

PROCÈS-VERBAL  
DE CONTRÔLE TECHNIQUE

N° d'imprimé : ZA13629011

| NATURE DU CONTRÔLE  |                               | (3) DATE DU CONTRÔLE   |         | N° DU PROCÈS-VERBAL                          |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
|---|-------------------------------|--|---------|--|--|--|-------|--|---------|--|--|---|---|---|---|----------------------|----------|--|--|--|-------------------------------|----|--|----|--|-------------------|--------|--|--------|--|------------------|--|--|--|--|--------------------|--------|--------|--------|--------|----------------------|----|--|----|--|---------------------------------|--------|--------|--------|--------|----------------------------------|-----|--|--|--|------------------------|-------------------------------|--|--|--|------------------------------------|-------|-------|--|--|---------------------------------------|-------|-------|--|--|
| Contrôle technique périodique   |                               | 22/01/2026   |         | 26000538                                     |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| (7) RÉSULTAT DU CONTRÔLE  |                               | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ   |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Défavorable pour défaillances majeures  |                               | <p><b>DEFAILLANCES MAJEURES :</b></p> <p>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 (D)</p> <p>8.2.22.e.2. OPACITÉ : Contrôle impossible des émissions à l'échappement</p> <p><b>DEFAILLANCES MINEURES :</b></p> <p>4.5.2.a.1. RÉGLAGE (FEUX DE BROUILLARD AVANT) : Mauvaise orientation horizontale d'un feu de brouillard avant (G)</p> <p>5.3.3.a.1. TUBES DE POUSSÉE, JAMBES DE FORCE, TRIANGLES ET BRAS DE SUSPENSION : Détérioration d'un silentbloc de liaison au châssis ou à l'essieu (AVD, AVG)</p> <p>8.2.22.d.1. OPACITÉ : Connexion impossible sans dysfonctionnement du témoin OBD</p> <p>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 :<br/>17/05/2023 : 85556km / 07/06/2023 : 87404km / 20/11/2025 : 150593km / 16/12/2025 : 151273km</p>  |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ  |                               |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| 21/03/2026  |                               |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| NATURE DU PROCHAIN CONTRÔLE   |                               |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Contre-visite   |                               |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE  |                               |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| N° D'AGRÈMENT : S031Z123  |                               |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| (9) RAISON SOCIALE : AUTO CONTROLE 31   |                               |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| (3) COORDONNÉES : ZAC GAROSSOS<br>31700 BEAUZELLE<br>Tel : 05.61.42.27.81                             |                               |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| (9) IDENTIFICATION DU CONTRÔLEUR  |                               |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| N° D'AGRÈMENT : 031Z1313  |                               |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| SIGNATURE :   |                               |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| IDENTIFICATION DU VÉHICULE  |                               |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| (2) Immatriculation et pays   |                               | Date d'immatriculation   |         | Date de 1 <sup>ère</sup> mise en circulation |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| FD-320-DD (F)   |                               | 23/06/2023   |         | 16/01/2019                                   |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Marque  |                               | Désignation commerciale  |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| PEUGEOT   |                               | 308  |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| (1) N° dans la série du type (VIN)  |                               | (5) Catégorie internationale   |         | Genre  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| VF3LCYHZRJS449035   |                               | M1   |         | VP   |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Type/CNIT   |                               | Énergie  |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| M10PGTVP071M359   |                               | GO   |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Document(s) présenté(s)   |                               |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Photocopie du certificat d'immatriculation visée par un commissaire-priseur ou un huissier de justice |                               |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| (4) KILOMÉTRAGE RELEVÉ  |                               | MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES   |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| 151514  |                               |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE  |                               |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| PROCÈS-VERBAL N° :<br>N° D'AGRÈMENT DU CENTRE :   |                               | DATE :   |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| FD-320-DD   |                               |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| CT : 21/03/2026   |                               |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| N° d'agrément : S031Z123  |                               |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| N° de série : VF3LCYHZRJS449035   |                               |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| N° d'imprimé : ZA13629011   |                               |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| S031Z123<br>26000538<br>XXXXXXX   |                               |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
|   |                               | <table><thead><tr><th></th><th colspan="2">AVANT</th><th colspan="2">ARRIÈRE</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">-2.2m/km</td></tr><tr><td>Dissymétrie suspension (=30%)</td><td colspan="2">3%</td><td colspan="2">3%</td></tr><tr><td>Forces verticales</td><td colspan="2">833daN</td><td colspan="2">528daN</td></tr><tr><td>Frein de service</td><td colspan="4"></td></tr><tr><td>Force de freinage:</td><td>282daN</td><td>272daN</td><td>164daN</td><td>166daN</td></tr><tr><td>Déséquilibre (&lt;20%):</td><td colspan="2">4%</td><td colspan="2">2%</td></tr><tr><td>Force de freinage (efficacité):</td><td>282daN</td><td>272daN</td><td>164daN</td><td>166daN</td></tr><tr><td>Taux d'efficacité global (=58%):</td><td colspan="4">64%</td></tr><tr><td>Frein de stationnement</td><td colspan="4">Taux d'efficacité (=18%): 20%</td></tr><tr><td>Feux de croisement (-2.5% à -0.5%)</td><td>-1.9%</td><td>-2.6%</td><td colspan="2"></td></tr><tr><td>Feux de brouillard AV (-3.5% à -1.0%)</td><td>-4.0%</td><td>-2.8%</td><td colspan="2"></td></tr></tbody></table> |         |  |  |  | AVANT |  | ARRIÈRE |  |  | G | D | G | D | Ripage (-8 à +8m/km) | -2.2m/km |  |  |  | Dissymétrie suspension (=30%) | 3% |  | 3% |  | Forces verticales | 833daN |  | 528daN |  | Frein de service |  |  |  |  | Force de freinage: | 282daN | 272daN | 164daN | 166daN | Déséquilibre (<20%): | 4% |  | 2% |  | Force de freinage (efficacité): | 282daN | 272daN | 164daN | 166daN | Taux d'efficacité global (=58%): | 64% |  |  |  | Frein de stationnement | Taux d'efficacité (=18%): 20% |  |  |  | Feux de croisement (-2.5% à -0.5%) | -1.9% | -2.6% |  |  | Feux de brouillard AV (-3.5% à -1.0%) | -4.0% | -2.8% |  |  |
|   | AVANT                         |  | ARRIÈRE |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
|   | G                             | D  | G       | D  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Ripage (-8 à +8m/km)  | -2.2m/km                      |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Dissymétrie suspension (=30%)   | 3%                            |  | 3%      |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Forces verticales   | 833daN                        |  | 528daN  |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Frein de service  |                               |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Force de freinage:  | 282daN                        | 272daN   | 164daN  | 166daN                                       |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Déséquilibre (<20%):  | 4%                            |  | 2%      |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Force de freinage (efficacité):   | 282daN                        | 272daN   | 164daN  | 166daN                                       |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Taux d'efficacité global (=58%):  | 64%                           |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Frein de stationnement  | Taux d'efficacité (=18%): 20% |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Feux de croisement (-2.5% à -0.5%)  | -1.9%                         | -2.6%  |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Feux de brouillard AV (-3.5% à -1.0%)   | -4.0%                         | -2.8%  |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |