|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Tiefbauamt von Appenzell Ausserrhoden** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Einbauprotokoll für bituminöse Schichten | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Projektdaten:** | | | | | | | | | | | | | | | | | | | | | | | | | | Projekt Nr.: | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | Einbaudatum: | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | |
| Kantonsstrasse Nr.: | | | | | | | | | | | | | |  | | | | | | | | | | | | Strecke: | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Teilstück: | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Abschnitt: | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Bem. Abschnitt: | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | |
| Ing.-Büro: | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Bauleitung: | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Unternehmung: | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Achse: | | |  | | | | | | | | | | | | | | | | | | | | | KMA: | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | KME: | | | | | | | | | |  | | | | | | | | | | | | | | | | Länge: | | | | | | | | |  | | | | | | |
| RPA: | | |  | | | | | | | | | LDA: | | | | | | | | |  | | | | | | | | | | | | | QDA: | | | | | | | |  | | | | | | | | | | | RPE: | | | | | | | |  | | | | | | | | | LDE: | | | | |  | | | | | | | | | QDE: | | | | | | |  | | | |
| Einbauort: | | | | | | | | | | 🞏 Fahrbahn | | | | | | | | | | | | | | | | | | | 🞏 Trottoir | | | | | | | | | | | | | | | | | | | | | | 🞏 Radstreifen | | | | | | | | | | | | | | | | | 🞏 | | |  | | | | | | | | | | | | | | | | | | | | | | | |
| Einbauschicht: | | | | | | | | | | 🞏 Deckschicht | | | | | | | | | | | | | | | | | | | 🞏 Binderschicht | | | | | | | | | | | | | | | | | | | | | | 🞏 Tragschicht | | | | | | | | | | | | | | | | | 🞏 Schiftung | | | | | | | | | | | | 🞏 HMF/WMF/KMF | | | | | | | | | | | | | | |
| Voranstrich: | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | |  | | | | | | | | | |
| **Einbaubedingungen:** | | | | | | | | | | | | | | | | | | | | | | Witterung Vormittag: | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | Nachmittag: | | | | | | | | | | | | |  | | | | | | | | | |
| Lufttemp. °C Morgen: | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | Mittag: | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | Abend: | | | | | | | | | | |  | | | | | | | |
| Art, Zustand Unterlage: | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Arbeitszeiten: von | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | bis | | | | | | | |  | | | | | | | | | | | | | | | | | | | | von | | | | |  | | | | | | | | | | | | | | | | bis | | | | | | |  | | |
| Arbeitsunterbrüche (Zeit / Ort): | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | |  | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | |  | | | | | |
| Mischgut: | | | | | | Mischgutherkunft: | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Distanz km: | | | | | | | | | | | | | |  | | | | | |
| Mischgutsorte /-typ | | | | | | | | | | | | | | | | | | Bindemittel | | | | | | | | | | | | | | | | | | | | | | | | | PMB Ja / Nein | | | | | | | | | | | | | | | | | | | | | | | Menge t | | | | | | | | | | | | | | | | | | Fundation Typ | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | |  | | | | | | | | | | |
| Stärke cm: | | | | | | |  | | | | | | | | | | | | | | | Frästiefe cm: | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | Breite A cm: | | | | | | | | | | | |  | | | | | | | | | | Breite E cm: | | | | | | | | | | | | | |  | | | |
| Bemerkung Schicht: | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Mischgutkontrolle:** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | - im Zweifelsfall Temperaturen auf dem LKW messen | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | - zu heisses oder zu kaltes Mischgut ist zurückzuweisen! | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Zeit | Ort | | | | **°C** | | | | | | | | | | Zeit | | | | | | | | Ort | | | | | | | **°C** | | | | | | | Zeit | | | | | | | | | Ort | | | | | | | | **°C** | | | | | Zeit | | | | | | | | Ort | | | | | | **°C** | | | | | Zeit | | | | | | | | Ort | | | | | | | **°C** | |
|  |  | | | |  | | | | | | | | | |  | | | | | | | |  | | | | | | |  | | | | | | |  | | | | | | | | |  | | | | | | | |  | | | | |  | | | | | | | |  | | | | | |  | | | | |  | | | | | | | |  | | | | | | |  | |
|  |  | | | |  | | | | | | | | | |  | | | | | | | |  | | | | | | |  | | | | | | |  | | | | | | | | |  | | | | | | | |  | | | | |  | | | | | | | |  | | | | | |  | | | | |  | | | | | | | |  | | | | | | |  | |
|  |  | | | |  | | | | | | | | | |  | | | | | | | |  | | | | | | |  | | | | | | |  | | | | | | | | |  | | | | | | | |  | | | | |  | | | | | | | |  | | | | | |  | | | | |  | | | | | | | |  | | | | | | |  | |
|  |  | | | |  | | | | | | | | | |  | | | | | | | |  | | | | | | |  | | | | | | |  | | | | | | | | |  | | | | | | | |  | | | | |  | | | | | | | |  | | | | | |  | | | | |  | | | | | | | |  | | | | | | |  | |
|  |  | | | |  | | | | | | | | | |  | | | | | | | |  | | | | | | |  | | | | | | |  | | | | | | | | |  | | | | | | | |  | | | | |  | | | | | | | |  | | | | | |  | | | | |  | | | | | | | |  | | | | | | |  | |
