

UNIVERSIDAD NACIONAL AUTONOMA DE MEXICO

FACULTAD DE CIENCIAS

"METODOLOGIA PARA EL CALCULO DE PRIMAS DE TARIFA DE LAS COBERTURAS DEL SEGURO DE AUTOMOVILES EN MEXICO"

T E S I S

QUE PARA OBTENER EL TITULO DE

A C T U A R I O

P R E S E N T A .

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"Metodología para el cálculo de primas de tarifa de las coberturas del seguro de automóviles en México"

realizado por Serna Alvarado Salvador

con número de cuenta 08324398-5, quien cubrió los créditos de la carrera de: Actuaría.

Dicho trabajo cuenta con nuestro voto aprobatorio.

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A Dios

A Laura y mis hijos Salvador y Diana

A mis padres y hermanos

A mi suegra y cuñados

A la memoria de mis abuelitas

Gracias

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Introducción

Sin duda los seguros en México van ganando dia a dia mayor reconocimiento y aceptación entre los consumidores. En la actualidad podemos contratar un seguro de automóviles a través de la intervención de agentes y corredores profesionales, en sucursales bancarias, en tiendas departamentales o de autoservicio, vía internet, vía telefónica, por correo o vía directa con las compañías de seguro. Lo anterior nos muestra que existen cada vez mayores alternativas de hacer llegar este producto a un meyor número de personas.

Por otra parte, nuestra economía en los últimos tres años ha demostrado tener mayor estabilidad, permitiendo que las instituciones financieras incrementen el volumen de créditos para la compra de bienes patrimoniales, dentro de los cuales figura el crédito para la compra de automóvil. Una condición importante para el otorgamiento de estos créditos es la obligatoriadad de contar con una póliza de seguro, cuya cobertura protege al vehículo durante la vigencia del crédito.

El auge a nivel nacional de los planes de financiamiento que ofrecen los bencos, arrandadoras y distribuidores que tienen sus propias financiaras, ha provocado que el parque vehicular que circula en nuestro país ae incremente por una parte, y por otra que sea mayor el número de unidades nuevas que circular. Hace 5 años el promedio de venta anual en de 450 mil unidades nuevas y en la actualidad se venden cerca de 1.0 millión de unidades nuevas por año.

El parque vehícular total que circula en nuestro país es de 17.5 millones de unidades, de los cuales, solo el 40% de los vehículos cuenta con una póliza de seguro, lo que significa que 10.5 millones de vehículos circulan sin ningún tipo de cobertura.

Por otra parte tenemos que las estadisticas del sector asegurador publicadas por la Comisión Nacional de Seguros y Fienzas del año 2003 muestran que de cada 100 automóviles 5.9% causo daños a terceras personas en sus bienes y se indemniza en promedio 6,346 pesos por accidente. Si traspolarnos la estadistica al parque vehícular no asegurado tenemos que anualmente ocurren 619,500 accidentes de la misma naturaleza, es decir 1,697 accidentes dierios por un monto diario total de 10.7 millones de pesos. Las estadisticas tembién indican que de cada 100 automóviles 1.8% causo daños a terceras personas efectando su integridad física y se indemniza en promedio 8,845 pesos por cada caso. Al igual que el ejemplo anterior, si traspolarnos la estadistica al parque vehícular no asegurado tenemos que anualmente ocurren 189,000 acidentes en donde se afecta la integridad física de terceras personas, es decir que 518 personas son afectades disniamente por un vehículo sin seguro y se debió pagar un monto diario total de 4.4 millones de pesos a estas personas.

Por lo anterior es importante crear una cultura de seguros que permita que cada die un mayor número de personas opte por estar asegurado y la otra que obligue a las compañías de seguros a tener actuarios preparados y capacitados en el desarrollo de notas técnicas de automóviles, permitiendo así maximizar la rentabilidad, ofrecer costos competitivos a los consumidores y posicionarse en el mercado con velores agregados que hagan mes atractivo el producto.

Lo que esta tesis propone es una metodología de cálculo de primas de tarifia para cada una de las coberturas del seguro de automóviles, tomendo como base les estadisticas, variables técnicas e indicadores que de la misma se derivan, así como la aplicación de un modelo de inflación ponderada, criterios de credibilidad y determinación de valores comerciales ponderados de los vehículos para el cálculo de las primas de tarifia que garanticen la rentabilidad y la competitividad del producto.

El objetivo principal de este trabajo es proporcionar una herramienta de referencia y guía para los "actuarios" que deseen, requieran o necesiten calcular primes de tarifa del seguro de automóviles y les ayude a elaborar una sota técnica, considerando tanto el marco legal aplicable como todos los factores estadisécos y económicos retativos a cada una de les coberturas de este seguro.

Primeramente se presentan algunos antecedentes del seguro de automóviles en nuestro país y los resultados históricos que se han obtenido, con la finalidad de destacar el potencial y la importancia que tiene esta linea de negocio para el sector asegurador y en lo particular para las compañías que lo promueven y operan.

Energuida, se muestra el marco legal al que se circunscriben las competitas de seguro y los estándares de la práctica actuarial que deben aplicarse para la elaboración de notas técnicas.

Posteriormente se menciona, un resumen de las coberturas, deducibles y sumas aseguradas del seguro, con la finalidad de comprender y entender el alcance del seguro.

Así mismo se presentan todas las bases y variables técnicas que se utilizan para el desarrollo de los modelos de cálculo de las primes netas de riesgo del seguro de automóviles, así como los conceptos adicionales que deben considerarse para la determinación de las primes de tarifía.

Se presentan los distintos modelos de cálculo y la metodología correspondiente para la obtención de las printes netas de riesgo y las primas netas de tenfa de ceda cobertura del seguro de automóviles.

Finalmente, se incluye una sección de conclusiones, complementadas con algunas recomendaciones de control y monitoreo que deben implementanse para garantizar el éxito del modelo.

Capítulo 1. Antecedentes

El seguro de automóviles tiene sus origenes en inglaterra, donde operabe como un riesgo más dentro del ramo de transportes, en donde se amperaba especificamente el riesgo de choque.

Los antecedentes del seguro de automóviles en México se remontan al año de 1935, en donde ye se operaba este seguro como un ramo independiente, pero considerado solo como un seguro de servicio y de colocación.

☐ seguro amparaba los daños que sufriera el casco a consecuencia de los riesgos de choque, vuelcos, incandio, rayo, auto ignición y conneción civil. También se amparaban el robo del vehícuto y los daños a propiedad ajena.

En el año de 1957 se comenzó a otorgar la cobertura de gastos médicos, que funcionaba mediante el reembolso de los gastos erogados por el asegurado. El riesgo de auto ignición desapareció.

A partir del año de 1968, se comenzaron a clasticar los 228 tipos de automóvites que estatian en 22 grupos estadisticos con le finatidad de dar seguinismo a su experiencia. Surge el concepto de valor comercial del vehículo como limite máximo de responsabilidad para los riesgos referentes a los deflos del vehículo y al robo total. Las coberturas se clasificaron en daños meteriales (que incluía los riesgos de colisión, vuelcos, incendio, rayo y conmoción civil), robo total, responsabilidad civil por daños en propiedad ajena y gestos médicos.

En el periodo de 1968 a 1975 se agregaron a la cobertura de daños materiales los riesgos de motimes populares, disturbios de carácter obrero, daños por personas mal interccionadas y daños ocasionados por las medidas de represión de las autoridades. La prima comienza a calcularse en función de la experiencia de cada tipo de vehículo.

A partir del año 1975 surgen nuevas coberturas, tales como equipo especial, daños ocasionados por la carga, adaptaciones y conversión, responsabilidad civil catastrófica, rotura de cristales y riesgos que liene su origen a partir de fenómenos neturales. Así miemo surge el concepto de reinstatación automática de suma asegurada, variable que altera los cálculos actuaristes del seguro de automóviles, ya que se podía tener mas de un simiestro durante la vigencia de la póliza afectando la miema cobertura y sin reducir la suma asegurada. Las primas corrienzan a calcularse en función de la frecuencia y la severidad de los siniestros, así como a considerarse los índices económicos publicados por el Banco de México y los salarios mínimos vigentes.

A partir de 1968 el seguro de automóviles sufre una reestructuración, le cobertura de responsabilidad civil por defios a terceros en aus personas se modifica a operar bejo una miema cobertars y una sunua asegurada única, denominada Responsabilidad Civil LUC, por lo que el seguro se simplifica quedendo cuetro coberturas básicas: Daños Materiales, Robo Total, Responsabilidad Civil LUC y Gestos Médicos.

En los años 90 surgieron una serie de servicios que se incorporaron al seguro de automóviles como valores agregados, tales como "asistencia automovilística y defensa legal con fianza". Estos valores agregados tenian como objetivo que el producto fuera mas atractivo para los consumidores, brindándoles servicios tangibles directamente relacionados con el uso del vahículo.

El nuevo siglo esta marcado por el surgimiento de nuevas coberturas las cuales operan exclusivamente en caso de pérdida total del vehículo, tates como automóel sustituto, eliminación de deducible y devolución de primas. Aunque estos conceptos de cobertura surgieron a finales de los años 90 no fue si no hasta principios del año 2000 cuando se comenzaron restmente a comercializar y a marcar diferencia en la decisión de los consumidores. En la actualidad existen mas de 1500 versiones distintas de vehículos clasificadas en 220 grupos estadísticos.

1.1. México en el contexto mundial de securos

Es importante ubicar a México en el contexto mundial de seguros, ya que esto nos da un panorama más amplio de donde estamos parados. Por ejemplo, la producción mundial suscrita durante el año 2003 fue de 2,940,671 milliones de dólares, lo que indica que nuestro país representa el 0.37% del total.

Un dato importante muestra que en México las primes de seguro representaron el 1.8% sobre el producio interno bruto (PIB) durante el año 2003, mientras que la media mundial fue de 8.06%. Otro indicador es el de la prima per cápita (primas directas divididas entre el número de habitantes) la cual fue en México de 107 dólares por habitante para el año 2003, mientras que la prima per cápita mundial fue de 470 dólares para ese miento año. En países como Estados Unidos o Japón la prima per cápita oecila en 3,700 dólares, lo cual muestra una conciencia y cultura de seguros superior a la nuestra.

Existen 68 países en el mundo con operaciones activas de seguros, entendiendo por activa una producción mayor o igual a 200 milliones de dótares. Bajo esta clasificación México se encuentra en el lugar No. 27 en cuanto al volumen de primas suscritas, en el lugar No. 49 en cuanto a prima per cápita y en el lugar No. 68 en cuanto a participación sobre el Pi8.

Otra visión que nos ayuda a ubicar a nuestro país en un contexto más amplio, es que si perteneciéramos a la comunidad Europea ocupartamos el lugar No. 15, en cuanto ai volumen de primes, de los 35 países ahi considerados, ocupartamos el lugar No. 27 en cuanto a prima per cápita y el lugar No. 32 en cuanto a participación sobre el PIB.

El tener un panorame mundiel nos ayuda a reconocer que aunque vamos en el camino correcto aun nos falta mucho por hacer, esta razón nos debe motiver a seguir identificando les áreas de oportunidad que existen en nuestro mercado y continuar desarrollando el sector para lograr un mejor posicionamiento en el contexto nacional y mundial.

1.2. Producción del mercado de seguros en México de los años 2002 y 2003

Hace 10 años el número de compañías de seguros que operaban en nuestro país em de 38, actualmente operan 64 compañías de las cuales 30 comercializan el seguro de automóviles.

Los resultados de producción obtenidos por todo el sector asegurador en México durante los últimos dos años fueron los titudientes:

Primes Directes Cliras en millones de pesos

| | Primas Directae | Primas Directas | %Participación | War. |
|-------------------------------------|--------------------|--------------------|----------------|----------|
| Ramo | 2902 | 2003 | | 03 vs 62 |
| Vida | 50,635 | 43,096 | 36.36% | -14.89% |
| Automóviles | 31,225 | 31,740 | 26.78% | 1.65% |
| Accidentes y Enfermedades | 13,932 | 15,295 | 12.90% | 9.78% |
| Terremoto y Otros Riesgos Cat | 5,117 | 6,121 | 5.16% | 19.63% |
| Incendio | 4,607 | 5,345 | 4.51% | 16.02% |
| Diversos | 5,756 | 5,213 | 4.40% | -9.43% |
| Martimo y Transporte | 4,067 | 4,168 | 3.52% | 1.97% |
| Resp. Civil y Riesgos Profesionales | 3,598 | 3,491 | 2.95% | -2.91% |
| Pensiones | 9,440 | 3,217 | 2.71% | -85.92% |
| Agricola y de Animales | 589 | 681 | 0.57% | 15.72% |
| Crédito | 144 | 172 | 0.15% | 19.35% |
| Total | 129,127 | 118,539 | 100.00% | -8.20% |

Fuente: Dirección de Estudios Financieros y Fiscales, Indicadores AMIS El seguro Mexicano 2002 y 2003. México D.F. Publicación anual El mercado acostumbra agruper los seguros de terremoto, incendio, diversos, maritimo, resp. civil, agricola y crédito bejo los seguros de "Daños", por lo que también se pueden observar los resultados como sigue:

Primas Directas Clima en miliones de pesos

| Ramo | Primes Directes 2002 | Primas Directas 2063 | %Participación | %Var. 83 vs 02 |
|---------------------------|----------------------------|----------------------------|----------------|-------------------|
| Vida | 50,635 | 43,096 | 36.36% | -14.89% |
| Automóviles | 31,225 | 31,740 | 26.78% | 1.65% |
| Daños | 23,895 | 25,192 | 21.25% | 5.43% |
| Accidentes y Enfermedades | 13,932 | 15,295 | 12.90% | 9.78% |
| Pensiones | 9,440 | 3,217 | 2.71% | -65.92% |
| Total | 129,127 | 118,539 | 100.00% | -8.20% |

Observaciones:

- Los seguros de Vida tradicionalmente han ocupado el primer tugar, sin embargo en el último año han tenido una reducción de cartera importante, impactando los resultados de todo el sector.
- El seguro de Automóviles ocupa el segundo lugar, con una perficipación en primes del 26.78%, convirtiendo a esta linea de seguros como una de las más relevantes. Este seguro creció el 1.65%, mostrando una desaceleración comparada con los últimos 5 años, citras que se analizarán posteriormente.
- Los seguros de Deños (agrupados) representan el 21.25% y crecieron 5.43%
- Los seguros de Accidentes y Enfermedades ocupan la cuarta posición, no obstante es la linea de seguros que actualmente sostiene los crecimientos mas importantes. Durante el año 2003 crecieron el 9,78%
- Los seguros de Pensiones, al igual que los seguros de Vida, decrecieron fuertemente.

Nota importante:

 Durante el año 2002, El sector atendió 2,965,117 siniestros, de los cuales el 73% corresponden a los seguros de Automóvilas, por lo que la percepción del servicio y atención que ofrecen las compañías de seguros depende de manera importante de este seguro.

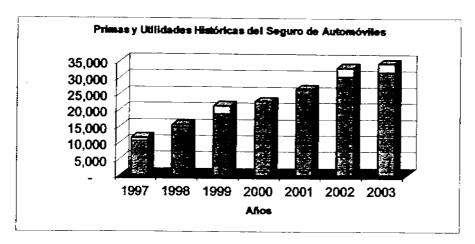
1.3. Recultados históricos del seguro de automóviles

Estado de resultados del seguro de automóvilas - Período 1997 a 2003 Clicas expresadas en millones de pesos

| • | | | | | | | | Total |
|--------------------------------------|---------|---------|--------|--------|--------|---------|--------|-----------|
| | 1967 | 1906 | 1900 | 2000 | 2001 | 2002 | 2003 | Histórico |
| Primas emilidas | 10,655 | 14,763 | 18,829 | 22,708 | 26,410 | 30,491 | 31,979 | 155,836 |
| Primes cedides | 141 | 204 | 266 | 1,827 | 2,479 | 773 | 983 | 6,694 |
| Prisass releatides | 10,514 | 14,550 | 18,543 | 20,861 | 23,931 | 29,718 | 30,996 | 149,142 |
| Prime devengada | 9,401 | 12,666 | 17,837 | 20,658 | 22,730 | 27,109 | 30,252 | 140,454 |
| Gtos. adquisición | 1,896 | 2,589 | 3,223 | 4,034 | 4,643 | 5,425 | 5,724 | 27,334 |
| Sinissiro incurrido | 7,114 | 9,123 | 12,160 | 14,765 | 16,601 | 19,159 | 20,908 | 99,829 |
| Utilidad/Pérdide técnice | 591 | 954 | 2,254 | 1,859 | 1,487 | 2.525 | 3,620 | 13,291 |
| Incremento neto otras reservas | 373 | 434 | - 334 | - 217 | 149 | - 1.379 | 450 | - 1,425 |
| Utilded Pérdide brute | 218 | 520 | 2,588 | 2,077 | 1,339 | 3.904 | 4.070 | 14,716 |
| Gestos de operación | 1,227 | 1,576 | 2,240 | 2,246 | 2,188 | 2,525 | 3,089 | 15,295 |
| Utilidadi Pérdida de operación | - 1,008 | - 1.158 | 346 | - 171 | - 849 | 1.278 | 981 | - 579 |
| Utilidadi Pérdide sales de ISR y PTU | 1,165 | 724 | 2,709 | 263 | 421 | 2.984 | 2,861 | 11,145 |
| Utilidadi?Párdida del ajercicio | 943 | 755 | 2,594 | 84 | 278 | 2,710 | 2.561 | 9,924 |

Fuente: Estado de Resultados del Período (1997 - 2003) Mercado Total de Seguros. CNSF México D.F. Publicación anual

Durante los últimos 7 años las printes emitidas y retenidas crecieron 300%, mientras que las utilidades se incrementaron en un 270%. Veamos la siguiente gráfica.



Es importante destacar, que no necesariamente mientras más sea el volumen captado de primas se obtendrán meyores utilidades. Esto es claro si observemos el gráfico anterior para los años 2000 y 2001 que a pesar de ser mayores en volumen de primas que los años anteriores, las utilidades fueron mucho menores.

En realidad el éxito de generar utilidades en los seguros en general y en particular en los seguros de automóvilos, depende no solo de captar negocio e incrementar el volumen de primas, depende también de una adecuada tarificación y suscripción de los negocios, controlar el área de indemnizaciones, controlar el gasto de adquinición y maximizar los gastos de administración. Mes adelante habitaramos con mas detalle de este tema.

1.4. Potencial del seguro de automóvites

Las utilidades logradas por el sector durante los últimos años ha provocado que les compañas mantengan su interés y agresividad en seguir desarrollando esta importante linea de negocio, por lo que no dudan en seguir invintiendo recursos a este ramo.

El perque vehícular total que circula en nuestro país es de 17.5 millones de unidades, de los cuales solo el 40% de los vehículos esta asegurado, to que significa que existen 10.5 millones de vehículos sin aeguro.

Después de la crisis económica de Diciembre de 1994, el auge de los planes de financiamiento y crédito para la compra de automóvil a vuelto a resurgir. Los planes atractivos de crédito que ofrecan los bancos, arrendadoras y distributiores (que cuentan con sus propios planes de financiamiento), han provocado que el perque vehicular que circula en nuestro país se incremente notablemente, ya que hace 5 años el promedio de venta anual era de 450 mil unidades nuevas y en la actualidad as vendan carca de 1.0 millón de unidades nuevas por año. Una coadición importante para el otorgamiento de estos créditos es la obligatoriedad de contar con una póliza de seguro, cuya cobertura protege al vehículo durante la vigencia del crédito.

Hece un poco mas de 10 años existien solo 5 marcas de automóviles en México: Vollawagen, Chrysler, Nissan, Ford y General Motors. En la actualidad operan en México 35 marcas propies, cada una con sus respectivos tipos y modelos.

El artículo 66 de la Ley de Transporte estipute la obligatoriedad de contar con un seguro de Responsabilidad Civil por daños a terceros en sus personas, sin embargo la aplicación de esta ley continúa tetente, ya que el Seguro Único para Vehículos Automotores (SUVA) no ha tenido el apoyo de las autoridades en tumo, retrasando su entrada en vigor por la falla de fiscalización. No obstante los estados de Chihushua y Jalisco son los únicos en implementar y exigir un seguro obligatorio a los automovilistes.

El TLC establece que a partir del año 2004 podrán ingreser a México vehículos provenientes de Canadá y Estados Unidos de Norteemérica (USA) sin tantas restricciones arancelarias, creando una meyor penetración de este mercado a nuestro país y potencializando la comercialización de los vehículos automotores en beneficio de los comunidores.

Por último, la Comisión Nacional de Seguros y Fisarzas estima que la participación de las primas del sector de seguros respecto al PIB será de 4.0% para el año 2020 en un escenario pesimista, lo que significa un crecimiento de los seguros en general.

Capítulo 2. Merco legal

El marco legal que rige la actividad aeeguradora en México está constituido esencialmente por la Ley General de Instituciones y Sociedades Mutualistas de Seguros y por la Ley Sobre el Contrato de Seguro, que conjuntamente constituyen el principal cuerpo de normes jurídicas que regulan la materia.

Durante el año 2004 dos documentos de gran relevencia fueron publicados en el Diario Oficial de la Federación, la circular S-8.1 que daba a conocer la forma y términos de registro de productos de seguros y la circular S- 8.1.1 en la que se establecen los estándares de práctica actuarial que deben aplicarse pera la elaboración de notas técnicas.

A continuación enunciaremos los aspectos relevantes de estos documentos para efectos del cálculo de las primas de tarifia del seguro de automóviles.

2.1. Lay General de Inelitaciones y Sociedades Mutuelistas de Seguros - Art. 36, 36 A, B, C, D y E

El artículo 36 establece que les primas netas de riesgo deben determinarse aobre bases técnicas, a fin de garantizar les obligaciones que se contraen con los asegurados. Así mismo establece que tanto la documentación contractual, devolución y pago de dividendos o bonificaciones no deben dar lugar a la disminución de la prima neta de riesgo.

El artículo 36-A establece que les coberturas, planes y primes netas de riesgo deberán queder austentadas en una nota técnica, en la que se exprese las tarifas de primes y extraprimas; la justificación técnica de la suficiencia de la prima y, en su caso, de las extraprimas; las bases para el cálculo de reserves; deducibles, porcentaje de utilidad, devolución de dividendos y bonificaciones que correspondan, recargos por costos de adquisición y advanistración que se pretendan cobrar y cualquier otro elemento técnico que sea necesario para la adecuada instrumentación de la operación.

El Artículo 36-B establece que los contratos de seguros en que se formeticen operaciones de seguros que se ofrezcan al público como contratos de adhesión deberán ser registrados ante la CNSF.

El Artículo 36-C establece que los contratos de seguro deben contener las indicaciones que administrativemente fije la CNSF en protección de los interéses de los contratantes, asegurados o beneficiarios. Por lo anterior, la CNSF puede establecer cláusulas tipo de uso obligatorio.

El Artículo 36-D señala que sólo se podrán ofrecer al público las operaciones y servicios que la Ley autoriza, previo registro ante la CNSF de los productos. Así mismo establece los requisitos para obtener el correspondiente registro.

El Artículo 36-E se refiere a la celebración de operaciones y prestación de servicios que se pueden pactar mediante tecnología.

2.2. Circular S.E.1

El día 28 de Febrero de 2004 se publicó en el Diario Oficial de la Federación la Circular S.8.1, la cual establece la forma y términos del registro de productos de seguros y las disposiciones a las que debemos apegarnos.

Establece que conforme a lo dispuesto en los artículos 36, 36-A, 36-B, 36-C, 36-D, 96 y 107 de la LGISMS, las instituciones y accidades deberán presentar ante la CNSF, de manera conjunta, la nota técnica y la documentación contractual correspondiente, acompañados de un análisis de congruencia entre ambas y en el caso de los contratos de adhesión, de un dictamen jurídico que certifique que ta documentación contractual del producto se apega a lo previsto en los artículos 36 y 36-B de la misma tey.

Esta circular especifica con detalle los procedimientos operativos para el registro de los productos y la tecnología disponible para tievar a cabo dicho propósito.

Es importante señalar que la disposición cuarta de esta circular establece claramente que la nota técnica deberá ser firmada por un Actuario con cédula profesional y que además cuente con la certificación vigente emitida por el colegio profesional de la especialidad o la acreditación que otosga la misma CNSF.

La disposición décima segunda, inciso 4. establace los procedimientos técnicos que deberán considerarse, para el calculo de las primas de risego, de tarifa y extraprimas, las cuales deberán determinarse con métodos actuariales basados en la aplicación de "estándares" generalmente aceptados.

Las disposiciones establecidas en esta circular son exigibles a perfir del 1 de enero de 2004.

2.3. Circular S.S.1.1

Conforme a lo dispuesto en el inciso b) de la fracción i del artículo 38-D de la LGISMS, el día 02 de Mayo de 2004 se publicó en el Diario Oficial de la Federación la Circular S.8.1.1, la cual de a conocer los "estánderes" de práctica actuarial que deben aplicarse para la elaboración de notas técnicas.

Los estándares de la práctica actuarial están divididos en custro temas:

- 1. "Célculo actuariel de la prima de tarifa para los seguros de corto plazo"
- 2. "Cálculo actuariel de la reserva de risegos en curso para los seguros de corto plazo"
- "Cálculo actuarial de la prime de terita para los seguros de largo plazo"
- 4. "Valuación actuarial de la reserva de risegos en curso para los seguros de largo plazo"

Para los efectos de esta tesis, el tema que nos compete es el No. 1, por lo que a continuación se resumen los aspectos más retevantes del mismo:

Sección 1.

Señala que el propósito del "estándar" es establecar los elementos y criterios que deben ser considerados en el proceso de cálculo actuarial de la prima de terifía. Especifica que los elementos contenidos son de aplicación general y obligatoria para todos los actuarios que ejezan su profesión para instituciones y sociedades mutualistas de seguros que operan en México. Los elementos contenidos en el estándar fueron definidos en términos generales, y se considera que es facilible se presenten situaciones que no están explicitamente contemplades en los mismos. Por último establece que la fecha de aplicación de los "estándares" es a partir del 1 de enero de 2004.

Sección 2.

Establece que los lineamientos que se presenten están orientados a:

- Establecer los principios sobre los cuales se sustenta una prima de tarife
- Definir los conceptos y elementos que deben ser considerados en su determinación
- Señalar las características generales que deben tener los procedimientos actuariales válidos para la determinación de la prima de tarifa
- Definir la información con la que se debe contar para sustentar la prima de tarifa propuesta, así como los requerimientos mínimos para garantizar que dicha prima de tarifa cumple con los principios establecidos en estos estándares.

Sección 3.

Define los conceptos de costos de administración, costos de adquisición, costo de siniestralidad, margen de utilidad, prima de tarifa, los cuales han definido en esta tesis.

Con relación a las fuentes de información o bases estadisticas define que:

- Información confieble es aquella cuya fuente y forma de generación ses conocida, comprobeble y versz, o que ses generade y publicade por una institución reconocida a nivel nacional o internacional.
- Información homogénea se reliere a que los detos estadisticos utilizados para el cálculo actuarial de la prima de tarilla, deben corresponder a unidades expuestas, en condiciones iguales o similares, a niesgos del mismo tipo
- Información suficiente es aquella cuyo volumen de datos parmite la aplicación de métodos estadísticos o modelos de credibilidad y que aberca todos los aspectos relacionados con la valoración del riesgo en cuestión.

Definiciones importantes:

Cálculo actuarial,- Se refiere al procedimiento con el que se determina actuarialmente el valor de la prima de tarifa de un seguro, o cualquier variable, parámetro o medida relacionada con un risego asegurado.

Principios actuariates.- Teorías y conceptos fundamentales de uso y aplicación común en la práctica actuariat, que son generalmente aceptados y que se encuentran explicados y austentados en la literatura nacional o internacional.

Procedimientos actuariales.- Conjunto de métodos y técnicas científicamente sustantadas, aplicables al problema de seguros que se pretende resolver y que son congruentes con los principios actuariales.

Nota técnica.- Es el documento que describe la metodología y les bases aplicadas para el cálculo actuarial de la prima y en el que se sustenta la aplicación de los estándares de práctica actuarial. En este documento deben incluirse de manera específica: la definición clara y precisa del riesgo y de las obligaciones contractueles cubiertas, las características, alcances, limitaciones y condiciones de la cobertara, les definiciones, conceptos, hipótesis y procedimientos empleados y, en su caso, las estadieticas y datos utilizados en la veloración del riesgo, así como las fuentes de información y cualquier otro elemento necesario para fundamentar actuarialmente la prima resultante.

Sección 4.

Establece los siguientes principios actuariales:

- La prime de tarife es la cantidad necessaria para cubrir, al menos, el valor esperado de los costos futuros
- La prima de tarifa debe garantizar suficiencia y solidaz.
- La prima de tarifia debe reconocer les características individuales o perficulares de la unidad expuesta al riesgo
- La determinación de la prima de tarifa debe austentarse sobre bases actuariales.

Sección 5 y 6

Señale algunas prácticas recomendadas para el cálculo actuarial de la prima de tarifa, tales como la integración de información (confiabilidad, homogeneidad y suficiencia), realizar una revisión periódica de la prima de tarifa, e incorporar elementos adicionales como políticas de suscripción o variebles del mercado o del entorno. Aunque parece obvio, también se reconsienda que esta congruencia entre lo establecido en las condiciones contractuales del producto de seguros y la nota técnica correspondiente y por último se reconsienda tener en buen resguardo toda la documentación para tines de consulta, seguintento y auditoria.

Capítulo 3. Generalidades del securo de automóviles

3.1. Clasificación de los vehículos

3.1.1. Por su procedencia y fabricación

3.1.1.1. Vehículos residentes: Se reconoce como vehículo residente aquel que esta declarado con domicilio en México y que consta con permiso permiso permiso de circulación en territorio nacional.

Vehículos de fabricación nacional:

Es todo aquel vehículo fabricado en las diferentes plantas armadoras que existen en México.

Vehículos de fabricación extraniera:

- " Vehículos importados por agencia: Se te tiama así a todos los vehículos que son introducidos legalmente y en forma definitiva al país por las agencias o distribuidores autorizados para ponerlos a la venta al público en general. Estos vehículos se venden al público con "factura nacional".
- Vehículos importados por particular; Se le liama así a todos los vehículos de fabricación extranjera que son introducidos legalmente y en forma definitiva al país por una persona física o moral. Dichos vehículos tienen "factura extranjera".
- Vehículos fronterizos: Se le flama así aquel que tienen permiso para circular en la franja fronteriza o zona libre, dicha zona comprende 48 killómetros de la frontera hacis el interior del territorio nacional.

3.1.1.2. Vehículos turistas: Se reconoce como vehículo turista aquel que tiene residencia en el extranjero y que se interna al territorio nacional en calidad de visitante y con permiso temporal para circular en México.

3.1.2. Por su tipo y uso

| _ | | Uso Personal | Uso Comercial |
|----|--------------------------------|--------------|---------------|
| | Automóviles | si | si |
| Ь | Camión hasta 1.5 ton Pick up's | si | si |
| c | Carniones de 3.5 ton. y más | | Si |
| v | Tractocamiones | | si |
| ψ | Autobuses | | si |
| ₩. | Remolques | | si |
| C) | Panel | | si |
| 5 | Motocicletas | si | si |

- Uso personal: Aquel vehículo que es utilizado solamente para ir y volver a lugares de actividad diaria, tales como trabajo, escuela, casa v/o visjes de placer
- Uso comercial: Áquel vehículo que es utilizado a actividades relacionadas con el empleo o fuente de ingresos del usuario

3.1.3. Por el tipo de servicio que prestan

- Vehículos de servicio particular
- Vehículos de servicio público estatal
- Vehículos de servicio público federal

Nota importante:

El calculo de les primes de terifia que se exhiben en esta tesis corresponden al subconjunto de vehículos residentes, automóvites de uso personal y convercial. Por lo tanto la metodología propuesta no aplica para vehículos turistas y vehículos del tipo b, c, d, e, f, g y h de la tabla anterior.

3.2. Descripción de coberturas básicas

Las coberturas básicas se clasifican como sigue:

- Referentes al vehículo (Daflos materiales y Robo total)
- Referentes a los daños que se pueden causar por conducir el vehículo (Responsabilidad civil)
- Referente a los daños a la integridad física a los ocupantes del vehículo (Gesios médicos)

3.2.1. Daños Materiales (DM):

Ampara tos daños o pérdidas materiales del vehículo a consecuencia de los riesgos de colisión y vuelcos, rotura de cristales, incendio, rayo, esplosión, huracán, granizo, terremoto, erupción volcánica, alud, derrumbe de fierra o piedras, caída o demumbe de construcciones, edificaciones, estructuras u otros objetos, caída de árboles o sus ramas e inundación. Actos de personas que tomen parte en peros, hueigas, disturbios de carácter obrero, milines, alborotos populares o de personas mal intencionadas. Por último se ampera la varactura, hundimiento, descarritamiento o caída del medio de transporte en que el vehículo sea conducido, así como la caída del vehículo mediante maniobras de carga, trasbordo y descarga.

3.2.2. Robo Total (RT):

Ampara el robo total del vehículo y les pérdides o daños materiales que sufra a consecuencia de su robo total. Si no se contrato la cobertura de daños materiales, esta cobertura también ampara todos los riesgos mencionados en dicha cobertura, exceptuando los riesgos de colisiones, vuelcos y rotura de cristales.

3.2.3. Responsabilidad Civil (RC):

Ampera la responsabilidad civil en que incursa el asegurado o cualquier persona que con consentimiento expreso o tácito use el vehículo y que a consecuencia de dicho uso cause deños materiales a bienes propiedad de terceras personas y/o cause lesiones corporales o la muerte a terceras personas ubicadas fuera del vehículo asegurado incluyendo la indemnización por daño moral que en su caso corresponda.

3.2.4. Gastos Médicos (GM):

Ampera el pago de gastos médicos por concepto de hospitalización, medicinas, atención médica, enfermeros, servicio de ambulancia y gastos de entierro, originados por lesiones corporates que autra el asegurado o cualquier persona ocupante del vehículo en accidente de tránsito o como consecuencia del robo total del

vehículo con uso de violencia, ocurridos mientras se encuentre dentro del compartimiento, caseta o cabina destinada al transporte de personas.

3.3. Servicios complementarios

Derivado de la alta competencia que existe en el mercado por seguir creciendo y distinguirse de los demás, las coberturas básicas se complementan con "servicios", los cuales han venido a dar un valor agregado muy importante a los seguros de automóvil.

3.3.1. Asistencia Automovilistica (AA):

- Ofrece servicio de grúa en caso de accidente o avería
- Auxilio vial en caso de averlas y eventualidades manores como cambio de llanta, paso de comiente y envio de gasolina
- Información automovillatica referente a tatleres mecánicos, concesionarios autorizados
- Trastado en ambutancia terrestre o aérea cuando sea realmente necesario
- Información turística referente a casetas de cobro, gasolineras en carretera, respec electrónico de las principales rutas y carreteras de México, Estados Unidos y Canadá, así como información de los eventos culturas de los sitios que se pretenden visitar. Toda la información anterior vía fax
- Referencias médicas via telefónica acerca de hospitales o clínicas, farmacias y organización de servicios médicos urgentes

3.3.2. Defensa Legal y Fianza (DLF):

- Assertia y defensa jurídica durante todo el proceso legal que se genere en caso de un percance vial, en donde concurran cualquiera de los delitos de lesiones u homicidio imprudencial, daños en propiedad ajena y ataque a las vias generales de comunicación.
- Se incluye una fianza o caución para garantizar la libertad del asegurado y la devolución de su vehículo

3.4. Descripción de coberturas opcionales

3.4.1. Responsabilidad Civil Catastrófica (RCC):

Ampera el exceso de suma asegurada que el asegurado desee contratar sobre la suma asegurada de la cobertura básica Responsabilidad Civil Bienes y Personas y ampera los mismos riesgos y condiciones estipuladas en dicha cobertura.

3.4.2. Extensión de Responsabilidad Civil (ERC)

Ampara al primer filular persona física de la póliza contra los mismos riesgos y condiciones estipuladas en la cobertura de Responsabilidad Civil Bienes y Personas cuando este se encuentre como conductor de cualquier otro automóvil de uso personal.

3.4.3. Equipo Especial (EE)

Ampara el equipo especial instalado en el vehículo asegurado contra los mismos riesgos que se hayan contrato de las coberturas bésicas Deños Materiales y Robo Total.

Se considera equipo especial cualquier parte, accesorio o rótuto instalado en el vehículo a petición expresa del comprador o propietario del vehículo, en adición o sustitución de les partes o accesorios con los que el fabricante adapta originalmente a cada modelo y tipo especifico de vehículo que presenta al mercado.

3.4.4. Adaptaciones y/o Conversiones (AC)

Ampara las conversiones y/o adeptaciones realizadas al vehículo asegurado contra los mismos riesgos que se hayan contrato de las coberturas básicas Daños Materiales y Robo Total.

Se considera como adaptación y/o conversión toda modificación y/o adición en carrocería, estructura, recubrimiento, mecanismos y/o aperatos que requiera para el funcionamiento para el cual fue diseñado. Dicha adaptación y/o conversión formará parte integrante del vehículo para efectos de siniestros y cobro del deducible correspondiente.

3.5. Descripción de coberturas adicionales

3.5.1. Automóvil Sustituto por Pérdide Total (ASPT)

En caso de siniestro que cause la pérdida total del vehículo asegurado como consecuencia de los riesgos especificados en la cobertura de Daños Materiales y Robo Total, la compañía se obliga a:

- El reembolso al asegurado del importe de la renta de un automóvil sustituto de las siguientes características: mediano típico y con transmisión standard
- El importe máximo de la renta que será reembolisado al asegurado, será el equivalente de 10 días de salario mínimo general vigente en el dietrito federal por dia, durante un periodo no meyor a 27 días naturales

3.5.2. Eliminación de Deducible por Párdida Total (EDPT)

En caso de ainisetro que cause la pérdide total del vehículo asegurado como consecuencia de los riesgos especificados en la cobertura de Daños Materiales y Robo Total, la compañía se obliga a indemnizar al asegurado sin la aplicación del deducible contratado

3.5.3. Devolución de Prima por Pérdida Total (DPPT)

En caso de ainiestro que cause la pérdida total del vehículo asegurado como consecuencia de los riesgos especificados en la cobertura de Darios Materiales y Robo Total, la compañía se obliga a devolver al asegurado la prima neta total pagada.

Se entiende por prima neta total pagada al importe de la primas de todas las coberturas contratadas, sin incluir los gastos de expedición, tasa de financiamiento por pago fraccionado y el impuesto al valor agragado.

3.6. Paquetes de cobertura

El mercado ofrece distintas alternativas en paquetes de coberturas, les mas conocidas se muestran a continuación:

| | | | Paquete | Paqueta | Paquete | Paquele |
|---------------------------|----------------------------|------|---------------|---------------|---------|-------------|
| | | | Amplio | Limitado | Básico | Obligatorio |
| Coberturas básicas | Datios Materiales | DM | $\overline{}$ | | | |
| | Robo Total | RT | レン | | | |
| <u> </u> | Responsabilidad Civil | RC | ン | <i></i> | | |
| | Gastos Médicos | GM | レン | ン | | Ì |
| Servicios complementarios | Asistencia Automovilistica | AA | | \ <u>\</u> | Š | |
| | Defensa Legal y Fianza | DLyF | | \ \mathcal{J} | ン | i |

Estos paquetes pueden ser complementados por las coberturas opcionales y adicionales:

| Coberturas opcionales | Responsabilidad Civil Catastrólica | RCC |
|------------------------|--|------|
| 1 | Extensión de Responsabilidad Civil | ERC |
| | Equipo Especial | ΕE |
| | Adaptaciones y/o Conversiones | AC |
| Coberturas adicionales | Automóvil Sustituto por Pérdida Total | ASPT |
| | Eliminación de Deducible por Pérdide Total | EDPT |
| | Devolución de Primes por Pérdida Total | DPPT |

3.7. Deducibles

Deducible es la cantidad económica que invariablemente queda a cargo del asegurado o beneficiario a consecuencia de les eventualidades previstas para cada cobertura.

| | | | Deducibles |
|---------------------------|--|------|------------|
| | | | Bésicos |
| Coberturas básicas | Daños Materiales | DM | 5% |
| | Cristales | DM | 20% |
| | Robo Total | RT | 10% |
| | Responsabilidad Civil | RC | No aplica |
| | Gastos Médicos | GM | No aplica |
| Servicios complementarios | Asistencia Automovilistica | AA | No aplica |
| | Defensa Legal y Fianza | DLF | No aplica |
| Coberturas opcionales | Responsabilidad Civil Catastrofica | RCC | No aplica |
| | Extensión de Responsabilidad Civil | ERC | No aplica |
| | Equipo Especial | ÉE | 25% |
| | Adaptaciones y/o Conversiones | AC | 5%DM/10%RT |
| Coberturas adicionales | Automóvii Sustituto por Pérdida Total | ASPT | No aplica |
| | Eliminación de Deducible por Pérdida Total | EDPT | |
| | Devolución de Primas por Pérdida Total | DPPT | No aptica |

Nota:

Las coberturas de DM y RT tienen opción de disminuir o incrementar su deducible. Si el deducible disminuye la prima neta recibirá un recargo, si el deducible se incrementa la prima neta recibirá un descuento.

3.8. Sumas acoguradas

La suma asegurada es el importe de responsabilidad que la compeñía esta obligada a pagar como máximo al momento de suscitarse la pérdida o el simiestro amperado bajo la cobertura contratada. La determinación de la suma asegurada para cada cobertura se establece como sigue:

3.8.1. Dafios Materiales y Robo Total

En la actuelidad las compañías establecen, para vehículos último modelo que estén dentro de sus primeros seis meses o hasta su primer año de uso, la suma asegurada con base al valor factura del vehículo, siempre que este no esceda el precio de facturación de vehículos cero (O) foliómetros. Se entiende por velor factura como el precio de facturación del vehículo establecido por agencias distribuidoras reconocidas por las plantes nacionates armadoras de vehículos.

Para vehículos con más de seis meses o más de un año de uso, se pueden establecer las siguientes dos opciones:

- Valor comercial: se entiende por valor comercial el velor de venta al público en el mercado de vehículos de igual merca, modelo, tipo y eño de fabricación establecidos en publicaciones tales como; table de valores comerciales AMIS, Guía EBC, Guía Autométrica o incluso se pueden considerar valores comerciales publicados en revistas especializadas o periódico.
- Valor convenido: se entiende por valor convenido el que se asigna y se conviene entre el asegurado
 y la compañía al inicio de la contratación de la póliza. El valor convenido pude establecerse atilizando
 tanto las fuentes de los valores correctales antes mencionades o basándose en un avalúo efectuado
 por agencia especializada o institución autorizada pera tal efecto.

3.8.2. Responsabilidad Civil, Gastos Médicos, Resp. Civil Cutastrólica y Extensión de Resp. Civil

Las sursas aseguradas para estas coberturas se convienen entre el asegurado y la compañía.
 Actualmente el mercado opera los siguientes limites de responsabilidad (cliras en pesos):

| Responsabilidad Civil | <u>Limite básico</u> 500.000 | <u>Limite indoimo</u> 1,000,000 |
|--------------------------|---------------------------------|------------------------------------|
| Gastos Médicos | 100,000 | 250,000 |
| Resp. Civil Catastrófica | 500,000 | 1,000,000 |
| Extensión de Resp. Ciril | 500 000 | 1 000 000 |

3.8.3. Equipo Especial y Adaptaciones y/o Conversiones

Se pueden establecer les siguientes dos opciones:

- Para equipos, conversiones y/o adaptaciones nuevas (primer aflo de uso) la suma seegurada se establece con base en el valor factura del equipo. Se entiende por valor factura como el precio de facturación del equipo establecido por marcas y/o establecimientos especializados.
- Para equipos, conventiones y/o adaptaciones de mas de un año de uso, se requiere aplicar una deprecisción o establecer un valor convenido basándose en un avalúo efectuado por agencia especializada o institución autorizada para tal efecto. Se recomienda que tanto el valor del equipo especial como el de la conversión y/o adaptación no esceda del 25% de la suma asegurada del vehículo.

3.8.4. Automóvil Sustituto por Pérdida Total

 10 dias de salario mínimo general vigente en el distrito federal por dia, durante un periodo no mayor a 27 dias naturales.

3.8.5. Eliminación de Deducible por Pérdida Total

El monto que resulta de aplicar a la cobertura afectada su correspondiente deducible, el cual se encuentra declarado en la carátula de la póliza.

3.8.6. Devolución de primes por Pérdide Total

La prima neta total pagada, sin incluir los gastos de expedición, tasa de financiamiento por pago fraccionado y el impuesto al valor agregado.

Capítulo 4. Principios y procedimientos actuariales para el cálculo de primas netes de riesgo

4.1. Bases actuariales

De conformidad a lo establecido en el Art. 38 de la LGISMS, la Circular S.8.1 décima segunda disposición y la Circular S.8.1.1 que establece los estándares de práctica actuarial, a continuación se mencionen los principios y procedimientos actuariales bejo los cuales se sustenta el modelo de calculo de las primas netas de riesgo y primes de tarifa para el seguro de automóviles.

Podemos establecer de manera general que las bases que permiten evaluar y analizar los riesgos se fundamentan en la "Ley de los Grandes Números" y el "Cálculo de Probabilidades".

4.1.1. Ley de los grandes números

Es el nombre con el que se conoce al postutado científico que establece que los fenómenos eventuales (siniestros), que circunstancialmente se producen o menifiestan para un determinado acontecimiento (colisión, robo, daños a terceros, etc.), decrecen en su irregularidad hasta lograr una constante, a medida que crece el número de observaciones (rissgos) o se estiende la masa de hechos a que se aplica dicha observación.

4.1.2. Cálculo de probabilidades

El cálculo de probabilidades es la base para la inferencia estadistica, por lo que a partir de ella podemos establecer con relativa exactitud que se produzca determinado evento (siniestro) de entre un gran número de casos posibles (risegos).

4.1.3. Bases estadiations

La Circular S-20.2.2 establece los formatos e información estadistica que les compeñías de seguros están obligades a reportar anualmente. Los formatos estadísticos son conocidos como SESA (Sistema Estadístico Sector Asegurador) y fueron desarrollados para cada operación.

Las tables estadisticas SESA son el producto de las observaciones de experiencias observadas del pasado tabulades de forme que puedan obtenerse conclusiones de ellas. Para formar estas tables estadisticas se requiere de la observación de grupos homogéneos y numerosos.

Las Tables Estadisticas son publicadas anusimente por la Asociación Mexicana de Instituciones de Seguros (AMIS) y se cuenta con la información en formato xis para su fácil manejo y análisis.

Para el cálculo de primes netes de risego del seguro de automóviles utilizaremos les tables SESA correspondientes al Ejercicio 2003, las cuales contemplen la experiencia de 15 compañías que representan el 80.30% de los riesgos asegurados del mercado.

Tables estadisticas del seguro de automóvias:

SESA1. DM y RT (individual y Flotilla) por deducibles SESA2. DM y RT (individual y Flotilla) por lipo de pérdida

SESA3. RC (Bienes y Persones) GM y EE

SESA4. RC (Bienes y Personas) por rango de auma asegurada

SESA5. RC (Blenes y Personas) por rango de siniestros

SESA6. GM Por rango de siniestros

SESA7. EE Por rango de siniestros

SESA8. Unidades Expuestas por Marca y Modelo

Grupos vehiculares por marca y tipo:

Debido a que cada año se comercializan nuevas marcas y nuevos tipos de vehículo, AMIS desarrollo un catálogo de claves estadisticas que agrupa a los vehículos por marca y tipo, con la finalidad de controlar estadisticamente el constante movimiento y evolución de las nuevas marcas y tipos que se comercializan en nuestro país.

La finalidad es que todas las compañías que operan el seguro de automóviles hablen, estadisticamente, el mismo lenguaje y que en el momento que cada una reporte las estadisticas SESA a la CNSF y a la AMIS puedan ser integradas y consolidas en una sola base estadistica.

Para el cierre del año 2003 el catálogo de vehículos por merca y tipo de AMIS cuenta con 220 grupos vehículares y cada grupo detalla su propia experiencia estadística.

4.2. Análisis de infleción

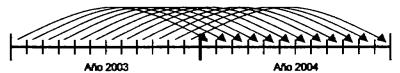
Nuestra economía se ve afectada frecuentemente por la inflación y los precios de los productos y servicios se incrementan por este efecto. El índice nacional de precios al consumidor (INPC) es el principal indicador que nos muestra quincenalmente este efecto.

Aunque el INPC es un excelente indicador, este es muy general y no es recomendable utilizanto para proyectar el monto de siniestros de los seguros de automóviles. Para ello es necesario observar el indicador por objeto del gasto y actividad económica que afecta a cada cobertura del seguro de automóviles.

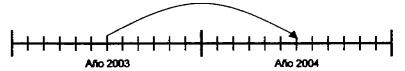
4.2.1 Periodos de inflación

Respecto al periodo de análisis de la inflación, debemos pertir de la base que la experiencia que tenemos en este caso es del año 2003 y es necesario definir el periodo de aplicación de nuestra nueva terifia y cuanto tiempo esperamos se mantenga vigente.

Si tuviéramos una estadistica que mostrara el monto neto de siniestros del laño 2003 desglosado por mes, la proyección al año 2004 podría ser mensual y seria más exacta. Gráficamente la proyección se observaria como sigue:



Sin embargo, debido a que el monto neto de siniestros que se muestra en las estadisticas es anual, se debe suponer que la distribución de este monto es "uniforme" durante el año y partiendo de esa base se deben tomar los "puntos medios" para considerar la inflación. Gráficamente la proyección se observaria como sigue:



Por lo tanto, para proyectar el monto neto de siniestros del año 2003 al año 2004, es necesario considerar la inflación a partir del 01 de julio 2003 y hasta el 30 de junio 2004.

Ahora, si suponemos que estamos ubicados en el mes de noviembre 2004 y queremos implementar la tarifa a partir del 01 de enero del año 2005, existen dos opciones de proyección:

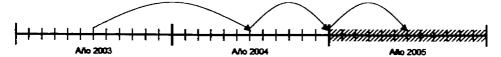
a) Proyección del monto neto de siniestros al 30 de diciembre de 2004.

Esta proyección nos permite mantener una tarifa "suficiente" hasta el 30/Junio/2005, ya que estarnos transportando el monto neto anuel de siniestros del año 2003 el periodo 01/Julio/2004 el 30/Junio/2005. Gráficamente la proyección se observaría como sigue:



b) Monto neto de siniestros al 30 de junio de 2005.

Esta proyección nos ayuda a mantener una tanifa "suficiente" para todo el año 2005, ya que estamos transportando el monto neto anual de siniestros del año 2003 al año 2005. Sin embergo se recomienda utilizar la estadistica más reciente, o sea la del año 2004, obviamente en caso de que se tenga disponible a la fecha de realización de la nueva tanifa.



Note importante:

Para efectos de esta tesis, el modelo inflacionario por cobertura que varnos a aplicar será el de la opción a), es decir al 31/Diciembre/2004.

4.2.2. Modelo de inflación por cobertura

El monto neto de siniestros de les coberturas de Daños materiales, Robo total y Responsabilidad civil bienes son afectados directamente por la inflación de la actividad económica "Transporte" que contiene la inflación de automóviles, autopartes (refacciones), accesorios y costos de mano de obra de reparación automoteiz.

El monto neto de siniestros de las coberturas de Responsabilidad civil personas y Gastos médicos son afectados directamente por la inflación de la actividad económica "Satud" que contiene la inflación de los costos de satud, servicios médicos y hospitatarios, así como de medicamentos.

La siguiente tabla muestra la inflación del IMPC comparada con las de la actividad económica que nos compete, resumida por semestre a partir del 01/Ene/2003 y hasta el 31/Dic/2004:

| | NPC e Inflación por objeto del gasto y actividad económica | | | | | | |
|----------------|--|-------------|---------------|-------|--|--|--|
| | | | Refacciones y | | | | |
| | INPC | Automóviles | Accesorios | Satud | | | |
| Jul - Dic 2003 | 2.70% | 0.42% | 0.09% | 1.77% | | | |
| Ene - Jun 2004 | 1.63% | 0.88% | 5.04% | 2.36% | | | |
| Jul - Dic 2004 | 3.51% | 0.76% | 3.21% | 1.40% | | | |
| Acumulado | 8.03% | 2.07% | 8.51% | 5.63% | | | |

Fuente: Indice Macional de Precio al Consumidor, Banco de México Dic.2003 - Oct.2005 Indice menteual, México D.F.

Notas:

- Se puede observar que la inflación acumulada de refacciones y accesorios es mas alta que el INPC
- La inflación de automóviles es la más baja debido a la intensa oferta de autos que existe en México.
- La inflación del sector salud se comporto por abajo del INPC

A continuación se presenta el modelo de cálculo inflacionario propuesto por cobertura:

Consideraciones:

- a) El monto neto de simiestros de las coberturas de Deños materiales y Robo total están conformados por pérdidas parciales y pérdidas totales.
- b) Les pérdides perciales estarán afectadas por la inflación de "refacciones y accesorios"
- c) Las pérdides totales esterán afectadas por la inflación de "automóviles"

| | Monto Neto de Siniestros | Pérdidas Parciales | %_PP (2) / (1) | Pérdidas Totales | %PT (4) / (1) | infleción Autopertes y Accesorios | Inflación Automóviles | Inflación Ponderada [(3)a(8)]+[(5)x(7)] |
|----------|--------------------------------|------------------------------|--|------------------------------|------------------|---|--------------------------|---|
| | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) |
| DM RT | 3,540,265,263 1,029,577,542 | 2,273,131,174 126,471,320 | 64% 12% | 1,267,134,089 903,108,222 | 38% 88% | 8.51% 8.51% | 2.07% | 6.2% 2.9% |
| | Monto Neto de Siniestros | | | , | | | | 22.0 |
| | (1) | | | | | | | |
| RC8 | 946,064,658 | 6.2% | Indiación ap | icable igani a po | onderada de | DM | | |
| RCP | 454,650,238 | 5.8% | Inflación ap | licable de salud, | gastos hosp | italarios y medica | ementos | |
| GM | 547,620,031 | 5.6% | 5.6% Inflación aplicable de salut, gastos hospitalarios y medicamentos | | | | | |
| EE | 17,588,232 | 8.5% | Inflación ap | icable de autopo | rtes y accei | orios | | |

Observe que la inflación calculade para el monto neto de siniestros de Deños materiales y Robo total es ponderada entre el porcentaje de pérdidas parciales y porcentaje de pérdidas totales. El resultado será la inflación a utilizar para proyectar el monto neto de siniestros de dichas coberturas.

La cobertura de Responsabilidad civil bienes también tiene pérdidas parciales y totales, sin embargo la estadística no contempla este desglosé, razón por la cual utilizaremos la inflación ponderada de DM.

Las coberturas de Responsabilidad civil personas y Gastos médicos son afectadas directamente por la inflación de "salud".

La cobertura de Equipo especial es afectada directamente por la inflación de "refacciones y accesorios"

Anexo 1. Modelo de inflación

4.3. Definición de variables estadísticas

4.3.1. Periodo de análisis

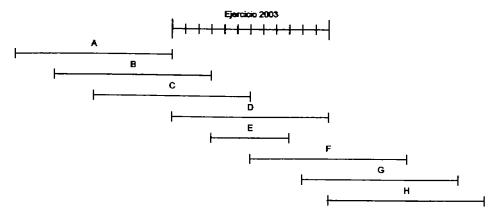
Se refiere al intervalo de tiempo que esta siendo estudiado. Para la eleboración de este documento analizaremos el ejercicio fiscal 2003.

Es importante mencionar que es válido usar dos o tres años de experiencia en conjunto para incrementar la base estadística y de esa forma cumplir con la ley de los grandes números.

4.3.2. Número de vehículos

Es igual al número de automóviles asegurados y vigentes durante el periodo de anélisis. A esta variable también se le conoce como número de incisos o número de riesgos.

Ejemplo:

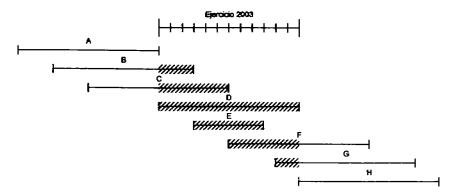


- El número de vehículos durante el periodo (año 2003) fue de 4. (incisos D, E, F y G)
- Los vehículos A, B, C y H fueron aseguradas en otros años

4.3.3. Riesgo expuesto:

Representa el número de días que un vehículo (unidad, riesgo, inciso) estuvo vigente durante el período de análisis. Esta variable también es conocida como unidad esqueste o inciso devengado.

Utilizando nuevamente el ejempto anterior, podrenvos identificar en la grafica como se observa en el tiempo esta variable:



La sección sombreada representa el tiempo que estuvo expuesto cada vehículo durante el periodo de análisis, de tal manera que:

```
Riesgo espuesto de A = 0/365 = 0.00
Riesgo espuesto de B = 90/365 = 0.25
Riesgo espuesto de C = 183/365 = 0.50
Riesgo espuesto de D = 365/365 = 0.50
Riesgo expuesto de E = 183/365 = 0.50
Riesgo expuesto de G = 61/365 = 0.50
Riesgo expuesto de G = 61/365 = 0.17
Riesgo expuesto de H = 0/365 = 0.00
```

Sea

X = Riesgo Expuesto

Entonces

Número de Riesgos Expuestos = $\sum_{i=1}^{n} Xi$ para el ejemplo el resultado es igual 2.92

Donde:

i = El i-esimo vehículo

n = Número total de vehículos vigentes durante el periodo de análisis

4.3.4. Número de siniestros

Es el número total de simiestros ocurridos durante el período de análisis. A esta variable también se le conoce como número de accidentes o número de reclamos.

Ejernolo:



- El número de siniestros ocurridos durante el año 2003 es igual a 5 (siniestros c, d, e, f, g)
- Los siniestros a, b, h ocurrieron en otros períodos

4.3.5. Monto neto de siniestros

Es el monto neto por concepto de ainiestros, el cual esta conformado por lo siguientes movimientos contables:

- +Saldo de reserva de indemnización
- +Pagos de siniestro
- +Gastos de ajuste
- Salvamentos
- Recuperaciones

Monto neto de siniestros

A esta variable también se la connoca como simiestro ocurrido o siniestro neto incumido.

El monto neto de siniestros incluye movimientos contables de siniestros ocurridos durante periodos anteriores, siempre y cuando dichos movimientos contables se hayan realizado durante el período que se esta analizando. Ejemplo:

Tomernos el siniestro "b" del gráfico anterior, el cusi ocurrió el 01 de Noviembre del 2002 y se apertura con una reserva de indemnización de \$50,000 pesos. El monto neto de siniestros del año 2002 se verá incrementado por dicha camidad. No obstante, dies después el vehículo es reparado y entregado al cliente y la egencia automotriz emite el dia 20 de Enero del 2003 una factura a la compañía de seguros por un monto total de \$45,000 pesos. En ese momento la compañía de seguros tuvo que hacer un movimiento contable de reducción a la reserva de indemnización por \$5,000 pesos, lo que benefició al monto neto de siniestros del año 2003.

Que hubiera pasado si la factura de la agencia se expide por un monto de \$53,000 pesos, la compañía de seguros hubiera tenido que incrementar la reserva por \$3,000 pesos, incrementando así el Monto Neto de Siniestros del arlo 2003.

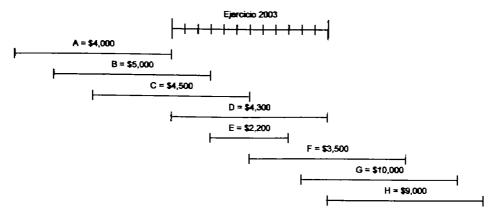
Lo anterior ocurre con mucha frecuencia, tanto para movimiento de reserva de Indemnización positivos como movimientos negativos.

4.3.6. Prima emitida

Es la suma del monto de las primas de tarifa de todos los documentos expedidos durante el período de análisis, e incluye pólizas mas endosos de aumento de prima (A) menos endosos de disminución de prima

Prima Emitida =
$$\sum$$
 Primas de Tarifa + \sum endosos A - \sum endosos D

Ejemplo:



- La prima emitida del período 2003 es igual a \$20,000 (primas de tarita de incisos D, E, F y G)
- Las primas de tarifa de los vehículos A, B, C y H se emitieron en otros periodos.

Nota importante:

La prima de tarifa no incluye gastos de expedición, recargos por financiamiento de pagos e IVA.

4.3.7. Prima devengada

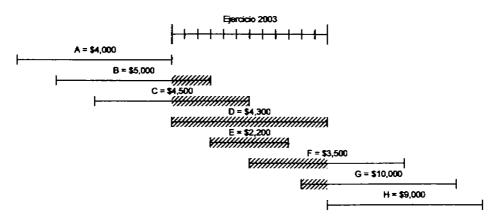
Representa la parte proporcional de las primas emitidas durante el período de exposición.

La prima devengada toma como base la prima neta emitida, la cual es incorporada de immediato a una reserva denominada "reserva de riesgos en curso", mientras la prima emitida permanezca dentro de la reserva de riesgos en curso se le conoce como "prima no devengada". El objetivo de constituir la reserva de riesgos en curso es el de distribuir la prima uniformentente a lo largo de la vigancia de cada póliza con el fin de afrontar el vator esperado de los siniestros, considerando el tiempo que felta por transcumir del contrato de seguro. A la liberación de la reserva de riesgos en curso se le conoce como "prima devengada".

Existen varios mátodos para el cálculo de la prima devengada, uno de ellos es el siguiente:

a) Método de devengamiento por día:

Ejemplo:



Vehículo A = (\$4,000'365) \times 0 = 0 Vehículo B = (\$5,000'365) \times 90 = \$1,232 Vehículo C = (\$4,500'365) \times 163 = \$2,256 Vehículo D = (\$4,300'365) \times 365 = \$4,300 Vehículo E = (\$2,200'183) \times 183 = \$2,200 Vehículo F = (\$3,500'395) \times 183 = \$1,755 Vehículo G = (\$10,000'365) \times 61 = \$1,671 Vehículo H = (\$9,000'365) \times 0 = 0

La prima devengada del año 2003 es igual a la suma de las primas devengadas de cada inciso = \$13,414

Por lo anterior, podemos concluir que las primas se devengan en forma directamente proporcional al tiempo transcurrido durante el año que estamos analizando.

Sea Y = Prima devengada de un vehículo

Entonces Prima devengada = $\sum_{i=1}^{n} Y_i$

Donde: i = El i-esimo vehículo n = Número total de vehículos

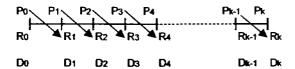
En la actualidad la mayoría de las compañías de seguros reportan la prima devengada bajo este método, ya que se cuenta con mejores sistemas y tecnología que permiten calcular las reservas y liberaciones correspondiente a nivel póliza e inciso de manera diaria y automática.

b) Método de devengamiento por "24evos":

Se trata de una liberación de reserva de riesgos en curso "quincenal". A continuación se desarrolla una demostración de este método:

Sea P = Prima emitida R = Reserva de riesgos en curso

D = Prima devengada



$$R_0 = P_0$$

$$R_1 = P_0 - \frac{1}{24} P_0 + P_1$$
$$= P_0 \left(1 - \frac{1}{24}\right) + P_1$$

$$\begin{split} R_2 &= R_1 - \frac{1}{24} R_1 + P_2 \\ &= \left[P_0 \left(1 - \frac{1}{24} \right) + P_1 \right] - \frac{1}{24} \left[P_0 \left(1 - \frac{1}{24} \right) + P_1 \right] + P_2 \\ &= \left[P_0 \left(1 - \frac{1}{24} \right) + P_1 \right] \left(1 - \frac{1}{24} \right) + P_2 \\ &= P_0 \left(1 - \frac{1}{24} \right)^2 + P_1 \left(1 - \frac{1}{24} \right) + P_2 \end{split}$$

$$\begin{split} R_3 &= R_2 - \frac{1}{24} R_2 + P_3 \\ &= \left[P_0 \left(1 - \frac{1}{24} \right)^2 + P_1 \left(1 - \frac{1}{24} \right) + P_2 \right] - \frac{1}{24} \left[P_0 \left(1 - \frac{1}{24} \right)^2 + P_1 \left(1 - \frac{1}{24} \right) + P_2 \right] + P_3 \\ &= \left[P_0 \left(1 - \frac{1}{24} \right)^2 + P_1 \left(1 - \frac{1}{24} \right) + P_2 \right] - \left(1 - \frac{1}{24} \right) + P_3 \\ &= P_0 \left(1 - \frac{1}{24} \right)^3 + P_1 \left(1 - \frac{1}{24} \right)^2 + P_2 \left(1 - \frac{1}{24} \right) + P_3 \end{split}$$

$$\begin{split} R_4 &= R_3 - \frac{1}{24} R_3 + P_4 \\ &= \left[P_0 \left(1 - \frac{1}{24} \right)^3 + P_1 \left(1 - \frac{1}{24} \right)^2 + P_2 \left(1 - \frac{1}{24} \right) + P_3 \right] - \frac{1}{24} \left[P_0 \left(1 - \frac{1}{24} \right)^3 + P_1 \left(1 - \frac{1}{24} \right)^2 + P_2 \left(1 - \frac{1}{24} \right) + P_3 \right] + P_4 \\ &= \left[P_0 \left(1 - \frac{1}{24} \right)^3 + P_1 \left(1 - \frac{1}{24} \right)^2 + P_2 \left(1 - \frac{1}{24} \right) + P_3 \right] \left(1 - \frac{1}{24} \right) + P_4 \\ &= P_0 \left(1 - \frac{1}{24} \right)^4 + P_1 \left(1 - \frac{1}{24} \right)^3 + P_2 \left(1 - \frac{1}{24} \right)^2 + P_3 \left(1 - \frac{1}{24} \right) + P_4 \\ &= R_4 = P_k \left(1 - \frac{1}{24} \right)^4 + P_{k+1} \left(1 - \frac{1}{24} \right)^{k+1} + P_{k+2} \left(1 - \frac{1}{24} \right)^{k+2} + P_{k+3} \left(1 - \frac{1}{24} \right)^{k+3} + P_1 \\ R_4 &= \sum_{j=k}^0 \sum_{k=0}^{j} P_k^k \left(1 - \frac{1}{24} \right)^j + P_{k+1} \left(1 - \frac{1}{24} \right)^{k+1} + P_{k+2} \left(1 - \frac{1}{24} \right)^{k+2} + P_{k+3} \left(1 - \frac{1}{24} \right)^{k+3} + P_1 \\ &= \sum_{j=k}^0 \sum_{k=0}^{j} P_k^k \left(1 - \frac{1}{24} \right)^j + P_{k+1} \left(1 - \frac{1}{24} \right)^{k+1} + P_{k+2} \left(1 - \frac{1}{24} \right)^{k+2} + P_{k+3} \left(1 - \frac{1}{24} \right)^{k+3} + P_1 \\ &= \sum_{j=k}^0 \sum_{k=0}^{j} P_k^k \left(1 - \frac{1}{24} \right)^{k+1} + P_{k+2} \left(1 - \frac{1}{24} \right)^{k+2} + P_{k+3} \left(1 - \frac{1}{24} \right)^{k+3} + P_1 \\ &= \sum_{j=k}^0 \sum_{k=0}^{j} P_k^k \left(1 - \frac{1}{24} \right)^{k+1} + P_1 \left(1 - \frac{1}{24} \right)^{k+1} + P_2 \left(1 - \frac{1}{24} \right)^{k+2} + P_3 \left(1 - \frac{1}{24} \right)^{k+3} + P_4 \left(1 - \frac{1}{24} \right)^{k+3} + P_$$

De donde prima devengada es igual a:

$$D_0 = P_0 - R_0 = 0$$

$$D_1 = [P_0 + P_1] - R_1$$

$$D_2 = [P_0 + P_1 + P_2] - R_2$$

$$D_3 = [P_0 + P_1 + P_2 + P_3] - R_3$$

$$D_{4} = [P_{0} + P_{1} + P_{2} + P_{3} + P_{4}] - R_{4}$$

$$D_{i} = \sum_{i=0}^{j} Pi - R_{ki}$$

$$= \sum_{i=0}^{j} Pi - \sum_{j=k}^{0} \sum_{k=0}^{j} Pk (1 - \frac{1}{24})^{k}$$

4.4. Indicadores para el cálculo de primas netas de riesgo

4.4.1. Frecuencia

El cálculo de la frecuencia toma como base los principios de probabilidad estadística con la cual podemos predecir con relativa exactitud que se produzca determinado evento (siniestro) de entre un gran número de casos posibles (riesgos), de ahí tenemos que:

4.4.2. Severidad

Este indicador también es conocido como siniestro promedio y nos indica el costo promedio de los siniestros. Para calcular este indicador utilizamos el concepto estadístico de media aritmética aplicado como sigue:

4.4.3. Prima neta de riesgo:

La prima neta de riesgo es la cantidad minima necesaria para afrontar y pager los siniestros. Esta variable también es conocida como prima pura o prima de riesgo y se calcula como sigue:

$$P = f_x S$$

Donde $P = Prima \ Neta \ de \ Riesgo$
 $f = Frecuencia$
 $S = Severidad$

Se denota $i = i - \acute{e}simo \ grupo \ vehicular$

Entonces $P_i = f_i \times S_i$ Prima Neta de Riesgo del i-ésimo grupo vehicular

4.4.4. Credibilidad Z

La ley de los grandes números establece de manera general que a medida que crece el número de datos que describen el evento que estamos iniciendo podremos predecir con mayor certeza la posibilidad de que ese evento se produzca, y el cálculo de probabilidades es la herramienta utilizada pera establecer con relativa exactitud la posibilidad de que se produzca el evento (siniestro) de entre un gran número de casos posibles (riesgos).

