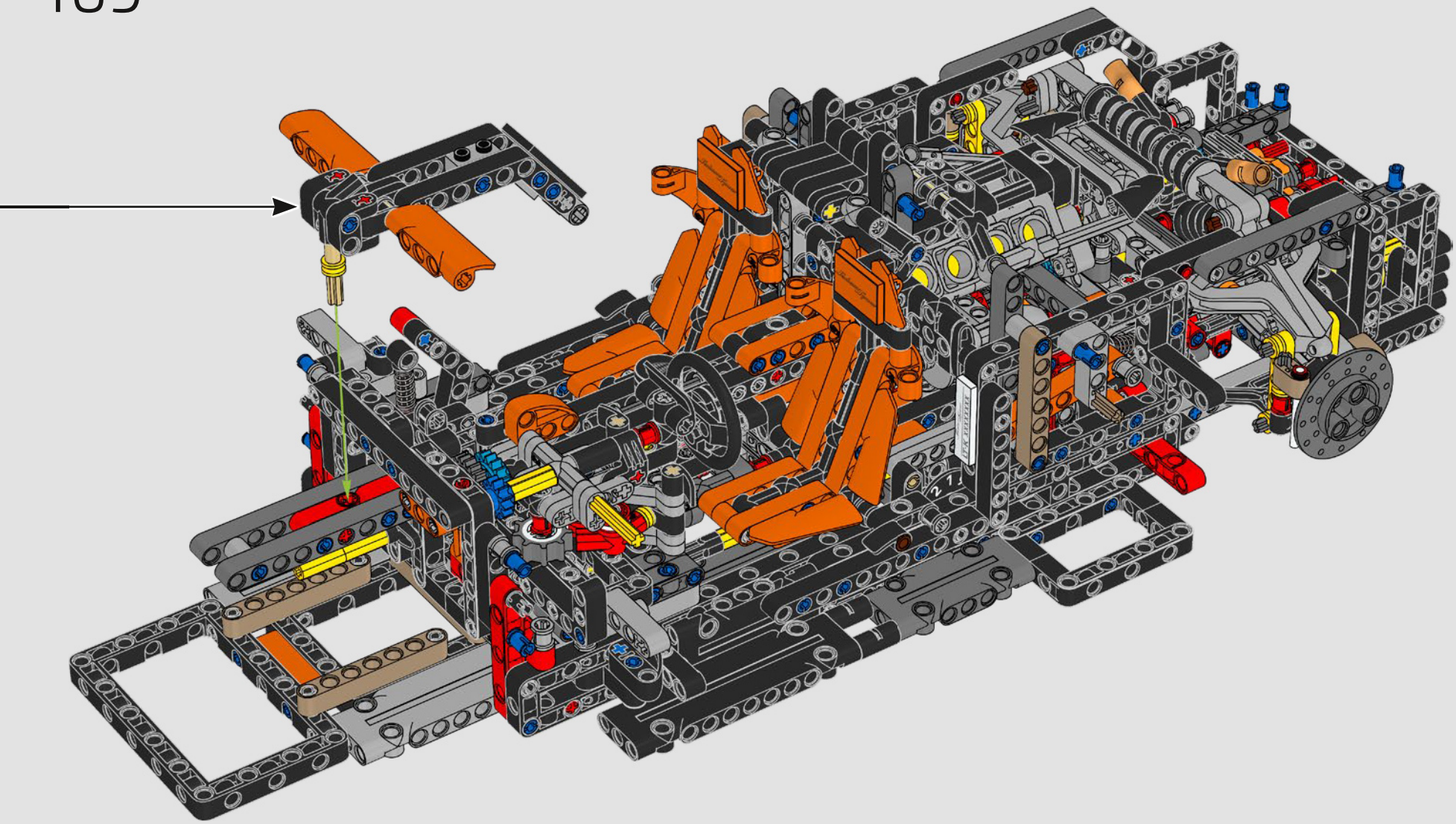

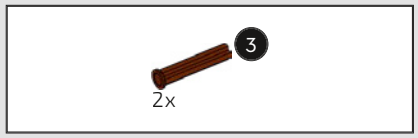

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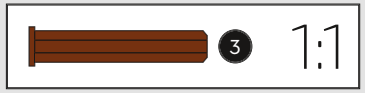

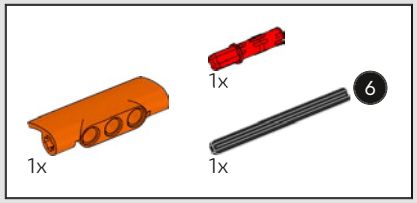

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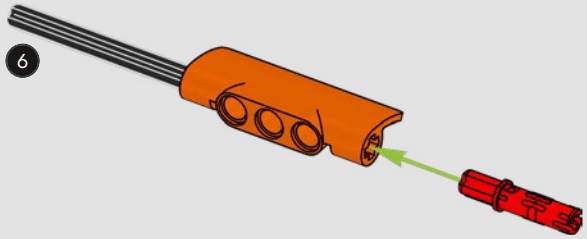

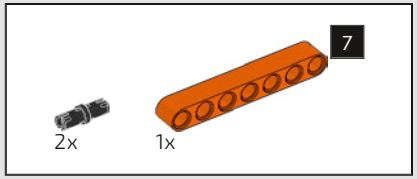

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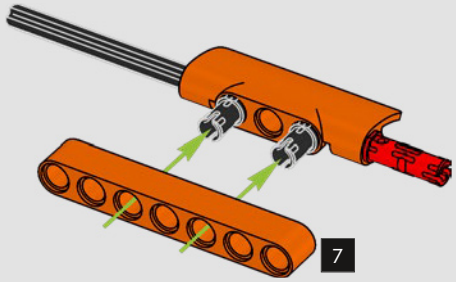

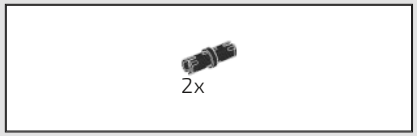

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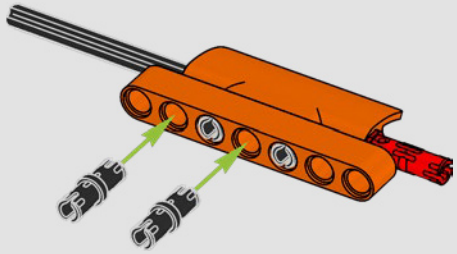

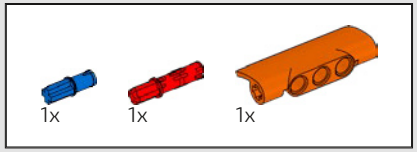

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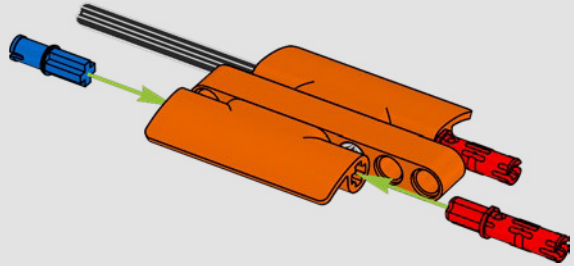

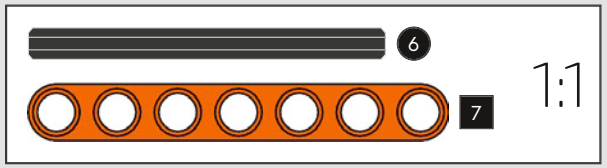

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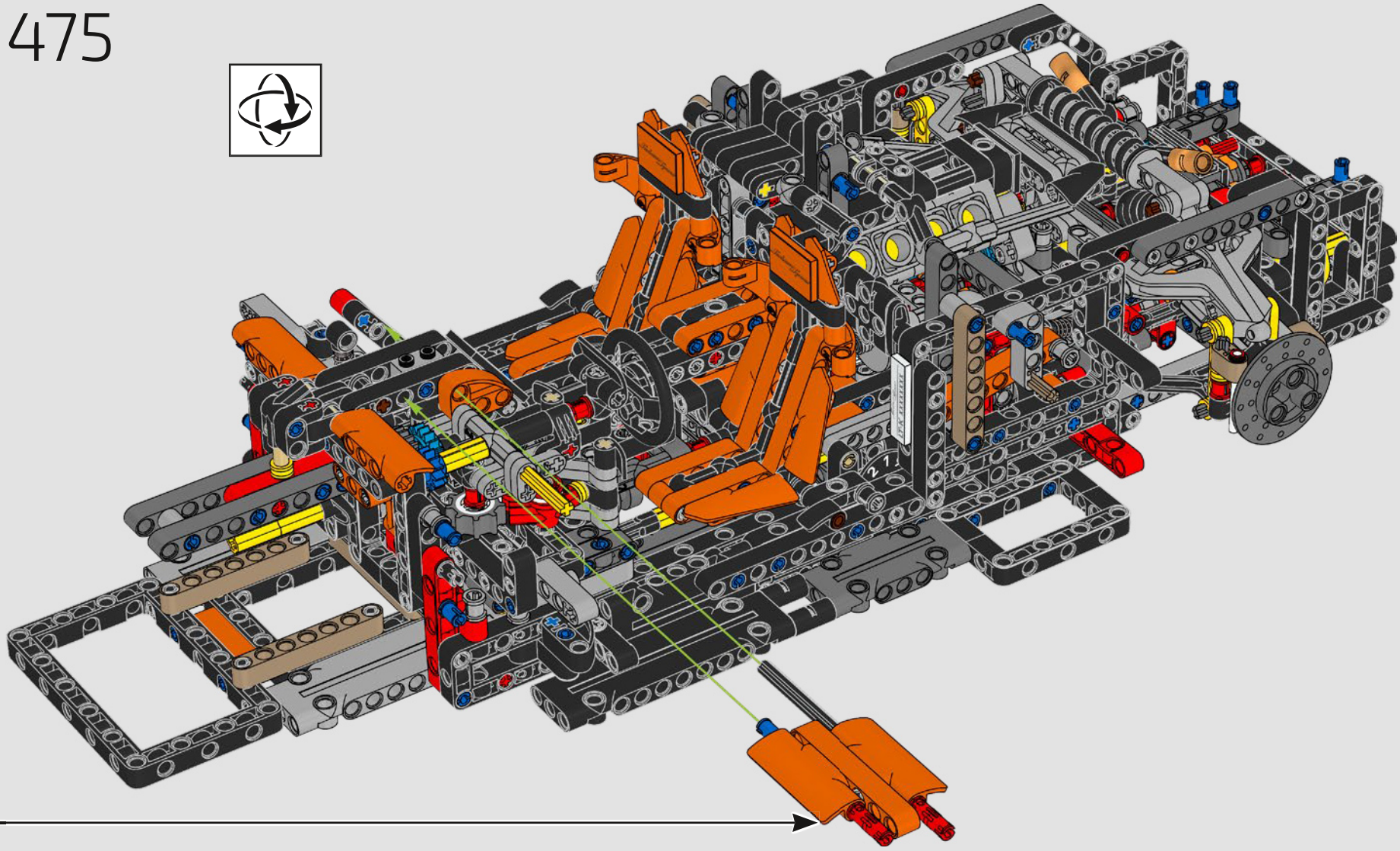

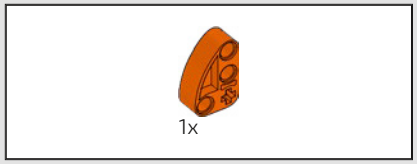

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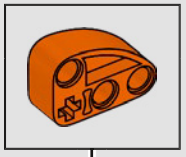

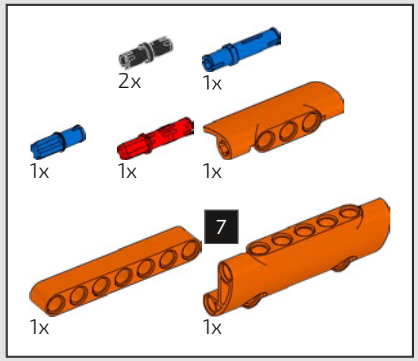

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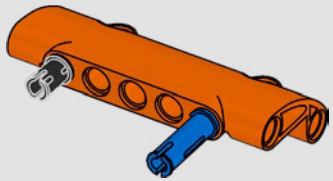

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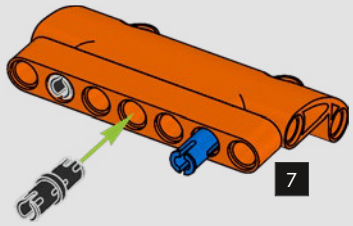

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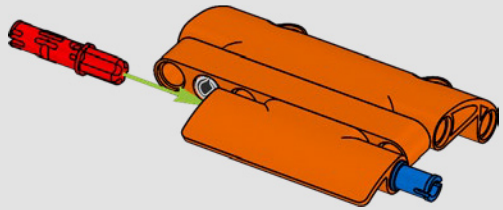

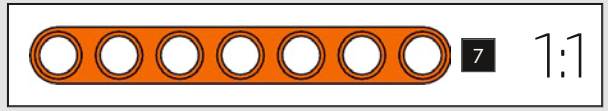

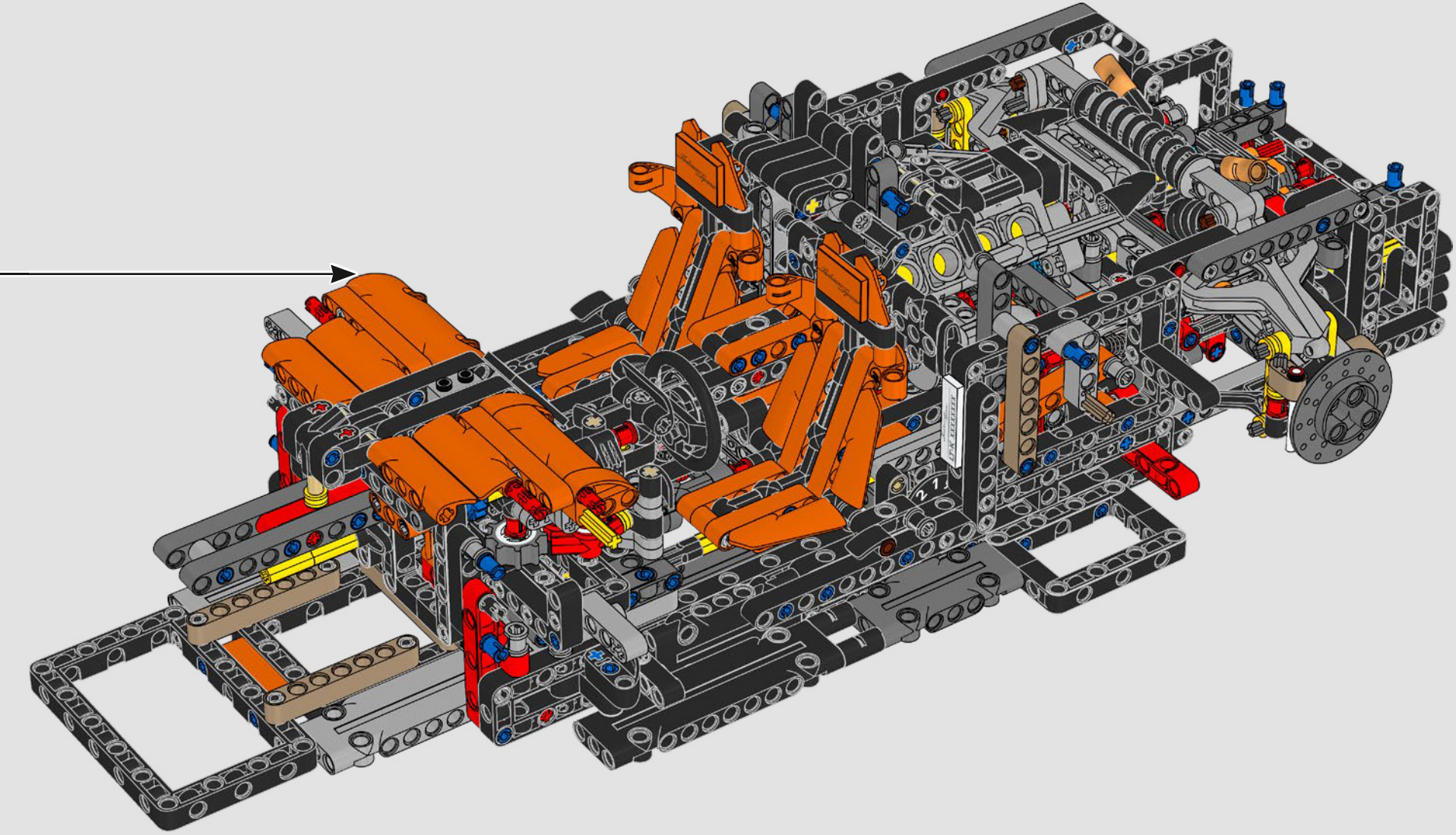

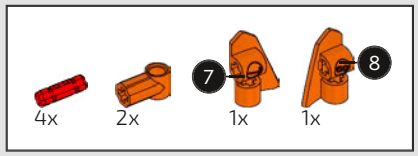

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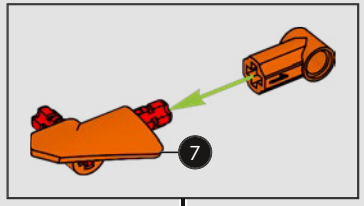

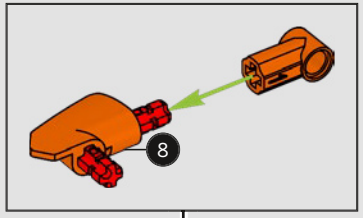

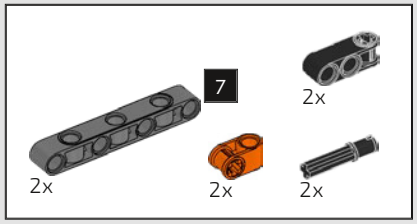

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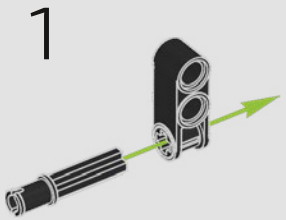

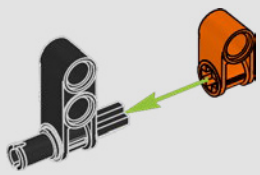

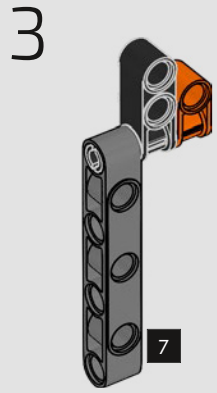

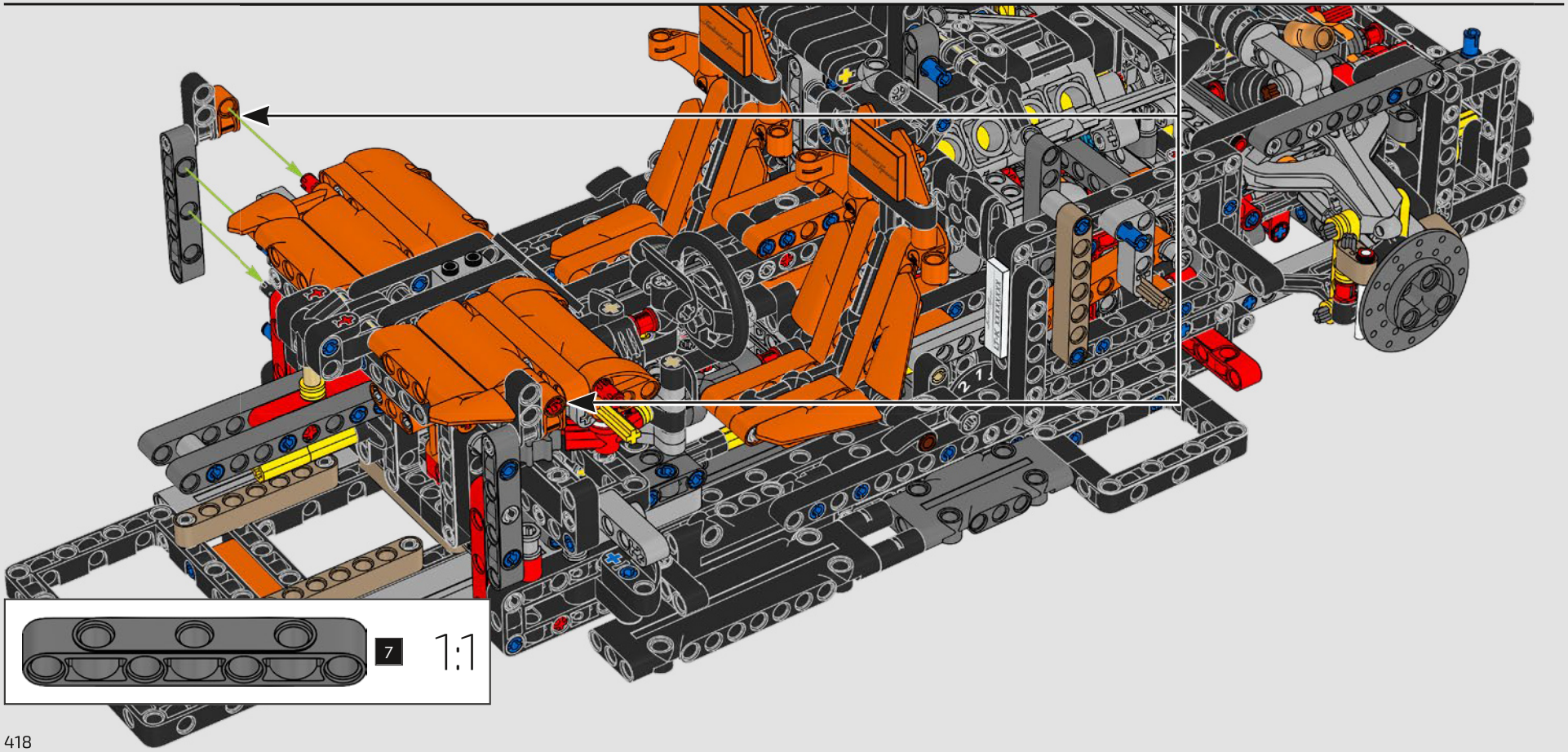

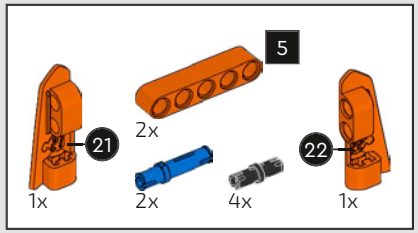

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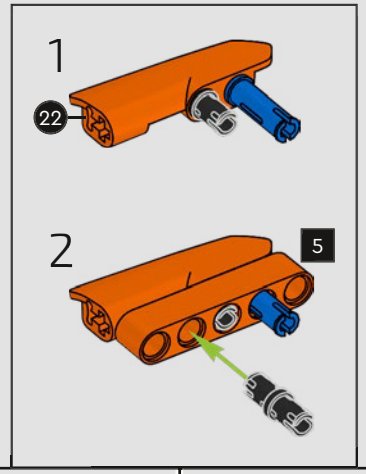

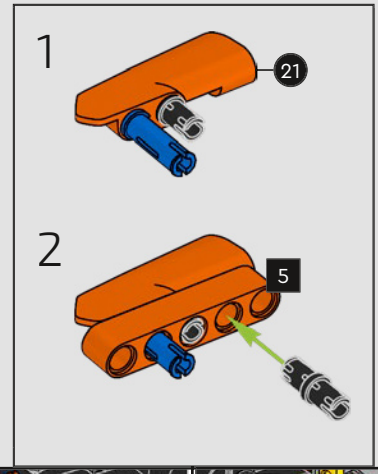

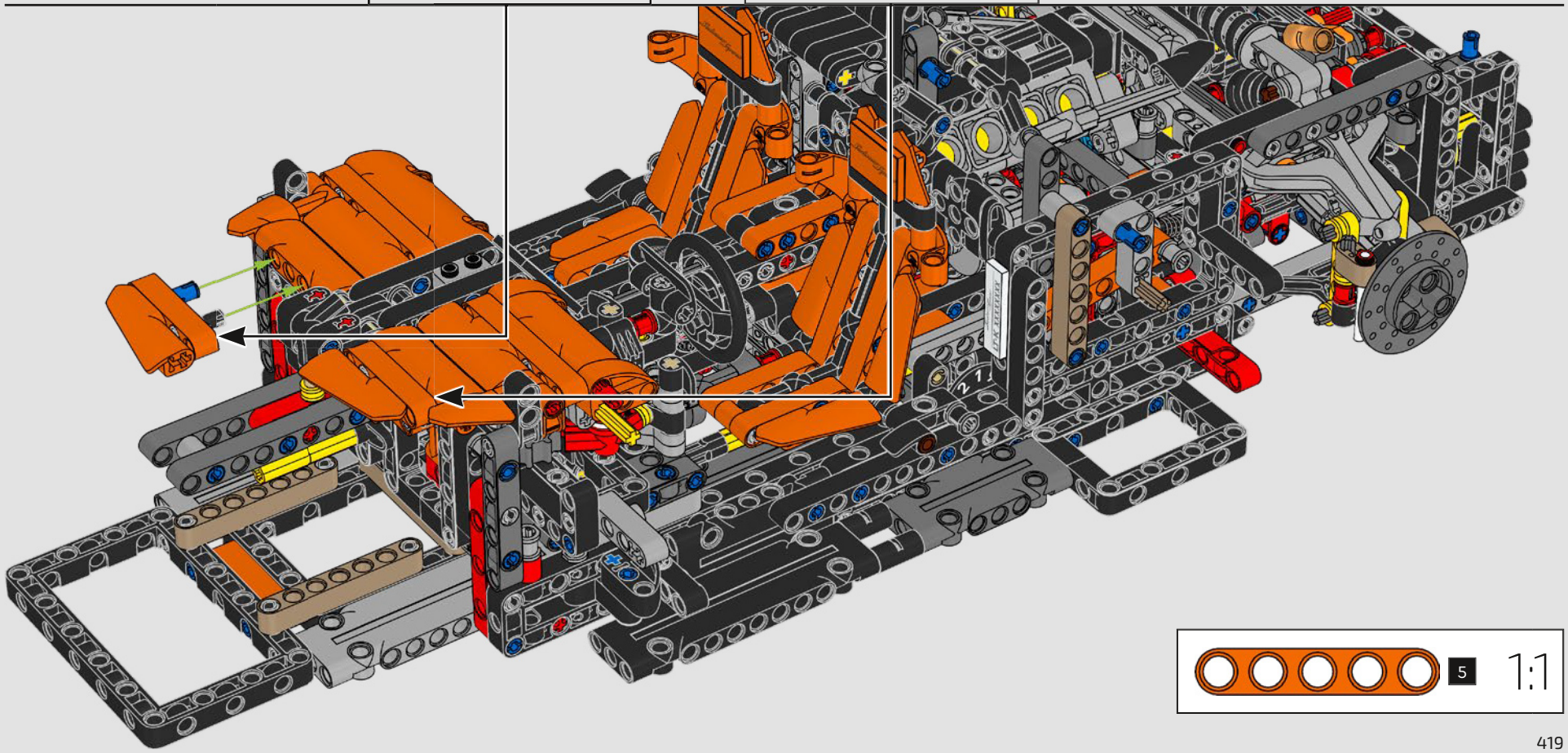

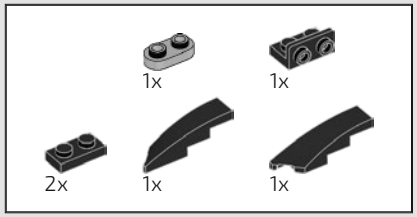

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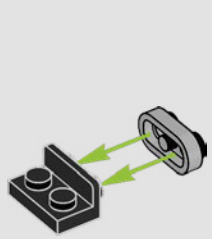

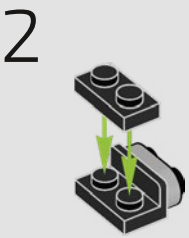

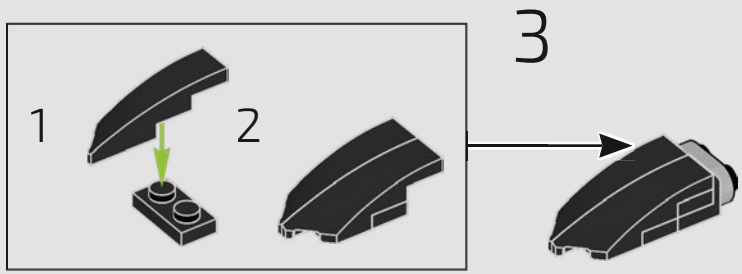

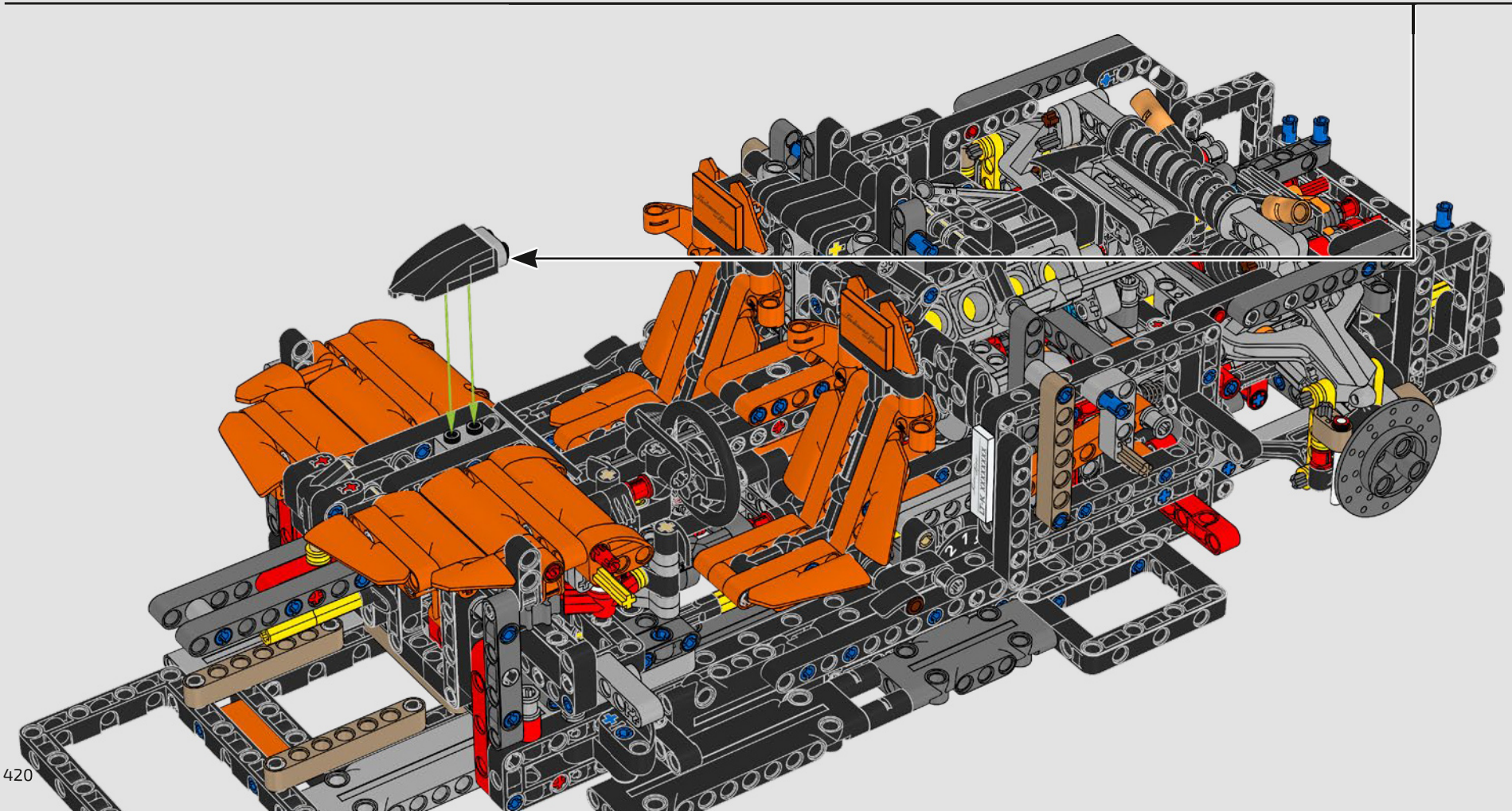

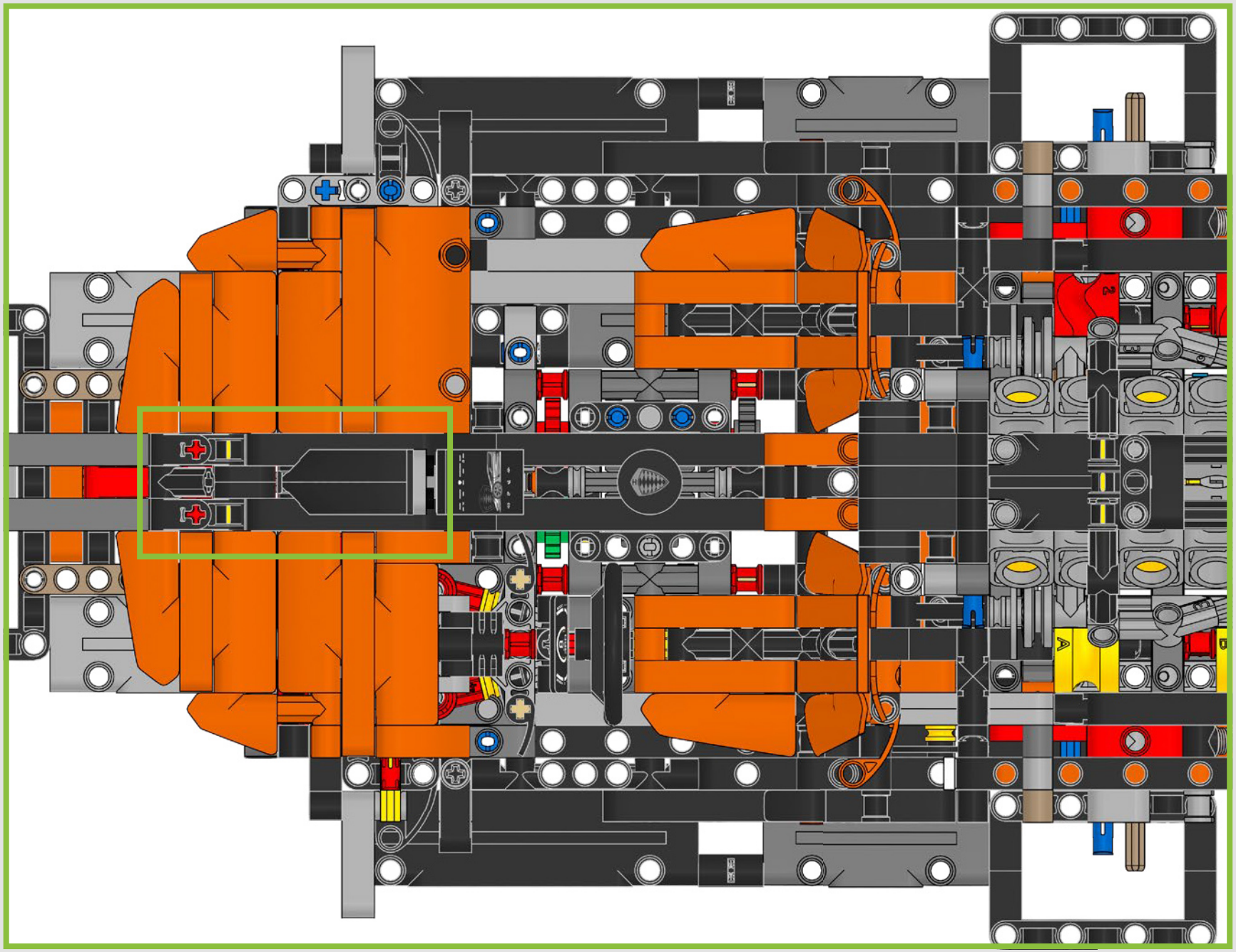


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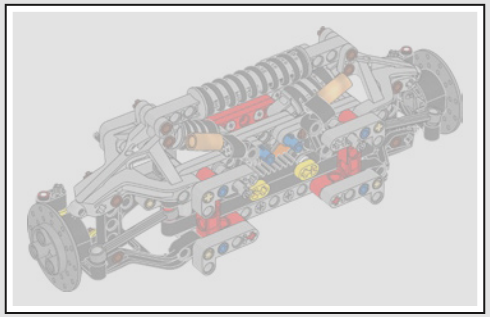

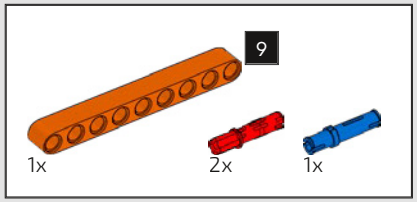

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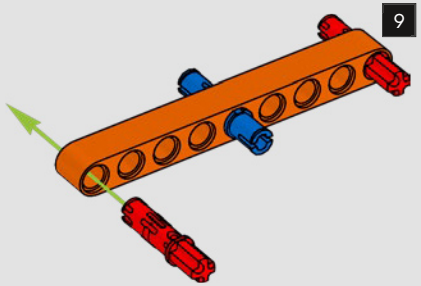

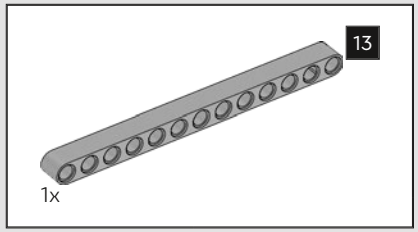

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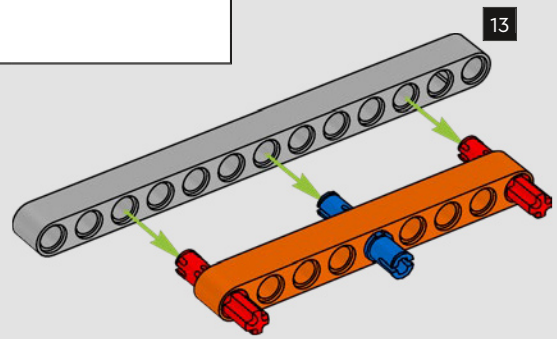

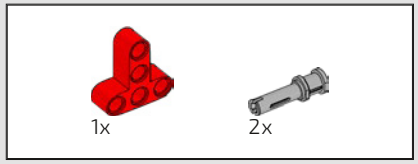

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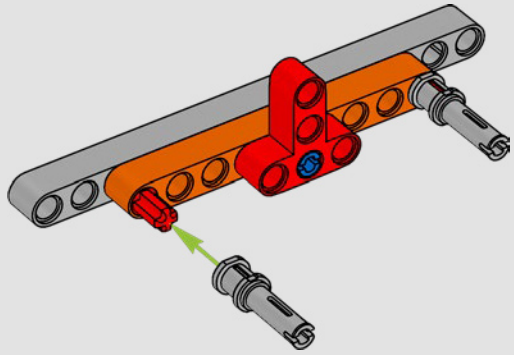

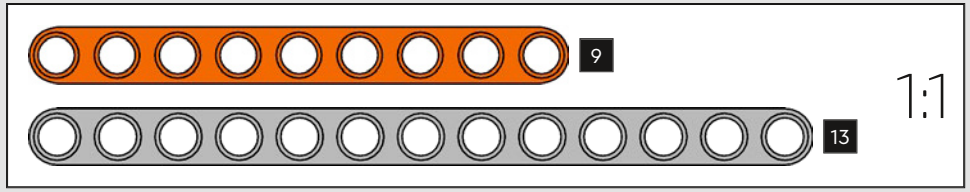



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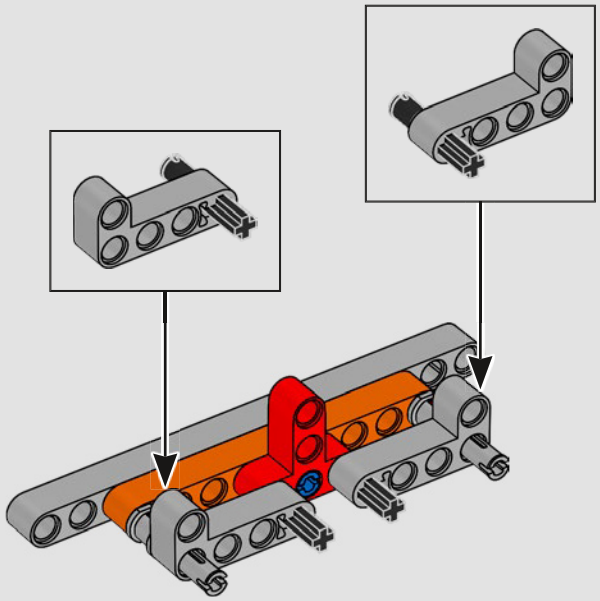

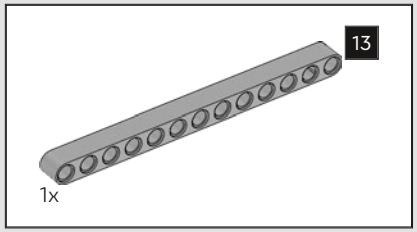

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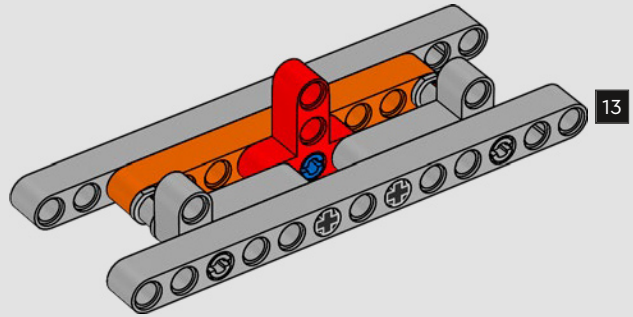

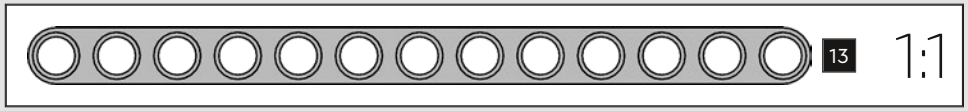

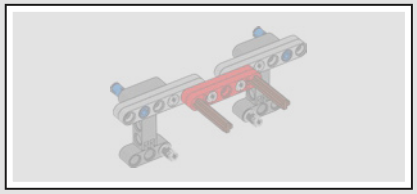

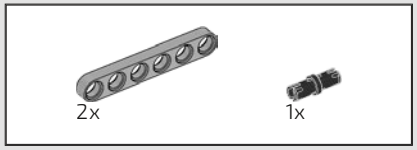

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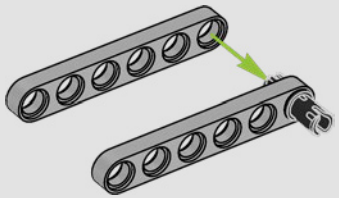

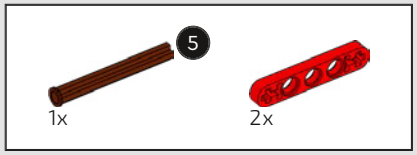

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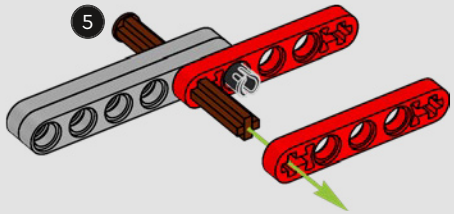

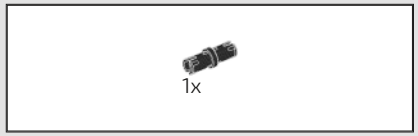

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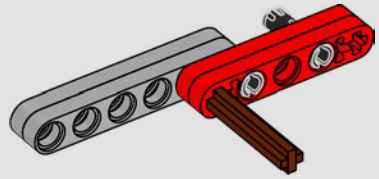

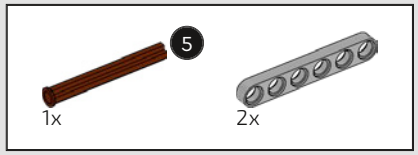

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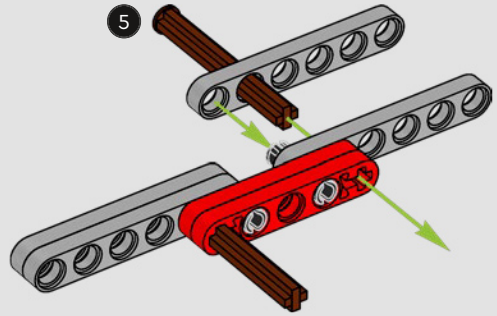





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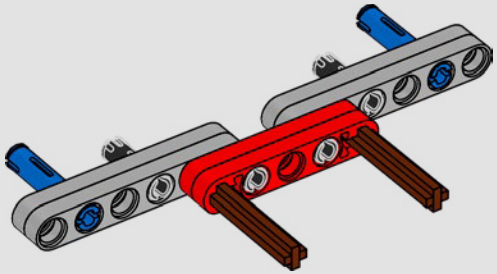

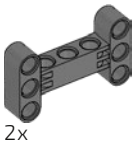

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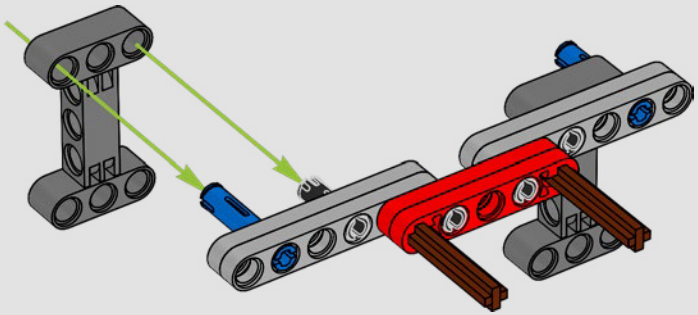



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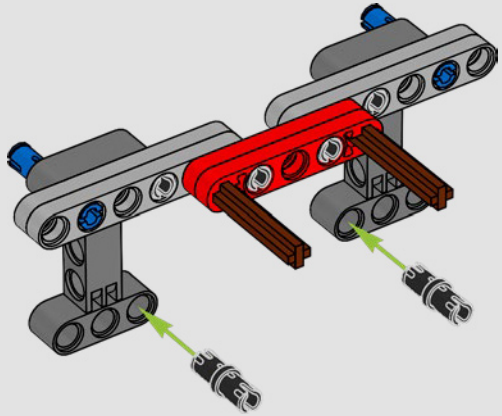

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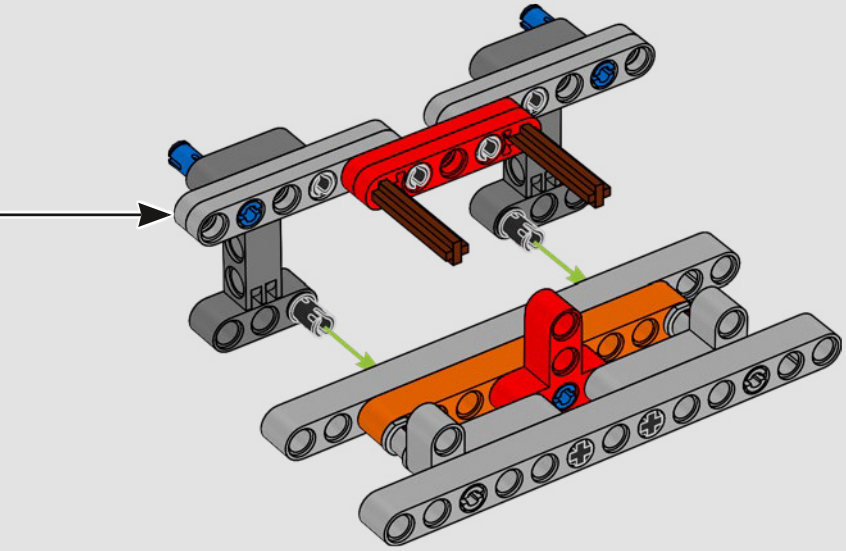

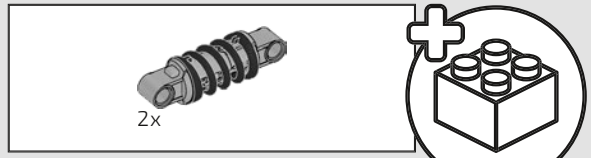

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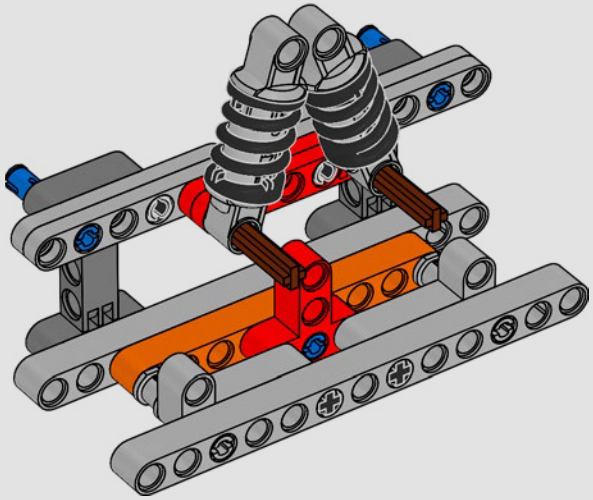

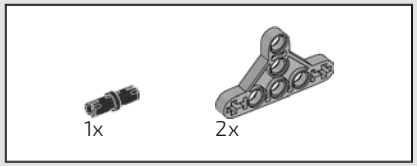

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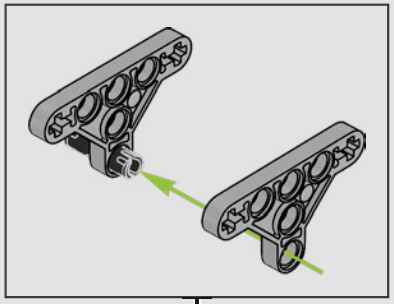

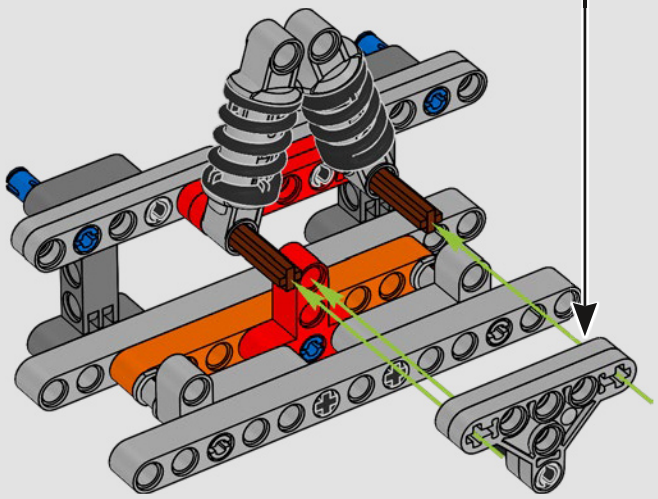

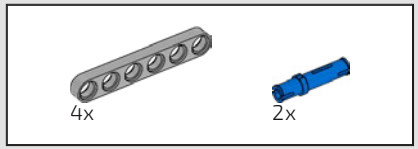

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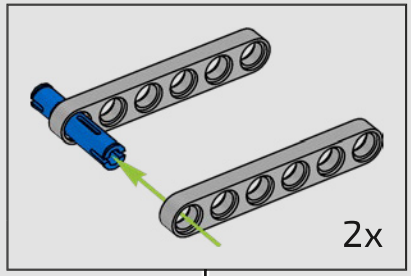

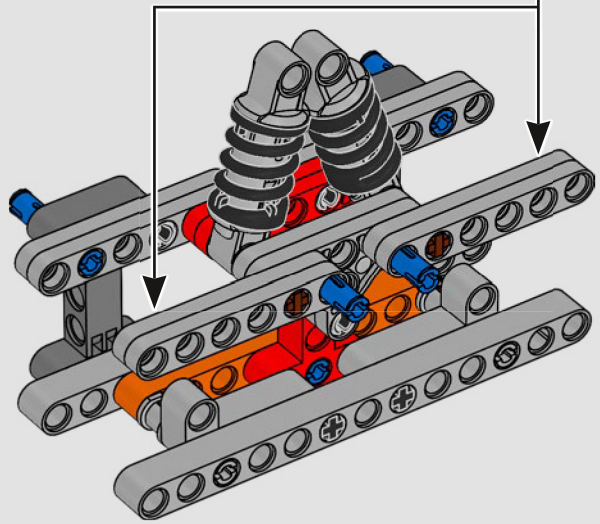

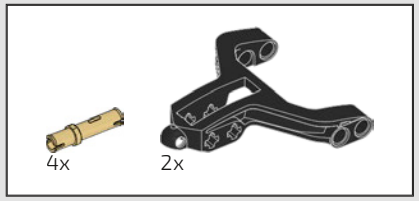

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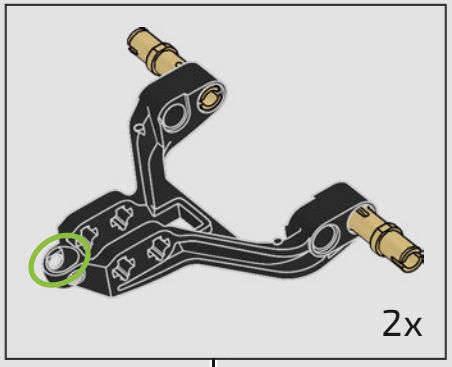

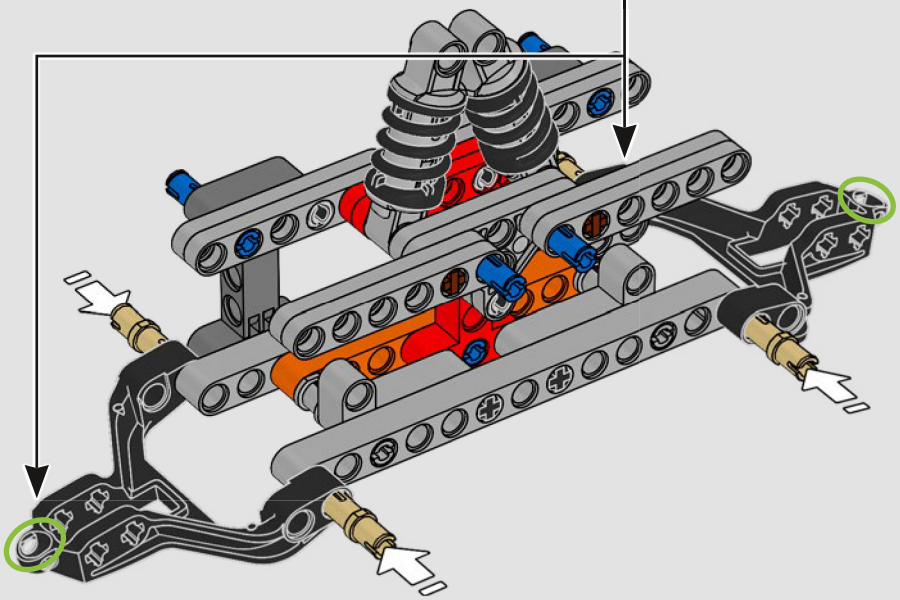

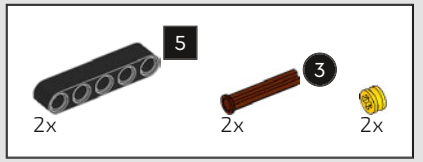

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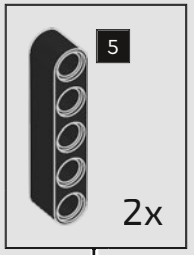

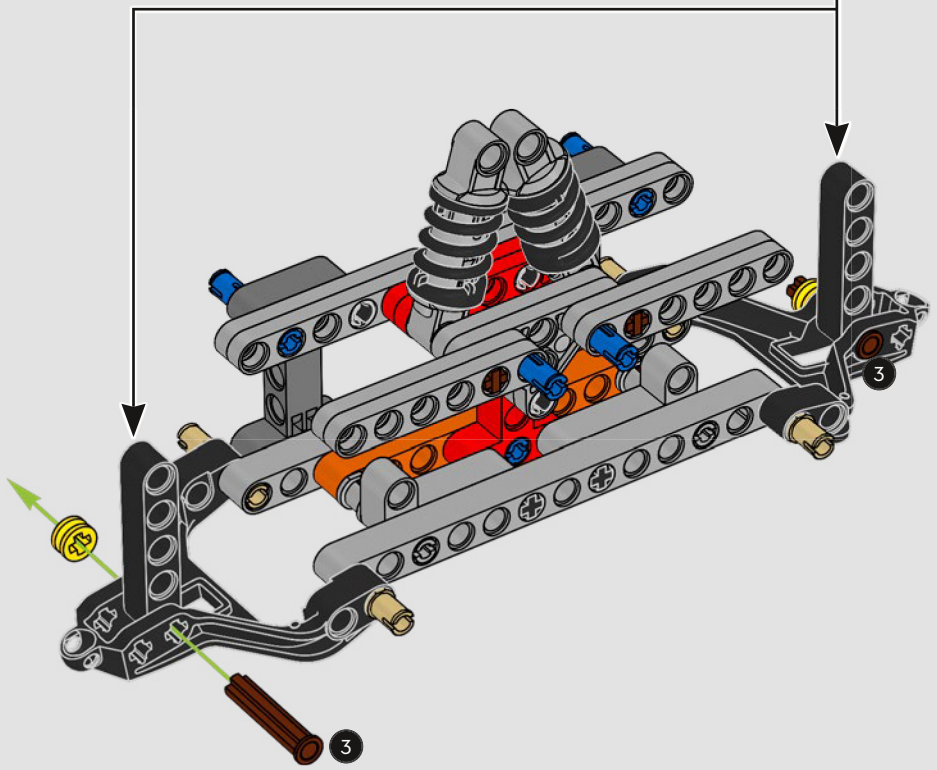

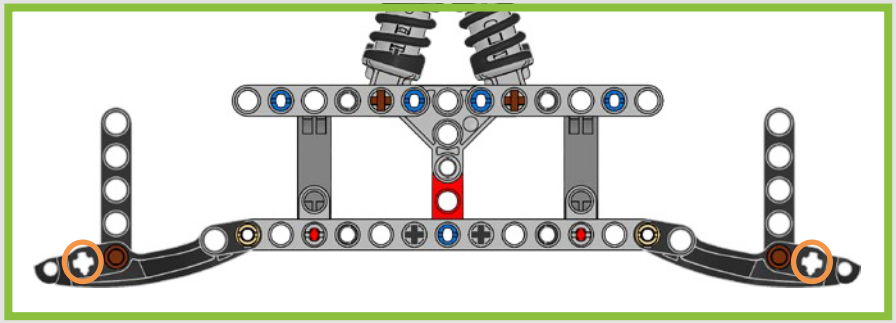

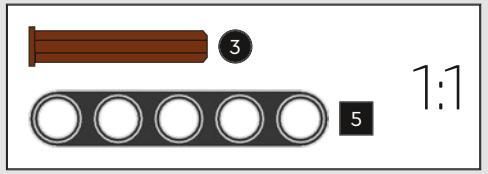

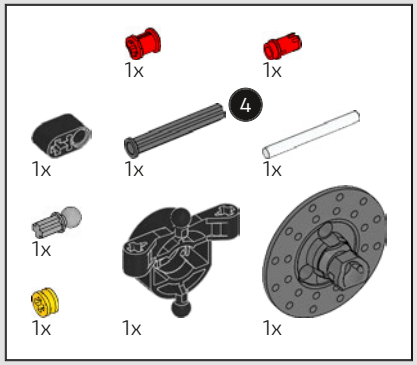

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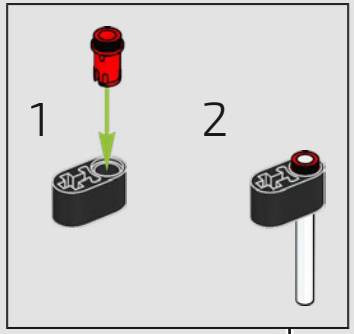

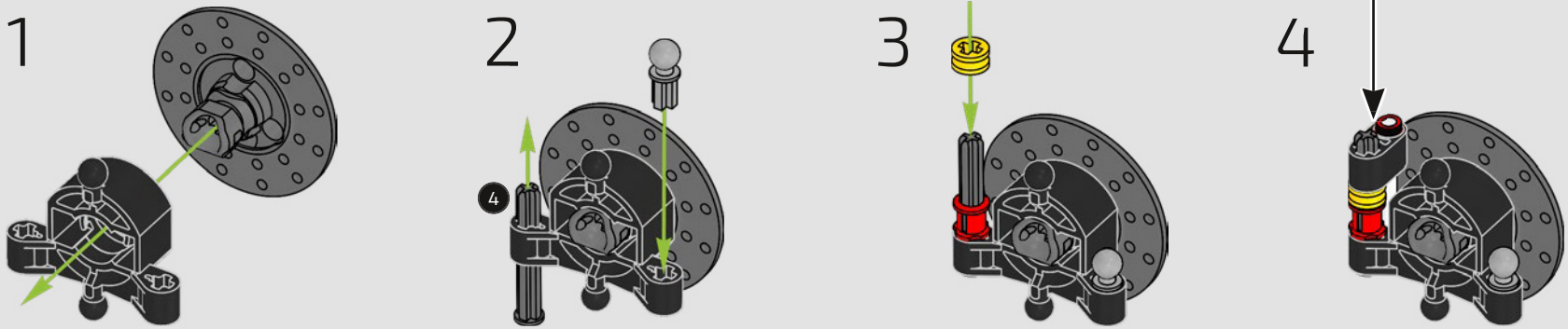

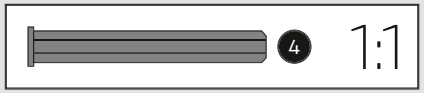

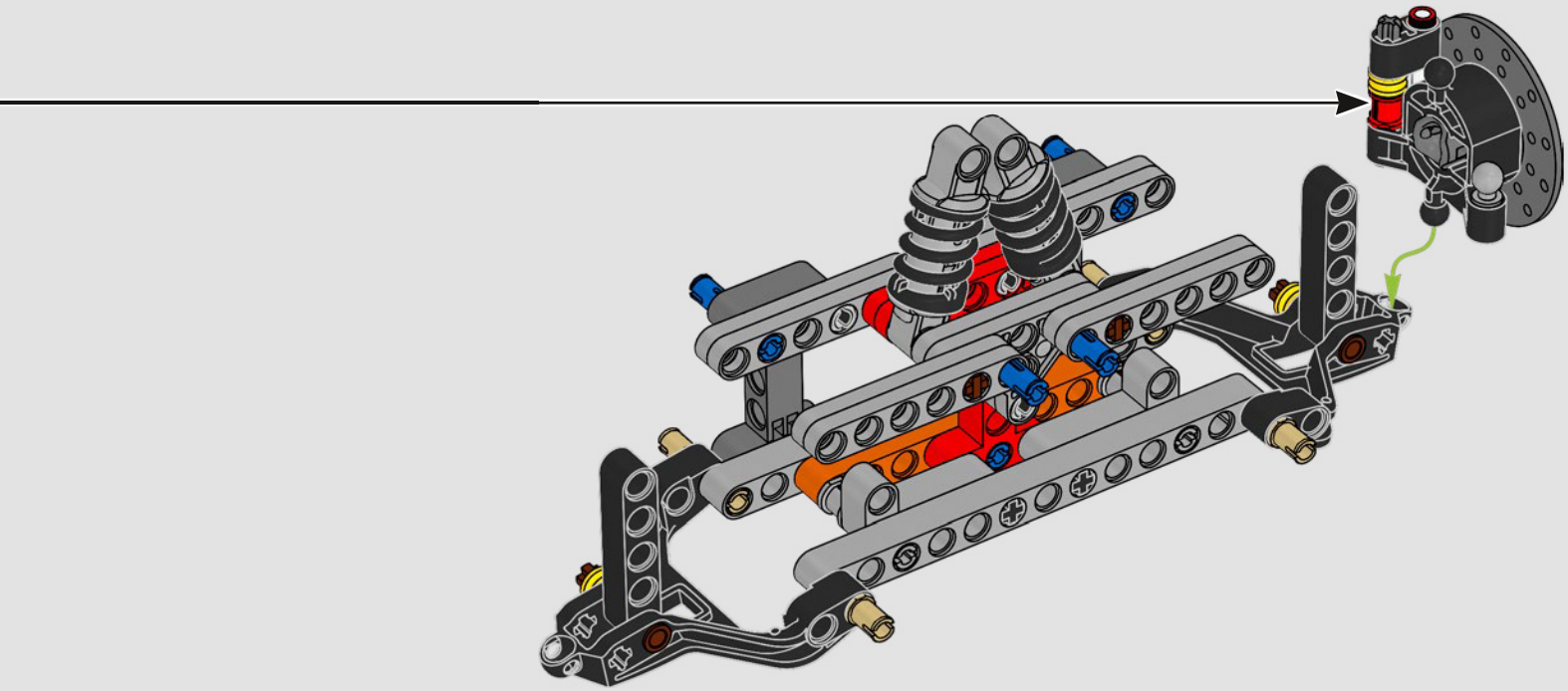

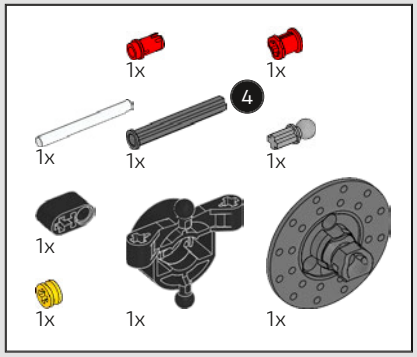

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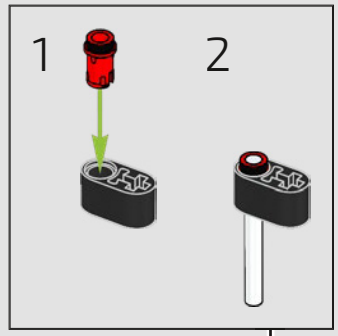

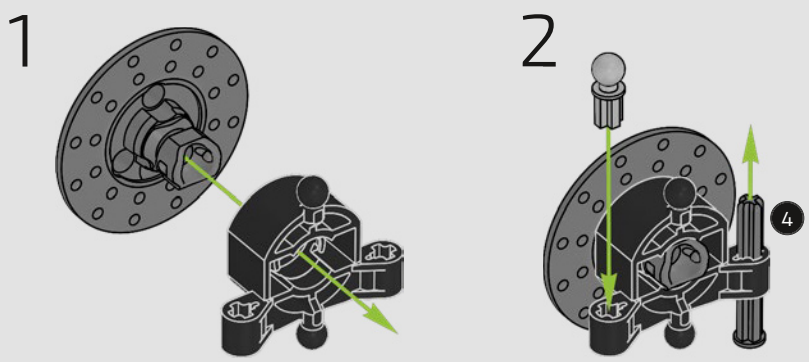

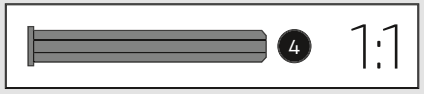

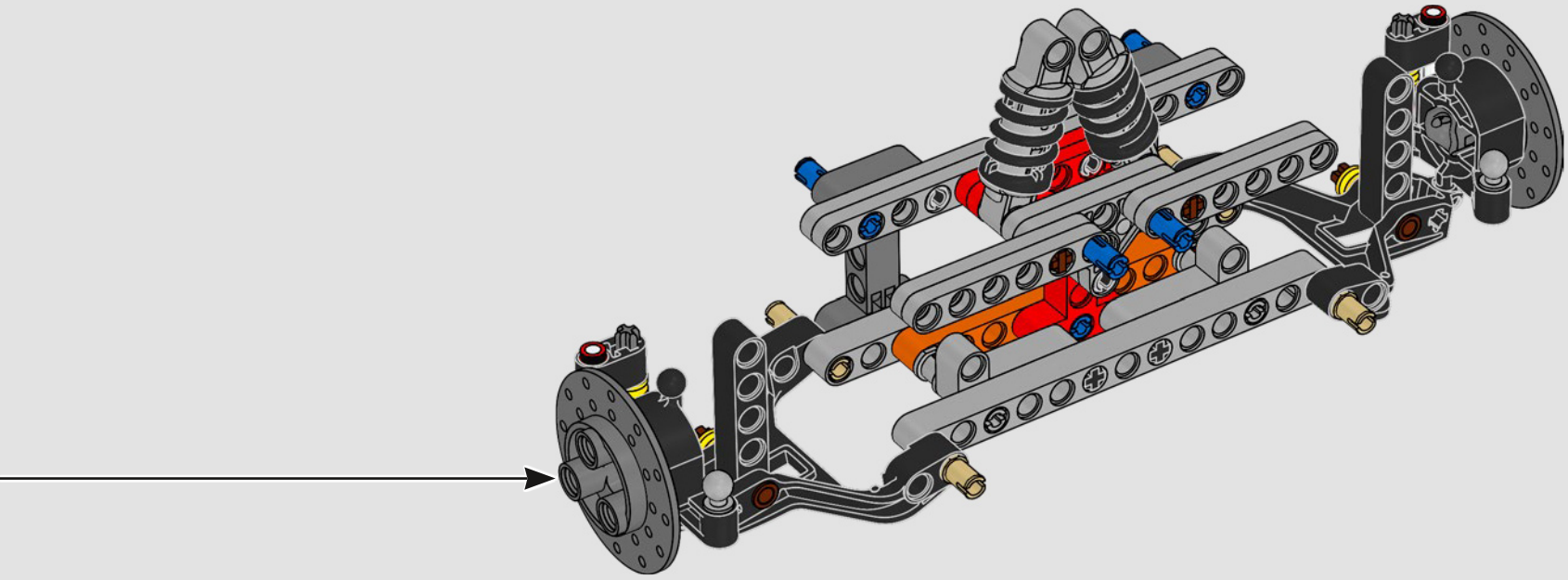

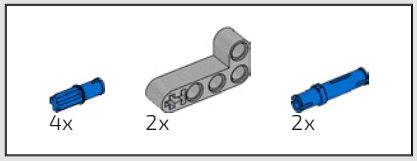

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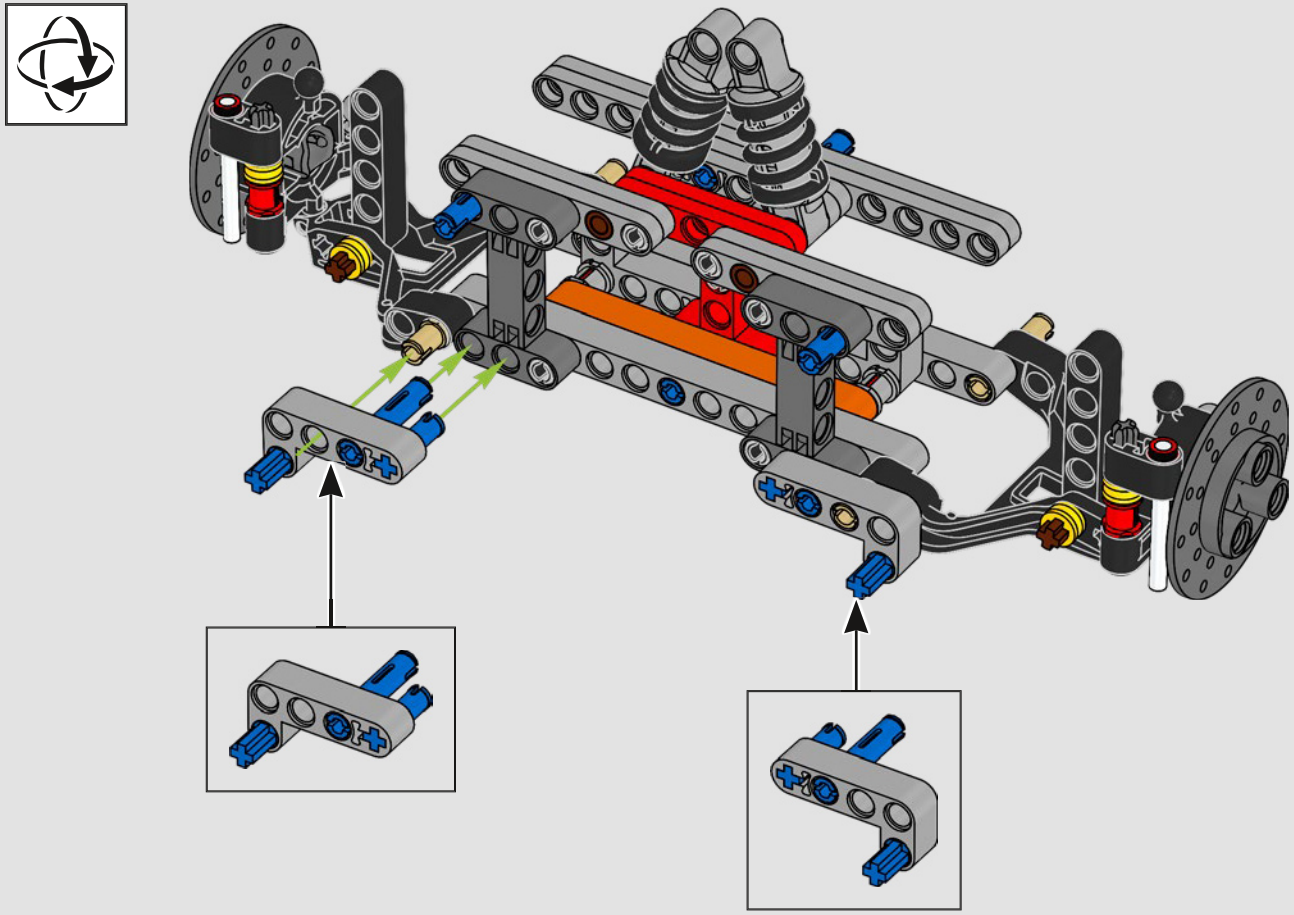

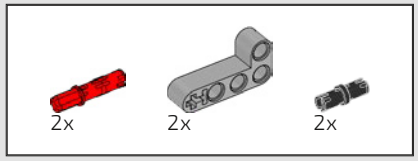

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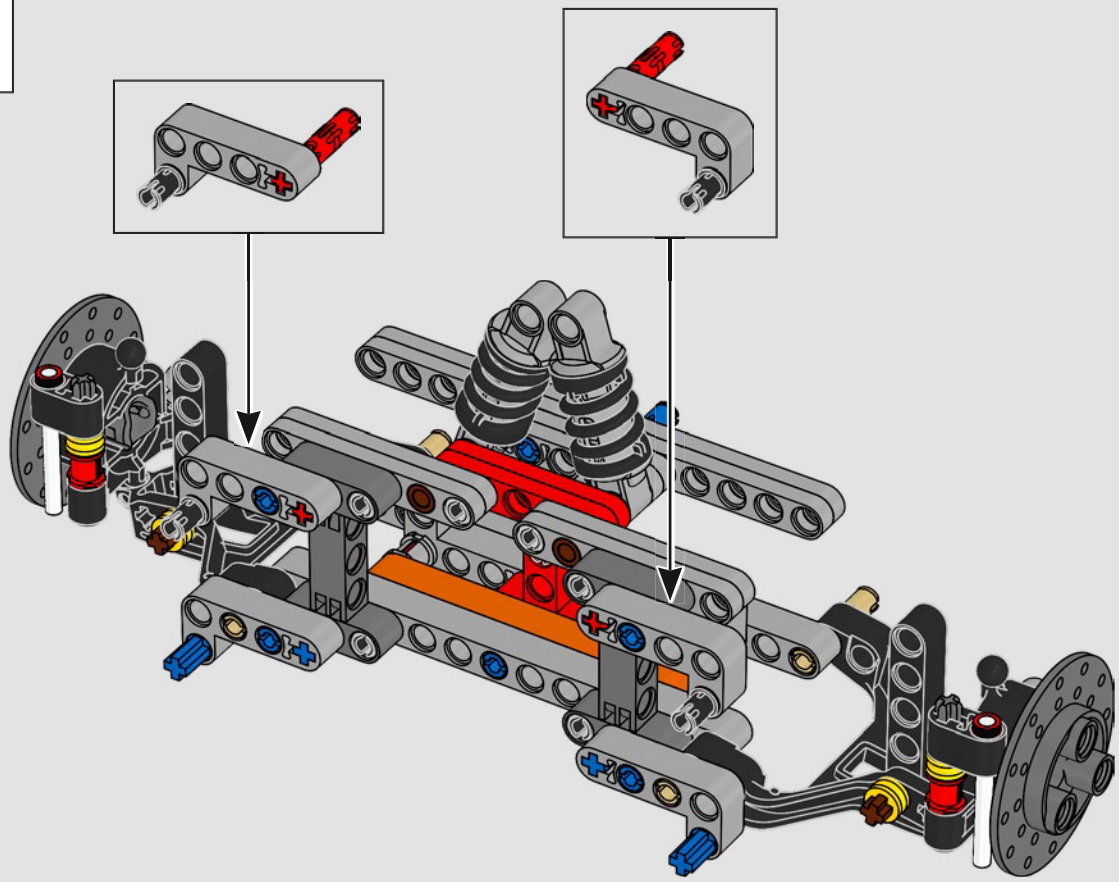

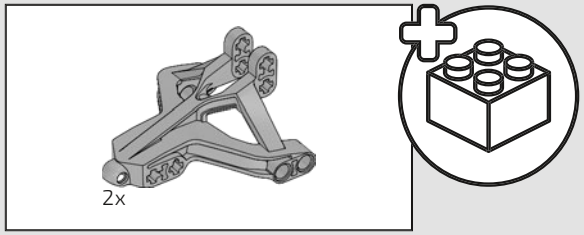

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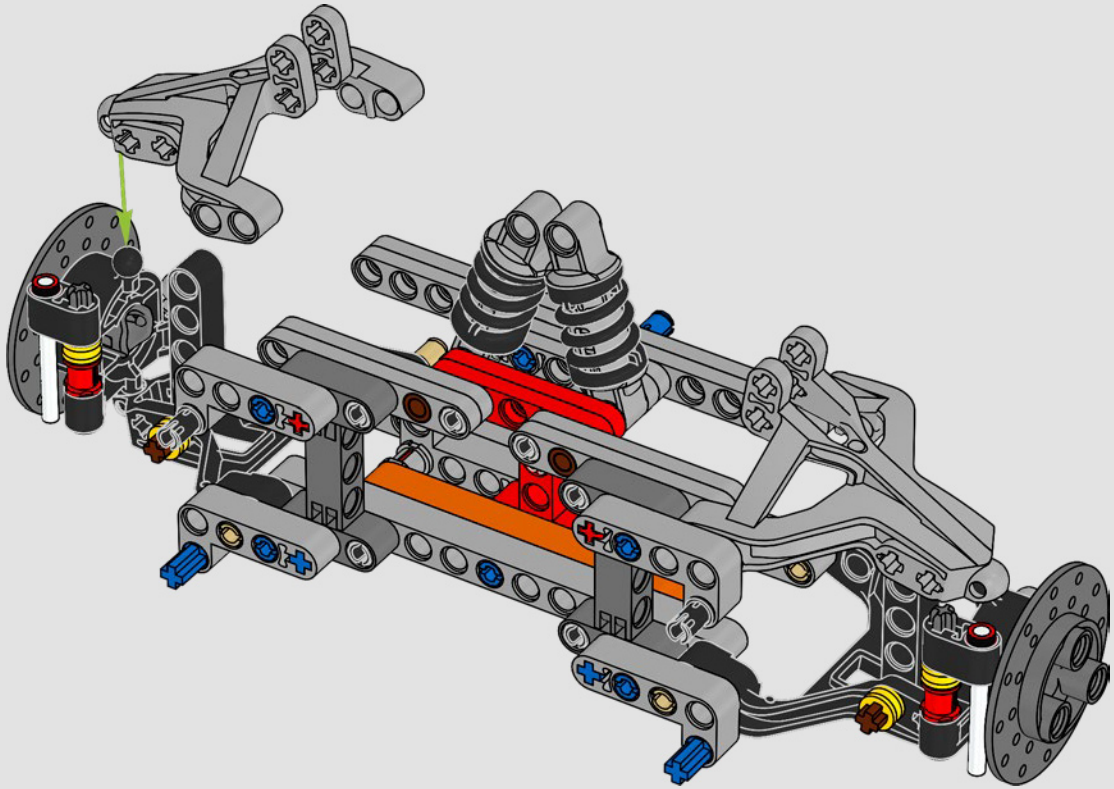

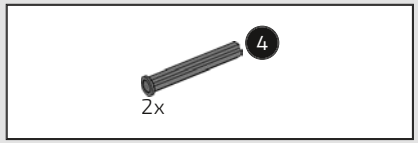

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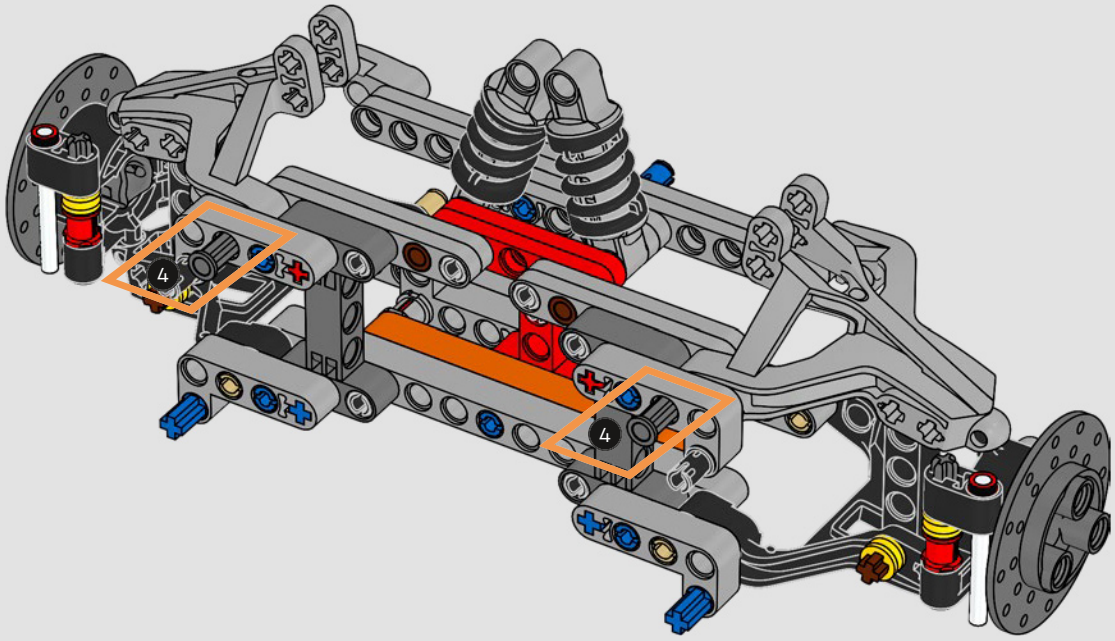

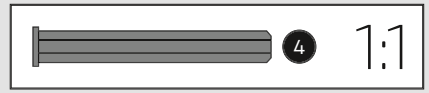

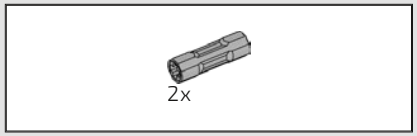

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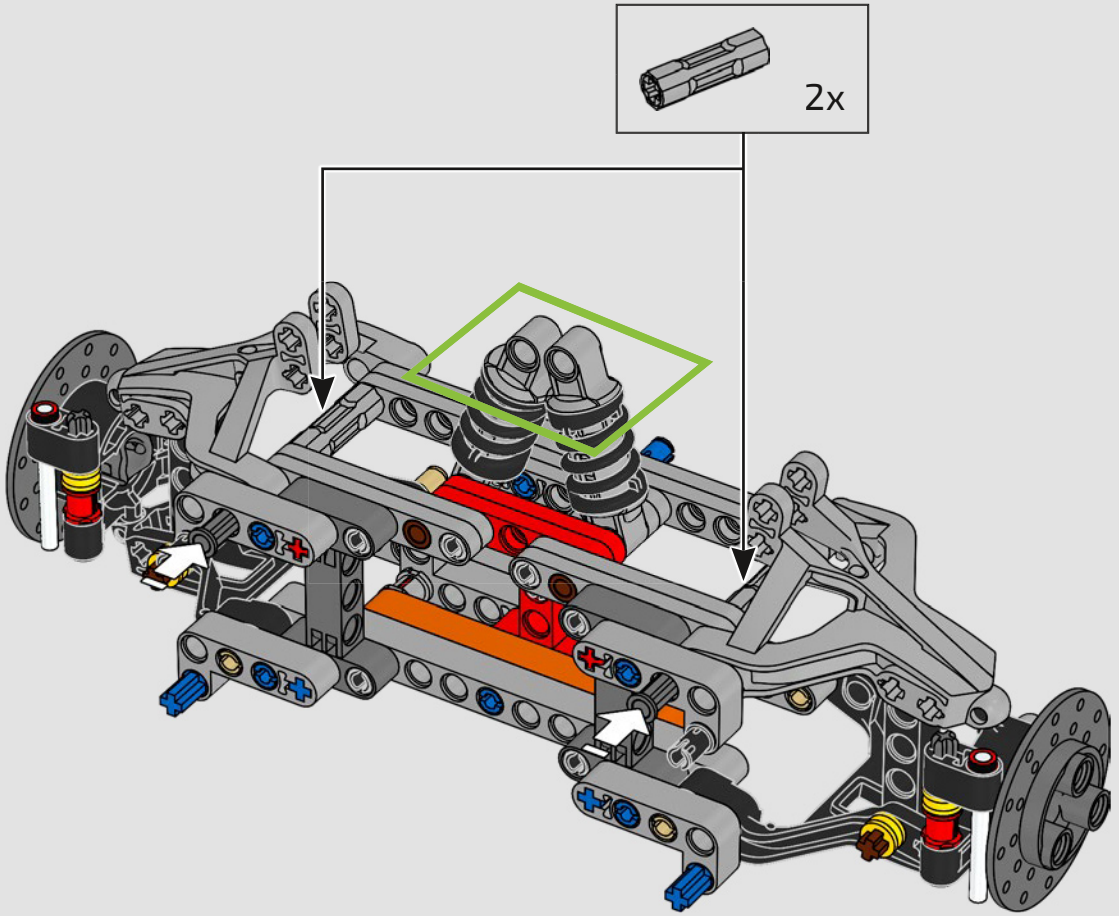

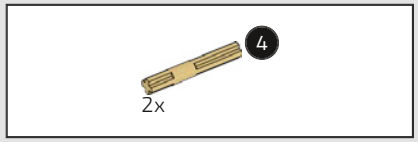

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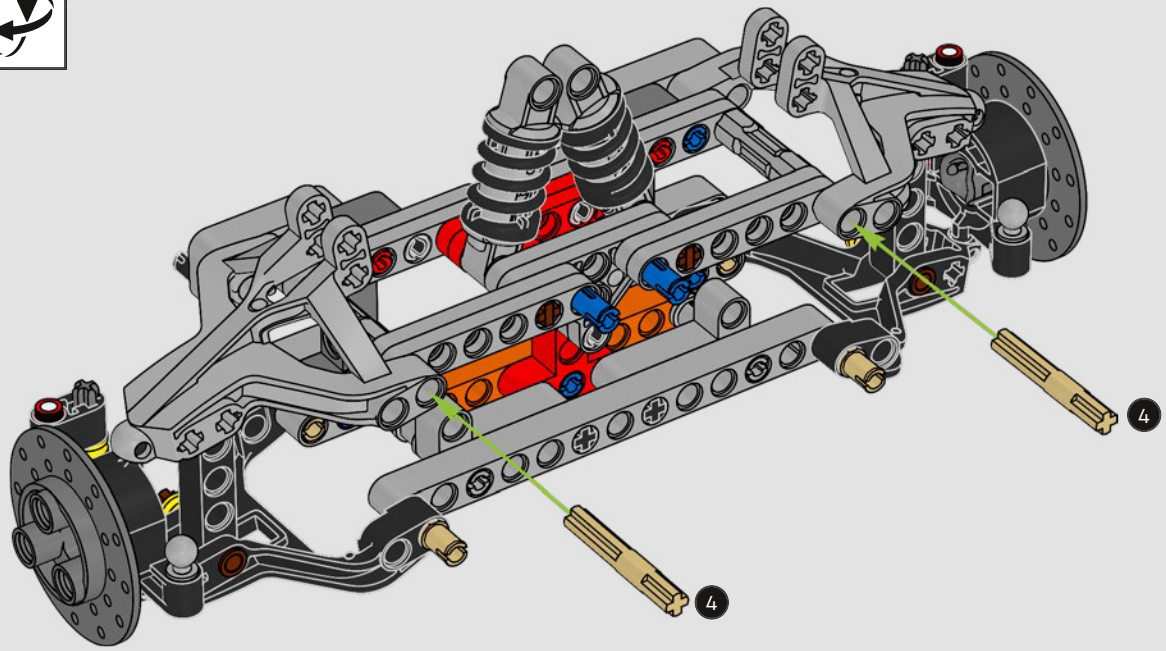

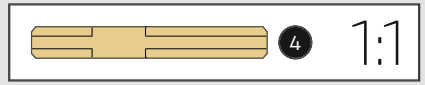

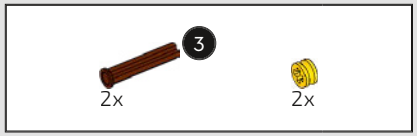

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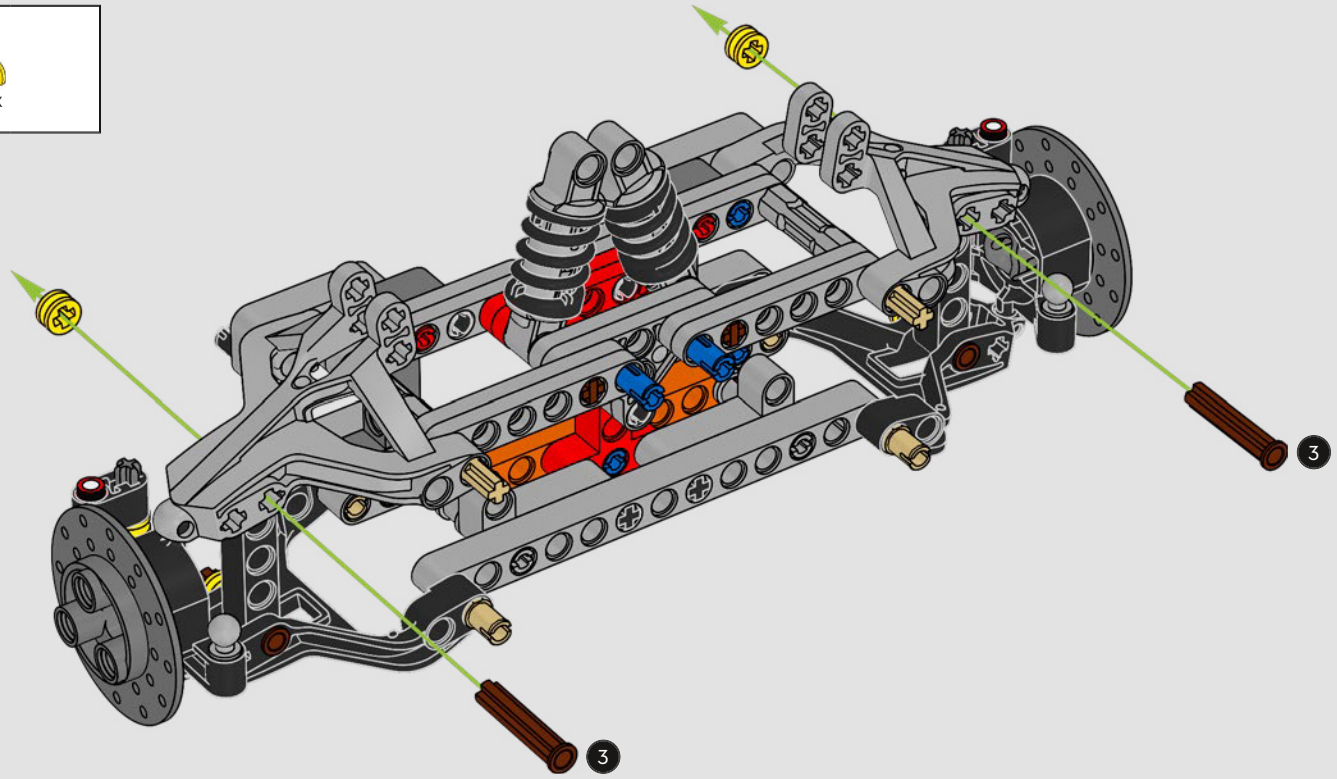

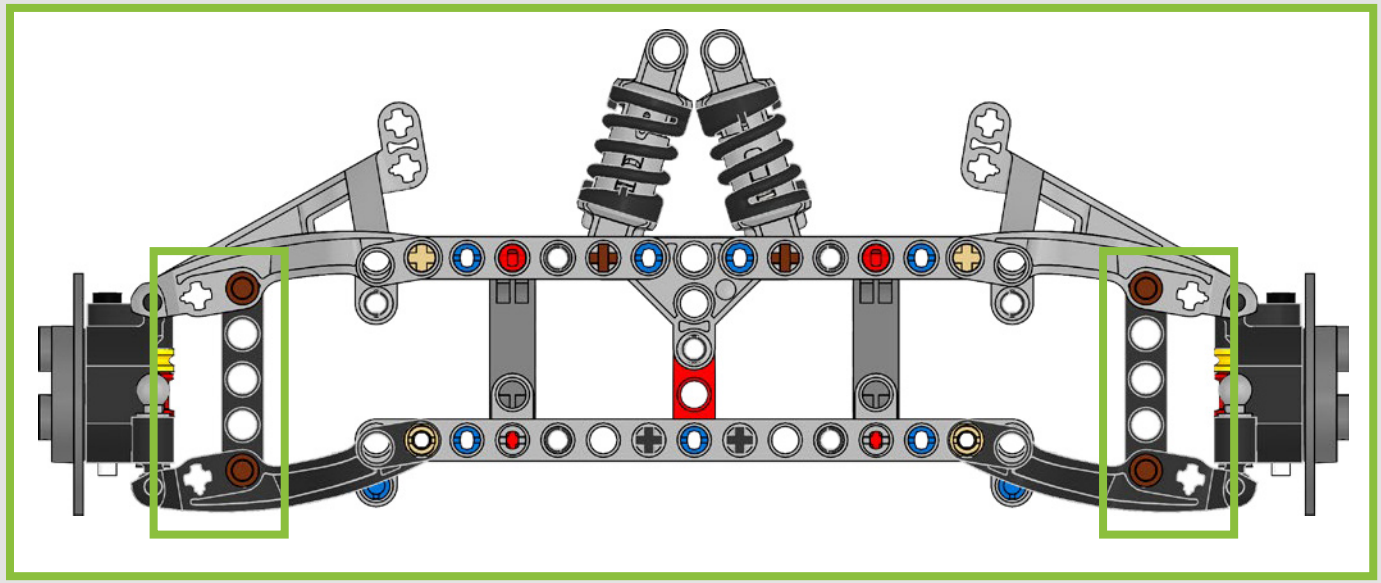

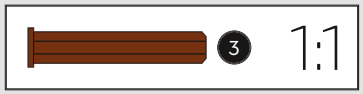

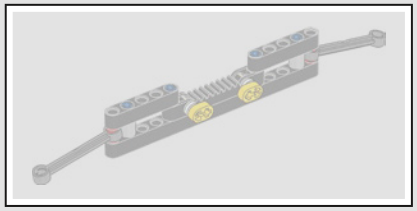

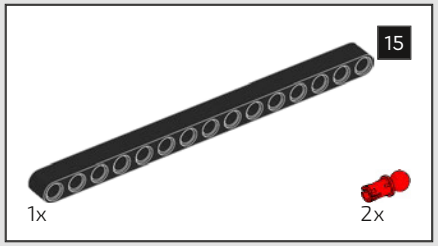

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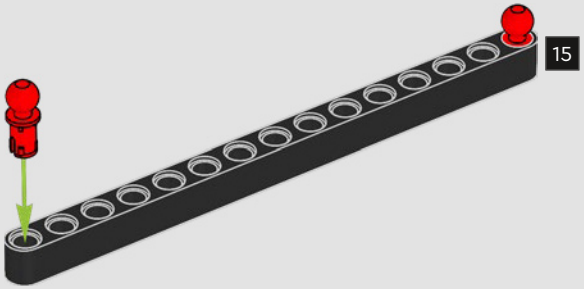

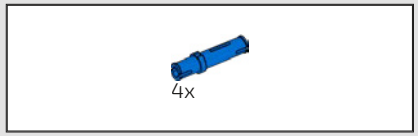

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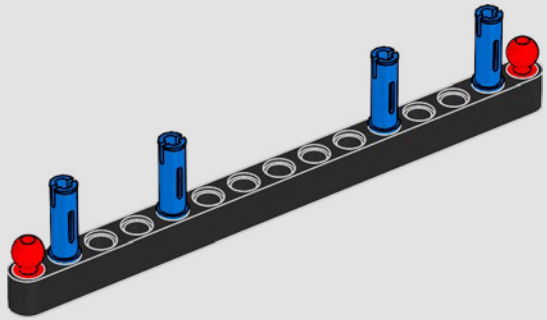

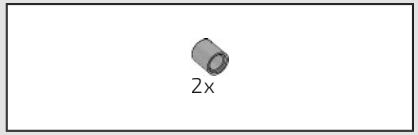

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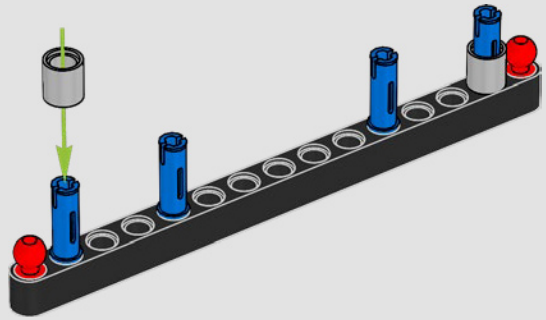

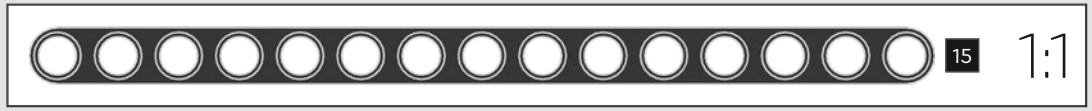

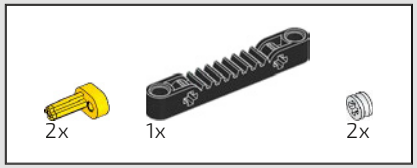

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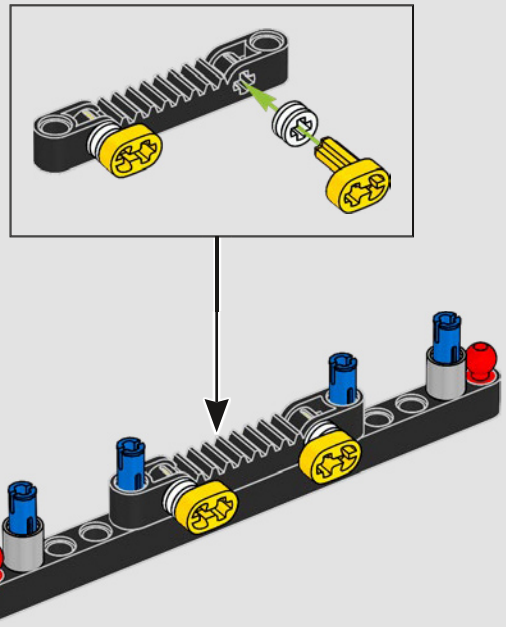

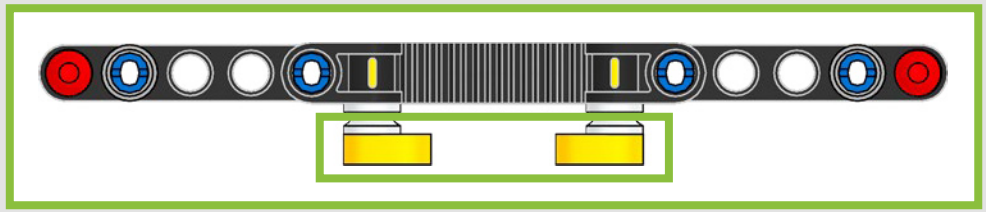

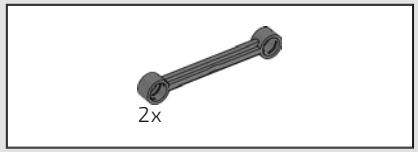

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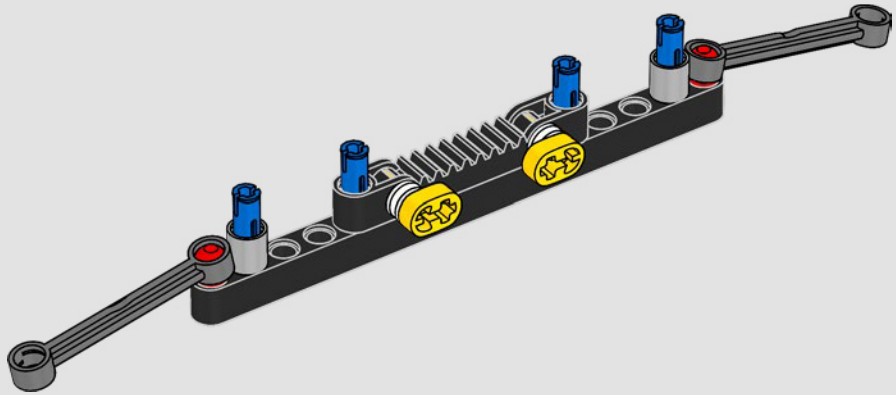

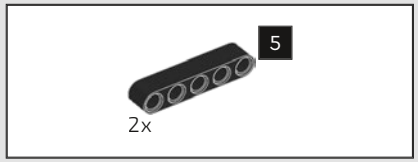

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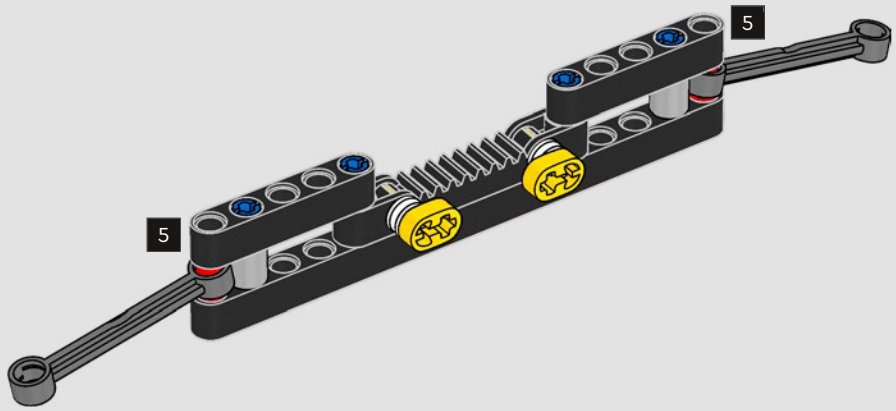

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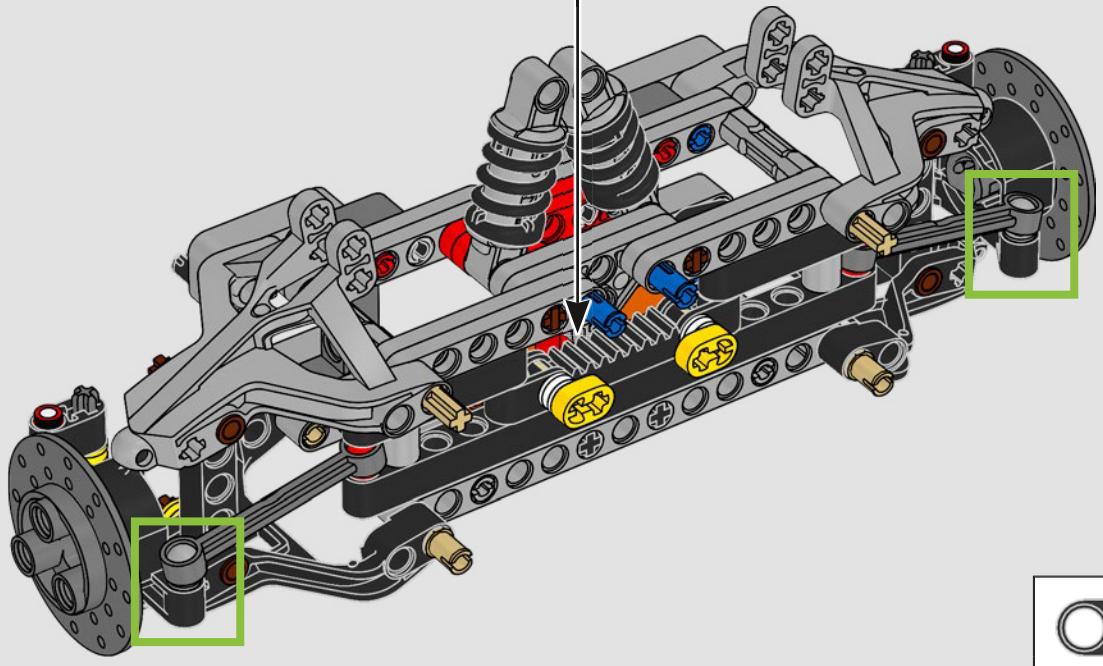

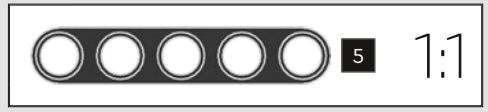

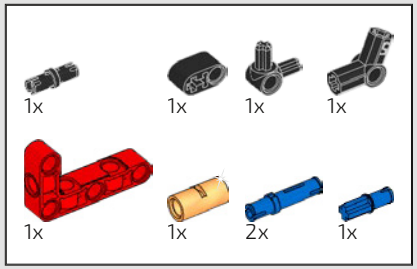

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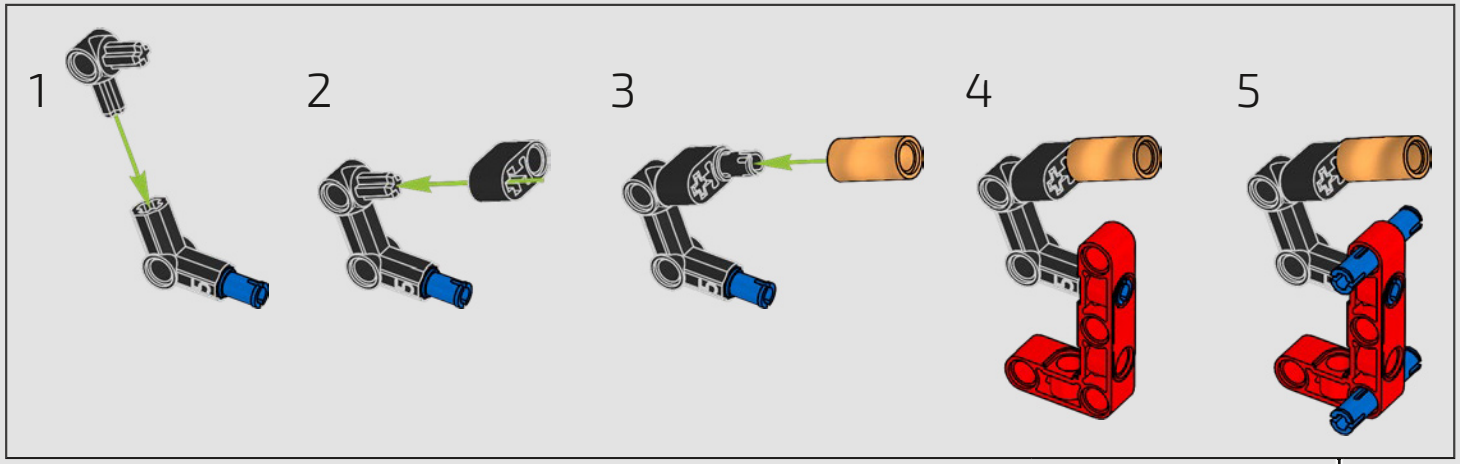

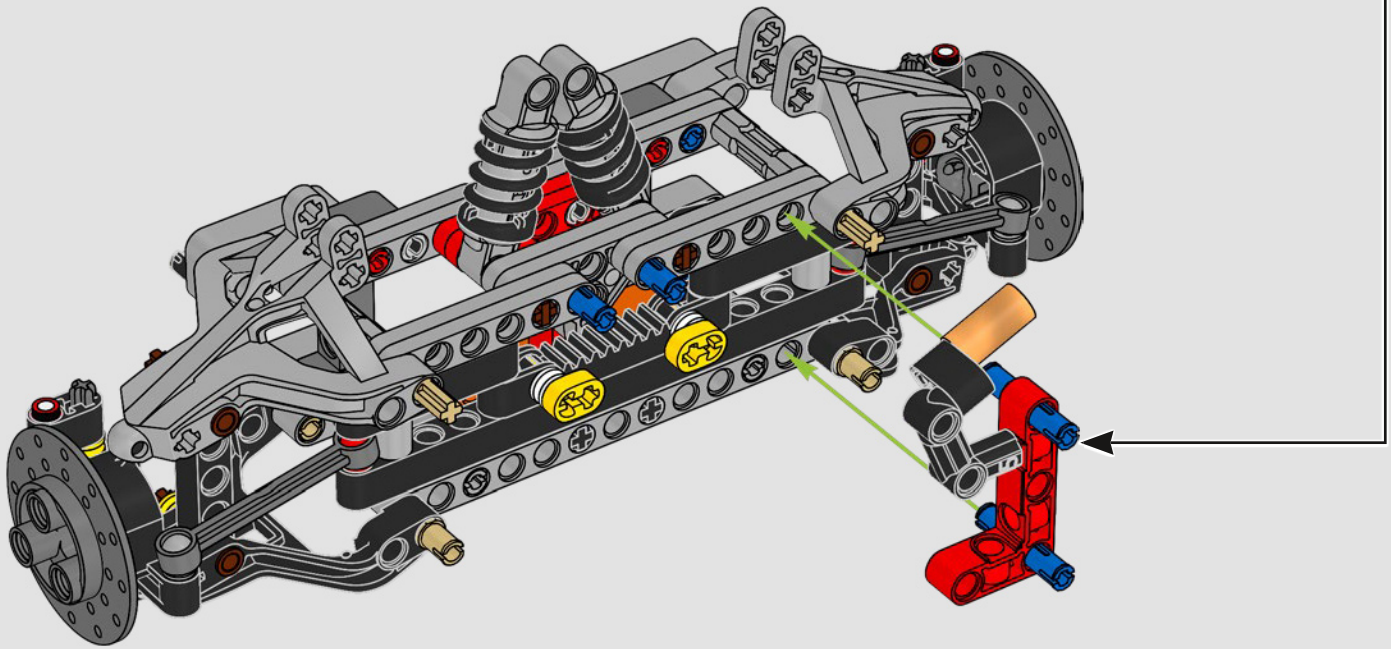

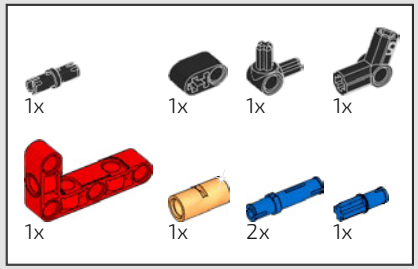

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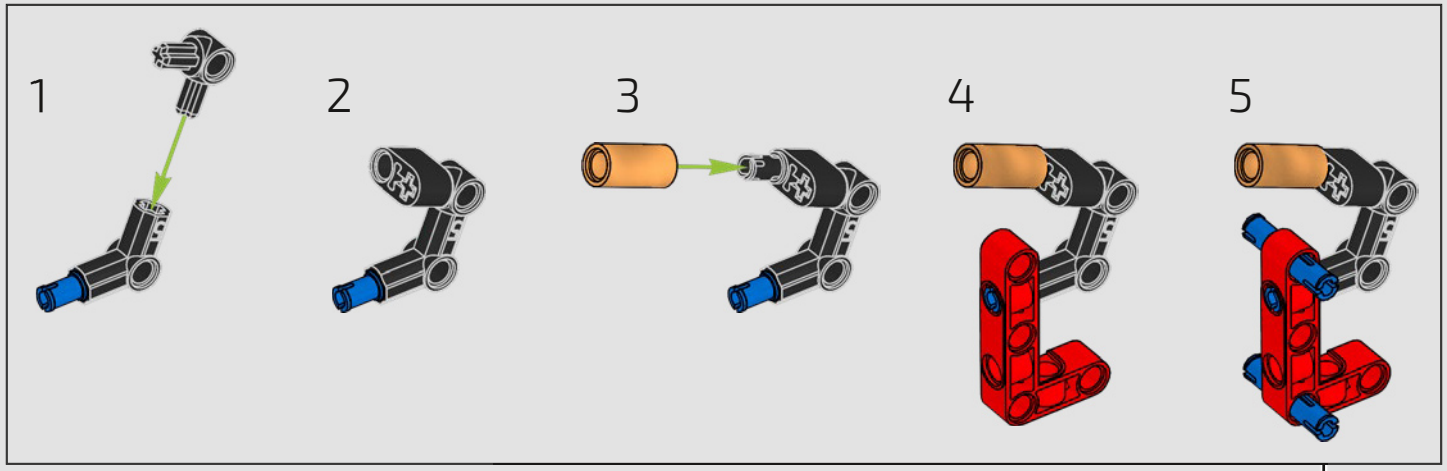

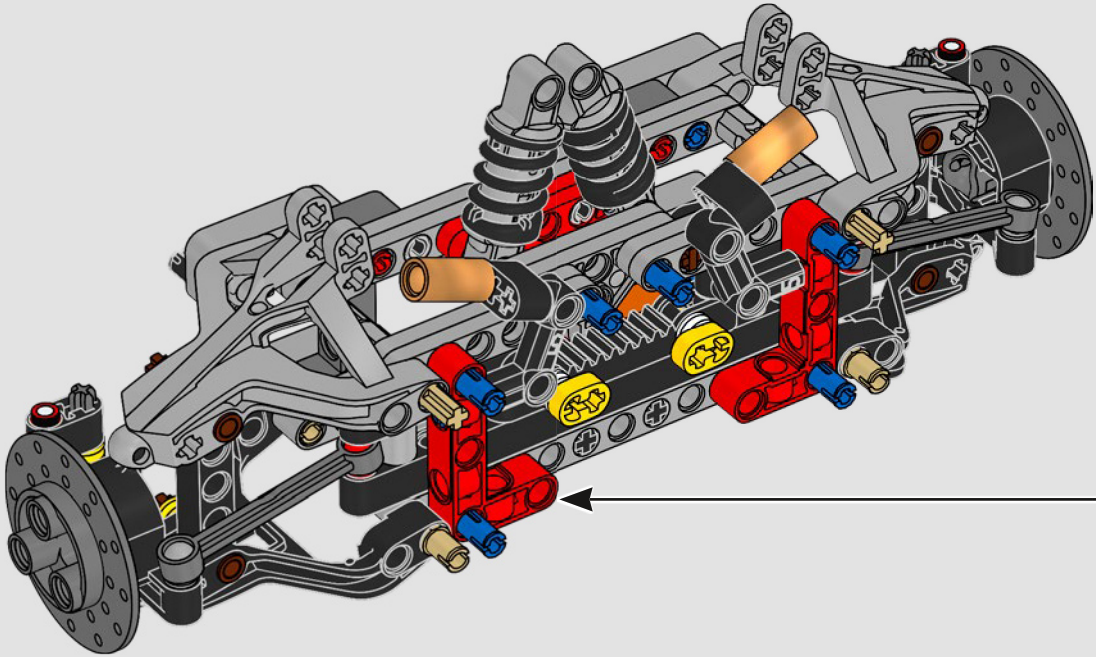

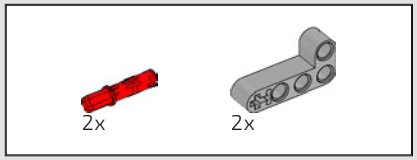

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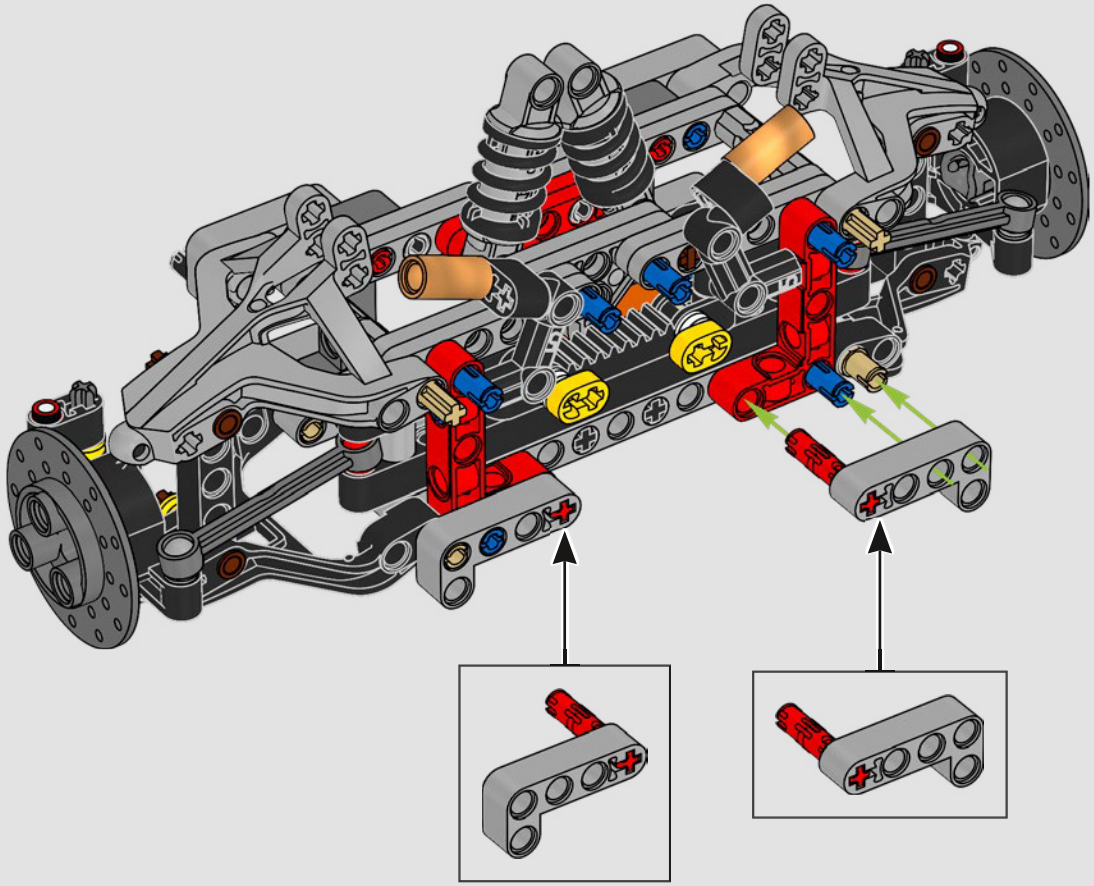

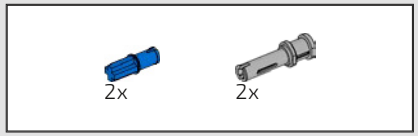

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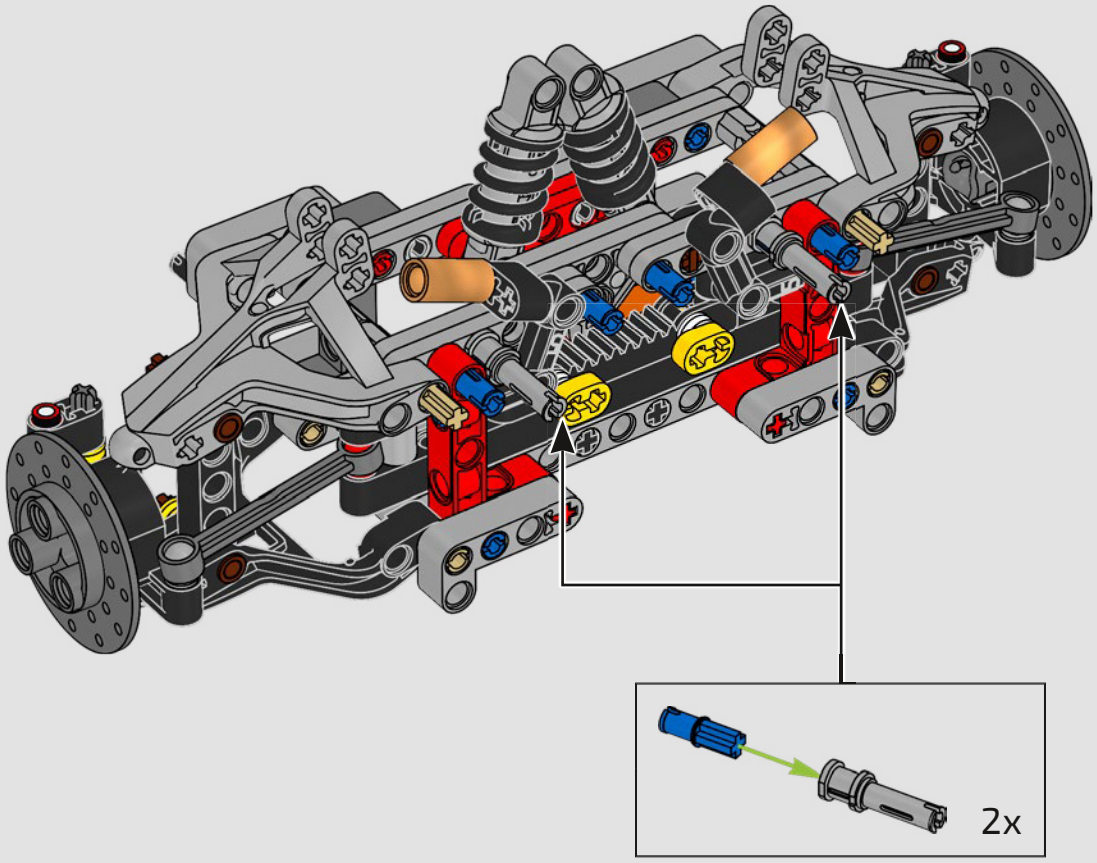

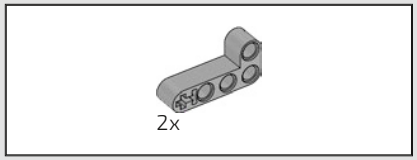

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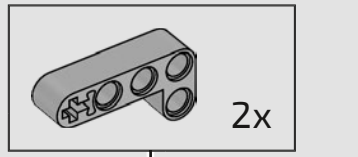

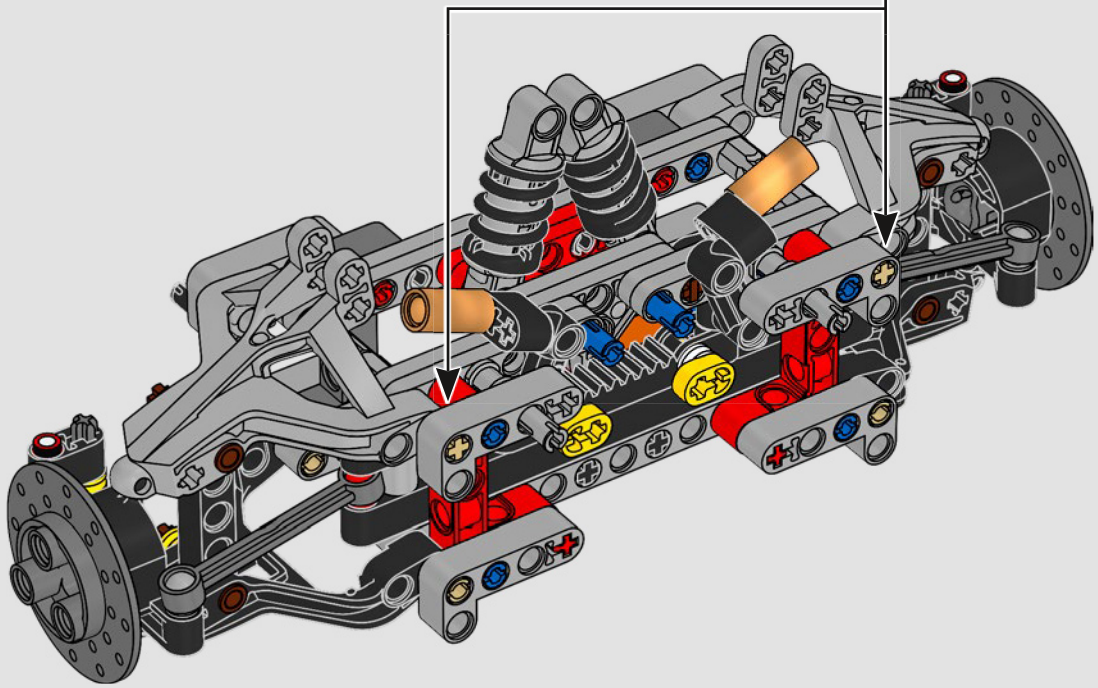

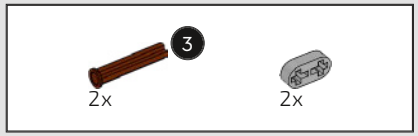

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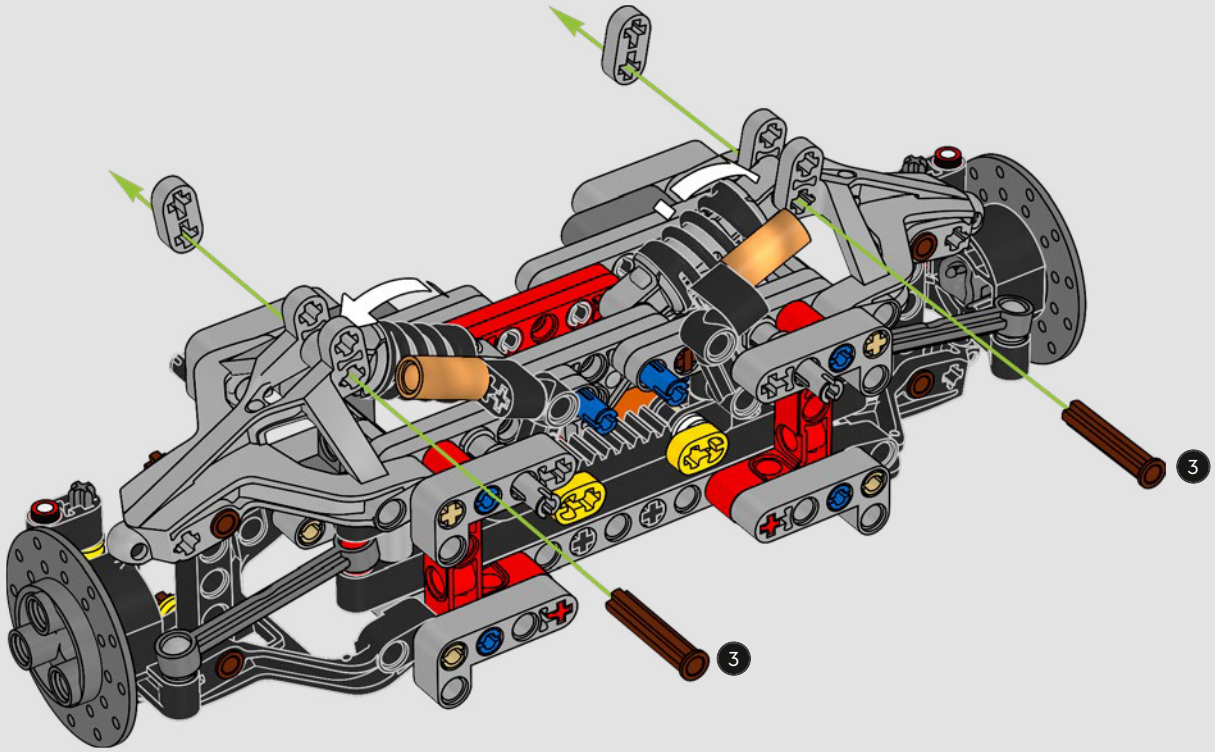

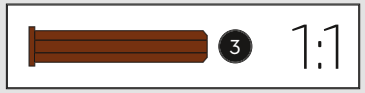

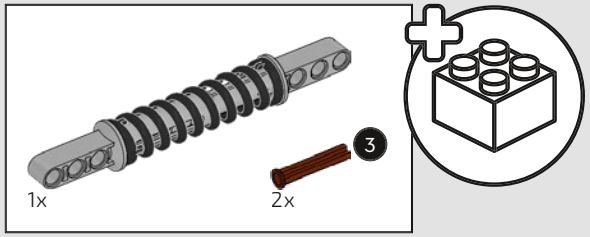

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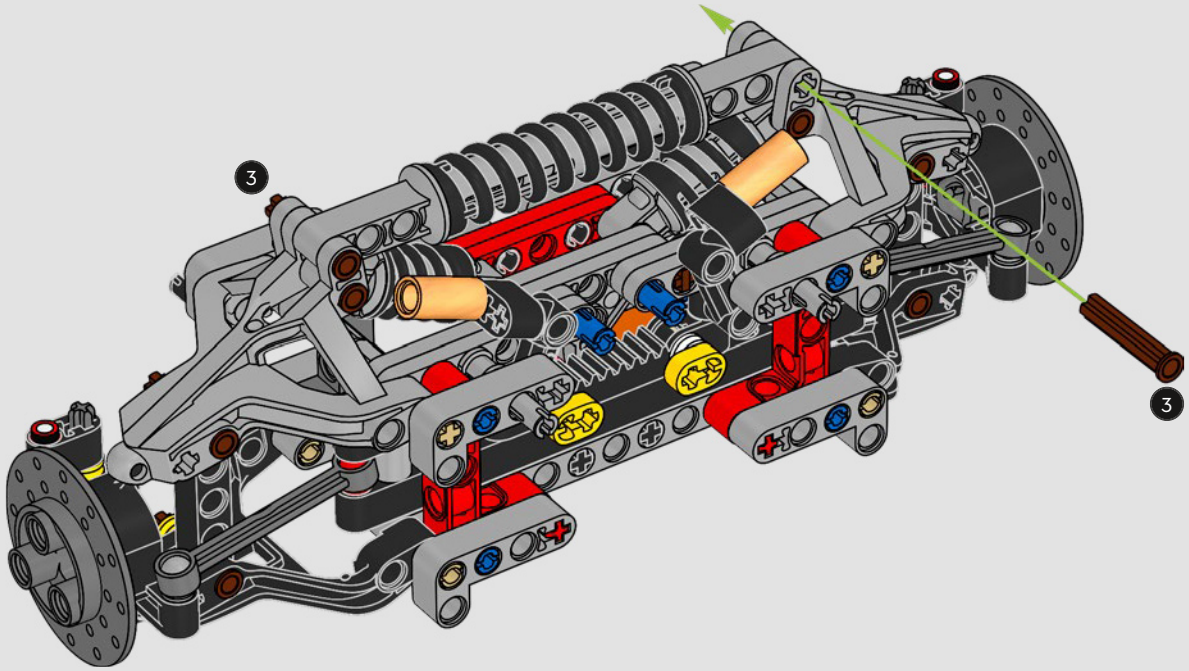

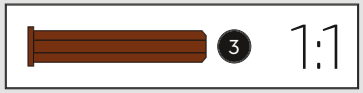

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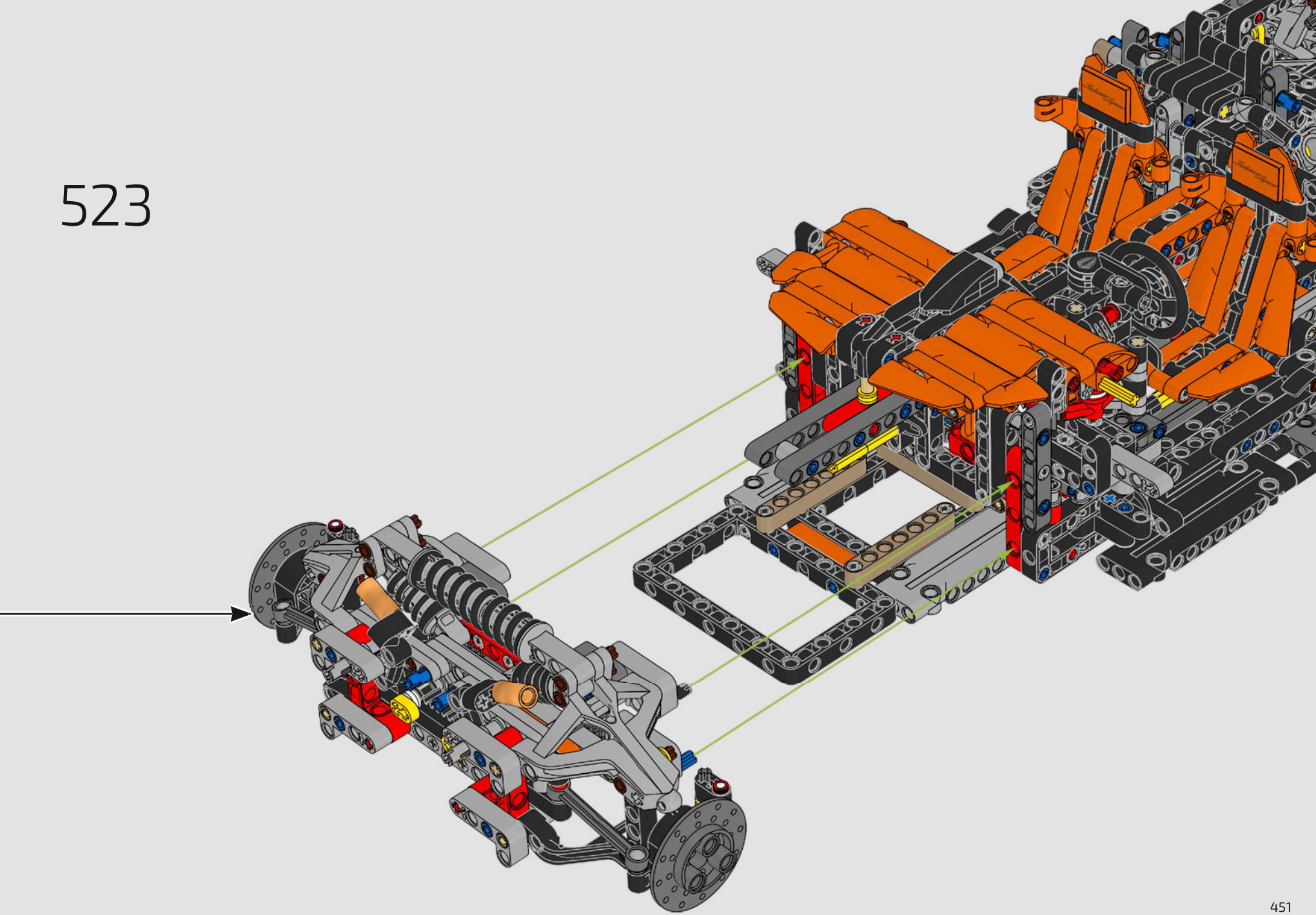

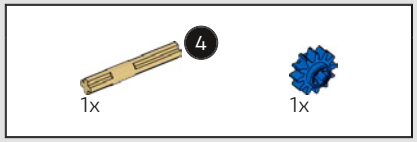

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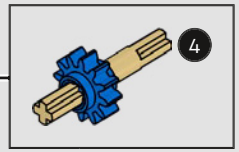

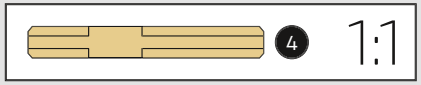

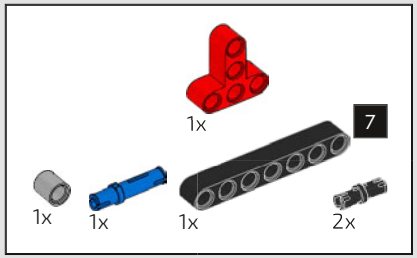

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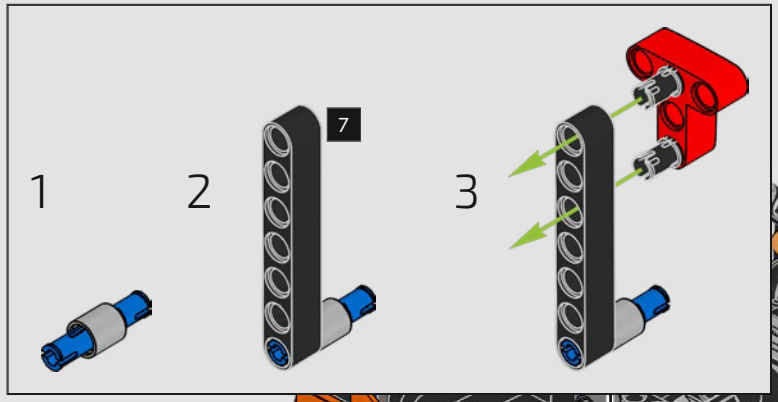

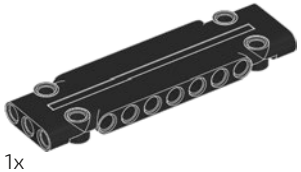

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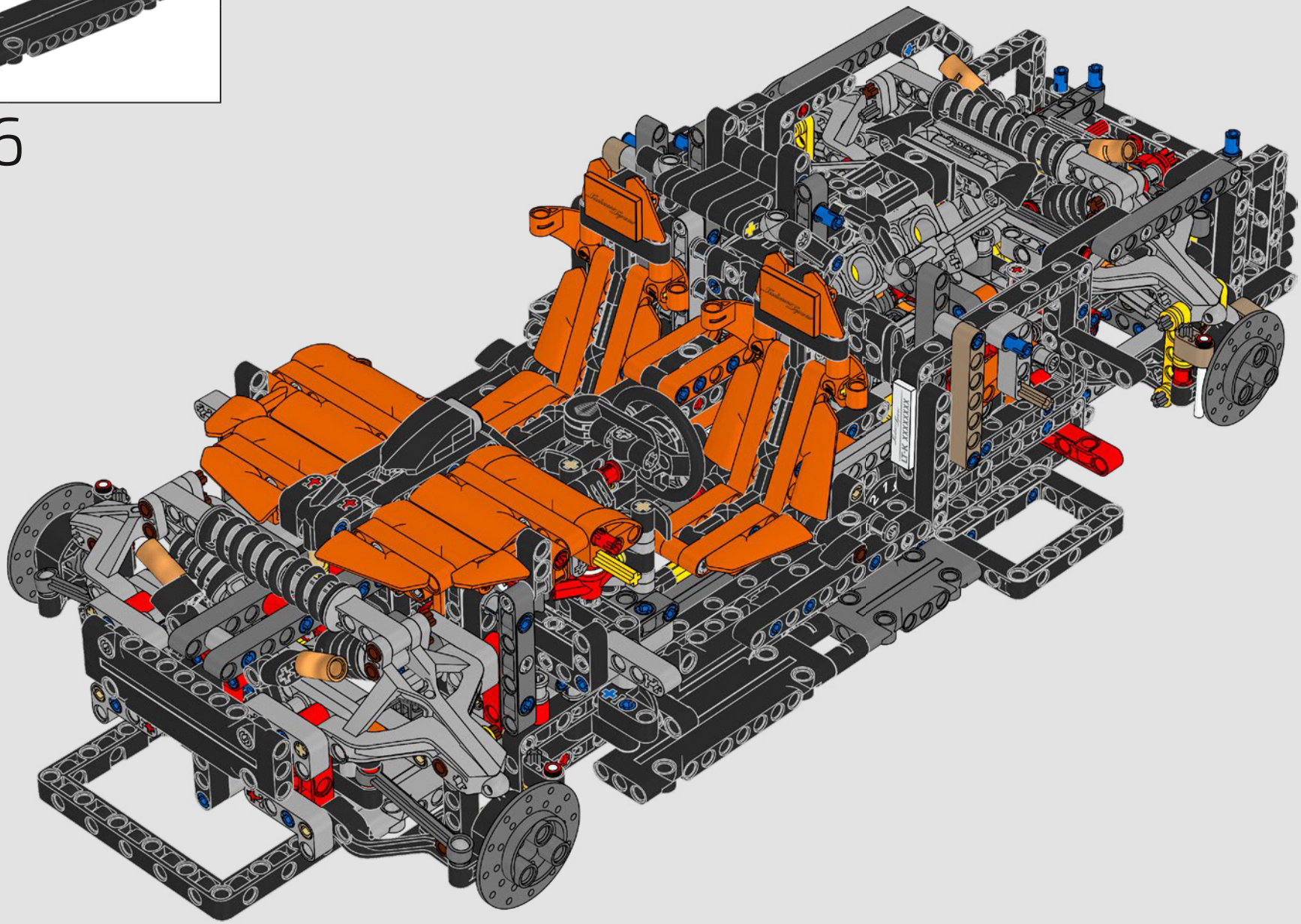

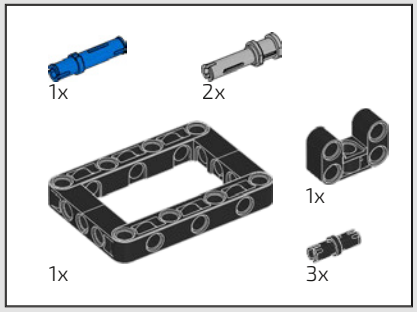

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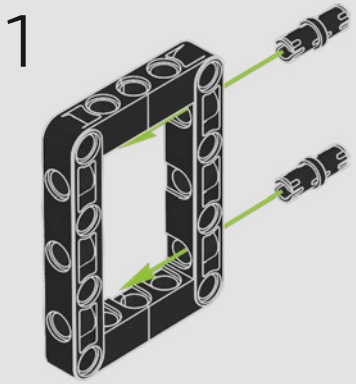

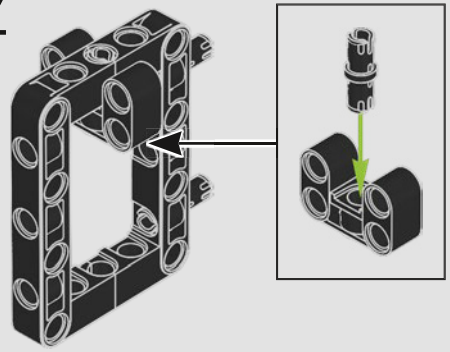

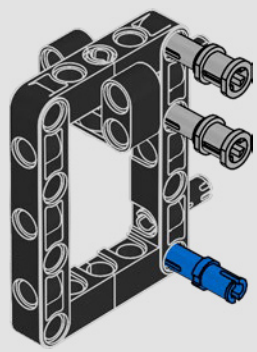

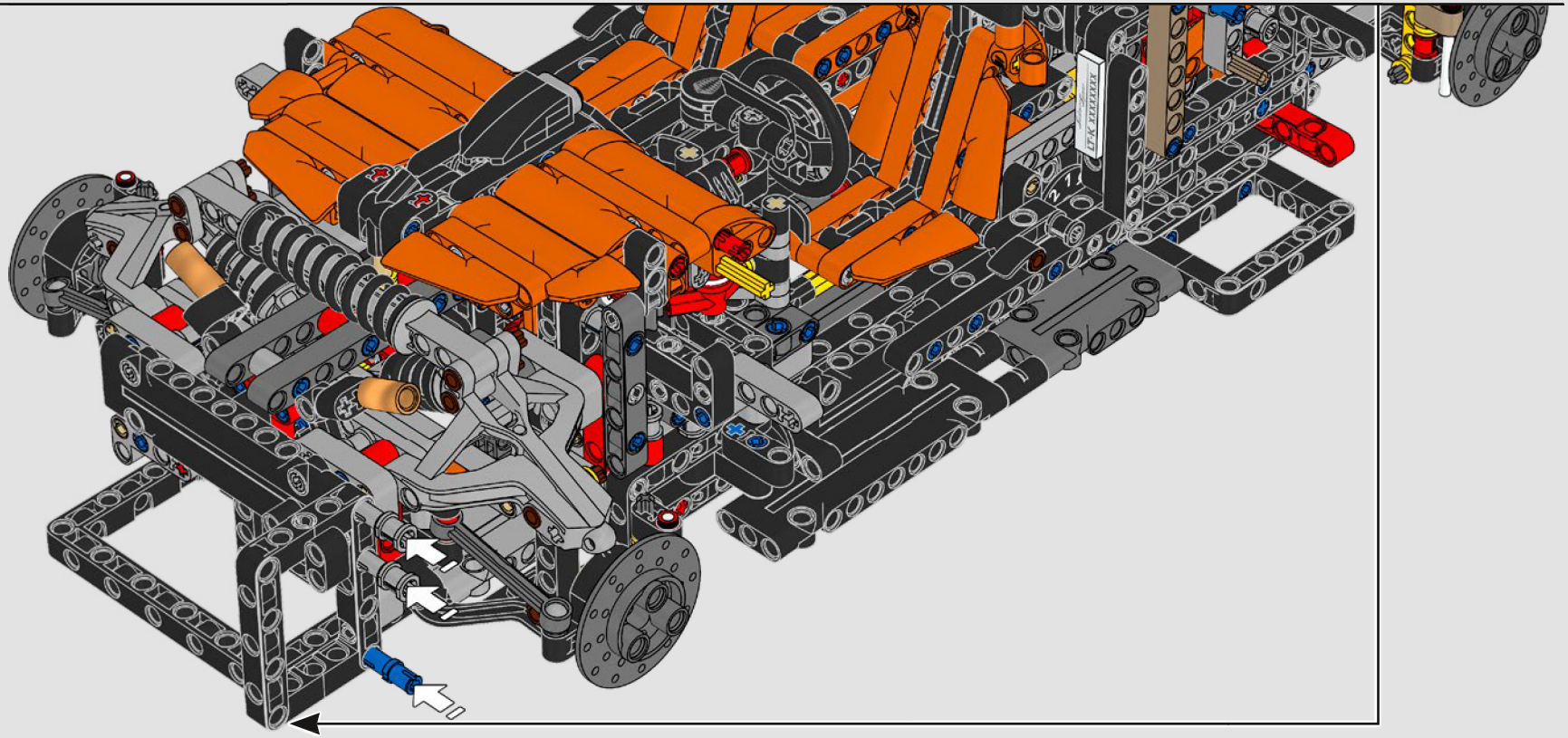

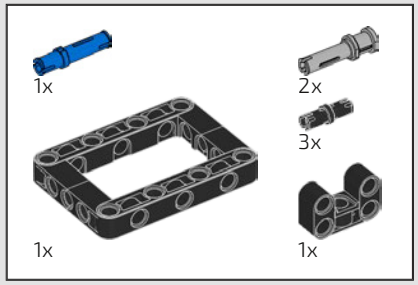

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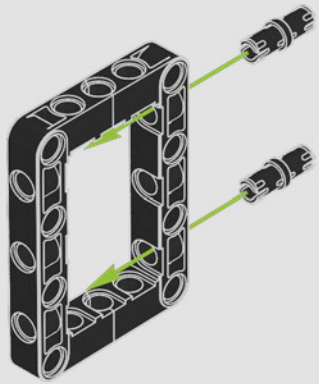

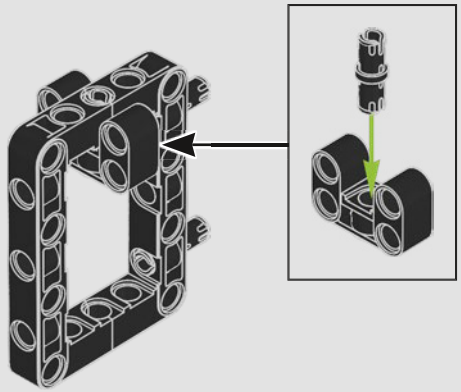

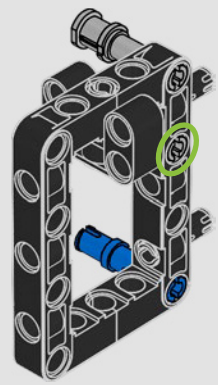

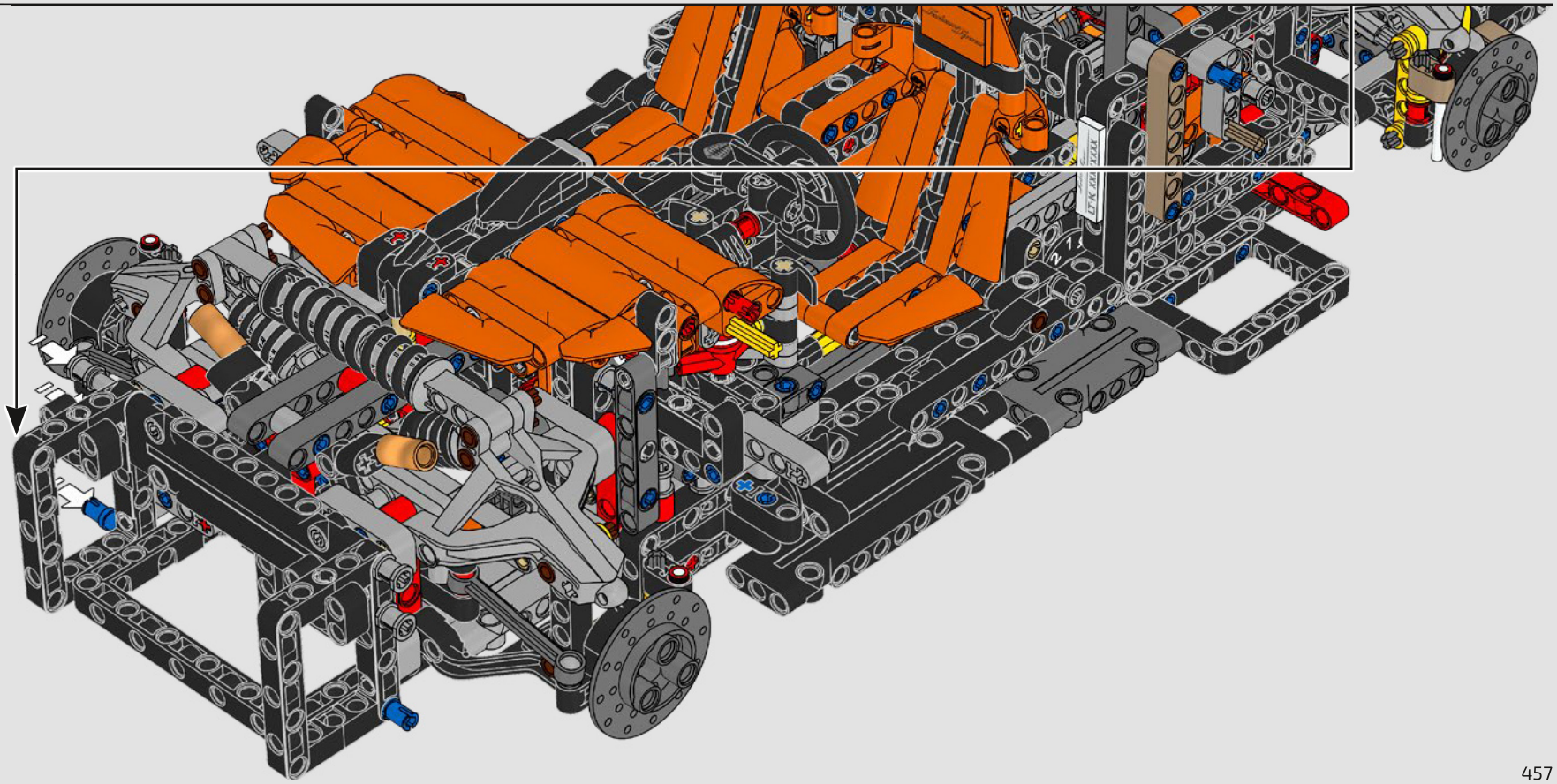

BOX

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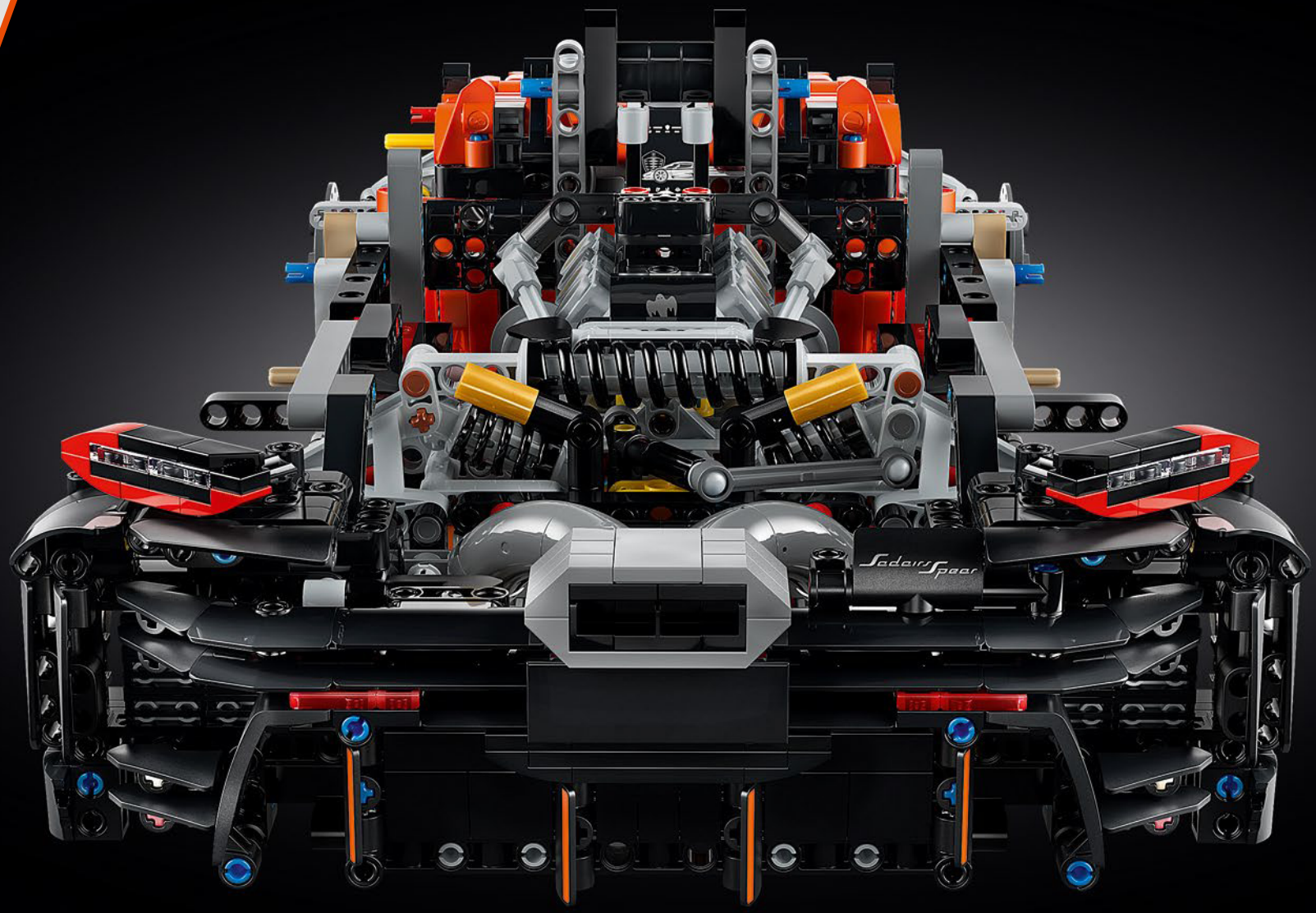
DIFFUSEUR ARRIÈRE ET ÉCHAPPEMENT

Le diffuseur arrière harmonise les mécanismes d'aérodynamique et de force descendante dans un design issu de l'ère Jesko et prêt à entrer à son tour dans l'histoire de Koenigsegg.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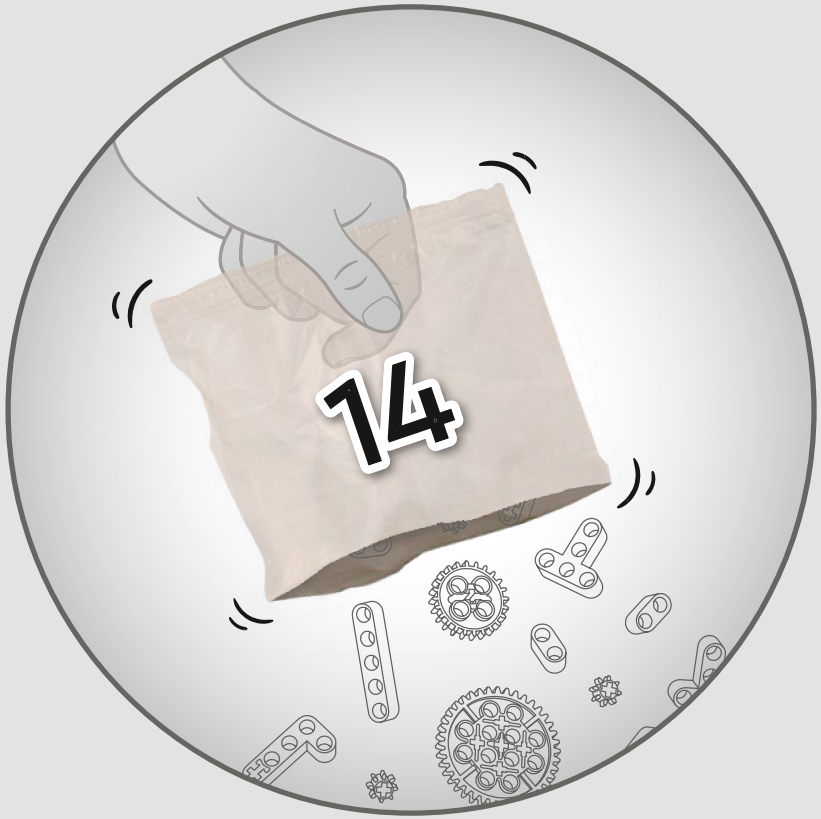
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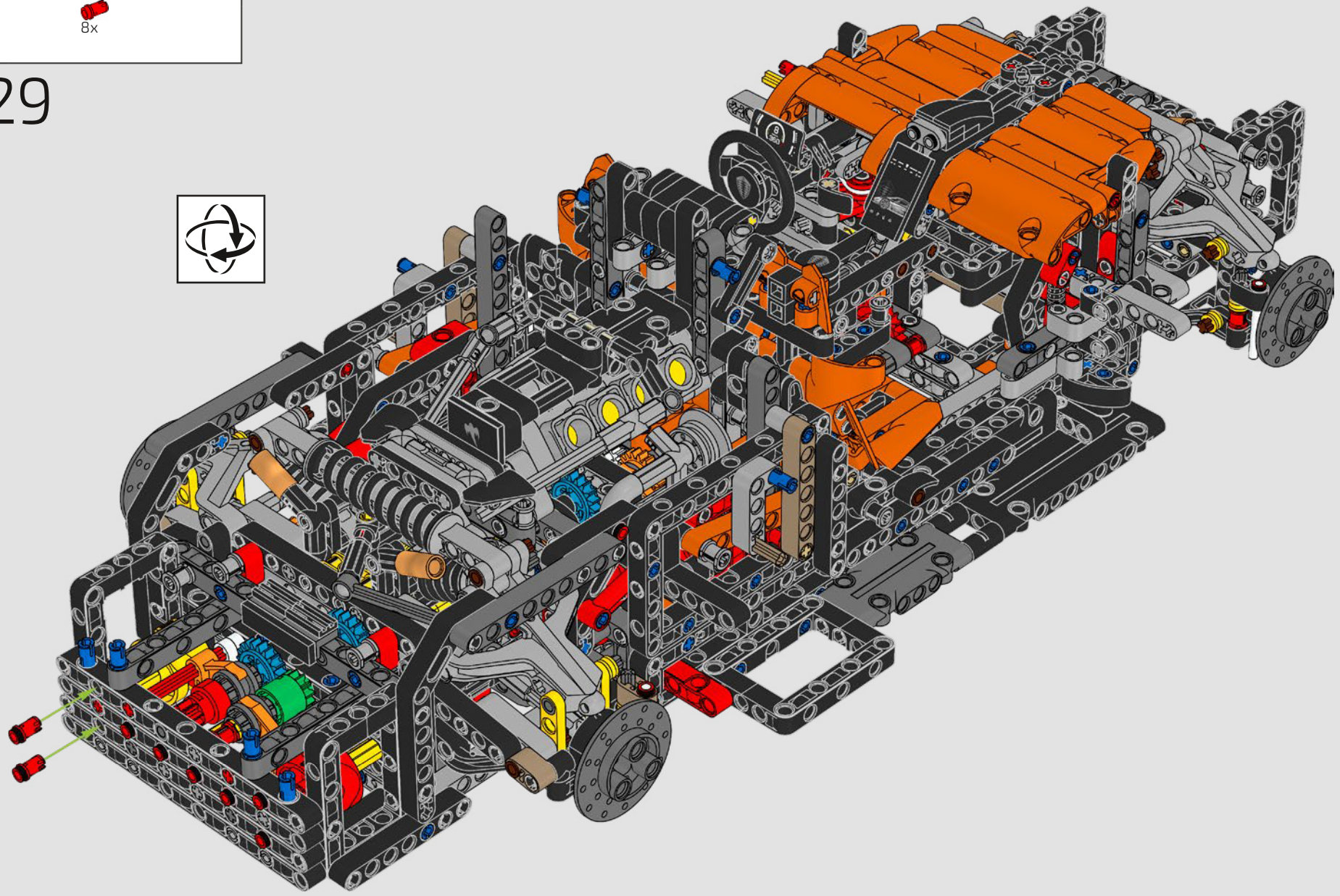

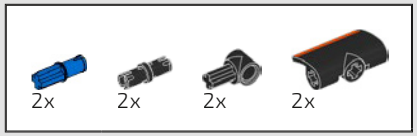

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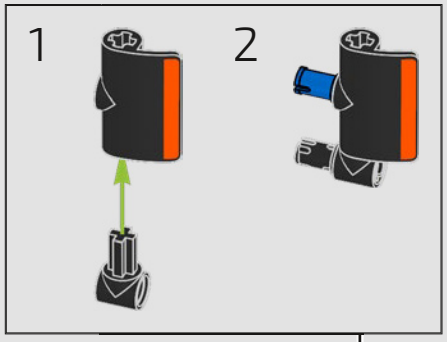

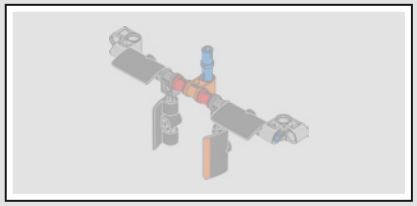

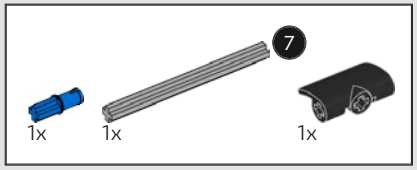

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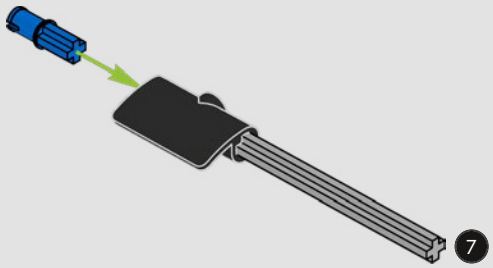

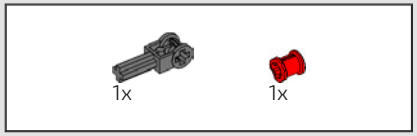

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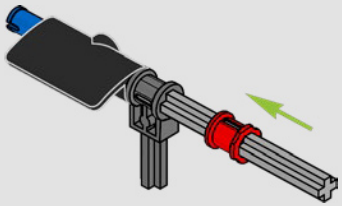

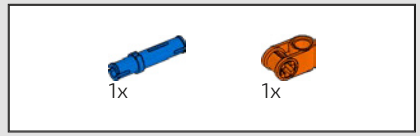

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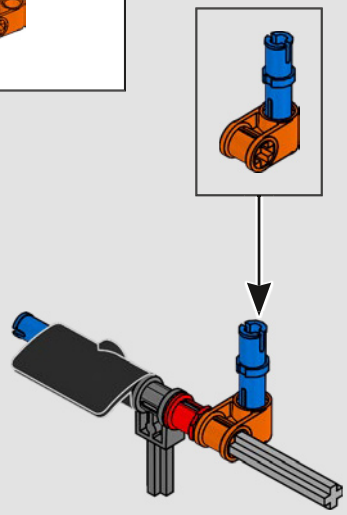

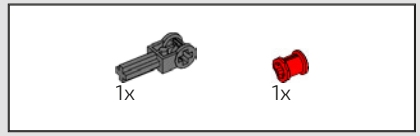

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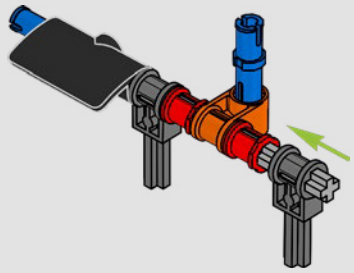

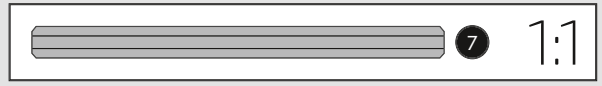



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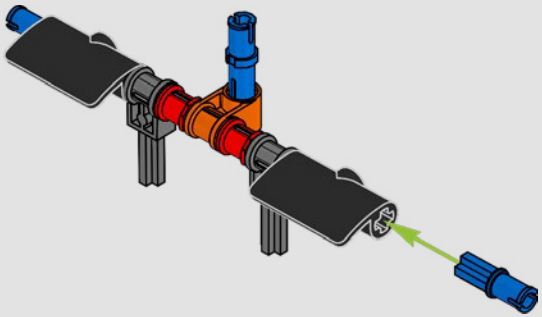



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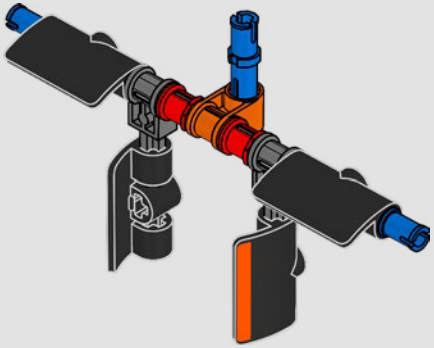



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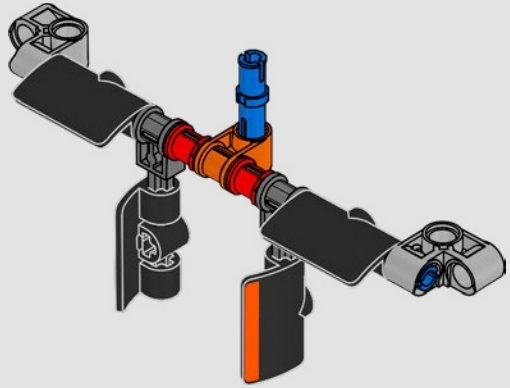

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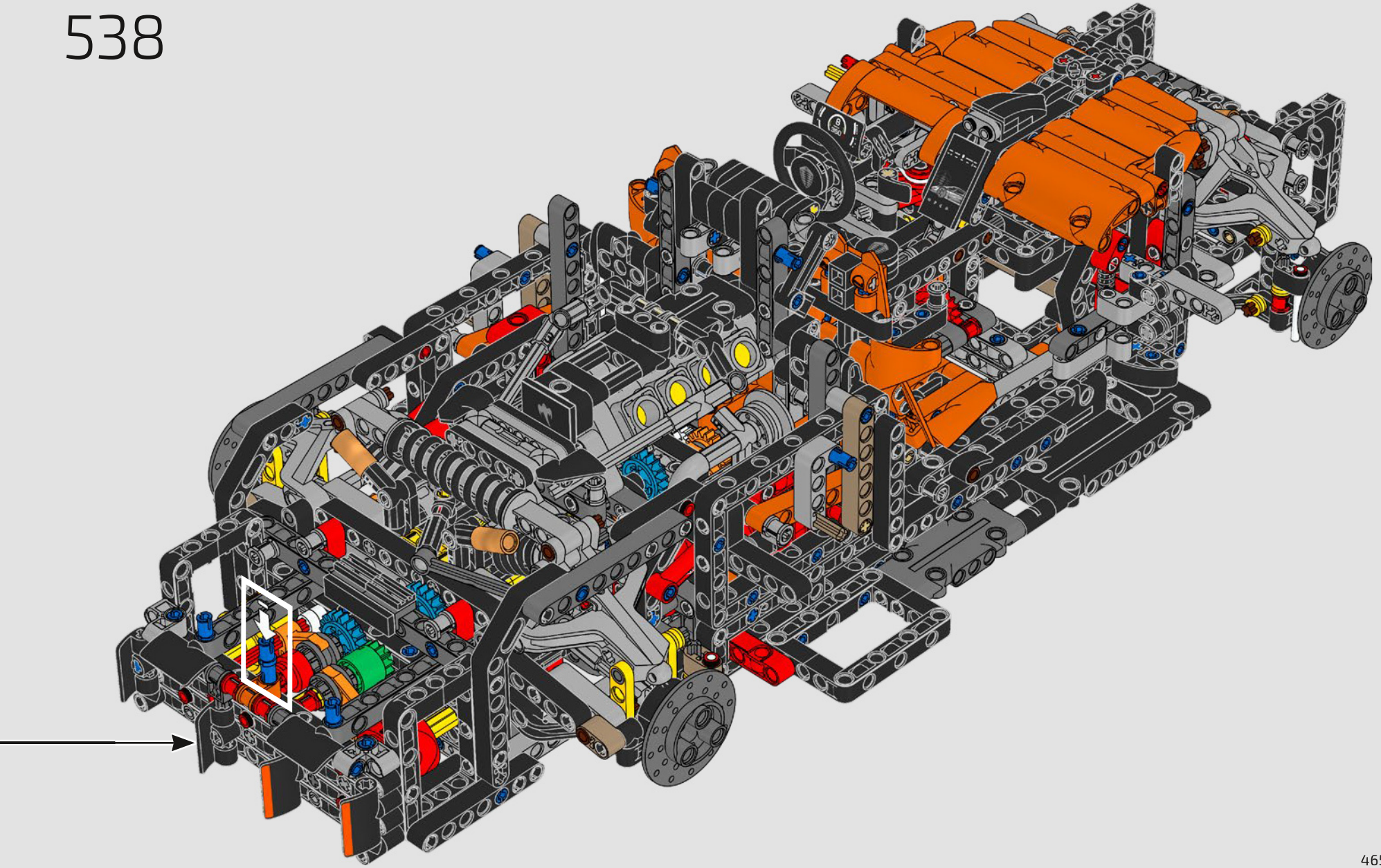

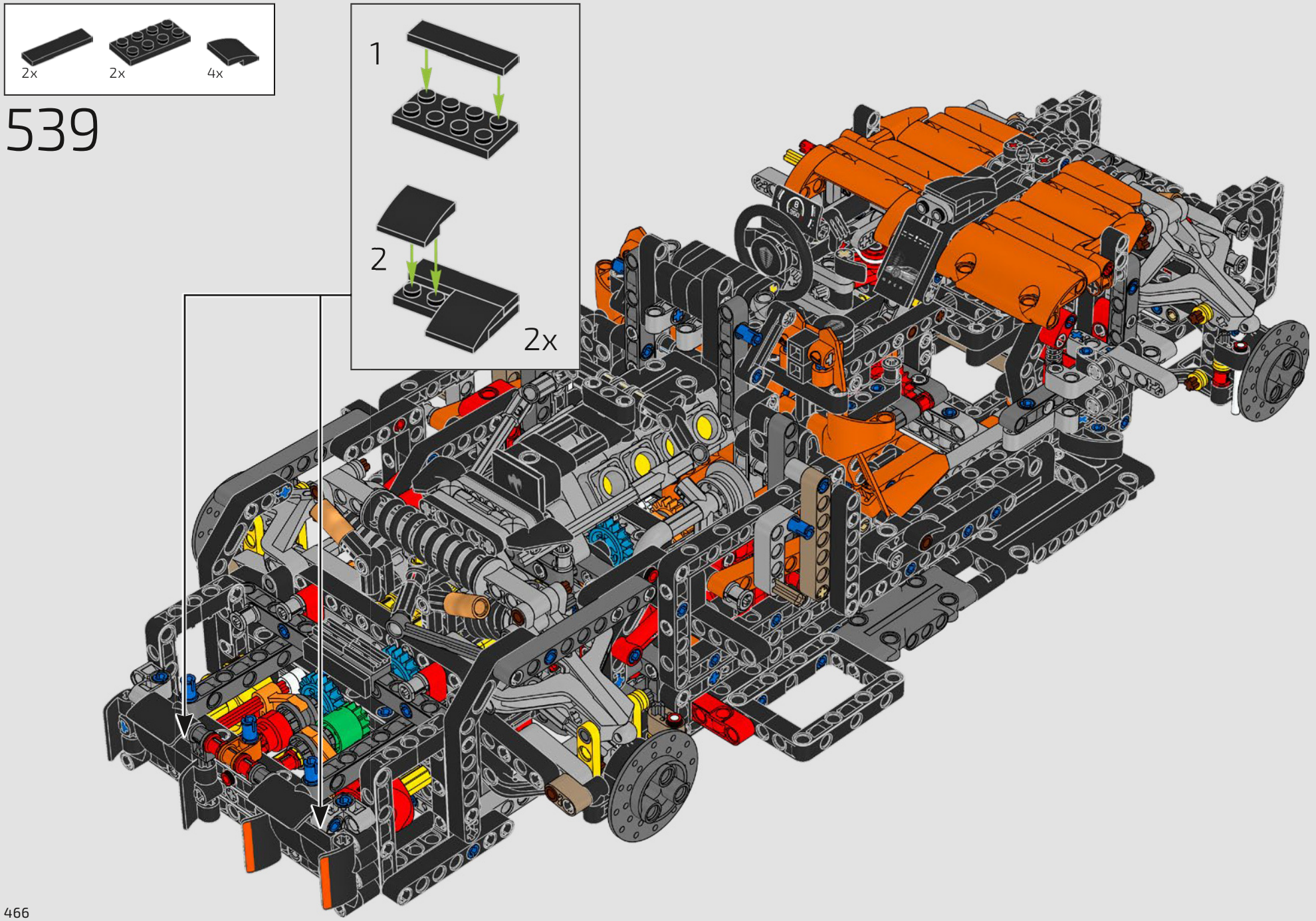
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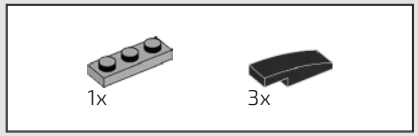

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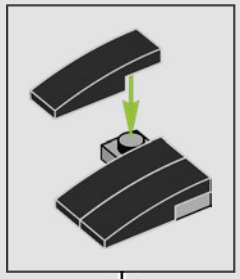

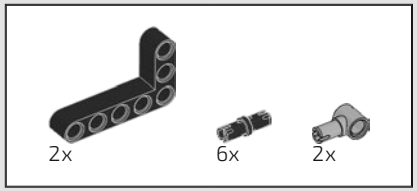

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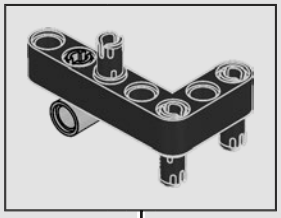

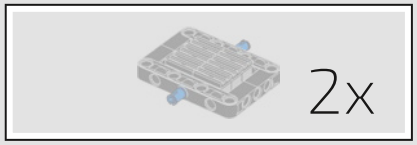

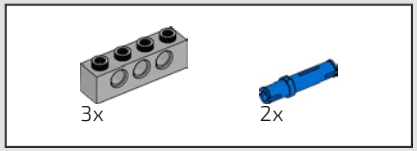

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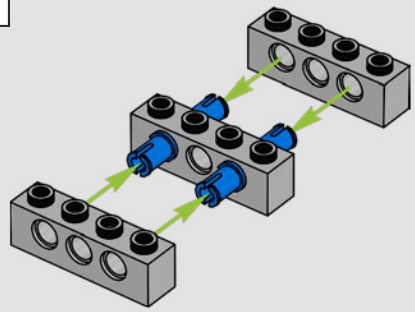

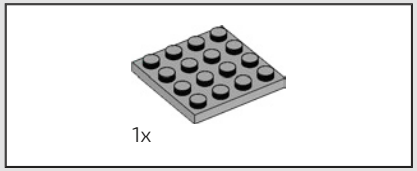

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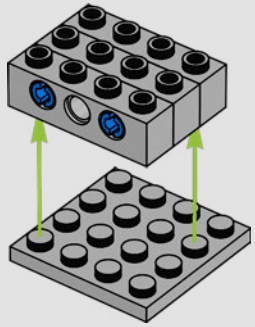

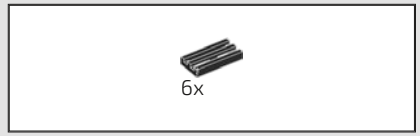

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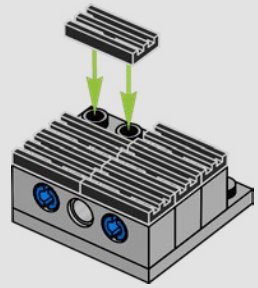

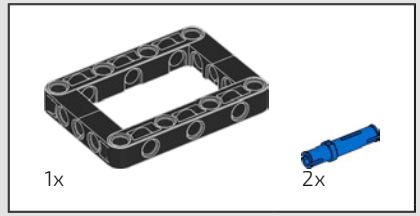

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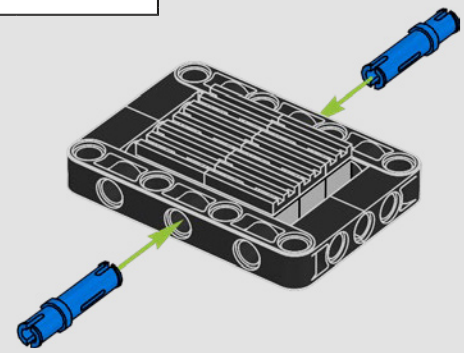

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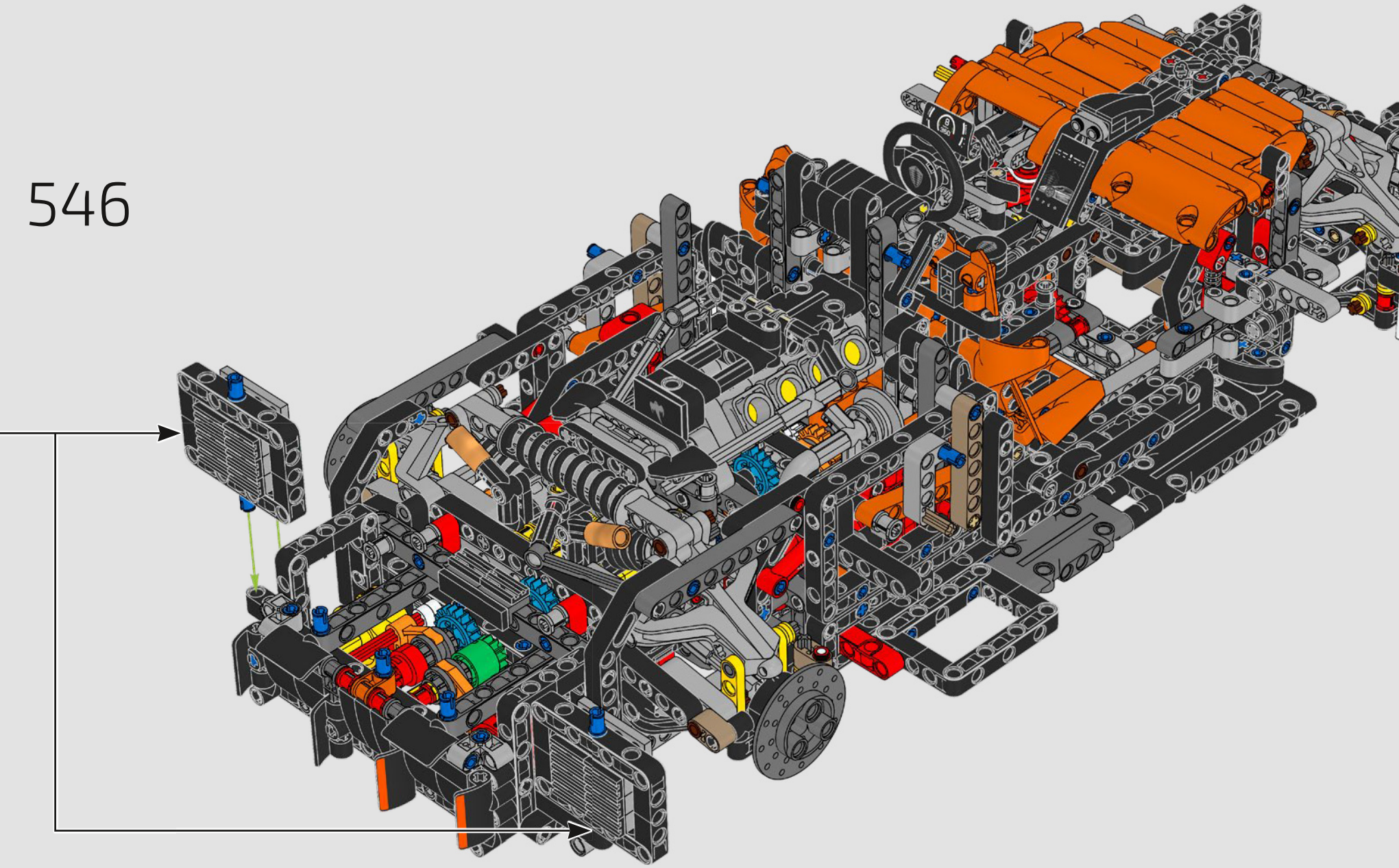

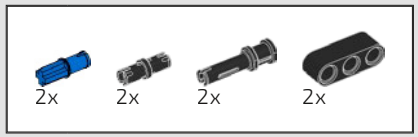

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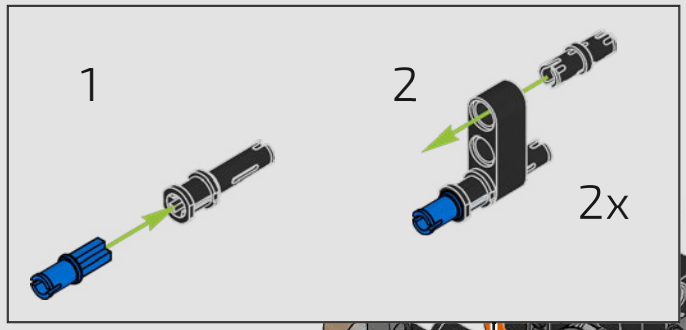

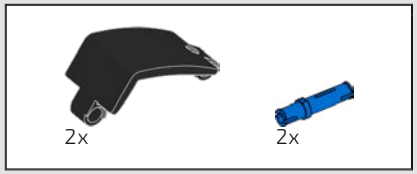

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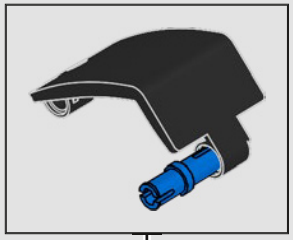

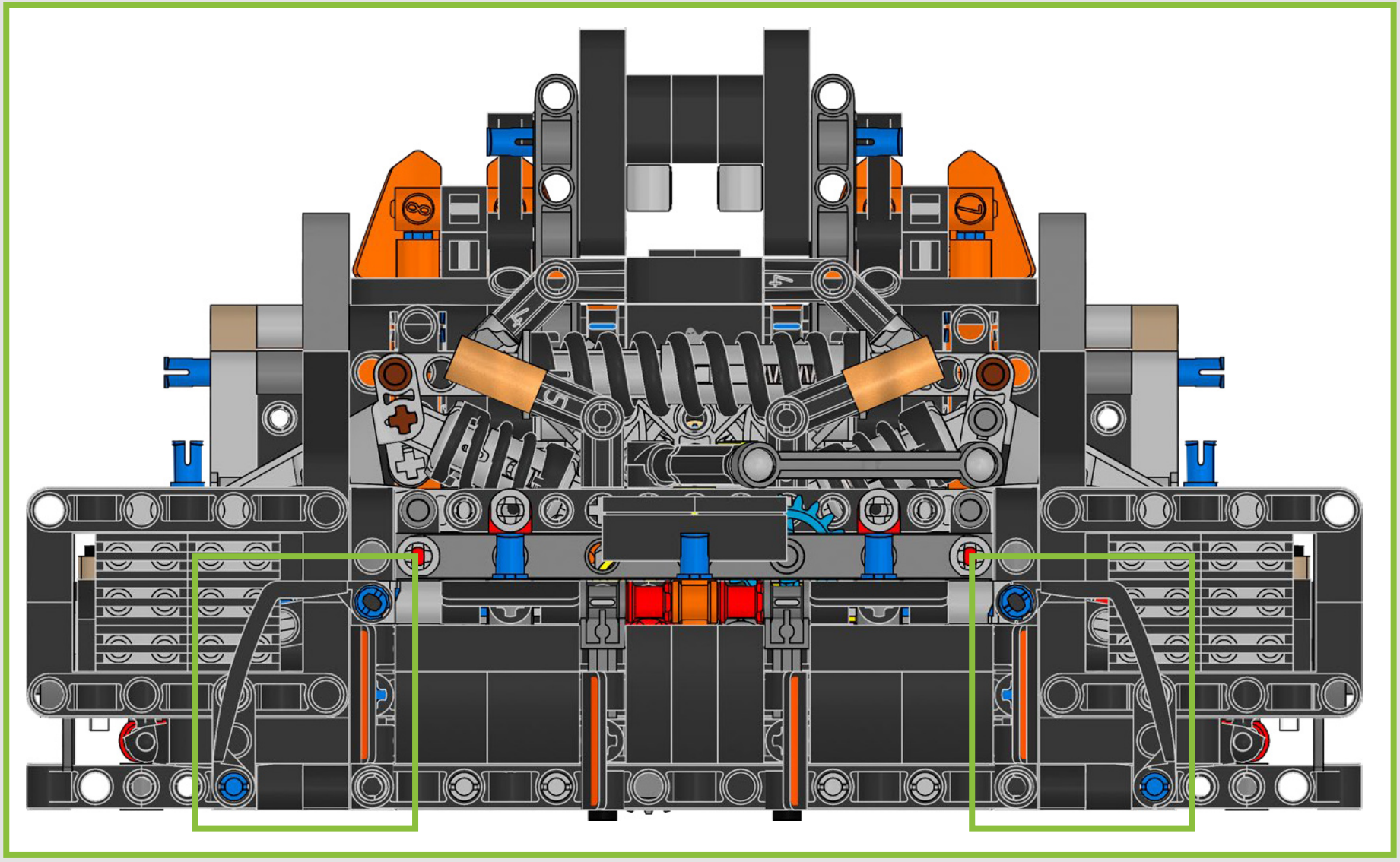

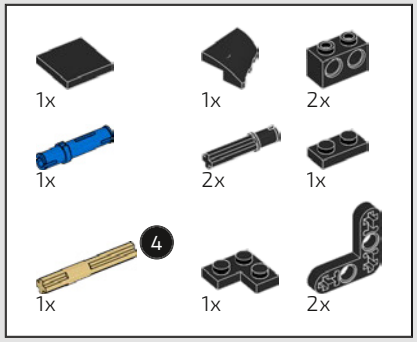

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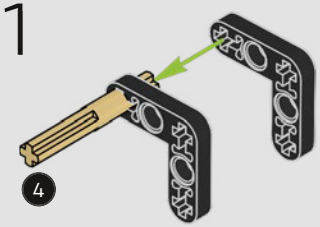

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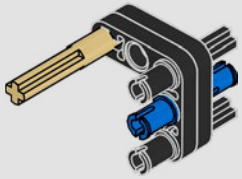

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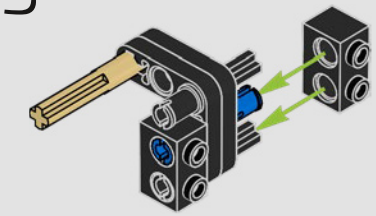

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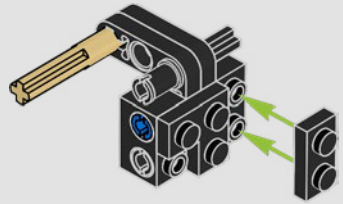

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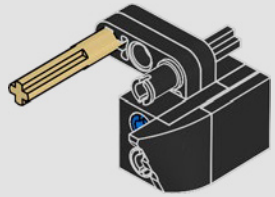

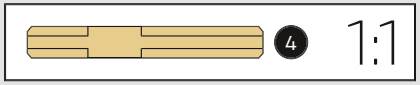

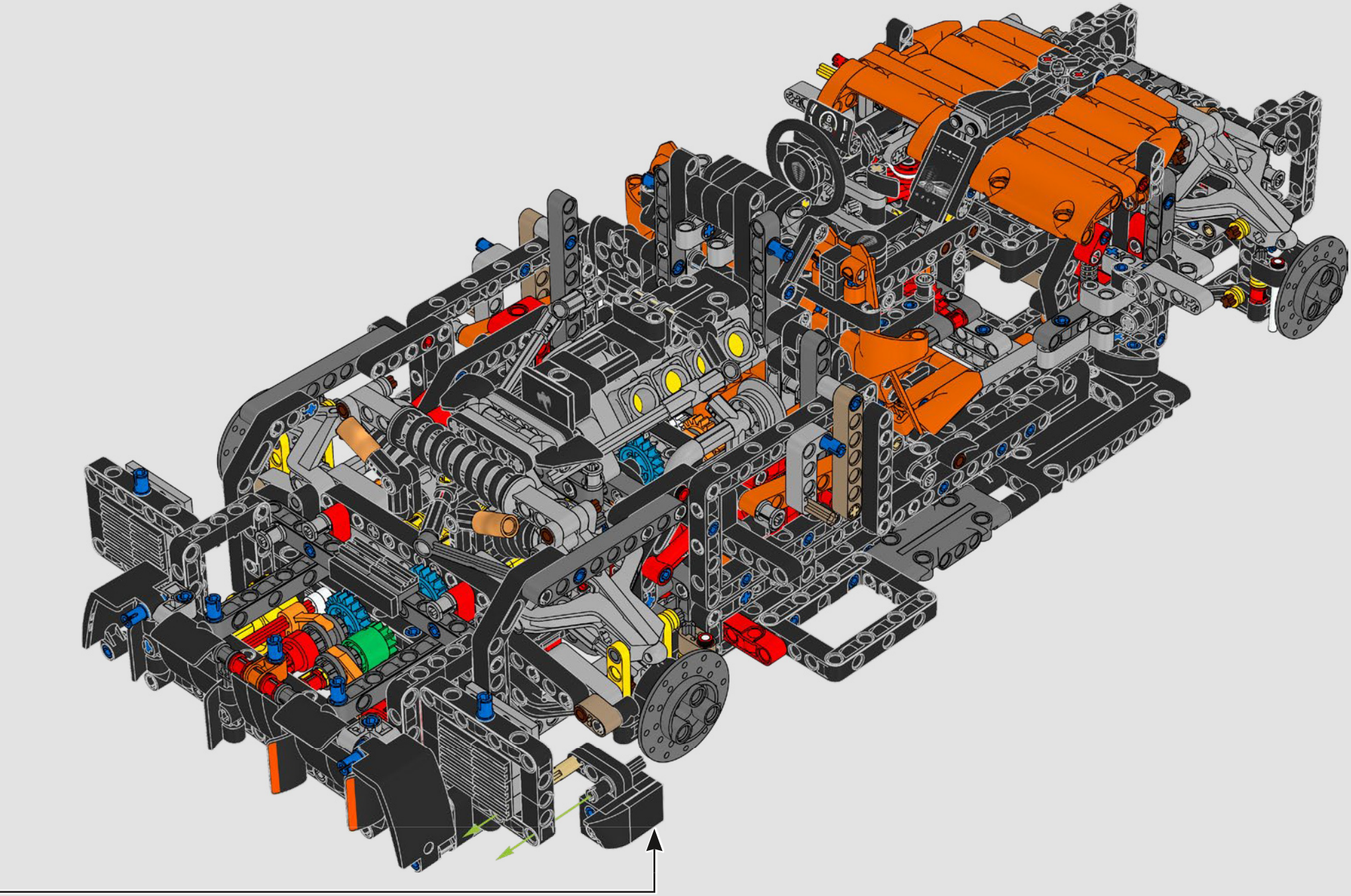

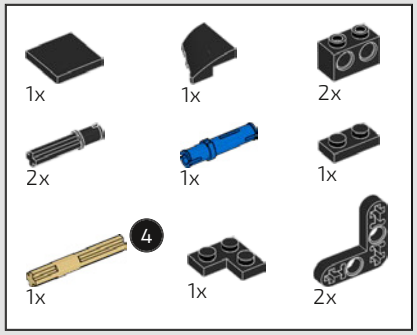

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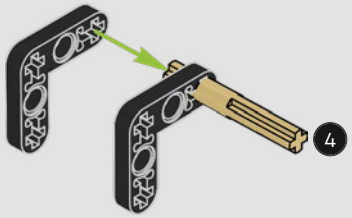

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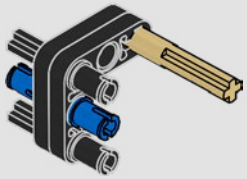

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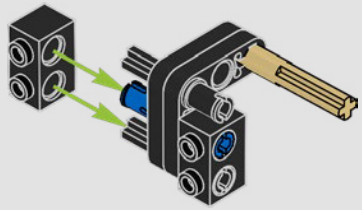

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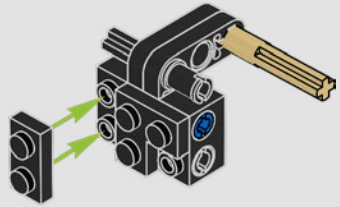

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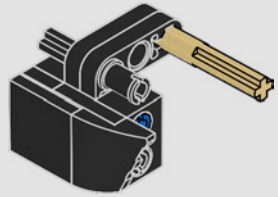

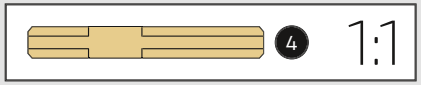

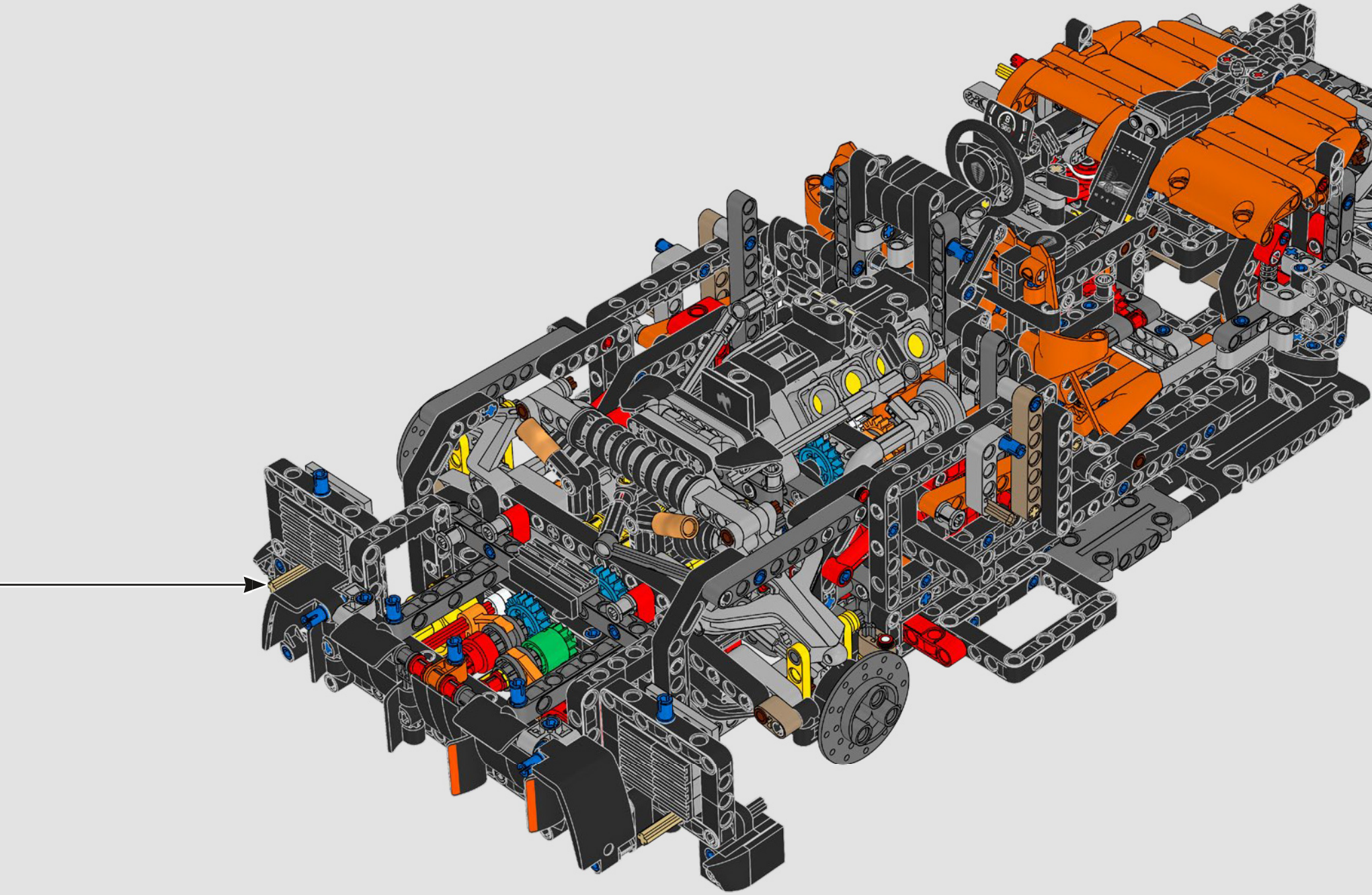

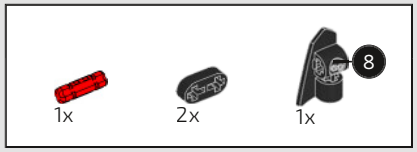

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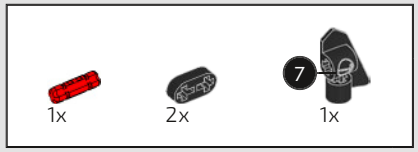

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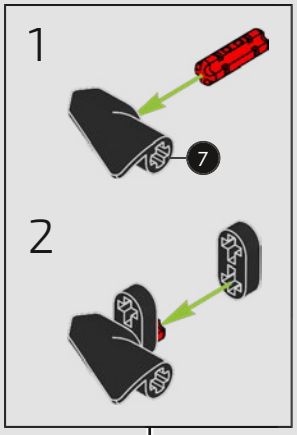

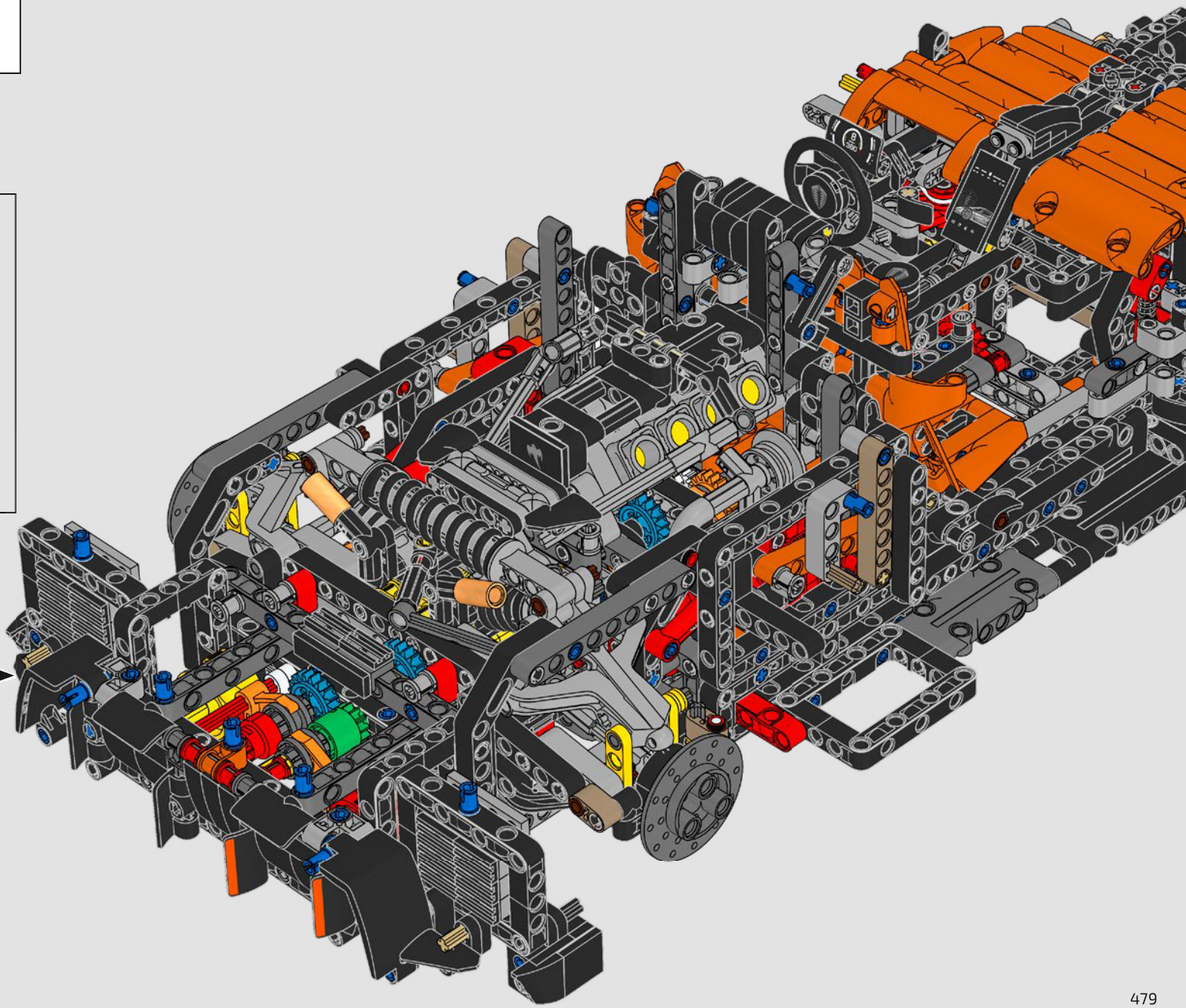



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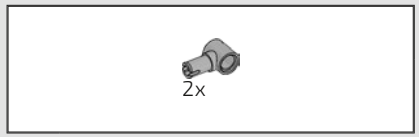

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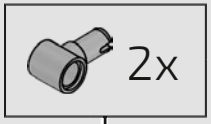

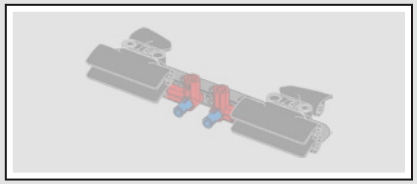

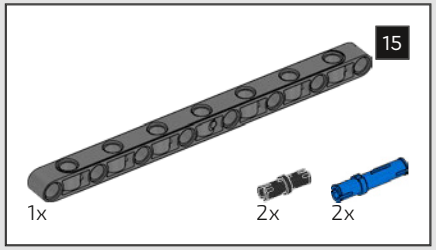

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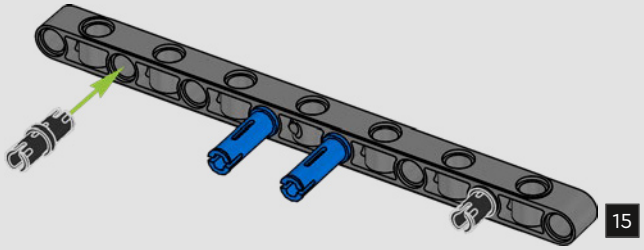

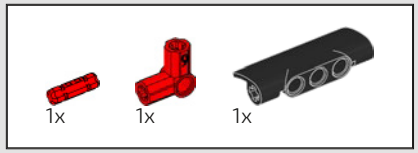

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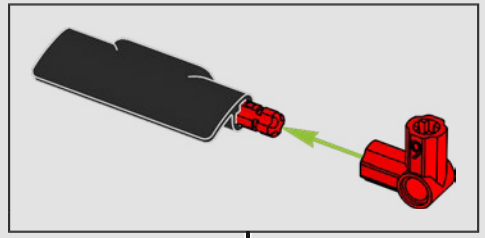

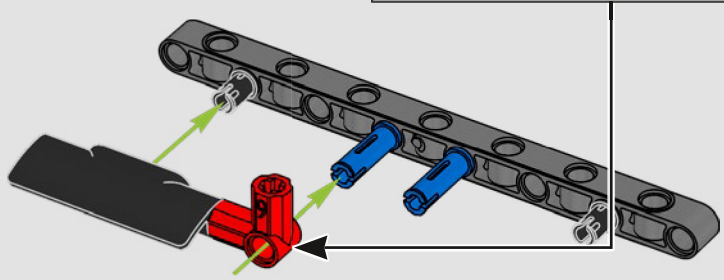

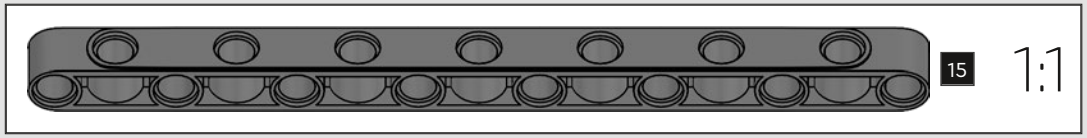

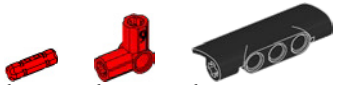

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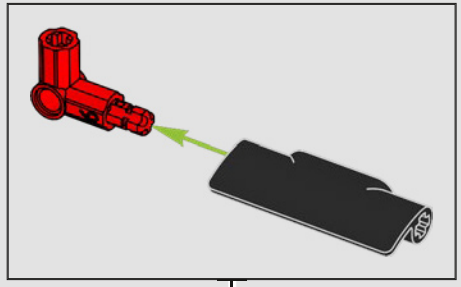

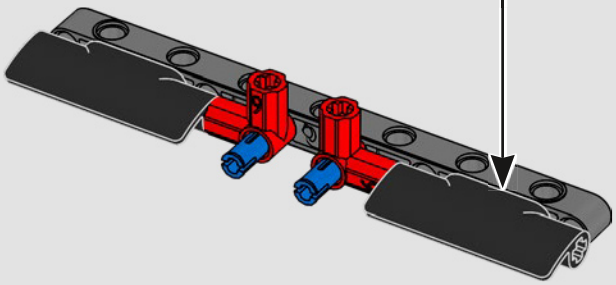

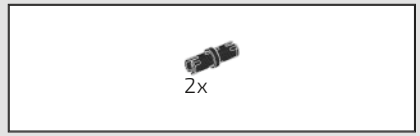

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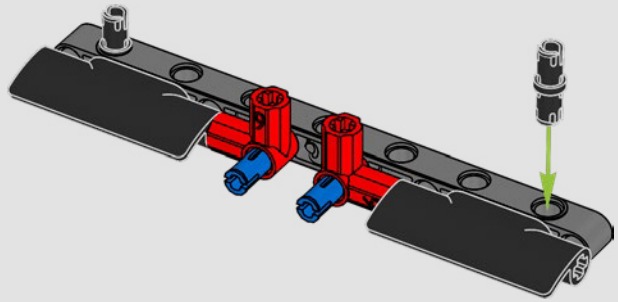

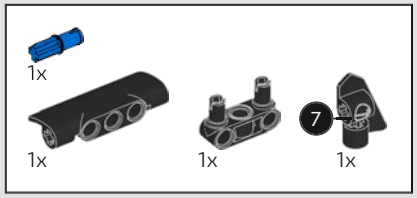

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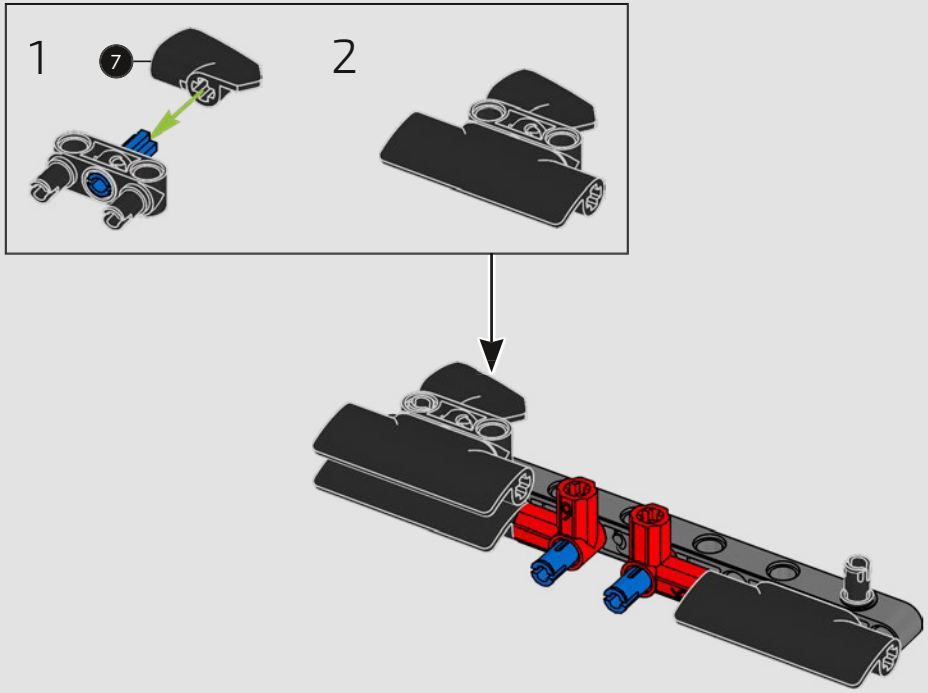

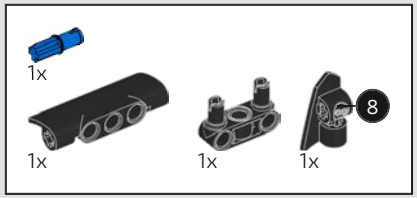

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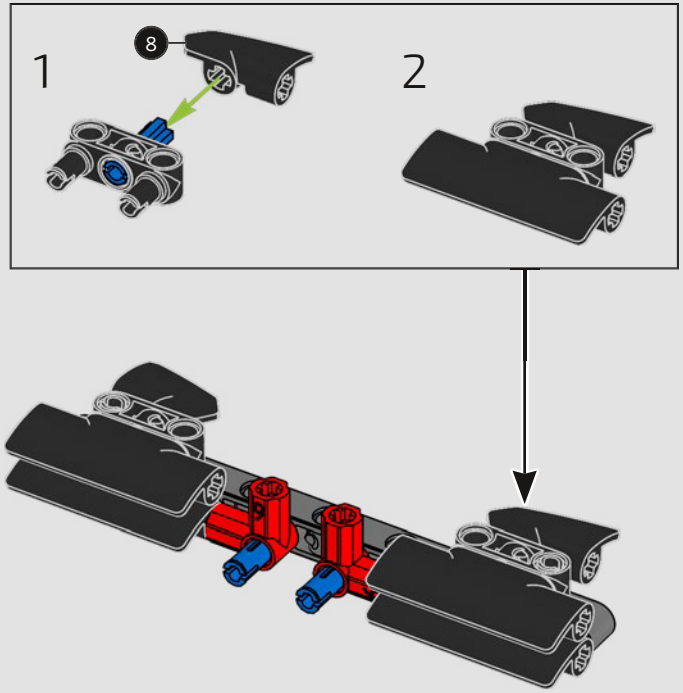

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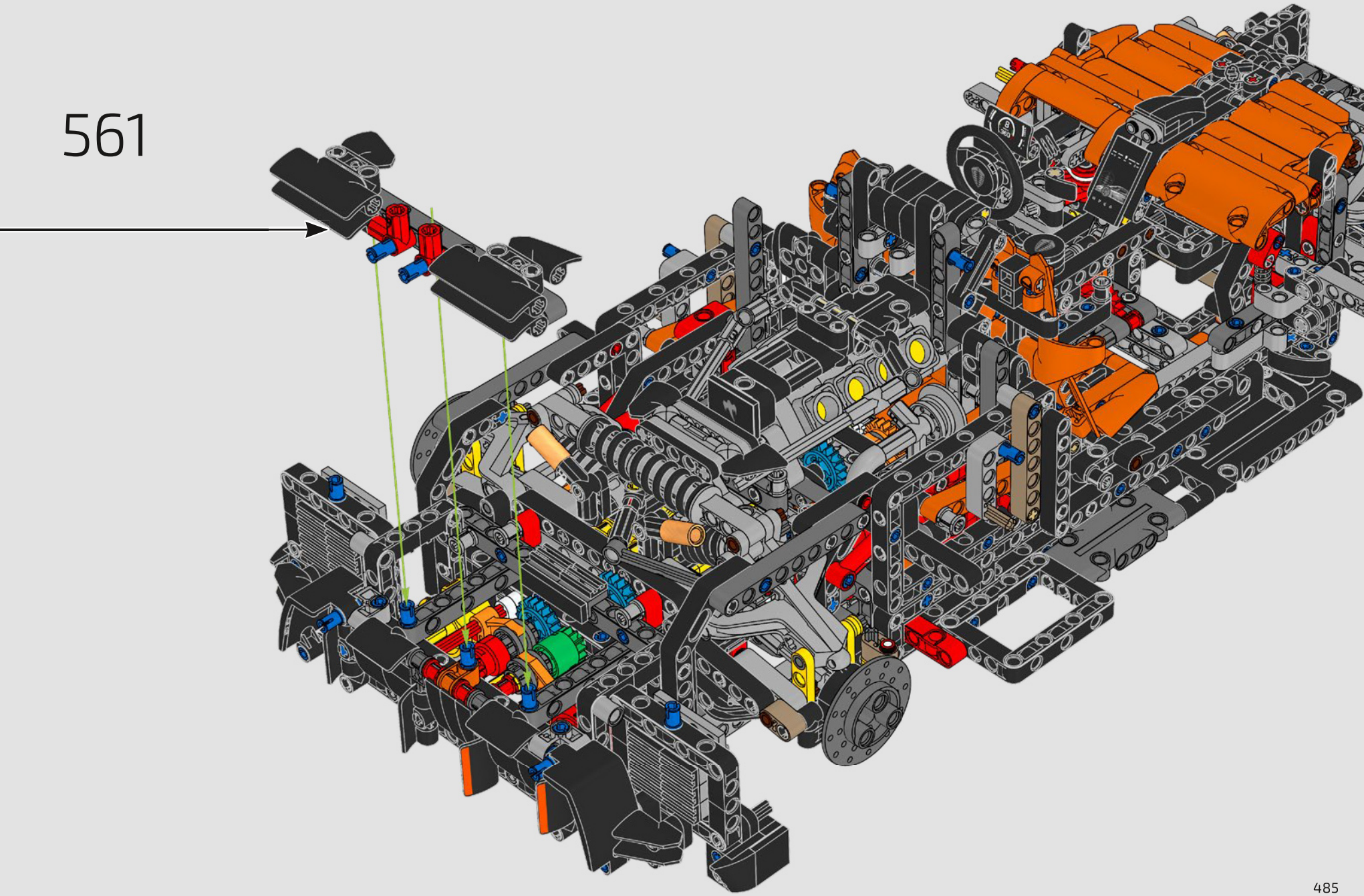

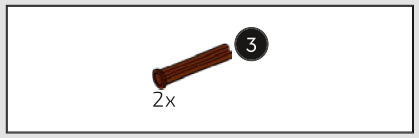

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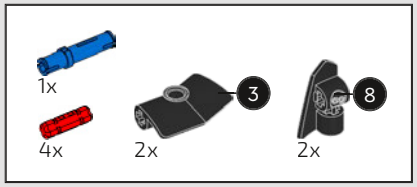

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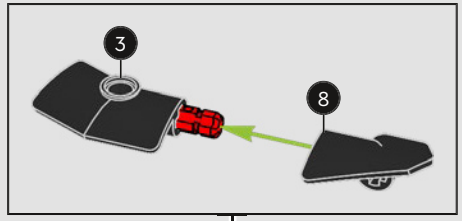

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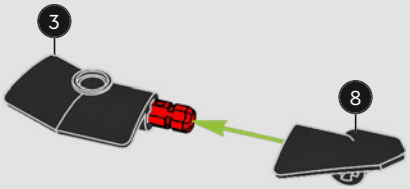

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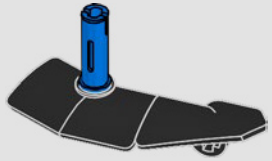

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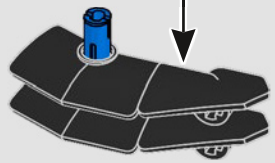

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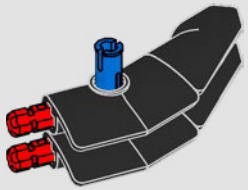

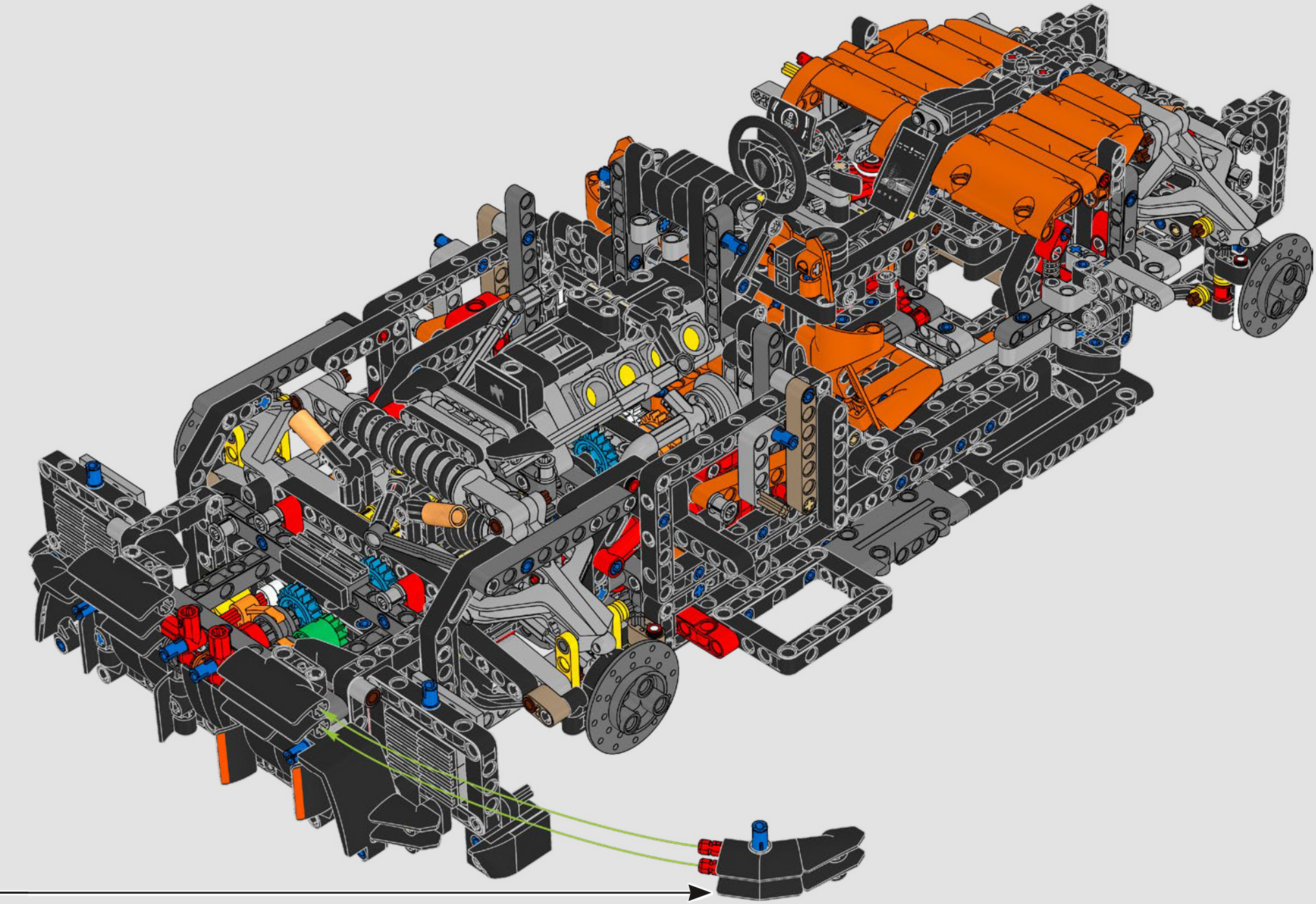

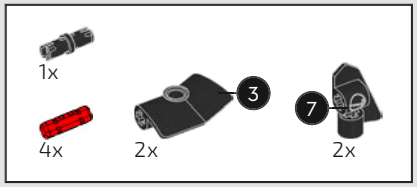

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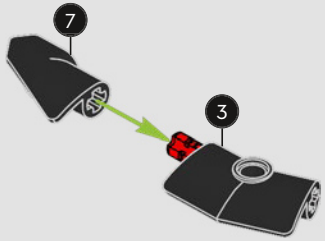

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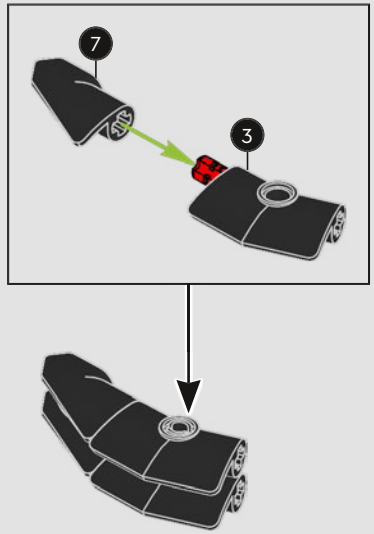

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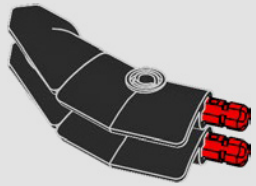

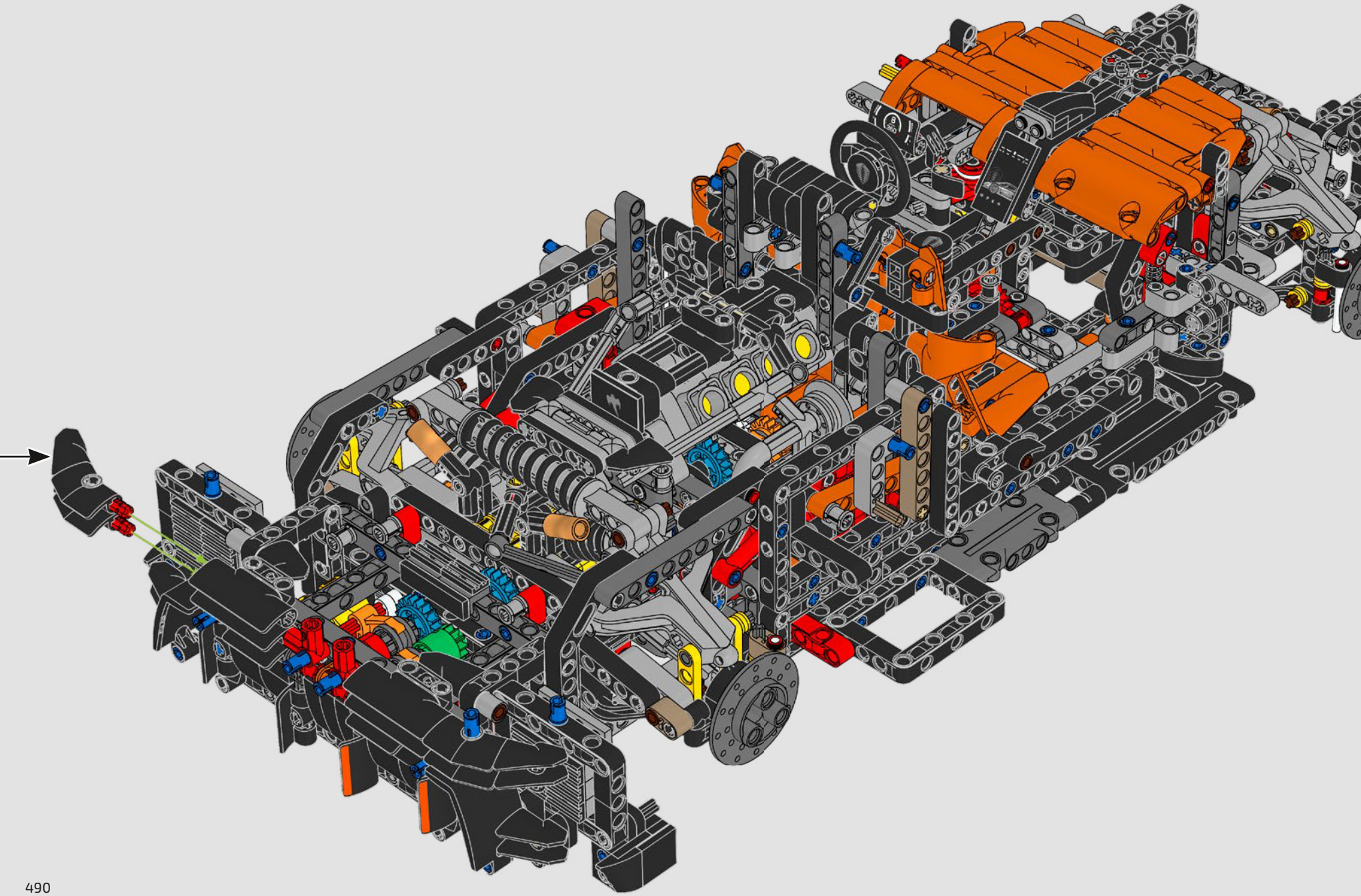

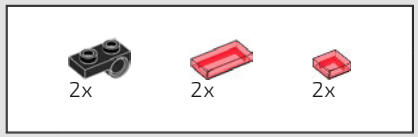

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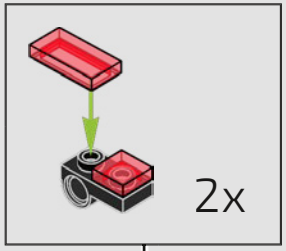

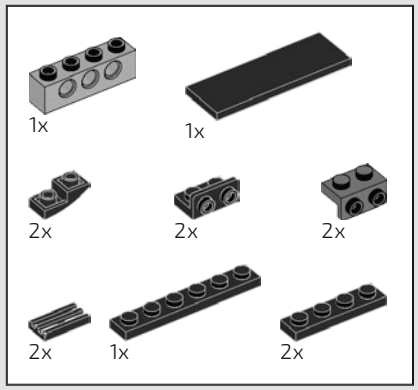

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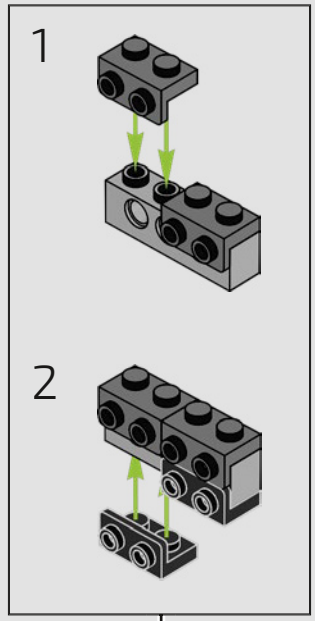

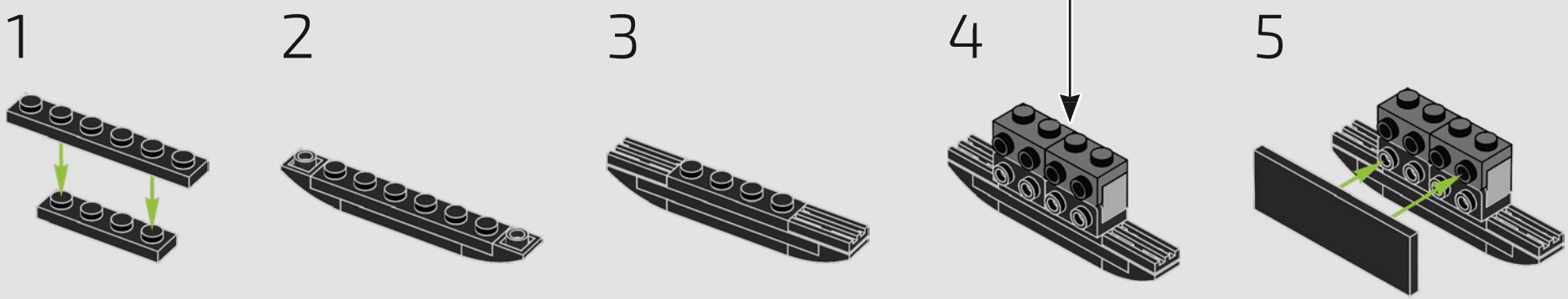

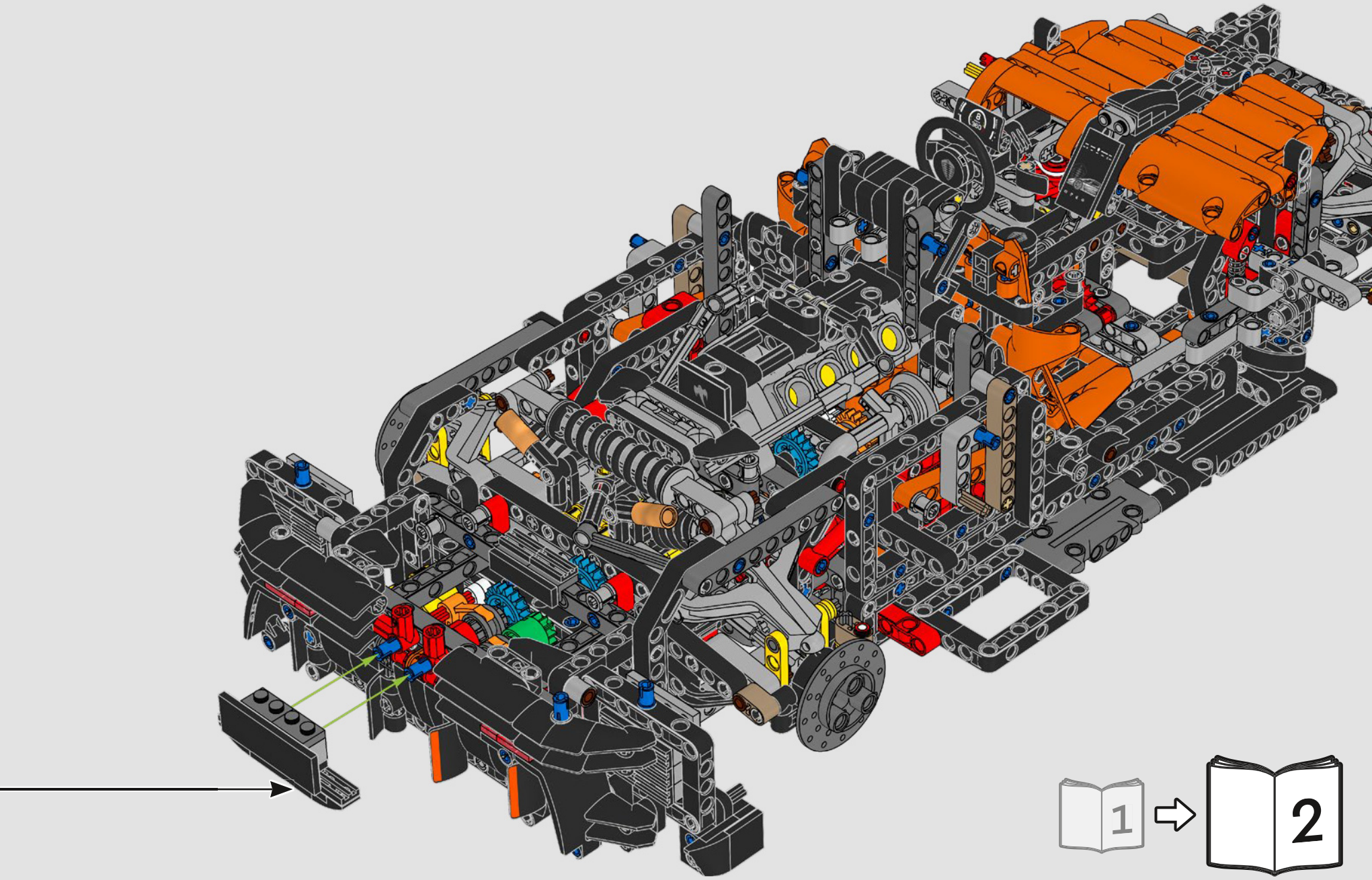
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