

# PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE

# AUTOSUR

N° d'imprimé : S 636014736

| NATURE DU CONTRÔLE   | (3) DATE DU CONTRÔLE  | N° DU PROCÈS-VERBAL                          |         |        |  |                             |                        |  |               |            |            |        |                         |   |         |                        |          |                                    |                              |       |                                |    |      |           |         |                     |                 |    |        |                         |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |   |     |  |  |  |                             |  |  |  |  |   |  |  |  |  |                                    |       |       |  |  |   |       |       |  |  |
|--|---|--|---------|--------|--|-----------------------------|------------------------|--|---------------|------------|------------|--------|-------------------------|---|---------|------------------------|----------|------------------------------------|------------------------------|-------|--------------------------------|----|------|-----------|---------|---------------------|-----------------|----|--------|-------------------------|--------------------|--|--|--|--|----------------------|--------|--------|--------|--------|----------------------|----|--|----|--|-----------------------------------|--------|--------|--------|--------|----------------------------|-----|--|--|--|---|-----|--|--|--|-----------------------------|--|--|--|--|---|--|--|--|--|------------------------------------|-------|-------|--|--|---|-------|-------|--|--|
| Contrôle technique périodique  | 31/07/2025  | 25106433                                     |         |        |  |                             |                        |  |               |            |            |        |                         |   |         |                        |          |                                    |                              |       |                                |    |      |           |         |                     |                 |    |        |                         |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |   |     |  |  |  |                             |  |  |  |  |   |  |  |  |  |                                    |       |       |  |  |   |       |       |  |  |
| (7) RÉSULTAT DU CONTRÔLE   | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ  |  |         |        |  |                             |                        |  |               |            |            |        |                         |   |         |                        |          |                                    |                              |       |                                |    |      |           |         |                     |                 |    |        |                         |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |   |     |  |  |  |                             |  |  |  |  |   |  |  |  |  |                                    |       |       |  |  |   |       |       |  |  |
| Défavorable pour défaillances majeures   | <p><b>Défaillance(s) majeure(s)</b></p> <p>1.1.13.a.2. GARNITURES OU PLAQUETTES DE FREINS : Usure excessive (marque minimale atteinte), ARG,ARD.<br/>           4.1.1.c.2. ETAT ET FONCTIONNEMENT (PHARES) : Mauvaise fixation du feu, AVG.<br/>           4.1.2.a.2. ORIENTATION (FEUX DE CROISEMENT) : L'orientation d'un feu de croisement n'est pas dans les limites prescrites par les exigences, AVD.<br/>           7.7.1.a.2. AVERTISSEUR SONORE : Ne fonctionne pas correctement : totalement inopérant</p> <p><b>Défaillance(s) mineure(s)</b></p> <p>4.5.1.c.1. ETAT ET FONCTIONNEMENT (FEUX DE BROUILLARD AVANT ET ARRIERE) : Mauvaise fixation, AVG,AVD.<br/>           4.5.2.a.1. REGLAGE (FEUX DE BROUILLARD AVANT) : Mauvaise orientation horizontale d'un feu de brouillard avant, AVG,AVD.<br/>           5.2.3.e.1. PNEUMATIQUES : Usure anormale ou présence d'un corps étranger, ARD,ARG.<br/>           6.1.1.f.1. ETAT GENERAL DU CHASSIS : Corrosion du berceau, AR.<br/>           6.1.2.a.1. TUYAUX D'ÉCHAPPEMENT ET SILENCIEUX : Dispositif endommagé sans fuite ni risque de chute</p>  |  |         |        |  |                             |                        |  |               |            |            |        |                         |   |         |                        |          |                                    |                              |       |                                |    |      |           |         |                     |                 |    |        |                         |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |   |     |  |  |  |                             |  |  |  |  |   |  |  |  |  |                                    |       |       |  |  |   |       |       |  |  |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ   | 29/09/2025  |  |         |        |  |                             |                        |  |               |            |            |        |                         |   |         |                        |          |                                    |                              |       |                                |    |      |           |         |                     |                 |    |        |                         |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |   |     |  |  |  |                             |  |  |  |  |   |  |  |  |  |                                    |       |       |  |  |   |       |       |  |  |
| NATURE DU PROCHAIN CONTRÔLE  | Contre visite   |  |         |        |  |                             |                        |  |               |            |            |        |                         |   |         |                        |          |                                    |                              |       |                                |    |      |           |         |                     |                 |    |        |                         |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |   |     |  |  |  |                             |  |  |  |  |   |  |  |  |  |                                    |       |       |  |  |   |       |       |  |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE   | N° D'AGRÉMENT : S056S033<br>(9) RAISON SOCIALE : SO.SEC.AUTO.<br>(3) COORDONNÉES :<br>Tel. : 0297810617<br>ZI de Kerpont<br>56600 LANESTER  |  |         |        |  |                             |                        |  |               |            |            |        |                         |   |         |                        |          |                                    |                              |       |                                |    |      |           |         |                     |                 |    |        |                         |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |   |     |  |  |  |                             |  |  |  |  |   |  |  |  |  |                                    |       |       |  |  |   |       |       |  |  |
| (9) IDENTIFICATION DU CONTRÔLEUR   | N° D'AGRÉMENT : 056D1086<br>SIGNATURE :   |  |         |        |  |                             |                        |  |               |            |            |        |                         |   |         |                        |          |                                    |                              |       |                                |    |      |           |         |                     |                 |    |        |                         |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |   |     |  |  |  |                             |  |  |  |  |   |  |  |  |  |                                    |       |       |  |  |   |       |       |  |  |
| IDENTIFICATION DU VÉHICULE   | <table border="1"> <thead> <tr> <th>(2) Immatriculation et pays</th> <th>Date d'immatriculation</th> <th>Date de 1<sup>ère</sup> mise en circulation</th> </tr> </thead> <tbody> <tr> <td>FW-237-FV (F)</td> <td>31/12/2020</td> <td>31/12/2020</td> </tr> <tr> <th>Marque</th> <th colspan="2">Désignation commerciale</th> </tr> <tr> <td>PEUGEOT</td> <td colspan="2">308</td> </tr> <tr> <th>(1) N° dans la série du type (VIN)</th> <th>(5) Catégorie internationale</th> <th>Genre</th> </tr> <tr> <td>VF3LBYHYPLS271729</td> <td>M1</td> <td>VASP</td> </tr> <tr> <th>Type/CNIT</th> <th colspan="2">Énergie</th> </tr> <tr> <td>M1OPGTVP0857876</td> <td colspan="2">GO</td> </tr> <tr> <th colspan="3">Document(s) présenté(s)</th> </tr> <tr> <td colspan="3">Fiche d'identification du véhicule établie par les services de l'Etat en charge de l'immatriculation des véhicules</td> </tr> </tbody> </table>   |  |         |        |  | (2) Immatriculation et pays | Date d'immatriculation | Date de 1 <sup>ère</sup> mise en circulation | FW-237-FV (F) | 31/12/2020 | 31/12/2020 | Marque | Désignation commerciale |   | PEUGEOT | 308                    |          | (1) N° dans la série du type (VIN) | (5) Catégorie internationale | Genre | VF3LBYHYPLS271729              | M1 | VASP | Type/CNIT | Énergie |                     | M1OPGTVP0857876 | GO |        | Document(s) présenté(s) |                    |  | Fiche d'identification du véhicule établie par les services de l'Etat en charge de l'immatriculation des véhicules |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |   |     |  |  |  |                             |  |  |  |  |   |  |  |  |  |                                    |       |       |  |  |   |       |       |  |  |
| (2) Immatriculation et pays  | Date d'immatriculation  | Date de 1 <sup>ère</sup> mise en circulation |         |        |  |                             |                        |  |               |            |            |        |                         |   |         |                        |          |                                    |                              |       |                                |    |      |           |         |                     |                 |    |        |                         |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |   |     |  |  |  |                             |  |  |  |  |   |  |  |  |  |                                    |       |       |  |  |   |       |       |  |  |
| FW-237-FV (F)  | 31/12/2020  | 31/12/2020                                   |         |        |  |                             |                        |  |               |            |            |        |                         |   |         |                        |          |                                    |                              |       |                                |    |      |           |         |                     |                 |    |        |                         |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |   |     |  |  |  |                             |  |  |  |  |   |  |  |  |  |                                    |       |       |  |  |   |       |       |  |  |
| Marque   | Désignation commerciale   |  |         |        |  |                             |                        |  |               |            |            |        |                         |   |         |                        |          |                                    |                              |       |                                |    |      |           |         |                     |                 |    |        |                         |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |   |     |  |  |  |                             |  |  |  |  |   |  |  |  |  |                                    |       |       |  |  |   |       |       |  |  |
| PEUGEOT  | 308   |  |         |        |  |                             |                        |  |               |            |            |        |                         |   |         |                        |          |                                    |                              |       |                                |    |      |           |         |                     |                 |    |        |                         |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |   |     |  |  |  |                             |  |  |  |  |   |  |  |  |  |                                    |       |       |  |  |   |       |       |  |  |