|  |  | | | |  | | | | | | | | | |  | | | | | | | |  | | | | | | |  | | | | | | |  | | | | | | | | |  | | | | | | | |  | | | | |  | | | | | | | |  | | | | | |  | | | | |  | | | | | | | |  | | | | | | |  | |
| Ort: L = Lastwagen M = Fertigermulde E = nach Einbaubohle | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Penetration des Bitumen | | | | | | | | | | | | | | | | Mischguttemperatur in allen Phasen der Aufbereitung (SN 640 431-1aNA) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Mindesttemperatur des Mischgutes  vor dem Walzen (SN 640 430a) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (1/10mm) | | | | | | | | | | | | | | | | innerhalb folgenden Bereichen | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Schichtdicken | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ≤ 50mm | | | | | | | | | | | | | | | | | | | | | > 50mm | | | | | | | | | | | | | |
| B 50/70 | | | | | | | | | | | | | | | | 145°C ..... 185°C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 140°C | | | | | | | | | | | | | | | | | | | | | 130°C | | | | | | | | | | | | | |
| B 70/100 | | | | | | | | | | | | | | | | 140°C ..... 180°C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 130°C | | | | | | | | | | | | | | | | | | | | | 120°C | | | | | | | | | | | | | |
| B 100/150 | | | | | | | | | | | | | | | | 130°C ..... 170°C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 125°C | | | | | | | | | | | | | | | | | | | | | 115°C | | | | | | | | | | | | | |
| **Für die Unternehmung:** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | **Für die Bauleitung:** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Maschinen: | | | | | | | | | Fertiger 1 Typ: | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Breite m: | | | | | | | | | | | |  | | | | | | | |
|  | | | | | | | | | Fertiger 2 Typ: | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Breite m: | | | | | | | | | | | |  | | | | | | | |
|  | | | | | | | | | Fertiger 3 Typ: | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Breite m: | | | | | | | | | | | |  | | | | | | | |
|  | | | | | | | | |  | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | |  | | | | | | | |
| Walze | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | G to | | | | | | |  | | | | | | | | | | | | Walze | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | G to | | | | | | |  | | | |
| Walze | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | G to | | | | | | |  | | | | | | | | | | | | Walze | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | G to | | | | | | |  | | | |
| Walze | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | G to | | | | | | |  | | | | | | | | | | | | Walze | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | G to | | | | | | |  | | | |
| Walze | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | G to | | | | | | |  | | | | | | | | | | | | Walze | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | G to | | | | | | |  | | | |
| Entnahme von Belagsproben: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| - Anzahl nach Angabe Oberbauleitung | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| - Schachteln auf Deckel und Stirnseiten vollständig beschriften | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| - Entnahmestellen im Protokoll festhalten | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| - die Proben sind pro Etappe dem zuständigen Werkhof abzuliefern | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mischgut | | | | | | | | | | | Probe | | | | | | | | | | | | | | | | | | | | | | | | Zeit | | | | | | | | | | | | | | | | | | | | | Einbaustelle | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bemerkungen: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Legende:** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| KMA | | | | Kilometrierung Einbauanfang | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | KME | | | | | | | | | | Kilometrierung Einbauende | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RPA | | | | Referenzpunkt Nummer vor Einbauanfang | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | RPE | | | | | | | | | | Referenzpunkt Nummer vor Einbauende | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LDA | | | | Längsdistanz Referenzpunkt - Einbauanfang | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | LDE | | | | | | | | | | Längsdistanz Referenzpunkt – Einbauende | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| QDA | | | | Querdistanz Str.-Achse - Mitte Breite Anfang | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | QDE | | | | | | | | | | Querdistanz Str.-Achse - Mitte Breite Ende | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BM Geh.% | | | | Bindemittelgehalt in % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | PMB | | | | | | | | | | Polymerbitumen Ja / Nein | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Breite A | | | | gesamte Einbaubreite Anfang | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Breite E | | | | | | | | | | Gesamte Einbaubreite Ende | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Verteiler: | | | | | | | | | | | | | | | | | | | Original ⇨ AL Strassenunterhalt (Erfassung im STRADA) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | Original ⇨ Abschlussakten | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |