

| TYPE DE CONTRÔLE VOLONTAIRE  |                                  | DATE DU CONTRÔLE   |         | N° DU PROCÈS-VERBAL |         |                                  |   |       |  |         |  |  |  |   |   |   |  |                         |  |           |  |  |  |                                  |  |     |  |     |  |                     |  |          |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |                        |                                  |  |  |  |  |                           |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |
|--|----------------------------------|--|---------|---------------------|---------|----------------------------------|---|-------|--|---------|--|--|--|---|---|---|--|-------------------------|--|-----------|--|--|--|----------------------------------|--|-----|--|-----|--|---------------------|--|----------|--|---------|--|------------------|--|--|--|--|--|----------------------|---------|---------|---------|--|---------|-----------------------|--|-----|--|-----|--|-----------------------------------|---------|---------|---------|--|---------|------------------------------------|------|--|--|--|--|------------------------|----------------------------------|--|--|--|--|---------------------------|--|--|--|--|--|---|--|--|--|--|--|--|--|--|--|--|--|
| Contrôle volontaire total  |                                  | 27/10/2025   |         | 25008053            |         |                                  |   |       |  |         |  |  |  |   |   |   |  |                         |  |           |  |  |  |                                  |  |     |  |     |  |                     |  |          |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |                        |                                  |  |  |  |  |                           |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |
| FONCTIONS CONTRÔLÉES   |                                  | DÉFAILLANCES CONSTATÉES  |         |                     |         |                                  |   |       |  |         |  |  |  |   |   |   |  |                         |  |           |  |  |  |                                  |  |     |  |     |  |                     |  |          |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |                        |                                  |  |  |  |  |                           |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |
| Ensemble des points visés par l'annexe 1 de l'arrêté du 18 juin 1991 modifié.                                      |                                  | <div>Défaillances critiques : (Soumis à contre-visite en cas de contrôle réglementaire)<br/>6.1.4.a.3. PARE-CHOCs, PROTECTION LATÉRALE ET DISPOSITIFS ANTI-ENCASTREMENT ARRIÈRE : Mauvaise fixation ou endommagement susceptible de causer des blessures en cas de contact : chute probable de pièces ; fonctionnement gravement affecté AVG, AVD<br/><br/>Défaillances majeures : (Soumis à contre-visite en cas de contrôle réglementaire)<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 AVG , AVD<br/>7.7.1.a.2. AVERTISSEUR SONORE : Ne fonctionne pas correctement : totalement inopérant<br/><br/>Défaillances mineures :<br/>3.5.1.a.1. LAVE-GLACE DU PARE-BRISE : Mauvais fonctionnement<br/>6.2.1.a.1. ÉTAT DE LA CABINE ET DE LA CARROSSERIE : Panneau ou élément endommagé AVG, G, ARD, C, AVD, ARG, D<br/>6.2.3.c.1. PORTES ET POIGNÉES DE PORTE : Portière, charnières, serrures ou gâches détériorées AVG<br/>6.2.13.b.1. AUTRES OUVRANTS : Détérioration D</div>   |         |                     |         |                                  |   |       |  |         |  |  |  |   |   |   |  |                         |  |           |  |  |  |                                  |  |     |  |     |  |                     |  |          |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |                        |                                  |  |  |  |  |                           |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE   |                                  |  |         |                     |         |                                  |   |       |  |         |  |  |  |   |   |   |  |                         |  |           |  |  |  |                                  |  |     |  |     |  |                     |  |          |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |                        |                                  |  |  |  |  |                           |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |
| N° D'AGRÈMENT : S062T100   |                                  |  |         |                     |         |                                  |   |       |  |         |  |  |  |   |   |   |  |                         |  |           |  |  |  |                                  |  |     |  |     |  |                     |  |          |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |                        |                                  |  |  |  |  |                           |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |
| (9)RAISON SOCIALE : SARL CONTROLAUTO   |                                  |  |         |                     |         |                                  |   |       |  |         |  |  |  |   |   |   |  |                         |  |           |  |  |  |                                  |  |     |  |     |  |                     |  |          |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |                        |                                  |  |  |  |  |                           |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |
| (3) COORDONNÉES : AVENUE GEORGES WASHINGTON<br>62400 BETHUNE<br>Tél : 0321020210 - Fax : 0321021818                |                                  |  |         |                     |         |                                  |   |       |  |         |  |  |  |   |   |   |  |                         |  |           |  |  |  |                                  |  |     |  |     |  |                     |  |          |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |                        |                                  |  |  |  |  |                           |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |
| (9) IDENTITÉ DU CONTRÔLEUR   |                                  |  |         |                     |         |                                  |   |       |  |         |  |  |  |   |   |   |  |                         |  |           |  |  |  |                                  |  |     |  |     |  |                     |  |          |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |                        |                                  |  |  |  |  |                           |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |
| N° D'AGRÈMENT : 062Z1289   |                                  |  |         |                     |         |                                  |   |       |  |         |  |  |  |   |   |   |  |                         |  |           |  |  |  |                                  |  |     |  |     |  |                     |  |          |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |                        |                                  |  |  |  |  |                           |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |
| SIGNATURE :  |                                  |  |         |                     |         |                                  |   |       |  |         |  |  |  |   |   |   |  |                         |  |           |  |  |  |                                  |  |     |  |     |  |                     |  |          |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |                        |                                  |  |  |  |  |                           |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |
| IDENTIFICATION DU VÉHICULE   |                                  |  |         |                     |         |                                  |   |       |  |         |  |  |  |   |   |   |  |                         |  |           |  |  |  |                                  |  |     |  |     |  |                     |  |          |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |                        |                                  |  |  |  |  |                           |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |
| (2) Immatriculation et pays  | Date d'immatriculation           |  |         |                     |         | Date de 1ère mise en circulation |   |       |  |         |  |  |  |   |   |   |  |                         |  |           |  |  |  |                                  |  |     |  |     |  |                     |  |          |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |                        |                                  |  |  |  |  |                           |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |
| GS-300-ZJ (F)  | 00/00/0000                       |  |         |                     |         | 12/12/2023                       |   |       |  |         |  |  |  |   |   |   |  |                         |  |           |  |  |  |                                  |  |     |  |     |  |                     |  |          |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |                        |                                  |  |  |  |  |                           |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |
| Marque   | Désignation commerciale          |  |         |                     |         |                                  |   |       |  |         |  |  |  |   |   |   |  |                         |  |           |  |  |  |                                  |  |     |  |     |  |                     |  |          |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |                        |                                  |  |  |  |  |                           |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |
| FIAT   | DUCATO                           |  |         |                     |         |                                  |   |       |  |         |  |  |  |   |   |   |  |                         |  |           |  |  |  |                                  |  |     |  |     |  |                     |  |          |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |                        |                                  |  |  |  |  |                           |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |
| (1) N° dans la série du type (VIN)   | (5) Catégorie internationale     |  |         |                     |         | Genre                            |   |       |  |         |  |  |  |   |   |   |  |                         |  |           |  |  |  |                                  |  |     |  |     |  |                     |  |          |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |                        |                                  |  |  |  |  |                           |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |
| ZFA25000002Y15379  | N1                               |  |         |                     |         | CTTE                             |   |       |  |         |  |  |  |   |   |   |  |                         |  |           |  |  |  |                                  |  |     |  |     |  |                     |  |          |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |                        |                                  |  |  |  |  |                           |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |
| Type / CNIT  | Energie                          |  |         |                     |         |                                  |   |       |  |         |  |  |  |   |   |   |  |                         |  |           |  |  |  |                                  |  |     |  |     |  |                     |  |          |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |                        |                                  |  |  |  |  |                           |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |
| N10FATCT301G258  | GO                               |  |         |                     |         |                                  |   |       |  |         |  |  |  |   |   |   |  |                         |  |           |  |  |  |                                  |  |     |  |     |  |                     |  |          |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |                        |                                  |  |  |  |  |                           |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |
| Document(s) présenté(s)  |                                  |  |         |                     |         |                                  |   |       |  |         |  |  |  |   |   |   |  |                         |  |           |  |  |  |                                  |  |     |  |     |  |                     |  |          |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |                        |                                  |  |  |  |  |                           |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |
| Fiche d'identification du véhicule établie par les services de l'Etat en charge de l'immatriculation des véhicules |                                  |  |         |                     |         |                                  |   |       |  |         |  |  |  |   |   |   |  |                         |  |           |  |  |  |                                  |  |     |  |     |  |                     |  |          |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |                        |                                  |  |  |  |  |                           |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |
| KILOMÉTRAGE RELEVÉ   |                                  | MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES   |         |                     |         |                                  |   |       |  |         |  |  |  |   |   |   |  |                         |  |           |  |  |  |                                  |  |     |  |     |  |                     |  |          |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |                        |                                  |  |  |  |  |                           |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |
| 29604  |                                  |  |         |                     |         |                                  |   |       |  |         |  |  |  |   |   |   |  |                         |  |           |  |  |  |                                  |  |     |  |     |  |                     |  |          |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |                        |                                  |  |  |  |  |                           |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |
|  |                                  | <table><tr><td></td><td>G</td><td colspan="2">AVANT</td><td colspan="2">ARRIERE</td></tr><tr><td></td><td></td><td>D</td><td>G</td><td>D</td><td></td></tr><tr><td>Ripage (-8 à +8 m/km) :</td><td></td><td colspan="4">+0.7 m/km</td></tr><tr><td>Dissymétrie suspension (≤ 30%) :</td><td></td><td>2 %</td><td></td><td>7 %</td><td></td></tr><tr><td>Forces verticales :</td><td></td><td>1368 daN</td><td></td><td>793 daN</td><td></td></tr><tr><td>Frein de service</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Forces de freinage :</td><td>476 daN</td><td>466 daN</td><td>271 daN</td><td></td><td>251 daN</td></tr><tr><td>Déséquilibre (&lt;20%) :</td><td></td><td>3 %</td><td></td><td>8 %</td><td></td></tr><tr><td>Forces de freinage (efficacité) :</td><td>476 daN</td><td>466 daN</td><td>271 daN</td><td></td><td>251 daN</td></tr><tr><td>Taux d'efficacité global (≥50 %) :</td><td colspan="5">67 %</td></tr><tr><td>Frein de stationnement</td><td colspan="5">Taux d'efficacité (≥18 %) : 21 %</td></tr><tr><td colspan="6">Émissions à l'échappement</td></tr><tr><td colspan="6">Opacité des fumées(0.5 m-1) C1:&lt;0.1 m-1 C2:&lt;0.1 m-1</td></tr><tr><td colspan="6">Feux de croisement (-2.5 % à -0.5 %) : +0.3 % +0.5 %</td></tr></table> |         |                     |         |                                  | G | AVANT |  | ARRIERE |  |  |  | D | G | D |  | Ripage (-8 à +8 m/km) : |  | +0.7 m/km |  |  |  | Dissymétrie suspension (≤ 30%) : |  | 2 % |  | 7 % |  | Forces verticales : |  | 1368 daN |  | 793 daN |  | Frein de service |  |  |  |  |  | Forces de freinage : | 476 daN | 466 daN | 271 daN |  | 251 daN | Déséquilibre (<20%) : |  | 3 % |  | 8 % |  | Forces de freinage (efficacité) : | 476 daN | 466 daN | 271 daN |  | 251 daN | Taux d'efficacité global (≥50 %) : | 67 % |  |  |  |  | Frein de stationnement | Taux d'efficacité (≥18 %) : 21 % |  |  |  |  | Émissions à l'échappement |  |  |  |  |  | Opacité des fumées(0.5 m-1) C1:<0.1 m-1 C2:<0.1 m-1 |  |  |  |  |  | Feux de croisement (-2.5 % à -0.5 %) : +0.3 % +0.5 % |  |  |  |  |  |
|  | G                                | AVANT  |         | ARRIERE             |         |                                  |   |       |  |         |  |  |  |   |   |   |  |                         |  |           |  |  |  |                                  |  |     |  |     |  |                     |  |          |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |                        |                                  |  |  |  |  |                           |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |
|  |                                  | D  | G       | D                   |         |                                  |   |       |  |         |  |  |  |   |   |   |  |                         |  |           |  |  |  |                                  |  |     |  |     |  |                     |  |          |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |                        |                                  |  |  |  |  |                           |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |
| Ripage (-8 à +8 m/km) :  |                                  | +0.7 m/km  |         |                     |         |                                  |   |       |  |         |  |  |  |   |   |   |  |                         |  |           |  |  |  |                                  |  |     |  |     |  |                     |  |          |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |                        |                                  |  |  |  |  |                           |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |
| Dissymétrie suspension (≤ 30%) :   |                                  | 2 %  |         | 7 %                 |         |                                  |   |       |  |         |  |  |  |   |   |   |  |                         |  |           |  |  |  |                                  |  |     |  |     |  |                     |  |          |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |                        |                                  |  |  |  |  |                           |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |
| Forces verticales :  |                                  | 1368 daN   |         | 793 daN             |         |                                  |   |       |  |         |  |  |  |   |   |   |  |                         |  |           |  |  |  |                                  |  |     |  |     |  |                     |  |          |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |                        |                                  |  |  |  |  |                           |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |
| Frein de service   |                                  |  |         |                     |         |                                  |   |       |  |         |  |  |  |   |   |   |  |                         |  |           |  |  |  |                                  |  |     |  |     |  |                     |  |          |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |                        |                                  |  |  |  |  |                           |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |
| Forces de freinage :   | 476 daN                          | 466 daN  | 271 daN |                     | 251 daN |                                  |   |       |  |         |  |  |  |   |   |   |  |                         |  |           |  |  |  |                                  |  |     |  |     |  |                     |  |          |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |                        |                                  |  |  |  |  |                           |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |
| Déséquilibre (<20%) :  |                                  | 3 %  |         | 8 %                 |         |                                  |   |       |  |         |  |  |  |   |   |   |  |                         |  |           |  |  |  |                                  |  |     |  |     |  |                     |  |          |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |                        |                                  |  |  |  |  |                           |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |
| Forces de freinage (efficacité) :  | 476 daN                          | 466 daN  | 271 daN |                     | 251 daN |                                  |   |       |  |         |  |  |  |   |   |   |  |                         |  |           |  |  |  |                                  |  |     |  |     |  |                     |  |          |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |                        |                                  |  |  |  |  |                           |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |
| Taux d'efficacité global (≥50 %) :   | 67 %                             |  |         |                     |         |                                  |   |       |  |         |  |  |  |   |   |   |  |                         |  |           |  |  |  |                                  |  |     |  |     |  |                     |  |          |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |                        |                                  |  |  |  |  |                           |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |
| Frein de stationnement   | Taux d'efficacité (≥18 %) : 21 % |  |         |                     |         |                                  |   |       |  |         |  |  |  |   |   |   |  |                         |  |           |  |  |  |                                  |  |     |  |     |  |                     |  |          |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |                        |                                  |  |  |  |  |                           |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |
| Émissions à l'échappement  |                                  |  |         |                     |         |                                  |   |       |  |         |  |  |  |   |   |   |  |                         |  |           |  |  |  |                                  |  |     |  |     |  |                     |  |          |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |                        |                                  |  |  |  |  |                           |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |
| Opacité des fumées(0.5 m-1) C1:<0.1 m-1 C2:<0.1 m-1  |                                  |  |         |                     |         |                                  |   |       |  |         |  |  |  |   |   |   |  |                         |  |           |  |  |  |                                  |  |     |  |     |  |                     |  |          |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |                        |                                  |  |  |  |  |                           |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |
| Feux de croisement (-2.5 % à -0.5 %) : +0.3 % +0.5 %   |                                  |  |         |                     |         |                                  |   |       |  |         |  |  |  |   |   |   |  |                         |  |           |  |  |  |                                  |  |     |  |     |  |                     |  |          |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |                        |                                  |  |  |  |  |                           |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |