



U.S. Department
of Transportation
National Highway
Traffic Safety
Administration

DOT Auto Safety Hotline
Vehicle Owner's Questionnaire
To Report Vehicle Safety Defects
1-888-DASH-2-DOT
(1-888-327-4236)
INTERNET: www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY 100145

Date Received

2005 MAY -6 AM 6:18
13-APR-2005

Repository ☐

Reference No.
10117822

OWNER INFORMATION (Type or Print)

Name

Address

City SAN JOSE

State CA

Zip Code

Daytime Telephone Number

E-mail Address

Evening Telephone Number

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle?
In the absence of an authorization, NHTSA will NOT include your name or address to the vehicle manufacturer.
Signature of Owner _____ Date 4/26/05 ☒ YES ☒ NO

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side

JTHBN36F74C

Make

LEXUS

Model

LS 430

Model Year

2004

Date Purchased

Dec 2003

Dealer's Name and Telephone Number

Harro's Car Lexus 408-330-3000

Engine:

No. Cylinders 8

Fuel Type:

Gas

Original Owner

☒

Dealer's City

San Jose, Ca

State

CA

Zip Code

Transmission Type

AUTOMATIC

☒ Antilock Brakes

Powertrain

☒ Cruise Control

Vehicle Component Code

180000 TIRES:PRESSURE MONITORING AND REGULATING SYSTEMS

Multiple Failure: 8

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s)

31-JAN-2005

Failure Mileage

30000

Failure Speed

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make

Tire Model (Name or Number)

Tire Size (Example P215/65R15)

DOT No. (Example: DOTM18ABC036)

☐ Original Equipment

☐ Prior Repair

Failure Location:

Tire Component Code

Tire Failure Type

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE

Make:

Date Manufactured:

Model No./Name:

Seat Type:

Installation System:

Child Seat Component Code:

Failed Part:

APPLICABLE INCIDENT INFORMATION

(Please describe in detail the Incident(s), Failure(s), Crash(es), and Injury(ies).)

Crash

☐ Yes ☒ No

Fire

☐ Yes ☒ No

Number of Persons Injured

0

Number of Deaths:

0

Reported to Police

N

Narrative Description of Incident(s), Crash(es), and Injury(ies).

Please describe (1) events leading up to the failure, (2) failure and its consequences, and (3) what was done to correct the failure; i.e. parts repaired or replaced (and if old part is available).

THE TIRE PRESSURE WARNING SYSTEM FAILED. AS A RESULT, THE VEHICLE EXPERIENCED A FLAT TIRE WHILE DRIVING. THE CAUSE HAS YET TO BE DETERMINED. *AK

Include, if available: Police/Fire Department Report, Photos, and Repair Invoice.

ATTACH ADDITIONAL SHEETS IF NECESSARY

The Privacy Act of 1974-Public Law 93-579 This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your responses may be used to assist the NHTSA in determining whether a Manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.

File Memo

This captures a meeting and conversations between Robert MacKnight, Tawan Perry, Bruce Biven (of Lexus US) and Chris Nelson of Lexus of Stevens Creek.
Meeting dated 03/17/05 at approximately 12:00 noon
Memo dated 03/17/05

This meeting was originally scheduled at my request to meet with someone who was technically knowledgeable regarding the Tire Pressure Warning System (TPWS) on my 2004 Lexus LS 430. This was to be a follow up to the discussions and meetings had in early February. The date for this meeting was set based on the availability of Mr. Bruce Biven.

At the beginning of the meeting I mentioned that the purpose of the meeting was to

- 1.) Validate the information that had previously been provided by Mr. John Heriford regarding the design, problems, initialization requirements and performance of the TPWS.
- 2.) To obtain a detailed technical understanding of the TPWS as it relates to its operation and boundary conditions.
- 3.) To (since I had driven the prescribed 1000+ miles) have them demonstrate that the TPWS had successfully initialized and that it was operating properly.

The interchange was initiated by Mr. Tawan Perry who indicated that they had additional technical materials for my review and understanding. These were given to me (2004 New Car Features book, publication No NCF259U and a variety of copied pages from what appears to have been various manual pages). After reviewing pages 88 through 93 of the New Car Features book I indicated that this wasn't sufficiently technical to answer my questions. Mr. Biven did answer a couple of questions regarding the simple block diagram appearing on the bottom half of page 88. Mr. Biven suggested that this was all the information they had. I indicated that I understood that this was all they had and it still didn't meet my request and I was upset that they were apparently wasting my time as my request for the meeting and the purpose of the meeting had remained unchanged since early February and had been clearly communicated.

I introduced my graph of the Tire Pressure Warning System (see attached) and expressed to Mr. Biven that I wanted to understand at what level of deflation the TPWS sent a signal, what that signal strength needed to be in electrical units of measure, what reference value that was going to be compared to and what the time and signal tolerance were around that measure. Mr. Biven indicated that not only didn't he have that knowledge but that it was unavailable. I opined that the information would be made available if they thought it was sufficiently important to customer satisfaction to go obtain it. Both individuals indicated that this wasn't going to happen.

Since items one and two above weren't going to be able to be satisfactorily covered I asked that the gentlemen deflate one or more tires on my car and that we could then drive the car to validate the proper performance of the TPWS. This was refused with the explanation that tire deflation had to occur dynamically under driving conditions and that it was impossible to accomplish this test.

Pressuring both individuals it was acknowledged that there was no way that they either knew of or would get additional information about to validate either whether the TPWS was initialized correctly or that it was working properly. Further I asked that they simply tell me how they could know or how they could test whether the TPWS was even operational and hadn't (barring a disconnected wire) been totally disabled. Both individuals indicated that they could not show me validation that the system hadn't been disabled.

I expressed my anger and disbelief at their knowledge, level of customer support and efforts and terminated the meeting.

After walking to my car I went back to Chris Nelson's office and was provided the organizational chain of command by Mr. Perry.

Mr. Tawan Perry and Mr. Bruce Biven report to Mr. Paul Clark who reports to Mr. Jeff Bracken GM of the Western region which apparently covers 12 states - all of these individuals work out of the Irvine Regional Office. Mr. Jeff Bracken reports to Mr. Denny Clements a Vice President who works out of the Torrance headquarters.

File Memo

Conversation with Mr. Chris Nelson, [REDACTED]

Conversation date February 4, 2005

Memo date February 8, 2005

On the afternoon of February 4, 2005 at approximately 4:30 pm I engaged in a conversation about the low tire pressure warning system with Mr. Chris Nelson of Lexus of Stevens Creek.

What follows are statements concerning that discussion.

Mr. Nelson made and gave me copies of Lexus TSIB's # PD003-03 and PG003-04 both regarding the Tire Pressure Warning System.

Mr. Nelson indicated that he had been told by Lexus corporate personnel that they believed the problem with the car was simply improper initialization of the Tire Pressure Warning System.

Further Mr. Nelson indicated that he had been told by Lexus corporate personnel that it might take up to 1000 miles of driving to properly ensure initialization. This contradicts TSIB # PD003-03

It should be noted that of the seven incidences where the TPWS has either provided a false positive or not indicated real tire pressure low condition that the mileage since TPWS initialization has been as follows:

- a) approximately 4000 miles between Christmas '03 when it was reinitialized at Lexus of Monterey and February 2, 2004
- b) 9594 miles between February 2, 2004 and August 10, 2004 (note during this time both level A service and Level B service had been conducted and it was only 88 miles after the level B service that the TPWS provided a false indicator)
- c) 1050 miles between August 10, 2004 and August 25, 2004 (note that TSIB # PG003-04 was performed on August 25, 2004)
- d) 5401 miles between August 25, 2004 and December 2, 2004 (note that it had been 1428 miles since a level A service had been performed)
- e) 4115 miles between December 2, 2004 and January 21, 2005 (note it had been 492 miles since a level A service had been performed)
- f) 253 miles between January 21, 2005 and January 25, 2005
- g) 492 miles between January 25, 2005 and January 31, 2005 (note this was the first incidence when instead of a false pressure low signal there was actually no signal and the tire went completely flat)
- h) At no time in the above sequence was the tire pressure ever measured to incorrect either by myself or Lexus of Stevens Creek

Note that with the exception of the very first reset at Lexus of Monterey (no record exists of this, however, my wife took the car in personally and will discuss as needed) all service has been performed by and at Lexus of Stevens Creek.

Both of us wondered aloud about the efficacy of a design that needed such time when specific driving conditions to cause the TPWS to properly initialize were not specified.

I indicated clearly that I thought Lexus (corporate not dealership) was refusing to deal with the issue.

Mr. Nelson, who had many years of technician experience prior to moving into management indicated that he didn't understand or find credible the information that was being supplied by Lexus.

I mentioned to Mr. Nelson that if it took 1000 miles to properly initialize the system and to be certain of same that I would authorize Lexus to drive my car for that distance.

When initially taking the car to Lexus on this last occurrence I requested that before I would take the car back I wanted to know what had been done, what problem it had solved, why it had occurred and wanted to be taken through a test protocol that would validate the service and the system were performed, performing properly.

I mentioned to Chris that previously I had owned a 1999 LS400 and that Lexus had repurchased that car after an accelerator pedal position sensor failure and a 9 month process of discussion and arguments with Lexus. It was also mentioned that I had no interest in having this outcome repeated.

When queried as to the end game if this problem couldn't be corrected properly Chris did indicate that I had remedies under the lemon laws. My comment was that I didn't want to head in that direction and that a suitable solution for me was to find an equitable way to move me into an LX 470 which has a different TPWS system (as explained to me by Mr. Nelson).

File Memo

Conversation with John [REDACTED]
Conversation date February 7, 2005
Memo date February 8, 2005

On the afternoon of February 7, 2005 at approximately 4:00 pm John of Lexus called me at my office at Mattson Technology to discuss the TPWS problems with my 2004 Lexus LS 430.

The conversation lasted between 20 and 30 minutes with the last ten broken up and incomplete as John was making the call from a cell phone and was traveling west bound on Highway 152 between Highway 5 and Highway 101. The call was ultimately terminated by a lost signal and not reinitiated by John. No conclusions were reached and I was angry at the treatment from John.

What follow are statements concerning the discussion.

John indicated that he was calling me regarding my car at the request of Lexus of Stevens Creek.

He began the conversation with the statement that the car had been fixed, that I should go pick it up and that he was prepared to discuss the technical issues regarding the problems with the TPWS.

John stated that the problem was simply that the TPWS had not been properly initialized, that it took about one hour of driving between 31 and 61 miles per hour to properly initialize and that the time didn't necessarily have to be at one time but could occur over multiple uses of the automobile. This contradicts the information previously received about it taking 1000 miles of driving to properly initialize.

Engaged John in a discussion regarding the technical functioning of the TPWS. He was either unable or unwilling to discuss the details of the system. There were attempts to describe that the system measure differential speed between the tire low and other tires by sensing changes in rotational speed caused by the smaller diameter of the tire with the low pressure. When pressed to provide detail regarding the threshold at which the system indicates a low pressure condition he couldn't / wouldn't provide the requested detail.

I indicated that I had requested a conversation with a technically knowledgeable individual and that he didn't meet that criteria.

Further it was discussed with John (as with Lexus of Stevens Creek) that I didn't want to take the car back until they could demonstrate that the TPWS system had been corrected, full disclosure about the problem and the remedy and that they could, utilizing a test protocol, demonstrate that it was working properly. John indicated that Lexus was unwilling to do this.

John kept reiterating that the problem had been fixed by simply resetting the TPWS switch but couldn't describe for me why it was fixed this time and not on the previous seven incidences – the implication was that the dealership had been incompetent in performing this activity.

When queried as to the complexity of the reset⁴the switch approach it was described as very simple. I asked why, if it was so simple had it been improperly done seven times by more than a single individual. No credible answer was provided.

