



# PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE

N° D'IMPRIMÉ C70520522

EXEMPLAIRE REMIS A L'USAGER

| NATURE DU CONTRÔLE   | (3) DATE DU CONTRÔLE  | N° DU PROCÈS-VERBAL                                       |                                |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                |     |  |                              |  |  |  |  |        |  |        |  |  |        |  |        |  |
|--|---|---|--------------------------------|---------|--|-------|--|---------|--|--|---|---|---|---|-------------------------|-----------|--|--|--|----------------------------------|-----|--|-----|--|---------------------|---------|--|---------|--|-------------------------|--|--|--|--|----------------------|---------|---------|---------|---------|-----------------------|-----|--|-----|--|-----------------------------------|---------|---------|---------|---------|------------------------------------|------|--|--|--|---|------|--|--|--|----------------------------------|--|--|--|--|-----------------------|-----|--|--------------------------------|-----|--|------------------------------|--|--|--|--|--------|--|--------|--|--|--------|--|--------|--|
| Contrôle technique périodique  | 22/06/2026  | 26041158  |                                |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                |     |  |                              |  |  |  |  |        |  |        |  |  |        |  |        |  |
| (7) RÉSULTAT DU CONTRÔLE   | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ  |   |                                |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                |     |  |                              |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Favorable  | <p><b>Défaillances mineures :</b><br/>           1.1.14.a.1. TAMBOURS DE FREINS, DISQUES DE FREINS : Disque ou tambour légèrement usé AVG, AVD<br/>           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 AVG, AVD</p> <p><b>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 :</b> 23/12/2020 : 47438 km / 26/12/2022 : 69872 km / 23/12/2024 : 106867 km</p> |   |                                |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                |     |  |                              |  |  |  |  |        |  |        |  |  |        |  |        |  |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ   |   |   |                                |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                |     |  |                              |  |  |  |  |        |  |        |  |  |        |  |        |  |
| 21/06/2028   |   |   |                                |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                |     |  |                              |  |  |  |  |        |  |        |  |  |        |  |        |  |
| NATURE DU PROCHAIN CONTRÔLE  |   |   |                                |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                |     |  |                              |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Contrôle technique périodique  |   |   |                                |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                |     |  |                              |  |  |  |  |        |  |        |  |  |        |  |        |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE   |   |   |                                |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                |     |  |                              |  |  |  |  |        |  |        |  |  |        |  |        |  |
| N° D'AGRÉMENT : S006C169   |   |   |                                |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                |     |  |                              |  |  |  |  |        |  |        |  |  |        |  |        |  |
| (9) RAISON SOCIALE : SAS AUTO BILAN SLV  |   |   |                                |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                |     |  |                              |  |  |  |  |        |  |        |  |  |        |  |        |  |
| (3) COORDONNÉES : 55 RUE CLAUDE BERNARD<br>ZI SECTEUR C7<br>06700 SAINT LAURENT DU VAR<br>Tél : 0492042020   |   |   |                                |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                |     |  |                              |  |  |  |  |        |  |        |  |  |        |  |        |  |
| (9) IDENTIFICATION DU CONTRÔLEUR   |   |   |                                |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                |     |  |                              |  |  |  |  |        |  |        |  |  |        |  |        |  |
| N° D'AGRÉMENT : 00601209   |   |   |                                |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                |     |  |                              |  |  |  |  |        |  |        |  |  |        |  |        |  |
| SIGNATURE :    |   |   |                                |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                |     |  |                              |  |  |  |  |        |  |        |  |  |        |  |        |  |
| IDENTIFICATION DU VÉHICULE   |   |   |                                |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                |     |  |                              |  |  |  |  |        |  |        |  |  |        |  |        |  |
| (2) Immatriculation et pays : EN-477-BY (F)  | Date d'immatriculation : 27/05/2026   | Date de 1 <sup>ère</sup> mise en circulation : 30/12/2016 |                                |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                |     |  |                              |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Marque : AUDI  | Désignation commerciale : A1 SPORTBACK  |   |                                |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                |     |  |                              |  |  |  |  |        |  |        |  |  |        |  |        |  |
| (1) N° dans la série du type (VIN) : WAUZZZ8X7HB036476   | (5) Catégorie internationale : M1   | Genre : VP  |                                |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                |     |  |                              |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Type/CNIT : M10AUDVP017T487  | Énergie : ES  |   |                                |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                |     |  |                              |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Document(s) présenté(s)<br>Copie du certificat d'immatriculation visée par un vendeur professionnel  |   |   |                                |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                |     |  |                              |  |  |  |  |        |  |        |  |  |        |  |        |  |
| (4) KILOMÉTRAGE RELEVÉ   | MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES  |   |                                |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                |     |  |                              |  |  |  |  |        |  |        |  |  |        |  |        |  |
| 129177   |   |   |                                |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                |     |  |                              |  |  |  |  |        |  |        |  |  |        |  |        |  |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE   |   |   |                                |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                |     |  |                              |  |  |  |  |        |  |        |  |  |        |  |        |  |
| PROCÈS-VERBAL N° :<br>N° D'AGRÉMENT DU CENTRE :  | DATE :  |   |                                |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                |     |  |                              |  |  |  |  |        |  |        |  |  |        |  |        |  |
| <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 +8 m/km) :</td> <td colspan="4">-0.2 m/km</td> </tr> <tr> <td>Dissymétrie suspension (≤ 30%) :</td> <td colspan="2">0 %</td> <td colspan="2">0 %</td> </tr> <tr> <td>Forces verticales :</td> <td colspan="2">707 daN</td> <td colspan="2">451 daN</td> </tr> <tr> <td><b>Frein de service</b></td> <td colspan="4"></td> </tr> <tr> <td>Forces de freinage :</td> <td>271 daN</td> <td>265 daN</td> <td>168 daN</td> <td>162 daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%) :</td> <td colspan="2">3 %</td> <td colspan="2">4 %</td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>271 daN</td> <td>265 daN</td> <td>168 daN</td> <td>162 daN</td> </tr> <tr> <td>Taux d'efficacité global (≥58 %) :</td> <td colspan="4">74 %</td> </tr> <tr> <td><b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :</td> <td colspan="4">25 %</td> </tr> <tr> <td><b>Émissions à l'échappement</b></td> <td colspan="4"></td> </tr> <tr> <td>CO ralenti (≤0.3 %) :</td> <td colspan="2">0 %</td> <td>CO ralenti accéléré (≤0.2 %) :</td> <td>0 %</td> </tr> <tr> <td></td> <td colspan="4">Lambda (0.97 à 1.03) : 1.001</td> </tr> <tr> <td>Feux de croisement (-2.5 % à -0.5 %) :</td> <td colspan="2">-1.6 %</td> <td colspan="2">-1.5 %</td> </tr> <tr> <td>Feux de brouillard avant (-3.5 % à -1.0 %) :</td> <td colspan="2">-1.4 %</td> <td colspan="2">-1.4 %</td> </tr> </tbody> </table> |   |   |                                |         |  | AVANT |  | ARRIERE |  |  | G | D | G | D | Ripage (-8 à +8 m/km) : | -0.2 m/km |  |  |  | Dissymétrie suspension (≤ 30%) : | 0 % |  | 0 % |  | Forces verticales : | 707 daN |  | 451 daN |  | <b>Frein de service</b> |  |  |  |  | Forces de freinage : | 271 daN | 265 daN | 168 daN | 162 daN | Déséquilibre (<20%) : | 3 % |  | 4 % |  | Forces de freinage (efficacité) : | 271 daN | 265 daN | 168 daN | 162 daN | Taux d'efficacité global (≥58 %) : | 74 % |  |  |  | <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) : | 25 % |  |  |  | <b>Émissions à l'échappement</b> |  |  |  |  | CO ralenti (≤0.3 %) : | 0 % |  | CO ralenti accéléré (≤0.2 %) : | 0 % |  | Lambda (0.97 à 1.03) : 1.001 |  |  |  | Feux de croisement (-2.5 % à -0.5 %) : | -1.6 % |  | -1.5 % |  | Feux de brouillard avant (-3.5 % à -1.0 %) : | -1.4 % |  | -1.4 % |  |
|  | AVANT   |   | ARRIERE                        |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                |     |  |                              |  |  |  |  |        |  |        |  |  |        |  |        |  |
|  | G   | D   | G                              | D       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                |     |  |                              |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Ripage (-8 à +8 m/km) :  | -0.2 m/km   |   |                                |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                |     |  |                              |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Dissymétrie suspension (≤ 30%) :   | 0 %   |   | 0 %                            |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                |     |  |                              |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Forces verticales :  | 707 daN   |   | 451 daN                        |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                |     |  |                              |  |  |  |  |        |  |        |  |  |        |  |        |  |
| <b>Frein de service</b>  |   |   |                                |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                |     |  |                              |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Forces de freinage :   | 271 daN   | 265 daN   | 168 daN                        | 162 daN |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                |     |  |                              |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Déséquilibre (<20%) :  | 3 %   |   | 4 %                            |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                |     |  |                              |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Forces de freinage (efficacité) :  | 271 daN   | 265 daN   | 168 daN                        | 162 daN |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                |     |  |                              |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Taux d'efficacité global (≥58 %) :   | 74 %  |   |                                |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                |     |  |                              |  |  |  |  |        |  |        |  |  |        |  |        |  |
| <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :  | 25 %  |   |                                |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                |     |  |                              |  |  |  |  |        |  |        |  |  |        |  |        |  |
| <b>Émissions à l'échappement</b>   |   |   |                                |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                |     |  |                              |  |  |  |  |        |  |        |  |  |        |  |        |  |
| CO ralenti (≤0.3 %) :  | 0 %   |   | CO ralenti accéléré (≤0.2 %) : | 0 %     |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                |     |  |                              |  |  |  |  |        |  |        |  |  |        |  |        |  |
|  | Lambda (0.97 à 1.03) : 1.001  |   |                                |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                |     |  |                              |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Feux de croisement (-2.5 % à -0.5 %) :   | -1.6 %  |   | -1.5 %                         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                |     |  |                              |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Feux de brouillard avant (-3.5 % à -1.0 %) :   | -1.4 %  |   | -1.4 %                         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                |     |  |                              |  |  |  |  |        |  |        |  |  |        |  |        |  |