| (1) N° dans la série du type (VIN)   | (5) Catégorie internationale  | Genre  |         |        |  |                             |                        |  |               |            |            |        |                         |   |         |                        |          |                                    |                              |       |                                |    |      |           |         |                     |                 |    |        |                         |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |   |     |  |  |  |                             |  |  |  |  |   |  |  |  |  |                                    |       |       |  |  |   |       |       |  |  |
| VF3LBYHYPLS271729  | M1  | VASP   |         |        |  |                             |                        |  |               |            |            |        |                         |   |         |                        |          |                                    |                              |       |                                |    |      |           |         |                     |                 |    |        |                         |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |   |     |  |  |  |                             |  |  |  |  |   |  |  |  |  |                                    |       |       |  |  |   |       |       |  |  |
| Type/CNIT  | Énergie   |  |         |        |  |                             |                        |  |               |            |            |        |                         |   |         |                        |          |                                    |                              |       |                                |    |      |           |         |                     |                 |    |        |                         |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |   |     |  |  |  |                             |  |  |  |  |   |  |  |  |  |                                    |       |       |  |  |   |       |       |  |  |
| M1OPGTVP0857876  | GO  |  |         |        |  |                             |                        |  |               |            |            |        |                         |   |         |                        |          |                                    |                              |       |                                |    |      |           |         |                     |                 |    |        |                         |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |   |     |  |  |  |                             |  |  |  |  |   |  |  |  |  |                                    |       |       |  |  |   |       |       |  |  |
| Document(s) présenté(s)  |   |  |         |        |  |                             |                        |  |               |            |            |        |                         |   |         |                        |          |                                    |                              |       |                                |    |      |           |         |                     |                 |    |        |                         |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |   |     |  |  |  |                             |  |  |  |  |   |  |  |  |  |                                    |       |       |  |  |   |       |       |  |  |
| Fiche d'identification du véhicule établie par les services de l'Etat en charge de l'immatriculation des véhicules |   |  |         |        |  |                             |                        |  |               |            |            |        |                         |   |         |                        |          |                                    |                              |       |                                |    |      |           |         |                     |                 |    |        |                         |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |   |     |  |  |  |                             |  |  |  |  |   |  |  |  |  |                                    |       |       |  |  |   |       |       |  |  |
| (4) KILOMÉTRAGE RELEVÉ   | 132847  |  |         |        |  |                             |                        |  |               |            |            |        |                         |   |         |                        |          |                                    |                              |       |                                |    |      |           |         |                     |                 |    |        |                         |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |   |     |  |  |  |                             |  |  |  |  |   |  |  |  |  |                                    |       |       |  |  |   |       |       |  |  |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE   | MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES  |  |         |        |  |                             |                        |  |               |            |            |        |                         |   |         |                        |          |                                    |                              |       |                                |    |      |           |         |                     |                 |    |        |                         |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |   |     |  |  |  |                             |  |  |  |  |   |  |  |  |  |                                    |       |       |  |  |   |       |       |  |  |
| PROCÈS-VERBAL N° :<br>N° D'AGRÉMENT DU CENTRE :  | <table border="1"> <thead> <tr> <th></th> <th colspan="2">AVANT</th> <th colspan="2">ARRIERE</th> </tr> <tr> <th></th> <th>G</th> <th>D</th> <th>G</th> <th>D</th> </tr> </thead> <tbody> <tr> <td>Ripage (-8 à + 8m/km):</td> <td colspan="4">+0.3m/Km</td> </tr> <tr> <td>Dissymétrie suspension (≤30%):</td> <td colspan="2">3%</td> <td colspan="2">8%</td> </tr> <tr> <td>Forces verticales :</td> <td colspan="2">817daN</td> <td colspan="2">514daN</td> </tr> <tr> <td>Frein de service :</td> <td colspan="4"></td> </tr> <tr> <td>Forces de freinage :</td> <td>304daN</td> <td>299daN</td> <td>147daN</td> <td>153daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%):</td> <td colspan="2">2%</td> <td colspan="2">4%</td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>304daN</td> <td>299daN</td> <td>147daN</td> <td>153daN</td> </tr> <tr> <td>Taux d'efficacité (≥ 58%):</td> <td colspan="4">67%</td> </tr> <tr> <td>Frein de stationnement : Taux d'efficacité (≥ 18%):</td> <td colspan="4">27%</td> </tr> <tr> <td>Emissions à l'échappement :</td> <td colspan="4"></td> </tr> <tr> <td>Opacité des fumées (0.51m-1): C1: &lt;0.10m-1 C2: &lt;0.10m-1</td> <td colspan="4"></td> </tr> <tr> <td>Feux de croisement (-2,5% à -0,5%)</td> <td>-2.5%</td> <td>-3.8%</td> <td colspan="2"></td> </tr> <tr> <td>Feux de brouillard avant(-3,5% à -1,0%)</td> <td>+1.4%</td> <td>+1.8%</td> <td colspan="2"></td> </tr> </tbody> </table> |  |         |        |  |                             | AVANT                  |  | ARRIERE       |            |            | G      | D                       | G | D       | Ripage (-8 à + 8m/km): | +0.3m/Km |                                    |                              |       | Dissymétrie suspension (≤30%): | 3% |      | 8%        |         | Forces verticales : | 817daN          |    | 514daN |                         | Frein de service : |  |  |  |  | Forces de freinage : | 304daN | 299daN | 147daN | 153daN | Déséquilibre (<20%): | 2% |  | 4% |  | Forces de freinage (efficacité) : | 304daN | 299daN | 147daN | 153daN | Taux d'efficacité (≥ 58%): | 67% |  |  |  | Frein de stationnement : Taux d'efficacité (≥ 18%): | 27% |  |  |  | Emissions à l'échappement : |  |  |  |  | Opacité des fumées (0.51m-1): C1: <0.10m-1 C2: <0.10m-1 |  |  |  |  | Feux de croisement (-2,5% à -0,5%) | -2.5% | -3.8% |  |  | Feux de brouillard avant(-3,5% à -1,0%) | +1.4% | +1.8% |  |  |
|  | AVANT   |  | ARRIERE |        |  |                             |                        |  |               |            |            |        |                         |   |         |                        |          |                                    |                              |       |                                |    |      |           |         |                     |                 |    |        |                         |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |   |     |  |  |  |                             |  |  |  |  |   |  |  |  |  |                                    |       |       |  |  |   |       |       |  |  |
|  | G   | D  | G       | D      |  |                             |                        |  |               |            |            |        |                         |   |         |                        |          |                                    |                              |       |                                |    |      |           |         |                     |                 |    |        |                         |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |   |     |  |  |  |                             |  |  |  |  |   |  |  |  |  |                                    |       |       |  |  |   |       |       |  |  |
| Ripage (-8 à + 8m/km):   | +0.3m/Km  |  |         |        |  |                             |                        |  |               |            |            |        |                         |   |         |                        |          |                                    |                              |       |                                |    |      |           |         |                     |                 |    |        |                         |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |   |     |  |  |  |                             |  |  |  |  |   |  |  |  |  |                                    |       |       |  |  |   |       |       |  |  |
| Dissymétrie suspension (≤30%):   | 3%  |  | 8%      |        |  |                             |                        |  |               |            |            |        |                         |   |         |                        |          |                                    |                              |       |                                |    |      |           |         |                     |                 |    |        |                         |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |   |     |  |  |  |                             |  |  |  |  |   |  |  |  |  |                                    |       |       |  |  |   |       |       |  |  |
| Forces verticales :  | 817daN  |  | 514daN  |        |  |                             |                        |  |               |            |            |        |                         |   |         |                        |          |                                    |                              |       |                                |    |      |           |         |                     |                 |    |        |                         |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |   |     |  |  |  |                             |  |  |  |  |   |  |  |  |  |                                    |       |       |  |  |   |       |       |  |  |
| Frein de service :   |   |  |         |        |  |                             |                        |  |               |            |            |        |                         |   |         |                        |          |                                    |                              |       |                                |    |      |           |         |                     |                 |    |        |                         |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |   |     |  |  |  |                             |  |  |  |  |   |  |  |  |  |                                    |       |       |  |  |   |       |       |  |  |