I told John that if it took one or more hours of driving under certain conditions to effectively reinitialize the TPWS that I was more than willing to have this done by Lexus (as I clearly had not been able to do it properly as evidenced by the service history), and that post proper re-initialization I wanted to view a test protocol that indicated the system was working properly. Both of the above were refused. Many times.

John offered to replace all four existing tires (factory originals) with new tires to ensure that all tires were of the same exact dimensions to eliminate this from a possible cause of the TPWS failures. My reaction was to question the amount of difference that would have to exist between tires to trigger a false TPWS signal as a means of understanding if this was a reasonable approach. John couldn't / wouldn't answer the question. Further I inquired as why John would offer to do this if he was so certain that the problem was improper system initialization. He provided no credible answer.

I came away from the above discussion feeling very strongly that I was trying to be bought off the problem – here is a gift Mr. Customer now stop bothering us.

John was abusive during this conversation and wouldn't engage in any discussion to help my detailed understanding of the problem, the fix or the test protocol that validated the fix had been properly implemented.

Further I requested to meet John and Mr. Nelson at the dealership at a time of his choosing to discuss this further – this was refused several times. He indicated that his schedule was too complex to be able to pick a time when we could meet.

Over and over John indicated that my car had been fixed, that I had to take their word for this, that I had to pick the car up and that Lexus was not going to work with me any further on this problem. I re-iterated to John that I didn't want to take the car back until such time as the answers to my questions were provided and a simple demonstration that the TPWS was working was observed by me.

As mentioned earlier the last ten minutes or so of the conversation were broken and incomplete due⁴(my guess) a weak cell phone signal in John's calling location. The call broke off completely and was not re-initiated by John.

Immediately after the cessation of the call with John I placed a call to Mr. Chris Nelson at Lexus of Stevens Creek. I was informed that he had left for the day. At this point I provided two contact phone numbers and requested the operator to please call Mr. Nelson and request that he call me ASAP as I was quite angry about my conversation with John.

File Memo

Conversation with Mr. Harry Kiriakopolis
Conversation date February 7, 2005
Memo date February 8, 2005

I received a phone call from Mr. Harry Kiriakopolis at about 5:00 pm on the 7th. In that conversation he indicated that he was returning my call to Mr. Chris Nelson of moments earlier.

To his inquiry of whether he could help, I expressed my anger and frustration with John of Lexus corporate. I indicated that John would not provide me with any technical detail regarding the problems encountered with the TPWS, that he was abusive over the phone, and that he refused to have Lexus continue any efforts on this problem.

Harry indicated that John was due in to the store on Tuesday February 8th and that he would discuss the matter with him. Harry indicated that he and Chris were stuck in the middle between the "guest" and the factory and re-iterated that Lexus of Stevens Creek really wanted to help me solve the problem.

For my part I mentioned again that all I wanted was to know the problem, understand what fix was undertaken and why it solved the problem this time and not the previous seven times and to be able to view a test protocol that validated the proper performance of the TPWS.

Mr. Kiriakopolis mentioned that it might take up to 1000 miles of driving to ensure proper re-initialization. He further suggested that I might not want them to put 1000 miles onto my car. My response was that if that was what it took to be able to ensure proper re-initialization and that after that they could demonstrate effectivity with a test protocol that I would authorize them to do it.

Harry indicated that he or Chris would call sometime on the 8th with an update.

File Memo

Conversation with Curt, Customer Satisfaction Representative, Lexus of Stevens Creek
Conversation date February 8, 2005
Memo date February 8, 2005

Responded to a voice mail left on my office system at 3:25 pm indicating Lexus of Stevens Creek wanted to ensure my satisfaction with the service performed on January 21, 2005

In conversation with Curt I indicated that I wasn't satisfied as the service of January 21, 2005 was unsuccessful and I had to return the car on January 25, 2005 and that service was equally unsuccessful and I had to return the car on January 31st and that Lexus of Stevens Creek still had my car as of February 8, 2005

Curt apologized for calling me and indicated that he had my name marked as a "do not call" because Stevens Creek Lexus knew the problem was not resolved with that service and that my file was on the desk of Chris Nelson Director of Service.

File Memo

Conversation with voice mail of John Herford (sp?) Lexus Corporate Representative

Conversation date February 8, 2005

Memo date February 8, 2005

Responded to a voice mail left on my Mattson desk number (510-492-6153) at about 3:30 pm to 949-727-2518

John indicated that I would need to leave a voice mail as he was out of the office (on his original message).

Left the message that I would be at my desk and reachable until 5:30 to 6:00 pm today and that I could be reached either on my desk extension (510-492-6153) or my cell phone 510-386-9405

File Memo

Conversation with Mr. John Herford, Lexus Corporate Representative
Conversation date 02-08-05
Memo Date 02-09-05

Received a message on my mobile phone that a call came in from Mr. John Herford at 5:49 pm.

At 6:00 pm I returned the call to John at 949-727-2518 and left a message on his answering machine.

At about 6:10 pm John returned the call and we spoke for about 20 minutes. The tone and tenor of this call was much more cordial and professional.

John apologized for not re-connecting the call that was cut short the day earlier due to insufficient cell phone signal in his area of travel.

John did indicate that he had reviewed the material regarding my LS430 and the recurring TPWS system failures with the staff at Stevens Creek Lexus.

He requested that I allow Lexus to install 4 new tires all with the same DOT number on the car and that, combined with the reset would solve the TPWS failure problems. My response was negative and I pointed out that the tires on the car presently were the original factory tires and that I wanted to measure the circumference of the existing tires for variance prior to authorizing any changes. Further I requested information regarding the allowable variance prior to a tripping of the TPWS - he was unable / unwilling to provide this information. I raised the question as to whether if tires all of the same DOT number were required does that imply that with any single tire change all tires need to be changed and would they necessarily all have to be purchased from Lexus - no reasonable response to this inquiry.

Next I asked why if the TPWS system was working correctly except for improper reset weren't there any error codes in the system when false signals were produced. This was a follow up from a conversation with Harry Kiriakopolis wherein he indicated at one of the services that they (Lexus) were baffled because there weren't even any error codes reported to the control computer. John Herford opined that the TPWS wasn't even interconnected to the control computer so the absence of error codes was to be expected. I asked for validation of this.

Mr. Herford did offer to create an opportunity for me to interact with a technically knowledgeable Lexus representative that might be able to provide me with much more information regarding the technical design and performance of the TPWS system. I asked him to set this up.

The last component of the conversation was in regard to an end game. I asked repeatedly of Mr. Herford what Lexus was going to do if in the face of all the suggested approaches there still evidenced a TPWS problem. The only response I was able to elicit was not to worry Lexus would stand behind me. This was and is an unsatisfactory response and I indicated so.

Once again I requested of Mr. Herford that if it took some amount of driving to verify a proper reset of the TPWS that I would authorize Lexus to do this with my car. Again he indicated that it would take some unknown length of time and miles that could go up to 1000 miles. I told him that I heard and understood what he was saying but did not accept that this information made any sense.

The conversation concluded with my request that Mr. Herford follow up on three items (i) confirmation of error code capture by the TPWS, (ii) a specific schedule when I could meet with an individual who was technically knowledgeable and (iii) a more satisfying response to the question of the ultimate end game. Mr. Herford asked if I had thought about when I might pick up my car and my response was that I wouldn't even consider it until there was closure on the above 3 items and that even then I was still very unsatisfied as my original request to understand what failed, why it failed, what corrective action was taken and then to observe a test protocol that the TPWS was functioning correctly still had not been handled.

The conversation ended with Mr. Herford indicating he would make contact on 02-09-05

File Memo

Conversation with Mr. John Herford, Lexus Corporate Representative
Conversation date 02-09-05
Memo date 02-09-05

At approximately 11:35 am received a call at my office from Mr. John Herford. He called to follow up on the conversation of the previous evening.

He indicated the following:

- 1.) That the TPWS does not capture error codes and therefore doesn't store information into a control computer.
- 2.) That I could meet with him and his technical specialist either March 17/18 or sometime between March 28th to 31st.
- 3.) That Lexus couldn't / wouldn't commit to an end game but gave me general reassurance that they would continue to work with me.
- 4.) That they wanted to execute the plan of putting four new tires on the car as an offer of and gesture of goodwill.

I indicated that I wanted to do the math on tire circumference variation and it's impact on varying rotational speeds as I didn't accept that this was at all a reasonable explanation of why the problems occurred.

He indicated that they (Lexus) were confident that the problem had been solved, however they were still unable / unwilling to provide the answers that I requested upon dropping off the car which were - (i) what failed, (ii) why it failed, (iii) what corrective action was taken and then (iv) to observe a test protocol that validated that the corrective action was effective.

I told Mr. Herford that if I were to pick up the car I would request that the work order be annotated to show that I was picking the car up under duress and pressure and that I had not been at all satisfied that the problem was corrected.

Mr. Herford asked again if I would authorize new tires and I responded in the negative. He pressured me to pick up the car. I indicated that I was unwilling to commit to this and that I would make contact with him tomorrow (02-10-05)

File Memo

Voicemail message from Mr. Chris Nelson, Director Customer Service Lexus of Stevens Creek.

Message date February 15, 2005, 4:45 pm picked up at 5:30m pm.

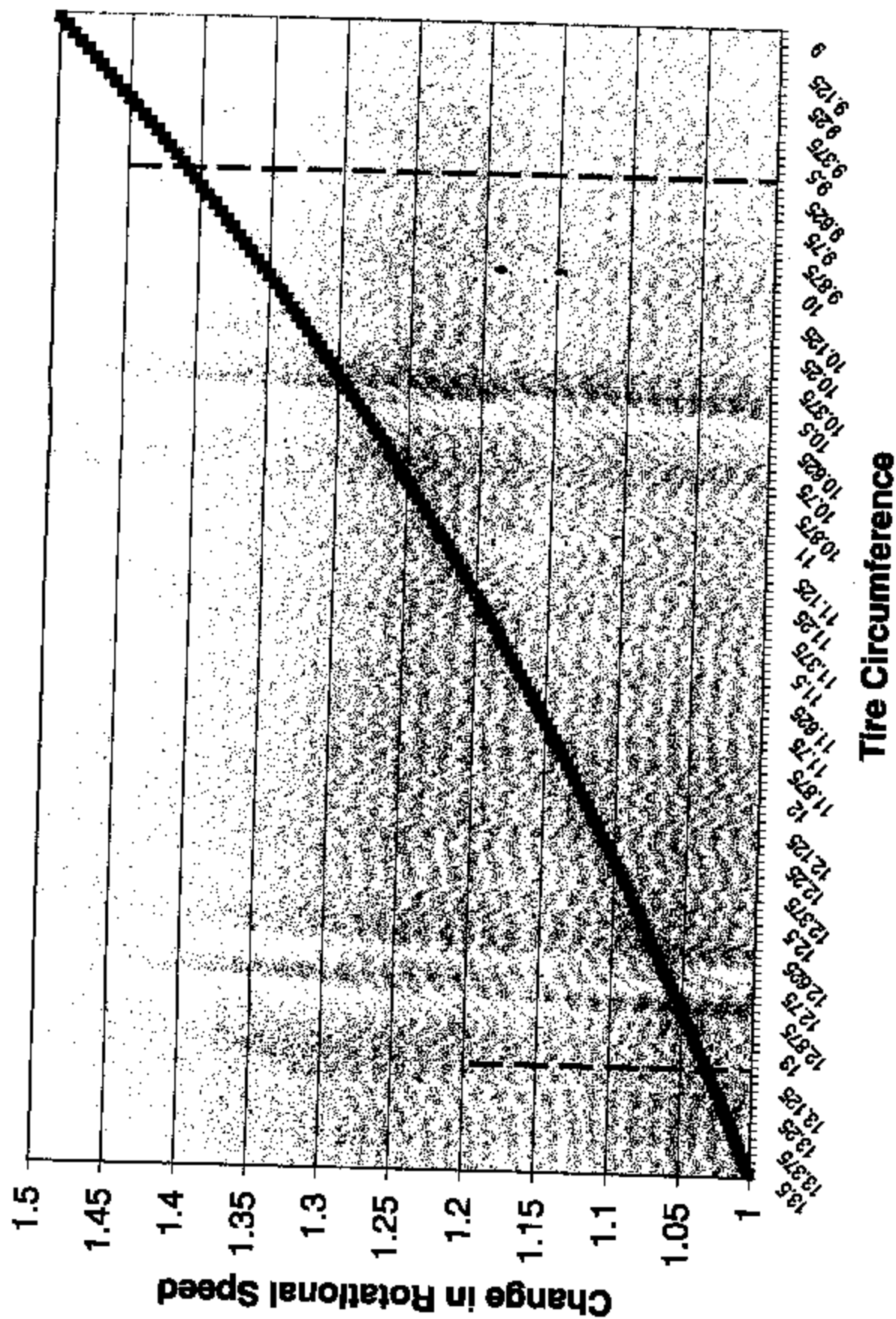
Memo dated February 16, 2005

Mr. Nelson left a message on my office phone that he had spoken to Lexus (persons unknown) and they would not allow the information contained in my email to Mr. Nelson dated 02-09-05 to be put onto the open work order. That they had specifically dictated content that they wanted on the work order and that I should come pick up my car.

He indicated that Harry Kiriakopolis would be in the facility until later that evening.

I tried to reach Mr. Nelson (408-687-2857) to let him know I would pick up the car - he wasn't available by phone so I left a message that I was displeased with the situation but would schedule a time to retrieve my car.

I called Harry Kiriakopolis (408-330-3013) and let him know that I couldn't retrieve the car on the 15th but would pick it up in the afternoon of the 16th - he indicated that this would be fine.



Circumference Rotational Speed

65.178	1	13.6	0.03125
65.027125	1.002320160	13.48875	
64.87825	1.004851183	13.4375	
64.725375	1.008990007	13.40825	
64.5745	1.009345794	13.375	
64.425825	1.011730802	13.34375	
64.27275	1.014064607	13.3125	
64.121875	1.016470588	13.28125	
63.971	1.018857928	13.25	
63.820125	1.021278509	13.21875	
63.66925	1.023890882	13.1875	
63.518375	1.026128289	13.15625	
63.3675	1.028571429	13.125	
63.216825	1.031028283	13.09375	
63.06575	1.033492828	13.0625	Point at which tire is down to wear bars based on 7/16th of tread
62.914875	1.035971223	13.03125	
62.764	1.038481538	13	
62.613125	1.040983866	12.96875	
62.46225	1.043478281	12.9375	
62.311375	1.046004943	12.90625	
62.1605	1.048543689	12.875	
62.009625	1.051054891	12.84375	
61.85875	1.053585853	12.8125	
61.707875	1.056234719	12.78125	
61.557	1.058883529	12.75	
61.406125	1.061425061	12.71875	
61.25525	1.064039409	12.6875	
61.104375	1.066665667	12.65625	
60.9535	1.069305831	12.625	
60.802825	1.071880288	12.59375	
60.65175	1.074429686	12.5625	
60.500875	1.077306733	12.53125	
60.35	1.08	12.5	
60.199125	1.08270787	12.46875	
60.04825	1.086427136	12.4375	
59.897375	1.088181208	12.40625	
59.7465	1.090908081	12.375	
59.595625	1.093870889	12.34375	
59.44475	1.096448701	12.3125	
59.293875	1.098238041	12.28125	
59.143	1.102040818	12.25	
58.992125	1.104889335	12.21875	
58.84125	1.107892308	12.1875	
58.690375	1.110539846	12.16825	
58.5395	1.113402082	12.125	
58.388625	1.11827807	12.09375	
58.23775	1.118170884	12.0625	
58.086875	1.122877922	12.03125	
57.936	1.125	12	
57.785125	1.127837337	11.96875	
57.63425	1.130890062	11.9375	
57.483375	1.133858208	11.90625	
57.3325	1.136642106	11.875	
57.181625	1.139841689	11.84375	
57.03075	1.142867143	11.8125	
56.879875	1.145888594	11.78125	
56.729	1.14899617	11.75	
56.578125	1.152	11.71875	
56.42725	1.155080214	11.6875	
56.276375	1.158175844	11.65625	
56.1255	1.161280323	11.625	
55.974625	1.164420485	11.59375	
55.82375	1.167587668	11.5625	
55.672875	1.170731707	11.53125	
55.522	1.173813043	11.5	
55.371125	1.177111717	11.46875	
55.22025	1.180327868	11.4375	
55.069375	1.183661844	11.40625	
54.9185	1.186813187	11.375	
54.767625	1.190082645	11.34375	
54.61675	1.193370188	11.3125	
54.465875	1.1965759	11.28125	

54.315	1.2	11.28
54.184125	1.203342918	11.21875
54.01325	1.206703911	11.1875
53.852375	1.210064034	11.16625
53.7118	1.213483148	11.125
53.580625	1.216901408	11.09375
53.40875	1.220336083	11.0525
53.288875	1.223798084	11.03125
53.108	1.227272727	11
52.857125	1.230798231	10.9875
52.80825	1.234285714	10.9375
52.658375	1.23782235	10.90625
52.5043	1.24137831	10.875
52.388825	1.244986772	10.84375
52.20275	1.248654913	10.8125
52.051875	1.252178913	10.78125
51.901	1.255813953	10.75
51.760125	1.259473219	10.71875
51.59825	1.263167895	10.6875
51.448375	1.26688217	10.65625
51.2875	1.270599235	10.625
51.148025	1.274338283	10.5875
50.98675	1.278106609	10.5825
50.844875	1.28189811	10.53125
50.694	1.285714288	10.5
50.543125	1.289552239	10.46875
50.38225	1.293413174	10.4375
50.241375	1.297297297	10.40625
50.0905	1.301204819	10.375
49.938625	1.305135852	10.34375
49.78875	1.309090909	10.3125
49.637875	1.313066600	10.28125
49.487	1.317073171	10.25
49.338125	1.321100817	10.21875
49.18525	1.325163374	10.1875
49.034375	1.329230789	10.15625
48.8836	1.333333333	10.125
48.732825	1.3374813	10.09375
48.58175	1.341614887	10.0625
48.430575	1.345794383	10.03125
48.28	1.35	10
48.128125	1.354231975	9.98875
47.97825	1.358400588	9.9375
47.827375	1.362778025	9.90625
47.6765	1.367088808	9.875
47.528825	1.371428571	9.84375
47.37475	1.375799178	9.8125
47.223875	1.380191883	9.78125
47.073	1.384615386	9.75
46.922125	1.389067824	9.71875
46.77125	1.393548387	9.6875
46.620375	1.398068262	9.65625
46.4695	1.402607403	9.625
46.318825	1.407186124	9.59375
46.16775	1.411794706	9.5625
46.016675	1.416383443	9.53125
45.8658	1.421062832	9.5
45.718125	1.425742574	9.46875
45.56425	1.430483678	9.4375
45.413375	1.436215947	9.40625
45.2625	1.44	9.375
45.111625	1.444818064	9.34375
44.96075	1.44998443	9.3125
44.809875	1.454648455	9.28125
44.659	1.459845045	9.25
44.508125	1.46440878	9.21875
44.35725	1.469387755	9.1875
44.206375	1.47440273	9.15625
44.0555	1.479482055	9.125
43.904625	1.484538082	9.09375
43.75375	1.489685172	9.0625
43.602875	1.494800089	9.03125
43.452	1.5	9

THE ATTACHMENTS TO THIS
DOCUMENT HAVE BEEN REMOVED
TO PROTECT UNWARRANTED
INVASION OF PERSONAL PRIVACY
PURSUANT TO EXEMPTION 6 OF
THE FREEDOM OF INFORMATION
ACT (FOIA), 5 U.S.C. 552(b)(6).