| Forces de freinage :   | 304daN  | 299daN                                       | 147daN  | 153daN |  |                             |                        |  |               |            |            |        |                         |   |         |                        |          |                                    |                              |       |                                |    |      |           |         |                     |                 |    |        |                         |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |   |     |  |  |  |                             |  |  |  |  |   |  |  |  |  |                                    |       |       |  |  |   |       |       |  |  |
| Déséquilibre (<20%):   | 2%  |  | 4%      |        |  |                             |                        |  |               |            |            |        |                         |   |         |                        |          |                                    |                              |       |                                |    |      |           |         |                     |                 |    |        |                         |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |   |     |  |  |  |                             |  |  |  |  |   |  |  |  |  |                                    |       |       |  |  |   |       |       |  |  |
| Forces de freinage (efficacité) :  | 304daN  | 299daN                                       | 147daN  | 153daN |  |                             |                        |  |               |            |            |        |                         |   |         |                        |          |                                    |                              |       |                                |    |      |           |         |                     |                 |    |        |                         |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |   |     |  |  |  |                             |  |  |  |  |   |  |  |  |  |                                    |       |       |  |  |   |       |       |  |  |
| Taux d'efficacité (≥ 58%):   | 67%   |  |         |        |  |                             |                        |  |               |            |            |        |                         |   |         |                        |          |                                    |                              |       |                                |    |      |           |         |                     |                 |    |        |                         |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |   |     |  |  |  |                             |  |  |  |  |   |  |  |  |  |                                    |       |       |  |  |   |       |       |  |  |
| Frein de stationnement : Taux d'efficacité (≥ 18%):  | 27%   |  |         |        |  |                             |                        |  |               |            |            |        |                         |   |         |                        |          |                                    |                              |       |                                |    |      |           |         |                     |                 |    |        |                         |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |   |     |  |  |  |                             |  |  |  |  |   |  |  |  |  |                                    |       |       |  |  |   |       |       |  |  |
| Emissions à l'échappement :  |   |  |         |        |  |                             |                        |  |               |            |            |        |                         |   |         |                        |          |                                    |                              |       |                                |    |      |           |         |                     |                 |    |        |                         |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |   |     |  |  |  |                             |  |  |  |  |   |  |  |  |  |                                    |       |       |  |  |   |       |       |  |  |
| Opacité des fumées (0.51m-1): C1: <0.10m-1 C2: <0.10m-1  |   |  |         |        |  |                             |                        |  |               |            |            |        |                         |   |         |                        |          |                                    |                              |       |                                |    |      |           |         |                     |                 |    |        |                         |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |   |     |  |  |  |                             |  |  |  |  |   |  |  |  |  |                                    |       |       |  |  |   |       |       |  |  |
| Feux de croisement (-2,5% à -0,5%)   | -2.5%   | -3.8%  |         |        |  |                             |                        |  |               |            |            |        |                         |   |         |                        |          |                                    |                              |       |                                |    |      |           |         |                     |                 |    |        |                         |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |   |     |  |  |  |                             |  |  |  |  |   |  |  |  |  |                                    |       |       |  |  |   |       |       |  |  |
| Feux de brouillard avant(-3,5% à -1,0%)  | +1.4%   | +1.8%  |         |        |  |                             |                        |  |               |            |            |        |                         |   |         |                        |          |                                    |                              |       |                                |    |      |           |         |                     |                 |    |        |                         |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |   |     |  |  |  |                             |  |  |  |  |   |  |  |  |  |                                    |       |       |  |  |   |       |       |  |  |