Pero, que pasa cuando la base de datos no es to suficientemente extensa para cumplir con la ley de los grandes números, sin lugar a dudas el cálculo de probabilidades se vera afectado y nuestras predicciones no serán correctas.

En seguros el evento que pretendemos predecir es la probabilidad de siniestros (frecuencia) que combinado con el monto promedio de siniestros (severidad) determina la prima neta de riesgo que se requiere cobrar a los contratantes para poder hacer frente a las reclamaciones futuras.

Por lo anterior, existe la posibilidad de que la prima neta de riesgo no sea suficiente y poner en riesgo la rentabilidad (pérdida de utilidades) de la compañía, o sea tan excesiva la prima neta de riesgo que no se pueda vender el seguro (falta de crecimiento).

Las preguntas a este problema son:

- ¿Cómo sabemos que una base de datos estadistica es to suficientemente grande para "creer" en los resultados que se obtienen a través de la misma?
- ¿Cuándo una base de datos no es lo suficientemente grande, que "credibilidad" se puede asigner a la misma o a los resultados obtenidos?

De acuerdo con el diccionario de la RAE, la palabra "credibilidad" proviene del Letin credibilis, y significa:

- "Creible" F. Cualidad de creible.
- 2. Creible. Adj. Que puede ser creido.

La teoría de la credibilidad tuvo sus origenes en Nortesmérica (USA) a principios del siglo XX, siendo el pionero Albert Whitney (1918), sin embargo esta teoría se consideraba matemáticamente poco robusta y no fue hesta el año de 1950 que Arthur Bailey demostró que dichos principios podían ser obtenidos y fundamentados a través del teorema de Bayes. Posteriormente Bülhmann (1987) y Bülhmann & Straub (1970) desarrollaron modelos de credibilidad más completos.

Aunque el objetivo de esta teste no es el de mostrar todos los principios beyestanos de la teoría de la credibilidad y su evolución hasta nuestros disas, si es de vital importancia para esta teste el que los "actuarios" dedicados a calcular primes de tarifia del seguro de automóvites tengan una herramientas técnica de fácil comprensión y aplicación que los ayude a corregir las posibles desviaciones de los resultados obtenidos provocados por la insuliciencia de información.

La fórmula pera calcular la Prima neta de riesgo con cradibilidad es:

$$P_k = Z P_i + (1 - Z) P_i$$

Donde: P_k = Prima neta de riesgo con credibilidad

Pi= Prima neta de riesgo i-ésimo grupo vehicular

P_i = Prime neta de riesgo del total de la población

Z = Factor de credibilidad

Notas importantes:

Formula simple de aplicar, siempre que los valores P₁, P₁ seen alternativas razonables

- Z es un ponderador. Su valor refleja el rável de confianza en el valor P_i comparado con el nivel de confienza complemento aplicado al valor P_i
- A mayores datos provenientes de la prima neta de riesgo P_i, mayor valor de Z

El cálculo de P_i se basa en datos provenientes del propio riesgo.

- El cálculo de P_i se basa en datos colaterales, es decir, datos provenientes de riesgos similares pero no necesariamente idénticos al riesgo bajo consideración
- Si Z = 0 se considera que la "credibilidad es nula" y por lo tanto el calculo de la prima neta de riesgotiene 0% de credibilidad, por lo que la prima a utilizar será P;
- Si Z = 1 se considera que existe "credibilidad total" y por lo tanto la prima neta de riesgo originalmente calculade tiene 100% de cradibilidad, por lo que la prima a utilizar será P.
- Si 0 < Z < 1 se considera que existe "credibilidad parcial" y por lo tanto la prima nete de risego a considerar será P_b, es decir la prima nete de risego con credibilidad

La formula para calcular la prima neta de riesgo con credibilidad incorpora en el cálculo de la prima neta de riesgo una ponderación entre la prima neta de riesgo de un grupo vehicular y la prima neta de riesgo de datos colaterales (cartera), siempre y cuando esista insuficiencia de los datos provenientes del grupo vehicular. Dicho en otras palabras, hay que encontrar un valor que este entre la experiencia individual y la de la cartera, siendo el modelo de credibilidad el que nos ayude a determiner la forma correcta de utilizar la información disponible.

Por que es necesario aplicar la formula de credibilidad:

- En las tables estadísticas SESA del seguro de automóviles existen grupos vehiculares que no cuentan con suficiente información, en consecuencia esto no permite confiar en la prima neta de riesgo que se calculó para dichos grupos.
- La formula de credibilidad permile ausvizar los picos de las primas de riesgo calculadas para aquellos grupos vehiculares en los que la información estadística es insuliciente.
- Parmite tener un equilibrio en la prima de riesgo que garantice competitividad y rentabilidad.

Propuesta:

Dado que la prima neta de riesgo se calcula con la formula conocida: $P_i \equiv f_i \times S_i$ y dado que tanto la frecuencia y la severidad se calculari utilizando el número de siniestros:

Número de siniestros Monto neto de siniestros
$$S = \frac{1}{N + 1}$$
 Número de riesgos expuestos Número de siniestros

 $oxed{ox}}}}}}}}}}}}}}}}}} }} } }$

4.4.4.1. Cálculo de numero de siniestros n tal que Z = 1, es decir credibilidad total

En otras palabras lo que tenemos que calcular es el número de siniestros n para que la probabilidad Z se aproxime a 1 dado un nivel de confianza, una desviación estándar y un margen de error.

a) Utilizando la formula para calcular el intervalo de confianza de la media cuando o es conocida

Formula:
$$\bar{x} \pm z \frac{\sigma}{\sqrt{n}}$$
 ó $\bar{x} - z \frac{\sigma}{\sqrt{n}} \le \mu \le \bar{x} + z \frac{\sigma}{\sqrt{n}}$

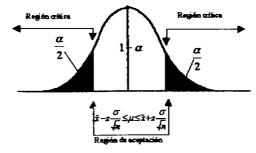
Donde Z es igual al valor correspondiente a el área acumulada de 1 - α / 2 de la "Distribución Normal Estandarizada".

a) El valor de Z seleccionado para construir un intervalo de confianza es flamado el "valor crisco" de la distribución.

Asumiendo un 95% de confianza corresponderá un α de 0.05. El valor critico Z, correspondiente a un área de 0.95 / 2 = 0.475 desde el centro de la distribución normal estandarizada es de Z = 1.96 por que hay 0.025 en las colas de la distribución y el área acumulada menor que +Z = 1.96 es de 0.95.

Asumiendo un 99% de confianza corresponderá un α de 0.01. El valor critico Z, correspondiente a un área de 0.99 / 2 = 0.495 desde el centro de la distribución normal estandarizada es de Z = 2.58 por que hay 0.005 en las colas de la distribución y el área acumulada menor que +Z = 2.58 es de 0.99.

Podemos concluir que existe un valor crítico diferente para cada nivel de confianza 1 - lpha



- La proporción de área bajo la curva siampre será positiva.
- El área bajo la curva es equivalente a la probabilidad Z.

b) Para obtener la formula que determina el número de siniestros apropiado de la muestra utilizaremos la formula para calcular el intervalo de confianza del inciso anterior. El monto \bar{x} que se adiciona o se resta rapresenta el monto de imprecisión o margen de variación para el intervalo, por lo que podemos establecer lo siguiente:

$$e = z \frac{\sigma}{\sqrt{n}}$$

Despejando obtendremos el tamaño de la nuestra necesaria pera construir un apropiado intervalo de confianza pera la media. Apropiado significa que el intervalo resultente tendrá un monto aceptable de "Variación del Intervalo".

$$n = (Z\sigma/e)^2$$

Por lo tanto, pera determinar el tamaño de la muestra n (numero de siniestros), debernos definir tres factores:

- Nivel de confianza deseado, el cual determina el valor de Z
- El margen de error el aceptable
- La desviación estàndar O

Obtenemos la siguiente tabla:

| _ | | | | n con factor de |
|---|------|------|--------------|-----------------|
| Z | е | Ö | <u>l</u> . n | correccion |
| 1 | 0.05 | 0.34 | 46.59 | 46.59 |
| 2 | 0.05 | 0.48 | 364.35 | 364.12 |
| 3 | 0.05 | 0.50 | 895.33 | 893.93 |

Nota: n con factor de corrección el cual considera el número total de siniestros de la población.

Observe que no existe una diferencia significativa entre n y n con factor de corrección.

Muchos negocios requieren establecer parámetros con parámetros aceptables de nível de confianza y margen de error. Ξ más común nível de confianza utilizado es el de 95%, en cuyo caso Z \times 1.96, aunque puede ser que un nível de confianza mayor o menor puede ser aceptable dependiendo del tipo de operación.

Para establecer el margen de error, no se debe pensar en que margen de error nos gustaría tener, ya que nadie quiere tener error, sin embargo es posible establecer un margen que pueda toterarse sin afectar los resultados de la operación. Por otra parte, es necesario contar con una estimación de la desviación estándar de la población o, auque en la realidad es poco probable que en operaciones como la del seguro de automóvilles, en las que se manejan importantes volúmenes de información, se cuente con este último dato.

Por lo enterior es necesario utilizar la distribución t - Student pera estimer la media poblacional cuando la desviación estánder de la población σ es desconocida como en nuestro caso.

c) Utilizando la distribución t – Student

La distribución t asume que la variable X que esta siendo estudiada es normalmente distribuida. Los valores críticos de t son obtenidos de la tabla que se encuentra en el Asexo 12, en cuyo caso es necesario establecer los grados de libertad apropiados.

La esbecara de la table señala para cada columna el área de las colas de la distribución y cada rengión representa el valor particular de t para cada grado de libertad.

- La t es una prueba "robusta"
- Funciona adecuadamente aun sin el aupuesto de normalidad.
- Se aplica a variables con escala intervator o de razón

En apariencia la distribución t – Student es muy similar a la distribución normal estandarizada. Ambas distribuciones forman una campana simétrica y sin embargo la distribución t tiene más área en las colas y menos área en el centro debido a que el valor de la desviación estándar de la población σ es desconocida y S es utilizada para estimarlo.

Es importante señalar que cuando el número de grados de libertad se incrementa, la distribución t gradualmente se aproxima a la distribución normal estandarizada hasta que las dos son virtualmente idénticas. Sise convierte en un mejor estimador de o tanto como el tamaño de la muestra se incremente.

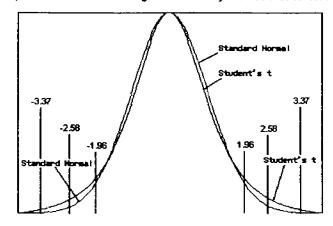
Por lo que un tamaño de muestra con 120 grados de tibertad o mas, obtandremos que S estima σ lo suficiente para que solo exista una mínima diferencia de las distribuciones t y Z. Por lo tanto:

$$n = (ZS/e)^2$$

Finalmente obtenemos la siguiente tabla:

| - | | | | | ∏ con factor de |
|--------------------|-------|------|--------|----------|-----------------|
| Nivel de confianza | t | e | σ | n | correction |
| 95.00% | 1.960 | 0.05 | 0.4750 | 346.70 | 346.50 |
| 99.00% | 2.576 | 0.05 | 0.4950 | 650.37 | 649.63 |
| 99.90% | 3.373 | 0.05 | 0.4995 | 1,135.44 | 1,133.20 |

Nota: n con factor de corrección el cual considera el número total de siniestros de la población. Observe que no existe una diferencia significativa entre n y n con factor de corrección.



Conclusión:

Para esta tesis asumiremos n ≈ 650 siniestros tal que Z es igual 1, con un margen de error e = 0.05, grados de libertad n - 1 y un nivel de confianza al 99.0%.

4.4.4.2. Cálculo de numero de siniestros n tal que 0 < Z < 1, es decir credibilidad parcial

Sea $n_T = 650$ similestros talque Z = 1, și existe un n < n_T implica que existe credibilidad percial, entonces la fórmula para determinar el valor de Z en este caso es la siguiente:

Aplicar regla de la raíz cuadrada pera determinar el valor de Z cuando n < n_T

$$Z = (n / n_T)^{1/2}$$

Ejemplo:

Si tenemos 300 siniestros, obtendremos que Z = $(300 / 650)^{1/2} = 68\%$

Si tenemos 100 siniestros, obtendremos que Z = $(100 / 650)^{1/2} = 39\%$

La credibilidad parcial 0 < Z < 1 puede aumentarse si:

- ⇒ asumir un margen mayor de error e crece
- asumir un nivel de confianza menor t decrece ⇒
- n crece agregar mas datos o agrupar con riesgos similares

4.4.4.3. impacto de la credibilidad Z

Para evaluar el efecto de la formula de credibilidad sobre las primas netas de riesgo, debemos organizar y resumir la información de tal manera que pueda ser interpretada a través de graficas, medidas de tendencia y medidas de dispersión, con la finalidad de inferir el impacto de la credibilidad sobre los resultados de la cartera.

El estudio lo realizaremos sobre el total de la población, para ello organizaremos las tablas SESA de las coberturas de DM y RT (Anexo 5), la cual contiene cada una 218 grupos vehiculares.

La primas netas de riesgo de cada grupo vehicular representan una veriable numérica confinua, ya que se puede observar que pocos datos tienen el mismo valor y la veriable prima neta de riesgo puede tomar una infinidad de valores, por lo tanto, pera poder visualizar gráficamente el efecto de la credibilidad sobre las primas netas de riesgo es necesario agrupar los datos de una forma mas compacta y sintética. El modo de hacerlo es creando una table de frecuencias que resuma la información a través de intervalos.

Estructura de Intervalos

- Para bases de datos con mas de 100 datos se recomienda crear entre 20 y 30 intervalos.
- Los intervalos deben tener igual longitud. Para ello debemos calcular el Rango, que consiste en restar el dato de menor valor al de mayor valor, luego la longitud se obliene de dividir el rango entre el número de intervalos.
- B intervalo es cerrado por la izquierda y abierto por la derecha
- Ya obtenido los extremos de cada intervalo, debemos establecer la marca de clase, la cual es el valor medio representativo de cada intervalo.

Table de frecuencia

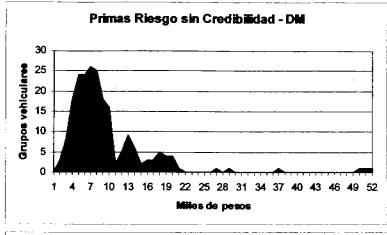
- Se resiliza el conteo identificando el número de Primas netas de riesgo por rango.
- Se calcula la frecuencia relativa
- Se calcula la frecuencia relativa acumulada

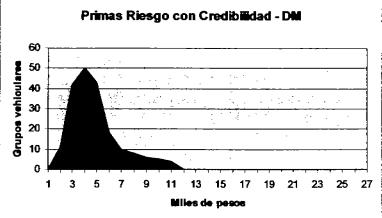
Delice Materiales

| | | | Primas de | Primas de riesgo sin credibilidad | | | |
|-------|--------|--------|------------|-----------------------------------|-----------|--|--|
| | | | | Frecuenc | | | |
| Rango | | Marca | | Frecuencia | Relative | | |
| Pes | 108 | Classe | Frecuencia | Relativa | Acumulada | | |
| 0 | 1000 | 500 | 11 | 5.0% | 5.0% | | |
| 1001 | 2000 | 1500 | 42 | 19.3% | 24.3% | | |
| 2001 | 3000 | 2500 | 50 | 22.9% | 47.2% | | |
| 3001 | 4000 | 3500 | 43 | 19.7% | 67.0% | | |
| 4001 | 5000 | 4500 | 18 | 8.3% | 75.2% | | |
| 5001 | 6000 | 5500 | 14 | 6.4% | 81.7% | | |
| 6001 | 7000 | 6500 | 8 | 3.7% | 85.3% | | |
| 7001 | 8000 | 7500 | 6 | 2.8% | 88.1% | | |
| 8001 | 9000 | 8500 | 9 | 4.1% | 92.2% | | |
| 9001 | 10000 | 9500 | 6 | 2.8% | 95.0% | | |
| 10001 | 11000 | 10500 | 0 | 0.0% | 95.0% | | |
| 11001 | 12000 | 11500 | 1 | 0.5% | 95.4% | | |
| 12001 | 13000 | 12500 | 1 | 0.5% | 95.9% | | |
| 13001 | 14000 | 13500 | 4 | 1.6% | 97.7% | | |
| 14001 | 15000 | 14500 | 0 | 0.0% | 97.7% | | |
| 15001 | 16000 | 15500 | 0 | 0.0% | 97.7% | | |
| 16001 | 17000 | 16500 | 0 | 0.0% | 97.7% | | |
| 17001 | 18000 | 17500 | 1 | 0.5% | 98.2% | | |
| 18001 | 19000 | 18500 | . 0 | 0.0% | 98.2% | | |
| 19001 | 200000 | 19500 | 1 | 0.5% | 98.6% | | |
| 20001 | 21000 | 20500 | 0 | 0.0% | 98.6% | | |
| 21001 | 22000 | 21500 | 2 | 0.9% | 99.5% | | |
| 22001 | 23000 | 22500 | 0 | 0.0% | 99.5% | | |
| 23001 | 24000 | 23500 | 0 | 0.0% | 99.5% | | |
| 24001 | 25000 | 24500 | 1 | 0.5% | 100.0% | | |
| | | | 218 | 100.0% | | | |

| Primas de | riesgo con c | |
|------------|--------------|------------|
| | | Frecuencia |
| | Frecuencia | Rolutiva |
| Frecuencia | Relativa | Acumulada |
| 1 | 0.5% | 0.5% |
| 31 | 14.2% | 14.7% |
| 93 | 42.7% | 57.3% |
| 56 | 25.7% | 83.0% |
| 21 | 9.6% | 92.7% |
| 9 | 4.1% | 96.8% |
| 2 | 0.9% | 97.7% |
| 2 | 0.9% | 98.6% |
| 2 | 0.9% | 99.5% |
| 1 | 0.5% | 100.0% |
| 0 | 0.0% | 100.0% |
| 0 | 0.0% | 100.0% |
| 0 | 0.0% | 100.0% |
| 0 | 0.0% | 100.0% |
| 0 | 0.0% | 100.0% |
| 0 | 0.0% | 100.0% |
| 0 | 0.0% | 100.0% |
| 0 | 0.0% | 100.0% |
| 0 | 0.0% | 100.0% |
| 0 | 0.0% | 100.0% |
| 0 | 0.0% | 100.0% |
| 0 | 0.0% | 100.0% |
| 0 | 0.0% | 100.0% |
| 0 | 0.0% | 100.0% |
| 0 | 0.0% | 100.0% |
| 218 | 100.0% | |

Histogramas:





Parámetros:

| | Daños Materiales | | | |
|-------------------------------|------------------|-----------|-------|-------|
| | ų į | σ² | σ | CA |
| Prima Riesgo sin credibilidad | 3,622 | 8,048,035 | 2,837 | 78.3% |
| Prima Riesgo con credibilidad | 3,101 | 1,647,944 | 1,284 | 41.4% |

Observaciones:

- La media poblecional (µ) de los 218 grupos vehiculares disminuyo en un 14%, no obstante la prima de riesgo de la cartera disminuyo en un -0.46%.
- El gratico de las primas de riesgo con credibilidad tienden a aproximarse a una distribución normal.
- La grafica y el parámetro de la varianza (O²) muestran claramente que la dispersión de les primas de riesgo sin credibilidad es más grande que la primas de riesgo con credibilidad.
- La desviación estándar (σ), expresada en las mismas unidades que las primas de riesgo, muestran claramente una mayor desviación en las primas sin credibilidad.
- El coeficiente de variación (CV = σ / μ) de las primas sin credibilidad es dos veces mas grande que las primas con credibilidad.

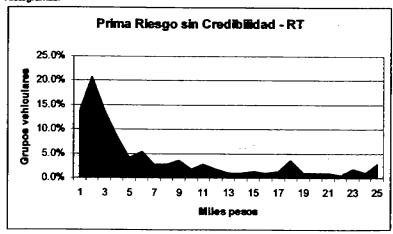
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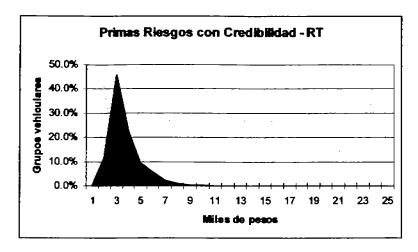
| | | | _ |
|------|------|-------|----------------|
| Ren | | Marca | |
| Pes | - | Clase | ا |
| 0 | 280 | 140 | FREC |
| 281 | 580 | 421 | |
| 561 | 840 | 701 | |
| 841 | 1120 | 961 | |
| 1121 | 1400 | 1261 | |
| 1401 | | | |
| | 1680 | 1541 | 1 |
| 1681 | 1960 | 1821 | 1 |
| 1961 | 2240 | 2101 | |
| 2241 | 2520 | 2381 | |
| 2521 | 2800 | 2661 | |
| 2801 | 3080 | 2941 | ſ |
| 3061 | 3360 | 3221 | |
| 3361 | 3640 | 3501 | 1 |
| 3641 | 3920 | 3781 | i |
| 3921 | 4200 | 4061 | |
| 4201 | 4480 | 4341 | |
| 4481 | 4760 | 4621 | |
| 4761 | 5040 | 4901 | |
| 5041 | 5320 | 5181 | |
| 5321 | 5800 | 5461 | 1 |
| 5801 | 5880 | 5741 | 1 |
| 5861 | 6150 | 6021 | 1 |
| 6161 | 6440 | 6301 | 1 |
| 6441 | 6720 | 6581 | 1 |
| 6721 | 7000 | 6861 | |
| | | | |
| | | | |

| Primas de riesgo sin credibilidad | | | | |
|-----------------------------------|------------|------------|--|--|
| | | Frecuencia | | |
| | Frequencia | Relativa | | |
| Frecuencia | Relativa | Acumulada | | |
| 30 | 13.8% | 13.8% | | |
| 45 | 20.6% | 34.4% | | |
| 30 | 13.8% | 48.2% | | |
| 19 | 8.7% | 56.9% | | |
| 9 | 4.1% | 61.0% | | |
| 12 | 5.5% | 66.5% | | |
| 6 | 2.6% | 69.3% | | |
| 6 | 2.8% | 72.0% | | |
| 8 | 3.7% | 75.7% | | |
| 4 | 1.8% | 77.5% | | |
| 6 | 2.8% | 80.3% | | |
| 4 | 1.8% | 82.1% | | |
| 2 | 0.9% | 83.0% | | |
| 2 | 0.9% | 63.9% | | |
| 3 | 1.4% | 85.3% | | |
| 2 | 0.9% | 86.2% | | |
| 3 | 1.4% | 87.6% | | |
| 8 | 3.7% | 91.3% | | |
| 2 | 0.9% | 92.2% | | |
| 2 | 0.9% | 93.1% | | |
| 2 | 0.9% | 94.0% | | |
| 1 | 0.5% | 94.5% | | |
| 4 | 1.6% | 96.3% | | |
| 2 | 0.9% | 97.2% | | |
| 6 | 2.5% | 100.0% | | |
| 218 | 100.0% | | | |

| Primes de riesgo con credibilidad | | | | | |
|-----------------------------------|------------|-----------|--|--|--|
| Frecuencia | | | | | |
| | Frecuencia | Relativa | | | |
| Frecuencia | Relativa | Acumulada | | | |
| 1 | 0.5% | 0.5% | | | |
| 25 | 11.5% | 11.9% | | | |
| 100 | 45.9% | 57.8% | | | |
| 50 | 22.9% | 80.7% | | | |
| 21 | 9.6% | 90.4% | | | |
| 12 | 5.5% | 95.9% | | | |
| 5 | 2.3% | 98.2% | | | |
| 2 | 0.9% | 99.1% | | | |
| 1 | 0.5% | 99.5% | | | |
| 1 | 0.5% | 100.0% | | | |
| 0 | 0.0% | 100.0% | | | |
| 0 | 0.0% | 100.0% | | | |
| 0 | 0.0% | 100.0% | | | |
| 0 | 0.0% | 100.0% | | | |
| 0 | 0.0% | 100.0% | | | |
| 0 | 0.0% | 100.0% | | | |
| 0 | 0.0% | 100.0% | | | |
| 0 | 0.0% | 100.0% | | | |
| 0 | 0.0% | 100.0% | | | |
| 0 | 0.0% | 100.0% | | | |
| 0 | 0.0% | 100.0% | | | |
| 0 | 0.0% | 100.0% | | | |
| 0 | 0.0% | 100.0% | | | |
| 0 | 0.0% | 100.0% | | | |
| . 0 | 0.0% | 100.0% | | | |
| 218 | 100.0% | - | | | |

Histogramas:





Parámetros:

| | Robo Total | | | |
|-------------------------------|------------|-----------|-------|--------|
| | μ | ď | σ | CV |
| Prima Riesgo sin credibilidad | 1,093 | 2,921,406 | 1,709 | 156.3% |
| Prima Riesgo con credibilidad | 758 | 77,627 | 279 | 36.8% |

Observaciones:

- La media poblacional (µ) de los 218 grupos vehiculares disminuyo en un 31%, no obstante la prima de riesgo de la cartera disminuyo en un -0.83%.
- El grafico de les primes de riesgo con credibilidad Senden a aproximerse a una distribución normal.
- La grafica y el parámetro de la varianza (o²) reusetran claramente que la dispersión de las primas de riesgo sin credibilidad es más grande que la primas con credibilidad.
- La desviación estándar (o), expresada en las mismas unidades que las primas de riesgo, muestran claramente una mayor desviación en las primas sin credibilidad
- El coeficiente de variación (CV = σ / μ) de las primas sin credibilidad es dos veces mas grande que las primas con credibilidad

Impacto de la formula de credibilidad:

- 4 La formula de credibilidad tiende a Distribuir Normalmente las primas de riesgo cuando et criterio de credibilidad Z se incrementa, siempre y cuando n numero de siniestros también se incremente. Es decir que a mayor experiencia n numero de siniestros meyor valor de Z.
- 9 La formula de credibilidad homogeniza las primas de riesgo de la cartera.
- La formula de credibilidad reduce la dispersión de primas de riesgo, eliminando tanto primas muy belas como primas muy altas, ambas con poca credibilidad Z.
- 9 La formula de credibilidad incrementa las primas bajas correspondientes a grupos vehiculares con baja credibilidad Z garantizando suficiencia en las primas de la cartera.
- 9 La formuta de credibilidad disminuye la primas altas correspondientes a grupos vehiculares con baja credibilidad Z garantizando la penetración comercial en esos segmentos.
- 4 La media, la varianza y la desviación estándar disminuyen al aplicar la formula de credibilidad, homogeneizando la distribución de las primas.
- Que La disminución de primas de riesgo de total del portafolio oscila entre 0.5% y 0.06%, lo que se puede asumir con el ajuste de suficiencia de las primas bajas y mayor penetración de mercado de primas altas con baja credibilidad.

4.5. Indicadores para el cálculo de primes de terifa

Los indicadores para calcular las primas de tarifa se pueden determinar tomando como base el Estado de Resultados del seguro de automóviles. En este caso utilizaremos el Estado de Resultado histórico del seguro de automóviles el cual se muestra a continuación:

Estado de resultados del seguro de automóvilos - Periodo 1907 a 2003 Clima expresadas en milionas de pasos

| | 1997 | 1996 | 1996 | 2000 | 2001 | 2002 | 2983 | Total Histórico |
|----------------------------------|---------|--------|--------|--------|--------|---------|--------|--------------------|
| 1 Primas emitidas | 10,655 | 14,763 | 18,629 | 22,706 | 25,410 | 30,491 | 31,979 | 155,836 |
| 2 Primas cedidas | 141 | 204 | 286 | 1.827 | 2.479 | 773 | 963 | 6.694 |
| 3 Primes relenides | 10,514 | 14,559 | 18,543 | 20.881 | 23,931 | 29,718 | 30.996 | 149,142 |
| 4 Prima devengada | 9,401 | 12,666 | 17,637 | 20.658 | 22,730 | 27.109 | 30,252 | 140,454 |
| 5 Glos. adquisición | 1,696 | 2,589 | 3,223 | 4.034 | 4,643 | 5.425 | 5,724 | 27.334 |
| 6 Sinisetro incurido | 7,114 | 9,123 | 12,160 | 14,765 | 16,601 | 19,159 | 20,908 | 99,829 |
| 7 Utilided/Pérdide técnice | 591 | 954 | 2,254 | 1,859 | 1,487 | 2.525 | 3,620 | 13,291 |
| 8 Incremento neto otras reservas | 373 | 434 | - 334 | - 217 | 149 | - 1.379 | 450 | • |
| 9 Utilidad/Pérdida bruta | 218 | 520 | 2,586 | 2,077 | 1,339 | 3,904 | 4.070 | 14,716 |
| 10 Gastos de operación | 1,227 | 1,678 | 2,240 | 2,246 | 2,186 | 2,626 | 3.089 | 15,295 |
| 11 Utilidad/Pérdida de operación | - 1,008 | 1,158 | 348 | - 171 | - 849 | 1,278 | 981 | • |
| %Primes codides (2 / 1) | 1.3% | 1.4% | 1.5% | 8.0% | 9.4% | 2.5% | 3.1% | 4.3% |
| %Glos. Adquisición (5 / 1) | 15.9% | 17.5% | 17.1% | 17.5% | 17.6% | 17.8% | 17.9% | 17.5% |
| %Glos. Administración (10 / 1) | 11.5% | 11.4% | 11.9% | 9.9% | 8.3% | 8.0% | 9.7% | 9.8% |
| %U6fdad (9 / 1) | -9.5% | -7.5% | 1.8% | -0.8% | -3.2% | 4.2% | 3.1% | -0.4% |

4.5.1. Porcentaje de gastos de adquisición

Estos gastos están conformados por el pago de comisiones y bonos a los agentes y brokers, así como el pago de convenciones y todo tipo de promoción de ventes. La formula para calcular este indicador es la siguiente:

Aplicando la formula al estado de resultados total histórico obtenemos que el porcentaje de gastos de adquisición es igual de 17.5%, may similar a lo obtenido durante los últimos dos años. Es importante mencionar que la CNSF establece por ley los porcentajes de comisiones a pagar para cada ramo. En el caso del seguro de automóvites se estipulan las siguientes comisiones obligatorias:

| | | Persones | Persones |
|---|----------------------|----------|------------|
| | | Flaices | Morales |
| • | Automóviles | 10% | 10% + 1.0% |
| • | Carniones | 8% | 8% + 0.8% |
| • | Automóviles Turistas | 30% | 30% + 3.0% |

Las Personas Morales reciben un 10% más "sobre las comisiones recibidas", debido a que se reconoce que estas empresas invierten en infraestructura, promueven el empleo y el corretaje de seguros.

Adicionalmente, las competitas han creado una serie de incentivos, denominados bonos o premios, los cuales estimuten a los productores a vender máis, seconociéndoles su estuerzo, ya sea por el volumen de ventas logrado, por los buenos resultados técnicos obtenidos, por la permanencia de la cartera (termada comúnmente retención) o simplemente ofrecen apoyos e incentivos económicos a aquellos agentes o broters que promueven a la competita con otros agentes, a estos agentes reclutadores de otros agentes se les conoce como promotores de venta de la competita. También es muy común en nuestro país, que para mantener una constante motivación de ventas las compatitas de seguros ofrecen diversos premios, que van deade una simple agenda de trabajo hasta viajos y participaciones en eventos denominados convenciones, todo eto con la finalidad de alcanzar los resultados que se planeen pera el año.

Con relación al pago de bonos y premios no existe ninguna regulación, control o restricción por parte de las autoridades respecto al funcionamiento y operación de dichos planes de incentivos, por lo que el resultado, al

final del día mostrado por los Estados de Resultados, superan el 10% de Comisiones establecido por Ley para el seguro de Automóviles.

Es importante sefialar que el Estado de Resultados mostrado en el cuadro anterior incluye tanto la producción del seguro de Camiones, que paga 8% de comisiones, como la producción del seguro de Automóviles Turistas, que paga 30% de comisiones. Aunque la mayor participación en primas le corresponde al seguro de automóviles puro con un 71% de toda la producción, 24% carationes y 5% automóviles turistas.

Por todo lo anterior mostrado y reconociendo que los planes de incentivos son parte fundamental en el desarrollo del producto, se propone operar con un 15% de Gastos de adquisición, conformado como sigue:

Comisión 10%
Bonos e incantivos 5%
Gasto adouisición total 15%

Debemos tener presente que los porcentajes que aquí se definen afectan de manera directa el cálculo de las primas de tarifa, por lo que debemos procurar mantener un equilibrio entre incentivos y la competitividad de nuestro producto.

4.5.2. Porcentaje de gastos de administración

Estos gastos están conformados por todos los pagos realizados por la empresa para realizar su operación, tales como sueldos, equipo, tecnología, papelería, luz, agua, mantenimiento, etc. La formula para calcular este indicador es la siguiente:

Aplicando la fórmula al estado de resultados total histórico obtenemos que el porcentaje de gastos de administración es igual a 9.8%, muy similar al resultado obtenido en el último año.

En este caso la CNSF no establece ningún tipo de restricción o control, por lo que las compañías deben utilizar un porcentaje que rellaje su realidad operativa en términos de lo que gasta para el pago de salarios, equipo, tecnologia, papeleria, luz, agua, mantenimiento, etc.

Es importante señatar que mientras más eficiente sea una operación de seguros mayores márgenes de utilidad se podrán obtener o en su caso poder reflejar ese beneficio en tener una tarifia mas competitiva.

Con base en el resultado histórico y en una propuesta operativa para seguir optimizando la operación, se propone en esta tesis utilizar:

Gastos de administración 9.5%

También en este caso, el porcentaje de gasto de administración definido afectará de manera directa el cálculo de las primes de tarifa, por lo que también debemos procurar mantener un equilibrio entre los gastos operativos y la competitividad de nuestro producto.

4.5.3. Porcentaje de gastos de reaseguro

Con la finalidad de proteger los resultados de la cartera de probables desviaciones es común que las compañías calebren contratos de reaseguro. El reaseguro sinve para distribuir los riesgos de más cuantía entre otras compañías de seguro o reaseguro, permitiendo a la compañía aseguradora directa operar sobre una masa de riesgos más homogénes. Cuando la operación de reseguro a se realiza entre un asegurador directo a un reasegurador se denomina "cesión", por esta razón podemos observar que en el estado de resultados aparece el concepto de "primas cedidas". La fórmula para calcular este indicador es la siguiente:

Aplicando la fórmula al estado de resultados total histórico del seguro de automóviles obtenemos que las primas cedidas son de 4.3%, sin embargo en los últimos dos años este concepto oscila entre el 2.5% y 3.0%.

Para establecer con claridad el tipo de reaseguro mas apropiado a contratar es necesario que las compañías cuenten con estadísticas "adicionates" que les permitan evaluar su portafolio (cartera de nesgos) estableciendo estadísticas de cúmulos y dispersión geográfica.

Aunque la ley no exige que las carteras de automóviles cuenten con un contrato de reaseguro, si es una obligación moral y técnica para los actuarios que se dediquen a este ramo contar con este tipo de cobertura, permitiendo a la linea de negocio tener una mayor estabilidad en los resultados de siniestralidad.

Por ultimo, es importante reconocer que la metodología pera el calculo de primas de tarifa es susceptible de error, ya que hanta este momento no se ha contemplado la probabilidad de desviaciones derivadas de fenómenos y eventos catastróficos tales como el terrorismo, los huracaries, terremotos, taunami entre muchos otros. Esta serie de eventos nos dentuestran que existe una probabilidad de ocurrencia de fenómenos y eventos catastróficos no contemplados en nuestro modelo los cuales implicarian un posible error al no contemplar un margen para él calculo de primas de tarifa. Por esta recon es vital contar también con un contrato de reaseguro catastrófico para eliminar o disminuir las probables desviaciones de siniestralidad.

Nuevamente se destaca la necesidad de contar con estadisticas de acumulación de riesgos en zonas catastróficas de terremoto y fenómenos hidro-meteorológicos, con la finalidad de realizar los análisis de pérdida máxima probable que permitan identificar las necesidad exacta de "cobertura y costo" de reaseguro catastrófico a contratar.

Por todo lo anterior propondremos en esta tesis considerar un factor general de costo de reaseguro equivalente a:

Reaseguro 3%

Al igual que los porcentajes anteriores, este factor influye de manera directa en el costo de las primas de tarifa.

4.5.4. Porcentaje de utilidad

El principal objetivo de las empresas es obtaner una ganancia, denominada utilidad, la cual se genera a partir del esfuerzo de trabajo y labor intelectual que existe detrés de toda operación. Normalmente la Utilidad que se desea obtaner es definida a priori por los accionistas, funcionarios o responsables de la línea de negocio. La fórmula para calcular el porcentaje de utilidad obtenido es la siguiente:

Este porcentaje refleja el objetivo financiero que tiene una compañía de ganar sobre una tinea de negocio.

Observe que el Estado de Resultados muestra distintos niveles de la utilidad, en este cano la utilidad que nos interesa es la Utilidad / Pérdida de operación que se calcula como sigue:

- +Prima devengada
- Siniestro incurrido
- Gastos de adquisición
- Gastos de operación o administración
- Incremento neto otras reservas

Utilidad / Pérdida de operación

El total histórico de los últimos siete años muestra una pérdide de -579 millones de pesos, es decir -0.4%, salvo los últimos dos años en que la utilidad fue positiva, oscilando entre 3% y 4%.

Al igual que los porcentajes anteriores, la decisión que se tome sobre este indicador influirá de manera directa en el costo de las primas de tarifa, ya sea que se quiera ser muy conservador o muy agresivo, o simplemente generar una utilidad razonable que permita competir sanamente. Por lo que para esta tesis elegimos utilizar:

Utilidad 5%

4.5.5. Estado actuarial de pérdidas y ganancias

Los indicadores para calcular las primas de tanifa también se pueden determinar utilizando otras técnicas actuariales que toman como base el "Estado Actuarial de Pérdidas y Ganancias" el cual es un estado de resultados que cumpte con el objetivo de informar sobre la utilidad o pérdida de la operación de los diferentes fipos de seguros a una fecha determinada y se constituye en un importante instrumento de vigilancia, supervisión y control con que cuenta el actuario.

El Estado Actuarial de Pérdidas y Ganancias permite realizar una comparación entre las hipótesis asumidas y los resultados reales expresada en términos actuariales para identificar las fuentes que generan la utilidad o pérdida.

| 4.5.5.1. Utilidad o pérdide por Monto Neto de Sini | estros |
|--|--------|
|--|--------|

Sea tRM = tME - t MR......(1)

Donde tRM = Resultado por monto neto de siniestros
tME = Monto neto de siniestros estimado en el ejercicio actual
tMR = Monto neto de siniestros real en el ejercicio actual

El valor hipotético del monto neto de siniestros estimado se define bajo la siguiente expresión matemática:

IME = Frecuencia x Severidad x Numero de unidades proyectadas

El valor real del monto neto de siniestros se define bajo la siguiente expresión matemática:

tMR = Saldos reserva indemnización + Pagos + Gastos de Ajuste -- Salvamentos - Recuperaciones

4.5.5.2. Utilidad o pérdida por Gastos de Adquisición y Administración

Donde tRG = Resultado por gastos

tGE = Gastos estimados en el ejercicio actual

tGR = Gastos reales en el ejercicio actual

El valor hipotético de los gastos estimados se define bajo la siguiente expresión matemática:

Donde tPT = Prima de tarifa del ejercicio actual

tPN = Prime neta del ejercicio actual

tPTpa = Prima de tarifa de primer año en el ejercicio actual tPTr = Prima de tarifa de renovación en el ejercicio actual

tPNpa = Prima neta de primer año en el ejercicio actual

tPTr = Prima neta de renovación en el ejercicio actual

Al sustituir (4) y (5) en la expresión (3), resulta la expresión matemática que define la estimación para gastos que se representa a continuación:

Por otro lado, tenemos que el valor real de los gastos se determina mediante la suma de los gastos de adquisición y administración del periodo, los cuales se obtienen directamente del estado de pérdidas y garancias.

Donde tGQ = Gastos de adquisición del ejercicio actual

tGA = Gastos de administración del ejercicio actual

Donde (Cpa = Comissiones de primer año en el ejercicio actual

tCApa = Compensaciones adicionales de primer año en el ejercicio actual

tCr = Comisiones de renovación en el ejercicio actuel

tCAr = Compensaciones adicionales de renovación en el ejercicio actual

tOG = Otros gastos de adquisición en el ejercicio actual

1Go = Gastos de operación en el ejercicio actual

Dp = Derecho de póliza en el ejercicio actual

Al sustituir (8) y (9) en la expresión (7), resulta la expresión matemática que define el total de gastos reales del seguro.

$$tGR = (tCpa + tCApa + tCr + tCAr + tOG) + (tGo - tDp)..(10)$$

4.5.5.3. Utilidad o pérdida por Reaseguro

Donde tRCR = Resultado por contratos de reaseguro en el ejercicio actual

FRC = Resultado por reaseguro cedido en el ejercicio actual RT = Resultado por reaseguro tomedo en el ejercicio actual

tRR = Resultado por resseguro retrocadido en el ejercicio actual

A continuación se presenta la expresión matemática que determina el resultado del reaseguro cedido:

Donde (Crc = Comisiones por reaseguro cedido en el ejercicio actual

fPUrc = Participación de utilidad por reeseguro cedido en el ejercicio actual

tSRrc = Siniestros recuperados por reaseguro cedido en el ejercicio actual

tPCpa = Primas de primer año cedidas en el ejercicio actual

IPCr = Primes de renovación cadidas en el ejercicio actual

tClrc = Comisiones a intermediarios por reaseguro cedido en el ejercicio

4.5.5.4. Resultado neto de la operación

El resultado neto de la operación representa finalmente la utilidad o pérdida generada en el ejercicio la cual se determina con la expresión matemática siguiente:

Donde IRNO = Resultado neto de la operación en el ejercicio actual

IRM - Resultado por monto neto de siniestros en el ejercicio actual

tRG = Resultado por gastos en el ejercicio actual

tRCR = Resultado por contratos de resseguro en el ejercicio actual

Es importante mencionar que el estado actuerial de pérdidas y ganancias también provee otras fuentes de información que son aplicables para otras líneas de negocio, como por ejemplo en los seguros de vida se considera el resultado por intereses generados por la reserva matemática o por los beneficios adicionales que operan. En muchas otras compañías el otorgamiento de dividendos representa una partida importante que afecta de manera directa a los resultados de la operación.

Este método actuarial es una alternativa contundente para determinar con carteza de donde proviene la utilidad o pérdide que genera la compañía, un tipo de seguro o una cartera, de tal manera que puede utilizarse para medir los resultados reales obtenidos comparados con las hipótesis utilizadas para determinar la primas de tarifa.

4.5.6. Prima de tarifa

Una vez calculada la prima neta de riesgo, los porcentajes de gastos de adquisición (4.5.1.), gastos de administración (4.5.2.), gastos de reaseguro (4.5.3.) y definida le utilidad (4.5.4.) se podrá calcular la prima de tarifa de acuerdo con la siguiente formula:

$$PT = \frac{P_k}{\left[1 - (\alpha + \beta + \gamma + \lambda)\right]} = \frac{P_k}{\left[1 - (15\% + 9.5\% + 3\% + 5\%)\right]} - \frac{P_k}{67.5\%}$$

Donde P_k = Prima Neta de Riesgo con Credibilidad de las Coberturas de Automóviles

α = % Gastos de Adquisición

B = % Gastos de Administración

y = % Gastos de Reaseguro

 $\lambda = \%$ Utilidad

Notas importantes:

■ El porcentaje obtenido de 67.5% se le conoce como siniestralidad másima permitida

- Si los cálculos de las primas netas de riesgo son correctos, obtendremos que del 100% de las primas de tarifa ingresadas a la compañía se pagará 67.5% (P₁) para los siniestros, 10% para comisiones, 5% para bonos e incentivos, 9.5% para el pago de gastos de operación, 3% para el pago de contratos de resseguro y 5% para utilidad.
- Si las primas netas de riesgo calculadas son insuficientes la utilidad esperada se verá reducida automáticamente

4.6. Indicadores pera el cálculo de cuotas T1 y T2 de les coberturas de DM y RT

4.6.1. Porcentaje de pérdida parcial y pérdida total

El Monto Neto de Siniestros de las coberturas de Dafios Materiales y Robo Total están conformados cada una por dos tipos de pérdida: Pérdida Parcial o Pérdida Total.

La indemnización en pérdidas parciales comprende el valor factura de refacciones y meno de obra más los impuestos que en su caso generen los mismos. Cuendo el costo de la reparación del daño sutrido por el vehículo exceda del 50% dal valor comercial que dicho vehículo tenga al momento immediato anterior al siniestro, a solicitud del Asegurado deberá considerarse que hubo pérdida total. Salvo convenio en contrario. Si el mencionado costo excede del 75% de ese valor, siempre se considerarse que ha habido pérdida total.

El Robo Total de un vehículo será considerado siempre como pérdida total, salvo que exista recuperación de la unidad, en tal caso se deberá evaluar los defios materiales sufridos por el vehículo y aplicar el criterio anterior.

Tanto las pérdidas totales como las perdidas parciales por cobertura (DM y RT) pueden expresarse en porcentaje y tienen la propiedad de que cada una es complemento de la otra.

Los porcentajes de pérdida total y pérdida percial por grupo vehicular son obtenidos utilizando la tabla estadistica SESA 2.

Anexo 2. % Pérdide total y % pérdide percial para DM y RT

4.6.2. Valores ponderados de automóviles V1 (valor de nuevo) y V2 (valor de usado)

Los valores ponderados V1 y V2 para los automóviles se calculan para cada grupo vehicular (220 grupos).

- Se entiende por V1 al precio de un vehículo nuevo, es decir cuando este tiene 0 km y su modelo es mayor o igual al año de su comercialización.
- Se entiende por V2 al precio de un vehículo usado, es decir cuando este ya no tiene 0 km y su modelo es menor o igual al año de su comercialización.

Para obtener los valores ponderados se utilizan dos elementos:

 a) Table de velores AMIS que contiene el valor de nuevo (V1) y los valores de usado (V2) pera cada marca, tipo y modelo.

Es de vital importancia utilizar los valores V1 y V2 que estuvieron vigentes durante el periodo de análisis, ya que sobre este base de valores fue que se obtuvo la experiencia del año 2003 que estamos utilizando para el desarrollo de este trabajo. Por lo tanto la tabla de valores AMIS que utilizaremos será la publicada en el mes de Julio del año 2003.

b) SESA8. Unidades Expuestas por Modelo y Marca

La fórmula para calcular los valores ponderados V1 y V2 es como sigue:

$$V1_{i} = \frac{\sum_{j=1}^{n} \sum_{k=2003} X_{ijk} * V1_{ijk}}{\sum_{j=1}^{n} \sum_{k=2003} X_{ijk}} X_{ijk}$$

$$V2_{i} = \frac{\sum_{j=1}^{n} \sum_{k=2803}^{1990} X_{ijk} * V2_{ijk}}{\sum_{j=1}^{n} \sum_{k=2803}^{1990} X_{ijk}}$$

Donde

V1_i = Valor de Nuevo ponderado del i-ésimo grupo vehicular V2_i = Valor de Usado ponderado del i-ésimo grupo vehicular

X_{ijk} = Número de unidades expuestas del i-ésimo grupo vehicular del j-ésimo tipo y k-ésimo modelo

Anexo 3. Valores ponderados V1 y V2 por grupo vehicular

4.6.3. Cálculo de cuotas T1 y T2 para DM y RT

La necesidad de expresar las primas de tarifa de DM y RT en "cuotas" surge debido a que por cada grupo estadístico existen distintas versiones de un mismo vehículo, ya que presenten diversas características, tales como cliindraje, transmisión, equipamiento y sobre todo el valor o suma asegurada que estas diferencias representan.

Ejemplo:

Las primas de tarifa (PT) que fueron calculadas para el grupo vehicular con clave estadística 57 correspondiente a la marca CHEVY fueron las siguientes:

Darlos materiales

\$3,115 pesos

Robo Total

\$ 325 pesos

Sin embargo las versiones del CHEVY que existen se venden en un rango de Valores de Nuevo (V1) desde \$82,900 pesos y hasta \$119,900 pesos, lo que implica una diferencia de hasta 45% del valor entre uno y otro verticulo.

| Г | CLA | Æ AM | 8 | MARCA | T | | | DES | CR | PCIO | - | | | | | | | ٧ | 2004 |
|----|-----|------|----|----------|----------------------|-----|-----|-----|----|------|----|----|------|----|----|----|----|-------|------|
| lв | 016 | 0034 | CV | CHEVY CZ | B 1.6 L 95 H.P. | L4 | HP | STD | 03 | D/V | SA | SE | TELA | CT | SQ | SB | 05 | 82.9 | 74.6 |
| Įв | 016 | 0035 | CV | CHEVY C2 | M 1.6 L 95 H.P. | L4 | | STD | 03 | DIV | CA | SE | TELA | CT | SQ | SB | 05 | 90.9 | 81.8 |
| ĺв | 016 | 0036 | CV | CHEVY CZ | C 1.6 L 95 H.P. D.H. | L4 | MP | STD | 03 | DV | CA | SE | TELA | CT | SQ | SB | 05 | 97.9 | 68.1 |
| le | 016 | 0037 | CV | CHEVY CZ | B 1.6 L 95 H.P. | 1.4 | MP | STD | 05 | DV | SA | SE | TELA | CT | SQ | SB | 05 | 86.9 | 78.2 |
| lв | 016 | 0038 | CV | CHEVY CZ | M 1.6 L 95 HLP. | 14 | MP | STD | 05 | DV | CA | SE | TELA | CT | SQ | SB | 05 | 94.9 | 85.4 |
| İB | 016 | 0039 | CV | CHEVY CZ | C 1.6 L 95 H.P. D.H. | 1.4 | MP | STD | 05 | DIV | CA | SE | TELA | CT | SQ | SB | 05 | 101.9 | 91.7 |
| ĺв | 016 | 0040 | CV | CHEVY C2 | B 1.6 L 95 H.P. | L4 | MP. | STD | 04 | DV | SA | SE | TELA | СТ | SQ | SB | 05 | 94.9 | 85.4 |
| | | | | | M 1.6 L 95 H.P. | L4 | | STD | 04 | DV | CA | SE | TELA | CT | SQ | SB | 05 | 102.9 | 92.6 |
| | | | | | C 1.6 L 95 H.P. D.H. | L4 | MP | STD | 04 | DV | CA | SE | TELA | œ | SQ | SB | 05 | 107.9 | 97.1 |
| | | | | | D 1.6 L 95 H.P. D.H. | | | | | | | | | | | | | | |

Una vez que la unidad es vendida, sufire de manera automética una depreciación y cada año se puede observar como el valor del vehículo se va depreciando. La depreciación para el CHEVY C2 fue de 10%. Este valor es conocido como Valor Comercial (V2).

Para el año 2004 las versiones del CHEVY que existen se comercializan en un rango de Valores Comerciales (V2) desde \$74,600 pesos y hasta \$107,900 pesos, lo que implica también una diferencia de hasta 45% del valor comercial entre uno y otro vehículo.

Por todo lo anterior, serla injusto cobrar la misme prima de terifa (PT) entre una versión y otra, o también entre un vehículo 2004 de un 2003 o 2002, etc.

La manera de resolver este problema es expresando la prima de tarifa (PT) calculada en términos de cuotas.

La fórmula para el cálculo de cuotas T1 y T2 para la cobertura DM es la siguiente:

$$C_{\text{tota}} TI_i DM = \frac{\text{%Pp_DM * PT_DM}}{\text{VI}_i} \qquad C_{\text{tota}} T2_i DM = \frac{\text{%Pt_DM * PT_DM}}{\text{V2}_i}$$

Donde TI,DM= Cuota de pérdidas parciales del i-ésimo grupo vehicular para la cobertura DM
T2,DM= Cuota de pérdidas totales del i-ésimo grupo vehicular para la cobertura DM
PT,DM= Prima de Tarifa del i-ésimo grupo vehicular de la cobertura DM
%Pp,DM= % Pérdida Parcial del i-ésimo grupo vehicular de la cobertura DM
%Pt,DM= % Pérdida Total del i-ésimo grupo vehicular de la cobertura DM
VI; = Valor de Nuevo Ponderado para el i-ésimo grupo vehicular
V2; = Valor Comercial Ponderado para el i-ésimo grupo vehicular

La fórmula para el cálculo de cuotas T1 y T2 para la cobertura RT es la siguiente:

$$Cwota\ TI_{i}RT = \frac{\%Pp_{i}RT * PT_{i}RT}{VI_{i}}$$

$$Cwota\ T2_{i}RT = \frac{\%Pi_{i}RT * PT_{i}RT}{VI_{i}}$$

$$VI_{i}$$

Donde TI,RT = Cuota de pérdidas parciales del i-ésimo grupo vehicular para la cobertura RT T2,RT = Cuota de pérdidas totales del i-ésimo grupo vehicular para la cobertura RT PT,RT = Prima de tarifa del i-ésimo grupo vehicular de la cobertura RT %Pp,RT = % Pérdida Parcial del i-ésimo grupo vehicular de la cobertura RT %Pt,RT = % Pérdida Total del i-ésimo grupo vehicular de la cobertura RT VI, = Valor de Nuevo Ponderado para el i-ésimo grupo vehicular V2, = Valor Comercial Ponderado para el i-ésimo grupo vehicular

4.7. Otros indicadores

4.7.1. Porcentaje de sinjestralidad

Este indicador es muy común en el medio de seguros y nos muestra la proporción que existe entre el monto neto de siniestros (pérdidas) y la prima devengada (prima ganada). Este indicador se utiliza con mucha frecuencia para medir y monitorear tendencias de la rentabilidad de una cartera y se calcula como sigue:

4.7.2. Porcentaje combinado

El % Combinado es el mejor indicador de la pérdida o ganancia de una cartera de seguros. El porcentaje combinado se calcula sumando el resultado de los siguientes indicadores:

% Combinado = % Siniestralidad + % Gastos Adquisición + % Gastos Administración

C-----

Si % Combinado ≥ 100% ⇒ No se obtuvo utilidad técnica Si % Combinado < 100% ⇒ Si se obtuvo utilidad técnica

El objetivo de una compañía de seguros como cualquier otra es obtener utilidades, mientras mas alta sea la utilidad mejor. Para ello debemos partir de la base que de cada 100 pesos de prima que recibe la compañía, una parte será destinada para pagar siniestros, otra parte para pagar comisiones y gastos de administración y nos debe quadar como objetivo un diferencial que signifique y represente la utilidad técnica.

A menudo se comete el error de evaluar y juzgar una cartera de seguros de automóviles únicamente revisando el % de Sinicatratidad, aunque esta es una variable muy importante, es necesario conocer el comportamiento de los demás porcentajes para saber si la cartera es rentable o no.

Por lo tanto, el % Combinado nos ayuda a evaluar la rentabilidad, desde una póliza individual, una flotilla de autos, toda una cartera de una compañía de securos o incluso todo el sector.

Ejemplo:

| | | 771 P281 | 100 | 3000 | 05 |
|------------------------|------|----------|------------|------|------|
| | | В | C | D | Ė |
| % Siniestralided | 60% | 70% | 75% | 80% | 80% |
| % Gasto Adquisición | 20% | 15% | 15% | 0% | 15% |
| % Gasto Administración | 20% | 10% | 10% | 15% | 15% |
| % Combinedo | 100% | 95% | 100% | 95% | 110% |

Compañía A. Tiene la mejor siniestralidad, sin embargo no genero utilidad técnica debido a que paga altas comisiones y sus gastos de administración son rauy altos.

Compañía B. Aunque tiene siniestralidad más alta que A generó utilidad técnica debido a que paga menores comisiones y es más eficiente en sus gastos de administración.

Compañía C. Controla sus comisiones y gastos de administración igual de eliciente que la compañía B, sin embargo su siniestralidad es mas alta y por eso no obligne utilidad técnica.

Compañía D. Tiene la siniestralidad más alta y a pesar de ello genera utilidad técnica. La razón es que opera de manera directa y no paga comisiones y es eliciente en su operación.

Compañía E. Tiene siniestratidad alta, paga comisiones promedio a sus agentes y administrativamente no es tan eficiente. Esto con lleva que la compañía no genere utilidad técnica y que requiera mayor capital para hacer firente a sus responsabilidades. Capítulo 5. Cálculo de las primas netas de riesgo y primas de tarifa para cada una de las coberturas

5.1. Daños materiales (DM) y Robo total (RT)

5.1.1. Selección y análisis de tablas estadisticas SESA

Las tablas estadísticas SESA 1. DM y RT – (individual y flotilla) por deducibles muestran, como su nombre lo indica, la experiencia obtenida bejo cada uno de los deducibles que se contrato durante el periodo de análisis. Debido a las múltiples opciones de deducibles que se contrataron bajo las coberturas de DM y RT, se realizó un resumen que muestra el total de la experiencia de cada uno de ellos.

Anexo 4. Resumen de experiencia por deducibles DM y RT

En esta tabla se puede observar que para la cobertura de DM el deducible de 5% fue contratado por el 85% de los vehículos asegurados y para la cobertura de RT el deducible de 10% fue contratado por el 72% de los vehículos asegurados. Tanto el deducible de 5% para DM como el de 10% para RT son conocidos como deducibles básicos, ya que la mayor parte de los vehículos asegurados operan con esta opción, razón por la cual, los cálculos que se desarrollan para estas coberturas son utilizando el SESA 1. DM opción 5% Deducible y el SESA 1. RT opción 10% Deducible.

Como se menciono el SESA 1. DM y RT está dividido entre riesgos individuales y flotillas.

- Observar que para DM Deducible 5%, tenemos que el 68% de los riesgos son individuales y el 32% de los riesgos son de floillas.
- Observer que para RT Deducible 10%, tenemos que el 71% de los riesgos son individuales y 29% son de flotillas.

Debido a que no se observan diferencias importantes en términos de frecuencia y severidad entre los riesgos individuales y flotillas, se decirlió utilizar la estadística total (individual + flotilla), para efectos de cumplir con la ley de los grandes números y con lo establecido en la circular S.8.1.1.

5.1.2. Cálculo de las primas netas de riesgo

5.1.2.1. Proyección del monto neto de siniestros

De acuerdo con el modeto de infleción (4.2.2.) tenemos que para la cobertura de DM es necesario aplicar un factor inflacionario de 6.2% y para la cobertura de RT de 2.9%. El factor inflacionario debe aplicarse al monto neto de siniestros de cada grupo vehicular, obteniendo así el Monto Neto de Siniestros + Inflación.

Con esta acción trabremos proyectado las pérdidas al futuro, que en esta tesis en lo particular es al 31 de diciembre de 2004.

Anexo 5. Ver columna de monto neto de siniestros + Inf.

5.1.2.2. Cálculo de la prima neta de riesgo (P_i)

Conforme a (4.4.) se debe calcular primero la frecuencia y la severidad. Es muy importante que la severidad se calcule utilizando el monto neto de siniestros + Inflación.

Una vez obtenidos los anteriores indicadores para cada grupo vehicular y cobertura, debemos calcular la prima neta de riesgo conforme a lo explicado en (4.4.3.).

$$P_i = f_{i,x} S_i$$
 Donde $i = i$ -ésimo grupo vehicular

Anexo 5. Ver columna de frecuencia, severidad y prima neta de riesgo (P) para cada grupo vehicular

5.1.2.3. Cálculo de la prima neta de riesgo con credibilidad (P_i)

Aplicar is formula:
$$P_k = Z P_i + (1 - Z) P_j$$

De acuerdo con (4.4.4.) tenemos que:

Prime neta de riesgo del total de la población (P)/de la cobenura de DM es igual a \$2,641

- Prima neta de riesgo del total de la población (P) de la cobertura de RT es igual a \$ 678.
 De acuerdo con (4.4.4.1.) tenemos que:
 - n₁ = 650 siniestros tal que Z es igual 1, con un margen de error e = 0.05, grados de libertad n − 1 y un rável de confianza al 99.0%.

De acuerdo con (4.4.4.2.) tenemos que:

Cuando n < $n_T \Rightarrow$ credibilidad parcial ... $Z = (n/n_T)^{1/2}$

Las primas netas de riesgo con credibilidad calculades para cada grupo vehículer (marca y tipo de vehículo) son aplicables para el periodo 01 de enero de 2005 al 30 de junio de 2005.

Anexo 5. Ver columna de Z, (1-Z) y prima neta de riesgo con credibilidad (P_k) para cada grupo vehicular

5.1.3. Cálculo de la prima de tarifa (PT_i)

Con base en (4.5.5.) la prima de tarifa para DM y RT para todos y cada uno de los automóviles se calcula aplicando la siguiente fórmula:

 $PT_{*}DM = P_{*}DM / 67.5\%$

 $PT_{i}RT = P_{ii}RT / 67.5\%$

Donde PT,DM= Prima de tarifa del i-ésimo grupo vehicular de la cobertura DM

 P_HDM = Prima neta de riesgo con credibilidad del i-ésimo grupo vehicular de la cobertura DM

PT_iRT= Prima de tarifa del i-ésimo grupo vehicular de la cobertura RT

 $P_{\rm H}RT$ = Prima neta de riesgo con credibilidad del i-ésimo grupo vehicular de la cobertura RT

Anexo 6. Ver columna de primas de tarifa (PT_d) para DM y RT

5.1.4. Cálculo de cuotas T1 y T2

Conforme a (4.6.) se debe calcular primero los porcentajes de pérdida parciel y pérdida total para cada grupo vehicular, est como los valores V1 y V2 ponderados.

Una vez obtenidos los anteriores indicadores para cada grupo vehicular y cobertura, debemos calcular las cuotas T1 y T2 conforme a lo explicado en (4.6.3.).

Dafios Materiales:
$$Cuota TI_iDM = \frac{\%P_{Ii}DM * PT_iDM}{VI_i}$$
 $Cuota T2_iDM = \frac{\%P_{Ii}DM * PT_iDM}{V2_i}$

Robo Total:
$$Cwota TI_iRT = \frac{\%Pp_iRT * PT_iRT}{VI_i}$$
 $Cwota T2_iRT = \frac{\%Pt_iRT * PT_iRT}{V2_i}$

Anexo 6. Ver columnas de cuotas T1 Y T2 por cada grupo vehicular para DM y RT

Nota importante:

El cálculo de las primas de tarifa para cualquier automóvil se puede expresar como sigue:

$$PT DM = (T1_iDM \times V1) + (T2_iDM \times V2)$$

$$PT RT = (TI_{R}T \times VI) + (T2_{R}T \times V2)$$

Donde PT DM= Prima de tarifa de DM del automóvil que se desea cotizar
PT RT= Prima de tarifa de RT del automóvil que se desea cotizar
TI DM= Cuota de pérdidas parciales del riciamo grupo por de la corresponde para DM
TO DM= Cuota de refulida tarifa del riciamo grupo vivida en la corresponde para DM

T2,DM= Cuota de pérdidas totales del i-ésimo grupo vehicular que le corresponda para DM T1,RT= Cuota de pérdidas parciales del i-ésimo grupo vehicular que le corresponda para RT T2,RT= Cuota de pérdidas totales del i-ésimo grupo vehicular que le corresponda para RT

VI = Valor de Nuevo del automóvil que se desea cotizar

V2 = Valor Comercial del automóvil que se desea cotizar

Observaciones generales:

La credibilidad estadistica nos permite corregir las desviaciones en el cálculo de la prima neta de riesgo cuando el tamaño de la población no es lo suficientemente grande. No obstante, es posible que las primas netas de riesgo calculadas no sean correctas en todos los casos. Esto se debe a que no existe suficiente información para algunas claves estadísticas o simplemente la información es nula.

- Un análisis de la Tabla 2. DM muestra que 23 claves estadisticas tienen credibilidad menor a 10%
- Un análisis de la Tabla 2. RT muestra que 77 claves estadisticas tienen credibilidad menor a 10%

Para lograr que estas claves estadísticas incrementen su % de credibilidad Z podemos hacer que:

e crece ⇒ asumir un margen mayor de error
 t decrece ⇒ asumir un nivel de confianza menor

Debido a que incrementar el margen de error y disminuir el nivel de confianza para "e" y "t" ya no son alternativas razonables (hasta los márgenes de error y confianza ya asunidos) podemos hacer que n crezca como sigue:

Método 1 para hacer que n crezca: Agreger

Partiendo de la base que la estadística que estamos utilizando es la del año 2003, se pueden agregar otros años estadísticos, por ejemplo el año 2002. Este método ayudará a incrementar el volumen de datos, permitiendo incrementar la Credibilidad.

En este caso es necesario proyectar el Monto Neto de Sinisstros del (los) año(s) anterior(es) a la misma fecha del periodo que sé esta analizando, con la finalidad de tener la experiencia sobre la misma base técnica.

Método 2 para hacer que n crezca: Agrupar

Se puede agrupar claves estadisticas en conjuntos de características similares que pueden ser marca, tipo de vehículo, valor o por el segmento de mercado al que van dirigidos. Para realizar este ejercicio se requiere conocer todas las características perficulares de los vehículos para realizar una correcta agrupación, por lo que hay que tener cuidado con este método.

Es importante señalar que la agrupación de claves modifica la prima neta de riesgo del grupo o grupos que se están conjuntando y la prima aeta de riesgo para la agrupación será la que la que les corresponda.

Este método no modifica el catálogo de claves vehicular, por lo que es necesario crear un nuevo catálogo de claves estadisticas, el cuel normalmente tiene un manejo operativo interno de compañía para aplicación de la nueva tarifa.

5.2. Responsabilidad civil (RC)

5.2.1. Selección y análisis de tables estadísticas SESA

SESA 3.

La tabla estadistica muestra la experiencia de RC Bienes y RC Personas por separado

 A diferencia de las coberturas de DM y RT, RC no esta ligado a un catálogo de vehículos, por lo que los cálculos de la prima neta de riesgo que se obtiene aplica a todos los vehículos.

 Es importante señalar que el mercado opera los riesgos de RC Bienes y RC Personas de manera conjunta, a esta modalidad se le conoce como RC LUC (limite único y combinado) que quiere decir que solo existe una suma asegurada que ampara ambos riesgos.

La table estadística está dividida entre riesgos individuales y flotiflas, sin embergo, debido a que no
hay diferencias importantes en términos de frecuencia y severidad, se utilizó la estadística Total para
efectos de cumplir con la ley de los grandes números y con lo establecido en la circular S.8.1.1.

Le sume asegurada promedio durante el año 2003 fue de \$828,928 pesos.

Anexo 7, Ver SESA 3, RC Bienes y Personas

SESA 4

- La tabla estadistica muestra la experiencia de RC Bienes y Personas por rango de suma asegurada.
- Con base en esta tabla se estima que el 28% de las unidades contrato una suma asegurada promedio de 250,000 pesos, 40% una suma asegurada promedio de 500,000 pesos, 18% una suma asegurada promedio de 750,000 pesos y 14% una suma asegurada promedio de 1,000,000 pesos
- El número de riesgos expuestos es de 2,755,048, los cuales se utilizan para el cálculo de frecuencia de la prima neta de riesgo

Anexo 7. Ver SESA 4. RC Biones y RC Personas x Rango de suma asegurada

SESA 5

 Para una mejor interpretación del SESA 5 se realizó el siguiente resumen de RC Bienes y Personas por rango de siniestros:

| Rango d | e Siniestros | #Siniestros Bienes | Monto Neto Sin. Bienes | #Siniestros Personas | Monto Neto Sin. Personas |
|---------|--------------|-----------------------|---------------------------|-------------------------|-----------------------------|
| 0 | 25,000 | 137,326 | 642,303,053 | 38,190 | 214,391,826 |
| 25,001 | 50,000 | 3,650 | 120,214,344 | 2,216 | 74,118,778 |
| 50,001 | 75,000 | 633 | 38,122,757 | 671 | 40,301,443 |
| 75,001 | 100,000 | 206 | 17,714,611 | 257 | 21,967,073 |
| 100,001 | 150,000 | 136 | 16,317,461 | 217 | 25,813,619 |
| 150,001 | 200,000 | 44 | 7,455,270 | 86 | 14,518,353 |
| 200,001 | 300,000 | 17 | 4,029,441 | 77 | 18,011,876 |
| 300,001 | 500,000 | 9 | 3,252,745 | 38 | 14,744,229 |
| 500,001 | 750,000 | 2 | 1,196,488 | 5 | 2,951,998 |
| MAS DE | 750,000 | | - | 1 | 885,571 |
| | | 142,023 | 850,606,170 | 41,758 | 427,724,766 |

- Observe que mientras más alto el rango de monto de siniestros el número de siniestros se reduce.
 Es decir que la probabilidad de tener un siniestro mayor a \$25,000 pesos se reduce drásticamente sin embargo la probabilidad existe.
- Se puede identificar que el 96% de los siniestros de RC Bienes y el 91% de los siniestros de RC Personas ocurren en el rango mas bajo de siniestros, es decir de 0 a 25,000 pesos.
- Observe que 75% del monto neto de siniestros de RC Bienes y el 50% del monto neto de siniestros de RC Personas se concentra también en el rango más bajo, es decir de 0 a 25,000 pesos.

Anexo 7. Ver SESA 5. RC Bienes y RC Personas x rango de siniestros

El SESA 5 también puede interpretarse de manera acumulada como sique:

| Rango | de Siniestros | #Siniestros Bienes | Monto Neto Sin. Bienes | #Sinlestros Personas | Monto Neto Sin. Personas |
|-------|---------------|-----------------------|---------------------------|-------------------------|-----------------------------|
| O. | 25,600 | 137,326 | 642,303,053 | 38,199 | 214,391,826 |
| 0 | 50,000 | 140,976 | 762,517,397 | 40,406 | 288,510,604 |
| 0 | 75,000 | 141,609 | 800,840,154 | 41,077 | 328,812,047 |
| 0 | 100,000 | 141,815 | 818,354,785 | 41,334 | 350,799,120 |
| 0 | 150,000 | 141,951 | 834,672,226 | 41,551 | 376,612,739 |
| 0 | 200,000 | 141,995 | 842,127,498 | 41,837 | 391,131,092 |
| 0 | 300,000 | 142,012 | 846,156,937 | 41,714 | 409,142,968 |
| 0 | 500,000 | 142,021 | 849,409,682 | 41,752 | 423,887,197 |
| 0 | 750,000 | 142,023 | 850,606,170 | 41,757 | 426,839,195 |
| 0 | Mas 750M | 142,823 | 850,608,170 | 41,758 | 427,724,766 |

Para el cálculo de las primas netas de riesgo de RC Bienes y Personas se utilizará el SESA 4 y SESA 5.

5.2.2. Cálculo de la prima neta de riesgo

5.2.2.1. Proyección del monto neto de siniestros

De acuerdo con el modelo de inflación (4.2.2.) tenemos que para la cobertura de RC Bienes es necesario aplicar un factor inflacionario de 6.2% y para la cobertura de RC Personas de 5.6%. El factor inflacionario debe aplicarse al monto neto de siniestros, obteniendo así el Monto Neto de Siniestros + inflación.

Con esta acción habremos proyectado las pérdides al futuro, que en esta tesis en lo perticular es al 31 de diciembre de 2004.

5.2.2.2. Cálculo de la prima neta de riesgo (P)

Conforme a (4.4.) se debe calcular primero la frecuencia y la severidad. Es muy importante que la severidad se calcule utilizando el monto neto de siniestos + inflación.

Una vez obtenidos los anteriores indicadores para cada nivel de suma asegurada debemos calcular la prima neta de riesgo conforme a lo explicado en (4,4,3,).

$$P = fxS$$

Prima neta de riesgo para RC Bienes:

| Rango de S | Pininatona | Número Sinisatros | Monto Neto Sinissiros | Monto Neto Sinisatros+inf | Frac. | 0 | Prima Neta |
|------------|-------------|----------------------|--------------------------|------------------------------|-------|-------|------------|
| - | | | | | | Sev. | Riesgo |
| 0 | 25,000 | 137,326 | 642,303,053 | 682,180,695 | 5.0% | 4,966 | 248 |
| 0 | 50,000 | 140,976 | 762,517,397 | 809,858,595 | 5.1% | 5,745 | 294 |
| 0 | 75,000 | 141,509 | 800,640,154 | 850,348,218 | 5.1% | 6,005 | 309 |
| 0 | 100,000 | 141,815 | 818,354,765 | 869,162,648 | 5.1% | 6,129 | 315 |
| 0 | 150,000 | 141,951 | 834,672,226 | 866,493,185 | 5.2% | 6,245 | 322 |
| 0 | 200,000 | 141,995 | 842,127,496 | 894,411,318 | 5.2% | 6,299 | 325 |
| 0 | 300,000 | 142,012 | 846,156,937 | 696,690,929 | 5.2% | 6,326 | 326 |
| 0 | 500,000 | 142,021 | 849,409,682 | 902,145,622 | 5.2% | 6,352 | 327 |
| 0 | 750,000 | 142,023 | 850,606,170 | 903,416,394 | 5.2% | 6,361 | 328 |
| 0 | Mas de 750M | 142,023 | 850,806,170 | 903,416,394 | 5.2% | 6,361 | 328 |

Prima neta de riesgo para RC Personas:

| Rango de l | Siniestrus | Número Siniestros | Monto Neto Sintestros | Monto Neto Sinisstroe+Inf | Frec. | Sev. | Prima Neta Riesgo |
|------------|-------------|----------------------|--------------------------|------------------------------|-------|--------|----------------------|
| 0 | 25,000 | 38,190 | 214,391,826 | 226,452,352 | 1.4% | 5,930 | 82 |
| 0 | 50,000 | 40,406 | 288,510,604 | 304,740,653 | 1.5% | 7,542 | 111 |
| 0 | 75,000 | 41,077 | 328,812,047 | 347,309,237 | 1.5% | 8,455 | 126 |
| 0 | 100,000 | 41,334 | 350,799,120 | 370,533,184 | 1.5% | 8,964 | 134 |
| 0 | 150,000 | 41,551 | 376,612,739 | 397,798,938 | 1.5% | 9,574 | 144 |
| 0 | 200,000 | 41,637 | 391,131,092 | 413,134,015 | 1.5% | 9,922 | 150 |
| 0 | 300,000 | 41,714 | 409,142,968 | 432,159,142 | 1.5% | 10,360 | 157 |
| 0 | 500,000 | 41,752 | 423,867,197 | 447,732,802 | 1.5% | 10,724 | 163 |
| 0 | 750,000 | 41,757 | 426,639,195 | 450,850,863 | 1.5% | 10,797 | 164 |
| 0 | Mas de 750M | 41,758 | 427,724,766 | 451,786,252 | 1.5% | 10,819 | 164 |

5.2.2.3. Cálculo de la prima neta de riesgo con credibilidad (P_{i})

De acuerdo con (4.4.4.1.) tenemos que:

 n_T = 650 siniestros tal que Z es iguel 1, con un margen de error e = 0.05, grados de libertad n - 1 y un nivel de confianza el 99.0%.

De acuerdo con (4.4.4.2.) tenemos que él número de siniestros n de RC Bienes es de 142,023 y de RC Personas es de 41,758.

 $[\]cdot \cdot \cdot n > n_T$ por lo que Z = 1 $\Rightarrow Pi = P_k$ (prima neta de riesgo con credibilidad de 100%)

Las primas netas de riesgo con credibilidad calculadas para cada nivel de suma asegurada son aplicables para el periodo 01 de enero de 2005 al 30 de junio de 2005.

5.2.2.4. Prima neta de riesgo RC LUC

Como se mencionó en el análisis de las estadísticas SESA, la mayoría de las compañías operan en el mercado la cobertura de RC Bienes y Personas como llimite único y combinado (LUC), no obstante al momento de reportar la experiencia se separan los riesgos de RC entre Bienes y Personas.

Considerando que la experiencia estadística en realidad refleja el riesgo de RC LUC se puede establecer con tranquilidad que la fórmula pera calcular la Prima Neta de Riesgo de RC Bienes y Personas LUC es igual a:

Prima neta riesgo RC LUC = Prima neta riesgo RC Bienes + Prima neta riesgo RC Personas

De la fórmula obtenemos la siguiente tabla de Primas netas de RC LUC:

| Suma | Prima Neta |
|-----------|------------|
| Asegurada | Riesgo |
| 25,000 | 330 |
| 50,000 | 405 |
| 75,000 | 435 |
| 100,000 | 450 |
| 150,000 | 466 |
| 200,000 | 475 |
| 300,000 | 483 |
| 500,000 | 490 |
| 750,000 | 492 |

•• Las primas netas de riesgo calculadas para RC LUC son las primas netas de riesgo finales propuestas para los limites de suma asegurada especificados en la tabla. El limite missimo de suma asegurada para la cobertura de RC LUC es de hasta \$750,000 pesos.

5.2.3. Cálculo de la prima de terifa (PT)

Con base en (4.5.5.) la prima de tarifa para RC LUC para todos y cada uno de los automóvites queda como sigue:

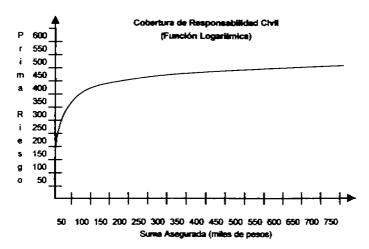
| Suma | Prime Neta | Primas de |
|-----------|------------|------------------|
| Asegurada | Riesgo | Tarifa |
| 25,000 | 330 | 489 |
| 50,000 | 405 | 5 9 9 |
| 75,000 | 435 | 644 |
| 100,000 | 450 | 6 67 |
| 150,000 | 466 | 691 |
| 200,000 | 475 | 703 |
| 300,000 | 463 | 716 |
| 500,000 | 490 | 726 |
| 750,000 | 492 | 728 |

Para efectos de comercialización al mercado se propone comercializar la opción de \$750,000 pesos de suma asegurada con una prima de tarilla de \$728 pesos.

5.3. Responsabilidad civil catastrófica (RCC)

5.3.1. Gráfica de RC y función f(x)

Si graficamos la suma asegurada ve las primas netas de riesgo obtenidas para RC LUC obtendremos el siguiente comportamiento:



La función que aproxima el comportamiento de RC LUC es una función logaritmica, la cual se determina a partir de la función exponencial:

$$f(x) = ae^{-kx}$$

Derivando la función obtenemos lo siguiente:

$$P_i = [LN (SA_i) / LN (SA_p)] \times P_p$$

Donde P_i = Prima neta riesgo de SA_i

LN = Logaritmo natural

SA_I = Suma asegurada nueva

SA_o= Suma asegurada pivote

P_p = Prima neta riesgo pivote

5.3.2. Cálculo de la prima neta de riesgo (P)

El objetivo de utilizar la función LN es proyectar el valor de la prima neta de riesgo para limites de suma asegurada en exceso de la suma asegurada de RC LUC.

Aplicando la función logaritmo natural y utilizando la suma asegurada pivote (SA_p) con su correspondiente prima neta de riesgo (P_p) obtenemos los siguientes primas netas de riesgo para limites de suma asegurada en exceso de los limites de suma asegurada de RC LUC.

Sea
$$SA_p = 750,000 \text{ pesos}$$

 $P_p = 492 \text{ pesos}$
 $SA_i = SA_p + SA \text{ exceso}$

| SAp | Pp | LN (SA) | LN (SAp) | Prima Neta Riesgo Proyectada x LN | Prima Neta Riesgo Exceso |
|-----------|-----------|-------------|-------------|---|--------------------------------|
| 750,000 | 492 | 13.52782849 | 13.52782849 | 492 | |
| SA exceso | SAi | | | | |
| 250,000 | 1,000,000 | 13.81551056 | 13.52782649 | 502 | 10 |
| 500,000 | 1,250,000 | 14.03865411 | 13.52782849 | 510 | 19 |
| 750,000 | 1,500,000 | 14.22097567 | 13.52782849 | 517 | 25 |
| 1,000,000 | 1,750,000 | 14.37512635 | 13.52782849 | 522 | 31 |
| 1,250,000 | 2,000,000 | 14.50665774 | 13.52782849 | 527 | 36 |

Las primas netas de riesgo exceso determinadas por la función LN operan para limites de suma asegurada en exceso de hasta por \$1,250,000 de pesos. Cabe señalar que la función LN puede proyectar limites mayores de suma asegurada si así se requiere.

A los limites de suma asegurada en exceso de RC LUC se les conoce como Responsabilidad Civil Catastrófica (RCC), ya que en caso de ocurrir un siniestro que alcance cualquiera de estos niveles contratados se le considera una catástrofe en términos del seguro de automóviles.

5.3.3. Cálculo de la prima de tarifa (PT)

Con base en (4.5.5.) la prima de tarifa para RCC para todos y cade uno de los automóvites queda como sigue:

| | Prima Neta | Prima de |
|-----------|------------|----------|
| SA exceso | Riesgo | Tarifa |
| 250,000 | 10 | 15 |
| 500,000 | 19 | 27 |
| 750,000 | 25 | 37 |
| 1,000,000 | 31 | 46 |
| 1,250,000 | 36 | 53 |

Se puede observar que las primas de tarifa son relativamente pequeñas comparadas con la suna asegurada, esto se debe a que las probabilidades de tener un siniestro que alcance estos fimites es mínima, sin embargo la probabilidad existe.

El contratante de esta cobertura opcional podrá elegir cualquiera de los niveles de suma asegura en exceso relacionados en esta tabla.

5.4. Extensión de responsabilidad civil (ERC)

5.4.1. Cálculo de suma asegurada ponderada de RC

De acuerdo con el SESA 4, tenemos que la suma asegurada "ponderada" contratada bajo RC Bienes y Personas durante el año 2003 fue la siguiente:

| | | | S.A. |
|-----------|-----------|-------------------|-----------|
| Suma | Riesgos | | Ponderada |
| Asegurada | Expuestos | (1) x (2) | (3) / (2) |
| (1) | (2) | (3) | (4) |
| 100,000 | 100,639 | 10,063,937,680 | |
| 200,000 | 2,026 | 405,663,340 | |
| 300,000 | 660,865 | 198,256,621,020 | |
| 400,000 | 18,267 | 7,306,915,520 | |
| 500,000 | 1,017,369 | 508,684,566,900 | |
| 600,000 | 118,186 | 70,889,640,260 | |
| 700,000 | 14,487 | 10,140,832,170 | |
| 800,000 | 420,323 | 336,258,489,680 | |
| 900,000 | 32,505 | 29,254,283,460 | |
| 1,000,000 | 356,093 | 356,092,877,700 | |
| 1,000,000 | 14,314 | 14,314,394,200 | |
| | 2,755,048 | 1,541,678,221,930 | 559,583 |

5.4.2. Cálculo de la prima neta de riesgo (P)

Conforme a (5.3.1.) tenemos que la función logaritmo natural es la siguiente:

$$PNR_i = [LN (SA_i) / LN (SA_i)] \times PNR_o$$

Donde PNR_i = Prima Neta Riesgo de SA_i

LN = Logaritmo Natural

SA_i = Suma Asegurada Nueva

SA_n= Suma Asegurada Pivote

P_p = Prima Pivote

Sea SA_p= 750,000 pesos

P. = 492 pesos

SA = Suma asegurada ponderada = 559,583 pesos

Aplicando la función logaritmica utilizando la sunta esegurada pivote (SA_p) y su correspondiente prima neta de riesgo pivote (P_p) obtenemos la siguiente prima neta de riesgo para la suma esegurada ponderada como sigue:

| | | | | | Prima Neta |
|--|---------|-----|-------------|-------------|-----------------|
| | | | | | Riesgo |
| | SAp | Pp | LN (SAI) | LN (SAp) | Proyecteds x LN |
| | 750,000 | 492 | 13.52782849 | 13.52782849 | 492 |
| | 569,563 | | 13.23494740 | 13.52782849 | 481 |

Recordemos que esta cobertura adicional ampara al titular de la póliza cuando este se encuentre como conductor de cualquier otro automóvil de uso personal.

Debido a que no existe una estadietica que nos indique el número de dias promedio al año que una persona conduce un automóvil distinto al suyo, proponemos to siguiente:

Supuesto

De los 365 días al año existen 37 días (10%) en que se conduce otro automóvil de uso personal.

- Prima Neta de Riesgo para la cobertura de Extensión de Responsabilidad Civil (ERC) es el 10% de la prima neta de riesgo calcutada para la suma asegurada ponderada de \$559,583 es decir \$48.1 pesos

Propuesta:

Debido a que esta cobertura es nueva y con base en los resultados anteriores se propone operar la cobertura de ERC con una suma asegurada de \$500,000 y una prima neta de riesgo de \$48 pesos.

Así mismo, como se trata de una cobertura nueva, es necesario crear una estadistica especifica para la cobertura ERC que confirme el supuesto y/o se realicen los ajustes necesarios en función de la experiencia estadistica que se genere.

5.4.3. Cálculo de la prima de tarifa (PT)

Con base en (4.5.5.) la prima de tarifa para ERC para todos y cada uno de los automóviles queda como sigue:

| SA | Prima Nota | Prima de |
|-----------------|------------|----------|
| Extensión de RC | Riesgo | Tarifa |
| 500,000 | 48 | 7 |

5.5. Gastos médicos (GM)

5.5.1. Selección y análisis de tablas estadisticas

SESA 3

- Al igual que RC, la cobertura de Gastos médicos (GM) no esta ligada a un catálogo de vehículos por marca y tipo que refleje la experiencia a ese nivel, por lo que los cálculos de les Prima Neta de Riesgo que obtendremos aplicará para todos los Vehículos.
- Les estadisticas de GM se dividen entre riesgos individuales y flotillas, sin embargo al igual que las anteriores coberturas utilizaremos la estadistica total (individual + flotilla), para efectos de cumplir con la ley de los grandes números y con lo establecido en la circular S.8.1.1.
- La suma asegurada promedio contratada en GM durante el año 2003, de acuerdo con el SESA3 fue de \$227,191 peaos.

Anexio 8. Ver SESA 3. GM

SESA 6

 El cálculo de la prima neta de riesgo de la cobertura de GM se determina utilizando el SESA 6, del cual se muestra el siguiente resumen:

| | | Numero | Monto Neto |
|---------|--------------|------------|-------------|
| Rango d | e Siniestros | Siniestros | Siniestros |
| 0 | 25,000 | 53,013 | 270,428,358 |
| 25,001 | 50,000 | 2,151 | 73,746,279 |
| 50,001 | 75,000 | 620 | 37,206,622 |
| 75,001 | 100,000 | 425 | 38,746,121 |
| 100,001 | 150,000 | 293 | 35,422,928 |
| 150,001 | 200,000 | 80 | 13,589,108 |
| 200,001 | 300,000 | 51 | 11,411,557 |
| MAS DE | 300,000 | 20 | 7,243,134 |
| | į | 56,653 | 485,794,107 |

- Observe que el 93% de los siniestros de GM ocurren en el rango mas bajo de siniestros, es decir de 0 a 25,000. También, el 58% del Monto Neto de Siniestros de GM se concentra en este rango.
- Como ocurrió con la cobertura de RC, mientras más alto el rango de monto de siniestros la probabilidad de tener un siniestro se reduce drásticamente, sin embergo la probabilidad existe.
- Observar que mientras más alto el rango de monto de siniestros el número de siniestros se reduce drásticamente, es decir que la probabilidad de tener un siniestro de más de \$300,000 pesos es minime, sin embargo la posibilidad existe.

Anexo 8. Ver SESA 6. GM por rango de siniestros

El SESA 6 también puede interpretarse de manera acumulada como sigue:

| | | Numero | Monto Heto |
|-------|---------------|------------|-------------|
| Range | de Siniestros | Siniestros | Siniestres |
| 0 | 25,000 | 53,013 | 270,428,358 |
| 0 | 50,000 | 55,164 | 344,174,637 |
| 0 | 75,000 | 55,784 | 381,381,259 |
| 0 | 100,000 | 56,209 | 418,127,380 |
| 0 | 150,000 | 56,502 | 453,550,308 |
| 0 | 200,000 | 56,582 | 467,139,416 |
| 0 | 300,000 | 56,633 | 478,550,973 |
| 0 | Mas 300M | 56,653 | 485,794,107 |

Para el cálculo de las primas netas de riesgo de la cobertura de GM se utiliza esta tabla.

5.5.2. Cálculo de la prima neta de riesgo

5.5.2.1. Proyección de monto neto de siniestros

De acuerdo con el modelo de inflación (4.2.2.) tenemos que para la cobertura de GM es necesario aplicar un factor inflacionario de 5.6%. El factor inflacionario debe aplicarse al monto neto de siniestros, obteniendo así el monto neto de siniestros + Inflación.

Con esta acción habremos proyectado las pérdidas al futuro, que en esta tesis en lo particular es al 31 de diciembre de 2004.

5.5.2.2. Cálculo de prima neta de riesgo (P)

Conforme a (4.4.) se debe calculer primero la frecuencia y la severidad. Es muy importante que la severidad se calcule utilizando el Monto Neto de Siniestros + Inflación.

Una vez obtenidos los anteriores indicadores para cada nivel de suma asegurada debemos calcular la prima neta de riesgo conforme a lo explicado en (4.4.3.).

De acuerdo con el SESA 3, la frecuencia se debe calcular utilizando 2,836,919 riesgos expuestos y la severidad se calcula utilizando el Monto Neto de Siniestros + Inflación. Una vez obtenidos estos indicadores se puede calcular la priva neta de riesgo aplicando la fórmula:

$$P = fxS$$

Prima neta de riesgo para GM:

| Rango di | e Siniestros | Número Siniestros | Monto Neto Siniestros | Monto Neto Siniastros+Inf | Frec. | Sev. | Prime Neta Ricego |
|----------|--------------|----------------------|--------------------------|------------------------------|-------|-------|----------------------|
| _ 0 | 25,000 | 53,013 | 270,428,358 | 285,641,184 | 1.67% | 5,368 | 101 |
| 0 | 50,900 | 55,164 | 344,174,637 | 363,536,026 | 1.94% | 6,590 | 128 |
| 0 | 75,000 | 55,784 | 361,361,259 | 402,635,690 | 1.97% | 7,221 | 142 |
| 0 | 190,000 | 56,209 | 418,127,360 | 441,548,948 | 1.98% | 7,857 | 155 |
| 0 | 150,000 | 56,502 | 453,550,308 | 479,064,576 | 1.99% | 8,479 | 169 |
| 0 | 200,000 | 56,582 | 467,139,416 | 493,418,134 | 1.99% | 8,720 | 174 |
| 0 | 300,000 | 56,633 | 478,550,973 | 505,471,643 | 2.00% | 8,925 | 178 |
| 0 | Mas de 300M | 56,653 | 485,794,107 | 513,122,236 | 2.00% | 9,057 | 181 |

5.5.2.3. Cálculo de la prima neta de riesgo con credibilidad (P_t)

De acuerdo con (4.4.4.1.) tenemos que:

 n_T = 650 siniestrus tal que Z es igual 1, con un margen de error e = 0.05, grados de libertad n - 1 y un nivel de confianza al 99.0%.

De acuerdo con (4.4.4.2.) tenemos que él número de siniestros n de GM es de 56,653.

•• n > n_T por lo que Z = 1 ⇒ Pi = P_k (prima neta de riesgo con credibilidad de 100%)

Las primas netas de riesgo con credibilidad calculadas para cada nivel de suma asegurada son aplicables para el periodo 01 de enero de 2005 al 30 de junio de 2005.

5.5.3. Cálculo de la prima de tarifa (PT)

Con base en (4.5.5.) la prima de tarifa para RC LUC para todos y cada uno de los automóviles queda como sigue:

| Suma | Prima Neta | Prima de |
|-----------|------------|----------|
| Asegurada | Riesgo | Tarifa |
| 25,000 | 136 | 202 |
| 50,000 | 146 | 216 |
| 75,000 | 151 | 224 |
| 100,000 | 155 | 230 |
| 150,000 | 160 | 238 |
| 200,000 | 164 | 243 |
| 300,000 | 170 | 252 |

Para efectos de comercialización al mercado se propone contercializar la opción de \$300,000 pesos de suma asegurada con una prima de tarifa de \$252 pesos.

Note importante

En caso de que se quiera calcular limites mayores de suma asegurada para GM se debe aplicar la misma metodologia aplicada para el cálculo de RC Catastrólica (5.3).

5.6. Equipo especial (EE)

5.6.1. Selección de Tablas Estadisticas

SESA 3

- Al igual que RC y GM, la cobertura de Equipo Especial (EE) no esta ligada a un catálogo de vehículos por marca y tipo que refleje la experiencia a see nivel, por lo que los cálculos de las Prima.
 Neta de Riesgo que obtendremos aplicará para todos los vehículos.
- Las estadísticas de EE se dividen entre Riesgos Individuales y Flotifias, sin embargo al igual que las anteriores coberturas utilizaremos la estadística Total (Individual + flotifia), para efectos de cumplir con la Ley de los Grandes Números y con lo establecido en la circular S.8.1.1.

Anexo 9 Ver SESA 3 FF

SESA 7

- El comportamiento observado en este SESA es diferente al de RC y GM.
- Observe que el 70% de los siniestros ocurren en el rango de \$0 a \$10,000 pesos, sin embargo su monto neto de siniestros representa el 7% del total.
- Para una major interpretación del SESA 7 a continuación se muestra un resumen de esta estadística:

| Rango de Si | niestros | Numero Siniestros | Monto Neto Siniestros |
|-------------|----------|----------------------|--------------------------|
| 0 | 10,000 | 656 | 1,156,879 |
| 10,001 | 50,000 | 218 | 5,524,738 |
| 50,001 | 300,000 | 46 | 5,695,748 |
| MAS DE | 300,000 | 11 | 5,189,646 |
| | Γ | 931 | 17,569,011 |

Anexo 9. Ver SESA 7. EE x rango de siniestros

Debido a las desviaciones encontradas en el SESA 7, el cálculo de la Prima Neta de Riesgo de la cobertura de EE se determinara utilizando el SESA 3.

5.6.2. Proyección de Monto Neto de Siniestros

De acuerdo con el modelo de inflación (4.2.2.) tenemos que para la cobertura de EE es necesario aplicar un factor inflacionario de 8.5%. El factor inflacionario debe aplicarse al monto neto de siniestros, obteniendo así el monto neto de siniestros + inflación.

Con esta acción habremos proyectado las pérdidas al futuro, que en esta tesis en lo particular es al 31 de diciembre de 2004.

5.6.3. Cálculo de la prima neta de riesgo (P)

Conforme a (4.4.) se debe calcular primero la frecuencia y la severidad. Es muy importante que la severidad se calcule utilizando el monto neto de siniestros + inflación.

Una vez obtenidos los anteriores indicadores para cada nivel de suma asegurada debemos calcular la prima neta de riesgo conforme a lo explicado en (4.4.3.).

$$P = fxS$$

Obtenemos:

| | Número | | | Monto Neto | | | |
|----|--------|-----|--------------------------|------------|-------|--------|-----------------|
| | - | | Monto Neto Sinicetros | | Frec. | Sev. | Prima Riesgo |
| EE | 27,984 | 934 | 17,588,232 | 19,083,232 | 3.3% | 20,432 | 682 |

5.6.4. Cálculo de la prima neta de riesgo con credibilidad (P_b)

De acuerdo con (4.4.4.1.) tenemos que:

 n_T = 650 siniestros tal que Z es igual 1, con un margen de error e = 0.05, grados de liberted n - 1 y un nivel de confianza al 99.0%.

De acuerdo con (4.4.4.2.) tenemos que él número de siniestros n de EE es de 934.

$$\cdot \cdot \cdot n > n_T$$
 por lo que $Z = 1 \Rightarrow Pi = P_k$ (prima neta de riesgo con credibilidad de 100%)

Las primas netas de riesgo con credibilidad calculadas para cada nivel de suma asegurada son aplicables para el periodo 01 de enero de 2005 al 30 de junio de 2005.

5.6.5. Cálculo de la prima de tarifa (PT)

Con base en (4.5.5.) la prima de tarifa para RC LUC para todos y cada uno de los automóviles queda como sique:

$$PT = 682 / 67.5\% = 1.010$$

5.6.6. Cálculo de cuota

La necesidad de expresar la prima neta de riesgo de EE en cuota surge debido a que existe una gran variedad de posibilidades de equipos especiales, teles como equipo de sonido con CD, bocinas especiales, querraccocos, rines especiales, asientos de piel, etc. los cuales tiene un valor o suma asegurada específica.

La manera de resolver este problema es expresando la prime de tarifa calculada en cuota. La fórmula para el cálculo de la cuota es la siguiente:

Cuota de Riergo
$$EE = \frac{PT}{S.A. Promedio} = \frac{1,010}{35,723} = 2.83\%$$

Donde PT = Prima de tarifa S.A. Promedio = Suma Asegurada / Número de Riesgos

- La prima de tarifa calculada para EE expresada en términos de cuota es igual a 2.83%

5.7. Adaptaciones y/o conversiones (AC)

5.7.1. Análisis de la cobertura

Para esta cobertura no existe estadística SESA, esto se debe a que se considera que dicha adaptación y/o conversión forma parte integrante del vehículo y para efectos de siniestros y cobro del deducible se registra bajo la cobertura afectada, la cual puede ser Dafios Materiales o Robo Total.

Por lo anterior tenemos que:

Los riesgos que estamos amperando para esta cobertura son DM y RT.

- La frecuencia de siniestros esperada será exactamente la misma que tiene el vehículo para DM y RT.
- Como la cobertura come la misma suerte en términos de frecuencia que el vehículo, es tógico aplicar las mismas cuotas T1 y T2 de DM y RT a la sunta asegurada de la conversión y/o adaptación.

 La suma asegurada de la adaptación y/o conversión debe ser respeldada mediante factura o avaluó que confirme el valor adicional al vehículo que será amparada mediante esta cobertura.

 Los riesgos Daños Materiales y Robo Total se consideran por separado, ya que si el cliente no contrata DM para el vehículo entonces no podrá contratar este riesgo para la adaptación y/o conversión y viceversa.

5.7.2. Cálculo de la prima de tarifa (PT)

$$PTDM = \{(T1, DM \times SA.) + (T2, DM \times SA.)\}$$

$$PTRT = [(TI,RT \times S.A.) + (T2,RT \times S.A.)]$$

Donde PT DM = Prima de Tarifa de Daños Materiales

PT RT = Prima de Tarifa de Robo Total

S.A. = Suma Asegurada de la Adaptación y/o Conversión

TI,DM= Cuota de pérdidas parciales del i-ésimo grupo vehicular para la cobertura DM

T2,DM= Cuota de pérdidas totales del i-ésimo grupo vehicular para la cobertura DM

TI RT = Cuota de pérdidas parciales del i-ésimo grupo vehicular para la cobertura RT

T2,RT = Cuota de pérdidas totales del i-ésimo grupo vehicular para la cobertura RT

Para contratar esta cobertura el contratante deberá presentar factura o avaluó para establecer la suma asegurada de la adaptación y/o conversión correspondiente.

5.8. Coberturas adicionales por pérdide total

5.8.1 Selección y análisis de tablas estadisticas

SESA 1. DM y RT - Resumen de experiencia por deducibles

De esta tabla estadística utilizaremos los delos de riesgos expuestos y número de siniestros para calcular la frecuencia total de la cartera de las coberturas de Daflos materiales y Robo total, como sigue:

| | Riesgos Expuestos | | Frecuencia | |
|------------------|----------------------|---------|------------|--|
| Daños Materiales | 2,647,228 | 665,100 | 25.12% | |
| Robo Total | 2,868,578 | 26,302 | 0.92% | |

SESA 2. DM y RT - Siniestros por tipo de pérdida.

| | Pérdida Total | | Pér | tida Parcial | Total | |
|------------------|----------------------|----------------------------|----------------------|----------------------------|----------------------|----------------------------|
| | Número Siniestros | Monto Neto Sin. Pagados | Número Siniestros | Monto Neto Sin. Pagados | Número Sinisstros | Monto Neto Sin. Pagados |
| Daños Materiales | 21,210 | 1,267,134,089 | 369,261 | 2,273,131,174 | 390,47 1 | 3,540,265,263 |
| Robo Total | 10,031 | 903,106,222 | 4,711 | 126,471,320 | 14,742 | 1,029,577,542 |

- A peser de que el SESA 1 y SESA 2 corresponden al mismo año, podemos observar que el número de siniestros de DM y RT no son iguales. Esto se debe a que el SESA 1 expresa los siniestros ocurridos y el SESA 2 los siniestros pagados.
- La frecuencia del SESA 1 de DM y RT representa la frecuencia de la población y es una constante que también aplica a la muestra, es decir al SESA 2

Por lo anterior, utilizaremos la frecuencia para determinar el "número de riesgos expuestos" relacionados con el SESA 2 aplicando la fórmula (4.4.1.) del cálculo de la frecuencia:

| | Número de Siniestros | |
|---|-----------------------------|---|
| f | ······ | _ |
| | Número de Riesgos Expuestos | |

Despejando para número de riesgos expuestos obtenemos:

Número de Riesgos Expuestos =
$$\frac{\textit{Número de Siniestros}}{f}$$

Si traspolamos las frecuenciais por cobertura del SESA 1 al SESA 2, obtendremos el número de riesgos expuestos para el SESA 2.

| | Número | Pérdida Total | | Pén | Pérdida Parcial | | Total | |
|----|----------------------|----------------------|----------------------------|---------|----------------------------|----------------------|----------------------------|--------|
| | Riesgos Expuestos | Número Siniestros | Monto Neto Sin. Pagados | - | Monto Neto Sin. Pagados | Número Siniestros | Monto Neto Sin. Pagados | Frec. |
| DM | 1,554,151 | 21,210 | 1,267,134,089 | 369,261 | 2,273,131,174 | 390,471 | 3,540,265,263 | 25.12% |
| RT | 1,607,808 | 10,031 | 903,106,222 | 4,711 | 126,471,320 | 14,742 | 1,029,577,542 | 0.92% |

Con base en el número de riesgos expuestos obtenidos para el SESA 2, podemos calcular la frecuencia desglosada por tipo de pérdida como sigue:

| | Número | Pérdida | Total | Pérdida l | Parcial | Total | zd |
|----|----------------------|----------------------|-------|----------------------|---------|----------------------|--------|
| | Riesgos Expuestos | Número Siniestros | Frec. | Número Siniestros | Frec. | Número Sinissiros | Frec. |
| DM | 1,564,151 | 21,210 | 1.36% | 369,261 | 23.76% | 390,471 | 25.12% |
| RT | 1,607,808 | 10,031 | 0.62% | 4,711 | 0.29% | 14,742 | 0.92% |

- La información que utilizamos de esta tabla para el cálculo de las primas netas de riesgo de las coberturas por pérdida total son las frecuencias de 1.36% para DM y la frecuencia de 0.62% para RT.
- Observe que el número de siniestros N > N_T tal que Z = 1, por lo tambo las primas netas de riesgo que de aqui se deriven tendrán 100% de credibilidad.

5.8.2. Automóvil sustituto por pérdide total (ASPT)

5.8.2.1. Definición de la frecuencia y la severidad

Frecuencia:

Partiendo de la base que esta cobertura opera en caso de Pérdida Total causada por cualquiera de los riesgos de la cobertura de Daños materiales y Robo total, obtenemos conforme a (5.8.1.) que la frecuencia de pérdida total para DM es de 1.36% y para RT es de 0.62%.

Severidad:

Debido a que esta cobertura es nueva, no existe ninguna experiencia estadística reportada para calcular la severidad, sin embargo algunas de las compañías que ya están comercializando esta cobertura ofrecen lo siguiente:

Compañía A: 15 DSMGVDF x día y hasta un máximo de 15 días. Opera mediante indemnización Compañía B: 10 DSMGVDF x día y hasta un máximo de 27 días por renta de auto. Opera mediante reembolso

De acuerdo con la compañía A, en caso de ocumir un siniestro que afecte esta cobertura, el monto de siniestro a indemnizar será de aproximadamente \$10,125 (15 x \$45.0 x 15).

De acuerdo con la compañía B, en caso de ocurrir un siniestro que afecte esta cobertura, el monto de siniestro a indemnizar será de aproximadamente \$12,150 (10 x \$45.0 x 27).

La palabra aproximadamente surge a partir de que tanto compartia A como B ligan el monto de indemnización con la variable DSMGVDF la cual actualiza la suma asegurada en el tiempo buscando una suficiencia constante en la indemnización.

De acuerdo con (3.5.2.) en esta tesis se propone ofrecer una cobertura como la de la compañía B, por lo tanto la severidad a utilizar es de \$12,150 pesos mas un 3% de margen por la variable DSMGVDF en el futuro, es decir \$12,515 pesos.

5.8.2.2. Cálculo de la prima nata de riesgo (P)

Une vez obtenidos los anteriores indicadores debemos calcular la prima neta de riesgo conforme a lo explicado en (4.4.3.).

$$P = fxS$$

Obtenemos:

| | Frec. | Sev. | Prima Neta Riesgo |
|-------------------|-------|--------|----------------------|
| Darios Materiales | 1.36% | 12,515 | 171 |
| Robo Total | 0.62% | 12,515 | 78 |
| | | Total | 249 |

5.8.2.3. Cálculo de la prima de tarifa (PT)

Con base en (4.5.5.) la prima de tarifa para ASPT para todos y cada uno de los automóviles es la siguiente:

| | Prima Neta Riesgo | Prima de Tanifa |
|------------------|----------------------|--------------------|
| Duños Materiales | 171 | 253 |
| Robo Total | 78 | 116 |
| | 249 | 368 |

5.8.3. Eliminación de deducible por pérdida total (DDPT)

5.8.3.1. Definición de la frecuencia y la severidad

Frequencia:

Partiendo de la base que esta cobertura opera en caso de Pérdida Total causada por cualquiera de los riesgos de la cobertura de Daños materiales y Robo total, obtenemos conforme a (5.8.1.) que la frecuencia de pérdida total para DM es de 1.36% y para RT es de 0.62%.

Severidad:

Debido a que esta cobertura también es nueva, no existe ninguna experiencia estadística reportada para calcular la severidad, sin embargo podemos realizar una estimación utilizando la tabla desarrollada en (5.8.1.) de DM y RT – Por tipo de pérdida, de la cual se obtiene lo siguiente:

| | Número | Pérdida Total | | | |
|----|----------------------|----------------------|----------------------------|-------|--------|
| | Risagos Expuestos | Número Siniestros | Monto Neto Sin. Pagados | Frec. | Sev. |
| DM | 1,554,151 | 21,210 | 1,267,134,089 | 1.36% | 59,742 |
| RT | 1,607,808 | 10,031 | 903,106,222 | 0.62% | 90,032 |

- La severidad calculada corresponde al promedio de monto de siniestros de Pérdida total "después de aplicar el correspondiente Deducible". Es importante actarar que esta severidad no es la que estamos buscando, pero este dato se stifiza para el cálculo que se realiza posteriormente.
- Con base en el SESA 1. DM y RT Resumen de experiencia por deducible se calculó el deducible ponderado de DM y RT aplicando la siguiente fórmula:

Deducible ponderado = (Di x Número de riesgos expuestos) / Número de riesgos expuestos

Donde Di = Deducible del i-ésimo deducible

El resultado obtenido es de 4.6% para DM y de 8.6% para RT.

 La severidad que estamos buscando es el monto promedio de "Deducible" aplicado en caso de pérdida total por Daños Materiales y Robo Total, el cual se calcula como sigue:

Monto de deducible DM =
$$\frac{59,742}{(1-4.6\%)}$$
 - [59,742] = 2,881 \Rightarrow Severidad DM = 2,881 Monto de deducible RT = $\frac{90,032}{(1-8.6\%)}$ - [90,032] = 8,471 \Rightarrow Severidad RT = 8,471

5.8.3.2. Proyección de la severidad

Debido a que la severidad calculada corresponde al año 2003, es necesario aplicar el modelo de inflación, por lo que de acuerdo con (4.2.2.) para la severidad de DM se debe aplicar un factor de 6.2% y para la severidad de RT se debe aplicar un factor de 2.9%. Con esto habremos proyectado la severidad al futuro, que en esta tesis en lo particular es al 31 de diciembre de 2004.

5.8.3.3. Cálculo de la prima neta de riesgo (P)

Una vez obtenidos los anteriores indicadores debemos calcular la prima neta de riesgo conforme a lo explicado en (4.4.3.).

$$P = fxS$$

Obtenemos:

| | Frec. | Sev. | Sev. + lef. | Prima Neta Riesgo |
|-------------------|-------|--------------------|-------------|----------------------|
| Darios Materiales | 1.36% | 2, 88 1 | 3,059 | 42 |
| Robo Totali | 0.62% | 8,471 | 8,717 | 54 |
| | | [| Total | 96 |

5.8.3.4. Cálculo de la prima de tarita (PT)

Con base en (4.5.5.) la prima de tarifa para DDPT para todos y cada uno de los automóviles es la siguiente:

| | Prima Neta Prima de Rissigo Tanifa | |
|------------------|---------------------------------------|-----|
| Daños Materiales | 42 | 62 |
| Robo Total | 54 | 81 |
| | 96 | 142 |

5.8.4. Devolución de primas por pérdida total (DPPT)

5.8.4.1. Definición de la frecuencia y la severidad

Frecuencia:

Partiendo de la base que esta cobertura opera en caso de Pérdide Total causada por cualquiera de los riesgos de la cobertura de Daflos materiales y Robo total, obtenemos conforme a (5.8.1.) que la frecuencia de pérdida total para DM es de 1.36% y para RT es de 0.62%.

Severidad:

Debido a que esta cobertura también es nueva, no existe ninguna experiencia estadística reportada para calcular la severidad, sin embargo podemos realizar un estimación utilizando el SESA 1 y SESA 3 de los cuales se extrajeron los totales de los siguientes datos por cobertura:

| | Número Unidades | Prima Emilida | Prima Emilida Promedio |
|----|--------------------|------------------|---------------------------|
| DM | 2,980,315 | 7,228,245,449 | 2,425 |
| RT | 3,202,532 | 5,041,395,705 | 1,574 |
| RC | 3,369,559 | 2,566,052,969 | 762 |
| GM | 3,246,717 | 923,279,547 | 284 |
| | Г | Total | 5,045 |

La severidad que estamos buscando en este caso es igual a la prima emitida promedio (equivale a la prima de tarifa por unidad) misma que será devuelta en caso de Pérdida Total.

Por lo tanto la severidad en este caso es igual a \$5,045 pesos.

5.8.4.2. Proyección de la severidad

Debido a que la severidad calculada corresponde al año 2003, es necesario aplicar el modelo de Inflación, por lo que de acuerdo con (4.2.2.) para la severidad de DM se debe aplicar un factor de 6.2% y para la severidad de RT se debe aplicar un factor de 2.9%. Con esto habremos proyectado la severidad al futuro, que en esta tesis en lo particular es al 31 de Diciembre de 2004.

5.8.4.3. Cálculo de la prima neta de riesgo (P)

Una vez obtenidos los anteriores indicadores debemos calcular la prima neta de riesgo conforme a lo explicado en (4.4.3.).

$$P = fxS$$

Obtenemos:

| | Frec. | Sev. | Sev. + inf. | Prima Neta Riesgo |
|--------------------|-------|-------|---------------|----------------------|
| Darlios Materiales | 1.36% | 5,042 | 5,355 | 73 |
| Robo Total | 0.62% | 5,042 | 5,1 88 | 32 |
| | | | Total | 105 |

5.8.3.4. Cálculo de la prima de tarifa (PT)

Con base en (4.5.5.) la prima de tarifa para OPPT para todos y cada uno de los automóviles es la siguiente:

| | Pr ima Nota Pr Riesgo | |
|------------------|-------------------------------------|-----|
| Daños Materiales | 73 | 108 |
| Robo Total | 32 | 48 |
| | 105 | 156 |

Capítulo 6. Tarifa técnica del seguro de automóvites

El objetivo de tener una tarifa técnica es que cualquier persona pueda realizar de manera rápida y fácil (no automatizada) una cotización para cualquier automóvil que se desee.

La tarifa técnica es el resultado final del trabajo, en el que se resume de una manera sencilla las coberturas y primas de tarifa de cada una de las coberturas básicas, opcionales y adicionales del seguro de automóviles.

6.1. Coberturas básicas

6.1.1. Darlios materiales (DM) y/o Robo total (RT)

- a) Elija de la tabla de valores AMIS actual el automóvil a colizar y obtenga los valores V1 y V2........ Anexo 11

d) Aplique la fórmula para cada cobertura:

Darios materiales:

$$PT DM = (TI_iDM \times VI) + (T2_iDM \times V2)$$

Robo total:

$$PT RT = (TI_{R}T \times VI) + (T2_{R}T \times V2)$$

6.1.2. Responsabilidad civil como limite único y combinado (RC LUC)

a) Elegir de la siguiente tabla la suma asegurada que desea amparar (cifras en pesos):

| Surna | Primas de |
|-----------|-----------|
| Asegurada | Tarifa |
| 100,000 | 667 |
| 200,000 | 703 |
| 300,000 | 716 |
| 500,000 | 726 |
| 750,000 | 728 |

6.1.3. Gastos médicos (GM)

a) Elegir de la siguiente tabla la suma asegurada que deses amperar (citras en pesos):

| Suma | | |
|-----------|-----|--|
| Asegurada | | |
| 100,000 | 230 | |
| 150,000 | 238 | |
| 200,000 | 243 | |
| 300,000 | 252 | |

6.2. Coberturas opcionales

6.2.1. Responsabilidad civil catastrófica (RCC)

a) Elegir de la siguiente tabla la suma asegurada que opera en esceso de RC LUC (cifras en pesos):

| Suma Asegurada | Prima de Tarifs | |
|----------------|--------------------|--|
| Exceso | | |
| 250,000 | 15 | |
| 500,000 | 27 | |
| 750,000 | 37 | |
| 1,000,000 | 46 | |
| 1,250,000 | 53 | |

6.2.2. Extensión de responsabilidad civil (ERC)

Esta cobertura opera con una suma asegurada única de 500,000 pesos y una prima de tarifa de 71 pesos.

- 6.2.3. Equipo especial (EE)
- a) Obtenga el valor del equipo especial (S.A.) con base en la factura o avalúo correspondiente
- b) Aplique la siguiente fórmula: $PTEE = 2.83\% \times S.A.$
- 6.2.4. Adaptaciones y/o conversiones (AC)

a) Soficitar factura o avalúo para establecer surse asegurada

b) Identifique las cuotas T1 y T2 del grupo vehicular al que corresponda el automóvil a colizar

d) Aplique la formula para cada cobertura:

Derlos materiales:

 $PTDM=[(TI_1DM \times S.A.) + (T2_1DM \times S.A.)]$

Robo total:

 $PTRT = [(TI, RT \times SA) + (T2, RT \times SA)]$

6.3. Coberturas adicionales

a) Seleccione la(s) cobertura(s) y prima(s) de tarifa a amperar de la siguiente tabla (cifas en pasos):

| | ASPT | DDPT | DPPT |
|------------------|------|------|------|
| Danos materiales | 253 | 62 | 108 |
| Robo total | 116 | 81 | 48 |
| Total | 368 | 142 | 156 |

ASPT: Automóvii Sustituto por pérdida total (ASPT)

DDPT: Devolución de deducible por pérdida total (DDPT)

DPPT: Devolución de primas por pérdida total (DPPT)

Como política de suscripción de estas coberturas se puede definir las siguientes condiciones:

La contratación de las coberturas ASPT, DDPT y DPPT son por separado.

 Se puede contratar las coberturas ASPT, DDPT y DPPT solo pera DM o RT o cualquier combinación de astas.

6.4. Prime total

Una vez determinadas las primas de tarifa de cada una de las coberturas básicas, se pueden formar los paquetes de cobertura establecidos en (3.6.) mas la selección de las coberturas opcionales y adicionales elegidas.

A la suma de las primas de tarifa cotizadas es necesario agregar los siguientes conceptos para la comercialización final del seguro:

- Derecho de póliza \$200.....velor definido pera esta tesis.
- Tasa por pago fraccionado o financiamiento........valores definidos para esta tesis

Mensual 5%
Mensual 5%
Bimestrat 4%
Trimestral 3%
Servestral 2%
Contado 0%

IVA

15%

Al resultado se le conoce como "prima total" y se calcula aplicando la siguiente fórmula:

Prima total =
$$\left[\left(\sum PT\right)^{*}(1+i)\right] + DP$$
 x (1+IVA)

Donde:

 $\sum PT$ = surrentoria de las primas de tarifa de las coberturas seleccionadas

DP = Derecho de póliza

i = Tasa por pago fraccionado

IVA = impuesto al valor agregado

Conclusión

Parte I

El objetivo principal de este trabajo, como se mencionó en un inicio fue el de proporcionar una herramienta de referencia y guía para los Actuarios que desean, requieran o necesitan calcular primas natas de riesgo y primas de tarifa del seguro de automóviles y les ayude a elaborar una nota técnica, considerando el marco legal aplicable así como todos los factores estadísticos y económicos relativos a cada una de las coberturas de esta seguro.

Para lograr este objetivo, la tesis se desarrollo utilizando la experiencia estadistica del seguro de automóviles de todo el sector asegurador correspondiente al año 2003. La información estadistica contemplada cumple con los principios de conflabilidad, homogeneidad y suficiencia, aunque este último termino puede no ser cierto para algunos grupos vehiculares, se incorpora el modelo de credibilidad que ayuda a eliminar las posibles desviaciones que pudieran surgir en el desarrollo y proceso de cálculo de primas.

Se recomienda abundar en el tema de credibilidad, ya que este concepto y argumento es tema angular en la determinación de primas del seguro de automóviles y existen diversos modelos de aplicación que involucran a más variables estadísticas. Aunque también se menciono (sección 5.1.) que existen otras alternativas para lograr la suficiencia sin aplicar modelos de credibilidad, lo cuel se obliene agregando mas datos estadísticos o agrupando claves estadísticas, tal que n número de siniestros sea suficiente.

Asimiento se puede observar que durante todo el desarrollo de la tesis se proporciona una amplia explicación de cade una de las variables e indicadores estadísticos que se involucran en el cálculo de las primas netas de riesgo y primas de tarifa del seguro de automóviles, invitando a la reflexión y razonamiento de como se deben obtener dichas variables e indicadores, ya que su correcta interpretación y aplicación son fundamentales.

El modelo de inflación propuesto, destaca la importancia de no involucrar el INPC en el desarrollo de primas de tarifa, ya que existen los factores de inflación adecuados para lograr una correcta proyección.

La metodología mostrada para la obtención de primas netes de riesgo y primas de tarife son una excelente herramienta y alternativa para mantener un buen equilibrio entre los precios del seguro al consumidor y la obtención de la utilidad esperada en el negocio, sin embargo son susceptibles de mejora y no son los únicos métodos que pudieran existir.

Las primas netas de riesgo y primas de tarifa obtenidas en esta tesis son conocidas como "primas base", ya que también existen otras variables que al ser consideradas pueden incrementar o disminuir dichas primas, creendo así un esquema de descuentos y recargos en función de dichas variables. Las variables de las que estamos habiendo por lo menos son las siguientes:

- 1. Incremento o disminución de los deducibles básicos definidos, que son 5% para DM y 10% para RT
- 2. Uso del vehículo, es decir, si es de uso personal o comercial
- 3. Perfil del conductor del vehículo, es decir si es hombre o mujer, que edad tiene y que estado civil
- 4. Domicilio del vehículo asegurado, es decir la ubicación geográfica del riesgo
- 5. Si se cuenta con garaje en trabajo y casa
- 6. Si el vehículo cuenta con dispositivo anti-robo
- 7. Si es renovación o no, y si es renovación que año de renovación es y cuantos siniestros se han reportado

Estas variables influyen de manera importante en el riesgo y por lo tanto en le prima de tarifa que le corresponde y aunque no es el objetivo de este tesis flegar a este nivel de análisis, si es importante mencionar que el "actuario" que se dedique al desarrollo del seguro de automóvites sepa que los modelos de cálculo de primas netas de riesgo y primas de tarifa no termina aquil.

En la practica la aplicación correcta de la metodología de cálculo de primes de tarifa no es suficiente para garantizar la rentabilidad del negocio, esta debe ser acompañada de medidas y controles alternos que garanticen el ésito del modelo en general.

Las medidas y controles para garantizar el éxito de la metodología aquí expuesta son los siguientes:

- a) Análisis de indicadores económicos
 - Îndice nacional de precios al consumidor (IMPC).
 - Indice por actividad económica de automóviles, refacciones y accesorios para el automóvil y satud

- Tipos de cambio de la moneda peso contra dótar
- b) Monitoreo de las siguientes variables estadisticas e indicadores

Variables estadísticas

- Número de vehiculos
- Número de riesgos expuestos
- Número de siniestros
- Monto neto de siniestros
- Prima emitida
- Prima devengada

Indicadores

- % Siniestralidad
- Frecuencia
- Severidad
- Prime neta de riesgo
- Prima promedio

Niveles de reporte:

- Por cobertura
- Por región
- Por tipo riesgo (individual, flotilla y total)
- Por tipo de uso (personal y comercial)

Periodo de reporte:

- Mensual
- Acumulado
- Anualizado

c) Monitoreo de Estado de Resultados para el análisis de otros indicadores

| 1 Primas emilidas | 100.0 |
|-----------------------------------|-------|
| 2 Primas cedidas | 3.0 |
| 3 Primas retenidas | 97.0 |
| 4 Prima devengada | 90.0 |
| 5 Gtos. adquisición | 15.0 |
| 6 Siniestro incurrido | 8.08 |
| 7 Utilidad/Pérdida técnica | 14.3 |
| B incremento neto otras reservas | 0.0 |
| 9 UtilidadiPérdide breta | 14.3 |
| 10 Gastos de operación | 9.5 |
| 11 Utilidad/Pérdide de operación | 4.7 |
| 12 %Primas cedidas (2 / 1) | 3.0% |
| 13 %Glos. Adquisición (5 / 1) | 15.0% |
| 14 %Glos. Administración (10 / 1) | 9.5% |
| 15 %Siniestralidad (6 / 4) | 67.5% |
| 16 %Combinado (12+13+14+15) | 95.0% |
| 17 %Utilidad (9 / 1) | 4.7% |

Niveles de reporte:

- Por tipo riesgo (individual, flotilla y total):
- Por tipo de uso (personal y comercial)

Periodo de reporte:

- Mensual
- Acumulado
- Anualizado

El monitoreo constante y automatizado de las variables e indicadores nos permitirán identificar las tendencias para los distintos niveles de la operación y valorar la suficiencia de las primas de terifia calculadas, por lo que se podrán tomar acciones "correctivas y necesarias" para la obtención de buenos resultados.

No obstante lo anterior, es necesario establecer acciones "anticipadas y proactivas" para no permitir que sea la tendencia la que nos indique que hay un problema en la cartera, por esta razón se debe adicionalmente tomar las siguientes acciones:

- d) Mantener un equilibrio, congruencia y consistencia entre los aspectos técnicos actuariates y los criterios de suscripción (selección de riesgos) y tarificación.
- e) Supervisión del área de indemnizaciones que contemple como mínimo:
 - Porcentaje de recuperación de vehículos robados vs el mercado.
 - Monto de salvamentos y recuperaciones
 - Revisión mensual de antigüedad de las reservas de indemnización
 - Auditoria periódica y no anunciada de expedientes de siniestros. La finalidad es revisar que los procesos de indemnización y administración de los siniestros sean correctos.
- f) Monitoreo del pago de comisiones y supervisión absoluta sobre el pago de bonos e incentivos
- g) Establecer controles para la administración del gasto a través de centros de costo. Mantener una estralegia constante de mejora de procesos que ayuden a seguir creciendo la cartera manteniendo el gasto operacional.

Parte II

La historia nos demuestra la constante evolución del seguro de automóviles, desde el surgimiento en Inglaterra en donde se amparaba el riesgo de choque hasta nuestros dias, en que se amparan más de treinta y cinco riesgos, todos ellos clasificados y agrupados en coberturas y complementados con una serie de servicios que se operan como valores agregados al producto y sobre todo con una tarificación justa y acorde a cará tipo de riesgo. Por lo tanto, debemos destacar la constante transformación y adecuación de los cálculos actuariales del seguro de automóviles a las necesidades históricas, por lo que sin lugar a dudas el producto ha evolucionado tanto como la sociedad y su cultura.

Un ejemplo claro de nuestros tiempos es el lamentable fenómeno del terrorismo; en muchos países de Europa ya se consercializa este riesgo dentro del seguro de automóviles como una cobertura opcional y en países como Estados Unidos de Norteamérica opera como una exclusión. Con relación a México, las constantes pérdidas materiales provocadas por fenómenos neturales ha provocado que los seguros en general hayan adaptado sus contratos y en algunos casos la tarificación de los riesgos, por lo que se agruparon los riesgos de huracán, inundación, granizo, daños por lluvia y vientos tempestuosos entre otros, bejo el riesgo de fenómenos hidrometeorológicos, por lo que los contratos del seguro de automóviles de algunas compañías han sido ya modificados y adaptados a estos nuevos tiempos.

Por otra parte tenemos que el seguro de automóviles ayuda a las compañías de seguros a tener un importante flujo de efectivo con liberaciones de prima a corto plazo, permitiéndoles liquidez y solvencia al momento y que además, si es bien calculado el producto, les permite generar importantes utilidades, dividendos y un excelente producto financiero.

Estratégicamente, el seguro de automóviles también permite a las compañías establecer un punto de contacto con los clientes que contratan por primera vez un seguro, por lo que con base a esta experiencia comienzan a reconocer la importancia de los seguros como tal y despierta el interés de conocer otros productos de la compañía, tales como los seguros de vida, gastos médicos, accidentes personales, casa habitación, etc.

No obstante lo anterior, aun existe gente dentro del sector asegurador que considera que el seguro de automóvites es un producto que se vende solo; lo cierto es que detrás de los resultados hasta el día de hoy obtenidos, existe todo un esfuezzo técnico, operativo y de ventas realmente impresionante. La participación en primas del seguro de automóvites, aun sin ser este de carácter obligatorio, ocupa ya el segundo lugar en el país; el notable crecimiento observado durante los últimos 10 afíos y el potencial de mercado comentado en (1.4) nos indica una clara tendencia a que en un futuro próximo esta timea de negocios se convertirá en la más importante en cuanto al volumen de primas, razón por la cual es necesario tener "actuarios" cada vez mas preparados y capacitados en calcular las primas de tarifa, ya que este ramo puede generar importantes ganancias o también a su vez puede generar graves pérdidas económicas en caso de no aplicarse las técnicas y métodos de calculo apropiados e implementar los controles necesarios para el éxito del modelo.

Un ejemplo claro es que en el Estado de Resultados histórico de todo el periodo (1997 - 2003) la utilidad observada fue negativa; por el contrario, los años 2002 y 2003 muestran utilidades positivas (4.5.4.). Esto nos muestra claramente que no existe mucho margen para equivocarse y que la importancia de tener "actuarios"

cada vez mas preparados es de vital importancia para las compañías que operan este seguro y para el sector de seguros en general.

Por último, es palpable que los "actuarios" que se dediquen a este ramo deberán confrontar y atender los constantes cambios y demandas de la sociedad satisfaciendo las necesidades de cobertura que vayan surgiendo, pero sobre todo aplicando los princípios y procedimientos actuariates descritos en este documento.

Anexas

Anexo 1. Modelo de inflación

Anexo 2. % Pérdida total y % pérdida parcial para DM y RT

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Anexo 12. Table de Distribución Normal y Table t-student

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Glosario de términos

Accidente - Evento súbito e imprevisto en el que involuntariamente resulta daño para las personas o las cosas.

Actuaría - Puede considerarse como tal la rama del conocimiento científico que estudia los principios básicos y estructurales de la actividad aseguradora, tanto en su aspecto técnico como financiaro, matemático y estadistico, en orden a la obtención de un equilibrio de resultados. Se conoce con el nombre de "Actuario" a la persona con título académico, profesionalmente capacitada para solucionar las cuestiones de índole financiara, técnica, metemática y estadistica, relativas a las operaciones de seguros mediante la aplicación de la ciencia actuarial.

Agente o corredor - Persona física o moral dedicada a la intermediación de las pólizas de seguros entre las compañías de seguros (aseguradoras) y los clientes o contratantes, trabajo mediante el cual reciben una compensación económica denominada comisión.

Asegurado - Persona o beneficiario que esta protegido mediante un contrato de seguro emitido por una compañta aseguradora.

Base técnica - Recibe esta denominación a los cálculos actuariales que, para cada ramo o modalidad de seguro, dan origen a la determinación de les primas y recargos.

Cálculo - Conjunto de procedimientos matemáticos con el que se determinan los valores de los parámetros e indicadores financieros o de riesgo.

Cobertura - Protección que ampara a un riesgo o conjunto de riesgos a los que esta expuesta una cosa o persona

Deducible - Deducible es la cantidad económica que invariablemente queda a cargo del asegurado o beneficierio a consecuencia de las eventualidades previstas para cada cobertura

Estándares actuariales - Conjunto de reglas de carácter general establecidas para desarrollar y ejercer la practica actuarial para le determinación de primes de terifia y la constitución de reservas.

Indemnización - Pago de siniestro objeto de una cobertura de seguros

Modelo – Conjunto de procedimientos lógicos que buscan representar matemáticamente fenómenos reales observables y medibles con la finalidad de determinar y predecir su comportamiento futuro.

Nota técnica - Documento que describe la metodología aplicada para el cálculo de las primas de tarifa y la valuación de la reserva de riesgos en curso.

Pérdida - Carencia, privación de lo que se poseía. Daño o menoscabo que se recibe en algo. Cantidad o cosa perdida.

Período - Lanso de tiempo obieto de análisis expresado en días, semanas, meses o años

Póliza - Documento donde se pactan los derechos y obligaciones entre la compañía de seguros y sus confratantes.

Prima - Cantidad económica suficiente que deben pagar los contratantes de una póliza de seguros para la celebración del contrato.

Prioridad - Se da este nombre en el reaseguro de exceso de pérdida, al importe que en cada siniestro retiene por cuenta propia la entidad cedente (compañía de seguros).

Producción - Se refiere al monto total de las primas de tarifa emitidas o suscritas por una entidad aseguradora.

Resseguro - Se te conoce coloquialmente como el "seguro" del seguro. El reaseguro es un instrumento técnico del que se sirven las enfidades aseguradoras para conseguir una compensación estadistica que necesitan pera homogeneizar cuantitativamente los riesgos que componen su cartera de riesgos asegurados, mediante la cesión de una parte de tales riesgos o a otras entidades aseguradoras o reaseguradoras. Un contrato de reaseguro permite al asegurador cubrir sus perdidas excesivas del volumen o tamaño que tiene programado, por lo que se debe pagar una prima (prima cedida) el reasegurador.

Riesgo - Exposición a un evento súbito y fortuito que trae como consecuencias la pérdida económica de una persona, un grupo o sociedad.

Seguro - Contrato entre dos partes; el asegurado (persona física o moral) y una compañía aseguradora.

Siniestro - Realización del riesgo. Ocurrencia involuntaria de un evento súbito y fortuito.

Suma asegurada - Cantidad declarada en una póliza de seguro que establece el limite máximo a indemnizar por una compañía de seguros a un asegurado.

Suscripción - Selección de riesgo.

Suscrito - Riesgo asumido por una compañía de seguros por el cual cobro la prima correspondiente.

Tarifa - Procedimiento que consiste en determinar la prime que debe cobrarse a un determinado riesgo.

Vehículo - Medio que sirve para transportar persones o cosas de un lugar a otro.

| Ω | | Indices Me | neueles | |
|---------|--------|-------------|----------------|-------|
| | | | Referctiones y | |
| | INPC | Automóviles | Accesorios | Salud |
| Ene-03 | 0.40% | -0.19% | 0.54% | 0.75% |
| Feb-03 | 0.26% | 0.08% | 0.35% | 0.66% |
| Mar-03 | 0.63% | -0.16% | 0.70% | 0.50% |
| Abr-03 | 0.17% | -0.05% | 0.71% | 0.85% |
| Many-03 | -0.32% | -0.05% | 0.38% | 1.21% |
| Jun-03 | 0.08% | -0.15% | 0.13% | 0.83% |
| Jul-03 | 0.14% | -0.22% | 0.47% | 0.55% |
| Ago-03 | 0.30% | -0.29% | 0.50% | 0.35% |
| Sep-03 | 0.60% | -0.01% | 0.13% | 0.22% |
| Oct-03 | 0.37% | 0.42% | 0.92% | 0.12% |
| Nov-03 | 0.83% | 0.33% | -0.49% | 0.30% |
| Dio-03 | 0.43% | 0.19% | 0.40% | 0.12% |
| Ene-04 | 0.62% | -0.12% | 1.01% | 0.71% |
| Feb-04 | 0.60% | 0.26% | 0.97% | 0.61% |
| Mar-04 | 0.34% | 0.14% | 0.53% | 0.30% |
| Abr-04 | 0.16% | 0.22% | 0.22% | 0.21% |
| May-04 | -0.25% | -0.04% | 1.32% | 0.32% |
| Jun-04 | 0.16% | 0.42% | 0.80% | 0.18% |
| 345-04 | 0.26% | 0.29% | 0.45% | 0.23% |
| Ago-04 | 0.62% | 0.14% | 0.39% | 0.15% |
| Sep-04 | 0.83% | 0.10% | 0.60% | 0.24% |
| Oct-04 | 0.69% | 0.17% | 0.38% | 0.16% |
| Nov-04 | 0.85% | 0.08% | 0.98% | 0.31% |
| Dic-04 | 0.21% | 0.08% | 0.42% | 0.30% |

| | Indice Semestral y Acumulado | | | | | | | | | | | |
|----------------|------------------------------|-------------|-----------------------------|-------|--|--|--|--|--|--|--|--|
| | INPC | Automóviles | Refecciones y Accesorios | Salud | | | | | | | | |
| Jul - Dic 2003 | 2.70% | 0.42% | 0.09% | 1.77% | | | | | | | | |
| Ene - Jun 2004 | 1.63% | 0.88% | 5.04% | 2.30% | | | | | | | | |
| Jul - Dic 2004 | 3.51% | 0.76% | 3.21% | 1.40% | | | | | | | | |

| Acumulado | 8.03% | 2.07% | 8.51% | 5.63% |
|-----------|-------|-------|-------|-------|
| | | | | |

| | | | | | | <u> </u> | | |
|----|-------------------------------|-----------------------|----------------|----------------------|------------------|-----------------------------|-------------|---------------------------------|
| | lilonio Mato de Siniestros | Pérdidos Parciales | %PP (2)/(1) | Pérdicies Totales | %PT (4) / (1) | Refecciones y Accescrios | Automóvilos | Ponderada ((3)=(5)+((5)=(7)) |
| | (1) | (2) | (3) | (4) | (5) | (6) | (A) | (8) |
| DM | 3,540,285,283 | 2,273,131,174 | 64% | 1,267,134,089 | 38% | 8.51% | 2.07% | 6.2% |
| RT | 1,029,577,542 | 126,471,320 | 12% | 903,108,222 | 88% | 8.51% | 2.07% | 2.9% |
| | | | | | | | | |

Monto Neto de Siniestros (1)

RCB 946,084,658 RCP 454,650,236 GN 547,820,031 17,500,232 Œ

6.2% Inflación aplicable igual a ponderada de DNI
 5.9% Inflación aplicable de salud, gastos hospitalerios y medicamentos
 5.9% Inflación aplicable de salud, gastos hospitalerios y medicamentos
 8.9% Inflación aplicable de autopartes y accesorios

| $\overline{}$ | | Г | Pé | rdide Total | | | Pérd | ide Parciel | | | Total |
|---------------|---|------------|------------|-------------------------|--------------|-----------------------|------------|--------------------------------|------------|----------------|--------------------------|
| | | Número | | Monto Neto Sin. | | Número | | Monto Neto Sin. | | Número | Monto Neto Sin. |
| Clave | Descripción | Siminatore | %PT | Pagados | %PT | Sinjestros | %PP | Pagados | %PP | Siniestros | Pagedos |
| 1 | CHEVELLE, NOVA, CAPRICE | 10 | 8% | 327,290 | 29% | 118 | 92% | 814,989 | 71% | 126 | 1,142,259 |
| 2 | CHATION, CELEBRITY | 35 | 10% | 522,221 | 28% | 322 | 90% | 1,336,523 | 72% | 357 | 1,861,044 |
| 3 | DARTIK, VOLANE K | 40 | 7% | 432,276 | 20% | 534 | 93% | 1,736,601 | 80% | 574 | 2,168,877 |
| | CORDOBA, LE BARON Y K | 17 | 6% | 447,510 | 28% | 277 | 94% | 1,129,111 | 72% | 294 | 1,576,621 |
| | CHRYSLER COR, MACHUM K | 4 | 19% | 66,256 | 54% | 17 | 81% | 56,727 | 46% | 21 | 122,963 |
| | PHAROM | 19 | 12% | 469,397 | 38% | 135 | 86% | 768,082 | 62% | 154 | 1,237,489 |
| | DATSUN | 11 | 18% | 67,964 | 37% | 58 | 84% | 151,680 | 63% | 69 | 239,664 |
| 1 | TSURU | 1,575 | 4% | 52,839,306 | 27% | 35,684 | 95% | 144,302,151 | 73% | 37,259 | 197,141,457 |
| | FARMONT, TOPAZ | 219 | 6% | 3,646,835 | 21% | 3,367 2,392 | 94% | 13,721,128 | 79% 59% | 3,586 2,552 | 17,367,963 23,055,334 |
| | CRAND MARQUE, CROWN VIC. | 160 | 6% 6% | 9,408,985 1,350,545 | 41%; 34%; | 2,382 582 | 94% 92% | 13,646,368 2,633,863 | 56% | 2,352 | 3,984,438 |
| | COUGAR MUSTANG | 96 | 14% | 7,114,058 | 49% | 589 | 88% | 7,304,679 | 51% | 687 | 14,418,737 |
| l i | THUNDERSORD | 29 | 7% | 795,954 | 29% | 362 | 93% | 1,927,757 | 71% | 391 | 2,723,711 |
| | YAN | 2 | 2% | 214,471 | 28% | 92 | 98% | 543,802 | 72% | 94 | 758,073 |
| | REWALT | 3 | 6% | 49,493 | 26% | 50 | 94% | 141,410 | 74% | 53 | 190,903 |
| | W.W. SEDAM | 519 | 4% | 13,722,811 | 20% | 12.050 | 96% | 39,804,623 | 74% | 12,589 | 53,527,434 |
| | CARREE, BRASILIA, SAFARI | 19 | 9% | 183,297 | 25% | 199 | 91% | 555,247 | 75% | 218 | 738,544 |
| | COMBI | 13 | 2% | 490,511 | 15% | 630 | 98% | 2,179,775 | 85% | 643 | 3,270,286 |
| 19 | ATLANTIC | 21 | 10% | 214,662 | 27% | 183 | 90% | 579,620 | 73% | 204 | 794,482 |
| 20 | COREAR, WARLANT | 18 | 11% | 202,613 | 30% | 143 | 89% | 475,179 | 70% | 161 | 677,792 |
| 21 | VOLANE, BUPER DEE | 15 | 18% | 325,724 | 59% | 69 | 82% | 225,165 | 41% | 84 | 550,829 |
| 22 | CENTURY | - 66 | 8% | 1,649,178 | 30% | 805 | 92% | 3,801,888 | 70% | 871 | 5,451,048 |
| 23 | BUBURBAN, CARRY ALL | 101 | 4% | 10,354,896 | 44% | 2,758 | 96% | 13,231,631 | 56% | 2,859 | 23,586,497 |
| | DATBUM, SAMURAL, SAKURA | 4 | 9% | 20,309 | 19% | 42 | 91% | 87,778 | 81% | 46 | 108,087 |
| 25 | CHRYSLER, NEW YORKER | 29 | 11% | 669,829 | 38% | 233 | 89% | 1,109,582 | 62% | 262 | 1,779,331 |
| | DODGE RAM CHARGER | 49 | 5% | 1,735,406 | 31% | 965 | 95% | 3,867,142 | 89% | 1,014 | 5,602,548 |
| | COLF | 146 | 7% | 3,386,623 | 31% | 2,041 | 93% | 7,409,588 | 69% | 2,187 | 10,798,221 |
| | JETTA | 131 | 6% | 3,557,340 | 31% | 1,917 | 94% | 8,074,580 | 69% | 2,048 | 11,631,930 |
| 29 | CUTLAGG | 213 | 7% | 5,814,312 | 32% | 2,679 | 93% | 12,180,128 | 58% | 2,892 | 17,884,440 1,019,750 |
| | TALBUS | t2 | 6% | 221,596 | 22% | 163 | 94% | 798,154 | 78% 73% | 195 2,786 | 1,019,750 |
| | SHACOW SHACOW GTS | 183 | 7% 4% | 3,908,857 69,774 | 27% 16% | 2,605 90 | 93% | 10,356, 89 0 308,315 | 64% | 2,760 | 369,069 |
| | CH WALCARRY ALL | 13 | 5% | 409,345 | 33% | 239 | 95% | 842,343 | 67% | 252 | 1,251,688 |
| | HEADE | 9 | 9% | 188,488 | 32% | 23 0 95 | 91% | 406,166 | 88% | 104 | 594,654 |
| | FORD CARRY ALL | 1 | 2% | 53,062 | 17% | == 65 | 90% | 264,876 | 83% | 66 | 317,940 |
| | CAMPLER | 304 | 8% | 12,009,300 | 40% | 3,556 | 92% | 18,043,107 | 60% | 3,680 | 30,052,407 |
| | CAMLER ZN | 25 | 7% | 749,517 | 27% | 322 | 93% | 2,047,283 | 73% | 347 | 2,798,780 |
| | BLAZER | 127 | 6% | 13,516,198 | 50% | 1,849 | 94% | 13,741,726 | 50% | 1,976 | 27,257,924 |
| | CADILLAC | 28 | 7% | 2,947,940 | 40% | 342 | 93% | 4,439,627 | 60% | 368 | 7,387,567 |
| 40 | CONVETTE | 7 | 15% | 1,457,217 | 67% | 40 | 85% | 707,595 | 33% | 47 | 2,164,812 |
| 41 | SPECT | 168 | 8% | 5,064,804 | 34% | 2,305 | 92% | 9,961,958 | 66% | 2,493 | 15,026,762 |
| 42 | SPRET RAT | 13 | 3% | 403,994 | 20% | 399 | 97% | 1,596,699 | 80% | 412 | 2,000,693 |
| 43 | MPERM. | - | 0% | - | 0% | 1 | 100% | 5,940 | 100% | 1 | 5,940 |
| 44 | WOYAGER | 213 | 4% | 15,157,724 | 26% | 5,561 | 96% | 38,236,532 | 72% | 5,774 | 53,394,256 |
| 45 | | 75 | 8% | 5,119,612 | 42% | 874 | 92% | 7,143,859 | 58% | 949 | 12,263,471 |
| 46 | NISSAN 300 ZX | 2 | 7% | 181,580 | 48% | 26 | 93% | 198,073 | 52% | 30 | 379,653 |
| | FORD GHA | 94 | 7% | 2,384,464 | 31% | 1,166 | 93% | 5,278,037 | 89% | 1,262 | 7,862,501 |
| | LMCOUN | 39 | 6% | 4,013,461 | 39% | 462 | 92% | 6,360,346 | 61% | 501 239 | 10,373,807 |
| | AEROSTAR | 12 | 5% | 226,993 | 17% | 227 | 95% | 1,110,781 19.958.050 | 83% | 2,920 | 1,337,774 30,882,914 |
| | FORD EXPLORER (MPORT.) | 140 | 5% 5% | 10,903,864 5,697,705 | 35% 41% | 2,7 8 0 713 | 95% 92% | 8,226,113 | 50% | 2,820 779 | 13,925,818 |
| | PASSATY WARMIT CLOSHIDSILE SILHOLIETTE | 666 5 | 9% | 195,789 | 34% | 52 | 91% | 366,432 | 96% | 57 | 582,221 |
| _ | OLDSMOBILE SERVOLETTE. | 203 | 5% | 7,512,843 | 32% | 3.784 | 95% | 15,683,088 | 60% | 3,987 | 23,195,911 |
| | MLEVO JETTA | 334 | 5% | 14,692,102 | 34% | 5,940 | 95% | 27,818,061 | 66% | 6,274 | 41,910,163 |
| : | OLDSMOBLE BIGHTY BIGHT | , | 14% | 65,643 | 23% | 49 | 86% | 294,543 | 77% | 57 | 380,286 |
| | PONTIAC FORESTO TRANS AN | 7 | 8% | 562,892 | 40% | 85 | 92% | 859,368 | 60% | | 1,422,260 |
| | CHEVY | 2,037 | 4% | 86,784,406 | 29% | 46,587 | 96% | 219,403,252 | 71% | • | 308,167,658 |
| | CONCORDE | 21 | 7% | 1,254,112 | 35% | 263 | 93% | 2,340,129 | 65% | 1 | 3,594,241 |
| | JEEP WAYWELER | 42 | 12% | 1,275,981 | 43% | 296 | 80% | 1,691,966 | 57% | 336 | 2,967,967 |
| 60 | JEEP GRAND CHEROTEE | 120 | 5% | 11,260,531 | 40% | 2,113 | 95% | 18,625,674 | 60% | 2,233 | 27,686,205 |
| 61 | BUICK REEAL | 8 | 8% | 329,037 | 31% | 94 | 92% | 718,690 | 88% | 102 | 1,047,727 |
| 62 | PONTIAC BONNEVILLE | 19 | 11% | 1,176,561 | 51% | 180 | 80% | 1,152,662 | 49% | | 2,329,243 |
| 63 | SILVERADO | 39 | 4% | 2,248,194 | 29% | 933 | 96% | 5,417,833 | 71% | 972 | 7,866,027 |
| | CHIPLER (seem generation) | 202 | 7% | 10,411,773 | 35% | 2,619 | 93% | 19,057,378 | 65% | 2,621 | 29,468,151 |
| | MEW YORKER LIK | 4 | 5% | 156,366 | 21% | 62 | 95% | 589,208 | 79% | | 745,574 |
| | MTREPID | 54 | 8% | 2,656,583 | 36% | 615 | 92% | 4,683,372 | 64% | | 7,351,955 |
| | MECH | 832 | 8% | 38,684,501 | 33% | | 92% | 80,449,057 | 67% | | 119,333,558 |
| | MESAN 240 SX | 5 | 11% | 297,727 | 40% | | 89% | 307,986 | 51% | | 605,713 |
| 89 | RETAIN I | 22 | 7% | 2,520,319 | 45% | 289 | 93% | 3,113,651 | 55% | 311 | 5,633,970 |

| Description Service Morto Net Name | | | F | Pé | rdida Total | | г | Pérd | ide Parciel | | | Tatel |
|--|-------|---------------------|--------|------|-----------------|------|-------------|------|-------------|-----|-----------|-----------------|
| 70 SECRET MEMOR SECRET 229 7% 4,701 (80) 34% 3,807 39% 3,908 20% 3,907 3,907 30% 3,907 30% 3,907 30% 3,907 30% 3,907 3,907 30% 3,907 30% 3,907 30% 3,907 30% 3,907 3,907 30% 3,907 30% 3,907 30% 3,907 30% 3,907 3 | | | Número | | Monto Nelo Sin. | | Mismero | | | | Número | Monto Nato Sin. |
| To personary seams | | | | | | | Siniestros | %PP | Pagados | %PP | Simestros | Pagados |
| Topmentariax Topme | | | l | - | | | | | 16,992,784 | 66% | 3,415 | 25,731,980 |
| 72 memoritaria (100 2% 8,093,988 2% 4,000 99% 2020,200 29% 4,000 37 20% (100 100 100 100 100 100 100 100 100 10 | | | | | | | | | | | - | 12,134,207 |
| 74 DETERMINATION CERTIFICATION OF THE PROPERTY | | | | | | | | | | | | 12,597,301 |
| 75 Institute version: 76 Coccor workers: 77 Coccor workers: 78 Coccor workers: 78 Coccor workers: 79 Coccor workers: 70 Coccor | | | | | | | | | | | | 37,260,667 |
| 76 DODOCCOM MACROS 177 4% 1,889,000 20% 179 189 69% 4,784,835 72% 538 6,664.77 177 TRAINMENT 55 69% 2,163,141 39% 506 69% 4,784,835 72% 538 6,664.77 177 TRAINMENT 50 69% 1,733 507 69% 50,784 51,778 52,153,253 59% 50,784 51,778 | | | | | | | | | | | | 46,657,995 |
| 77 Telement 58 9% 2, 153, 141 395 688 94% 4,003,332 696 596 630 63 | 1 | | | | | | | | | | - | |
| Терните 228 124 37,000,077 576 5,002 6974 15,859,410 437 17,750 25,000,077 27,153,253 376 35,243 6974 46,823,416 6375 6376 6 | | | | | | | | | | | | |
| Topieses | 78 | MERCEDES BESQ. | 134 | | | | | | | | - | |
| 50 STATION ACCORD 385 7% 27,153,253 37% 5,243 50% 45,223,416 57% 5,222 73,444,625 52,247,416 5 | 79 | | 226 | 12% | | | | | | | | |
| 5 SPARIENE 107 7% 62.20,783 35% 1.1415 50% 11.744,087 67% 13.22 17.944,08 58 28 28 28 28 28 28 2 | 80 | HONDA ACCORD | 385 | 7% | 27,153,253 | | | | | | | 72,776,669 |
| SS DUCISION AL PRIMARY AL PR | 61 | CFRUS | 107 | 7% | 6,230,783 | 35% | 1,415 | 93% | | 85% | | 17,944,850 |
| ## A T N | | | 685 | 5% | 33,586,470 | 33% | 12,577 | 95% | 69,055,158 | 67% | 13,262 | 102,641,626 |
| Seconsword Sec | - | | 23 | | 782,873 | 28% | 363 | 94% | 2,054,562 | 72% | 386 | 2,837,435 |
| 50 THACKER 00 TW 6,1407,241 405 1,223 929 8,502,046 518 1,313 1,006,02 74 74 74 74 74 74 74 7 | | | | - | | | | | 426,331 | 88% | 54 | 482,003 |
| 67 AT THE ACT OF M. 15,730,300 APM 2, 2,246 SEC, 18,011,265 SER, 2,465 SEC, 2017 CER, 2,465 S | | | | | | | 187 | | 1,513,857 | 36% | 216 | 4,000,903 |
| SECONTIQUE 125 7% 4.440,959 30% 1,673 30% 10,223,762 77% 1,786 44,673,75 50% 1,786 4,777 1,786 60% 1,786 77% 1,786 60% 1,786 77% 1,786 60% 3,765 1,786 1 | | · | | | | | | | | | - | 16,696,256 |
| Separation 159 5% 12,800,774 395 2,864 895 24,917,368 695 3,022 37,856,16 Separation 159 5% 12,800,774 395 2,864 895 24,917,368 695 3,022 37,856,16 Separation 159 5% 17,800,774 395 3,003 396 | | | | | | | | | | | | 33,742,867 |
| 80 Sement For | | | | | | | | | | | - | 14,673,740 |
| 81 SCHRILLO SIAM PREX | | | 159 | | 12,640,774 | | - | | | | | 37,558,162 |
| SC COMMUNICATION OF THE STATE O | | | 40 | | 2 255 AF | | | | | | | 50,377 |
| SO PLEBO MALIEU 388 90% 20,257,913 49% 3,367 90% 26,376,294 57% 3,763 40,547,295 90,985 90,987,990,987 97,986,208 97% 419,011 27% 1444 99% 1,113,965 77% 151 13,522,519 90,985 90,987,990,293 97% 1,525,525 98% 1,986,208 97% 7,592,525 59% 1,986,208 97% 7,592,525 59% 1,986,208 97% 7,592,525 59% 1,986,208 97% 1,9 | | | | | | | | | | | | |
| Section Sect | | | | | | | | | | | | |
| SS ALDERIORS 79 84 8,844,291 275 885 825 825 8,124,778 415 942 14,773.0 85 64,625 975 975 80,62,602 44% 966 95% 7,352,552 98% 13,196,43 | | | | | | 1 | - | | | | | |
| SECULIET 7 5% 419,011 27% 144 95% 1,113,660 73% 131 1,532,55 97 57 57 57 57 58 58 58 58 58 58 58 58 58 58 58 58 58 | | 1 | | | | | | | | | - | |
| ## STATE | | | | | | | | | | | | |
| SE SEROCHT 222 | 97 | EPROTON | | | - | | | | | | | |
| Seminancianic 470 7% 22,530,506 39% 6,037 93% 51,263,003 61% 6,597 83,794,11 100 | 98 | EBCORT 212 | | | | | | | | | | |
| 100 | 99 | HONDA CIMIC | 470 | 7% | 32,530,506 | | | | | | | 83,794,109 |
| Formation Fig. Formation Fig. Formation Fo | 100 | MD M | 57 | 10% | 7,199,386 | 46% | 536 | 90% | | | | 14,570,827 |
| NOS-PROMICHE 8 17% 1,888,225 80% 30 83% 482,088 20% 36 2,370,46 1964-JAND RUMPER 20 9% 3,702,438 55% 207 91% 3,080,565 45% 227 6,788,07 1965-GERSHAN MOTORS EXPRESS VAM 20 9% 2,525,006 37% 722 97% 4,282,731 65% 45% 207 1975-SIRIS 1 14 15% 995,206 54% 94 67% 537,462 46% 100 1975-SIRIS 1 14 15% 995,206 54% 94 67% 537,462 46% 100 1905-SIRIS 1 14 15% 995,206 54% 94 67% 537,462 46% 100 1905-SIRIS 1 14 15% 995,206 54% 94 67% 537,462 46% 100 1905-SIRIS 1 14 15% 995,206 54% 94 67% 537,462 46% 100 1905-SIRIS 1 14 15% 995,206 54% 94 67% 537,462 46% 100 1905-SIRIS 1 15 15 15 15 15 15 15 15 15 15 15 15 1 | | | 62 | 11% | 6,201,148 | 45% | 674 | 80% | | | | 13,733,616 |
| 100 PERSON NAMED ROVERS DAYS NAMED ROVERS NAMED ROVERS NAMED ROVERS NAMED ROVERS NAMED ROVERS DAYS NAMED ROVERS NAMED ROVE | 102 | NOUM | 34 | 13% | 5,295,204 | 51% | 223 | 87% | 5,037,500 | 49% | 257 | 10,332,704 |
| 105 107 108 107 108 107 108 107 108 107 108 | | | 6 | 17% | 1,868,325 | 80% | 30 | 83% | 482,098 | 20% | 36 | 2,370,423 |
| 100 | | LAND ROYER | | | 3,702,438 | 55% | 207 | 91% | 3,006,565 | 45% | 227 | 6,789,003 |
| 907 See 12 | | | | | 2,525,006 | 37% | 722 | 97% | 4,262,731 | 63% | 742 | 6,787,737 |
| 108 MEDININT 14 13% 965,206 54% 94 67% 837,462 46% 108 1,832,671 (109 MERITA 289 5% 14,467,072 28%, 5558 86% 36,860,074 72% 5,847 51,177,06 100 MEDICULE WINDOWN 17 3% 1,415,214 35% 172 88% 1,720,612 52% 179 3,327,75 111 FORD CLUB WINDOWN 17 3% 1,415,214 35% 503 97% 2,587,527 65% 520 4,002,77 172 POWNER 1,034 69% 46,323,297 30% 17,084 94% 108,539,791 70% 18,118 154,883,06 113 years weether 67 69% 4,537,544 37% 796 82% 7,694,657 83% 833 12,202,201 114 PRIMEDED ASS 13 12% 2,152,199 68% 94% 10,131,639 34% 107 3,283,83 115 GRANIAM 72 69% 7,364,945 44% 1,036 94% 94,478,075 599% 110 16,843,07 116 AUGU AS 1 1 69% 46,230 12% 15 94% 336,540 88% 16 332,77 177 177 AUGU AN CARRIOLET - 0% 40,230 12% 15 94% 336,540 88% 16 332,77 177 177 AUGU AN CARRIOLET - 0% 40,230 12% 15 94% 336,540 88% 16 332,77 117 AUGU AN CARRIOLET - 0% 40,230 12% 15 94% 336,540 88% 16 332,77 117 AUGU AN CARRIOLET - 0% 40,230 12% 15 94% 336,540 88% 16 332,77 117 AUGU AN CARRIOLET - 0% 40,230 12% 15 94% 336,940 88% 16 332,77 117 AUGU AN CARRIOLET - 0% 13 100% 28,912 100% 3 28,911 110 AUGU AS 115 177% 1,501,793 54%, 73 839% 1,273,018 46% 83 2,774,611 120 AUGU AS 13 69% 2,212,891 39% 544 94% 4,018,120 64% 577 6,228,811 120 AUGU AS 13 69% 1,142,257 38% 211 94% 1,900,525 62% 224 3,042,78 122 AUGU AS 130 67% 2,212,891 39% 544 94% 4,018,120 64% 577 6,228,811 121 AUGU AS 130 67% 2,212,891 39% 544 94% 4,018,120 64% 577 6,228,811 121 AUGU AS 130 67% 2,212,891 39% 544 94% 4,018,120 64% 577 6,228,811 121 AUGU AS 130 67% 2,212,891 39% 544 94% 4,018,120 64% 577 6,228,811 121 AUGU AS 130 67% 2,212,891 39% 544 94% 4,018,120 64% 577 6,228,811 121 AUGU AS 130 67% 2,228,813 30 67% 2,212,891 39% 544 94% 4,018,120 64% 577 6,228,811 121 AUGU AS 130 67% 1,422,879 39% 544 94% 4,018,120 64% 577 6,228,811 121 AUGU AS 130 67% 1,422,879 39% 7,994 94% 3,478,934 61% 555 6,860,42 30 60% 577 6,228,811 121 AUGU AS 130 67% 1,520,479 100% 10,432,80 94% 4,018,80 65% 5,231 62,310,780 127 FERRIOLE 130 67% 10,438,000 57% 10,438,000 57% 10,438,000 57% 10,438,000 57% 10,438,000 57% 10,438,000 5 | | | | | | | | | 5,303,734 | | | 7,386,939 |
| 100 PERSTA 289 5% 14,487,012 28% 5,568 85% 38,880,074 72% 5,847 51,177,0110 100 | | | | | | | | | | | | 5,484,673 |
| 110 JINCOLIN MANAGATOR 7 4% 1,607,145 46% 172 98% 1,720,612 52% 179 3,327,72 111 FORD CLIB MARGON 17 3% 1,415,214 35% 503 97% 2,587,527 85% 520 4,002,74 172 POWITER 1,034 6% 46,323,297 30% 17,084 94% 108,539,781 70% 18,118 154,863,02 113 piezw meetle 67 6% 4,537,544 37% 78 82% 7,684,657 83% 863 12,202,21 114 piezwesch dos 13 12% 2,152,199 86% 94 88% 1,131,639 34% 107 3,283,83 115 ORAM AM 72 6% 7,364,965 44% 1,036 94% 9,478,075 59% 1,110 18,843,02 116 piezwesch dos 1 1 6% 46,230 12% 15 94% 336,540 86% 16 382,77 117 AMDI AM CARROLET - 0% - 0% 3 100% 28,912 100% 3 20,91 118 piezwesch dos 15 17% 1,501,793 54% 73 83% 1,273,018 46% 88 2,774,81 120 marks 3 8% 2,212,891 39% 544 94% 4,016,120 64% 577 6,228,61 121 Juneum 13 6% 1,142,257 39% 541 94% 1,990,525 62% 224 3,042,75 122 x TERRA 29 6% 27,185,983 29% 7,994 85% 68,331,881 71% 8,376 95,217,87 124 Jetta ABI 4 600 6% 45,445,770 42% 9,088 94% 62,337,710 56% 98.00 107,783,46 125 boolur gets 4 137 6% 8,986,104 36% 2,261 94% 14,407,630 62% 2,396 23,455,93 127 premium 2 100% 130 15% 18,460,302 57% 731 85% 13,931,896 43% 861 32,412,19 127 premium 2 1 100% 1,570,479 100% - 0% - 0% - 0% 2 1,570,47 131 ARTHER 219 4% 21,890,955 35% 540 40,419,006 65% 5,231 62,910,78 132 ARTHER 30 7% 2,862,375 40% 408 93% 4,016,022 46% 436 9,471,19 132 ARTHER 30 7% 2,862,375 40% 408 93% 4,016,022 65% 28 629,01 127 premium 2 1 100% 1,570,479 100% - 0% - 0% - 0% - 0% 2 1,570,479 100% 127 premium 2 1 100% 1,570,479 100% - 0% - 0% - 0% - 0% 2 1,570,479 100% 127 premium 2 1 100% 1,570,479 100% - 0% - 0% - 0% 2 1,570,47 134 premium 2 1 100% 1,570,479 100% - 0% - 0% - 0% 2 1,570,47 134 premium 2 1 100% 1,570,479 100% - 0% - 0% - 0% 2 1,570,47 134 premium 2 1 100% 1,570,479 100% - 0% - 0% - 0% 2 1,570,47 134 premium 2 1 100% 1,570,479 100% - 0% - 0% - 0% - 0% 2 1,570,47 134 premium 2 1 100% 1,570,479 100% - 0% - 0% - 0% - 0% - 0% 1,570,47 100% 1,570,47 100% 1,570,47 100% 1,570,47 100% 1,570,47 100% 1,570,47 100% 1,570,47 100% 1,570,47 100% 1,570,47 100% 1,570,47 100% 1,570,47 100% 1,570,47 100% 1,570,47 | | | | | • | | | | - | | | 1,832,670 |
| 111 FORD CLUB WINDOW | | · · · · | | | | - 1 | | | | | | |
| 112 POWITER 1,034 8% 46,323,297 30% 17,084 84% 108,539,781 70% 18,188 154,863,081 113 pervisetile 67 6% 4,537,544 37% 796 82% 7,684,657 63% 863 12,202,20 114 PRAMEEY 405 13 12% 2,152,199 80% 14,036 84% 9,478,075 56% 1,110 3,283,83 115 000 116 000 | | | | | | | | | | | | |
| 113 MEN RETLE 67 8% 4,537,544 37% 786 82% 7,684,657 83% 863 12,202,201 114 PEMBERT 405 13 12% 2,152,199 68% 94 89% 1,131,639 34% 107 3,283,83 115 GRAHIAM 72 6% 7,364,946 44% 1,036 94% 9,478,075 95% 1,110 18,843,02 116 AND AS 1 6% 46,230 12% 15 94% 336,540 68% 16 336,77 117 AND AI CARRIOLET - 0% - 0% 3 100% 28,912 100% 3 28,91 118 AND AS 48 11% 4,331,557 47% 400 88% 4,825,554 53% 448 9,157,11 119 AND AS 15 77% 1,501,783 54% 73 83% 1,273,018 49% 88 2,774,81 120 AND AI 33 6% 2,212,801 36% 544 94% 4,016,100 64% 577 6,228,61 121 UNINH 13 6% 1,142,267 36% 497 94% 1,980,525 62% 224 3,042,78 122 FERRA 29 6% 2,182,259 36% 497 94% 3,476,184 61% 528 5,860,42 123 FOOLIS 384 5% 27,185,963 28% 7,984 86% 68,031,881 71% 8,376 95,217,87 124 JETTA 681 4 137 6% 6,968,104 36% 82,337,710 56% 9,868 107,763,486 125 FOOLIS 130 15% 18,480,302 57% 731 85% 13,931,886 43% 881 32,412,19 126 MARIAN 1 130 15% 18,480,302 57% 731 85% 13,931,886 43% 881 32,412,19 127 FERRA 2 100% 1,570,479 100% - 0% - 0% 2 1,570,47 129 TRICK 3 4 14% 222,808 35% 24 86% 406,202 65% 28 629,01 130 PT CREARER 3 57% 2,682,375 40% 456 39% 3,625,473 80% 404 6,567,84 131 ANTWA 219 4% 21,890,956 35% 501 98% 408,002 44% 436 9,471,48,07 134 BENAME 219 4% 21,890,956 35% 501 98% 408,002 44% 436 9,471,48,07 135 BENAME 219 4% 21,890,956 35% 501 98% 408,002 44% 436 9,471,48,07 136 BENAME 21 55% 4,080,553 57% 301 95% 3,085,521 43% 412 7,146,07 137 BENAME 21 55% 4,080,553 57% 301 95% 3,085,521 43% 412 7,146,07 138 BENAME 21 55% 4,080,553 57% 301 95% 3,085,521 43% 412 7,146,07 138 BENAME 21 55% 4,080,553 57% 301 95% 10,943,289 59% 1,540 16,656,37 136 BENAME 21 55% 4% 3,312,148 25% 50% 7,123,916 69% 69% 10,943,289 59% 1,540 16,656,37 136 BENAME 21 55% 45% 3,312,148 25% 50% 7,123,916 69% 68% 68% 7,123,916 69% 68% 95% 10,943,290 59% 10,943,290 59% 10,943,290 59% 10,943,290 59% 10,943,290 59% 10,943,290 59% 10,943,290 59% 10,943,290 59% 10,943,290 59% 10,943,200 59% 10,943,290 59% 10,943,200 59% 10,943,200 59% 10,943,290 59% 10,943,200 59% 10,943,200 59% 10,943,200 59% 10,943,200 59% | | | | | | | | | | | | |
| 114 PENGEOT 405 13 12% 2,152,159 69% 94 89% 1,131,639 34% 107 3,263,62 115 ORANI AND 72 6% 7,364,946 44% 1,036 94% 9,478,075 95% 1,110 16,843,02 116 AUDI AG 1 6% 48,230 12% 15 94% 336,540 86% 16 362,77 117 AUDI AM CAMBROLET - 0% - 0% 3 100% 28,912 100% 3 26,91 118 AUDI AG 348 11% 4,331,557 47% 400 89% 4,825,554 53% 448 9,157,11 119 AUDI AG 35 15 77% 1,501,793 54% 73 83% 1,273,018 46% 88 2,774,61 120 AUDI AG 36 15 77% 1,501,793 54% 73 83% 1,273,018 46% 88 2,774,61 120 AUDI AG 4 15 77% 1,501,793 54% 73 83% 1,273,018 46% 88 2,774,61 120 AUDI AG 4 15 77% 1,501,793 54% 73 83% 1,273,018 46% 577 6,228,61 121 UNIVERS 13 69% 2,182,259 39% 497 94% 3,476,184 61% 528 5,860,42 122 X TERRA 29 6% 2,182,259 39% 497 94% 3,476,184 61% 528 5,860,42 123 FOOLIS 334 5% 27,185,993 29% 7,994 95% 88,031,861 71% 6,376 95,217,87 124 ETITA GER 4 600 6% 45,445,770 42% 9,088 94% 62,337,710 56% 9,886 107,783,46 125 FOOLIS 310 15% 18,480,302 57% 731 85% 13,931,896 43% 861 32,412,19 127 FERRAN 4 14% 222,808 35% 2,481,861 55% 28 629,01 130 FT CRIBBER 36 7% 2,185,953 55% 5012 99% 40,419,806 65% 5,231 62,310,783 131 ASTINA 219 4% 21,890,955 35% 5012 99% 40,419,806 65% 5,231 62,310,71 134 ESCAPE 56 4% 7,713,067 41% 1,482 99% 10,943,269 59% 1,560 18,656,37 135 EURONNI 2 1 10% 1,570,479 100% 14 1,482 99% 10,943,269 59% 1,560 18,656,37 136 ASTINA 219 4% 21,890,955 57% 301 95% 3,065,521 43% 412 7,146,07 139 ESCAPE 56 4% 7,713,067 41% 1,482 99% 10,943,269 59% 1,560 18,656,37 137 ASTINA 219 5% 4,080,553 57% 301 95% 3,065,521 43% 412 7,146,07 139 ESCAPE 56 4% 7,713,067 41% 1,482 99% 10,943,269 59% 1,560 18,656,37 137 ASM 6UND CAS - 0% 7,123,916 68% 69% 577 10,436,101 137 ASM 6UND CAS - 0% 7,123,916 68% 69% 507 10,436,101 137 ASM 6UND CAS - 0% 7,123,916 68% 69% 507 10,436,101 138 ASM 6UND CAS - 0% 7,123,916 68% 69% 507 10,436,101 139 ASM 6UND CAS - 0% 7,123,916 68% 69% 507 10,436,101 137 ASM 6UND CAS - 0% 7,123,916 68% 69% 507 10,436,101 137 ASM 6UND CAS - 0% 7,123,916 68% 69% 507 10,436,101 | | J | | | | | - | | | | | |
| 115 GRAMAM 72 6% 7,384,945 44% 1,038 94% 9,478,075 95% 1,110 16,843,02 116 AUDI AS 1 6% 46,230 12% 15 94% 338,540 88% 16 382,77 117 AUDI AN CARROLET - 0% - 0% 3 100% 28,912 100% 3 28,91 118 AUDI AS | 114 | PENGEOT 405 | | | | | | | | | | |
| 116 AUDI AS 1 6% 48,230 12% 15 94% 338,540 88% 16 382,77 117 AUDI ACASSICULET - 0% - 0% 3 100% 28,912 100% 3 28,911 118 AUDI AS 48 111% 4,331,557 47% 400 88% 4,826,554 53% 448 9,157,111 120 BEFFA 15 17% 1,501,783 54% 73 83% 1,273,018 46% 88 2,774,61 120 BEFFA 13 6% 2,212,891 36% 544 94% 4,010,120 64% 577 6,228,61 121 URRINN 13 6% 1,142,287 39% 211 94% 1,990,525 62% 224 3,042,78 122 X TERRA 29 6% 2,482,259 39% 467 94% 3,478,164 61% 525 5,660,42 123 FOOUB 384 5% 27,185,983 29% 7,994 95% 68,031,881 71% 63,78 95,217,87 124 JETTA GERL 4 600 6% 45,445,770 42% 9,668 94% 62,337,710 56% 9,668 107,783,46 125 GOLF GERL 4 137 6% 8,698,104 36% 2,261 94% 14,487,830 62% 2,396 23,455,93 126 VOLVO 130 15% 18,460,302 57% 731 85% 13,931,886 43% 881 32,412,19 127 FERRAN 4 14% 222,808 35% 24 86% 406,202 65% 28 629,01 130 67 CRURGER 36 7% 2,662,375 40% 456 93% 3,825,473 80% 494 8,567,84 131 ARTINA 219 47% 21,690,958 35% 5,012 99% 40,419,806 65% 5,231 62,310,78 132 ARTINA 219 47% 21,690,958 35% 5,012 99% 40,419,806 65% 5,231 62,910,78 133 EXINDIAN 219 47% 21,690,958 35% 5,012 99% 40,419,806 65% 5,231 62,910,78 134 ARTINA 219 47% 21,690,958 35% 5,012 99% 40,419,806 65% 5,231 62,910,78 135 EUROWH 2 1 17 17,13,067 41% 1,462 96% 10,943,289 59% 1,540 18,665,37 135 EUROWH 2 1 17 12,156 10% 147 99% 1,080,856 99% 149 1,080,856 99% 1,540 18,665,37 136 MINING 2 1 10% 1,570,479 10% 147 99% 1,080,856 99% 1,540 18,665,37 135 EUROWH 2 1 17 17,13,067 41% 1,462 96% 10,943,289 59% 1,540 18,665,37 136 MINING 2 1 10% 1,570,479 10% 147 99% 1,080,856 99% 149 1,080,856 99% 1,540 18,665,37 136 MINING 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 115 | ORAN AM | | | | | | | | | | |
| 117 AUDI AN CABROLET 118 AUDI AS 118 AUDI AS 148 1114 4,331,557 47% 400 89% 4,825,554 53% 448 9,157,11 119 AUDI AB 115 177% 1,501,793 54% 73 83% 1,273,018 46% 88 2,774,81 120 BEPRIA 133 6% 2,212,691 36% 544 94% 4,016,120 64% 577 6,228,61 121 URBIN 13 6% 1,142,287 36% 211 94% 1,980,525 62% 224 3,042,75 122 X TERRA 29 6% 2,482,259 36% 487 94% 3,476,184 61% 526 5,680,42 123 FOCUB 138 384 5% 27,185,993 26% 7,694 95% 68,031,861 71% 6,376 95,216,24 124 JETTA GEL 4 600 6% 45,445,770 42% 8,068 94% 62,337,710 56% 9,686 107,763,46 125 GOLF GEL 4 137 6% 8,968,104 36% 2,261 94% 14,487,830 62% 2,398 22,455,93 126 YOLVO 130 15% 18,480,302 57% 731 85% 13,031,866 43% 861 32,412,19 128 MARIEMANI 2 100% 1,570,479 100% - 0% - 0% - 0% 2 1,570,47 129 TIGRA 4 14% 222,808 35% 24 86% 406,202 65% 28 629,01 130 PT CRIMER 36 7% 2,862,375 40% 456 93% 3,825,473 60% 494 6,567,34 131 ASTINA 219 47% 21,899,958 35% 5,012 99% 40,419,806 65% 5,231 62,310,76 133 BONDERA 21 5% 4,080,553 57% 301 95% 3,065,521 43% 412 7,146,07 134 BEDARE 56 4% 7,713,067 41% 1,462 96% 10,943,289 59% 1,540 18,666,37 135 EURONNI 2 11% 122,156 10% 14% 1,462 96% 10,943,289 59% 1,540 18,666,37 136 MARIEMANI 2 11% 122,156 10% 14,47 99% 1,080,856 90% 10,943,610 137 BANK 2 11% 122,156 10% 14% 1,462 96% 10,943,289 59% 1,540 18,666,37 135 EURONNI 2 11% 122,156 10% 14% 1,462 96% 10,943,289 59% 11,540 18,666,37 136 MARIEMANI 2 11% 122,156 10% 14% 1,462 96% 10,943,289 59% 11,540 18,666,37 137 BANK 2 11% 122,156 10% 14% 1,462 96% 10,943,289 59% 11,540 18,666,37 138 MARIEMANI 2 11% 122,156 10% 14% 1,462 96% 10,943,289 59% 11,540 18,666,37 139 MARIEMANI 2 11% 122,156 10% 14% 1,462 96% 10,943,289 59% 15,601 18,666,37 139 MARIEMANI 2 11% 122,156 10% 14% 14% 100% 5,930 100% 11 5,930 | | | | | | | | | | | - | 362,770 |
| ## AUDIA3 | 117 | ALDI AI CABROLET | - | | • | | - | | | | | 26,912 |
| 120 mmAA 33 6% 2,212,891 36% 544 94% 4,010,120 64% 577 6,228,61 121 uman 13 6% 1,442,267 36% 211 94% 1,990,525 62% 224 3,042,75 122 x terma 29 6% 2,482,259 36% 497 94% 3,470,164 61% 525 5,660,42 123 ycous 384 5% 27,185,983 29% 7,964 95% 68,031,881 71% 63,76 95,217,87 124 letta del 4 600 6% 45,445,770 42% 9,668 94% 62,337,710 56% 9,668 107,763,46 125 col. f gel 4 137 6% 8,668,104 36% 2,261 94% 14,487,830 62% 2,396 23,455,93 126 youvo 130 15% 18,460,302 57% 731 85% 13,931,886 43% 881 32,412,19 127 yeshawi 128 marshall 2 100% 1,570,479 100% - 0% - 0% 2 1,570,47 129 your 7 cruster 36 7% 2,662,375 40% 456 93% 3,825,473 80% 494 8,567,84 131 ARTHA 219 4% 21,890,956 35% 5,012 96% 40,419,806 65% 5,231 62,310,78 132 ARTHA 30 7% 5,291,884 56% 408 93% 4,180,082 44% 436 9,471,46 133 comora 21 5% 4,080,553 57% 301 95% 3,065,521 43% 412 7,146,07 134 ESCAPE 56 4% 7,713,067 41% 1,462 96% 10,943,289 56% 1,540 18,665,37 135 comora 2 1% 122,156 10% 147 99% 1,080,856 90% 149 1,265,37 137 semi comora 2 1% 3,312,188 32% 832 96% 7,123,916 68% 687 10,436,10 137 semi comora 4 5 5 5 4% 3,312,188 32% 832 96% 7,123,916 68% 687 10,436,10 137 semi comora 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 | | | 48 | 11% | 4,331,567 | 47% | | 89% | | - | | 9,157,111 |
| 121 UNION 13 6% 1,142,267 35% 211 94% 1,900,525 62% 224 3,042,75 122 X TERRA 29 6% 2,142,259 35% 467 94% 3,476,164 61% 525 5,860,42 123 FOOLIS 384 5% 27,185,963 25% 7,994 95% 69,031,861 71% 6,376 95,217,873,46 124 ETTA 698.4 600 67% 45,445,770 42% 9,068 94% 62,337,710 56% 9,666 107,783,46 125 GOLF GER.4 137 6% 8,968,104 35% 2,261 94% 14,487,630 62% 2,396 22,455,93 126 NOLVO 130 15% 18,460,302 57% 731 85% 13,031,896 43% 861 32,412,19 127 FERRAN 1 2 100% 1,570,479 100% - 0% - 0% - 0% 2 1,570,47 129 TIGRA 4 14% 222,808 35% 24 86% 406,202 65% 28 629,01 130 97 CRUBER 36 7% 2,662,375 40% 456 93% 3,825,473 60% 494 6,557,84 131 ASTINA 219 47% 21,690,956 35% 5,012 96% 40,419,806 65% 5,231 62,310,78 133 RONORA 21 57% 4,080,553 57% 301 95% 3,085,521 43% 412 7,146,07 134 BECAPE 56 4% 7,713,067 41% 1,482 96% 10,943,299 59% 1,540 18,666,37 136 GEROWN 2 1 15 12,2156 10% 14,80 59% 7,123,916 68% 687 10,436,10 137 6MM GUND CAB - 0% - 0% 1 100% 5,930 100% 1 5,930 | | | | | 1,501,793 | 54% | 73 | 83% | 1,273,018 | 46% | 88 | 2,774,811 |
| 122 X TENNA 29 6% 2, 142,259 39% 497 94% 3,478,164 61% 528 5,660,42 125 FOCUS 384 5% 27,185,963 29% 7,964 95% 68,031,861 71% 6,378 95,217,87 124 LETTA GEN. 4 600 6% 45,445,770 42% 9,668 94% 62,337,710 56% 9,666 107,783,46 125 GOLF GEN. 4 137 6% 8,968,104 38% 2,261 94% 14,487,830 62% 2,398 22,455,831 126 YOLVO 130 15% 18,460,302 57% 731 85% 13,031,866 43% 861 32,412,19 127 FERRANE 2 100% 1,570,479 100% - 0% - 0% 2 1,570,47 129 TERRAN 4 14% 222,806 35% 24 86% 406,202 65% 28 629,01 130 PT CRUMBER 36 7% 2,662,375 40% 456 93% 3,825,473 80% 494 6,567,84 131 ARPINA 219 4% 21,890,956 35% 5,012 98% 40,419,806 65% 5,231 62,310,78 132 AZTEK 30 7% 5,291,384 56% 408 93% 4,180,082 44% 436 9,471,46 133 SOMORA 21 5% 4,080,553 57% 301 95% 3,085,521 43% 412 7,146,07 134 ESCAPE 56 4% 7,713,087 41% 1,462 96% 10,943,289 59% 1,540 18,665,37 135 SERROWN 2 19 122,156 10% 147 99% 10,943,289 59% 1,540 18,665,37 136 OCROBEY 35 4% 3,312,148 32% 832 96% 7,123,916 63% 687 10,436,10 137 FORM GUND CAB - 0% - 0% 1 100% 5,930 100% 1 5,930 | | | | | 2,212,691 | 38% | 544 | 94% | 4,016,120 | 64% | 577 | 6,226,611 |
| 125 FOCUS 384 5% 27,185,983 29% 7,994 95% 69,031,861 71% 8,376 95,217,87 124 LETTA GEN. 4 600 6% 45,445,770 42% 9,068 94% 62,337,710 56% 9,686 107,783,46 125 FOCUS GEN. 4 137 6% 8,968,104 38% 2,261 94% 14,487,830 62% 2,396 23,455,93 126 VOLVO 130 15% 18,460,302 57% 731 85% 13,931,866 43% 861 32,412,19 127 FORMAN 2 100% 1,570,479 100% - 0% - 0% 2 1,570,47 129 TISSEA 4 14% 222,806 35% 24 86% 406,202 65% 26 629,01 130 PT CRUMBER 36 7% 2,662,375 40% 456 93% 3,925,473 80% 494 6,567,84 131 ASTINA 219 4% 21,930,956 35% 5,012 98% 40,419,806 65% 5,231 62,310,78 132 AZTEK 30 7% 5,291,364 56% 408 93% 4,180,062 44% 436 9,471,46 133 SONGRA 21 5% 4,080,553 57% 391 95% 3,065,521 43% 412 7,146,07 134 BECAME 56 4% 7,713,067 41% 1,462 96% 10,943,289 59% 1,540 16,665,37 135 SERIOMAN 2 19 122,156 10% 147 99% 10,943,289 59% 1,540 16,665,37 135 SERIOMAN 2 1 122,156 10% 147 99% 10,965,690 99% 149 122,156 136 OKRBEY 35 4% 3,312,148 32% 832 96% 7,123,916 62% 867 10,436,10 137 SAM GUND CAB - 0% - 0% 1 100% 5,930 100% 1 | | | | | | | | | | | | 3,042,792 |
| 124 LETTA DEL 4 | | | | | | | | | | | | 5,660,423 |
| 125 GOLF GEN. 4 137 6% 8,986,104 38% 2,281 94% 14,487,830 62% 2,398 22,455,93 128 YOUND 130 15% 18,480,302 57% 731 85% 13,931,886 43% 861 32,412,19 127 FERRING 128 MARIENATI 2 100% 1,570,479 100% - 0% - 0% - 0% 2 1,570,47 129 TRIPRA 4 14% 222,808 35% 24 88% 408,202 65% 28 629,01 130 FT CRUMER 36 7% 2,662,375 40% 456 93% 3,825,473 80% 494 6,567,84 131 ARTHA 219 4% 21,899,958 35% 5,012 98% 40,419,808 65% 5,231 62,310,78 132 ARTIER 30 7% 5,281,384 56% 408 93% 4,180,082 44% 436 9,471,48 133 ROMORA 21 5% 4,080,553 57% 301 95% 3,085,521 43% 412 7,146,07 134 BECAME 56 4% 7,713,087 41% 1,482 98% 10,943,289 59% 1,540 18,666,37 135 ELROWNI 2 11% 122,156 10% 147 99% 1,080,856 90% 149 1,203,11 136 MARIENA 3 136 AND SERVICE 3 2,485,930 10,943,289 59% 1,540 18,666,37 136 SERVINI 137 BAM GUND CAB - 0% 1 100% 5,930 100% 1 5,930 | | | | | | | | | | | • | 95,217,874 |
| 128 VOLVO 130 15% 18,480,302 57% 731 85% 13,631,866 43% 861 32,412,19 128 MARCHATI 2 100% 1,570,479 100% - 0% - 0% 2 1,570,479 129 TIRPA 4 14% 222,808 35% 24 88% 405,202 65% 28 629,01 130 PT ORLINGER 36 7% 2,662,375 40% 456 93% 3,625,473 80% 494 8,567,84 131 ASTRA 219 4% 21,890,958 35% 5,012 99% 40,419,806 65% 5,231 62,310,78 132 ACTEK 30 7% 5,291,384 56% 408 93% 4,180,082 44% 436 9,471,46 133 SONORA 21 5% 4,080,553 57% 391 95% 3,065,521 43% 412 7,446,07 134 ESCAPE 56 4% 7,713,067 41% 1,462 90% 10,943,289 56% 1,500 18,6658,37 135 ESCAPE 56 4% 7,713,067 41% 1,462 90% 10,943,289 56% 1,500 18,6658,37 136 OCKNEY 35 4% 3,312,148 32% 832 96% 7,123,916 68% 687 10,436,10 137 ANM GUND CAB - 0% 1 100% 5,930 100% 1 5,930 | | | | | | | | | | | | 107,783,480 |
| 127 FERRING 128 MARGENETI 2 100% 1,570,479 100% - 0% - 0% 2 1,570,47 129 TERRA 4 14% 222,806 35% 24 86% 406,202 65% 28 629,01 130 PT CRUMBER 36 7% 2,662,375 40% 456 93% 3,825,473 80% 494 6,567,84 131 ARTHA 219 4% 21,890,956 35% 5,012 98% 40,419,806 65% 5,231 62,310,78 132 AZTEK 30 7% 5,291,384 56% 408 93% 4,180,082 44% 436 9,471,46 133 SCHORA 21 5% 4,080,553 57% 301 95% 3,085,521 43% 412 7,146,07 134 ESCAPE 56 4% 7,713,087 41% 1,462 96% 10,943,289 59% 1,540 18,665,37 135 ERRINAM 2 11% 122,156 10% 147 99% 1,080,856 90% 149 1,223,156 136 OCROBEY 35 4% 3,312,188 32% 832 96% 7,123,916 63% 867 10,436,10 137 ANM GUND CAB - 0% - 0% 1 100% 5,930 100% 1 5,930 | | | | | | | | | | | | |
| 128 MAREIRATI 2 100% 1,570,479 100% - 0% - 0% 2 1,570,479 129 TSRA 4 14% 222,808 35% 24 88% 408,202 85% 28 629,01 130 PT CRUMER 36 7% 2,662,375 40% 456 93% 3,825,473 80% 494 6,567,241 131 ARTINA 219 47% 21,890,958 35% 5,012 98% 40,419,806 65% 5,231 62,310,78 132 ARTIEK 30 7% 5,291,384 56% 408 93% 4,180,082 44% 436 9,471,46 133 EXMORPA 21 57% 4,080,553 57% 301 95% 3,065,521 43% 412 7,146,07 134 860,476 56 4% 7,713,087 41% 1,482 96% 10,943,289 56% 1,540 18,656,37 135 ELROWNH 2 1% 122,156 10% 147 99% 1,080,856 90% 149 1,203,119 138 | - 1 | | 130 | 1376 | 16,450,302 | 2/76 | <i>T</i> 31 | 607a | 13,931,896 | 43% | 861 | 32,412,198 |
| 129 TIGRA 4 14% 222,808 35% 24 88% 408,202 65% 28 629,01 130 PT CRUMER 36 7% 2,662,375 40% 456 83% 3,825,473 80% 494 8,567,261 131 ARTHA 219 47% 21,899,956 35% 5,012 98% 40,419,808 65% 5,231 62,310,78 132 ARTHA 30 7% 5,291,384 56% 408 93% 4,180,082 44% 436 9,471,46 133 ROMORA 21 57% 4,080,553 57% 301 95% 3,085,521 43% 412 7,148,07 134 BECAME 56 47% 7,713,087 41% 1,482 98% 10,943,289 59% 1,540 18,666,37 135 BERDAMM 2 11% 122,156 10% 147 99% 1,080,856 90% 149 1,203,07 139 130 | | | , | 100% | 1.570.470 | 1000 | | - | | ايم | • | 4 524 324 |
| 130 PT CRUMBER 36 7% 2,862,375 40% 458 93% 3,925,473 80% 494 8,567,54 131 ARTHA 219 47% 21,890,958 35% 5,012 98% 40,419,806 65% 5,231 62,310,78 132 ALTEK 30 7% 5,291,384 58% 408 93% 4,180,082 44% 436 9,471,46 133 ACMORN 21 57% 4,080,553 57% 391 95% 3,085,521 43% 412 7,146,07 134 ESCAPE 56 47% 7,713,087 47% 1,482 98% 10,943,289 58% 1,560 18,6563,73 135 ESLINOWN 2 17% 122,156 16% 147 99% 1,080,856 90% 149 1,203,01 136 OCKREY 35 4% 3,312,188 32% 832 96% 7,123,916 88% 887 10,436,10 137 ANN GUND CAB - 0% 1 100% 5,930 100% 1 5,930 138 OCKREY 35 4% 3,312,188 32% 832 96% 7,123,916 88% 887 10,436,10 137 ANN GUND CAB - 0% 1 100% 5,930 100% 1 5,930 138 OCKREY 35 4% 3,312,188 32% 832 96% 7,123,916 88% 887 10,436,10 137 ANN GUND CAB - 0% 1 100% 5,930 100% 1 5,930 138 OCKREY 36 4% 3,312,188 32% 832 96% 7,123,916 88% 887 10,436,10 138 OCKREY 36 4% 3,312,188 32% 832 96% 7,123,916 88% 887 10,436,10 139 OCKREY 36 4% 3,312,188 32% 832 96% 7,123,916 88% 887 10,436,10 139 OCKREY 36 4% 3,312,188 32% 832 96% 7,123,916 88% 887 10,436,10 139 OCKREY 36 4% 3,312,188 32% 832 96% 7,123,916 88% 887 10,436,10 139 OCKREY 36 4% 3,312,188 32% 832 96% 7,123,916 88% 887 10,436,10 139 OCKREY 36 4% 3,312,188 32% 832 96% 7,123,916 88% 887 10,436,10 139 OCKREY 36 4% 3,312,188 32% 832 96% 7,123,916 88% 887 10,436,10 139 OCKREY 36 4% 3,312,188 32% 832 96% 7,123,916 88% 887 10,436,10 130 OCKREY 36 4% 3,312,188 32% 832 96% 7,123,916 88% 887 10,436,10 130 OCKREY 36 4% 3,312,188 32% 832 96% 7,123,916 88% 887 10,436,10 130 OCKREY 36 4% 3,312,188 32% 832 96% 7,123,916 88% 887 10,436,10 130 OCKREY 36 4% 3,312,188 32% 832 96% 7,123,916 88% 832 96% 7,123,916 88% 832 96% 7,123,916 88% 832 96% 7,123,916 88% 832 96% 7,123,916 88% 832 96% 7,123,916 88% 832 96% 7,123,916 88% 832 96% 7,123,916 88% 832 96% 7,123,916 88% 832 96% 7,123,916 88% 832 96% 7,123,916 88% 832 96% 7,123,916 88% 832 96% 7,123,916 88% 832 96% 7,123,91 | | | | | | | | | - | | | |
| 131 ASTRA 219 4% 21,890,958 35% 5,012 98% 40,419,006 65% 5,231 62,310,78 132 AZTEK 30 7% 5,291,384 56% 408 93% 4,180,082 44% 436 9,471,46 133 80000PA 21 5% 4,080,553 57% 391 95% 3,085,521 43% 412 7,446,07 134 880APE 56 4% 7,713,087 41% 1,462 98% 10,943,289 58% 1,540 18,658,37 135 880APE 2 1% 122,156 10% 147 99% 1,080,856 90% 149 1,203,01 136 00866EY 35 4% 3,312,148 32% 832 98% 7,123,916 88% 887 10,436,10 137 880A 0240 0248 - 0% 1 100% 5,930 100% 1 5,930 | | | | | | | | | • • | | | |
| 132 AZTEK 30 | | | | | | | | | | | | |
| 133 2016 134 21 5% 4,080,553 57% 391 95% 3,085,521 43% 412 7,146,07 134 250 | | | | | | | | | | - 1 | | |
| 134 BISCHPE 56 4% 7,713,067 41% 1,482 98% 10,943,289 58% 1,540 18,656,37 135 EUROWN | | | | | | | | | | | | |
| 135 EUROWN 2 1% 122,156 10% 147 99% 1,080,856 90% 149 1,203,01 136 OURSEY 35 4% 3,312,188 32% 832 96% 7,123,916 68% 687 10,436,10 137 ANN CUMO CMB - 0% 1 100% 5,930 100% 1 5,93 | | | | | | | | | | | | 18,658,376 |
| 136 ODBBEY 35 4% 3,312,188 32% 832 96% 7,123,916 88% 987 10,436,10 137 RANK CUMD CAB - 0% - 0% 1 100% 5,930 100% 1 5,93 | | | | | | - 1 | | | | | - | 1,203,012 |
| 137 mm cum cva - 0% - 0% 1 100% 5,830 100% 1 5,83 | 136 k | CORREY | | | | | | | | | | 10,436,104 |
| | | | - | 0% | - | | | | | | | 5,930 |
| | 138 | NTOS . | 390 | 5% | 15,948,479 | 27% | 7,894 | | 42,550,354 | 73% | 8,264 | 56,496,833 |

| | T . | | Pé | rdida Total | | | P4 | ide Parcial | | | Total |
|-------|--------------------------------------|------------|-----------|-----------------|-----------|-------------|------------|-------------------------------|------------|-------------|---------------------------|
| 1 | | Número | | Monto Neto Sin. | | Número | | Monto Neto Sin. | | Número | Monto Neto Sin. |
| Clave | Descripción | Siminatros | %PT | Pagados | %PT | Sinissinos | %PP | Pagados | %.PP | Siniestros | Pagados |
| _ | EXCURSION | 2 | 3% | 308,508 | 35% | 65 | 97% | 561,292 | 65% | 67 | 869,500 |
| 140 | PEUGEOT 208 | 209 | 10% | 16,250,550 | 46% | 1,851 | 90% | 18,905,475 | 54% | 2,060 | 35,156,025 |
| 141 | SCENC | 41 | 8% | 3,042,397 | 40% | 472 | 92% | 4,558,204 | 60% | 513 | 7,600,601 |
| 142 | MUNDEO | 50 | 3% | 6,186,497 | 30% | 1,416 | 97% | 14,119,059 | 70% | 1,486 | 20,285,556 |
| 143 | ALMERA | 89 | 8% | 5,544,433 | 45% | 849 | 92% | 6,769,568 | 55% | 918 | 12,314,001 |
| 144 | IBIZA | 191 | 7% | 10,399,401 | 35% | 2,414 | 93% | 19,318,051 | 65% | 2,605 | 29,715,452 |
| 145 | CORDOBA | 78 | 6% | 5,083,231 | 32% | 1,249 | 94% | 10,695,057 | 68% | 1,327 | 15,978,268 |
| 146 | LEON | 26 | 7% | 3,003,199 | 42% | 390 | 93% | 4,199,154 | 58% | 418 | 7,202,353 |
| 147 | тошево | 24 | 10% | 1,503,363 | 42% | 223 | 90% | 2,105,793 | 58% | 247 | 3,609,156 |
| 148 | MEGNIE | 50 | 11% | 3,805,433 | 51% | 409 | 69% | 3,612,155 | 49% | 459 | 7,417,588 |
| | SAMB SEDAM | 7 | 16% | 1,685,432 | 70% | 36 | 84% | 801,993 | 30% | 45 | 2,687,425 |
| | DECH | 254 | 476 | 19,493,155 | 27% | 5,934 | 96% | 51,708,342 | 73% | 6,188 | 71,201,497 |
| 151 | | 336 | 6% | 21,121,030 | 32% | 5,509 | 94% | 45,187,480 | 66% | 5,845 | 66,306,510 |
| | wan | 9 | 11% | 1,504,840 | 61% | 75 | 08% | 961,148 | 39% | 84 | 2,485,988 |
| 1 | WD 63 | 4 | 19% | 318,308 | 47% | 17 | 81% | 356,322 | 53% | 21 | 674,630 |
| 1 | AUDI 54 | 1 | 33% | 360,000 | 97% | 2 | 67% | 9,384 | 3% | 3 | 369,364 |
| 1 | ALCII S6 | · · | 0% | - | 0% | 28 | 100% | 5 8 1,3 3 0 | 100% | 28 | 581,330 |
| 1 | AUC) 58 | 1. | | | | _ | | | | _ | |
| 1 | SAAB CONVERTIBLE | 1 1 | 33% | 178,073 | 86% | 2 | 67% | 28,719 | 14% | 3 | 206,792 |
| 1 | SAAB WAGON | | 0% | | 0% | 3 | 100% | 49,148 | 100% | 3 | 49,148 |
| 1 | JEEP LIBERTY | 64 | 6% | 8,374,485 | 53% | 972 | 94% | 7,386,642 | 47% | 1,036 | 15,781,127 |
| 1 | ZAFIRA Mesan X-Trae | 31 75 | 45 | 4,359,016 | 39% | 675 | 96% | 6,800,482 | 61% | 706 | 11,159,496 |
| 1 | | l ′° | 6% 0% | 9,479,853 | 45% | 1,127 | 94% | 11,711,922 | 55% | 1,202 | 21,191,775 |
| 1 | CROWN VICTORIA CORSA | 229 | 4% | 21,325,901 | 0% 36% | 5 000 | 100% | 250 | 100% | £ 100 | 250 |
| 1 | CADILLAC CTS | 3 | 8% | 977.893 | 57% | 5,969 35 | 96% 92% | 38,601,529 746,979 | 43% | 6,196 38 | 59,927,430 - 1,724,872 |
| | WALMOR | 2 | 13% | 679,135 | 86% | 14 | 88% | | 12% | 36 18 | |
| | ESCHAIE | , á | 4% | 805,544 | 53% | 78 | 90% | 95,683 712,667 | 47% | 81 | 775,018 1,518,211 |
| | HORDA CR-V | 43 | 11% | 4,806,685 | 56% | 343 | 89% | 3,811,286 | 44% | 386 | 8,617,971 |
| | PLATINA | 261 | 6% | 21,295,370 | 41% | 4,084 | 94% | 30,449,371 | 59% | 4,365 | 51,735,741 |
| | auc | 222 | 11% | 16,456,921 | 50% | 1.847 | 89% | 16,288,156 | 50% | 2,069 | 32,745,077 |
| 1 1 | CLIC SPORT | 40 | 18% | 3,677,337 | 61% | 183 | 82% | 2,382,096 | 39% | 223 | 6,069,433 |
| 1 1 | LAGLINA | 7 | 5% | 853,769 | 35% | 128 | 95% | 1,558,157 | 65% | 135 | 2,411,926 |
| • | ALHAMBRA | 2 | 4% | 420,179 | 48% | 50 | 96% | 464,230 | 52% | 52 | 884,409 |
| 1 | SHAM | 10 | 6% | 947,179 | 45% | 150 | 94% | 1,169,187 | 55% | 160 | 2,116,366 |
| | ALFA ROMEO 147 | 4 | 19% | 420,367 | 78% | 17 | 81% | 116,614 | 22% | 21 | 536,961 |
| | ALFA ROMEO 198 | 2 | 6% | 449,729 | 61% | 29 | 94% | 291,292 | 39% | 31 | 741,021 |
| 1 | ALFA ROMEO 106 | 23 | 3% | 2,894,621 | 41% | 756 | 97% | 4,100,705 | 59% | 779 | 6,995,326 |
| 177 | CAMERY | 15 | 6% | 1,645,466 | 44% | 229 | 94% | 2,068,014 | 56% | 244 | 3,713,480 |
| 178 | COROLLA | 42 | 13% | 1,886,658 | 47% | 270 | 87% | 2,157,925 | 53% | 312 | 4,044,583 |
| 179 | MATRIX | 3 | 6% | 400,071 | 69% | 35 | 92% | 182,269 | 31% | 36 | 582,360 |
| 180 | 350 Z | 4 | 14% | 1,057,633 | 68% | 24 | 85% | 488,368 | 32% | 28 | 1,546,001 |
| 181 | MAN COOPER | 16 | 13% | 1,371,825 | 53% | 107 | 87% | 1,218,682 | 47% | 123 | 2,590,507 |
| 182 | MINI COOPER 8 | 2 | 3% | 265,667 | 42% | 65 | 97% | 364,517 | 58% | 67 | 630,184 |
| 183 | L OTO | 10 | 3% | 659,938 | 20% | 287 | 97% | 2,573,713 | 80% | 297 | 3,233,651 |
| 184 | TOYOTA 4 RUMMER | - | 0% | - | 0% | 5 | 100% | 88,597 | 100% | 5 | 68,597 |
| | AS CASSICLET | 52 | 6% | 1,985,490 | 36% | 797 | 94% | 3,544,806 | 64% | 849 | 5,530,296 |
| | AUDI RS | | | | | | | | | | |
| | MERIKA | 1 1 | 1% | 151,525 | 33% | 87 | 99% | 311,470 | 67% | 88 | 462,995 |
| | MECTRA | 22 | 13% | 3,161,866 | 75% | 152 | 87% | 1,033,741 | 25% | 174 | 4,195,607 |
| • | PHOREA | 1 | 20% | 326,035 | 95% | 4 | 80% | 15,938 | 5% | 5 | 343,973 |
| | MPEA | | | | | | | | | | |
| , | PALIO | | | | | | | | | | |
| 192 | PNLIO ADMENTURE | _ | | | | | | | | | |
| 193 | ECO SPORT THUNDERBIRD COMMERTIBLE | 2 | 1% | 205,548 | 18% | 145 | 99% | 928,846 | 82% | 147 | 1,134,394 |
| | • | | - | | - 14 | | ~ | *** | است | 45 | 450.044 |
| | PROT AWATOR | 1 1 | 7% 20% | 244,295 | 54% | 14 | 93% | 208,046 | 46% 17% | 15 | 452,341 |
| | AWATOR BLACK WOOD |] 2 | eu 76 | 491,086 | 63% | 6 | 80% | 97,067 | 1774 | 10 | 588,153 |
| | ECLIPSE | 2 | 18% | 561,858 | 90% | 9 | 62% | 63 ,613 | 10% | 11 | 625,471 |
| | ECLIPSE GALANT | 2 | 50% | 75,908 | 84% | 2 | 50% | 63,613 14,653 | 16% | 4 | 90,561 |
| | UNCER | l 1 | J-078 | 13,300 | | | JUTA | H,033 | AU NO | • | 50,001 |
| | MONTERO | 1 | 5% | 26,605 | 14% | 20 | 95% | 157,770 | 86% | 21 | 184,375 |
| | OUT LANDER | i .' | 0% | 20,000 | 0% | 20 | 100% | 25,156 | 100% | 21 | 25,155 |
| | SPACE STAR | | 0% | - | 0% | 10 | 100% | 98,425 | 100% | 10 | 98,425 |
| | MARWID | l . | 0% | - | 0% | 6 | 100% | 54,452 | 100% | 6 | 54,452 |
| | CAYBNE | l . | 0% | _ | 0% | 1 | 100% | 17,523 | 100% | t | 17,523 |
| | PEUGEOT 307 | 6 | 15% | 571,522 | 64% | 33 | 65% | 320,119 | 36% | 389 | 891,641 |
| | PELICIEDT 408 | 20 | 12% | 2,410,038 | 55% | 150 | 88% | 1,962,773 | 45% | 170 | 4,392,811 |
| • | • | | | | | | | ., | | - · · - | |

| | ŀ | | Pé | rdida Total | | | Pérc | ăde Perciel | | | Total |
|-------|---------------|-------------|-----|-----------------|-----|------------|------|-----------------|------|------------|-----------------|
| | | Número | | Monto Neto Sin. | | Número | | Monto Neto Sin. | | Número | Monto Neto Sin. |
| Cleve | Descripción | Similestros | %PT | Pagados | %PT | Siniestros | %PP | Pagados | SPP | Siniestros | Pagados |
| 206 | PEUGEOT 807 | 1 | 6% | 78,745 | 29% | 15 | 94% | 194,986 | 71% | 16 | 273,731 |
| 209 | MATIZ | 2 | 10% | 234,506 | 65% | 18 | 90% | 127,219 | 35% | 20 | 361,725 |
| 210 | ADVER 75 | 7 | 23% | 594,146 | 68% | 23 | 77% | 308,196 | 34% | _ | 902,342 |
| 211 | PLOMER MIG | 2 | 50% | 112,914 | 87% | 2 | 50% | 17,450 | 13% | 4 | 130,364 |
| 212 | EV6+4 | | | • | | | | | | | , |
| 213 | LAND CRUMER | - | 0% | - | 0% | 3 | 100% | 4.264 | 100% | 3 | 4,264 |
| 214 | TOTOTA RUBBER | | 0% | _ | 0% | 10 | 100% | 73,187 | 100% | 10 | 73,187 |
| 215 | GRENNA | - | 0% | | 0% | | 100% | 212,060 | 100% | 17 | 212,080 |
| 216 | YARIB | - | | _ | | | | | | | 212,000 |
| 217 | TOUAREG | | | _ | | _ | | _ | | _ | |
| 218 | CROSSFIRE | | | _ | | _ | | _ | | _ | _ |
| 990 | OTROS | 417 | 2% | 42,512,507 | 32% | 24,136 | 98% | 90,218,129 | 68% | 24,553 | 132,730,636 |
| | | 21,210 | 5% | 1,267,134,089 | 36% | 369,261 | 95% | 2,273,131,174 | 64% | 390,471 | 3,540,265,263 |

| | | <u> </u> | | dida Total | | | Pérd | ida Parcial | | Total | | |
|------------------------------|---|------------|------------|-------------------------|------------|------------|------------|--------------------|-----------|-----------|----------------------|--|
| ~ | B | Húmero | | Monto Nato Sin. | | Número | | Monto Neto Sin. | | Número | Monto Neto Sin | |
| Clave | Descripción | Siniestros | %PT | Pagados | %PT | Sinjestros | %PP | Pagados | %PP | Simestros | Pagados | |
| | CHEVELLE, NOVA, CAPRICE | 1 1 | 100% | 91,430 | 100% | - | 0% | - | 0% | 1 | 91,430 | |
| | CITATION, CELEBRITY | 1 1 | 25% | 19,540 | 52% | 3 | 75% | 18,051 | 48% | 4 | 37,591 | |
| | DARTIK, VOLAREIK CORDOBA, LE BARON YIK | 7 | 39% | 128,417 | 40% | 11 | 61% | 191,973 | 60% | 18 | 320,390 | |
| | CORPOSER BOD, MAGNUM K | 11 | 50% | 367,492 | 56% | 11 | 50% | 287,640 | 44% | 22 | 655,132 | |
| | PHANTON | 24 | cew | **** | = | | | | | | | |
| | DATSUN | 2 | 65% 50% | 805,212 | 74% | 13 | 35% | 281,759 | 26% | 37 | 1,086,971 | |
| | TSURU | 1,491 | 63% | 32,597 86,473,463 | 71% | 2 | 50% | 13,128 | 29% | 4 | 45,725 | |
| | FARMONT, TOPAZ | 38 | 38% | 996.135 | 79% 48% | 872 63 | 37% | 22,953,556 | 21% | 2,363 | 109,427,019 | |
| | GRAND HARQUIS, CROWN W.C. | 79 | 83% | 6,047,232 | 93% | 16 | 62% | 1,085,312 | 52% | 101 | 2,081,447 | |
| | COUGAR | 18 | 58% | 674,024 | 74% | 13 | 17% 42% | 449,942 | 7% | 95 | 6,497,174 | |
| | MUSTANG | 53 | 76% | 6,448,090 | 91% | 17 | 24% | 235,836 639,982 | 26% | 31 | 909,860 | |
| 13 | THUNDERBRO | 14 | 61% | 611,393 | 77% | 9 | 39% | 186,264 | 9% 23% | 70 | 7,088,072 | |
| | VAM. | '' | 0.70 | 511,000 | | • | J# # | 100,204 | 23% | 23 | 797,657 | |
| 15 | REWULT | 1 1 | 100% | 52,000 | 100% | | 0% | | 0% | 1 | 50.000 | |
| 16 | V.W. SEDAN | 1,232 | 68% | 49,544,363 | 79% | 575 | 32% | 13,182,645 | 21% | 1.807 | 52,000 62,727,006 | |
| 17 | CARIBE, BRASILIA, SAFARI | 21 | 57% | 297,480 | 81% | 16 | 43% | 71,797 | 19% | 37 | 369.277 | |
| 18 | COME | 73 | 77% | 5,167,540 | 87% | 22 | 23% | 772,816 | 13% | 95 | 5,940,356 | |
| 19 | ATLANTIC | 9 | 50% | 170,383 | 70% | 9 | 50% | 73,978 | 30% | - 18 | 244,361 | |
| 20 | CORSAR, WARRANT | 6 | 33% | 172,685 | 56% | 12 | 67% | 133,163 | 44% | 18 | 305,848 | |
| 21 | VOLARE, SUPER BEE | 1 1 | 33% | 10,870 | 65% | 2 | 67% | 5,915 | 35% | 3 | 16,785 | |
| 22 | CENTURY | 9 | 45% | 321,579 | 64% | 11 | 55% | 179,168 | 36% | 20 | 500,747 | |
| 23 | SUBLIRBAN, CARRY ALL | 85 | 75% | 13,663,895 | 96% | 29 | 25% | 517,001 | 4% | 114 | 14,180,896 | |
| | DATSUN, SAMURAI, SAKURA | 3 | 60% | 59,272 | 68% | 2 | 40% | 27,382 | 32% | 5 | 86,654 | |
| | CHRYSLER, NEW YORKER | 16 | 52% | 589,410 | 60% | 15 | 48% | 395,338 | 40% | 31 | 964,748 | |
| | DODGE RAN CHARGER | 36 | 75% | 1,777,357 | 90% | 12 | 25% | 200,696 | 10% | 48 | 1,978,053 | |
| | 9OLF | 76 | 58% | 2,949,983 | 69% | 54 | 42% | 1,317,007 | 31% | 130 | 4,266,990 | |
| | JETTA | 74 | 60% | 3,000,418 | 70% | 50 | 40% | 1,271,271 | 30% | 124 | 4,271,689 | |
| | CUTLASS | 389 | 62% | 1,472,547 | 74% | 24 | 36% | 524,539 | 26% | 63 | 1,997,086 | |
| | TAURUS | 9 | 56% | 243,845 | 60% | 7 | 44% | 161,604 | 40% | 16 | 405,449 | |
| | SHOOM | 73 | 41% | 2,130,550 | 53% | 105 | 59% | 1,883,260 | 47% | 178 | 4.013.810 | |
| | SHADOW GTS | 3 | 38% | 121,125 | 50% | 5 | 63% | 120,811 | 50% | 8 | 241,936 | |
| | CHI WAN, CARRY ALL | 18 | 75% | 856,150 | 87% | 6 | 25% | 96,965 | 13% | 24 | 755,135 | |
| | HKARI | 6 | 46% | 155,956 | 52% | 7 | 54% | 146,097 | 48% | 13 | 302,053 | |
| | FORD CARRY ALL | 1 1 | 50% | 19,163 | 73% | 1 | 50% | 7,169 | 27% | 2 | 26,332 | |
| | CAMPLIER | 44 | 51% | 2,082,004 | 70% | 42 | 49% | 867,632 | 30% | 86 | 2,929,636 | |
| | CAVALIER ZA | 5 | 100% | 229,912 | 100% | - | 0% | - | 0% | 5 | 229,912 | |
| | BLAZER | 116 | 91% | 23,577,150 | 96% | 12 | 9% | 523,922 | 2% | 128 | 24,101,072 | |
| | CADILLAC CORNETTE | 23 | 77% | 3,943,233 | 92% | 7 | 23% | 324,787 | 8% | 30 | 4,268,020 | |
| - 1 | SPRIT | 5 | 100% | 1,256,614 | 100% | • | 0% | - | 0% | 5 | 1,256,614 | |
| | SPIRIT RVT | 139 | 57% | 4,848,434 | 71% | 105 | 43% | 2,018,114 | 29% | 244 | 6,866,548 | |
| - 1 | MPERIAL | 29 | 63% | 1,217,322 | 74% | 17 | 37% | 430,811 | 26% | 46 | 1,648,133 | |
| | OYAGER | 149 | | ***** | | | | | | | | |
| | MESSAM MANAMA | 41 | 69% 69% | 19,746,076 | 91% | 68 | 31% | 2,062,776 | 9% | 217 | 21,808,852 | |
| | ESSAN 300 7X | *; | 100% | 4,692,502 | 89% | 18 | 31% | 577,772 | 11% | 59 | 5,270,274 | |
| 1 | ORD GHA | 19 | 54% | 97,650 | 100% | - | 0% | | 0% | 1 | 97,650 | |
| | MCOUN | 1 '8 | 67% | 676,091 | 63% | 16 | 46% | 391,963 | 37% | 35 | 1,068,074 | |
| | VERIOSTAR | B | 67% | 1,707,167 | 88% | 4 | 33% | 225,096 | 12% | 12 | 1,932,265 | |
| | FORD EXPLORER (MIPORT) | 83 | 78% | 360,567 11,688,280 | 91% | 4 | 33% | 34,535 | 9% | 12 | 395,102 | |
| | WSSAT Y VARIANT | 53 | 88% | | 91% | 24 | 22% | 1,187,516 | 9% | 107 | 12,875,796 | |
| | DEDSMOBILE SILHOUETTE | 5 | 100% | 10,014,743 | 98% | 7 | 12% | 198,964 | 2% | 60 | 10,211,707 | |
| 53 | UEVO GOLF | 182 | 73% | 266,102 | | - | 0% | | 0% | 5 | 286,102 | |
| | CUEVOJETTA | 237 | 73% | 9,959,929 | 86% | 66 | 27% | 1,565,220 | 14% | 248 | 11,525,149 | |
| | LOSMOBILE BIGHTY EIGHT | 237 | 50% | 14,011,276 69,106 | 89% 52% | 86 | 27% | 1,797,451 | 11% | 323 | 15,808,727 | |
| | ONTING FIREBIRD TRANS AN | 1 6 | 89% | 834,891 | 52% | 2 | 50% | 62,690 | 48% | 4 | 131,798 | |
| | HEAL WITH IN THE INTERNATION OF | 507 | 69% | 28,175,895 | 100% | 1 222 | 11% | 3,258 | 0% | | 838,149 | |
| | ONCORDE | 16 | 80% | 20,173,895 911,927 | 1 | 232 | 31% | 3,998,812 | 12% | 739 | 32,174,707 | |
| | EEP WRANGLER | 10 | 71% | | 90% | 4 | 20% | 95,859 | 10% | 20 | 1,007,786 | |
| | EEP GRAND CHEROKEE | 130 | 79% | 1,578,056 25,526,343 | 98% | 4 | 29% | 24,768 | 2% | 14 | 1,600,824 | |
| en e | LICK REGAL | 1 5 | 100% | 20,520,343 306,387 | 93% | 34 | 21% | 1,793,042 | 7% | 164 | 27,319,385 | |
| | | 1 , | | | 100% | ٠. | 0% | 440.004 | 0% | 5 | 305,367 | |
| 61 E | | 7 | | | | | | | | | | |
| 61 e | ONTING BOHNEVILLE | 7 20 | 64% 73% | 479,395 2 505 019 | 77% | 4 | 36% | 146,921 | 23% | 11 | 626,316 | |
| 61 s 62 s 63 s | ONTINC BONNEVILLE ILVERADO | 29 | 73% | 2,595,018 | 83% | 11 | 28% | 543,932 | 17% | 40 | 3,138,950 | |
| 61 E 62 E 63 E 64 C | ONTING BOHNEVILLE | | | | | | | | | | | |

| | | | | tida Total | | | Pérdi | da Parcial | | | Total |
|-------|----------------------------|------------|------------|-------------------------|-------------|----------------|------------|-----------------------------|------------|------------|---------------------------|
| ~ | 3 | Número | | Monto Neto Sin. | | Húmero | | Monto Neto Sin. | | Número | Monto Neto Sin. |
| Clave | Descripción armeno | Siniestros | <u>%₽Т</u> | Pagados | %PT | Siniestros | %PP | Pagados | %PP | Sintestros | Pagados |
| | PRECIN | 23 162 | 70% 68% | 2,389,258 | 96% | 10 | 30% | 88,969 | 4% | 33 | 2,478,225 |
| | MESSAN 240 SX | 2 | 50% | 11,146,173 136,388 | 88% 50% | 82 2 | 34% 50% | 1,785,624 | 14% | 244 | 12,911,797 |
| | Perse ti | ءَ ا | 90% | 1.756.550 | 100% | 1 1 | 10% | 138,916 250 | 50% 0% | 4 | 275,304 |
| | ESCORT Y NUEVO ESCORT | 60 | 70% | 2,962,656 | 92% | 26 | 30% | 267,212 | 8% | 10 | 1,756,800 |
| | MERCURY SABLE | 21 | B1% | 1,911,553 | 96% | 5 | 19% | 42.582 | 2% | 96 26 | 3,229,868 1,954,135 |
| 72 | MYSTIQUE | 38 | 70% | 2,489,617 | 84% | 16 | 30% | 479,419 | 16% | 54 | 2,949,036 |
| 73 | WINDSTAR | 98 | 71% | 15,835,920 | 93% | 40 | 29% | 1,181,270 | 7% | 138 | 17,017,190 |
| 74 | | 77 | 67% | 5,887,071 | 90% | 38 | 33% | 678,102 | 10% | 115 | 6,585,173 |
| | STRATUS Y BREEZE | 163 | 68% | 14,388,277 | 87% | 76 | 32% | 2,144,327 | 13% | 239 | 16,532,604 |
| | DODGE WAGON | 7 | 58% | 799,720 | 84% | 5 | 42% | 150,203 | 16% | 12 | 949,923 |
| | TSUBAME MERCEDES BENZ | 27 | 63% | 1,217,302 | 77% | 16 | 37% | 362,372 | 23% | 43 | 1,579,874 |
| | BLAN BLAN | 37 | 69% | 12,488,773 | 94% | 17 | 31% | 830,148 | 6% | 54 | 13,318,921 |
| _ | HONDA ACCORD | 107 105 | 68% 76% | 33,905,913 | 95% | 51 | 32% | 1,622,556 | 5% | 158 | 35,528,469 |
| | CRRIS | 39 | 67% | 13,919,092 | 91% | 34 | 24% | 1,395,586 | 9% | 139 | 15,314,658 |
| | SENTRA | 191 | 69% | 4,175,878 14,382,058 | 79% 88% | 19 86 | 33% 31% | 1,091,061 | 21% | 58 | 5,266,959 |
| | LUCINO | 6 | 86% | 334,721 | 93% | 1 | 14% | 2,033,345 25,110 | 12% 7% | 277 | 16,415,401 |
| | LLBOWA | 2 | 67% | 24,734 | 24% | 1 | 33% | 29,110 79,740 | 76% | 7 | 359,831 104,474 |
| 85 | CAMARO | 13 | 65% | 1,037,619 | 78% | , , | 35% | 289,558 | 22% | 20 | 1,327,177 |
| 86 | GEO TRACKER | 25 | 76% | 2,703,610 | 91% | 8 | 24% | 265,089 | 9% | 33 | 2,968,899 |
| 87 | ALTIMA | 51 | 70% | 7,139,687 | 91% | 22 | 30% | 745,583 | 9% | 73 | 7,885,270 |
| | CONTOUR | 37 | 66% | 2,207,720 | 81% | 19 | 34% | 510,661 | 19% | 56 | 2.718.381 |
| | STRATUS RT | 85 | 89% | 10,092,551 | 95% | 10 | 11% | 568,324 | 5% | 95 | 10,660,875 |
| | SEDRING / RT | 1 | 100% | 85,655 | 100% | - | 0% | - | 0% | 1 | 85,655 |
| | PONTIAC GRAN PRIX | 17 | 85% | 2,073,240 | 99% | 3 | 15% | 29,055 | 1% | 20 | 2,102,295 |
| | CHEWROLET VENTURE | 25 | 69% | 3,912,067 | 93% | 11 | 31% | 308,294 | 7% | 36 | 4,220,361 |
| | NUEVO NALIBU SUNFRE | 40 | 67% | 4,384,228 | 84% | 20 | 33% | B13,430 | 16% | 60 | 5,197,658 |
| | PATHFINDER | 61 32 | 78% 94% | 4,865,401 | 92% | 17 | 22% | 443,661 | 8% | 78 | 5,309,062 |
| | QUEST | 1 1 | 100% | 5,214,274 | 96% | 2 | 6% | 94,578 | 2% | 34 | 5,308,852 |
| | EXPEDITION | 27 | 87% | 140,828 6,531,265 | 100% | . 4 | 0% 13% | - | 0% | 1 | 140,828 |
| | ESCORT 2X2 | 13 | 81% | 867,237 | 92% | 3 | 19% | 533,786 | 8% 8% | 31 | 7,065,051 |
| | HONDA CMC | 129 | 70% | 13.819.832 | 89% | 56 | 30% | 70, 901 1,698,012 | 11% | 16 185 | 938,138 |
| 100 | ALDM | 30 | 81% | 7,252,513 | 92% | 7 | 19% | 607,107 | 8% | 37 | 15,517,844 7,859,620 |
| 101 | PEUGEOT 306 | 13 | 93% | 1,517,981 | 99% | 1 | 7% | 21,275 | 1% | 14 | 1,539,236 |
| 102 | MGIMR | 6 | 67% | 2,225,446 | 76% | 3 | 33% | 696,155 | 24% | 9 | 2.921.601 |
| | PORSCHE | 9 | 82% | 5,470,100 | 99% | 2 | 18% | 29,903 | 1% | 11 | 5,500,003 |
| | LAND ROWER | 7 | 70% | 1,600,918 | 95% | 3 | 30% | 83,260 | 5% | 10 | 1,684,178 |
| | GENERAL MOTORS EXPRESS VAN | 9 | 89% | 1,287,219 | 74% | 4 | 31% | 459,759 | 26% | 13 | 1,746,978 |
| | DURANGO 300 N | 18 | 72% | 2,603,728 | 87 % | 7 | 28% | 389,263 | 13% | 25 | 2,992,991 |
| | MECIN AFT | 11 7 | 69% | 1,829,439 | 89% | 5 | 31% | 222,037 | 11% | 16 | 2,051,476 |
| | FESTA | 51 | 70% 81% | 758,831 | 95% | 3 | 30% | 41,869 | 5% | 10 | 800,700 |
| | LINCOLN NAVIGATOR | 11 | 100% | 3,431,662 5,067,859 | 94% | 12 | 19% | 203,195 | 6% | 63 | 3,634,857 |
| | FORD CLUB WAGON | ''3 | 60% | 472,274 | 90% | 2 | 0% 40% | - | 0% | 11 | 5,067,859 |
| 112 | PODITER | 244 | 66% | 16,547,163 | 85% | 125 | 34% | 50,525 2,970,390 | 10% 15% | 5 | 522,799 |
| 113 | MEW BEETLE | 72 | 81% | 8,790,310 | 93% | 17 | 19% | 700,687 | 7% | 369 89 | 19,517,553 9,490,997 |
| 114 | PEUGEOT 405 | 3 | 75% | 528,309 | 91% | 1 | 25% | 65,258 | 9% | 4 | 693,567 |
| | GRAH AM | 33 | 77% | 4,716,149 | 88% | 10 | 23% | 663,326 | 12% | 43 | 5,369,475 |
| | AUCI A8 | | | | | | | , | | - | 5,555,475 |
| 117 | AUDI A4 CABRIOLET | | | | | | | | ŀ | | |
| | AUDI AS | 21 | 91% | 3,630,461 | 96% | 2 | 9% | 149,632 | 4% | 23 | 3,780,093 |
| | AUDI A6 | 3 | 100% | 1,140,404 | 100% | • | 0% | - | 0% | 3 | 1,140,404 |
| | EPALA | 5 | 56% | 647,112 | 67% | 4 | 44% | 323,068 | 33% | 9 | 970,200 |
| | URVAN X TERRA | 7 | 64% | 958,446 | 83% | 4 | 36% | 189,461 | 17% | 11 | 1,147,907 |
| | FOCUS | 125 | 92% | 4,044,775 | 99% | 2 | 8% | 23,500 | 1% | 26 | 4,068,275 |
| | FUCUS ETTA GEN. 4 | 135 | 81% | 14,634,573 | 91% | 31 | 19% | 1,435,235 | 9% | 166 | 16,059,806 |
| | SOLF GEN. 4 | 486 108 | 72% 75% | 57,527,851 | 87% | 186 | 28% | 8,332,438 | 13% | 672 | 65,860,289 |
| | VOT/O | 12 | 75% 75% | 12,282,596 3,228,403 | 92% | 35 | 25% | 1,033,185 | 8% | 141 | 13,315,781 |
| | FERRARI | ۱۴. | 102 | 3,220,403 | 100% | 4 | 25% | 15,923 | 0% | 16 | 3,244,326 |
| - 1 | MASERATI | | | | | | | | | | 1 |
| 1281 | | | | | | | | | | | |
| 120 | | _ | 0% | | 0% | 1 | 100% | 77,220 | 100% | 1 | 77,220 |

| | | | dida Total | | Pérd | ida Parcial | | Total | | | |
|-------|-------------------------|------------|------------|-----------------|-------|-------------|-------|-----------------|------|------------|----------------|
| | | Número | | Monto Neto Sin. | | Húmero | | Monto Neto Sin. | | Número | Monto Neto Sin |
| Clave | Descripción | Siniestros | %PT | Pagados | %PT | Siniestros | %PP | Pagados | %PP | Siniestros | Pagados |
| | ASTRA | 141 | 81% | 16,568,884 | 90% | 33 | 19% | 1,909,946 | 10% | 174 | 18,478,832 |
| | AZTEK | 15 | 94% | 3,018,756 | 97% | 1 | 6% | 99,564 | 3% | 16 | 3,118,320 |
| 133 | SONORA | 22 | 85% | 5,416,576 | 92% | 4 | 15% | 476,663 | 8% | 26 | 5,883,239 |
| 134 | ESCAPE | 85 | 89% | 16,857,100 | 96% | 11 | 11% | 691,194 | 4% | 96 | 17,548,294 |
| 135 | SUROWN | 8 | 89% | 1,346,050 | 100% | 1 | 11% | 539 | 0% | 9 | |
| 136 | COISSEY | 12 | 75% | 3,316,275 | 94% | 4 | 25% | 220,771 | 6% | 16 | 1,346,589 |
| 137 | RANI GUNDI CAB | | | 4,0.02.0 | | _ | 20 # | 240,111 | 0.20 | 10 | 3,537,046 |
| 138 | ATOS | 89 | 84% | 4,968,071 | 93% | 17 | 18% | 200 405 | | | |
| 139 | EXCURSION | | 0% | 4,000,011 | 0% | | | 380,125 | 7% | 106 | 5,368,196 |
| | PRUGEOT 208 | 30 | 75% | 2 770 420 | 92% | 1 | 100% | 1,775 | 100% | 1 | 1,775 |
| | SCENIC | 5 | 53% | 2,778,436 | | 10 | 25% | 244,169 | 8% | 40 | 3,020,605 |
| | MONDEO | | | 808,574 | 97% | 1 | 17% | 27,859 | 3% | 6 | 836,733 |
| | | 24 | 73% | 4,139,142 | 92% | 8 | 27% | 371,262 | 8% | 33 | 4,510,404 |
| | ALMERA | 9 | 69% | 1,023,853 | 99% | 4 | 31% | 12,997 | 1% | 13 | 1,036,850 |
| | 19ZA | 59 | 77% | 5,829,571 | 93% | 18 | 23% | 416,741 | 7% | 77 | 6,248,312 |
| | CORDOBA | 31 | 86% | 2,881,876 | 99% | 5 | 14% | 26,515 | 1% | 36 | 2,908,391 |
| | LEON | 20 | 87% | 3,232,684 | 98% | 3 | 13% | 50,637 | 2% | 23 | 3,283,321 |
| 147 | TOLEDO | 4 | 100% | 473,451 | 100% | - | 0% | | 0% | 4 | 473,451 |
| 148 | MEGANE | 8 | 100% | 997,026 | 100% | _ | 0% | - | 0% | 8 | |
| 149 | SAMB SEDAN | l i | 100% | 384,694 | 100% | _ | 0% | - | 0% | | 997,026 |
| 150 | | 83 | 81% | 5,633,121 | 95% | 15 | 19% | 204 745 | | 1 | 384,694 |
| 151 | | 82 | 77% | 4,708,742 | 94% | 19 | | 304,715 | 5% | 76 | 5,937,836 |
| | AUDI 17 | 7 | 88% | | | | 23% | 277,636 | 6% | 81 | 4,986,380 |
| | AUDISS | 1 | | 2,296,738 | 100% | 1 | 13% | 321 | 0% | 8 | 2,297,059 |
| | | 3 | 100% | 858,763 | 100% | - | 0% | - | 0% | 3 | 858,763 |
| | AUDI 54 | 1 | | | 1 | | | | | | |
| - 1 | AUDI 98 | - | 0% | - | 0% | 1 | 100% | 10,250 | 100% | 1 | 10,250 |
| | AUDI SII | ł | | | | | | | - 1 | | • |
| 157 | SAAB COMMERTIBLE | | | | | | | | | | |
| 158 | SAAB WAGON | | | | | | | | | | |
| 159 | JEEP LIBERTY | 78 | 90% | 15,747,774 | 99% | 8 | 10% | 222,661 | 1% | 84 | 15,970,435 |
| 160 | ZAFIRA | 3 | 43% | 470,437 | 66% | 4 | 57% | 247.263 | 34% | 7 | |
| 161 | MISSAN X-TRAIL | 50 | 88% | 9,705,563 | 100% | 7 | 12% | 48.588 | 0% | | 717,690 |
| r | CROWN VICTORIA | 1 | | 4,100,000 | 100.5 | • | 1278 | 40,300 | ٧. | 57 | 9,754,151 |
| | CORSA | 45 | 79% | 4 524 700 | اسما | 40 | | | | | |
| | CADILLACCTS | | | 4,508,766 | 94% | 12 | 21% | 298,083 | 6% | 57 | 4,806,849 |
| | AMPLANCHE | 2 | 100% | 700,295 | 100% | - | 0% | • | 0% | 2 | 700,295 |
| | | 1 | 100% | 375,322 | 100% | - | 0% | • | 0% | 1 | 375,322 |
| | EBCALADE | 3 | 100% | 1,424,895 | 100% | - | 0% | - | 0% | 3 | 1,424,895 |
| | HONDA CR-V | 8 | 100% | 1,455,526 | 100% | - | 0% | - | 0% | 8 | 1,455,526 |
| | PLATINA | 51 | 72% | 4,771,789 | 96% | 20 | 28% | 194,741 | 4% | 71 | 4,966,530 |
| 169 | | 46 | 96% | 5,064,439 | 100% | 1 | 2% | 19,936 | 0% | 47 | 5,084,375 |
| 170 | CLIO SPORT | 19 | 83% | 2,976,914 | 95% | 4 | 17% | 142,197 | 5% | 23 | 3,119,111 |
| 171 | LAGUNA | | | | 1 | | | | די | | 9,779,111 |
| 172 | ALHAMBRA | 1 1 | 100% | 221,859 | 100% | _ | 0% | | 0% | | 224 050 |
| | SHARAN | 5 | 83% | 975,822 | 100% | 1 | 17% | 2 (1700 | 0% | 1 | 221,859 |
| - 1 | ALFA ROMEO 147 | l . ¯ | 0% | P13,022 | 0% | 1 | | 2,078 | | 6 | 977,898 |
| | ALFA ROMEO 150 | 1 | 100% | | | - | 100% | 15,239 | 100% | 1 | 15,239 |
| | ALFA ROMEO 198 | 4 | 27% | 390,909 | 100% | | 0% | | 0% | 1 | 390,909 |
| - | CAMPY | | | 594,185 | 76% | 11 | 73% | 191,426 | 24% | 15 | 785,611 |
| | CORDLIA | 10 | 83% | 983,118 | 99% | 2 | 17% | 10,968 | 1% | 12 | 994,066 |
| | | 4 | 67% | 560,530 | 98% | 2 | 33% | 13,250 | 2% | 6 | 573,780 |
| | MATRIX | 3 | 100% | 583,492 | 100% | - | 0% | - | 0% | 3 | 583,492 |
| 180 | | 1 1 | 100% | 382,500 | 100% | - | 0% | - | 0% | 1 | 382,500 |
| | MINI COOPER | 5 | 71% | 1,149,938 | 99% | 2 | 29% | 9,656 | 1% | 7 | 1,159,594 |
| | MINI COOPERS | 4 | 100% | 544,864 | 100% | - | 0% | - | 0% | 4 | 544,864 |
| 183 | | 6 | 75% | 698,626 | 95% | 2 | 25% | 38,965 | 5% | 8 | 737,591 |
| 184 | TOYOTA 4 RUNNER | | | | | | | ,000 | ٠-٦ | • | 100,101 |
| | N6 CABRICLET | 18 | 86% | 565,590 | 94% | 3 | 14% | 39,079 | 6% | 21 | 804.000 |
| 186 | AUDIRS | | _ | | - ' ~ | • | | 30,078 | 370 | 21 | 604,669 |
| | METO/A | _ | 0% | | 0% | | 1000 | | 400- | | |
| | ÆCTRA | , | 100% | 204.000 | | 1 | 100% | 1,440 | | 1 | 1,440 |
| | PACIFICA | | 10076 | 394,250 | 100% | • | 0% | - | 0% | 2 | 394,259 |
| 190 | | 1 | | | 1 | | | | | | |
| | | | | | | | | | Į. | | |
| 191 | | | | | | | | | | | |
| | PALIO ADMENTURE | | | | - 1 | | | | - [| | |
| | CC SPORT | 4 | 100% | 606,652 | 100% | | 0% | | | | |
| | | | | 000,002 | | | U 70a | - | | | AND RET |
| | PLINDERBIRD CONVERTIBLE | 7 | | 000,032 | | • | UNA | - | 0% | 4 | 608,652 |

| | | | Pén | Sida Total | | | Pérdi | da Parcial | | Total | | |
|-------|---------------|------------|------|-----------------|------|------------|-------|-----------------|-----|------------|-----------------|--|
| | | Número | | Monto Neto Sin. | | Número | | Monto Neto Sin. | - | Número | Monto Neto Sin. | |
| Clave | Descripción | Siniestros | %PT | Pagados. | %PT | Sinicatros | %PP | Pagados | %PP | Sintestros | Pagados | |
| 196 | AWATOR | 3 | 75% | 1,391,935 | 96% | 1 | 25% | 30,087 | 2% | 4 | 1,422,022 | |
| 197 | BLACK WOOD | i | | | i | | | | | | | |
| 196 | ECLIPSE | 1 | | | | | | | | | | |
| 199 | GALANT | | | | | | | | | | | |
| 200 | LANCER | | | | | | | | | | | |
| 201 | MONTERO | 1 | 100% | 280,780 | 100% | - | 0% | - | 0% | 1 | 280,780 | |
| 202 | OUTLANDER | i i | | | | | | | | | | |
| 203 | SPACE STAR | 1 | 100% | 31,331 | 100% | - | 0% | - | 0% | 1 | 31,331 | |
| 204 | MURANO | | | | | | | | | | | |
| 205 | CAYENNE | | | | | | | | | | | |
| 206 | PEUGEOT 307 | | | | | | | | | | | |
| 207 | PEUGEOT 408 | 3 | 60% | 723,940 | 67% | 2 | 40% | 349,375 | 33% | 5 | 1,073,315 | |
| 206 | PEUGEOT 807 | | | | | | | | | | | |
| 209 | MATE | 2 | 67% | 149,628 | 100% | 1 | 33% | 250 | 0% | 3 | 149,878 | |
| 210 | ROVER 75 | 2 | 100% | 680,264 | 100% | - | 0% | - | 0% | 2 | 660,264 | |
| 211 | ROVER MG | | | | | | | | | | | |
| 212 | SW89-5 | | | | | | | | | | | |
| 213 | LAND CRUISER | 2 | 100% | 233,656 | 100% | - | 0% | - | 0% | 2 | 233,656 | |
| 214 | TOYOTA RUNNER | - | | - | | - | | - | - 1 | - | - | |
| 215 | SERMA | - | | - | | - | | - | | - | - | |
| | YARIS | - | | - | | - | | - | - 1 | - | - | |
| 217 | TOUMREG | - | | - | | - | | - | | - | - | |
| 218 | CROSSFIRE | - | | - | | | | - | | - | - | |
| 900 | OTROS | 420 | 45% | 25,697,159 | 67% | 504 | 55% | 12,700,508 | 33% | 924 | 38,397,667 | |
| | | 10,031 | 68% | 903,106,222 | 88% | 4,711 | 32% | 126,471,320 | 12% | 14,742 | 1,029,577,542 | |

| | | V1 Ponderada | V2 Ponderada |
|---------------------------|--|--------------------------------|-------------------|
| Clave Marca | CM Descripción | Valor Nuevo | Valor Comercial |
| | | | |
| 1 GENERAL MOTORS | I CHEVELLE, NOVA, CAPRICE | 116.040 | ~ 4~ |
| 2 GENERAL MOTORS | S CHARGO CELEBRITY | 116,910 123,390 | 23,400 |
| 3 ORISI FR | 17 DART K, VOLARE K | 216.000 | 27,630 30,330 |
| 4 CHRYSLER | 17 CORDOBA LE SARONY K | 216,000 | 30,330 |
| 5 CHRYSLER | 17 CHRYSLER 600, MAGNUM K | 202,860 | 26,730 |
| 6 CHRYSLER | 17 PHOTON | 202,880 | 26,730 |
| 7 MISSAN | 62 DATELIN | 90,900 | 18,450 |
| B HISSAN | 62 TSURU | 84,960 | 37,440 |
| 9 FORD | 28 FARMONT, TOPAZ | 116,910 | 23,400 |
| 10 PORD | 26 GRAND MARQUES, CROWN VIC. | 296,640 | 69,570 |
| 11 FORD | 25 COUGAR | 229,140 | 27,630 |
| 12 FORO | 28 MUSTANG | 288 ,540 | 56,520 |
| 13 FORD | 28 THUNDERSERS) | 243,090 | 29,970 |
| 14 VAIL | 4 VAM | 99,000 | 18,900 |
| 15 REWULT 16 VOUSWIGER | 75 REMULT | 86,670 | 25,920 |
| 17 VOUSHAGEN | 99 V.W. SEDAN 90 CAPRIE, BRASILIA, SAFARI | 67,410 | 25,830 |
| 18 VOLKSHAGEN | IN COME | 145,620 | 26,550 |
| 19 VOLKSWAGER | SE ATLANTIC | 16 7,220 145,620 | 63,900 |
| 20 YOUSWINGER | 98 CORSAR WARRENT | 180,090 | 26,550 20,340 |
| 21 CHRYSLER | 17 VOLANE, SUPER BEE | 216,000 | 30,330 |
| 22 SEMERAL MOTORS | 9 CENTURY | 218.610 | 33,030 |
| 23 GENERAL MOTORS | B SUBURBAN, CAPRY ALL | 383,940 | 108,900 |
| 24 MISSAN | 62 DATSUM, SAMURAL SAMURA | 90,900 | 18,450 |
| 25 CHRISLER | 17 CHRYSLER, NEW YORKER | 150,660 | 33,300 |
| 26 CHROSLER | 17 DODGE RAN CHARGER | 217,980 | 45,720 |
| 27 VOLUSHINGER | 99 GOLF | 103,590 | 25,470 |
| 28 VOLISWIGEI | # ETTA | 146,250 | 30, 870 |
| 29 GENERAL MOTORS | ■ CUTLASS | 215,550 | 27,270 |
| 30 FORD | 28 TAURUS | 180,090 | 20,340 |
| 31 CHRYSLER | 17 SWOOW | 121,230 | 23,490 |
| 32 CHRYSLER 33 NESSAN | 17 SHADOW GIS | 126,810 | 19,800 |
| 34 NESSAN | EZ IDEWAL CHRYALL EZ HEGARI | 116,190 | 35,460 |
| 35 FORD | 25 FORD CARRY ALL | 88,670 | 25,920 |
| 36 GENERAL MOTORS | 9 CANLER | 203,940 127,530 | 25,470 |
| 37 GEHERAL MOTORS | 9 CANLERZH | 163,620 | 34,740 28,800 |
| 38 GENERAL MOTORS | 1 BLAZER | 258,500 | 58,770 |
| 39 GENERAL MOTORS | 9 CADILLAC | 430,740 | 117,810 |
| 40 GENERAL MOTORS | CORVETTE | 535,590 | 187,380 |
| 41 CHRYSLER | 17 SPRET | 123,390 | 27,630 |
| 42 CHRYSLER | 17 \$P\$\$TRIT | 150,860 | 33,300 |
| 43 CHRISLER | 17 REPERM. | 288,900 | 68,400 |
| 44 CHRYSLER | 17 VOYAGER | 254,610 | 107,100 |
| 45 NESAN | RZ MISSAN MACHIA | 317,700 | 94,410 |
| 46 HISSAH 47 FORD | 42 HESAN 380 2X | 380,520 | 95,400 |
| 48 FORD | 28 FORD GHA 26 LINCOLN | 156,060 | 23,490 |
| 49 FORD | 20 AEROSTAR | 403,580 | 197,550 |
| 50 PORD | 28 FORD EIPLORER (BIPORT) | 242,370 306,080 | 54,990 |
| 51 VOLUSIMAGEN | 88 PASSAT Y VARIOUST | 265,320 | 119,070 |
| 52 GENERAL MOTORS | 9 OLDSWOBILE SILHQUETTE | 250,460 | 112,590 52,110 |
| 53 VOLISHINGEN | M MUEVO GOLF | 203,040 | 41,310 |
| 54 VOLISHINGEN | ## MUEVO JETTA | 190,710 | 46,440 |
| 55 GENERAL MOTORS | 9 OLDSMOBILE BIGHTY EIGHT | 252,900 | 34,470 |
| 56 GENERAL MOTORS | 9 PORTRIC FREEERD TRANS AM | 321,030 | 63,810 |
| 57 GENERAL MOTORS | # CHEVY | 77,400 | 41,580 |
| 58 CHRYSLER | 17 CONCORDE | 253,500 | 74,160 |
| 59 CHRYSLER | 17 JEEP WRANGLER | 194,670 | 85,860 |
| 80 CHRYSLER | 17 JEEP GRAND CHEROKEE | 350,190 | 140,490 |
| 61 GENERAL MOTORS | 1 MUICK REGAL | 224,640 | 43,020 |

| | | | | V1 Ponderada | V2 Ponderada |
|--------------|-------------------------|--------------|---------------------------------------|--------------------|-------------------|
| Clave | Marca | CM | Descripción | Valor Nuevo | Valor Comercial |
| | | | | | |
| 62 e | EMERAL MOTORS | 9.6 | CHENC BOINEVILLE | 326,430 | 54.270 |
| | EMERAL MOTORS | | ENEMOD | 229,580 | 76,050 |
| | ENERAL MOTORS | | MALER (more personier) | 138,060 | 60,660 |
| 65 c | HRYSLER | | EW YORKER LH | 179,100 | 33,660 |
| 66 c | HRYSLER | 17 8 | MREPD | 170,100 | 65,070 |
| | HRYSLER | 17 1 | ECH | 117,900 | 54,900 |
| | ESAN | | 65SAH 248 5X | 227,970 | 63,540 |
| 70 P | ISSAH | | | 417,690 | 150,390 |
| 70 P | | | SCORT Y NUEVO ESCORT ERCLITY SAILE | 127,260 | 37,260 |
| 72 B | | | MSTIQUE | 241,470 205,740 | 88,560 48,680 |
| 73 F | | | MOSTAR | 256,500 | 122,310 |
| | OLISWINGEN | | ERBYY MUEVO DERBY | 105,030 | 52,740 |
| 75 c | HRYSLER | 17 8 | TRATUS Y BREEZE | 153,540 | 58.050 |
| 76 c | HRYSLER | 17 0 | OOGE WINGON | 177,210 | 85,680 |
| 77 N | ESAN | 62 T | 9.84E | 122,400 | 46,800 |
| | ERCEDES GENZ | 57 H | ERCEDES 8842 | 446,490 | 210,960 |
| 79 B | | 10 B | | 399,420 | 221,130 |
| 80 H | | | ONDA ACCORD | 210,690 | 93,240 |
| | HRYSLER | | PPLS | 184,320 | 61,110 |
| 82 m 83 m | | | | 130,500 | 56,970 |
| | essari Eneral Motors | | UCINO UMBNA | 139,860 | 47,610 |
| | EMERAL MOTORS | | MINRO | 267,750 313,650 | 57,960 *4 330 |
| | ENERAL MOTORS | | EO TRACHER | 173,340 | 84,330 84,150 |
| 87 H | | | LTIMA | 220.500 | 96,390 |
| 68 FC | | | OMTOUR | 184,500 | 50,670 |
| 89 a | HRYSLER | 17 S | MATUS RT | 175,230 | 71,190 |
| 90 a | RYSLER | 17 SI | EBRONG / JRT | 346,500 | 65,790 |
| | BIBRAL MOTORS | 9 P | OMTIAC GRANI PRIK | 311,130 | 81,810 |
| | EMERAL MOTORS | 9 0 | HEWIOLET VEHTURE | 236,070 | 114,930 |
| | EMERAL MOTORS | 9 14 | NEAO MATIBIN | 180,360 | 77,310 |
| | ENERAL MOTORS | | AFFE | 131,130 | 54,720 |
| 95 m 96 m | | | ATHENDER | 334,080 | 136,980 |
| 97 FC | | 62 0 | | 280,800 | 115,290 |
| 96 FC | | | OPEUMON SCORT 202 | 375,840 169,200 | 172,080 |
| 99 H | - | | ONDA CINIC | 186,950 | 54,360 85,140 |
| 100 A | | | DM | 326,700 | 157,500 |
| 101 PE | | | ELIGIEOT 398 | 140,040 | 87,030 |
| 102 JA | guar | | GUR | 503,640 | 287,290 |
| 103 PC | PRSCHE | 06 P(| ORSCIE . | 723,510 | 494,190 |
| | MD ROYER | 40 | ND ROVER | 403,470 | 197,730 |
| | ENERAL MOTORS | | PIEWL MOTORS EXPRESS WAR | 272,790 | 125,730 |
| | RYSLER | | JRANGO | 242,620 | 119,340 |
| | RYSLER RYSLER | 17 30 | | 307,260 | 127,710 |
| 109 FC | | 17 Mg | EOM RYT | 156,600 | 63,630 |
| 110 FC | - - | | ESTA ICOLN NIGNBATOR | 78,750 | 38,160 |
| 111 FC | | | FEI CLUB WAGON | 463,500 292,230 | 185,400 |
| | LUSMAGEN | | MITER | 77,130 | 113,130 51,570 |
| | LUSWIGER | | ₩ 8 ETLE | 177,570 | 89,820 |
| 114 PE | | | SUGEOT 406 | 174,960 | 65,070 |
| 115 GE | DIERAL INCTORS | 9 05 | WHAE | 185,310 | 106,290 |
| 116 AU | | 8 AL | D/A | 796,390 | 328,770 |
| 117 AU | | 6 AL | DI AFCARROLET | 444,060 | 160,740 |
| 118 AU | | | DIAD | 214,110 | 136,080 |
| 119 AU | - | | D.A | 501,300 | 237,420 |
| 120 GE | MERVL MOTORS | • | | 204,930 | 115,740 |
| 122 Hz | | 62 UF | | 207,540 | 113,130 |
| | | =2 | EFFA | 264,780 | 155,610 |

| 123 FORD 28 FOCUS 146,790 74,250 124 YOUNSMACEN 88 JETTA ESE 4 190,550 53,070 125 YOUNSMACEN 88 JETTA ESE 4 190,550 75,500 126 YOUNS 98 YOUN 346,750 196,550 127 FERRARD 2 FERRARD 2,198,510 1,665,370 128 MASERNT 50 MASERNT 1,033,200 765,630 128 GERENAL BUTONS 9 TORM 102,420 61,744 130 CHYTRIER 17 FO CRUSSER 154,440 98,820 131 GERENAL BUTONS 8 JASTIN 124,200 115,750 133 GERENAL BUTONS 8 JASTIN 124,200 115,750 133 GERENAL BUTONS 8 JASTIN 223,200 115,750 134 FORD 28 BEDOME 277,430 155,300 135 YOUNSMACEN 80 EURONAM 226,200 115,750 136 CHYTRIER 17 FAIR GLAD CHS 225,000 94,230 137 CHYTRIER 17 FAIR GLAD CHS 225,000 94,230 138 CHYTRIER 17 FAIR GLAD CHS 225,000 94,230 139 FORD 28 BEDLERBIND 356,550 210,450 140 PELEBECT 48 BEDLERBIND 356,550 210,450 141 REPULLT 75 SCENIC 118,400 68,310 141 REPULLT 75 SCENIC 118,400 68,310 142 FORD 28 BEDLERBIND 356,550 210,450 143 BESSAM 44,187A 118,440 68,310 144 SEAT 79 CORDODA 114,470 77,540 145 SEAT 79 CORDODA 114,470 77,550 145 SEAT 79 TOLIDO 175,500 196,700 159 FORD 28 BICH 118,400 175,500 196,700 147 SEAT 79 TOLIDO 175,500 196,700 159 FORD 28 BICH 157 40,750 196,700 150 FORD 28 BICH 157,500 196,700 151 FORD 28 BICH 157,500 196,700 152 ALDI 6 ALDI ST 118,600 196,500 151 FORD 28 BICH 157,500 196,500 152 ALDI 6 ALDI ST 167,500 196,500 153 ALDI 6 ALDI ST 167,500 196,500 154 ALDI 6 ALDI ST 167,500 196,500 155 ALDI 6 ALDI ST 167,500 196,500 156 ALDI 6 ALDI ST 167,500 196,500 157 SAAR 78 SAAR SEEDIM 100,500 196,500 158 GREENAL BUTONS 8 ALDI STAML 177,600 159 GREENAL BUTONS 8 ALDI STAML 177,600 151 FORD 28 BICH 177,600 151 FORD 28 BICH 177,600 157 SAAR 78 SAAR SEEDIM 177,600 157 | Clave | Merca | CM | Descripción | V1 Ponderada Valor Nuevo | V2 Ponderada Valor Comercial |
|--|--------|---------------|--------|-----------------|-----------------------------|---------------------------------|
| 124 YOULSMACEH | | | | | | |
| 124 YOULSMACEH | 122 - | | | | 440 7700 | |
| 125 VOLUSMAGER 80 GOLF GEN. 4 119,790 75,500 195,500 125 VOLVO 90 VOLVO 90 VOLVO 348,750 195,500 127 FERRARI 2 PSE,500 157 FERRARI 2 PSE,500 755,500 126 MARERATI 50 MASERIATI 1,033,200 765,530 129 GENERAL MOTORS 8 MASERIATI 1,033,200 765,530 130 GENERAL MOTORS 8 ASTER 154,440 98,220 131 GENERAL MOTORS 8 ASTER 122,200 115,470 133 GENERAL MOTORS 8 ASTER 222,200 155,500 135 VOLUSTANGER 8 EDICAMA 364,320 165,500 135 VOLUSTANGER 9 EDICAMA 322,200 195,500 135 VOLUSTANGER 9 EDICAMA 322,200 195,500 135 VOLUSTANGER 9 EDICAMA 322,200 195,700 137 CHRYSLER 17 RAM QUAD CAS 225,000 94,230 135 CHRYSLER 17 RAM QUAD CAS 225,000 94,230 141,130 136 CHRYSLER 17 RAM QUAD CAS 225,000 94,230 141,130 139 FORM 26 EDICAMA 365,550 141,650 141,650 141,650 141,650 141,650 141,650 141,650 141,650 141,650 141,650 141,650 141,650 141,650 141,650 142,650 141,650 143,650 141,650 143,650 141,650 143,650 143,650 143,650 143,650 143,650 143,650 143,650 143,650 143,650 144 | | | | | · | • |
| 126 NULVO | | | | | • | • |
| 128 MMERINT | | | 99 VO | XVO | - | |
| 129 GENEMA MOTORS 9 TIGRA 192,420 61,740 130 CHYNLER 17 PT COURSER 194,440 98,620 131 GENERAL MOTORS 8 ASTER 194,640 98,620 132 GENERAL MOTORS 8 ASTER 223,200 115,470 133 GENERAL MOTORS 9 EDITORS 227,430 156,330 134 FORD 28 ESIGNE 227,430 156,330 135 YOLKSINGER 80 ELINOWN 228,240 130,950 136 CHYNLER 17 RAM GUNDOMS 225,000 94,230 137 CHYNLER 17 RAM GUNDOMS 255,000 94,230 137 CHYNLER 17 RAM GUNDOMS 255,000 94,230 139 FORD 28 EXCURSION 365,550 210,420 140 PELEREXY 60 ELINESTY 28 118,440 68,310 141 REMAULT 73 SCENC 183,510 111,650 142 ROWD 28 MOTORS 271,880 108,350 143 MISSAM 62 ALIERA 133,470 78,120 144 SEAT 79 GENDOMS 111,240 65,700 145 SEAT 79 GENDOMS 111,240 77,550 146 SEAT 79 GENDOMS 114,570 72,540 146 SEAT 79 GENDOMS 115,470 147 SEAT 79 GENDOMS 115,470 148 REMAULT 73 MEGNE 157,950 115,470 149 SAMS 78 SAMS ESIGN 39,450 56,250 151 ROWD 28 MOT 99,450 56,250 152 ALCI 6 ALCI SS 39,650 153 ALCI 6 ALCI SS 396,000 225,530 154 ALCI 6 ALCI SS 396,000 270,000 155 ALCI 6 ALCI SS 396,000 270,000 156 ALCI 6 ALCI SS 396,000 396,000 157 SAMS 78 SAMS ESIGN 560,000 77,550 157 SAMS 78 SAMS ESIGN 560,000 77,550 158 ALCI 6 ALCI SS 396,000 396,000 157 SAMS 78 SAMS ESIGN 560,000 77,550 157 SAMS 78 SAMS ESIGN 560,000 77,550 157 SAMS 78 SAMS COMMERTIBLE 405,000 199,000 158 SAMS 78 SAMS COMMERTIBLE 405,000 199,000 157 SAMS 78 SAMS COMMERTIBLE 405,000 199,000 158 SAMS 78 SAMS COMMERTIBLE 405,000 199,000 157 SAMS 78 SAMS COMMERTIBLE 405,000 199,000 158 SAMS 78 SAMS COMMERTIBLE 405,000 199,000 157 SAMS 78 SAMS COMMERTIBLE 405,000 199,000 158 SAMS 78 SAMS COMMERTIBLE 405,000 199,000 158 SAMS 78 SAMS COMMERTIBLE 405,000 199,000 159 COMPANIER 17 ASSPER MOTORS 1 PRICE ACCION 177,710 160 GENERAL MOTORS 1 PRICE AC | | | | | | 1,466,370 |
| 130 CHYRILER 17 PT CRUSER 154,440 98,820 85,850 131 GENERAL MOTORS 8 ASTRA 149,850 85,850 132 GENERAL MOTORS 8 OLICIAN 364,220 155,800 134,700 28 ESCAPE 227,430 155,830 135 YOU.SINNGEH 86 ELMONN 228,240 150,530 135 YOU.SINNGEH 86 ELMONN 228,240 150,530 136 CHYRIA 36 CORSEY 322,370 189,720 137 CHYRILER 17 RAMGINDONS 225,000 41,130 139 FORD 28 DELERICH 365,6550 240,420 140 PERSECT 68 PELIESTON 365,5550 240,420 141 REMAULT 73 SCENC 183,510 111,660 150,500 141 REMAULT 73 SCENC 183,510 111,660 150,500 141 REMAULT 73 SCENC 183,510 111,660 150,500 141 REMAULT 73 SCENC 183,510 175,500 199,810 150 ROWN 28 SCAN 183,510 175,500 115,470 145 SCAT 79 TOLEON 175,500 175,500 115,470 145 SCAT 79 TOLEON 175,500 175,500 199,810 150 ROWN 28 SCAN 183,510 128,600 150 ROWN 28 SCAN 183,510 175,500 175,500 151 ROWN 28 SCAN 183,510 175,500 128,610 150 ROWN 28 SCAN 183,510 175,500 150 ROWN 28 SCAN 183,510 175,500 150 ROWN 28 SCAN 183,510 150 ROWN 183,510 | | | | | | • |
| 131 GENERAL INDICES B ASTRA 140,850 85,850 132 GENERAL INDICES B CATEK 223,200 115,470 133 GENERAL INDICES B GONCAA 304,320 155,830 134 FORD 28 ELECAPE 227,430 155,330 135 YOULSSINGER BELECOME 228,240 130,950 136 YOULSSINGER 17 RAM GUNDONS 225,000 94,230 137 ORYGLER 17 RAM GUNDONS 255,000 94,230 138 CHEVILLER 17 RAM GUNDONS 255,000 94,230 139 FORD 28 EXCURSION 305,550 210,420 140 PELESCOT 68 PELESCOT 200 118,440 68,340 141 REMAULT 73 SCENC 183,510 111,650 142 FORD 28 MONIGEO 211,880 109,350 143 MISSAN 52 ALMERA 133,470 78,120 144 SEAT 79 SECA 111,240 65,770 145 SEAT 79 CORDONA 114,570 72,540 146 SEAT 79 CORDONA 114,570 72,540 146 SEAT 79 CORDONA 114,570 72,540 146 MEMALT 73 MEMALT 73 MEMALT 73 MEMALT 74 MEMALT 74 MEMALT 74 MEMALT 75 MEM | | | | | • | • |
| 132 GEMERAL MOTORS 8 AZTEK 222,200 115,470 133 GEMERAL MOTORS 1 SUNCHA 364,320 165,800 134 FORD 26 ESCAPE 227,430 156,800 135 YOLLSSMACEN 85 ELROMAN 221,240 130,950 135 YOLLSSMACEN 85 CORSESY 332,370 189,720 137 OFFISIER 77 RAM QUAD CAS 225,000 94,230 138 OFFISIER 77 RAM QUAD CAS 225,000 94,230 139 FORD 26 EXCLUSION 365,550 240,420 140 PELISEOT 66 PELISEOT 303 118,440 68,310 141 REPAULT 73 SCEMC 345,510 111,690 142 FORD 26 MOTORS 211,880 169,350 143 MOSAM 67 ALMERA 133,470 78,120 144 SEAT 77 BEZA 111,240 65,700 145 SEAT 79 LOCH 111,240 177,550 146 SEAT 79 LOCH 111,240 177,550 147 SEAT 79 TOLED 177,550 115,470 148 REPAULT 73 MESAME 157,950 115,470 149 SAMS 78 SAMS SEEMN 342,000 115,690 150 FORD 26 KA 50,450 47,520 151 FORD 26 KA 50,450 47,520 152 AUD 6 AUDIST 401,780 225,530 153 AUD 6 AUDIST 401,780 225,530 156 AUD 6 AUDIST 401,780 225,530 157 SAMS 78 SAMS SEEMN 342,000 125,690 158 SAMS 78 SAMS SEEMN 364,000 225,530 159 OFFISIER 77 SEEM SEEMIN 364,000 225,530 150 OFFISIER 78 SAMS 78 SAMS SEEMIN 364,000 225,530 156 AUDI 6 AUDIST 401,780 225,530 157 SAMS 78 SAMS SEEMIN 223,290 145,580 158 SAMS 78 SAMS SEEMIN 223,290 145,580 159 OFFISIER 77 SEEMINGTON 570,000 270,000 159 OFFISIER 77 SEEMINGTON 570,000 775,690 150 OFFISIER 77 SEEMINGTON 570,000 775,690 151 OFFISIER 77 SEEMINGTON 570,000 775,690 151 OFFISIER 77 SEEMINGTON 570,000 775,690 151 OFFISIER 77 SEEMINGTON 570,000 775,690 170 NERMLT 77 SOLLO 113,590 775,690 171 NERMLT 77 SOLLO 113,590 775,690 171 NERMLT 77 SOLLO 114,570 771,710 180 NERMLT 77 SOLLO 114,570 771 | | | | | • | • |
| 133 GENERAL BOTORS 18 ENIONE 134 FORD 28 ESCHME 227,430 136,320 156,800 137 OFFISION 136 HORDA 38 GENERAL 137 OFFISION 137 OFFISION 137 OFFISION 137 OFFISION 138 OFFISION 139 FORD 28 ENIONEM 139 FORD 28 ENIONEM 141 REMAILT 17 SCENIC 141 REMAILT 17 SCENIC 141 REMAILT 17 SCENIC 142 FORD 28 ENIONES 211,880 193,510 111,690 143 BRISAN 143 BRISAN 144 SEAT 17 BOLDO 145 SEAT 17 BOLDO 145 SEAT 17 BOLDO 145 SEAT 17 BOLDO 146 SEAT 17 BOLDO 147 SEAT 148 BRIMALT 17 SEENIC 148 SEAT 17 BOLDO 149 SEA 144 SEAT 17 BOLDO 145 SEAT 17 BOLDO 147 SEAT 148 BRIMALT 17 SEENIC 150 SEAN 149 SEAT 17 BOLDO 175,500 115,470 148 BRIMALT 17 MESIME 157,950 189,810 150 FORD 28 BON 189,850 151 FORD 28 BON 180,850 152 ALCI 180,800 153 ALCI 180,800 154 ALCI 180,800 155 ALCI 180,800 156 ALCI 180,800 157 SANB 180,800 18 | | | | | | |
| 135 YOURSINGEN BE ELROWN 222,200 130,950 136 HORDA 35 CORSEY 332,370 189,720 137 CHYPSLER 17 RAN QUAD CAS 225,000 94,220 138 CHRYSLER 17 RAN QUAD CAS 69,300 41,130 139 FORD 36 EDICARSON 365,550 270,420 140 PRIMEEY 86 PEUBECT 203 118,440 63,740 141 RENAULT 75 SCENC 183,510 111,690 142 FORD 26 MONEGEO 211,880 109,350 143 BISSAN 26 ALBERA 133,470 78,120 144 SEAT 76 CORDONA 114,570 772,540 145 SEAT 77 LEON 181,530 120,000 147 SEAT 77 LEON 181,530 120,000 147 SEAT 77 LEON 181,530 120,000 148 BISSAN 78 SANS SEDNN 342,000 139,500 150 FORD 26 KON 99,450 55,250 151 FORD 26 KON 99,450 55,250 152 AUDI 6 AUDITT 401,780 225,530 153 AUDI 6 AUDIST 401,580 590,000 248,550 155 AUDI 6 AUDIST 405,680 190,000 248,550 156 AUDI 6 AUDIST 405,680 190,000 270,000 159 CHRYSLER 77 JEONA 108,300 190,000 190,000 159 CHRYSLER 77 JEONA 108,000 190,000 190,000 159 CHRYSLER 77 JEONA 108,000 190,000 190,000 150 CHRYS | 133 e | EMERAL MOTORS | 1 80 | HCRA | 364,320 | - |
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| 137 OFFISER 17 RAM DUAD CMS 225,000 91,230 138 CHRYSLER 17 ATOS 69,300 41,130 139 FORD 26 EDICRISON 395,550 210,420 140 PELICECT 66 PELICECT 208 118,440 68,310 141 REMALT 75 SCENC 158,3,510 111,680 142 FORD 28 MICHOED 211,880 109,350 143 MISSAM 62 ALBERA 133,470 78,120 144 SEAT 78 BEZA 111,240 85,700 145 SEAT 79 CORODRA 114,570 72,540 146 SEAT 79 CORODRA 114,570 72,540 146 SEAT 79 TOLEDO 175,500 115,470 148 REMALT 75 MEGINE 157,590 99,810 147 SEAT 79 TOLEDO 175,500 115,470 149 SAMS 78 SAMS SEDIM 342,000 139,500 150 FORD 28 MICH 99,450 56,250 151 FORD 28 MICH 99,450 56,250 152 ALDI 6 ALDI ST 40,105 56,250 153 ALDI 6 ALDI ST 40,105 56,250 155 ALDI 6 ALDI ST 56,000 210,610 156 ALDI 6 ALDI ST 56,000 270,000 158 SAMS 78 SAMS COMMERTIBLE 405,000 186,000 158 SAMS 78 SAMS COMMERTIBLE 405,000 196,000 159 CHRYSLER 17 LEEP LIBERTY 249,390 137,160 160 CORRENA INDITIORS 8 CARDILLA CITS 364,650 279,650 161 RESINA 62 MISSINI XITML 223,290 145,260 162 GERERAL INDITIORS 9 CARDILLA CITS 364,660 279,650 163 GERERAL INDITIORS 9 CARDILLA CITS 364,660 279,650 164 GERERAL INDITIORS 9 CARDILLA CITS 364,660 279,650 165 GERERAL INDITIORS 9 CARDILLA CITS 364,660 279,650 167 HONDA 36 HONDA 36 HONDA 12,400 113,580 75,690 170 REMALT 75 OLIO 113,580 75,690 170 REMALT 75 OLIO 113,580 75,690 177 TONDA 91 COMMERT SIN 250,000 144,600 178 TONDA 91 COMMERT SIN 250,000 144,600 179 TONDA 91 COMMERT SIN 250,000 144,600 176 ALFA ROMBO 2 ALFA ROMBO SIN 349,390 224,460 177 TONDA 91 COMMERT SIN 250,000 144,600 178 TONDA 91 COMMERT SIN 250,000 144,600 179 TONDA 91 COMMERT SIN 250,000 144,600 176 ALFA ROMBO 2 ALFA ROMBO SIN 250,000 144,600 177 TONDA 91 COMMERT SIN 250,000 144,600 178 TONDA 91 COMMERT SIN 250,000 144,600 178 TONDA 91 COMMERT SIN 250,000 144,600 179 TONDA 91 COMMERT SIN 250,00 | | | | | —- - | • |
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| 139 FORD 28 EXCLRSION 365,550 210,420 140 PELRECT 69 PELRECT 228 118,440 68,310 141 REMART 75 SCENC 183,510 111,690 142 FORD 28 MONCEO 211,860 109,350 143 RESMA 62 ALIERA 133,470 78,120 144 SEAT 79 EXZA 1111,240 65,700 145 SEAT 79 CORDOBA 114,570 72,540 146 SEAT 79 CORDOBA 114,570 72,540 146 SEAT 79 CORDOBA 114,570 72,540 146 SEAT 79 CORDOBA 114,570 72,540 147 SEAT 79 TOLED 175,550 126,890 147 SEAT 79 TOLED 175,550 199,810 149 SAMS 78 SAMS SEDMI 362,000 139,500 159 FORD 28 IKM 99,450 56,250 151 FORD 28 IKM 99,450 56,250 151 FORD 28 IKM 99,450 56,250 151 FORD 28 IKM 99,450 56,250 153 ALDI 6 ALIDIST 401,760 225,530 154 ALDI 6 ALIDIST 401,760 225,530 155 ALDI 6 ALIDIST 588,440 262,620 155 ALDI 6 ALIDIST 588,440 262,620 156 ALDI 6 ALIDIST 588,640 262,620 157 SAMS 76 SAMS COMPRITISE 405,000 199,000 159 CHRYSLER 17 SEP LIBERTY 249,390 137,600 159 CHRYSLER 17 SEP LIBERTY 249,390 137,600 159 CHRYSLER 17 SEP LIBERTY 249,390 137,600 161 NISSAM 62 NISSAM WIGON 540,000 279,000 159 CHRYSLER 17 SEP LIBERTY 249,390 137,600 163 GENERAL MOTORIS 6 COURS 100,000 179,000 33,660 163 GENERAL MOTORIS 6 COURS 100,000 179,000 33,660 164 GENERAL MOTORIS 6 COURS 100,000 179,000 33,660 165 GENERAL MOTORIS 6 COURS 100,000 179,000 33,660 165 GENERAL MOTORIS 6 COURS 100,000 179,000 179,000 30,600 179,000 | | | | | | |
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| 142 PORD | | | 65 FB | UGEOT 208 | 118,440 | |
| 143 MBSSM 62 ALMERA 133,470 78,120 144 SEAT 79 BSZA 111,240 65,700 145 SEAT 79 CORDOBA 114,570 72,540 146 SEAT 79 CORDOBA 114,570 72,540 147 SEAT 79 CORDOBA 114,570 72,500 147 SEAT 79 TOLEDO 175,500 115,470 148 REMALLT 79 MEGAME 157,950 99,810 149 SEARS 78 SEARS SEAM 342,000 139,500 150 PORD 28 BCDI 99,450 53,250 151 PORD 28 BCDI 99,450 53,250 152 ALDI 6 ALDIST 401,760 225,630 153 ALDI 6 ALDISS 301,500 225,630 154 ALDI 6 ALDISS 301,500 256,620 155 ALDI 6 ALDISS 599,500 369,000 156 ALDI 77 SEAR 78 SAMBOOMERITIBLE 405,600 195,000 158 SAAB 78 SAMBOOMERITIBLE 405,600 195,000 159 CHRYSLER 17 FLEPT 249,330 137,160 160 GENERAL MOTORS 8 2ATHA 200,880 122,940 161 NISSANI 62 NISSANI XITMAL 223,290 145,260 162 GENERAL MOTORS 8 DOMEN 200,880 177,100 33,660 163 GENERAL MOTORS 9 DOMEN 200,880 177,100 33,660 164 GENERAL MOTORS 9 DOMEN 200,880 177,100 33,660 165 GENERAL MOTORS 9 DOMEN 200,880 177,100 30,550 167 HOUDA 35 HOUDA CAT 37 HOUDA 35 HOUDA AS HOUDAN AS HOUDAN AS HOUDAN AS HOUDAN AS HOUDAN AS HOUDAN AS HOUDA | | - | | | • | · · |
| 144 SEAT 79 BEZA 111,240 65,700 145 SEAT 79 CORDOBA 114,570 72,540 146 SEAT 79 LEOR 181,350 126,090 147 SEAT 79 LEOR 181,350 126,090 147 SEAT 79 TOLEDO 175,500 115,470 148 REMALT 79 MEGANE 157,590 99,810 149 SAMS 79 SAMS SEDAN 342,000 139,500 150 PORD 28 KA 90,450 47,520 151 PORD 28 KA 90,450 47,520 152 ALDI 8 ALDI TT 461,700 225,630 153 ALDI 8 ALDI SS 391,500 218,610 154 ALDI 8 ALDI SS 588,440 252,620 155 ALDI 8 ALDI SS 589,500 389,000 156 ALDI 8 ALDI SS 886,000 484,590 157 SAMS 78 SAMS COMMERTIBLE 405,000 199,000 158 SAMS 78 SAMS WINGON 540,000 270,000 159 CHRYSLER 17 JESP LEERTY 249,390 137,160 161 NESSAN 82 MESSAN X-TRAL 220,380 122,940 161 NESSAN 82 MESSAN X-TRAL 223,220 145,220 162 FURD 28 CHOWN MCKORIA 179,100 33,660 163 GENERAL BOTORS 8 CONSLA 106,360 69,570 164 GENERAL BOTORS 8 CONSLA 106,360 779,570 165 GENERAL BOTORS 8 CONSLA 106,360 779,570 166 GENERAL BOTORS 8 CONSLA 106,360 779,570 167 HORDA SS HONDA GRAY 242,100 177,770 168 MESSAN 82 PLANINA 12,400 177,770 169 REMALT 73 CLID 113,550 75,690 170 REMALT 73 CLID 113,550 75,690 177 REMALT 73 CLID 113,550 75,690 178 TONDIA SS HONDA GRAY 242,100 167,700 179 REMALT 73 CLID 113,550 75,690 177 TOROSA 91 CARDAN 251,971 146,700 178 TONDIA 91 CARDAN 251,971 146,700 177 REMALT 73 CLID 113,550 75,690 177 TOROSA 91 CARDAN 251,971 146,700 178 TONDIA 91 CARDAN 251,971 146,700 179 ROWORA 91 CARDAN 168,210 144,600 179 TONDIA 91 CARDAN 178,650 124,630 180 MESSAN 182 MER COOPER 178,760 121,680 181 MEM 380 MEM COOPER 178,760 121,680 182 MEM 380 MEM COOPER 178,760 121,680 182 MEM 380 MEM COOPER 178,760 121,680 183 MEM 280 MEM COOPER 178,760 121,680 184 MEM 380 MEM COOPER 178,770 123,200 | | | | | | |
| 145 SEAT 76 CONDOBA 114,570 72,540 146 SEAT 76 LECR 181,350 128,060 147 SEAT 76 TOLEDO 175,550 115,470 148 REPAULT 75 MEGAME 157,950 99,810 149 SAMS 76 SAMS SEDMN 342,000 139,500 150 FORD 25 BOM 98,450 552,550 151 FORD 28 KA 90,450 477,520 152 ALDI 8 ALDI TT 401,760 225,550 153 ALDI 8 ALDI SS 391,500 218,510 154 ALDI 8 ALDI SS 391,500 218,510 155 ALDI 8 ALDI SS 588,440 262,620 155 ALDI 8 ALDI SS 588,440 262,620 157 SAMS 76 SAMS COMERTIBLE 405,600 198,000 158 CHRYSLER 17 JEEP LIBERTY 249,390 137,140 159 CHRYSLER 17 JEEP LIBERTY 249,390 127,000 150 CIENEMA MOTORS 8 ZARIMA 200,880 122,940 161 RESON 62 RESON WICKING 179,100 33,560 163 GENERAL BIOTORS 8 CONSA 106,390 99,570 164 GENERAL BIOTORS 8 CONSA 106,390 99,570 165 GENERAL BIOTORS 8 CONSA 106,390 99,570 166 GENERAL BIOTORS 8 CONSA 106,390 99,570 167 HONDA 25 HONDA CRAV 262,100 157,760 168 RESON 62 PLANEA 179,100 33,560 169 GENERAL BIOTORS 8 ENDIAL CTS 384,480 279,530 165 GENERAL BIOTORS 8 ENDIAL CTS 384,480 279,530 165 GENERAL BIOTORS 8 ENDIAL CTS 384,480 279,530 166 GENERAL BIOTORS 8 ENDIAL CTS 384,480 279,530 167 HONDA 25 HONDA CRAV 262,100 157,760 168 MESSAM 62 PLANEA 112,440 73,710 177 REMALT 75 CLID 113,580 75,690 177 REMALT 75 CLID 177,760 117,590 177 REMALT 75 CLID 177,760 117,590 177 REMALT 75 CLID 177,590 117,590 177 REMALT 75 CLID 177,590 117,590 177 REMALT 75 CLID 177,590 117,590 177 REMALT 75 CLID 177,500 117,500 178 TONOTA 19 CLINCIA 196,520 178 TONO | | | | | • | - |
| 146 SEAT 79 LEON 181,350 122,060 147 SEAT 79 TOLEDO 175,550 115,470 148 REMALT 79 MEGINE 157,950 99,810 149 SAMB 78 SAMB SEDMI 342,000 139,900 150 PORD 28 KON 99,450 55,250 151 FORD 28 KA 90,450 47,520 152 AUDI 8 AUDIST 461,760 225,630 153 AUDI 8 AUDIST 461,760 252,630 154 AUDI 8 AUDIST 568,440 262,620 155 AUDI 8 AUDISS 381,500 218,610 156 AUDI 8 AUDISS 886,000 484,500 156 AUDI 8 AUDISS 886,000 484,500 158 SAMB 78 SAMB COMMERTIBLE 405,600 170,000 158 CHRYSLER 17 JEEP LIBERTY 249,390 137,160 159 CHRYSLER 17 JEEP LIBERTY 249,390 137,160 161 NESSAM 82 RESAMB ATRIAL 223,290 145,260 162 FORD 28 CROWN WICKORM 179,100 33,660 163 GENERAL NOTORS 8 CONSA 106,390 69,570 164 GENERAL NOTORS 8 CONSA 106,390 69,570 165 GENERAL NOTORS 8 CONSA 106,390 69,570 166 GENERAL NOTORS 8 EXCALABE 511,110 305,550 167 HONDA 25 HONDA CRAY 242,000 167,760 168 MESAM 82 HONDA CRAY 242,000 167,760 169 GENERAL NOTORS 8 EXCALABE 511,110 305,550 167 HONDA 25 HONDA CRAY 242,000 167,760 168 MESAM 82 HUNDA 35 HONDA CRAY 242,000 167,760 169 GENERAL NOTORS 8 EXCALABE 511,110 305,550 167 HONDA 25 HONDA CRAY 242,000 167,760 168 MESAM 82 HUNDA 112,410 73,710 169 REMALT 75 CLLO 1113,590 75,690 177 REMALT 75 CLLO 113,590 75,690 178 TORGEN 82 SUPRAM 250,330 169,470 177 REMALT 75 CLLO 117,900 178 TORGEN 91 CONDULA 108 HUNDA 251,910 166,420 178 TORGEN 91 CAMBRY 250,300 224,460 176 ALFA ROMEO 2 ALFA ROMEO 191 349,330 224,460 177 ROMOTA 91 CONDULA 168,210 114,570 179 TORGEN 92 SUPRICE 191 349,330 224,460 178 TORGEN 92 SUBMICCOOPER 176,760 121,680 182 MBM 90 MBMICCOOPER 176,760 121,680 182 MBM 90 MBMICCOOPER 177,760 133,200 | | | | | • | |
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| 165 GENERAL NOTORS 9 AMALANCHE 384,050 212,400 168 GENERAL NOTORS 9 EBCALADE 511,110 305,550 167 HONDA 35 HONDA CRAY 242,100 167,760 168 MISSAN 82 PLATINA 112,410 73,710 169 REMALIT 75 CLID 113,580 75,690 170 REMALIT 75 CLID 9FORT 174,510 117,900 171 REMALIT 75 LAGLINA 258,930 169,470 172 SEAT 75 ALFMARINA 258,930 169,470 173 VOLISANAGEN 98 SHARAN 251,810 146,700 174 ALFA ROMED 2 ALFA ROMED 147 271,350 181,530 175 ALFA ROMED 2 ALFA ROMED 189 348,380 224,480 176 ALFA ROMED 2 ALFA ROMED 189 465,210 336,080 177 TONOTA 91 CAMRY 230,400 144,000 178 TONOTA 91 CAMRY 230,400 144,000 179 TONOTA 91 CAMRY 178,650 124,830 180 MISSAN 82 380 282,150 181 MISS 380 MISS COPPER 178,780 121,630 182 MISS 380 MISS COPPER 178,780 121,630 183 MISS 380 MISS COPPER 178,780 121,630 182 MISS 380 MISS COPPER 178,780 121,630 183 MISS 380 MISS COPPER 178,780 121,630 182 MISS 380 MISS COPPER 178,780 121,630 | | | | | • - | • |
| 168 GENERAL MOYORS 8 ESCALADE 511,110 305,550 167 HONDA 35 HONDA CR-V 242,100 167,760 168 MISSAM 62 PLATINA 112,410 73,710 169 REMALT 75 CLD 113,580 75,660 170 REMALT 75 CLD 9FORT 174,510 117,900 171 REMALT 75 LAGURA 258,930 169,470 172 SEAT 79 ALFARDINED 47 251,910 156,420 173 VOLISSINGEM 96 SHARAM 251,910 146,700 174 ALFA ROMED 2 ALFA ROMED 147 271,350 181,530 175 ALFA ROMED 2 ALFA ROMED 188 349,380 224,480 176 ALFA ROMED 2 ALFA ROMED 188 465,210 336,080 177 TONORA 91 CAMRY 230,400 144,000 178 TONORA 91 CAMRY 230,400 144,000 178 TONORA 91 CROLLA 188,210 114,570 179 TOYORA 91 CROLLA 188,210 114,570 179 TOYORA 91 MATTEX 178,650 124,830 180 MISSAM 82 380 2 181 MISS 380 MISS COPPER 178,760 121,630 182 MISS 380 MISS COPPER 178,760 121,630 182 MISS 380 MISS COPPER 178,760 121,630 182 MISS 380 MISS COPPER 178,760 121,630 | | | | | - | • |
| 167 HONDA 35 HONDA CR-V 242,100 157,760 168 MISSAM 82 PLATINA 112,410 73,710 169 REMALT 73 CLID 113,580 75,690 170 MEMALT 73 CLID 174,510 117,900 171 MEMALT 73 CLID 174,510 117,900 174 REMALT 73 LAGUMA 258,030 169,470 175 SEAT 79 ALHMISTNA 250,110 156,420 173 VOLISANGEM 95 SHARAM 251,910 146,700 174 ALFA ROMED 2 ALFA ROMED 147 271,350 181,530 175 ALFA ROMED 2 ALFA ROMED 188 349,380 224,460 176 ALFA ROMED 2 ALFA ROMED 188 349,380 224,460 177 TONOTA 91 CAMEY 230,400 144,000 178 TONOTA 91 CAMEY 230,400 144,000 178 TONOTA 91 CHOLLA 198,210 114,570 179 TONOTA 91 CHOLLA 198,210 114,570 179 TONOTA 91 CHOLLA 178,650 124,630 180 MISSAM 82 SEDZ 400,320 282,150 181 LIME 380 MISS COPPER 176,760 121,630 182 MISS 360 MISS COPPER 3 207,270 133,200 | | | | | • | |
| 169 REMALT 73 CLID 113,580 75,690 170 REMALT 73 CLID SPORT 174,510 117,900 171 REMALT 73 LAGLMA 258,930 169,470 172 SEAT 79 ALHMISMA 250,110 156,420 173 VOLKSMRGEN 95 SHARAN 251,910 146,700 174 ALFA ROMED 2 ALFA ROMED 147 271,350 181,530 175 ALFA ROMED 2 ALFA ROMED 189 348,380 224,460 176 ALFA ROMED 2 ALFA ROMED 189 465,210 336,080 177 TONOTA 91 CAMRY 230,400 144,000 178 TONOTA 91 CAMRY 108,210 114,570 179 TONOTA 91 MATRIX 178,650 124,830 180 MISSAN 92 380 2 400,320 282,150 181 MISS 380 MISS COPPER 176,760 121,680 182 MISS MISS 380 MISS COPPER 207,270 133,200 | | | 35 HO | NDA CR-V | - | • |
| 170 REMILT 73 CLIO SPORT 174,510 117,900 171 REMILT 73 LAGUNA 258,930 169,470 172 SEAT 79 ALMMERA 250,110 156,420 173 VOLISMAGEN 86 SHARAN 251,810 146,700 174 ALFA ROMEO 2 ALFA ROMEO 147 271,350 181,530 175 ALFA ROMEO 2 ALFA ROMEO 189 349,380 224,480 176 ALFA ROMEO 2 ALFA ROMEO 189 465,210 336,080 177 TONOTA 91 CAMRY 230,400 144,000 178 TONOTA 91 CAMRY 230,400 144,000 178 TONOTA 91 CAMRY 198,210 114,570 179 TOYOTA 91 MATRIX 178,650 124,830 180 NEGGAN 82 380 2 400,320 282,150 181 Me 380 MINI COOPER 178,780 121,680 182 MINI 180 380 MINI COOPER 178,780 121,680 | | | 62 FLA | COMMA | 112,410 | 73,710 |
| 171 REMAILT 75 LAGUMA 258,830 169,470 172 SEAT 79 ALFAIRMENA 250,110 156,420 173 VOLKSMASEN 98 SHARAN 251,810 146,700 174 ALFA ROMED 2 ALFA ROMED 147 271,350 181,530 175 ALFA ROMED 2 ALFA ROMED 188 349,380 224,480 176 ALFA ROMED 2 ALFA ROMED 188 465,210 336,080 177 TOKOTA 91 CAMRY 230,400 144,000 178 TOKOTA 91 COROLLA 188,210 114,570 179 TOKOTA 91 MATRIX 178,650 124,830 180 MISSAN 82 380 Z 400,320 282,150 181 MISS 380 MISS COOPER 176,760 121,680 182 MISS MISS MISS COOPER S 207,270 133,200 | | | | - | · | • |
| 172 SEAT 79 ALIMMENA 250,110 156,420 173 VOLISMINGEN 96 SHARAN 251,810 146,700 174 ALFA ROMEO 2 ALFA ROMEO 147 271,350 181,530 175 ALFA ROMEO 2 ALFA ROMEO 168 349,380 224,480 176 ALFA ROMEO 2 ALFA ROMEO 168 465,210 336,080 177 TONOTA 91 CAMEY 230,400 144,000 178 TONOTA 91 CORDLLA 188,210 114,570 179 TONOTA 91 MATRIX 178,850 124,830 180 MISSAN 62 380 2 400,320 282,150 181 MISS 380 MISS COOPER 176,780 121,680 182 MISS 380 MISS COOPER 207,270 133,200 | | | | | • | • |
| 173 VOLKSMAGEN 98 SHARAN 251,810 146,700 174 ALFA ROMEO 2 ALFA ROMEO 147 271,350 181,530 175 ALFA ROMEO 2 ALFA ROMEO 188 349,380 224,480 176 ALFA ROMEO 2 ALFA ROMEO 188 465,210 336,080 177 TONOTA 91 CAMRY 230,400 144,000 178 TONOTA 91 CORDLLA 188,210 114,570 179 DYOVIA 91 MATRIX 178,650 124,830 180 MISSAN 92 300 Z 400,320 282,150 181 MISS 310 MISS COOPER 176,760 121,680 182 MISS MISS MISS COOPER 2007,270 133,200 | | | | | • | • |
| 174 ALFA ROMEO 2 ALFA ROMEO 147 271,350 181,530 175 ALFA ROMEO 2 ALFA ROMEO 188 349,380 224,480 176 ALFA ROMEO 2 ALFA ROMEO 188 485,210 336,080 177 TONGTA 91 CAMRY 230,400 144,000 178 TONGTA 91 CORDLLA 188,210 114,570 179 TONGTA 91 MATRIX 178,650 124,830 180 MISSAN 82 380 Z 400,320 282,150 181 MISS 380 MISS COOPER 176,760 121,680 182 MISS MISS SECRET 180 MISS MISS COOPER 176,760 121,680 182 MISS MISS SECRET 180 MISS MISS COOPER 176,760 123,200 182 MISS MISS SECRET 183,200 183,200 183,200 185 MISS MISS MISS SECRET 183,000 MISS COOPER 183,200 183 | | | | | - | |
| 176 ALFA ROMED 2 ALFA ROMEO 198 465,210 336,080 177 TOWORA 91 CAMEY 230,400 144,000 178 TOWORA 91 CAMEY 230,400 144,000 178 TOWORA 91 CAMEN 178,650 124,830 180 MISSAN 82 380 Z 400,320 282,150 181 MISS 380 MISS COOPER 178,780 121,680 182 MISS 380 MISS COOPER 207,270 133,200 | | | | | | |
| 177 TONOTA 91 CAMRY 220,400 144,000 178 TONOTA 91 CORDLIA 168,210 114,570 179 TOYOTA 91 MATRIX 178,650 124,830 180 HISSAN 92 380 Z 400,320 282,150 181 MB 380 MB COOPER 176,780 121,680 182 MB 2 MB COOPER 207,270 133,200 | | | | | 349,380 | |
| 178 TONOTA 91 COROLLA 188,210 114,570 179 TOYOTA 81 MATRIX 178,650 124,830 180 MISSAN 82 380 Z 400,320 282,150 181 MISS 380 MISS COOPER 176,780 121,680 182 MISS 280 MISS COOPER 207,270 133,200 | | | | | · | - |
| 179 TOYOTA BY MATRIX 178,650 124,830 180 MISSAN 82 380 Z 400,320 282,150 181 MISS 380 MISS COOPER 176,780 121,680 182 MISS 380 MISS COOPER 207,270 133,200 | | | | | • | - |
| 180 MISSANI 82 380 Z 400,320 282,150 181 Line 360 MINI COOPER 176,760 121,680 182 MINI 380 MINI COOPER S 207,270 133,200 | | | | | | |
| 181 Line 380 MINI COOPER 176,760 121,680 182 MINI NO MINI COOPERS 207,270 133,200 | - | - | | | | • |
| 182 INN NO MINI COOPERS 207,270 133,200 | | | | | | - |
| 183 YOUSSINGER 80 POLO 116,640 75,960 | | | | | | - |
| | 183 vc | USWAZEN | SS POL | D | 116,640 | 75,960 |

| Cleve Marca | CM Descripción | V1 Ponderada Valor Nuevo | V2 Ponderada Valor Cornercial |
|--------------------|----------------------------|-----------------------------|----------------------------------|
| | | | |
| 184 TOYOTA | 91 TOYOKA 4 RUMMER | 395,100 | 244,350 |
| 185 AUDI | 6 AS CASRICLET | 495,000 | 286,650 |
| 186 AUDI | 4 ALDIRS | 560,880 | 345,150 |
| 167 GENERAL MOTORS | O MERMA | 133,200 | 119,880 |
| 188 CEMERAL MOTORS | 1 VECTRA | 232,830 | 146,970 |
| 189 CHRYSLER | 17 PACIFICA | 287,370 | 219,870 |
| 190 CHRYSLER | 17 WPER | 859,500 | 389,900 |
| 191 FAT | 27 PALIO | 104,940 | 94,410 |
| 192 PAT | 27 PAUD ADMENTURE | 120,510 | 108,450 |
| 193 FORD | 26 ECO SPORT | 170,910 | 153,810 |
| 194 FORD | 28 THUNDERBIRD CONVERTIBLE | 533,610 | 480.240 |
| 195 HONDA | 35 PILOT | 359,550 | 285,840 |
| 196 PORD | 28 AWATOR | 430,920 | 245,250 |
| 197 FORD | 28 BLACK WOOD | 557,100 | 392,130 |
| 198 witsueise | 50 ECLIPSE | 261,900 | 185,850 |
| 199 штэцаан | 59 GALANT | 224,910 | 138,870 |
| 200 MITSUBISM | \$9 LANCER | 128,340 | 115,470 |
| 201 MITSUBISH | 59 MONTERO | 259,200 | 205,830 |
| 202 MESURISH | SP OUT LANDER | 211,410 | 190,260 |
| 203 MITSURISH | 59 SPACE STAR | 125,910 | 90,720 |
| 204 hissah | 62 MURANO | 319,410 | 287,460 |
| 205 PORSCHE | 68 CAYENE | 766,530 | 689,850 |
| 206 PEUGEOT | IIS PEUGEOT 307 | 170,550 | 114,570 |
| 207 PEUGEOT | 65 PEUGEOT 400 | 234,270 | 134,910 |
| 206 PEUGEOT | 65 PEUGEOT 607 | 382,500 | 236,520 |
| 209 GENERAL MOTORS | 9 MATIZ | 75,780 | 68,220 |
| 210 ROVER | 75 ROMER 76 | 322,200 | 213,480 |
| 211 ROWER | 75 ROVER NG | 293,760 | 267,190 |
| 212 SWB | 75 SA48-5 | 294,750 | 210,690 |
| 213 томота | 91 LAND CRUSSER | 615,600 | 554,040 |
| 214 TOYOTA | IN TOYOTA RUMBER | 218,510 | 197,550 |
| 215 тонока | P1 59E100A | 327,330 | 294,570 |
| 216 XXXXX | 91 YARIS | 113,130 | 101,790 |
| 217 VOLUSIAMOEN | 98 TOUARES | 475,470 | 427,860 |
| 218 CHRISLER | 17 CROSSFIRE | 376,020 | 338,400 |
| 999 OTNOS | 220 09906 | 149,920 | 65,246 |
| | POTAL | 149,920 | 65,246 |

| Daños Mute | riolos - Indivi | deales | | | | | | | | |
|------------|-------------------|----------------------|----------------------|--------------------------|-----------------------|---------------|--------|-------|-------------|--------|
| Deducibles | Número Rissana | Risegos Expussios | Múmero Siniestros | Monto Neto Siniestros | Prima Neta Emilida | Prima | %Sm. | | San and a d | Prime |
| 0 | 5,008 | 3,370 | 353 | | | Devengade | | Frec | Severided | Riesgo |
| • | 3,560 | 2,3/0 | 353 | 2,807,932 | 2,939,086 | 3,180,560 | 82.0% | 10.5% | 7,388 | 774 |
| 1 | 2 | 0 | - | - | 2 | - | 0.0% | 0.0% | - 1 | - |
| 2 | 4,509 | 3,329 | 1,576 | 23,806,269 | 20,834,743 | 20,941,031 | 113.7% | 47.3% | 15,107 | 7,152 |
| 3 | 58,316 | 49,038 | 14,759 | 166,843,099 | 209,912,717 | 165,005,615 | 101.1% | 30.1% | 11,304 | 3,402 |
| 4 | 376 | 207 | 50 | 1,108,218 | 2,492,962 | 1,828,118 | 60.6% | 24.1% | 22,184 | 5,341 |
| 5 | 1,711,858 | 1,585,222 | 384,296 | 3,954,337,788 | 4,294,713,852 | 4,192,352,357 | 94.3% | 24.6% | 10,290 | 2,526 |
| 6 | 1 | 1 | - | - | 1,856 | 1,273 | 0.0% | 0.0% | - | - |
| 7 | 1,127 | 1,502 | 378 | 6,218,577 | 3,859,963 | 5,230,187 | 118.9% | 25.2% | 16,452 | 4,141 |
| | 99 5 | 697 | 135 | 683,432 | 1,465,472 | 967,284 | 70.7% | 19.4% | 5,062 | 980 |
| 10 | 7,781 | 8,164 | 1,759 | 18,456,679 | 18,919,540 | 16,179,226 | 114.1% | 21.5% | 10,493 | 2,261 |
| 20 | 40 | 30 | _ 6 | 37,327 | 87,114 | 79,796 | 46.8% | 19.9% | 6,221 | 1,239 |
| Total | 1,799,105 | 1,631,561 | 403,312 | 4,174,101,821 | 4,555,227,307 | 4,405,765,447 | 94.7% | 24.7% | 10,350 | 2,558 |

| Callon Male | riales - Flotil | - | | | | - | | | | |
|-------------|-----------------|-----------|------------|---------------|---------------|---------------|--------|-------|-----------|-------|
| | Número | Riesgos | Número | Monto Nato | Prima Nota | Prima | | | | Prime |
| Deducibles | Riesgos | Expuestos | Sinicetros | Siniestros | Emilida | Devengada | %Sin. | Frec. | Severidad | |
| 0 | 193,937 | 153,842 | 24,517 | 128,677,620 | 515,183,190 | 604,649,625 | 21.3% | 15.9% | 5,257 | 838 |
| 2 | 7,214 | 5,532 | 1,576 | 13,433,121 | 14,877,680 | 11,134,659 | 120.6% | 26.5% | 8,524 | 2,428 |
| 3 | 151,671 | 132,583 | 39,576 | 357,468,063 | 331,206,596 | 322,155,565 | 111.0% | 29.6% | 9,032 | 2.696 |
| 4] | 9,381 | 5,475 | 2,676 | 27,586,429 | 27,122,309 | 22,775,004 | 121.0% | 48.9% | 10,294 | 5,035 |
| 5 | 815,358 | 705,679 | 190,360 | 1,691,611,009 | 1,756,194,692 | 1,627,263,659 | 104.0% | 27.0% | | 2,397 |
| 7 | - | 0 | - | - | 869 | 92 | 0.0% | | | |
| a | 164 | 145 | 106 | 614,002 | 589,605 | 246,706 | 248.9% | 73.3% | 5,792 | 4,244 |
| 9 | 167 | 814 | 61 | 406,553 | 506,159 | 479,462 | 65.2% | 7.5% | 6,696 | 502 |
| 10 | 11,418 | 9,313 | 2,684 | 22,950,137 | 25,378,094 | 21,950,180 | 104.8% | 20.8% | 8,551 | 2,464 |
| 15 | 436 | 1,619 | 169 | 1,640,900 | 539,931 | 1,012,465 | 162.1% | 10.4% | 9,709 | 1,013 |
| 25 | 80 | 186 | 29 | 266,552 | \$61,778 | 177,889 | 149.6% | | 9,191 | 1,433 |
| 27 | 91 | 309 | 19 | 185,757 | 163,901 | 204,900 | 80.9% | 6.1% | 6,724 | 536 |
| 45 | 95 | 189 | 13 | 116,862 | 91,558 | 129,933 | 89.9% | | | 682 |
| Total | 1,199,210 | 1,015,667 | 261,768 | 2,245,119,005 | 2,673,018,142 | 2,612,360,131 | | 25.8% | | 2,210 |

| Dulles Main | isles - Total | | | | | | | | | |
|-------------|---------------|-----------|------------|---------------|---------------|---------------|--------|-------|-----------|---------|
| | Nimero | Riangos | Número | Monto Nato | Prime Note | Prima | | | | Prime |
| Deducibles | Risegos | Expuestos | Sinicetros | Striestros | Emilida | Devengada | %Sn. | Frec. | Severidad | Ricegio |
| 0 | 199,935 | 157,212 | 24,870 | 131,485,582 | 518,122,276 | 608,630,185 | 21.6% | 15.8% | 5,287 | 836 |
| 1 | 2 | 0 | | - | 2 | | | 0.0% | · · | _ |
| 2 | 11,723 | 8,861 | 3,152 | 37,241,380 | 35,712,403 | 32,075,690 | 116.1% | 35.6% | 11,815 | 4,203 |
| 3 | 218,169 | 181,621 | 54,335 | 524,311,162 | 541,119,313 | 467,161,170 | 107.6% | 29.9% | 9,650 | 2,887 |
| 4 | 9,757 | 5,682 | 2,726 | 26,674,647 | 29,615,271 | 24,603,122 | 116.5% | 48.0% | | 5,047 |
| 5 | 2,527,216 | 2,270,901 | 574,658 | 5,645,946,797 | 6,050,908,544 | 5,819,616,016 | 97.0% | | | 2,486 |
| 6 | 1 | 1 | - | · · · · · · | 1,858 | 1.273 | 0.0% | 0.0% | | |
| 7 | 1,127 | 1,502 | 378 | 6,218,877 | 3,860,632 | 5,230,279 | 118,9% | | 18,452 | 4,140 |
| 8 | 1,159 | 642 | 241 | 1,297,434 | 2,055,077 | 1,213,992 | 106,9% | | 5,384 | 1,541 |
| | 167 | 814 | 61 | 408,553 | 506,159 | 479,462 | 85.2% | 7.5% | 6,696 | 502 |
| 10 | 19,197 | 17,477 | 4,443 | 41,405,616 | 45,297,634 | 38,129,406 | 108.6% | | 9,320 | 2,389 |
| 15 | 436 | 1,619 | 189 | 1,640,900 | 539,931 | 1,012,465 | 162.1% | | | 1,013 |
| 20 | 40 | 30 | 6 | 37,327 | 87,114 | 79,796 | 46.8% | | | 1,239 |
| 25 | 80 | 166 | 29 | 286,552 | 161,778 | 177,589 | 149.8% | | 9,191 | 1,433 |
| 27 | 91 | 309 | 19 | 165,757 | 163,901 | 204,900 | 80.9% | 6.1% | 8,724 | 536 |
| 45 | 95 | 169 | 13 | 116,862 | 91,558 | 129,933 | 89.9% | 7.7% | 8,986 | 692 |
| Total | 2,980,315 | 2,647,228 | 865,100 | 6,419,220,626 | 7,228,245,449 | 7,018,145,578 | 91.5% | 25.1% | 9,652 | 2,425 |

| Dados Meis | | cibie 5% (incib | riskusi i Nodilla | | | | | | | |
|--------------------|-----------|-----------------|------------------------------|---------------|---------------|---------------|--------|-------|-----------|--------|
| Ĭ | Número | Rinagos | Número | Monto Neto | Prime Nets | Prime | | | | Paine |
| | Risegos | Expuestos | Sinisstres | Siniestros | Emilida | Devengede | %Sin. | Frec. | Severided | Risego |
| Trafficial Control | 1,711,858 | 1,585,222 | 364,298 | 3,954,337,788 | 4,294,713,852 | 4,192,352,357 | 94.3% | 24.6% | 10,290 | 2.526 |
| Flotille | 815,358 | 705,579 | 190,360 | 1,691,511,009 | 1,756,194,692 | 1,627,263,659 | 104.0% | 27.0% | 8,866 | 2,397 |
| Total | 2,527,216 | 2,270,901 | 574,656 | 5,645,948,797 | 6,050,908,544 | 5,819,616,016 | 97.0% | 25.3% | 9,825 | 2,486 |

| Robe Total | Individuales | | | | | | | | | |
|------------|--------------|-----------|------------|---------------|---------------|---------------|--------|-------|-----------|--------|
| | Múmero | Riesgos | Múmero | Mosto Neto | Printa Neta | Prims | | | | Prime |
| Deducibles | Riesgos | Expuestos | Sinicetros | Sinisatros | Emilida | Devengada | %Sea | Frec. | Severidad | Riesgo |
| 0 | 16,600 | 15,066 | 21 | 2,005,362 | 27,788,525 | 20,777,049 | 9.7% | 0.1% | | 133 |
| 1 | 2 | 0 | - | - 1 | 2 | | | 0.0% | • | |
| 2 | 1,077 | 1,123 | 9 | 1,362,056 | 7,440,628 | 6,923,266 | 19.7% | | 151,340 | 1,213 |
| 3 | 4,984 | 3,710 | 98 | 17,460,434 | 19,682,862 | 15,687,267 | 111.3% | | 176,368 | 4,707 |
| 4 | 26 | 15 | 1 | 465,309 | 154,070 | 177,978 | 261.4% | | 465,309 | 30,504 |
| 5 | 267,553 | 234,127 | 1,263 | 116,834,154 | 295,925,775 | 261,561,711 | 44.7% | 0.5% | | 499 |
| | 9 | 2 | - | | 12,753 | 511 | 0.0% | 0.0% | , | |
| a | 6,242 | 1,846 | 5 | 875,983 | 14,792,457 | 5,224,571 | 16.6% | | 175,197 | 532 |
| 10 | 1,632,494 | 1,511,090 | 14,625 | 980,941,613 | 2,566,118,619 | 2,398,407,136 | 40.9% | 1.0% | 67,073 | 649 |
| 12 | 621 | 1,187 | 19 | 880,928 | 311,969 | 533,337 | 165.7% | 1.8% | 46,365 | 742 |
| 14 | - | - 1 | - | `- | 5,123 | 4,623 | 0.0% | 0.0% | , | 776 |
| 15 | 2,058 | 1,700 | 48 | 2,018,985 | 3,316,832 | 2,804,977 | 72.0% | 2.5% | 42,062 | 1,188 |
| 16 | 572 | 187 | 9 | 439,961 | 1,601,154 | 838,029 | 52.5% | 4.8% | 48,887 | 2,353 |
| 18 | 1 | 1 | - | | 4,236 | 3,814 | 8.0% | 0.0% | 40,001 | 2,550 |
| 20 | 28,053 | 29,258 | 463 | 32,426,994 | 87,225,564 | 93,065,974 | 34.8% | 1.8% | 70,041 | 1,108 |
| 22 | 40 | 52 | - 1 | , | 12,899 | 32,187 | 0.0% | 0.0% | | 1,100 |
| 25 | #3 | f1 | - 1 | - | 47,697 | 42,413 | 0.0% | 0.0% | Ī | |
| Total | 1,980,545 | 1,799,174 | 16,582 | 1,155,713,799 | 3,024,641,185 | 2,804,084,845 | 41.2% | 0.8% | 89,687 | 642 |

| Robo Total | Florida | | | | | | - | | | |
|------------|--------------------|----------------------|-----------------------|--------------------------|-----------------------|--------------------|--------|-------|-----------|-----------------|
| Deducibles | Múnsero Ricegos | Ricegos Expuestos | Múrmero Simiestros | Monto Nato Sintestros | Prime Note Emilide | Prime Devengada | %Sia. | Frec. | Severidad | Prima Riesgo |
| 0 | 194,060 | 160,030 | 15 | 573,636 | 224,818,493 | 221,390,351 | 0.3% | | | 4 |
| 2 | 1,443 | 1,373 | 9 | 2,949,660 | 13,279,463 | 10,159,824 | 20.0% | | | 2,148 |
| 3 | 5,687 | 7,846 | 74 | 4,431,674 | 10,155,805 | 8,932,241 | 49.6% | | , | 565 |
| 5 | 345,771 | 310,665 | 2,945 | 175,086,488 | 554,493,801 | 460,206,196 | 30.0% | | , | 584 |
| 8 | 105 | 9 | 1 | 72,960 | 130,307 | 14,477 | 504.0% | | , | 8,390 |
| 10 | 671,868 | 563,201 | 6,409 | 387,980,586 | 1,152,098,978 | 959,866,002 | 40.3% | | | 687 |
| 12 | - | 0 | - 1 | · · · - | 627 | 86 | 0.0% | 0.0% | مر,عد | ٠., |
| 14 | - | 1 | - 1 | | | | | 0.0% | | |
| 15 | 627 | 1,845 | 5 | 335,439 | 322,891 | 424,840 | 79.0% | | 67,068 | 182 |
| 16 | 390 | 99 | - | ´- I | 609,313 | 530,194 | 0.6% | 0.0% | 0., | 702 |
| 20 | 21,224 | 22,627 | 257 | 29,799,468 | 59,241,906 | 102,422,795 | 29.1% | 1.1% | 115,951 | 1,317 |
| 25 | 338 | 675 | 2 | 143,291 | 1,067,263 | 225,583 | 63.5% | 0.3% | 71,646 | 212 |
| 30 (| 150 | 445 | 2 | 70,930 | 153,330 | 200,320 | 35.4% | 0.4% | 35,465 | 159 |
| 45 | 324 | 587 | 1 | 62,700 | 162,343 | 197,383 | 31.5% | 0.2% | | 107 |
| Total | 1,241,987 | 1,069,403 | 9,720 | 600,586,812 | 2,016,754,540 | 1,764,572,272 | 34.0% | 0.9% | 61,789 | 562 |

| | Número | Risegos | Número | Monto Neto | Prime Note | Prima | | | | Prima |
|------------|-----------|-----------|------------|---------------|--------------------------|--------------------------|--------|-------|-----------|---------|
| Deducibles | Risegos | Expuestos | Sinissiros | Siminatros | Emilida | Devengade | %Sin. | Frec. | Severidad | Riesgo |
| ٥ | 210,860 | 175,006 | 36 | 2,578,998 | 252,607,018 | 242,167,400 | 1.1% | 0.0% | | 1400000 |
| 1 | 2 | O- | - | · · · | 2 | | | 0.0% | | • |
| 2 | 2,520 | 2,496 | 18 | 4,311,716 | 20,720,091 | 17,083,082 | 25.7% | 9.7% | 239,540 | 1,72 |
| 3 | 10,671 | 11,555 | 173 | 21,882,108 | 30,036,657 | 24,619,508 | 86.9% | 1.5% | 128,544 | 1,89 |
| 4 | 26 | 15 | 1. | 465,309 | 154,070 | 177,978 | 281.4% | 6.6% | 465,309 | 30,50 |
| 5 | 613,324 | 544,792 | 4.226 | 291,900,642 | 850,419,576 | 721,769,877 | 40.4% | 0.8% | 69,040 | 53 |
| 6 | 9 | 2 | _ | ,, | 12,753 | 511 | 0.0% | 0.0% | س,حص | 33 |
| 8 | 6,347 | 1,655 | 6 | 946,943 | 14,922,764 | 5,239,048 | 10.7% | 0.4% | 158,157 | 57 |
| 10 | 2,304,362 | 2,974,290 | 21,034 | 1,368,022,179 | 3,718,217,597 | 3,356,273,136 | 40.8% | 1.0% | 65,039 | 96 |
| 12 | 621 | 1,187 | 19 | 880,928 | 312,598 | 533,423 | 165.1% | 1.6% | 46,365 | 740 |
| 14 | - | 2 | | | 5,123 | 4,623 | 0.0% | 0.0% | 40,363 | /4 |
| 15 | 2,685 | 3,545 | 53 | 2,354,424 | 3,639,723 | 3,229,817 | 72.9% | 1.5% | 44.400 | |
| 16 | 962 | 286 | | 439,981 | 2,410,467 | 1,368,223 | 32.2% | 3.2% | 44,423 | 66 |
| 18 | 1 | 1 | | 100,001 | 4,236 | 3,614 | 0.0% | 0.0% | 48,857 | 1,54 |
| 20 | 49,277 | 51,885 | 720 | 62,226,462 | 146,467,470 | 195,486,789 | 31.8% | | | 4 40 |
| 22 | 40! | 52 | | | 12,899 | | | 1.4% | 86,428 | 1,19 |
| 25 İ | 351 | 667 | 2 | 143,291 | 1,134,980 | 32,187 | 0.0% | 0.0% | | |
| 30 l | 150 | 445 | 51 | 70,930 | | 267,996 | 53.5% | 0.3% | 71,646 | 20 |
| 45 | 324 | 587 | - 1 | 62,700 | 153,330 | 200,326 | 35,4% | 0.4% | 35,465 | 150 |
| Total | 3,202,532 | 2,868,578 | 26,302 | 1,756,300,611 | 162,343 5,041,395,705 | 197,393 4,568,657,117 | 31.8% | 0.2% | 62,700 | 107 |

| Robo Total | - Dedecible 1 | 9% (Individue | Hotille) | | | | | | | |
|------------|-------------------|----------------------|----------------------|--------------------------|-----------------------|--------------------|-------|--------|-----------|-----------------|
| _ | Múmero Riesgos | Picegos Expussios | Múnero Sinietiros | Monto Neto Siniestros | Prima Note Emilida | Prime Devesande | %.Sia | Frenc. | Severidad | Prime Risego |
| Individual | 1,632,494 | 1,511,080 | 14,625 | 969,941,613 | 2,566,118,619 | 2,396,407,138 | 40.9% | 1.0% | | 649 |
| Flotille | 671,868 | 563,201 | ì | 367,080,566 | 1,152,098,978 | 959,666,002 | 40.3% | 1.1% | 60,396 | 687 |
| Total | 2,301,382 | 2,074,290 | 21,034 | 1,368,022,179 | 3,718,217,597 | 3,356,273,136 | 40.8% | 1.0% | 65,039 | 660 |

| | | Número | Mámero Risegos | Número | Monto Nelo | Monto Meto | Frac. | Severided | Prima Hola Riesgo | Cree | b ilde d | Prima Meta Risago con Credibilidad |
|-------------|---|------------------------|-------------------|--------------------|---------------------------|---------------------------------|----------------|------------------|----------------------|------------|-----------------|--|
| Charac | Descripción | Unidades | Equator | Salestros | Shiestres | Sinissings+Inf. | (3)(2) | (A)(B) | P1-(D)-(D) | Z | (1 - 2) | Pk |
| | | (1) | (2) | (29) | (49) | (26) | (49) | 77 | (*) | (19) | (6) | (10) |
| 1 | CHEMILLE, MOVA, CAPRICE | 1,105 | 1,076 | 175 | 1,666,110 | 2,003,210 | 16.3% | 11,447 | 1,862 | 52% | 46% | 2,237 |
| | CORROL COLORATY | 2,132 | 2,304 | 501 | 2,654,980 | 2,819,615 | 21.7% | 5,626 | 1,224 | 86% | 12% | 1,397 |
| | OMETIK, VOLANE K CORDONA, LE MARCHIY K | 3,601 2,104 | 4,019 2,270 | 86 5 445 | 3,494,974 2,500,537 | 3,711, 96 1 2,855,784 | 21.5% | 4,341 | 923 | 100% | 0% | 923 |
| | CHECK IN MOUNT | 108 | 123 | 26 | 140,643 | 2,600,764 148,375 | 21.1% | 5,968 5,745 | 1,170 1,213 | 20% | 17% | 1,424 2,366 |
| - | PopulPCIN | 972 | 1,020 | 281 | 1,985,508 | 2,067,537 | 25.4% | 7,998 | 2,632 | 63% | 37% | 2,255 |
| | DATENIA TRANSI | 242 214,984 | 397 | 63 | 271,807 | 200,652 | 15.0% | 4,582 | 727 | 31% | 00% | 2,045 |
| _ | FRANCISCO, TOPAZ | 21,289 | 282,179 22,671 | 56,432 5,715 | 332,996,121 30,690,131 | 353,670,300 32,584,918 | 27.9% 25.2% | 6,267 5,762 | 1,749 1,437 | 100% | 6% 6% | 1,749 1,437 |
| | GRAND BARGLIN, CRONN VC. | 17,422 | 18,661 | 3,859 | 39,783,466 | 42.253,431 | 20.3% | 11,548 | 2,341 | 100% | 0% | 2,341 |
| | COMBAR | 2,792 | 2,954 | 760 | 6,114,129 | 6,483,727 | 26.7% | 8,544 | 2,198 | 100% | 0% | 2,198 |
| | MUTOWG THEODORE | 4,901 1,940 | 3,885 2,691 | 908 549 | 19,411,424 | 20,618,580 | 23.4% | 22,758 | 5,334 | 100% | 0% | 5,334 |
| | VAN | (,544) 667 | 2,991 791 | 122 | 3,752,867 1,912,384 | 3,9 85,96 5 1,076,217 | 27.4% 15.4% | 7,290 8,813 | 1,992 1,360 | 92% 43% | 5% 57% | 2,045 2,086 |
| | REWLLT | 280 | 336 | 51 | 229,491 | 234,180 | 15.2% | 4,592 | 697 | 20% | 72% | 2,096 |
| | AZE BEDAN | 71,665 | 66,537 | 16,542 | 78,726,762 | 83,614,542 | 25.2% | 6,056 | 1,276 | 100% | 6% | 1,276 |
| | CAPITIE, EPARELIA, BAFRAN COMM | 1,140 | 1,463 | 271 | 1,071,331 | 1,137,945 | 10.5% | 4,199 | 776 | 65% | 35% | 1,438 |
| | AUMIC | 3,250 1,122 | 3,329 1,367 | 975 288 | 6,691,396 1,259,621 | 6,466,663 1,337,825 | 29.4% 20.6% | 6,836 | 1,946 965 | 100% | 9% 34% | 1,948 |
| | CORDIN, WINDOW | 919 | 1,079 | 242 | 1,297,362 | 1,357,310 | 22.4% | 4,678 5,860 | 1,267 | 88% | 30% | 1,529 1,802 |
| | VOLVE, SUPER EDE | 756 | 305 | 86 | 563,211 | 500,178 | 22.1% | 7,037 | 1,564 | 38% | 84% | 2,248 |
| | CERRIURY | 5,827 | 6,408 | 1,483 | 9,207,848 | 9,779,522 | 21.9% | 6,870 | 1,527 | 100% | 0% | 1,627 |
| | ONDERSON CARRY ALL DISTRICT SANDEN | 24,986 228 | 23,114 262 | 4,290 64 | 38,998,074 283,047 | 41,417,160 278,378 | 18.2% 24.5% | 9,861 | 1,792 | 100% | 0% | 1,792 |
| - | OFFICE AND VANCES | 1,940 | 2,006 | 404 | 2.750.773 | 2.921.556 | 19.4% | 4,365 7,232 | 1,098 1,400 | 31% 78% | 21% | 2,147 1,663 |
| | DODGE RAN CHARGER | 7,300 | 7,323 | 1,538 | 12,236,704 | 12,006,424 | 21.0% | 8,450 | 1,775 | 100% | 0% | 1,775 |
| | 4QUF | 12,960 | 13,460 | 3,365 | 19,601,762 | 20,818,766 | 25.3% | 6,132 | 1,554 | 100% | 6% | 1,554 |
| | JETTA COFEANS | 19,469 19,364 | 11,037 19,839 | 2,941 4,615 | 18,243,081 | 19,375,709 | 24.6% | 6,500 | 1,766 | 160% | 55. | 1,756 |
| | DURUS | 1,094 | 1,100 | 255 | 31,983,839 1,295,888 | 33,980,188 1,378,344 | 23.3% | 7,363 5,367 | 1,714 1,241 | 180% | 9% 37% | 1,714 1,784 |
| | SHABOR | 17,554 | 18,208 | 4,240 | 24,530,571 | 28,953,561 | 23.3% | 6,132 | 1,431 | 100% | 0% | 1,431 |
| | SHAROM GES | 543 | 855 | 157 | 756,084 | 803,005 | 28.5% | 5,116 | 1,447 | 47% | 51% | 2,054 |
| | EDR WOLCHROYALL HEART | 2,066 | 2,136 | 425 | 2,694,574 | 2,861,968 | 10.5% | 6,734 | 1,341 | 61% | 19% | 1,590 |
| | FORD-CHERY ALL | 642 468 | 672 407 | 146 70 | 768,835 378,543 | 635,792 363,548 | 21.7% 17.2% | 5,725 5,822 | 1,243 967 | 47% 33% | 53% 67% | 1,678 2,091 |
| 36 | CHILER | 27,348 | 27,233 | 6,495 | 64,628,521 | 65,018,629 | 23.8% | 8,946 | 2,130 | 109% | 0% | 2,130 |
| | CHINLER ZH | 1,824 | 1,977 | 620 | 4,737,336 | 5,031,455 | 25.3% | 6,676 | 2,545 | 80% | 11% | 2,555 |
| | BLANDA CANDLLAC | \$8,153 | 16,405 | 3,021 | 49,601,792 | 52,947,273 | 18.4% | 17,220 | 3,173 | 100% | 0% | 3,173 |
| | COMMETTE | 3,336 460 | 3,333 | 527 74 | 9,863,106 2,644,110 | 10,464,642 3,029,688 | 16.6% 15.6% | 19,857 40,820 | 3,140 8,443 | 98% 34% | 10% | 3,990 3,923 |
| | | 16,663 | 17,184 | 3,829 | 23,600,315 | 24,632,362 | 22.3% | 6,497 | 1,428 | 190% | 6% | 1,428 |
| | STREET RET | 2,717 | 2,750 | 967 | 3,766,601 | 3,936,727 | 24.3% | 5,902 | 1,432 | 100% | 0% | 1,432 |
| | Wilder. | 9 | 6 000 | | 62,146 | 55,362 | 31.9% | 27,891 | 8,840 | 6% | 94% | 2,984 |
| | | 57,811 6,360 | 51,249 6,916 | 6,735 1,296 | 98,951,585 16,340,279 | 94,367,947 17,354,771 | 17.0% 21.0% | 10,863 13,361 | 1,841 2,833 | 100% | 0% 0% | 1,841 2,933 |
| | MANAGE 300 ZX | 323 | 327 | 58 | 1,375,988 | 1,461,332 | 17.1% | 24,985 | 4,400 | 29% | 71% | 3,177 |
| 47 (| FOR GIA | 8,058 | 8,646 | 2,104 | 13,140,971 | 13,958,833 | 24.3% | 0,633 | 1,814 | 100% | 65. | 1,814 |
| | LHCCLH | 3,063 | 3,711 | 673 | 13,526,142 | 14,365,918 | 16.1% | 21,346 | 3,671 | 100% | 0% | 3,871 |
| | KERCHEME PORM-SPLOWER (MPORT) | 1,657 22,777 | 1,588 21,413 | 326 4,276 | 1,931,137 55,249,810 | 2,851,932 58,660,015 | 20.6% 20.6% | 6,253 | 1,308 | 71% | 28% | 1,894 |
| | PARKET Y WARRANT | 5,463 | 4,730 | 1,191 | 19,635,007 | 20,854,054 | 25.2% | 13,717 17,510 | 2,740 4,489 | 190% | 9% 9% | 2,740 4,409 |
| 52 (| OLDSHOOLE GENEVATTE | 596 | 620 | 75 | 586,042 | 624,551 | 12.1% | 6,327 | 1,007 | 36% | 00% | 2,006 |
| | KUENO GOLF | 21,177 | 20,489 | 6,075 | 40,015,878 | 42,580,385 | 29.0% | 0,995 | 2,973 | 100% | 0% | 2,673 |
| | NEO ETA CLIMANE BOSY BOS | 33,498 379 | 32,119 | 8,864 93 | 65,799,270 849 343 | 69,874,863 | 27.9% | 7,892 | 2,176 | 100% | 0% | 2,176 |
| | PORTING PRESENTS TRANSPARE | 621 | 625 | 146 | 2,440,842 | 2,502,303 | 21.4% 23.4% | 9,600 17,768 | 2,877 4,148 | 47% | 53% | 2,427 3,365 |
| | DEM | 265,979 | 200,179 | 75,716 | 530,904,221 | 563,896,608 | 20.2% | 7,447 | 2,103 | 100% | 0% | 2,103 |
| | CONCORDE | 2,240 | 2,163 | 415 | 5,544,685 | 5,860,120 | 19.3% | 14,191 | 2,736 | 80% | 20% | 2,717 |
| | EST WATER | 2,660 | 1,618 | 394 | 4,506,320 | 4,949,822 | 23.7% | 12,630 | 2,998 | 77% | 23% | 2,915 |
| | EPONIO CIERCIEE LICX REGAL | 17, 99 5 777 | 16,367 817 | 3,244 140 | 42,664,234 1,422,668 | 45,313,950 1,510,984 | 19.8% 17.1% | 13,996 10,793 | 2,764 1,850 | 109% | 0% 54% | 2,764 2,274 |
| | PORTING BOISEMALE | 1,246 | 1,344 | 261 | 3,019,116 | 3,208,681 | 19.4% | 12,206 | 2,396 | 63% | 37% | 2,470 |
| 63 : | MEMERICO | 6,326 | 6,095 | 1,336 | 11,105,841 | 11,796,361 | 21.9% | 8,029 | 1,835 | 100% | 0% | 1,935 |
| | MANUAL (name processin) | 22,663 | 22,393 | 4,120 | 46,103,902 | 46,996,296 | 18.4% | 11,895 | 2,187 | 100% | 6% | 2,157 |
| | esryanes ul Hauro | 573 3,651 | 579 3,891 | 127 942 | 1,316,671 | 1,300,311 | 21.9% | 11,010 | 2,414 3,290 | 44% | 50% 9% | 2,540 3,290 |
| | | 73,202 | 69,584 | 17,228 | 11,723,864 194,237,444 | 12,461,621 208,298,748 | 24.2% 24.8% | 13,218 11,875 | 3,290 2,985 | 190% | 6% | 2,965 |
| 80 1 | 40 00 20 20 | 221 | 363 | 86 | 1,000,747 | 1,157,404 | 24.4% | 13,458 | 3,278 | 30% | 64% | 2,873 |
| | if the | 2,012 | 2,463 | 445 | 7,000,195 | 6,185,519 | 17.9% | 18,349 | 3,200 | 83% | 17% | 3,176 |
| 701 | MICORT Y HUEVO ENCORO | 25,607 | 28,133 | 5,841 | 45,953,071 | 48,808,084 | 22.4% | 8,366 | 1,000 | 180% | ** | 1,808 |

| | | | Máraero | | | | | | Prima Nota | | | Prima Neta |
|----------------|---|------------------------|------------------|-------------------------|---------------------------------------|---------------------------|----------------|------------------|------------------------|-------------|--------------|----------------------------|
| | | Número | Ricogno | Himero | Monto Huto | Monto Heto | Frec | Secretar | Ringo | Credi | bilided | Risago con Cradibilidad |
| Clave | Descripción | (f) | Spootes | Sinissins | Snicotrus | Sinisehoe+inf. | <u>1947</u> | (P)(P) | Pi-(S)-(B) | _ <u>z</u> | (1 - Z) | Pk |
| | | (1) | (2) | (2) | (4) | (5) | (6) | ഗ | (11 | (9) | (₽ 1) | (10) |
| | MERCHAY GALE | 8,894 | 8,605 | 1,855 | 22,716,704 | 24,127,076 | 19.2% | 14,578 | 2,004 | 100% | 0% | 2,804 |
| | MATRICLE MATRICLE | 9,729 41,756 | 9,600 39,670 | 1, 99 4 7,370 | 19,232,890 67,812,540 | 20,426,663 71,173,648 | 20.3% | 10,244 | 2,864 | 190% | 0% | 2,064 |
| | DENNY Y HLIENO DENNY | 27,636 | 23,211 | 7,402 | 74,253,863 | 78,963,931 | 18.9% 32.3% | 9,657 10,526 | 1,822 3,398 | 100% | 0% 0% | 1,622 3,398 |
| | STRATUS Y SACRES | 69,911 | 23,686 | 12,988 | 133,758,534 | 142,084,044 | 24.4% | 10,955 | 2,877 | 100% | 0% | 2,677 |
| | CODGE VINGON TRUBNIE | 5,921 7,280 | 5,623 7,285 | 1,169 1,811 | 9,503, 866 12,927,466 | 16,085,736 12,774,198 | 19.7% 24.9% | 8,182 | 1,795 | 108% | 0% | 1,795 |
| | HERCETER RESIZ | 8,902 | 7,284 | 1,367 | 49,645,503 | 43,186,994 | 19.6% | 7,054 31,124 | 1,768 5.824 | 100% | 9% 9% | 1,758 5,924 |
| | | 12,717 | 8,944 | 2,028 | 67,890,127 | 72,113,807 | 22.7% | 35,594 | 8,863 | 100% | 0% | 8,963 |
| | HONDA ACCORD CRIPUS | 31,298 10,571 | 25,994 9,964 | 5,964 2,260 | 90,912,990 26,752,276 | 85,636,397 26,413,201 | 22.1% 22.1% | 14,409 12,915 | 3,187 2,852 | 100% | 6% | 3,187 |
| | | 101,311 | 93,218 | 21,882 | 180,507,853 | 191,714,835 | 23.5% | 8,761 | 2,057 | 190% | 6% 6% | 2,852 2,057 |
| | LUCINO | 2,445 | 2,353 | 622 | 4,636,201 | 4,816,771 | 20.4% | 7,744 | 2,047 | 98% | 2% | 2,080 |
| | LLIMINA CAMPAD | 495 1,993 | 467 1,086 | 76 321 | 000,5 52 5,9 63,8 11 | 742,965 6,334,076 | 10.3% 29.5% | 9,776 19,732 | 1,5 00 5,820 | 34% 70% | 90% 30% | 2,261 |
| | GEO TRACHER | 12,500 | 11,380 | 2,062 | 20,975,494 | 28,650,278 | 18.3% | 13,761 | 2,522 | 100% | 0% | 4,575 2,522 |
| | ALFIBA COMPOLIE | 18,930 | 15,861 | 3,500 | 46,767,298 | 49,807,138 | 22.4% | 13,935 | 3,124 | 100% | 0% | 3,124 |
| | CCBRICUR STONUTUS RIT | 12,663 23,736 | 12,899 23,987 | 2,813 4,933 | 22,735,419 67,536,478 | 24,148,018 71,723,131 | 20.3% 20.6% | 9,241 | 1,872 | 100% | 0% | 1,872 |
| | SEBROID / IET | 40 | 33 | 10 | 125,199 | 132,972 | 30.4% | 14,530 13,297 | 2,960 4,841 | 100% | 9% 20% | 2,989 2,814 |
| | POHRHO GRANI PRIK | 2,004 | 2,515 | 565 | 8,273,729 | 8,767,407 | 22.1% | 15,833 | 3,403 | 82% | 8% | 3,429 |
| | CHEMOLET VEHTURE MLEVO MALIBU | 17,218 25,862 | 16,214 23,670 | 2,466 5,370 | 31,860,667 60,660,566 | 33,657,132 74,666,712 | 15.2% | 13,637 | 2,076 | 100% | 0% | 2,076 |
| | LIFE | 15,488 | 15,246 | 3,400 | 49,801,524 | 43,336,127 | 22.5% 22.5% | 13,782 12,424 | 3,160 2,843 | 100% | 9% 9% | 3,109 2,843 |
| | MATHOR | 6,086 | 5,336 | 1.362 | 21,640,570 | 22,340,670 | 25.3% | 16,529 | 4,185 | 100% | 0% | 4,186 |
| | OLEKT B PE UNION | 1,262 16,008 | 1,200 8,836 | 234 1,584 | 2,412,980 | 2,552,600 27,738,743 | 18.4% | 10,952 | 2,119 | 00% | 40% | 2,328 |
| | SECORT ZIQ | 6,706 | 5,817 | 1,490 | 28,117,244 15,091,781 | 15,933,172 | 17.7% 25.8% | 17,512 10,629 | 3,164 2,730 | 100% | 9% 0% | 3,104 2,739 |
| | HOMEA CHIC | 31,508 | 27,867 | 7,385 | 80,930,676 | 99,798,982 | 28.5% | 13,610 | 3,582 | 100% | 0% | 3,582 |
| | ALDIA REJORDE SM | 3,156 4,825 | 2,407 | 762 | 18,485,189 | 19,547,797 | 31.1% | 25,063 | 7,986 | 100% | 0% | 7,988 |
| | MOUNT IN | 1,492 | 4,174 1,191 | 995 210 | 17,246,101 6,629,416 | 18,318,955 9,377,594 | 23.8% 17.8% | 10,411 44,655 | 4,360 7,941 | 100% 57% | 0% 43% | 4,369 5,653 |
| | PORROLE | 336 | 212 | 27 | 1,834,879 | 1,948,864 | 12.7% | 72,182 | 9,175 | 20% | 60% | 3,972 |
| | AND ACKER BERGING MOTORA EXPRESS VET | 1,764 | 1,446 | 255 | 7,382,690 | 7,819,773 | 17.6% | 39,000 | 5,401 | 63% | 37% | 4,376 |
| | ICHEM, MUKINS ESPRESS WY LINNES | 4,4 66 4,710 | 4,014 4,259 | 1,085 881 | 9,912,679 10,991,685 | 10,527,474 11,577,862 | 25.0% 20.7% | 16,475 13,142 | 2,622 2,718 | 190% | 9% 9% | 2,622 2,718 |
| 167 : | | 2.538 | 2,376 | 437 | 7,769,762 | 8,186,447 | 18.4% | 16,738 | 3,454 | 62% | 18% | 3,308 |
| | | 804 | 667 | 154 | 2,530,500 | 2,607,2 71 | 22.4% | 17,515 | 3,929 | 40% | 51% | 3,267 |
| | PERDA JACOUR REMANANCE | 45,186 1,785 | 35,316 1,405 | 10,456 222 | 160,477,731 6,734,415 | 196,715,928 7,152,524 | 29.8% 15.8% | 10,198 32,219 | 3,572 5,660 | 190% 50% | 6% | 3,022 4,672 |
| | CRD CLUB YOURS | 3,483 | 3,110 | 790 | 6,178,917 | 6,562,644 | 22.5% | 8,375 | 2,119 | 104% | 4% | 2,690 |
| | CHEST | 100,376 | 93,266 | 29,441 | 258,138,169 | 272,041,866 | 31.6% | 9,240 | 2,917 | 108% | 0% | 2,917 |
| | CHURLE THEOT ON | 6,283 1,024 | 5,322 633 | 1,353 187 | 19,628,364 4,943,963 | 29,836,592 5,250,911 | 25.4% 22.8% | 15,462 28,660 | 3,915 6,304 | 100% 64% | 0% 40% | 3,915 4,606 |
| 115 4 | | 7,964 | 7,980 | 1,506 | 27,675,162 | 29,383,496 | 21.2% | 17,64 | 3,863 | 100% | 0% | 3,693 |
| | LDM | 132 | 113 | 34 | 1,030,904 | 1,104,467 | 30.2% | 32,484 | 8,795 | 23% | 77% | 4,277 |
| | LDIAICABROLET BBLO | 67 1,999 | 57 1,586 | 4 808 | 33,293 12,726,470 | 35,360 13,518,722 | 7.8% | 8,840 22,235 | 621 6.531 | F%. | 92% 3% | 2,482 |
| | LD: M | 763 | 584 | 126 | 3,632,454 | 4,670,393 | 21.6% | 22,305 | 6,671 | 44% | 50% | 8,337 4,547 |
| 120 4 | | 3,307 | 3,433 | 750 | 10,100,421 | 10,812,478 | 22.1% | 14,246 | 3,150 | 100% | 6% | 3,150 |
| 121 u 122 z | PENN CYENNA | 2,102 4,280 | 1,672 3,690 | 360 865 | 4,146,911 9,461,958 | 4,403,418 19,049,487 | 21.5% 21.5% | 12,232 12,494 | 2,633 | 74% | 20% | 2,635 |
| 123 P | • | 69,676 | 50,504 | 13,172 | 171,681,228 | 182,233,912 | 22.5% | 13,835 | 2,717 3,110 | 100% | 6% | 2,717 3,1 10 |
| | ETA GEN. 4 | 72,083 | 50,206 | 14,144 | 106,633,633 | 178,421,363 | 25.2% | 12,696 | 3,192 | 190% | 0% | 3,192 |
| 128 v | CLF GBL 4 | 13,272 4,869 | 11,650 3,861 | 3,674 9 54 | 40,475,416 33,462,632 | 42,998,349 | 30.0% | 12,026 | 3,004 | 100% | 0% | 3,664 |
| 127 e | | 21 | 13 | 1 | 986 | 35,581,414 1,046 | 24.5% 7.8% | 37,276 1,846 | 9,115 62 | 198% 4% | 0% 98% | 9,115 2,540 |
| | MIENO | | | 2 | 1,570,470 | 1,667,963 | 28.5% | 833,891 | 221,277 | 0% | 94% | 14,766 |
| 129 m 130 p | IGNA T CRUMER | 140 4,830 | 162 4,952 | 43 608 | 634,291 11,213,860 | 673,671 11 978 348 | 28.0% | 15,887 | 4,171 | 20% | 74% | 3,834 |
| 131 A | | 37,783 | 33,940 | 8,619 | 102,424,754 | 11,908,248 115,158,345 | 10.9% 25.4% | 14,730 13,361 | 2,936 3,363 | 100% | 0% 0% | 2,939 3,393 |
| 132 A | | 3,846 | 3,786 | 597 | 12,660,867 | 13,363,303 | 15.8% | 22,416 | 1,536 | 90% | 4% | 3,496 |
| 133 e 134 e | ONORA ROBE | 3,375 14.797 | 3,218 | 819 | 10,982,167 | 11,664,620 | 19.2% | 10,003 | 3,624 | 96% | 2% | 3,600 |
| | IROWE | 14,787 1,413 | 12,798 1,129 | 2,494 245 | 38,000,807 2,362,746 | 38,329,897 2,541,391 | 19,5% 21,9% | 15,386 10,373 | 2,984 2,288 | 160% 61% | 9% 39% | 2,984 2,413 |
| 136 a | CHART | 5,583 | 4,678 | 940 | 11,847,170 | 12,562,760 | 20.1% | 13,396 | 2,500 | 100% | 9% | 2,880 |
| 137 n 138 a | ANI GUAD CAB Stre | 351 | 341 | 66 | 616,874 | 655,173 | 19.4% | 9,827 | 1,823 | 32% | 00% | 2,412 |
| | ACHERON | 45,986 585 | 41,579 586 | 11,422 #8 | 99,722,768 1,915,725 | 95,293,229 1,716,038 | 27.3% 15.5% | 8,343 19,580 | 2,275 3,013 | 190% 37% | 63% | 2,275 2,778 |
| | BLANCH 200 | 12,853 | 8,460 | 3,244 | 52,814,181 | \$5,869,763 | 34.3% | 17,226 | 5,906 | 100% | 9% | 5,908 |
| | | | | | | | | | | | | |

| | | | | | | | | | | | | Prime Note |
|---------------------|--------------------------|----------------|--------------------|----------------|--------------------------|------------------------------|------------------|------------------|-----------------------|--------------|------------|--------------------|
| | | Minao | Mismero Risegos | Número | Manda Maria | | | | Prime Hele | | | Risego con |
| Clave | Descripción | Unidades | Boueston | Sinisatios | Monto Meto Sintentros | Monto Mato Sinington+Int. | Frec. (3)4(2) | | Pietago Pi=(S)=(6) | Credi Z | (1 - 2) | Credibilided Pk |
| | | (1) | (2) | (3) | (4) | (5) | - 177 | (7) | (| - | (6.) | (10) |
| 141 es | | 4,526 | 3,600 | 806 | 40 070 040 | | | | | | | |
| 142 = | | 12.143 | 16,792 | 2,571 | 10,873,319 42,458,123 | 11,548,393 45,994,151 | 22.3% 23.8% | | 3,200 4,179 | 190% | 0% 0% | 3,200 |
| 143 AL | | 6,500 | 5,334 | 1,541 | 20,849,862 | 22,144,365 | 28.5% | • | 4,152 | 160% | 0% | 4,179 4.152 |
| 144 🚥 | | 18,198 | 13,678 | 4,667 | 51,592,242 | 54,786,386 | 3L1% | | 4,007 | 100% | 0% | 4,007 |
| 145 cc | | 16,172 | 7,390 | 2,413 | 27,725,239 | 29,446,571 | 32.0% | , | 3,729 | 100% | 0% | 3,729 |
| 146 LB | | 2,604 1,765 | 2,653 1,386 | 983 364 | 11,394,638 | 12,691,457 | 32.3% | | 5,000 | 108% | 0% | 5,000 |
| 145 😅 | | 4,486 | 3,223 | 794 | 4,810,850 12,941,783 | 5,160,640 12,760,360 | 29.3% 24.6% | | 3,905 3,966 | 77% 180% | 23% | 3,613 3,966 |
| 149 es | VID 000/44 | 933 | 463 | 100 | 4,946,260 | 4,290,629 | 21.6% | | 6,200 | 30% | 81% | 5,248 |
| 150 🕳 | | 33,491 | 30,328 | 9,395 | 111,184,913 | 118,985,672 | 31.0% | | 3,863 | 100% | 0% | 3,893 |
| 151 KA | | 31,738 | 29,223 | 9,486 | 196,951,720 | 113,591,857 | 32.4% | | 3,867 | 100% | 0% | 3,867 |
| 152 AU 153 AU | | 610 125 | 497 100 | 118 26 | 4,414,164 | 4,666,219 | 23.8% | | 8,442 | 43% | 57% | 5,539 |
| 154 AL | | 27 | 18 | 7 | 785,823 415,232 | 834,611 441,612 | 25.0% 38.4% | | 8,365 24,260 | 20% | 90% | 3,773 4,879 |
| 156 AU | | 129 | 194 | 31 | 613,626 | 884,140 | 29.7% | | 8,290 | 22% | 78% | 3,874 |
| 158 AL | | 7 | 5 | - | - | | 0.0% | - | PONTE | 0% | 100% | 2,641 |
| | AR CONNERTBLE | 15 | 14 | 5 | 228,792 | 242,967 | 38.1% | • | 17,554 | 9% | 91% | 3,949 |
| | AS TOROCH EP LINSTITY | 24 13,624 | 21 7,816 | 3 | 49,143 | 52,199 | 14.8% | | 2,548 | 7% | 83% | 2,634 |
| 160 24 | | 7,600 | 5,816 | 1,811 1,140 | 26,966,701 17,979,977 | 27,895,982 18,149,394 | 20.6% 11.8% | 17,185 15,913 | 3,542 3,118 | 108% | 0% 0% | 3,542 3,118 |
| 161 🛲 | MANUAL TRANS. | 13,315 | 0,427 | 1,936 | 31,808,625 | 33,781,351 | 23.0% | - | 4,808 | 100% | 0% | 4,008 |
| | OMN VICTORIA | 46 | 39 | 1 | 250 | 205 | 2.0% | 206 | 7 | 4% | 88% | 2,537 |
| 763 co | | 50,381 | 35,721 | 10,045 | 116,178,358 | 123,301,334 | 30.6% | 11,274 | 3,454 | 100% | 9% | 3,454 |
| | DLLAC CIS NLARDIE | 580 96 | 327 65 | 84 19 | 2,597,690 832,941 | 2,748,337 | 19.6% | 42,943 | 8,412 | 31% | 89% | 4,452 |
| 108 mm | | 746 | 521 | | 2,145,517 | 884,654 2.278,722 | 29.1% 19.6% | 46,561 23,017 | 13,546 4,370 | 17% | 83% | 4,508 3,318 |
| | EDA CRAY | 4,140 | 2,957 | 865 | 10,542,461 | 11,195,964 | 21.7% | 20,175 | 4,380 | 92% | 0% | 4,248 |
| 100 PU | | 49,905 | 25,131 | 7,034 | 77,837,834 | 82,000,575 | 28.0% | 11,763 | 3,280 | 100% | 0% | 3,290 |
| 160 cu | - | 15,951 | 10,913 | 3,521 | 54,706,985 | 50,165,467 | 32.3% | 16,502 | 5,324 | 100% | 0% | 5,324 |
| 171 LM | | 1,861 1,036 | 1,337 797 | 496 195 | 10,365,731 4,230,081 | 11,000,533 | 34.4% | 27,169 | 8,246 | 79% | 21% | 7,072 |
| 172 AU | | 817 | 44 | 77 | 1,190,004 | 4,462,767 1,272,363 | 24.5% 17.2% | 23,040 16,534 | 5,637 2,858 | 56% 34% | 45% | 4,282 2,714 |
| 173 🗪 | | 2,082 | 1,586 | 274 | 3,420,005 | 3,630,550 | 17.5% | 13.283 | 2,324 | 65% | 36% | 2,436 |
| | W. ROMBO 147 | 152 | 97 | 28 | 711,917 | 758,117 | 24.7% | 27,804 | 7,760 | 21% | 79% | 3,703 |
| | 94.900000 100 | 250 | 148 | 43 | 972,983 | 1,633,402 | 20.5% | 24,633 | 7,883 | 20% | 74% | 3,766 |
| 177 ca | 9. (COMEO 186 MEY | 2,126 2,915 | 2,306 2,166 | 1,261 380 | 14,282,439 6,391,628 | 15,169,160 | 20% | 12,029 | 6,300 | 100% | 675 | 6,330 |
| 178 cc | | 3,845 | 2,488 | 580 | 8,666,730 | 6,766,667 9,229,235 | 18.4% 23.7% | 17,014 15,000 | 3,132 3,712 | 76% | 22% 5% | 3,026 3,861 |
| 179 mg | | 944 | \$76 | 185 | 1,844,267 | 1,748,362 | 16.3% | 16,632 | 1.040 | 46% | 60% | 2,801 |
| 190 200 | _ | 443 | 329 | 45 | 2,577,805 | 2,844,958 | 13.7% | 63,261 | 8,653 | 20% | 74% | 4,223 |
| | FOODPER S | 1,038 | 582 | 147 | 3,911,002 | 4,153,863 | 28.2% | 28,258 | 7,306 | 40% | 52% | 4,903 |
| 163 ros | | 667 6,847 | 279 2,850 | 53 654 | 953,127 9,904,205 | 1,012,362 7,614,236 | 18.8% 22.8% | 19,160 | 3,630 | 29% | 71% | 2,923 |
| | FORDA 4 PRANCESS | 357 | 100 | 19 | 289,553 | 311,778 | 11.5% | 10,725 16,460 | 2,463 1,861 | 190% | 9% 83% | 2,452 2,507 |
| | CHROLET | 4,625 | 3,463 | 1,025 | 7,278,813 | 7,730,721 | 20.0% | 7,542 | 2,232 | 100% | * | 2,232 |
| 186 AUC | | 5 | 2 | - | - | - | 0.0% | #-DANCE | PLDIMICI | 9% | 100% | 2,841 |
| 197 mm 198 vac | | 2,262 1,760 | 1,137 1,183 | 253 312 | 2,105,651 | 2,238,381 | 22.3% | 8,630 | 1,000 | 62% | 30% | 2,221 |
| 180 mc | | 441 | 1,193 | 312 21 | 7,909,875 495,778 | 7,436,527 927,621 | 28.2% 19.5% | 23,832 25,125 | 6,233 4,862 | 18% | 37% | 5,130 |
| 190 ver | | 3 | 3 | - | | ، يعربيد | 0.0% | P(DB/60) | #IDMIDI | 0% | 100% | 3,045 2,641 |
| 191 ms | | 113 | 18 | 1 | 74,190 | 70,764 | 5.0% | 78,764 | 4,427 | 4% | 00% | 2,711 |
| | D/D/BITANE | 53 | | | - | - | 0.0% | PIDIVIDA | PLONIES | 6% | 100% | 2,641 |
| 193 ecc | MOSTAGE COMPTIBLE | 7,213 81 | 2,127 32 | 461 | 5,330,005 | 5,881,776 | 21.7% | 12,281 | 2,002 | 84% | 10% | 2,868 |
| 195 max | | 433 | 140 | 4 21 | 196,246 002,000 | 298,439 | 12.0% | 52,196 | 6,500 | 8% | 12% | 2,950 |
| 195 444 | STOR | 230 | 103 | 19 | 606,725 | 952,621 738,919 | 18.4% | 40,595 30,699 | 8,967 7,161 | 18% 17% | 63% | 3,244 3,412 |
| | CX W000 | 16 | • | - | • | - | 0.0% | #IDMIDI | #IDMIDI | 0% | 100% | 2,641 |
| 196 80. | | 174 | 62 | 17 | 760,102 | 907,293 | 27.2% | 47,400 | 12,828 | 10% | 84% | 4,304 |
| 199 et. 200 i.es | | 157 | * | 14 | 364,863 | 367,654 | 20.7% | 27,860 | 5,724 | 15% | 66% | 3,093 |
| 201 100 | | 284 904 | 20 305 | 2 55 | 5,440 617,420 | 3,654 655,753 | 7.2% 18.6% | 1,827 | 131 | -0% | 94% 74% | 2,501 |
| 202 au | | 614 | 61 | 15 | 201,200 | 213,662 | 24.5% | 11,823 14,346 | 2,148 2,494 | 29% 15% | 71% 85% | 2,497 2,770 |
| 203 em | | 344 | 113 | 30 | 300,346 | 324,552 | 24.0% | 10,952 | 2,912 | 21% | 78% | 2,000 |
| 204 mas | | 621 | 126 | 30 | 450,700 | 468,250 | 23.9% | 18,275 | 3,004 | 21% | 79% | 2,908 |
| 285 CHI 285 PRO | | 26 | | - | | | 0.0% | #IDEAO! | HOMO | 0% | 160% | 2,841 |
| 297 PR | | 1,026 | 300 836 | 134 280 | 1,750,003 6,647,002 | 1,889,146 7,272,164 | 34.5% | 13,940 29,660 | 4,000 | 45% | 567% | 3,625 |
| 200 mg | | 176 | 102 | 22 | 410,548 | 1,212,164 436,987 | 29.9% 21.9% | 20,000 10,520 | 8,697 4,294 | 18% | 36% 62% | 8,367 2,943 |
| 200 wa | | 715 | 107 | 62 | 746,000 | 789,917 | 33.2% | 12,791 | 4,240 | 31% | | 3,137 |
| 219 nov | 2 5 | 310 | 202 | 44 | 1,162,465 | 1,286,879 | 21.5% | 28,543 | 8,224 | 20% | 74% | 3,573 |
| | | | | | | | | | | | | |

| Clave | Descripción | Número Unidades | Número Ricegos Expansion | Múmero Sintestros | Manto Noto Sinisatros | Monto Meto Sininatros+ini. | Frec. (3)/(2) | Sounidad (S)(3) | Prima Mota Ricego FF=(5)a(8) | Credii Z | bilided (1 - Z) | Prima Neta Riesgo con Credibilidad Pk |
|----------|-------------|--------------------|--------------------------------|----------------------|--------------------------|-------------------------------|------------------|--------------------|------------------------------------|-------------|---------------------------|--|
| | | (1) | (2) | (3) | (4) | (5) | (6) | Ø | (8) | (9) | (8.) | (10) |
| 211 RO | | 98 | 41 | 7 | 225,984 | 240,014 | 17.1% | 34,200 | 5,676 | 10% | 90% | 2,976 |
| 212 ev | 914 | 36 | 26 | | 147,748 | 158,921 | 21.2% | 28, 153 | 5,553 | 18% | 90% | - |
| يعرا 213 | O-CHARGE | 45 | 30 | 5 | 25,008 | 26,658 | 16.7% | 5,331 | 991 | 9% | 81% | • |
| 214 TO | TOTA PLANER | 531 | 104 | 24 | 189,543 | 211,932 | 23.0% | 6,830 | 2.034 | 19% | 81% | |
| 215 🞟 | MAN. | 1,087 | 315 | 88 | 1,812,453 | 1,824,980 | 20.0% | 22,166 | 6,108 | 32% | 08% | |
| 216 Y# | = | 4 | D | - | | | 0.0% | PUDATOL | ADMIN | 0% | 100% | |
| 217 TOL | MES | 67 | 9 | 2 | 44,104 | 46,542 | 21.7% | 23,421 | 5,804 | 0% | 94% | |
| 218 cm | OBSTREE | 21 | 2 | - | - | | 0.0% | #CMW | #IOMOI | 0% | 180% | |
| 999 OT | NOS | 58,824 | 58,674 | 10,926 | 192,297,116 | 204,235,964 | 20.8% | 12,086 | 3,694 | 160% | 0% | |
| тоя | 94. | 2,527,216 | 2,270,901 | 574,656 | 5,845,846,797 | 5,986,479,619 | 25.3% | 19,436 | | 100% | 9% | |

| | | | | | | | | | | | | Prime Neta |
|-------|--|--------------------|-------------------|---------------------|---------------------------------|--------------------------|--------------|--------------------|-------------------------|------------|---------------------|----------------------------|
| | | Número | Número Riesgos | Número | Monto Nato | Moste Mato | Feer | Severided | Prime Note Risego | ~ | bilided | Rieego con Credibilided |
| Clave | Descripción | Unidados | Expenses | Siminatrus | Sinissiros | Striestros-trd. | (3)(2) | (5)(5) | P=(0)=(0) | Z | (1 - Z) | Pt |
| | | (1) | (2) | (2) | (4) | (5) | (0) | (7) | (60) | (B) | (97) | (10) |
| 1 | CHEMELLE, ROWN, CAPPELLE | 1,120 | 1,275 | 3 | 363,143 | 362,960 | 0.2% | 117,656 | 277 | 7% | 93% | 651 |
| | CTIATION, CELEBRATY | 2,675 | 2,633 | 5 | 45,000 | 46,977 | 0.2% | 9,395 | 17 | 9% | 91% | 620 |
| | DARTIK, VOLAREIK CORDOBA, LEBARDHYK | 5,103 2,385 | 5,607 2,780 | 22 33 | 360,829 | 391,754 | 0.4% | 17,806 | 70 | 18% | 82% | 586 |
| | CHRYTILER COD, MAGNELINK | 151 | 183 | - | 998,396 | 624,110 | 1.2% | 28,603 6:014/01 | 331 | 23% | 77% 10 0% | 800 678 |
| | PHANTON | 1,526 | 1,547 | 41 | 1,212,364 | 1,247,079 | 2.6% | 30,417 | 806 | 25% | 79% | 710 |
| | | 391 207,440 | 673 | 9 | 94,460 | 97,195 | 1.3% | 10,798 | 144 | 12% | 80% | 616 |
| - | FARMONE, TOPAZ | 24,054 | 195,055 25,171 | 3,598 140 | 162,358,331 2,817,951 | 167,907,298 2,898,840 | 1.5% | 46,443 20,766 | 858 115 | 100% | 0% 54% | 856 417 |
| | ORNED SHARQUE, CROWN VC. | 10,741 | 17,348 | 113 | 8,393,967 | 8,634,351 | 0.7% | 76,410 | 496 | 42% | 50% | 803 |
| | COUGAR | 3,728 | 3,851 | 36 | 824,402 | 950,871 | 1.0% | 25,623 | 247 | 24% | 70% | 574 |
| | THUCERED | 4,010 2,437 | 3,907 2,505 | 68 29 | 6,381,631 691,576 | 8,584,382 917,105 | 1.7% | 96,536 31,624 | 1,690 366 | 32% 21% | 79% | 1,602 612 |
| 14 | YAR | 1,030 | 1,298 | - | | - | 0.0% | GONSO | | 0% | 100% | 678 |
| | REMULT | E20 | 733 | 3 | 63,414 | 86,802 | 0.4% | 28,601 | 117 | 7% | 93% | 640 |
| | V.W. BEDAN CHRISE, BRANSLIA, SAFARI | 78,267 1,815 | 66,753 2,235 | 2,367 40 | 79,614,580 504,448 | 61,894,242 516,880 | 3.4% | 34,746 12,972 | 1,191 232 | 100% | 75% | 1,191 568 |
| | COMM | 3,786 | 3,986 | 132 | 7,864,283 | 8,579,182 | 3.3% | 61,206 | 2.036 | 43% | 55% | 1,290 |
| | ARANIC | 1,735 | 2,672 | 30 | 391,610 | 462,823 | 1.4% | 13,427 | 194 | 21% | 79% | 574 |
| | CORBAR, WARANE WOLANE, BLIPER BEE | 1,532 1,927 | 1,769 612 | 30 3 | 517,886 18,786 | 532,508 17,286 | 1.7% 0.4% | 17,760 5,755 | 298 | 21% | 79% | 597 |
| | CENSURY | 6,277 | 0,040 | 20 | 415,802 | 427.708 | 0.7% | 21,385 | 21 62 | 7% 18% | 82% | 634 570 |
| | SUSTEMIC CONSTALL | 22,165 | 20,576 | 141 | 17,660,700 | 18,114,026 | 0.7% | 126,466 | 860 | 47% | 53% | 772 |
| | DITTORN, BARROW, SHEAR CHROLER, HEN YOMER | 428 2,429 | 496 2,513 | 9 46 | 119,281 | 122,898 | 1.8% | 13,633 | 245 | 12% | 36% | 626 |
| | DODGE SAM CHARGES | 8,401 | 6.162 | 63 | 1,428,855 2,861,953 | 1,469,760 2,635,312 | 1.9% | 30,620 41,630 | 595 323 | 27% 31% | 73% | 953 588 |
| | ear. | 15,396 | 15,500 | 207 | 6,151,076 | 6,327,206 | 1.3% | 30,586 | 406 | 50% | 44% | 525 |
| | JETTA CARLAGE | 12,701 20,528 | 12,983 20,658 | 167 | 6,167,301 | 6,364,469 | 1.4% | 34,035 | 491 | 54% | 40% | 578 |
| | Testas | 1,197 | 1,283 | 105 20 | 3,291,676 407,238 | 3,300,135 418,890 | 0.5% 1.5% | 32,249 20,946 | 164 324 | 18% | 82% | 472 616 |
| | \$H00# | 20,061 | 20,428 | 296 | 6,983,577 | 6,072,626 | 1.3% | 22,829 | 297 | 64% | 36% | 435 |
| | SHEOWERS EM WILLOWRY ALL | 674 | 657 | • | 263,130 | 200,056 | 1.4% | 23,217 | 318 | 12% | 88% | 636 |
| | HOUSE THE CHART ALL | 2,673 983 | 2,797 929 | 37 17 | 1,271,606 367,733 | 1,308,225 357,978 | 1.9% | 35,357 21,846 | 406 400 | 24% | 70% | 628 633 |
| | FORD-CHRIST ALL | 575 | 500 | 3 | 49,492 | 58,988 | 0.0% | 16,670 | 100 | 7% | 23% | 639 |
| | CHALER | 27,206 | 26,926 | 132 | 4,732,258 | 4,867,759 | 0.0% | 36,577 | 181 | 45% | 55% | 454 |
| | CHINER ZH EAZER | 1,944 16,224 | 1,982 13,742 | 9 131 | 402,567 21,466,463 | 414,115 22,895,634 | 0.5% 1.0% | 40,013 166,668 | 211 1,808 | 12% 45% | 96% 55% | 623 1,096 |
| | CHELLAC | 2,866 | 3,005 | 31 | 4,312,252 | 4,435,729 | 1.0% | 143,086 | 1,438 | 22% | 78% | 844 |
| | CORNETTE | 586 | 546 | 7 | 1,716,678 | 1,700,006 | 1.3% | 252,585 | 3,236 | 10% | 90% | 944 |
| | STOR | 19,124 2,551 | 19,805 2,595 | 362 66 | 9,414, 8 61 2,288,622 | 9,694,446 2,354,463 | 1.9% 2.5% | 28,793 35,674 | 610 988 | 75% 32% | 25% | 552 752 |
| | SPERM. | 15 | 11 | - | - | - | | ADMO! | 400 | 0% | 108% | 732 678 |
| | VOYAGER | 45,282 | 37,262 | 292 | 24,972,262 | 25,667,317 | 0.7% | 98,043 | 880 | 63% | 57% | 685 |
| | HAROM MANAGA Marom 300 ZX | 6,271 301 | 5,765 377 | 60 2 | 6,627,915 174,714 | 6,200,516 | 1.2% | 80,863 | 1,677 | 33% | 67% | 806 |
| | PORDOHA | 8,998 | 9,436 | 57 | 1,812,945 | 179,717 1,850,130 | 0.0% | 80,050 29,100 | 476 178 | 9% 30% | 94% 70% | 967 530 |
| - | LINECOLN | 3,856 | 3,561 | 18 | 2,675,759 | 2,849,513 | 0.7% | 147,195 | 744 | 17% | 63% | 666 |
| | AEROSTAR PORD-EURLORESK ØMPORT) | 1,795 | 1,742 | 15 135 | 663,693 | 600,408 | 0.9% | 40,027 | 345 | 15% | 86% | 626 |
| | PROBET Y WARRIET | 20,802 5,306 | 19,445 4,588 | 136 75 | 17,502,131 12,508,383 | 18,603,267 12,948,781 | 0.7% 1.0% | 133,358 172,624 | 826 2.822 | 40% 34% | 54% | 791 1,407 |
| 52 | CLOSICOBLE BLHOWETTE | 671 | 695 | 7 | 300,744 | 387,018 | 1.0% | 56,831 | 573 | 10% | 80% | 967 |
| | NUEVO GOLF | 22,146 | 21,100 | 301 | 10,804,393 | 17,285,579 | 1.8% | 45,389 | 819 | 77% | 23% | 788 |
| | HLENO JETTA OLDENDRILE EIGHTY EIGHT | 39,360 474 | 27,725 631 | 415 5 | 19,433,132 149,995 | 19,989,589 164,228 | 1.5% | 49,166 30,846 | 721 291 | 80% | 20% 01K | 712 |
| | PCHRISC PRESID TRANS AN | 620 | 606 | 14 | 1,372,125 | 1,411,414 | 2.3% | 100,815 | 2,331 | 15% | 91% 85% | 644 921 |
| | CHENY | 221,937 | 210,916 | 1,105 | 45,907,738 | 45,296,480 | 0.5% | 41,897 | 220 | 100% | 0% | 220 |
| | CONCOREE JEEP VIII-NOLEN | 2,209 2,368 | 2,082 1,867 | 26 15 | 1,173,595 1,675,705 | 1,207,160 | 1.3% | 46,430 128,626 | 594 | 20% | 80% | 862 |
| | ASP SHAND CHENCHE | 14,000 | 11,661 | 131 | 22,308,833 | 1,828,414 22,947,624 | 1.2% | 175,173 | 1,0 3 3 2,071 | 15% 46% | 66% 65% | 732 1,303 |
| | BLACK REGAL | 812 | 855 | 5 | 290,404 | 298,719 | 0.6% | 59,744 | 349 | 9% | 91% | 650 |
| | PONTRAC BONOGRAFIAE SELVENNOO | 1,167 5,364 | 1,248 4,810 | 10 47 | 633,178 | 548,445 | 0.6% | 54,845 | 439 | 12% | 80% | 649 |
| | CANCER (make promptle) | 16,500 | 17,957 | 74 | 3,991,328 3,912,676 | 4,105,614 4,034,711 | 1.0% 0.4% | 67,353 64,360 | 864 238 | 27% 34% | 73% 66% | 726 529 |
| | MENT YORNER LIN | 620 | 607 | 7 | 429,332 | 441,825 | 1.4% | 63,080 | 870 | 10% | 90% | 596 |
| | RANGEND NEOM | 3,611 | 3,530 | 45 | 2,081,963 | 3,169,276 | 1.2% | 70,420 | 871 013 | 20% | 74% | 729 |
| O. | | 00 ,915 | 00,300 | 300 | 20,227,368 | 20,806,558 | 0.0% | 56,366 | 213 | 76% | 25% | 403 |

| Part | | | | Número | | | | | | Prime Note | | | Prime Heta Riesgo con |
|--|-------|--------------------|--------|-----------|------------|------------|---|----------------|-------------------|------------|-------|--------|--------------------------|
| Common | | | Himoro | | Número | Monto Helo | Monto Neto | Frec. | - | | Credi | bilded | |
| 69 Mathemater () 200 | Clave | Descripción | | Expuestos | Sinientros | Simicatros | Siniastroe+Inf. | (3)(2) | (9(3) | PF=(5)=(6) | | | |
| Part | | | (1) | (2) | (2) | (4) | (5) | (*) | | (49) | (9) | (F) | (10) |
| Part | | 1 100010 340 07 | | 404 | | *** | | | | | | | |
| The Control Member 1,500 | | | | | | | • | | - | | | | |
| 71 MINISTANT MARILE 8,071 8,332 44 3,3814.007 3,945.008 29% 8,080 473 29% 70% 60% 60% 60% 70% 23,778,000 24,400,008 29% 33,000 30% 60% 60% 60% 60% 60% 70% 60% 70% | | | | - | | | | | | | | | |
| Tame | 71 | MERCURY SHALE | 8,671 | | | | | | | | | | |
| 74 SERVIT MARKO CERTIFY 25,000 40,000 120 100,000 100, | 72 | Meticle | 8,549 | 9,601 | 87 | 4,890,529 | 5,030,564 | 0.0% | - | | | | |
| 78 STRICTURE SEEDE | | | | - | 179 | 23,770,569 | 24,480,493 | 0.5% | 138,651 | 715 | 52% | 40% | 666 |
| Page Company Page Company Page Company Page Company Page Company Page | | | | | | | | 0.7% | 65,603 | 395 | 40% | 51% | 540 |
| 77 Instruments | | | | | | | | | - | | | | 513 |
| 79 BERLEY BOOK 5,000 5,007 100 10,002.594 13,274.879 1098 202.885 2005 2074 70% 1,007 70 80 80 80 80 80 80 | | | - | | | | | | - | | | | |
| 20 10 10 10 10 10 10 10 | | | • | | | | | | - | | | | |
| 80 INSTANCOMONO 28,013 24,089 172 12,365,073 12,708,327 0,758,5280 577 708 678 709 678 678 678 678 678 678 678 678 678 678 | | | - | • | | | | | | | | | |
| 2 2 2 2 2 2 2 2 2 2 | | | | - | | | | | - | - | | | |
| \$\ \text{S1 CHIMN} \text{S1 CHIMN} \text{S1 CHIMN} \text{S2 CHIMN} \text{S3 LICHO} \qq \qua | 61 | CORPOR | 10,292 | 9,586 | | | | | | | | | |
| ## Common | 82 | | 93,917 | 86,754 | 403 | 23,624,916 | 24,301,391 | 0.5% | 80,381 | 200 | 79% | 21% | |
| 85 GENERACE R. 9,053 B,1802 46 4277.87 1,980.08 2.9% 71,388 1,974 499, 62% 656 678 678 678 678 678 678 678 678 678 67 | | | | 2,422 | 16 | 255,365 | 879,847 | 0.7% | 54,860 | 363 | 10% | 84% | 629 |
| Section 1,7225 1,468 2,767 1,568,759 1,208,750 1,208,750 1,774 394, 525 7,789 1,208,750 1, | | | | | | | 161,337 | 0.7% | 63,779 | 300 | 7% | 93% | 659 |
| 87 CATINN 17,225 14,400 52 15,004,133 11,208,802 0.05 12,211 724 396 629 776 88 CATINN 12,227 12,190 73 3,546,556 3,647,000 0.05 0.05 0.05 0.05 0.05 0.05 0.05 | | | - | | | | | | - | | | | 0 51 |
| 98 CENSEUR 12,227 12,190 73 3,165,195 14,167,195 0,167,1 | | | | | | | | | - | | | | |
| 80 FIRSTORIEST 22,485 23,082 162 16,007,420 17,208,080 6,095 173,245 770 970 970 970 970 970 970 970 970 970 | | | - | - | | | | | | | | | |
| \$\frac{9}{12}\$ resiminary (\$ 90 42 1 \text{SSM} 22 2,000 2,0 | | | | | | | | | - | | | | |
| 91 Framework 2,294 2,987 23 2,987,820 2,187,085 175 80,785 1750 797,535,085 175 80,785 1750 53 80,880 0MURU 18,219 18,114 74 5,885,543 6,084,256 0.9% 12,080 3.9% 50,09% 50,00% 5 | | | - | | | | • | | | | | | |
| \$3 SERONALEU 11,213 56 \$ 8,885,170 7,002,230 0.7% 12,000 505 20% 77% 555 20% 30% 60% 552 30% 50% 50% 50% 50% 50% 50% 50% 50% 50% 5 | 91 | PORTING GRANI FROM | 2,294 | | | | • | | - | • | - | | |
| 93 SINNO MURU 11,279 13,114 74 5,886,543 6,004,356 475 61,561 335 34% 66% 550, 564 65 80 MURURUR 13,412 12,557 117 7,584,566 77,503,555 0,9% 188,250 1,004 27% 776 65 60,567 600,567 600,567 600,567 600,560 0,7% 128,550 1,004 27% 776 65 60,567 600,567 600,567 600,560 0,7% 128,550 1,004 27% 776 65 60,567 600,567 | 92 | CHEMOLET VEHTURE | 13,360 | 12,113 | | | -, · · · · · · · · · · | | | - | | | |
| 95 CALEST 1,246 1,153 7 988,657 600,650 0,7% 138,050 1,004 275 795 746 856 CALEST 1,246 1,153 7 988,657 600,650 0,7% 138,050 1,004 275 795 746 856 CALEST 1,246 1,153 7 988,657 600,650 0,7% 138,050 1,005 375 695 1,005 86 ERCHO 222 5,463 5,664 27 1,452,344 1,472,255 0,7% 54,065 209 375 695 695 696 600 ARDA 2,816 2,203 35 6,427,844 1,472,255 0,7% 54,065 209 595 895 895 995 995 100 ARDA 2,816 2,203 35 6,427,844 0,671,883 1,675 1,880,005 2,000 ARDA 2,816 2,203 35 6,427,844 0,671,883 1,675 1,880,005 2,000 ARDA 2,816 2,203 35 6,427,844 0,671,883 1,675 1,880,005 2,000 ARDA 4,256 3,776 18 1,862,975 1,672,890 0,575 840,005 1,000 1,0 | 93 | MERO MALBU | 18,219 | 18,114 | 74 | 5,895,543 | 6,064,366 | 0.4% | - | 335 | 36% | | |
| 86 CLIST 1,246 1,253 7 888,657 800,850 L95 80,665 227 10% 80% 805 655 655 855 805 1,000 805 655 80 CLIST 122 8,000 1,000 | | | 13,412 | - | 117 | 7,534,848 | 7,750,395 | 0.9% | 88,243 | 693 | 42% | 58% | 546 |
| 87 DEFECURITY S. \$4,003 | | | - | - | | | | 0.7% | - | 1,004 | 21% | 79% | 748 |
| 89 RODINS CARE \$ 5,403 \$ 5,4 | | | | - | | - | - | | - | | | | |
| Somewhat 1,000 1 | | | | - | | | | | - | | | | • |
| No. Alexa M | | | | • | | | | | • | | | | |
| 101 PRIMERY BM | | | - | | | | | | | | | | |
| 103 FORMAR 1,521 1,525 14 3,945,288 4,006,779 1,0% 286,727 2,863 15% 85% 1,018 103 FORMAR 2,864 1,854 1,454 1,455 2,875 24 4,666 1,456 1,375 2,327 30 6% 94% 642 1,466 1,466 1,375 2,875 2,476 1,031 1,465 66% 718 105 GREEN MYTORIS ENVIRON 4,171 3,511 29 3,517,777 3,814,826 1,269 1,277 1,031 2,175 70% 675 100 DURNARO 4,171 3,511 29 3,517,777 3,814,826 1,277 1,031 2,175 70% 753 107 mm 2,272 2,770 18 2,422,461 2,661,815 0,9% 124,777 1,031 2,175 70% 753 107 mm 2,272 2,770 18 2,422,461 2,661,815 0,9% 124,777 1,031 2,175 70% 753 100 MEDIA 7,175 8,175 11 837,241 1,044 17% 83% 756 100 MEDIA 7,175 8,175 11 837,241 1,044 17% 83% 756 100 MEDIA 1,175 11 8,145 11 8,144,186 8,782,250 0,9% 84,21 240 47% 83% 776 11 100 MEDIA 1,175 11 8,145 11 8,144,186 8,782,250 0,9% 84,21 2,404 47% 83% 474 110 MEDIA MEDI | | | | | | | | | | | | | |
| 103 FORBICKE 248 1533 2 4,488 1,584 1,596 2,297 30 8% 64% 642 104 AMDINDHER 1,680 1, | | | | | | | | | - | | | | |
| 105 GERENAL BUTONE EMPRESS 15 1,450 1,452 1 | 193 | PORROLE | 248 | 153 | | | | | | - | | | - |
| 100 DURNADO 4,171 3,511 29 3,517,787 3,814,828 0,8% 124,777 1,031 21% 79% 753 107 am | 104 | LANDROVER | 1,680 | 1,452 | 8 | 1,439,466 | 1,480,667 | 0.6% | | 1,020 | 11% | 00% | |
| 107 mm 2, 2,572 2,179 18 2,422,461 2,891,815 0,8% 138,454 1,144 17% 83% 756 168 incores 768 635 11 837,241 804,878 1,75 \$7,683 1,510 13% 67% 768 109 Fisters 44,594 34,865 141 8,146,196 8,372,425 0,6% 89,421 240 47% 83% 474 110 (IRECULI HIRROCKOR) 1,812 1,458 20 8,945,528 10,238,308 1,4% 511,515 7,015 139% 62% 1,700 111 FORE-CLIE WIRROCK 3,254 2,592 9 740,840 762,653 0,3% 64,673 255 12% 88% 629 112 FORE-CLIE WIRROCK 101,801 68,814 681 20,983,884 30,780,284 0,7% 32,944 354 95% 5% 372 113 HOWEVER 8,041 8,039 141 13,780,246 14,164,287 2,3% 103,845 2,890 47% 53% 1,571 114 FEMESTRE 8,041 8,039 141 13,780,246 14,164,287 2,3% 103,873 1,507 10% 90% 758 115 GROWAW 5,000 5,0 | | | 3,862 | 3,485 | 18 | 2,575,724 | 2,849,477 | 0.5% | 147,163 | 760 | 17% | 83% | 682 |
| 100 HECH NOT 758 635 11 837_241 894_876 1.7% 87_865 1.819 13% 87_6 786 100 PRICKA 44_994 34_985 141 8_144_1865 8_37_8_425 0_46_81_221 240 47_6 85_5 47_4 110 LINCOLA HIMMONTON 1_R12 1_458 20 8_846_5.88 10_28_3.08 1_48_5 51_515 7_015 185_825_4 47_4 110 LINCOLA HIMMONTON 3_254 2_582 9 7_40_940 7_52_583 0_58_84_87_3 225 12_5 89_5 62_9 112 PORNET 101_801 88_814 881 22_982_386 1_48_5 51_515 7_015 185_825_4 62_9 112 PORNET 101_801 88_814 881 22_982_386 1_48_257 2_85_1 80_385_5 2_809_47_5 53_5 3_72_1 114_12_12_12_12_12_12_12_12_12_12_12_12_12_ | | | • | - | | 3,517,797 | 3,618,525 | 0.8% | 124,777 | 1,031 | 21% | 79% | 753 |
| 100 PIREICA 44,984 34,985 141 8,146,196 8,371,425 0.9% 89,421 240 47% 83% 474 110 SECOLI INSTITUTION CLIB TIMODON 3,254 2,992 9 740,580 762,508 10,259,308 1.4% 511,515 7,015 187% 82% 529 111 PORNICULE TIMODON 3,254 2,992 9 740,580 762,508 10,379 34,673 255 12% 89% 529 112 PORNICULE TIMODON 3,254 2,992 9 740,580 762,508 141 13,780,246 14,184,257 2,8% 146,365 2,909 47% 53% 1,671 114 PRINISOL 165 170 170 188,814 681 22,992,884 30,780,254 0,7% 52,944 354 98% 5% 372 113 SERV BEFLE 8,041 5,039 141 13,780,246 14,184,257 2,8% 148,365 2,909 47% 53% 1,671 114 PRINISOL 165 5,988 5,487 54 6,094,885 6,289,386 1,0% 131,000 1,143 29% 71% 812 115 GRIVAN 15 5,988 5,487 54 6,094,885 6,289,386 1,0% 131,000 1,143 29% 71% 812 116 AKELAN 199 188 119 86 1 414,800 428,780 1,7% 4,588,165 1,7% 131,000 1,143 29% 71% 812 118 AKELAS 1,889 1,488 25 4,439,057 4,588,165 1,7% 137,622 3,115 29% 80% 1,186 119 AKELAS 1,889 1,488 25 4,439,057 4,588,165 1,7% 137,622 3,115 29% 80% 1,186 119 AKELAS 544 469 4 1,575,282 1,444,800 0,9% 303,885 2,894 9% 92% 652 120 SENA 2,583 2,622 14 1,575,282 1,444,800 0,9% 303,885 2,894 9% 92% 652 120 SENA 2,583 2,522 14 1,589,535 1,844,477 0,9% 145,220 616 15% 80% 652 120 SENA 3,812 3,221 30 4,774,899 4,911,685 0,9% 183,723 1,525 21% 70% 800 122 KERNA 3,812 3,221 30 4,774,899 4,911,685 0,9% 183,723 1,525 21% 70% 800 122 KERNA 3,812 3,221 30 4,774,899 4,911,685 0,9% 183,723 1,525 21% 70% 800 122 KERNA 12,380 10,671 207 18,940,655 19,174,411 1,9% 183,900 1,777 59% 44% 1,310 126 VOLVO 4,273 3,473 25 5,905,619 19,174,411 1,9% 183,900 1,777 59% 44% 1,310 126 VOLVO 4,273 3,473 25 5,905,619 19,174,411 1,9% 19,578 1,425 2,957 71% 803 120 PT CRIBBEN 18 8 - | | | | | | | | | - | - | | | |
| 110 JECOLII HIMMANTORI 1,812 1,458 20 8,945,528 10,239,308 1,475 511,515 7,015 19% 82% 1,700 111 FORSICULE WINDON 3,254 2,802 9 740,840 762,053 0,3% 84,873 255 12% 86% 829 112 FORMER 101,801 88,814 881 28,981,384 30,700,264 0,7% 82,944 364 90% 5% 372 113 HER HEERLE 8,041 5,009 1441 13,790,246 14,184,257 2,9% 198,985 2,809 47% 59% 1,871 114 PERISEDIT 66 971,440 1,019,838 8,9% 198,973 1,507 19% 90% 768 115 GROWARD 5,998 5,467 54 6,004,865 6,289,366 1,07% 118,100 1,143 29% 71% 612 110 ANDIAN 110 88 1 414,800 422,780 1,7% 428,780 4,943 4% 90% 642 117 ANDIAN CORNOLET 44 51 0,07% 40,000 0% 100% 678 118 ANDIAN 1,899 1,468 25 4,439,057 4,568,165 1,9% 178,622 3,115 29% 80% 1,881 118 ANDIAN 514 469 4 1,575,282 1,444,802 0,9% 303,865 2,804 9% 62% 552 120 HIMAN 2,583 2,622 14 1,686,535 1,644,777 0,9% 115,220 616 19% 80% 909 123 HOULD 3,578 20 2,003,401 2,992,201 1,57% 190,813 1,325 19% 80% 500 123 HOULD 3,578 20 2,003,401 2,992,201 1,57% 190,813 1,325 19% 80% 500 123 HOULD 3,578 20 2,003,401 2,992,201 1,57% 190,813 1,325 19% 80% 500 123 HOULD 3,578 20 1,007 10,00 | | | | | | | | | - | | | | |
| 111 FORD-CLIE WINDOW 3,254 2,962 9 740,940 762,653 0.5% 94,673 255 12% 86% 659 112 FORD 112 FORD 112 FORD 113 FORD 114 101,901 98,614 861 26,961,984 30,780,284 0,7% 62,944 354 96% 5% 372 113 FEB FEELE 6,041 5,039 141 15,780,286 14,184,257 2,8% 90,985 2,809 47% 59% 1,671 114 FEB FEELE 700,000 400 1,019,839 6,0% 169,873 1,597 10% 90% 776 115 GROWARD 5,698 5,467 54 6,004,886 6,289,386 1,0% 116,100 1,143 29% 71% 612 116 ANDIAN 116 86 1 444,800 428,780 1,1% 428,780 4,843 4% 99% 842 117 ANDIAN CARROLLET 44 51 - 9.0% 90,800 1 1,1% 428,780 4,843 4% 99% 842 117 ANDIAN CARROLLET 44 459 4 1,575,282 1,414,802 0,8% 303,885 2,804 9% 92% 805 119 ANDIAN 514 489 4 1,575,282 1,414,802 0,8% 303,885 2,804 9% 92% 805 119 ANDIAN 514 489 4 1,575,282 1,414,802 0,8% 303,885 2,804 9% 92% 805 120 MINA 2,583 2,582 14 1,686,535 1,814,477 0,9% 118,320 616 15% 80% 609 122 FORD 1 1,575 40,000 1,578 20 2,000,401 1,576 20 2,000,401 1,9% 118,320 616 15% 80% 609 122 FORD 1 1,574 40,000 4,000 1,578 20 2,000,401 1,576 20 2,000,401 1,9% 118,320 616 15% 80% 609 122 FORD 1 1,574 40,000 4,000 1,578 20 2,000,401 1,576 40,000 1,576 20 2,000,401 1,576 20 2,000,401 1,576 20 2,000,401 1,576 20 2,000,401 1,576 20 2,000,401 1,576 20 2,000,401 1,576 20 1,57 | | | - | | | | | | | | | | |
| 112 POWER 101,801 88,814 881 29,983,884 30,780,284 9,7% 52,944 354 80% 5% 372 113 NEW NEETLE 8,041 5,039 141 13,780,246 14,184,287 2,8% 189,385 2,809 47% 53% 1,671 114 POLICED 405 762 677 6 991,449 1,019,839 8,0% 169,873 1,507 10% 00% 778 115 CHARLES 5,886 5,487 54 6,094,886 6,293,886 1,0% 119,100 1,143 29% 71% 812 116 ANDIAN 1190 88 1 444,800 429,380 1,0% 19,100 1,143 29% 71% 812 117 ANDIAN CONTROLET 44 51 9,0% 9,080 1 1,0% 178,222 3,115 20% 80% 842 117 ANDIAN 1,889 1,488 25 4,439,057 4,509,165 1,9% 178,222 3,115 20% 80% 1,106 119 ANDIAN 2,983 2,822 14 1,589,535 1,544,467 0,9% 153,885 2,804 8% 92% 852 120 NEWLA 2,983 2,822 14 1,589,535 1,544,467 0,9% 153,820 610 19% 86% 609 121 NEWLA 3,812 3,221 30 4,774,809 4,911,805 0,9% 163,723 1,525 27% 79% 800 124 JETUAGEN 4 61,819 47,829 801 77,484,828 79,703,321 1,75 89,805 1,90% 174,411 1,9% 82,830 1,707 50% 44% 1,310 126 NOLD 4 1,273 3,473 25 5,965,819 8,107,297 9,7% 20,980 1,777 50% 84% 1,310 126 NOLD 4 1,273 3,473 25 5,965,819 8,107,297 9,7% 20,980 1,777 50% 44% 1,310 126 NOLD 4 1,273 3,473 25 5,965,819 8,107,297 9,7% 20,980 1,777 50% 44% 1,310 126 NOLD 4 1,273 3,473 25 5,965,819 8,107,297 9,7% 20,980 1,777 50% 44% 1,310 126 NOLD 4 1,273 3,473 25 5,965,819 8,107,297 9,7% 20,980 1,777 50% 44% 1,310 126 NOLD 4 1,273 3,473 25 5,965,819 8,107,297 9,7% 20,980 1,777 50% 44% 1,310 126 NOLD 4 1,273 3,473 25 5,965,819 8,107,297 9,7% 20,980 1,777 50% 44% 1,310 126 NOLD 4 1,273 3,473 25 5,965,819 8,107,297 9,7% 20,980 1,777 50% 44% 1,310 126 NOLD 4 1,273 3,473 25 5,965,819 8,107,297 9,7% 20,980 1,777 50% 44% 1,310 126 NOLD 4 1,273 3,473 25 5,965,819 8,107,297 9,7% 20,980 1,777 50% 44% 1,310 126 NOLD 4 1,273 3,473 25 5,965,819 8,107,297 9,7% 20,980 1,777 50% 20% 80% 878 129 NORD 1 1,474 11 1,475 105,475 1 | | | | | | | | | | | | | |
| 113 MEN METRIE 6,041 5,039 141 13,780,246 14,184,257 2,8% 18385 2,809 47% 53% 1,571 144 PERREY 465 762 677 6 891,449 1,019,639 8,9% 199,673 1,507 10% 90% 758 115 CHINA CARRIOLET 5,698 5,467 54 6,004,868 8,289,386 1,0% 199,673 1,507 10% 90% 758 115 CHINA CARRIOLET 44 51 9,0% 4,004,001 0% 1,00% 673 118 AMERIAS 1,889 1,486 28 4,439,057 4,508,165 1,8% 175,622 3,115 20% 80% 1,186 119 AMERIAS 1,889 1,486 28 4,439,057 4,508,165 1,8% 175,622 3,115 20% 80% 1,186 119 AMERIAS 1,889 2,522 14 1,569,535 1,414,620 0,5% 353,865 2,894 8% 92% 652 120 MEMA 2,583 2,522 14 1,569,535 1,414,620 0,5% 353,865 2,894 8% 92% 652 121 MEMA 3,812 3,221 30 4,774,969 4,911,965 0,9% 183,729 1,525 21% 79% 900 123 MEDIA 3,812 3,221 30 4,774,969 4,911,965 0,9% 183,729 1,525 21% 79% 900 124 MEDIA 4 12,380 10,671 207 146,640,655 19,174,411 1,9% 92,630 1,797 56% 44% 1,310 126 MEDIA 4 12,380 10,671 207 146,640,655 19,174,411 1,9% 92,630 1,797 56% 44% 1,310 126 MEDIA 4 1,657 3,394 54 5,582,086 5,880,411 1,4% 165,378 1,425 29% 71% 90% 673 129 MEDIA 4 1,579 3,394 54 5,582,086 5,880,411 1,4% 165,378 1,425 29% 71% 90% 673 130 MF CRAMER 4 8,537 3,984 54 5,582,086 5,880,411 1,4% 165,378 1,425 29% 71% 90% 673 130 MF CRAMER 4 8,537 3,984 54 5,582,086 5,880,411 1,4% 165,378 1,425 29% 71% 90% 132 ADDREK 2,417 2,236 17 2,274,611 2,238,165 0,9% 10,673 983 985 98% 42% 733 132 ADDREK 2,417 2,236 17 2,274,611 2,238,165 0,9% 10,673 983 985 98% 42% 738 132 ADDREK 2,417 2,236 17 2,236 17 2,238,165 0,9% 10,187 983 983 98% 42% 738 132 ADDREK 2,417 2,336 17 2,236 17 2,238,165 0,9% 10,187 983 983 98% 42% 738 132 ADDREK 2,417 2,336 17 2,236 17 2,238,165 0,9% 10,187 983 983 98% 42% 738 132 ADDREK 2,417 2,336 17 2,236 17 2,238,165 0,9% 10,187 983 983 98% 42% 738 132 ADDREK 2,417 2,336 17 2,236 17 2,238,165 0,9% 10,187 983 983 98% 42% 738 132 ADDREK 2,417 2,336 17 2,236 17 2,238,165 0,9% 10,187 983 983 98% 42% 738 132 ADDREK 2,417 2,336 17 2,236 17 2,238,165 0,9% 10,187 983 983 98% 42% 738 132 ADDREK 2,417 2,336 17 2,238 98 983 18% 84% 729 133 8000000 12,417 12,417 12,417 1 | | | | • | - | | | | | | | | |
| 114 PERSIDIT 485 762 677 6 991,449 1,019,838 8.9% 108,673 1,507 10% 90% 758 115 caves as 5,808 5,467 54 6,004,865 6,289,386 1.0% 118,100 1,143 29% 71% 812 119 ALDI AN 119 88 1 414,800 428,780 1.1% 428,780 4,613 4% 90% 842 117 AND AN CARROLET 44 51 | | | - | - | | | | | _ | | | | |
| 116 AND AND AND AND AND AND AND AND AND AND | 114 | PEUGEOT 465 | 792 | 677 | 6 | 901,440 | | | - | | | | • |
| 117 AEDI AL CARROLLET 44 51 - 0.0% ADMINIT 0% 100% 678 118 AEDIA S 1,889 1,488 28 4,439,057 4,508,165 1,8% 175,622 3,115 20% 80% 1,186 119 ALBA S 14 489 4 1,575,282 1,444,862 0.3% 333,865 2,894 8% 92% 652 120 BEPLA 2,583 2,5622 14 1,589,535 1,814,477 0.5% 115,220 010 15% 85% 089 121 BEPLA S 2,004 1,579 20 2,004,019 2,062,281 1,3% 194,613 1,325 18% 82% 752 122 X BERRA 3,812 3,221 30 4,774,909 4,911,695 0.6% 163,729 1,525 21% 79% 800 123 FOLUS 59,034 58,665 318 30,580,325 1,465,881 0.6% 88,918 652 70% 30% 560 124 ETEL GER 4 61,919 47,829 801 77,444,828 78,703,321 1,7% 88,005 1,666 100% 0% 1,606 125 GOLF GER 4 12,380 10,671 207 18,640,665 19,174,411 1.9% 82,630 1,797 56% 44% 1,310 126 VOLNO 4,273 3,473 25 5,865,819 8,187,297 9,7% 246,862 1,776 20% 80% 394 127 FERRARE 18 8 0.0% 8,00401 0% 100% 678 129 BERSHATI 8 8 0.0% 8,00401 0% 100% 678 120 TERRAR 146 150 1 77,220 79,431 0,7% 78,431 529 4% 80% 673 130 OFF CRIMER 4,837 3,984 54 5,852,086 5,860,411 1,4% 165,378 1,425 28% 71% 803 131 ARTER 27,465 25,369 222 21,813,832 2,458,245 0,9% 10,873 883 59% 42% 798 132 ARDER 2,417 2,365 17 2,274,611 2,580,160 0,7% 11,878 133 BORDINA 2,575 2,382 28 8,906,783 6,139,705 12% 218,275 2,867 21% 79% 1,001 | | | | 5,467 | 54 | 6,094,866 | 6,289,386 | | • | | | | |
| 118 MEZIAS 1,889 1,468 28 4,438,057 4,588,165 1,9% 175,622 3,115 29% 80% 1,186 119 MEZIAS 614 469 4 1,575,282 1,414,862 0,9% 353,885 2,894 8% 92% 852 120 semila 2,583 2,622 14 1,588,535 1,814,477 0,9% 145,320 616 15% 85% 669 121 semila 2,004 1,579 20 2,004,019 2,002,281 1,9% 148,729 1,325 19% 82% 782 122 xersia 3,812 3,221 30 4,774,989 4,911,685 0,9% 148,729 1,525 21% 79% 800 123 rocus 59,034 58,665 318 30,580,325 31,465,881 0,9% 88,918 852 79% 30% 560 124 setta gen 4 61,919 47,829 801 77,484,828 79,703,321 1,7% 38,505 1,686 100% 0% 1,686 125 sour-gen 4 61,919 47,829 801 77,484,828 79,703,321 1,7% 38,505 1,686 100% 0% 1,686 125 sour-gen 4 12,380 10,671 207 18,640,655 19,174,411 1,9% 92,800 1,797 56% 44% 1,310 126 tolon 4,273 3,473 25 5,965,619 8,167,297 9,7% 246,820 1,776 20% 80% 804 127 resident 18 8 | | | | | 1 | 414,900 | 428,780 | 1.7% | 428,780 | 4,843 | 4% | 96% | 842 |
| 119 AUDIAS 514 409 4 1,375,262 1,414,662 0.5% 303,665 2,894 8% 92% 652 120 sepala 2,593 2,522 14 1,500,535 1,614,477 0.5% 115,320 618 15% 85% 669 121 sepala 2,004 1,578 20 2,004,019 2,932,261 1.5% 194,613 1,325 18% 82% 762 122 X NENDA 3,812 3,221 30 4,774,989 4,911,665 0.6% 163,729 1,525 21% 79% 800 122 FOOLS 59,054 58,965 318 30,500,525 31,465,891 0.6% 183,729 1,525 27% 30% 590 124 JETIA GEN 4 61,819 47,829 891 77,404,628 79,703,321 1,7% 30,505 1,686 100% 0% 1,606 125 GOLF GEL 4 12,380 10,671 207 14,840,855 19,174,411 1,9% 82,830 1,797 59% 44% 1,310 126 VOLNO 4,273 3,473 25 5,905,619 8,167,297 9,7% 36,662 1,776 20% 80% 804 127 HERMAN 18 8 | | | | | • | - | - | 0.0% | #IORNO! | | 0% | 100% | 678 |
| 120 mmaa 2,583 2,522 14 1,698,535 1,814,477 0,9% 115,220 616 15% 86% 669 121 mman 2,004 1,579 20 2,004,019 2,502,261 1,3% 194,613 1,325 19% 82% 762 122 xmma 3,812 3,221 30 4,774,809 4,911,605 0,9% 183,723 1,525 21% 76% 860 123 pccus 59,034 58,965 318 30,500,325 31,655,801 0,9% 189,18 652 70% 30% 560 124 atta.gen 4 61,919 47,629 861 77,494,628 79,703,321 1,7% 38,005 1,666 100% 0% 1,666 125 cour gen 4 12,380 10,671 207 18,640,665 19,174,411 1,9% 12,630 1,797 56% 44% 1,310 126 volum 4,273 3,473 25 5,965,619 8,167,297 9,7% 246,662 1,776 20% 80% 304 127 reserve 18 8 0,0% 40,0401 0% 100% 678 129 measuri 8 8 0,0% 40,0401 0% 100% 678 129 measuri 6 3 0,0% 40,0401 0% 100% 678 130 pr cm.mer 4,837 3,984 54 5,832,086 5,860,411 1,4% 165,378 1,425 29% 71% 803 132 Aznex 2,417 2,366 17 2,274,611 2,380,100 12% 197,888 803 16% 84% 729 133 soutoma 2,575 2,382 28 8,960,783 6,139,703 12% 216,275 2,667 21% 76% 1,001 | | | | - | | | | | | | | | |
| ## 121 mans 2,004 | | | | | • | | | | | - | | 82% | 652 |
| 122 X TENNA 3,812 3,221 30 4,774,800 4,911,605 0,9% 183,723 1,525 21% 79% 800 123 FOCUS 59,034 55,955 318 30,580,325 31,465,881 0,9% 88,918 682 79% 30% 560 124 JETIA GEN 4 61,818 47,829 801 77,434,828 79,703,321 1,7% 88,505 1,605 100% 0% 1,605 125 60LF GEN 4 12,380 10,671 207 18,640,655 11% 174,411 1.9% 26,830 1,797 59% 44% 1,310 125 VOLNO 4,273 3,473 25 5,865,819 8,167,297 9,7% 245,862 1,776 20% 80% 804 127 FERRINGS 18 8 | | | | | 14 20 | | | | | | | 96% | 660 |
| 123 FOULS 59,034 59,055 318 30,580,325 31,465,881 0.9% 89,918 582 70% 30% 580 124 SETILAGEN 4 61,819 47,829 891 77,484,828 79,703,321 1.7% 99,505 1,686 100% 0% 1,686 125 SOLF GEL 4 12,380 10,671 207 18,640,655 19,174,411 1.9% 92,830 1,797 58% 44% 1,310 126 VOLNO 4,273 3,473 25 5,965,619 8,167,297 9,7% 246,862 1,776 20% 80% 894 127 FERRINGS 18 8 8,0% 60,860 0% 100% 678 129 SIMMERNITI 6 3 0,0% 60,860 0% 100% 678 129 SIMMERNITI 6 130 1 77,220 79,431 0,7% 78,431 629 4% 88% 673 130 PT CRUMER 4,837 3,984 54 5,832,086 5,860,411 1.4% 185,378 1,425 29% 71% 803 132 AZHEK 2,417 2,365 17 2,274,061 2,338,165 0,7% 197,888 893 18% 84% 729 133 808007A 2,875 2,382 28 8,968,783 6,139,705 1,2% 218,275 2,867 21% 78% 1,001 | | | - | - | | | | | | | | | |
| 124 ETTAGEN 4 61,919 47,829 801 77,484,828 79,703,321 1.7% 98,905 1,686 100% 0% 1,686 125 GOLF GEL 4 12,380 10,671 207 18,840,665 19,174,411 1.9% 92,830 1,797 58% 44% 1,310 126 VOLNO 4,273 3,473 25 5,985,819 8,187,297 9,7% 286,862 1,776 20% 80% 804 127 FEBRURE 18 8 | | | - | | | | | | | | | | |
| 125 GOLF GEN. 4 12,380 10,671 207 18,640,665 19,174,411 1.9% 12,620 1,797 56% 44% 1,310 126 VOLNO 4,273 3,473 25 5,865,619 8,167,297 9,7% 246,862 1,776 20% 80% 394 127 FERRORS 18 8 0,0% 40,0401 0% 100% 678 128 HERBORNT 6 3 0,0% 40,0401 0% 100% 678 129 TERROR 146 150 1 77,220 79,431 0,7% 78,431 529 4% 86% 673 130 PF CRUBER 4,837 3,984 54 5,832,086 5,860,411 1,4% 165,378 1,425 28% 71% 803 131 ARTINA 27,465 25,369 222 21,813,832 22,438,245 0,9% 101,873 883 56% 42% 798 132 AZRIK 2,417 2,365 17 2,274,061 2,338,166 0,7% 197,884 893 16% 84% 729 133 604000A 2,575 2,382 28 8,906,783 6,139,703 1,2% 218,275 2,867 21% 78% 1,001 | | | | - | | | | | - | | | | |
| 126 VOLNO 4,273 3,473 25 5,965,619 8,167,287 9,7% 245,682 1,776 20% 80% 804 127 FERROR 18 8 8,0% 8,00401 0% 190% 678 129 INVESTIGATION 6 3 0,0% 8,00401 0% 190% 678 129 INVESTIGATION 146 150 1 77,220 79,431 0,7% 79,431 529 4% 80% 673 130 PY COUNSER 4,837 3,984 54 5,832,086 5,860,411 1,4% 165,378 1,425 29% 71% 803 131 ARTIN 27,465 25,389 222 21,813,832 22,438,243 0,9% 191,683 883 59% 42% 798 132 AZIEK 2,417 2,386 17 2,274,061 2,338,166 0,7% 137,688 963 16% 84% 729 133 808000A 2,675 2,382 28 8,906,789 6,139,703 1,2% 218,275 2,867 21% 79% 1,001 | 125 | 90LF 929L 4 | | | | | | | - | | | | |
| 129 INDERNOTT 6 3 0.9% #QUARDI 0% 100% 678 129 TIANA 146 159 1 77.220 79,431 0.7% 78,431 529 4% 88% 673 130 PT CRUMER 4,837 3,984 54 5,832,086 5,860,411 1.4% 165,378 1,425 28% 71% 863 131 ARTHA 27,465 25,399 222 21,813,832 22,438,243 0.9% 101,673 883 58% 42% 798 132 AZHEK 2,417 2,365 17 2,274,061 2,338,165 0.7% 137,888 863 16% 84% 729 133 8040074 2,875 2,382 28 8,908,783 6,138,703 1.2% 218,275 2,667 21% 79% 1,001 | | | | 3,473 | 25 | 5,995,619 | | 9.7% | | | | | |
| 120 TIME 146 150 1 77,220 79,431 0.7% 78,431 629 4% 88% 673 130 PT CRUMER 4,837 3,984 54 5,632,086 5,860,411 1.4% 165,378 1,425 28% 71% 863 131 ARTIN 27,485 25,389 222 21,813,632 22,438,245 0.8% 161,673 883 58% 42% 798 132 AZIEK 2,417 2,385 17 2,274,061 2,338,165 0.2% 137,688 983 16% 84% 729 133 6000000 2,675 2,382 28 8,806,783 6,138,703 1.2% 218,275 2,867 21% 79% 1,001 | | | | | • | - | - | 9.0% | 6 -(C0-FO) | | | | |
| 130 PT CRAMER 4,837 3,984 54 5,632,086 5,680,411 1.4% 105,376 1,425 28% 71% 803 131 ARTIN 27,485 25,389 222 21,813,632 22,438,245 0.9% 101,673 863 58% 42% 706 132 AZHEK 2,417 2,365 17 2,274,061 2,338,165 0.7% 137,686 963 10% 84% 729 133 808000A 2,675 2,382 28 8,906,783 6,138,703 1.2% 218,275 2,867 21% 70% 1,001 | | | | | - | | - | | | | | 100% | 678 |
| 131 ASTRA 27,485 25,389 222 21,813,632 22,438,245 0.9% 101,673 803 50% 42% 708 132 AZREX 2,417 2,365 17 2,274,061 2,338,165 0.7% 137,688 903 10% 84% 729 133 8080904 2,675 2,382 28 8,908,789 6,138,703 1.2% 218,275 2,667 21% 70% 1,001 | | | | | | | | | | | | | |
| 132 AZNEX 2,417 2,365 17 2,274,061 2,338,165 0,7% 137,868 903 16% 84% 729 133 808070A 2,675 2,382 25 5,906,783 6,138,705 1,2% 218,275 2,667 21% 79% 1,001 | | | | - | | | | | | | | | |
| 133 BONDHA 2,575 2,382 28 5,986,783 6,139,705 1,2% 218,275 2,667 21% 76% 1,001 | | | | | | | | | - | | | | |
| 494 manual and analysis of the Contract of the | | | | | | | | | | | | | |
| 2 - Common and Department and Property Agency Agency (Company (Company)) | | | | | | | | | | | | | |
| | | | | | | | | | | | -74 | | . , |

| Number Part | | | | 415 | | | | | | | | | Prima Nota |
|--|-----|-------------------|--------|--------|---------|------------|---------------------|-------|--------------------------|------------|-----------|------|------------|
| Company Comp | | | | Número | | | | _ | | Prime Note | | | Riesgo con |
| 115 | - | Descripción | | | | | | | | | | | |
| 198 CARDONN 1,500 1,057 15 1,000,000 1,563,000 1,755 123,000 1,700 159, 87% 82% 827 179 0,000 17 | | Cescipcon | | | | | | | | | | | |
| 150 memory 14,000 16 2,000,000 2 | | | , | ~ | 1-7 | 1-9 | (4) | 4-7 | (,, | (es) | (-7 | (0) | (10) |
| 139 Ministration | 135 | SMOWN | 1,358 | 1,057 | 15 | 1,806,608 | 1,858,336 | 1.4% | 123,869 | 1,758 | 15% | 85% | 842 |
| 188 mone | | | | - | 18 | 2,906,608 | 2,991,986 | 0.4% | 166,221 | 732 | 17% | 63% | 667 |
| 150 | | | | | | - | | | | | 0% | 94% | 875 |
| Helicolate (1977) 1,150 (1978) | | | | - | | | | | | | - | | |
| Helicance 11,066 10,057 65 0,058,777 1,004,311 0,058 102,061 200 1254 2875 857 142 200 11,106,500 1,109,50 | | | | | | | - | | - | - | | | |
| 14 14 15 16 16 16 16 16 16 16 | | | _ | | | | - | | • | | | | |
| 144 MEAN 1745 1267 146 167 | | | - | | | | | | - | | | | |
| 144 GEORGIAN 0,500 7,765 59 | 143 | ALMERA | - | | | | | | - | | | | |
| 147 | 144 | CEZA . | 17,153 | 12,901 | 145 | | 10,786,136 | | • | | | | |
| March Marc | | | 9,500 | | 59 | 4,654,237 | 4,787,506 | 0.8% | 81,144 | 844 | 30% | 70% | 668 |
| Hele Messershi 550 274 | | | | - | | 4,423,330 | 4,540,000 | 1.0% | 142,187 | 2,312 | 22% | 78% | 1,041 |
| Marie Septime 150 1204 | | | | | | | | | | | 13% | | |
| 150 | | | | | 145 | 1,861,222 | 1,935,089 | | | 631 | | | |
| 152 AIDTT 571 444 190 2,469/AB 2,570 275 | | | | | - | 0.005.000 | | | • | | | | |
| ## 153 ALBN 1 | | | - | | | | | | - | | | | |
| 153 ALEXIEN 120 90 5 1,382,710 1,381,443 5,7% 273,289 44,85 99% 97% 1,551 1,552 155 ALEXIEN 127 103 2 291,130 228,460 1,5% 149,733 2,205 98 98% 97% 107% 407% 107% 107% 107% 107% 107% 107% 107% 1 | | | | - | | | | | - | | | | |
| 195 AUCHINE 25 19 | 153 | ALDI 69 | 120 | | | , , | | | | | | | - |
| 155 ALISINE 127 903 2 291,130 29,000 19% 149,733 2,205 9% 9% 975 1075 1675 MANICORNETTRIE 11 8 0,0% 60,000 10% 6775 157 158 MANICORNETTRIE 11 8 0,0% 60,000 10% 6775 159 MANICORNETTRIE 11 8 0,0% 60,000 10% 6775 159 MANICORNETTRIE 11 8 0,0% 60,000 10% 6775 159 MANICORNETTRIE 11 8 0,0% 60,000 10% 6775 159 MANICORNETTRIE 11 8 0,0% 60,000 10% 6775 159 MANICORNETTRIE 11 8 0,0% 60,000 10% 6775 159 MANICORNETTRIE 11 8 10 10 10 10 10 10 10 10 10 10 10 10 10 | 154 | AUCION | 25 | 19 | - | - | - | - | | | | | |
| 157 SAMPA COMPRETTIELE | | | 127 | 103 | 2 | 291,130 | 299,465 | 1.9% | | 2,905 | 6% | 94% | 802 |
| 198 MAN SWINGON 18 | | | | | - | - | - | 0.0% | OFFICIAL PROPERTY | | 0% | 100% | 676 |
| 1981 1987 | | | | | - | - | - | 0.6% | • | | 6% | 100% | 678 |
| Mail Common Mail | | | | | - | | | | • | | | | |
| Section Sect | | | | - | | | | | | - | | | • |
| 92 CROMINI NICTIONIA 53 45 108 7,505,638 7,720,554 0.45 20,980 40% 60% 625 185 CROMINACIDE 389 195 2 641,670 880,044 1.975 330,022 3,382 67 99% 625 165 MALLARDE 95 65 1 375,322 386,000 1.95 380,002 5,528 47 99% 624 165 MALLARDE 468 204 5 1,572,624 1,167,057 1,975 330,022 3,382 67 99% 11,10 167 MORALCRAY 3,779 2,310 15 3,082,833 3,145,128 0.95 203,652 1,301 197% 80% 772 180 RUJONIA 30,772 2,310 15 3,082,833 3,145,128 0.95 203,652 1,301 197% 80% 772 180 RUJONIA 30,772 2,310 15 3,082,833 3,145,128 0.95 203,652 1,301 197% 80% 772 180 RUJONIA 30,772 2,310 15 3,082,833 3,145,128 0.95 203,652 1,301 197% 80% 772 180 RUJONIA 30,772 2,310 170 RUJONIA 30,772 1,301 197% 80% 772 180 RUJONIA 30,772 1,301 197% 80% 80% 772 170 RUJONIA 30,772 1,301 197% 80% 80% 80% 197% 80% 80% 197% 80% 80% 197% 80% 80% 197% 80% 80% 197% 80% 80% 197% 80% 197% 80% 197% 80% 80% 197% 80% 197% 80% 197% 80% 80% 197% 80% 1 | | | | | | | | | - | | | | |
| ## COMBILACUTE 289 1195 2 841,070 800,04 1.05 322 3,382 6% 95% 525 884 CARLIANCUTE 289 1195 2 841,070 800,04 1.05 300,022 3,382 6% 95% 525 884 166 800,0400 46 95 85 1 375,322 386,000 1.05 308,000 1.05 | | | | | | 14,002,003 | 10,021,022 | | | 2,117 | | | |
| \$\frac{4}{165} \text{AURILACCTS} \$29 \$155 2 | | | | | 108 | 7.506.636 | 7 720 554 | | • | 300 | | | |
| 165 MALARCE | 164 | CHELLACOTE | - | | | | | | - | | | | |
| 147 HOMEN CINA 3,779 2,310 15 3,085,833 3,143,128 0.8% 200,642 1,301 18% 85% 762 168 HUTHAN 38,078 10,000 1, | 185 | MALANCIE | 95 | 85 | 1 | 375,322 | 306,000 | 1.5% | - | | 4% | 90% | |
| 168 FLURIAL 38,782 22,642 100 7,885,840 8,081,873 0.5% 74,162 359 41% 59% 547 190 CLO 15,289 190,454 82 8,248,466 8,461,736 0.5% 105,076 811 30% 64% 725 170 CLO BYOUR 1,594 1,277 36 5,091,491 5,228,890 0.1% 269,390 364 4% 95% 665 172 ALMERINA 601 451 2 381,880 392,780 0.1% 269,390 364 4% 95% 665 172 ALMERINA 601 451 2 381,880 392,787 776 0.0% 156,787 176 176 478 478 ALMERINA 601 451 2 381,880 392,787 776 180,898 811 6% 95% 665 173 ALMERINA 601 451 2 381,880 392,787 776 19% 605 173 ALMERINA 601 451 2 381,880 392,787 776 19% 605 173 ALMERINA 601 451 2 381,880 1 1,5236 15,577 776 10% 605 605 173 ALMERINA 601 159 1 1,513 7 1,053,417 1,863,891 0.5% 154,797 776 10% 605 605 173 ALMERINA 601 198 1 15,236 1 1,557 177 4% 90% 605 173 ALMERINA 601 198 1 1,5236 1 1,557 177 4% 90% 605 173 ALMERINA 601 198 1 1,5236 1 1,557 1 1,517 177 4% 90% 605 173 ALMERINA 601 198 1 1,5236 1 1,557 1 1,517 1 1,5 | | | | | 5 | 1,572,624 | 1,817,037 | 1.0% | 323,467 | 5,660 | 9% | 91% | 1,119 |
| 189 QLO 15.299 19.424 52 6.214.488 8.401.738 0.96 103.079 811 35% 64% 725 TTO CLO SPORT 1.594 1.277 38 5.591.491 5.228.894 2.95 145.194 4.863 2.9% 725 TTO LIAD SPORT 1.594 1.277 38 5.591.491 2.285 145.194 4.863 2.9% 725 TTO LIAD SPORT 1.594 1.277 38 5.591.491 2.285 145.194 4.863 2.29% 725 TTO LIAD SPORT 1.594 1.277 38 5.591.491 2.285 145.194 4.863 2.29% 725 TTO LIAD SPORT 1.594 1.277 1.285.195 1.382 145.194 1.285 145.295 1.195 TTO ALPA ROMED NOT 1.39 89 1 1.55.29 1.55.795 1.195 TTO ALPA ROMED NOT 1.39 89 1 1.55.290 1.55.795 1.195 TTO ALPA ROMED NOT 1.39 89 1 1.55.290 1.55.795 1.195 TTO ALPA ROMED NOT 1.595 1.195 TTO ALPA ROMED NOT 1.195 TTO ALPA ROM | | | - | - | | | 3,143,128 | | | 1,361 | 15% | 85% | 762 |
| TTO CLID SPORT 1,594 1,277 38 5,081,491 5,281,894 2,95 1462,191 1,602,399 0,15 2,90,399 0,15 2,90,399 0,15 2,90,399 384 45,995 384 46,995 384 46,995 384 47,905 384 47,905 385 47,907 48,905 384 48,905 | | | - | | | | | | | | | | |
| 171 LAKERS 862 740 1 281,000 299,300 0.1% 280,300 304 4% 89% 685 172 ALPAREMA 001 431 2 381,043 302,777 0.5% 194,308 011 6% 94% 681 173 avenues 2,019 1.513 7 1,058,417 1,833,611 0.5% 154,707 716 10% 89% 685 174 ALFA ROSSEO NOT 139 89 11 15,239 15,675 1.1% 155,757 177 4% 99% 685 175 ALFA ROSSEO NOT 139 89 11 15,239 15,675 1.1% 15,575 177 4% 99% 685 175 ALFA ROSSEO NOT 1,058 1, | | | | - | | | | | - | | | | |
| 172 ALMANISMA 601 431 2 381,943 502,777 0.5% 180,368 911 6% 91% 961 173 annexes 2.019 1.513 7 1.033,417 1.803,81 0.5% 152,707 716 10% 80% 662 174 ALFA ROMED WS 139 80 1 1.5239 15,505 1.7% 15,575 177 4% 90% 662 175 ALFA ROMED WS 2.00 122 1 2 308,000 402,102 0.6% 402,102 3.286 4% 98% 781 176 ALFA ROMED WS 2.115 2.374 30 1,808,350 1,808,350 719 21% 70% 667 177 CHERY 1,620 1,139 4 61,400 630,014 0.4% 157,504 553 8% 52% 669 176 COMBULA 2,125 1,357 5 814,823 630,614 0.4% 157,504 553 8% 52% 669 176 COMBULA 2,125 1,357 300 3 472,037 485,583 1.0% 167,831 694 9% 91% 672 179 INSTITUT 637 300 3 472,037 485,583 1.0% 167,831 694 9% 91% 672 179 INSTITUT 637 300 3 472,037 485,583 1.0% 167,831 694 9% 91% 672 189 INSTITUT 637 300 3 472,037 485,583 1.0% 167,831 694 9% 91% 672 189 INSTITUT 637 300 3 472,037 485,583 1.0% 167,831 694 9% 91% 672 189 INSTITUT 637 300 3 472,037 485,583 1.0% 167,831 694 9% 91% 672 189 INSTITUT 637 300 3 472,037 485,583 1.0% 167,831 694 9% 99% 704 181 INSTITUT 637 300 3 472,037 485,583 1.0% 197,851 1.98 30,482 1.343 4% 99% 704 181 INSTITUT 637 300 3 485,090 471,286 1.2% 165,079 3.88 77 1.2% 499% 678 182 INSTITUT 637 300 3 485,090 471,382,290 0.9% 90,570 1.543 19% 90% 778 182 INSTITUT 637 70 0.0% 60,000 0.5% 90,000 0.5% 190,56 778 182 INSTITUT 637 300 3 485,000 471,382,290 0.9% 90,000 0.5% 190,56 778 182 INSTITUT 637 300 0.5% 10 | | | | | | | | | - | | | | |
| 173 SERENNE 2,019 1,513 7 1,053,417 1,883,681 0,5% 154,747 716 10% 80% 662 174 ALFA ROMED HAT 139 89 1 155,236 15,675 1.7% 15,675 177 4% 80% 669 178 ALFA ROMED HAT 120 122 1 1 309,009 412,120 0,5% 402,142 3,286 4% 99% 761 176 ALFA ROMED HAS 2,115 2,374 30 1,880,360 1,707,682 1.3% 80,800 719 21% 70% 667 177 CHERT 1,620 1,136 4 612,460 630,648 0,4% 187,504 653 9% 92% 669 176 COMOLLA 2,126 1,387 5 814,823 815,550 0,4% 187,504 553 9% 92% 669 176 COMOLLA 2,126 1,387 5 814,823 815,550 0,4% 187,504 553 9% 92% 669 176 COMOLLA 2,126 1,387 5 814,823 815,550 0,4% 187,504 553 9% 92% 669 176 COMOLLA 2,126 1,387 5 814,823 815,550 0,4% 187,504 553 9% 92% 669 176 COMOLLA 2,126 1,387 5 814,823 815,550 0,4% 187,651 1,618 7% 93% 742 183 IBM COOPER 8 859 486 10 1,464,941 1,586,653 1,0% 191,851 1,618 7% 93% 704 183 IBM COOPER 8 557 242 3 468,984 471,216 1,2% 187,072 1,945 7% 93% 764 183 IBM COOPER 8 557 242 3 468,890 471,216 1,2% 187,072 1,945 7% 93% 764 183 IBM COOPER 8 577 242 3 468,890 471,216 1,2% 187,072 1,945 7% 93% 764 183 IRCLA 1,080 7,080 187,080 1,380,284 0,9% 93,219 513 18% 85% 663 184 KNOTOKA RUMBER 173 70 0.0% 90,080 10 0,9% 93,219 513 18% 85% 663 184 KNOTOKA RUMBER 173 70 0.0% 90,080 10 0,9% 93,219 513 18% 85% 663 184 KNOTOKA RUMBER 173 70 0.0% 90,080 10 0,9% 90,080 9% 91% 97% 170 189 WERE 3 3 3 3 0.0% 90,080 3,710 4% 99% 97% 170 199 WERE 3 3 3 3 0.0% 90,080 3,710 4% 99% 97% 170 199 WERE 3 3 3 3 0.0% 90,080 10 0,9% 100% 673 199 WERE 3 3 3 3 0.0% 90,080 10 0,9% 100% 673 199 WERE 3 3 3 0.0% 90,080 10 0,9% 100% 673 199 WERE 3 3 3 3 0.0% 90,080 10 0,9% 100% 673 199 WERE 3 3 3 3 0.0% 90,080 10 0,9% 100% 673 199 WERE 3 3 3 3 0.0% 90,080 10 0,9% 100% 673 199 WERE 3 3 3 3 0.0% 90,080 10 0,9% 100% 673 199 WERE 3 3 3 0.0% 90,080 10 0,9% 100% 673 199 WERE 3 3 3 0.0% 90,080 10 0,9% 100% 673 199 WERE 3 3 3 0.0% 90,080 10 0,9% 100% 673 199 WERE 3 3 3 0.0% 90,080 10 0,9% 100% 678 199 WERE 3 3 3 0.0% 90,080 10 0,9% 100% 678 199 WERE 3 3 10 | | | | | | | • | | | | | | |
| 174 AUA ROMEO 147 139 89 1 13,239 15,675 1.1% 15,675 177 4% 99% 559 176 AUA ROMEO 148 220 122 1 309,909 402,102 0.9% 402,102 3.288 4% 99% 761 176 AUA ROMEO 148 2,115 2,574 30 1,889,369 12707,802 1.3% 88,330 719 21% 70% 667 177 CMBRY 1,620 1,139 4 612,480 630,618 0.4% 157,504 563 8% 92% 680 176 CONDULA 2,125 1,397 5 314,823 838,155 0.4% 157,504 563 8% 92% 680 176 CONDULA 2,125 1,397 5 314,823 838,155 0.4% 157,504 663 9% 91% 672 160 380 2 400 263 1 382,850 383,452 1,343 4% 99% 704 181 IMB COUPER 839 480 10 1,484,941 1,586,755 2.1% 150,679 3,667 12% 99% 774 183 POLO 5,882 2,727 15 1,560,380 13,982,294 0.9% 59,219 513 15% 69% 678 183 POLO 5,882 2,727 15 1,560,380 13,982,294 0.9% 59,219 513 15% 69% 69% 166 WOYSTA FLAMBER 773 70 0,0% 9,00470 513 15% 69% 69% 160% 678 187 MALE ROMER 773 70 0,0% 9,00470 69% 100% 678 187 MALE ROMER 774 1,159 5 741,501 792,705 0.4% 182,559 660 9% 91% 707 199 WIFER 3 3 3 3 0,0% 9,00470 69% 100% 678 197 MALE ROMER 77,101 2,199 12 1,622,159 1,686,808 0.9% 50,000 69% 100% 678 197 MALE ROMER 77,101 2,199 12 1,622,159 1,686,808 0.9% 50,000 69% 100% 678 197 MALE ROMER 77,101 2,199 12 1,622,159 1,686,808 0.9% 50,000 69% 100% 678 197 MALE ROMER 77,101 2,199 12 1,622,159 1,686,808 0.9% 50,000 69% 100% 678 100 MARE 77,101 2,199 12 1,622,159 1,686,808 0.9% 50,000 69% 100% 678 100 MARE 77,101 2,199 12 1,622,159 1,686,808 0.9% 50,000 69% 100% 678 100 MARE 77,101 2,199 12 1,622,159 1,686,808 0.9% 50,000 69% 100% 678 100 MARE 77,101 2,199 12 1,622,159 1,686,808 0.9% 50,000 69% 100% 678 100 MARE 77,101 2,199 12 1,622,159 1,686,808 0.9% 50,000 69% 100% 678 100 MARE 77,101 2,199 12 1,622,159 1,686,808 0.9% 50,000 69% 100% 678 100 MARE 77,101 2,199 12 1,622,159 1,686,808 0.9% 50,000 69% 100% 678 100 MARE 77,101 2,199 12 1,622,159 1,686,808 0.9% 50,000 69% 100% 678 100 MARE 77,101 2,199 12 1,622,159 1,686,808 0.9% 50,000 69% 100% 678 100 MARE 77,101 2,199 12 1,622,159 1,686,808 0.9% 50,000 69% 100% 678 100 MARE 77,101 2,199 12 1,622,159 1,686,808 0.9% 50,000 69% 60,000 69% 60,000 69% 60, | 173 | **** | | | | | - | | - | | | | |
| 176 ALFA ROMEO 188 | 174 | ALFA ROMEO 107 | 139 | 89 | 1 | | | 1.1% | - | | | | 859 |
| 177 CHIEFY 1,520 1,139 4 812,480 SS0,518 0.45 157,504 553 85 525 689 178 CONDILA 2,126 1,337 5 814,823 SSB,155 0.45 187,631 694 95 915 672 179 MKTRKK 537 300 3 472,637 485,553 1.05 191,851 1,618 75 935 742 190 382 400 293 1 382,890 383,452 0.75 383,452 1,343 45 995 704 181 IMM COOPER 59 400 10 1,484,841 1,586,785 2.15 180,679 3,697 125 895 978 182 IMM COOPER 557 242 3 458,090 471,218 1.25 187,072 1,945 75 935 764 183 IMM COOPER 5 527 242 3 458,090 471,218 1.25 187,072 1,945 75 935 764 183 IMM COOPER 5 52 2,727 15 1,560,890 1,386,290 1,386,291 0.95 80,219 513 155 855 764 183 IMM COOPER 1773 70 0.05 80,000 1 1,000 195 195 195 195 195 195 195 195 195 195 | 175 | ALFA ROBEO 108 | 220 | 122 | 1 | 390,909 | 402,102 | 0.6% | 402,102 | 3,208 | 4% | 98% | 781 |
| 178 CORDILIA 2,128 1,387 5 814,823 838,155 0,4% 167,851 604 9% 91% 672 179 INSTRIK 557 300 3 472,037 485,553 1,0% 191,851 1,618 7% 93% 742 180 380 2 400 293 1 382,880 383,462 0,3% 383,462 1,343 4% 99% 704 181 INNO COUPER 830 486 10 1,484,841 1,586,765 2,1% 150,679 3,987 12% 889% 978 182 INNO COUPER'S 527 242 3 458,080 471,216 1,2% 167,072 1,945 7% 93% 764 183 POLO 5,692 2,727 15 1,560,360 1,384,284 0,6% 93,219 513 16% 86% 663 184 YOMOTIA AILMER 173 3 446,204 467,662 1,3% 162,861 1,800 7% 83% 783 185 ANC ARRIVED 270 237 3 446,204 467,662 1,3% 162,861 1,800 7% 83% 783 186 ALCHING 5 2 0,0% 90,0402 9% 160% 678 187 MERINA 2,203 1,102 2 83,905 55,449 0,2% 27,724 50 9% 94% 94% 188 VECTIM 1,867 1,159 5 741,861 702,765 0,4% 152,559 668 9% 91% 677 189 PICIPICA 437 105 1 379,821 300,667 0,4% 152,559 668 9% 91% 677 190 WIFEI 3 3 3 0,0% 90,0401 9% 100% 678 191 PILLO 100 16 0,0% 90,0401 9% 100% 678 192 PILLO ADVENTURE 64 7 0,0% 90,0401 9% 100% 678 193 PILLO 100 16 0,0% 90,0401 9% 100% 678 194 PILLO 100 16 0,0% 90,0401 9% 100% 678 195 PILLO 100 100 16 0,0% 90,0401 9% 100% 678 196 AINCHING 216 97 4 1,422,022 1,462,740 4.1% 306,065 15,147 9% 92% 1,813 197 BILLOR 363 131 0,0% 90,0401 9% 100% 678 198 AINCHING 216 97 4 1,422,022 1,462,740 4.1% 306,065 15,147 9% 92% 1,813 197 BILLOR 363 131 0,0% 90,0401 9% 100% 678 198 AINCHING 216 97 4 1,422,022 1,462,740 4.1% 306,065 16,147 9% 92% 1,813 199 AINCHING 216 97 4 1,422,022 1,462,740 4.1% 306,065 16,147 9% 92% 1,813 199 AINCHING 216 97 4 1,422,022 1,462,740 4.1% 306,065 16,147 9% 92% 1,813 199 AINCHING 216 97 4 1,422,022 1,462,740 4.1% 306,065 16,147 9% 92% 1,813 199 AINCHING 216 97 4 1,422,022 1,462,740 4.1% 306,065 16,147 9% 92% 1,813 199 AINCHING 216 97 4 1,422,022 1,462,740 4.1% 306,065 16,147 9% 92% 1,813 199 AINCHING 216 97 4 1,422,022 1,462,740 4.1% 306,065 16,147 9% 92% 1,813 199 AINCHING 216 97 4 1,422,022 1,462,740 4.1% 306,065 16,147 9% 92% 1,813 199 AINCHING 216 97 4 1,422,022 1,462,740 4.1% 306,065 16,147 9% 92% 1,813 | | | | | | 1,000,350 | 1,707,882 | 1.3% | 56,930 | 719 | 21% | 70% | 667 |
| 179 MINTEX | | | | | | - | | | | | | | |
| 160 388 Z 400 293 1 382,800 380,462 0.3% 383,462 1,343 4% 99% 704 181 IREN COOPER 859 480 10 1,484,841 1,586,765 2.1% 150,679 3,667 12% 89% 978 182 IREN COOPER 8 527 242 3 459,000 471,216 1.2% 167,072 1,945 7% 99% 764 183 INCLO 5,862 2,727 15 1,360,380 1,366,284 0.9% 90,219 513 16% 85% 663 184 YOYOTA 4 RUNNER 173 70 0.0% 40,000 0% 100% 678 185 ALC RESIDENT 270 237 3 445,204 457,652 1.3% 152,651 1,630 7% 93% 763 186 ALC RESIDENT 270 237 3 445,204 457,652 1.3% 152,651 1,630 7% 93% 763 187 RESIDENT 2,203 1,102 2 53,905 55,440 8.2% 27,724 50 6% 90% 91% 674 188 VECTIA 1,867 1,159 5 741,581 702,785 0.4% 152,559 686 9% 91% 677 189 PROPICA 437 105 1 378,621 360,667 0.9% 360,667 3,710 4% 99% 787 190 WIRER 3 3 3 8,0% 40,000 9% 100% 678 191 PRUD 100 16 0.0% 40,000 9% 100% 678 192 PRUD ADVENTURE 54 7 0.0% 40,000 9% 100% 678 193 ECO SPORT 7,101 2,190 12 1,622,159 1,686,808 0.6% 132,651 791 14% 89% 698 194 MULICIPARIUS CONVERTIBLE 51 32 0.0% 40,000 9% 100% 678 195 PLOX 303 131 0.0% 40,000 9% 100% 678 196 ANATOR 216 97 4 1,422,022 1,482,740 4.1% 305,665 15,147 9% 92% 1,613 197 BLOX WIRER 154 57 0.0% 40,000 9% 100% 678 198 ANATOR 216 97 4 1,422,022 1,482,740 4.1% 305,665 15,147 9% 92% 1,613 197 BLOX WIRER 154 56 1 243,172 250,135 4,285 4% 99% 228 198 GUANT 156 71 0.0% 40,000 9% 100% 678 198 BLUPRE 164 56 1 243,172 250,135 4,285 4% 99% 228 198 GUANT 156 71 0.0% 40,000 9% 100% 678 198 GUANT 156 71 0.0% 40,000 9% 100% 678 1980 ANATOR 261 571 0.0% 40,000 9% 100% 678 1980 ANATOR 261 571 0.0% 40,000 9% 100% 678 1980 ANATOR 156 71 0.0% 40,000 9% 100% 678 1980 ANATOR 156 71 0.0% 40,000 9% 100% 678 1980 ANATOR 156 71 0.0% 40,000 9% 100% 678 1980 ANATOR 156 71 0.0% 40,000 9% 100% 678 1980 ANATOR 156 71 0.0% 40,000 9% 100% 678 1980 ANATOR 156 71 0.0% 40,000 9% 100% 678 1980 ANATOR 156 71 0.0% 40,000 9% 100% 678 1980 ANATOR 156 71 0.0% 40,000 9% 100% 678 | | | | | | - | | | - | | | | |
| 187 IMPRI COUPER 859 486 10 1,464,841 1,586,785 2.1% 150,679 3,667 12% 86% 978 182 IMPRI COUPER 8 527 242 3 468,089 471,216 1.2% 157,072 1,645 7% 93% 764 183 POLD 5,662 2,727 15 1,569,380 1,368,264 0.6% 93,219 513 16% 85% 663 164 VINOTAL4 RURNER 173 70 0.0% 6,004 100% 678 185 ALCURA 1,173 70 0.0% 6,004 100% 678 185 ALCURA 5 1,200 1 1,00 | | | | | | | | | | - | - | | _ |
| 182 MRI COUPER'S 527 242 3 455,080 471,216 1.2% 167,072 1.945 7% 6.9% 784 183 POLO 5,882 2,727 15 1,360,380 1,388,284 0.6% 50,219 513 16% 85% 663 184 WHYSTA 4 RURNER 173 70 0.0% 60N4701 0% 100% 678 185 ALDI NS 5 2 0.0% 60N4701 0% 100% 678 187 MERINA 2,203 1,102 2 83,905 55,449 6.2% 27,724 50 6% 91% 644 188 WECTRA 1,867 1,159 5 741,561 762,785 0.4% 125,559 668 9% 91% 677 189 WHER 3 3 3 3 0.0% 60N4701 0% 100% 678 191 PALIO MERINA 3 3 3 0.0% 60N4701 0% 100% 678 191 PALIO DESTRUCK 54 7 - 0.0% 60N4701 0% 100% 678 191 PALIO DESTRUCK 54 7 - 0.0% 60N4701 0% 100% 678 191 PALIO DESTRUCK 54 7 - 0.0% 60N4701 0% 100% 678 191 PALIO DESTRUCK 54 7 - 0.0% 60N4701 0% 100% 678 195 PALIO ADMENTURE 54 7 - 0.0% 60N4701 0% 100% 678 195 PALIO ADMENTURE 54 7 - 0.0% 60N4701 0% 100% 678 195 PALIO DESTRUCK 383 131 0 - 0.0% 60N4701 0% 100% 678 195 PALIO DESTRUCK 383 13 | | | | | | | • | | - | - | | | |
| 183 POLO 5,862 2,727 15 1,569,380 1,368,284 0.6% 50,219 513 16% 65% 663 164 KONOTA A RUMBER 173 70 0.0% 6/DINTOL 0% 100% 678 185 AS CARRIOLET 270 237 3 445,204 457,962 1.3% 152,651 1,600 7% 50% 783 185 ALCIARS 5 2 0.6% 6/DINTOL 0% 100% 678 185 AS CARRIOLET 270 237 3 445,204 457,962 1.3% 152,651 1,600 7% 50% 783 185 ALCIARS 5 2 0.6% 6/DINTOL 0% 100% 678 182 MET MERINA 2,203 1,102 2 63,905 55,449 6.2% 27,724 60 6% 94% 94% 644 188 VECTRA 1,807 1,1559 5 741,581 762,785 0.4% 152,559 668 9% 94% 677 189 MICHIGAL 1,150 1 378,621 350,667 0.4% 152,559 668 9% 94% 677 189 MICHIGAL 1,150 1 378,621 350,667 0.4% 152,559 668 9% 94% 678 199 MICHIGAL 1,150 1 378,621 350,667 0.4% 6/DINTOL 0% 6/DINTOL 0% 100% 678 199 MICHIGAL 1,150 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,150 1 1 1,15 | | | | | | | | | | | | | |
| 184 NOVICE 173 70 - - - 0.0% #[DIVIDE 0 % 100% 678 185 ALCHRICLE 279 237 3 445,204 457,852 1.3% 152,851 1,830 7% 83% 783 185 ALCHRICLE 279 237 3 445,204 457,852 1.3% 152,851 1,830 7% 83% 783 187 ALCHRICA 2,203 1,102 2 53,905 55,449 8.2% 27,724 50 6% 84% 84% 844 188 VECTIM 1,887 1,159 5 741,881 762,795 0.4% 152,559 668 9% 81% 677 169 PACPICA 437 105 1 379,821 390,867 0.8% 390,867 3,710 4% 89% 787 199 WIRE 3 3 3 - - 0.0% 390,807 3,710 4% 89% 787 191 PALID 160 160 - - 0.0% 390,807 0.9% 390,807 3,710 4% 89% 787 192 PALID ADVENTURE 54 7 - - 0.0% 390,807 0.9% 100% 678 192 PALID ADVENTURE 54 7 - - 0.0% 390,807 0.9% 100% 678 192 PALID ADVENTURE 54 7 - - 0.0% 390,807 0.9% 100% 678 193 PALID CONVERVINE 81 32 - - 0.0% 390,807 0.9% 100% 678 193 PALID CONVERVINE 81 32 - - 0.0% 390,807 0.9% 100% 678 195 PALID CONVERVINE 81 32 - - 0.0% 390,807 0.9% 100% 678 195 PALID CONVERVINE 81 32 - - 0.0% 390,807 0.9% 100% 678 195 PALID CONVERVINE 81 32 - - 0.0% 390,807 0.9% 100% 678 195 PALID CONVERVINE 150 57 - - 0.0% 390,807 0.9% 100% 678 195 PALID CONVERVINE 150 57 - - 0.0% 390,807 0.9% 100% 678 195 PALID CONVERVINE 150 71 - - - 0.0% 390,807 0.9% 100% 678 195 PALID CONVERVINE 150 71 - - - 0.0% 390,807 0.9% 100% 678 195 PALID CONVERVINE 150 71 - - - 0.0% 390,807 0.9% 100% 678 195 PALID CONVERVINE 150 71 - - - 0.0% 390,807 0.9% 100% 678 195 PALID CONVERVINE 150 71 - - - 0.0% 390,807 0.9% 100% 678 195 PALID CONVERVINE 150 71 - - - 0.0% 390,807 0.9% 100% 678 195 PALID CONVERVINE 150 71 - - - 0.0% 390,807 0.9% 100% 678 195 PALID CONVERVINE 150 71 - - - - 0.0% 390,807 0.9% 100% 678 195 PALID CONVERVINE 150 71 - - - - - | | | | | | • | | | | | | | |
| 186 ALDI NO 5 2 0.9% \$(C) NO 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 | 184 | TOYOTA 4 PLINNETS | 173 | 70 | - | - | | | | | | | |
| ## ## ### ### ## ## ## ## ## ## ## ## # | 185 | ALCHEROLET | 270 | 237 | 3 | 445,204 | 457,962 | 1.5% | 152,851 | 1,830 | 7% | 83% | 763 |
| 188 VECTIVA 1,867 1,159 5 741,881 702,785 0.4% 132,859 868 9% 81% 677 169 PMORPOA 437 105 1 378,821 380,867 0.8% 380,867 3,710 4% 89% 787 199 WIRER 3 3 3 0.9% 8,00400 9% 100% 678 191 PMLO 100 16 0.0% 8,00400 9% 100% 678 192 PMLO ADVENTURE 54 7 0.0% 8,00400 9% 100% 678 163 ECO SPORT 7,101 2,169 12 1,822,159 1,888,808 0.6% 139,051 791 14% 88% 684 194 WILLINGTHAMBUCOWERVALE 81 32 0.0% 8,00400 0% 100% 678 165 PMLOY 383 131 0.0% 8,00400 0% 100% 678 165 PMLOY 383 131 0.0% 8,00400 0% 100% 678 165 PMLOY 383 131 0.0% 8,00400 0% 100% 678 165 PMLOY 383 131 0.0% 8,00400 0% 100% 678 165 PMLOY 383 131 0.0% 8,00400 0% 100% 678 165 PMLOY 383 131 0.0% 8,00400 0% 100% 678 165 PMLOY 383 131 0.0% 8,00400 0% 100% 678 165 PMLOY 383 131 0.0% 8,00400 0% 100% 678 165 PMLOY 383 131 0.0% 8,00400 0% 100% 678 165 PMLOY 383 131 0.0% 8,00400 0% 100% 678 1678 1678 1678 1678 1678 1678 1678 | | | - | | - | - | - | 0.0% | PADRADE | | 0% | 100% | 678 |
| 188 PACIFICA 437 105 1 378,821 380,667 0.8% 380,667 3,710 4% 98% 797 199 WER 3 3 3 0.8% \$(DANO) 9% 100% 678 191 PALIO 100 16 0.0% \$(DANO) 9% 100% 678 192 PALIO ADVENTURE 54 7 - 0.0% \$(DANO) 9% 100% 678 163 ECO SPORT 7,801 2,100 12 1,822,150 1,888,808 0.6% 139,051 791 14% 88% 694 194 WALKIDENBURD CONVERVALE 81 32 0.0% \$(DANO) 9% 100% 678 185 PALOX 383 131 0.0% \$(DANO) 9% 100% 678 186 ANKROR 216 97 4 1,422,022 1,482,740 4.1% 386,895 15,147 8% 92% 1,813 197 ALACKWOOD 15 5 0.0% \$(DANO) 9% 100% 678 188 ECLIPIE 164 55 1 263,172 250,135 1.7% 250,135 4,285 4% 88% 820 189 GILANT 159 71 0.0% \$(DANO) 9% 100% 678 250 189 GILANT 159 71 0.0% \$(DANO) 9% 100% 678 250 189 GILANT 159 71 0.0% \$(DANO) 9% 100% 678 250 189 GILANT 159 71 0.0% \$(DANO) 9% 100% 678 250 189 GILANT 159 71 0.0% \$(DANO) 9% 100% 678 250 189 GILANT 159 71 0.0% \$(DANO) 9% 100% 678 250 1890 GILANT 159 71 0.0% \$(DANO) 9% 100% 678 250 1890 GILANT 159 71 0.0% \$(DANO) 9% 100% 678 250 1890 GILANT 159 71 0.0% \$(DANO) 9% 100% 678 250 1890 GILANT 159 71 0.0% \$(DANO) 9% 100% 678 250 1890 GILANT 159 71 0.0% \$(DANO) 9% 100% 678 250 1890 GILANT 159 71 0.0% \$(DANO) 9% 100% 678 250 1890 GILANT 159 71 0.0% \$(DANO) 9% 100% 678 250 1890 GILANT 159 71 0.0% \$(DANO) 9% 100% 678 250 1890 GILANT 159 71 0.0% \$(DANO) 9% 100% 678 250 1890 GILANT 159 71 0.0% \$(DANO) 9% 100% 678 250 1890 GILANT 159 71 0.0% \$(DANO) 9% 100% 678 250 1890 GILANT 159 71 0.0% \$(DANO) 9% 100% 678 250 1890 GILANT 159 71 | | | | | • | | | | | 50 | 6% | | |
| 190 WERR 3 3 3 0.9% \$(DNSO) 9% 100% 678 191 PALID 100 16 0.0% \$(DNSO) 9% 100% 678 192 PALID ADVENTURE 54 7 - 0.0% \$(DNSO) 9% 100% 678 193 EXCO REPORT 7,101 2,100 12 1,522,150 1,688,600 0.6% 139,051 791 14% 69% 694 194 WILLIO REPORT 393 131 0.0% \$(DNSO) 9% 100% 678 195 PALOX 393 131 0.0% \$(DNSO) 9% 100% 678 196 ANSIGR 216 97 4 1,422,022 1,482,740 4.1% 365,605 15,147 6% 92% 1,813 197 MLACKWOOD 15 5 0.0% \$(DNSO) 9% 100% 678 198 GALINTE 104 50 1 243,172 250,135 1,7% 250,135 4,285 4% 69% 820 199 GALINT 150 71 0.0% \$(DNSO) 9% 100% 678 280 LANGER 281 27 0.0% \$(DNSO) 9% 100% 678 | | | | | | | - | | | | | | |
| 191 PALIO 160 16 0.0% \$(DMNO) 0% 100% 678 192 PALID ADMENTURE 54 7 0.0% \$(DMNO) 0% 100% 678 193 ECO SPORTY 7,101 2,100 12 1,822,150 1,888,808 0.6% 138,051 791 14% 88% 694 194 WALKDERMAND COMMERVALE 81 32 0.0% \$(DMNO) 0% 100% 678 195 PALOY 393 131 0.0% \$(DMNO) 0% 100% 678 196 PALOY 390 131 0.0% \$(DMNO) 0% 100% 678 197 BACKWOOD 15 5 0.0% \$(DMNO) 0% 100% 678 198 BALLEME 194 58 1 243,172 250,135 1,7% 250,135 4,285 4% 98% 820 198 GALANCER 281 27 0.0% \$(DMNO) 0% 100% 678 | | | | | 1 | | 390,697 | | - | 3,710 | | | |
| 192 PMLIX ADVENTURE 54 7 0.0% \$(DMS0) 9% 100% 678 193 ECO SPORT 7,101 2,100 12 1,822,150 1,888,808 0.6% 138,051 791 14% 86% 664 194 WALKINGTON 98 393 131 0.0% \$(DM70) 0% 100% 678 195 PMLIX 393 131 0.0% \$(DM70) 0% 100% 678 196 AMATOR 216 97 4 1,422,022 1,482,740 4.1% 305,685 15,147 6% 92% 1,813 197 BLACKWOOD 15 5 0.0% \$(DMW0) 0% 100% 678 198 BLUPRE 104 58 1 243,172 250,135 1,7% 250,135 4,285 4% 98% 820 1980 GAUART 150 71 0.0% \$(DMW0) 0% 100% 678 280 LANCER 281 27 0.0% \$(DMR0) 0% 100% 678 | | | | | - | | • | | - | | | | |
| 193 ECO SPORT 7, 197 2, 199 12 1,822,150 1,888,808 0.6% 139,051 791 14% 88% 694 194 MUNICEMBRO CONVERVALE 81 32 0.0% 8/DRATOL 0% 108% 678 185 PLOY 393 131 0.0% 8/DRATOL 0% 108% 678 195 AMAZIOR 216 97 4 1,422,022 1,462,740 4.1% 395,695 15,147 9% 92% 1,813 197 ALACKWOOD 15 5 0.0% 8/DRATOL 0% 109% 678 198 BULFRE 164 59 1 243,172 250,135 1,7% 250,135 4,285 4% 98% 820 199 GRUNT 159 71 0.0% 8/DRATOL 0% 109% 678 280 LANCER 281 27 0.0% 8/DRATOL 0% 109% 678 | | | | | _ | | - | | | | | | |
| 194 WALKIDENWARD CONVERNALE 81 32 0.0% \$(00%) 678 195 PLOX 593 131 0.0% \$(00%) 678 196 ANKIDR 216 97 4 1,422,022 1,482,740 4.1% 366,995 15,147 9% 92% 1,813 197 ALACKWOOD 15 5 0.0% \$(00%) 678 198 GULPHE 194 55 1 243,172 250,135 1.7% 250,135 4,285 4% 99% 820 199 GULPHT 159 71 0.0% \$(00%) 678 280 LANCER 281 27 0.0% \$(00%) 678 | | | | | 12 | | | | | 791 | | | |
| 195 PLOY 393 131 | | | - | | | | | | | | | | |
| 197 8JACKWOOD 15 5 0.0% #309WE 0% 160% 678 198 BILLINE 164 56 1 243,172 250,135 1,7% 250,135 4,285 4% 99% 820 199 GALART 159 71 0.0% #309WE 0% 100% 678 280 LINESR 281 27 0.0% #309WE 0% 100% 678 | 195 | PLOT | 393 | | - | - | _ | | - | | | | |
| ##8 BOLINE 164 56 1 243,172 250,136 1.7% 250,135 4,285 4% 98% 820 199 GALART 159 71 0.0% (ADMINIS 0% 100% 678 280 LANCER 281 27 0.0% (ADMINIS 0% 100% 678 | | | 216 | 97 | 4 | 1,422,022 | 1,462,740 | 4.1% | 305,605 | 15,147 | 6% | 92% | 1,813 |
| 150 GPLANT 150 71 0.0% SQUARE 0% 100% 678 280 LANCER 281 27 0.0% SQUARER 0% 100% 678 | | | | | - | - | - | | • | | | | |
| 280 LMICER 281 27 0.0% SADNER 0% 109% 678 | | | | | 1 | | 250,136 | | | 4,265 | | | |
| | | | | | • | - | - | | • | | | | |
| | | | | | ٠, | 929 220 | | | - | 4 | | | |
| | | . == | | - | - | | ~25, ~21 | #J 78 | ~~,574 | 1,000 | - UM | | 701 |

| | | Mámero | Número Ricesos | Nimero | 12 U | 44 | | | Prime Hole | | | Prima Neta Risego con |
|-------|---------------|------------|-------------------|--------|--------------------------|-------------------------------|--------|----------------------|-------------------|------|---------|--------------------------|
| Clave | Descripción | Unidades | Equation 1 | Sining | Monto Hato Strientros | Monto Neto Sinjestros+let. | (3)(Z) | Severidad (5)4(3) | Pi=(5)=(6) | Z | (1 - Z) | Credibilidad Pk |
| | · · · · · | (1) | (2) | (3) | (4) | (5) | (0) | (7) | (8) | (P) | (9) | (10) |
| 282 | OUT LANDER | 501 | 58 | _ | - | _ | 0.0% | (ADIVAD) | | 0% | 100% | 678 |
| 203 | SINCE STOR | 338 | 111 | _ | - | - | | ADMON | | 9% | | |
| 204 | MURANO | 608 | 123 | - | - | _ | | #ONO | | 0% | | 678 |
| 205 | CATEME | 14 | 4 | - | _ | - | | MOMO | | 9% | 100% | 678 |
| 206 | PEUGEOT 1967 | 900 | 362 | - | - | | 0.0% | PICHADI | | 0% | 100% | 678 |
| 207 | PEUGEDT 465 | 990 | 850 | 7 | 1,029,961 | 1,059,453 | 0.0% | 151,350 | 1,246 | 10% | 90% | 737 |
| 208 | PEUGBOT 607 | 175 | 100 | - | - | - | 0.0% | 6-D9-70 1 | | 0% | 100% | 678 |
| | 単定 | 689 | 181 | 4 | 202,343 | 208,137 | 2.2% | 52,034 | 1,149 | 6% | 92% | 715 |
| 210 | ROVER 75 | 308 | 198 | 2 | 447,980 | 459,861 | 1.0% | 229,931 | 2,321 | 6% | 94% | 769 |
| | ROVER MG | 163 | 40 | - | - | - | 0.0% | #DIVID! | | 0% | 100% | 679 |
| 212 | SAR 1-5 | 36 | 31 | - | - | - | 0.0% | #DIVID! | | 0% | 100% | 678 |
| 213 | LANDCHUNER | 7 | 1 | - | - | - | 0.0% | #DMO! | | 0% | 100% | 678 |
| 214 | TOYOTA RUMBER | 259 | 55 | 1 | 135,888 | 139,553 | 1.0% | 139,553 | 2,520 | 4% | 96% | 751 |
| 215 | | 612 | 165 | - | - | - | 0.0% | #IDM/IDI | | 6% | 100% | 678 |
| 216 | YAME | 5 | 0 | • | - | - | 0.0% | #DM0 | | 0% | 100% | 678 |
| 217 | TOUMFEG | 70 | 10 | - | - | _ | 0.0% | POMO! | | 6% | 100% | 678 |
| | CROSSFIRE | 21 | 2 | - | - | _ | 0.0% | #DMO! | | 0% | 100% | 578 |
| 999 | OTROS | 53,651 | 49,514 | 1,671 | 79,221,332 | 81,469,754 | 3.4% | 48,767 | 1,646 | 100% | 0% | 1,646 |
| | TOTAL | 2,304,362 | 2,074,290 | 21,034 | 1,386,022,179 | 1,407,194,088 | 1.0% | 60,901 | 676 Pj | 100% | 0% | 678 |

| | | Prima Neta Risago con | Prima de | | | | | | |
|---------------------------------|-------------------|--------------------------|----------------|------------|------------|--------------------|--------------------|--------------------|--------------------|
| | | Credibilided | Tarifa | | | V1 Ponderada | V2 Ponderada | T1 | T2 |
| Classe D | ecripció n | Pk | PTi | %PP | %PT | Valor Huevo | Valor Cornercial | ((11)*(10)) / (13) | ((12)*(10)) / (13) |
| | | (10) | (11) | (12) | (12) | (13) | (13') | (14) | (141) |
| 1 opposes | NOVA, CHPRICE | 2.237 | 3.313 | 71% | 29% | 115,910 | 23,400 | 2.0221% | |
| 2 (20,70), 0 | | 1,397 | 2.070 | 72% | 28% | 123.390 | 27,630 | 1.2068% | 4.0571% 2.1019% |
| 3 DARTIE, VOL | MEX | 923 | 1,368 | 80% | 20% | 216,000 | 30,330 | 0.5072% | 0.8991% |
| 4 00000004,6 | | 1,424 | 2,109 | 72% | 20% | 216,000 | 30,330 | 0.6994% | 1.9740% |
| 5 CHRYSLEN (| ICO, NACHUM K | 2,366 | 3,469 | 46% | 54% | 202,880 | 28,730 | 0.7933% | 7.0321% |
| 6 PHAREM 7 DARBUH | | 2,255 2,045 | 3,340 3,030 | 62% | 38% | 202,880 | 26,730 | 1.0220% | 4.7400% |
| 6 TELED | | 1,749 | 2.582 | 73% | 27% | 90,900 84,980 | 18,450 37,440 | 2.1093% 2.2327% | 6.0281% 1.8553% |
| 9 FANTAMONT, 1 | IOPAZ | 1,437 | 2,129 | 79% | 21% | 116,910 | 23,400 | 1.4309% | 1.9107% |
| | QUIS, CROWN VIC. | 2,341 | 3,466 | 59% | 41% | 296,640 | 89,570 | 0.6919% | 2.0342% |
| 11 couses | | 2,198 | 3,257 | 66% | 34% | 229,140 | 27,630 | 0.9395% | 3.9952% |
| 12 MURANO 13 MUNDERNA | _ | 5,334 2,045 | 7,902 | 51% | 49% | 288,540 | 56,520 | 1.3874% | 6.8978% |
| 14 VAM | • | 2,045 | 3,029 3,090 | 71% 72% | 29% | 243,090 99,000 | 28,970 18,900 | 0.6619% 2.2361% | 2.9534% 4.6254% |
| 15 RESMULT | | 2,096 | 3,106 | 74% | 20% | 86,670 | 25,920 | 2.6542% | 3,1082% |
| 16 V.E. (EEDW) | | 1,276 | 1,890 | 74% | 26% | 67,410 | 25,630 | 2.0851% | 1.8760% |
| 17 CHIEF, IN | alli, evene | 1,438 | 2,130 | 75% | 25% | 145,620 | 26,550 | 1.0996% | 1.9910% |
| 18 comm | | 1,940 | 2,867 | 85% | 15% | 167,220 | 63,900 | 1.4673% | 0.6776% |
| 19 ATLANTIC 20 CORBAR, VA | | 1,529 1, 8 02 | 2,265 2,670 | 73% | 27% 30% | 145,620 | 26,550 | 1.1352% | 2.3051% |
| 21 VOLANE AU | | 2.248 | 3.330 | 70% 41% | 50% | 180,090 216,900 | 20,340 30,330 | 1.0395% 0.6300% | 3.9245% 6.4825% |
| 22 CENTURY | | 1,527 | 2,262 | 70% | 30% | 218,810 | 33,030 | 0.7215% | 2.0715% |
| 23 OLGUPANI, O | | 1,792 | 2,655 | 56% | 44% | 363,940 | 108,900 | 0.3679% | 1.0702% |
| 24 DATERN, BM | | 2,147 | 3,181 | 81% | 19% | 90,900 | 18,450 | 2.8420% | 3.2396% |
| 25 CHMILES, I 26 DODGE RAW | | 1,653 | 2,463 | 62% | 30% | 150,660 | 33,300 | 1.0195% | 2.7847% |
| 27 eou | CTTOREX | 1,775 1,554 | 2,629 2,302 | 69% | 31% 31% | 217,980 103,590 | 45,720 25,470 | 0.6329% 1.5249% | 1.7813% |
| 28 JETTA | | 1,796 | 2,601 | 60% | 31% | 146,250 | 30,670 | 1.2345% | 2.6347% 2.5766% |
| 29 CURLINES | | 1,714 | 2,539 | 68% | 32% | 215,560 | 27,270 | 0.7972% | 3.0080% |
| 30 тылы | | 1,764 | 2,614 | 78% | 22% | 180,080 | 20,340 | 1.1359% | 2.7923% |
| 31 erecow | _ | 1,431 | 2,120 | 73% | 27% | 121,230 | 23,490 | 1.2805% | 2.4727% |
| 32 BHIDDW 611 33 ICH WIN, CH | - | 2,054 1,590 | 3,043 2,366 | 84% 67% | 10% 33% | 126,610 | 19,800 | 2.0045% | 2.5308% |
| 34 HERRE | | 1,978 | 2,931 | 68% | 32% | 115,190 86,670 | 35,480 25,920 | 1.3639% 2.3099% | 2.1718% 3.5843% |
| 35 rose custo | FALL | 2,091 | 3,098 | 83% | 17% | 263,040 | 25,470 | 1.2713% | 2.0303% |
| 36 CHALER | | 2,130 | 3,156 | 60% | 40% | 127,530 | 34,740 | 1.4859% | 3.6306% |
| 37 CRIMIER 25 | 4 | 2,555 | 3,785 | 73% | 27% | 163,620 | 28,800 | 1.6932% | 3.5218% |
| 35 GLAZER 39 CHOLLAC | | 3,173 3,090 | 4,700 4,578 | 50% 60% | 50% 40% | 256,500 430,740 | 58,770 | 0.9238% | 3.9657% |
| 40 conserve | | 3,923 | 5,812 | 33% | 67% | 536,690 | 117,810 187,380 | 0.5367% 0.3547% | 1.5507% 2.0880% |
| 41 erest | | 1,428 | 2,115 | 86% | 34% | 123,390 | 27,630 | 1.1384% | 2.5801% |
| 42 eres er | | 1,432 | 2,121 | 80% | 20% | 150,660 | 33,300 | 1.1234% | 1.2860% |
| 43 меже | | 2,964 | 4,421 | 100% | 6% | 288,900 | 68,400 | 1.5304% | 0.0000% |
| 44 VOYAGER 45 RESIDENCE | | 1, 94 1 2,933 | 2,726 4,346 | 72% 58% | 28% 42% | 254,610 | 167,100 | 0.7673% | 0.7231% |
| 46 HOLES 2012 | | 3,177 | 4,707 | 52% | 45 | 317,700 388,520 | 94,410 95,400 | 0.7986% 0.6453% | 1.9211% 2.3597% |
| 47 romogras | | 1,614 | 2,391 | 69% | 31% | 156,080 | 23,480 | 1.0565% | 3.1680% |
| 48 школи | | 3,871 | 5,735 | 61% | 39% | 403,580 | 197,550 | 0.8713% | 1.1231% |
| 49 леновия | | 1,694 | 2,510 | 83% | 17% | 242,370 | 54,990 | 0.8590% | 0.7745% |
| 50 PORDERLO | | 2,746 | 4,080 | 65% | 35% | 395,000 | 119,070 | 0.8677% | 1.2046% |
| 51 PASSATY VIII 52 OLDSMOGLE | | 4,409 2,0 6 6 | 6,632 3,090 | 58% 68% | 41% 34% | 295,320 290,460 | 112,590 52,110 | 1.4546% 0.7874% | 2.3737% 1.9839% |
| 53 MARKO-BOLF | | 2,073 | 3,072 | 88% | 32% | 203,040 | 41,310 | 1.0228% | 2.4062% |
| 54 имеючето | | 2,176 | 3,223 | 86% | 34% | 190,710 | 45,440 | 1.1217% | 2.3336% |
| 55 CLERNOSLE | | 2,427 | 3,596 | 77% | 23% | 252,900 | 34,470 | 1.1017% | 2.3494% |
| 56 PORTING REAL | SHIPO TRIVIS AN | 3,365 | 4,970 | 60% | 40% | 321,030 | 63,610 | 0.9355% | 3.0827% |
| 58 CONCORDE | | 2,103 2,717 | 3,115 4,625 | 71% 65% | 29% 35% | 77,400 253,800 | 41,580 74,180 | 2.8853% 1.0326% | 2.1578% 1.8935% |
| 59 JEEP WAVING | uga | 2,915 | 4,319 | 57% | 43% | 203,860 194,670 | 95,860 | 1.2548% | 1.8630% 2.1626% |
| 60 .ee onuo | CHEROME | 2,764 | 4,004 | 60% | 40% | 350,190 | 140,490 | 0.6970% | 1.1766% |
| 61 BUICK REDAL | | 2,274 | 3,368 | 66% | 31% | 224,640 | 43,020 | 1.0286% | 2.4590% |
| 62 PORTAC BOX | PER LE | 2,479 | 3,673 | 49% | 51% | 328,430 | 54,270 | 0.5558% | 3.4183% |
| 63 SEMERADO 64 CHARLES (m | | 1,935 2,167 | 2,867 3,240 | 71% 65% | 29% 35% | 229,660 138,960 | 76,050 | 0.8822% | 1.1056% |
| 65 NEW YORKS | | 2,540 | 3,764 | 79% | 21% | 179,100 | 60,680 33,660 | 1.5174% 1.6607% | 1.8868% 2.3449% |
| | | | -, | | | | | I. WARET AT | |

| | | Prima Nata Risego con | Prima de | | | | | | |
|-------|---|--------------------------|-------------------------|------------|------------|----------------------|----------------------|----------------------------|--|
| | | Credition | Tacifa | | | V1 Ponderada | V2 Ponderada | T1 | T2 |
| Clave | Descripción | Pit | PTi | %.PP | %PT | Valor Nuevo | Valor Contercial | ((11)*(100)/(13) | ((12)*(10)) / (13 ⁻) |
| | | (10) | (11) | (12) | (127) | (13) | (13) | (14) | (147) |
| 66 | этнено | 3,200 | 4,741 | 64% | 36% | 170,100 | 85.070 | 1,7794% | 2.6349% |
| | MECH | 2,965 | 4,392 | 67% | 33% | 117,900 | 54,900 | 2.5114% | 2.6069% |
| | HINEAN 240 SX DEFORT) | 2,873 | 4,256 | 51% | 49% | 227,970 | 63,540 | 0.9492% | 3.2921% |
| | PERCORT Y MUEVO ENCORT | 3,176 1,868 | 4,706 2,767 | 55% 66% | 45% 34% | 417,890 | 150,390 37,290 | 0.6226% | 1.3997% |
| | MERCURY SABLE | 2,804 | 4,154 | 64% | 36% | 127,290 241,470 | 37,290 86,560 | 1.4357% 1.1011% | 2.5219% 1.6881% |
| | IMPROVE | 2,064 | 3,088 | 58% | 42% | 205,740 | 49,680 | 0.8689% | 2.6171% |
| | WHOSTAR | 1,822 | 2,699 | 78% | 22% | 256,500 | 122,310 | 0.8246% | 0.4773% |
| | DEPART Y HUENO DERBY STINUTUS Y SPRESE | 3,398 2,677 | 5,034 3,986 | 67% 60% | 33% 34% | 105,630 153,540 | 52,740 58,050 | 3.2319% | 3.1078% |
| | DODGE WROCH | 1,795 | 2,659 | 72% | 20% | 177,210 | 85,680 | 1.7135% 1.0750% | 2.2999% 0.8802% |
| | TRUBALE | 1,758 | 2,605 | 65% | 35% | 122,400 | 46,800 | 1.3025% | 1.9243% |
| | MERCEDES BENZ | 5,824 | 8,776 | 43% | 57% | 446,490 | 210,980 | 0.8449% | 2.3717% |
| | HONDA ACCORD | 8,863 3,187 | 11,945 4,722 | 44% 63% | 56% 37% | 399,420 219,690 | 221,130 | 1.3036% | 3.0467% |
| | CRAUS | 2,852 | 4,225 | 65% | 35% | 184,320 | 93,240 61,110 | 1.4949% 1.4961% | 1.8893% 2.4003% |
| | AHTHES . | 2,057 | 3,047 | 67% | 33% | 130,500 | 56,970 | 1.5708% | 1.7500% |
| | LUCINO | 2,080 | 3,051 | 72% | 26% | 139,660 | 47,610 | 1.5798% | 1.7684% |
| | CAMARO | 2,281 4,875 | 3,3 6 0 7,222 | 38% | 12% 62% | 267,750 313,650 | 57,980 64,330 | 1.1164% | 0.6735% |
| | GEO TRACHER | 2,522 | 3,736 | 51% | 475 | 173,340 | 84,150 | 0.8712% 1.1011% | 5.3233% 2.1719% |
| 87 | ALTIMA | 3,124 | 4,628 | 53% | 47% | 229,500 | 96,360 | 1.1203% | 2.2381% |
| | CONFIGUR | 1,872 | 2,774 | 70% | 30% | 184,500 | 50,670 | 1.0474% | 1.6600% |
| | STRANGERT SEEFING/RT | 2,989 2,814 | 4,428 4,189 | 100% | 34% 0% | 175,230 346,500 | 71,190 | 1.6764% | 2.0934% |
| | PORTRIC GRANT PREX | 3,429 | 5.079 | 39% | 61% | 311,130 | 65,790 81,810 | 1.2032% | 0.0000% 3.7773% |
| | CHEWROLET VEHRURE | 2,676 | 3.075 | 65% | 35% | 236,070 | 114,930 | 0.8436% | 0.9429% |
| | MARKO MALIBU | 3,100 | 4,593 | 57% | 43% | 180,380 | 77,310 | 1.4404% | 2.5809% |
| | BLINFRIE Pathfriager | 2,843 4,185 | 4,211 6,202 | 60% 41% | 40% 56% | 131,130 | 54,720 | 1.9206% | 3.0931% |
| | QUEST | 2,326 | 3,449 | 73% | 27% | 334,080 280,800 | 136,980 115,290 | 0.7697% 0.8924% | 2.6506% 0.8178% |
| 97 | EFECTION | 3,194 | 4,598 | 56% | 44% | 375,840 | 172,000 | 0.6817% | 1.1832% |
| | EBCORT 202 | 2,739 | 4,058 | 71% | 29% | 169,200 | 54,360 | 1.7019% | 2.1675% |
| | HONDA CINIC AUDI A4 | 3,5 6 2 7,966 | 5,306 11,834 | 61% 51% | 39% 49% | 185,950 | 85,140 | 1.9443% | 2.4194% |
| | PEUGEOT 300 | 4.369 | 6,503 | 55% | 45% | 326,700 140,840 | 157,500 87,630 | 1.8325% 2.5488% | 3.7124% 3.3737% |
| 102 | MOUNT | 5,653 | 8,375 | 40% | 51% | 503,640 | 287,280 | 0.8108% | 1.4941% |
| | PORECHE | 3,972 | 5,865 | 20% | 80% | 723,510 | 494,190 | 0.1654% | 0.9466% |
| | LAND ROVER GENERAL MOTORS EXPRESS NA. | 4,370 2,622 | 6,474 | 45% | 55% | 403,470 | 197,730 | 0.7295% | 1.7856% |
| | CONTRACTOR CAMERA MA | 2,022 | 3,885 4,027 | 63% 72% | 37% 28% | 272,790 242,820 | 125,730 119,340 | 0.8944% 1.1905% | 1.1495% 0.9623% |
| 107 | | 3,366 | 4,901 | 50% | 42% | 307,260 | 127,710 | 0.9197% | 1.6247% |
| | NECH INT | 3,267 | 4,840 | 46% | 54% | 198,000 | 63,630 | 1.4124% | 4.1308% |
| | FIESTA LIRCOUI INGADATOR | 3,622 | 4,477 | 72% | 28% | 78,750 | 38,160 | 4.0755% | 3.3208% |
| | FORD-CLUB WARDIN | 4,972 2,990 | 6,033 3,097 | 52% 66% | 40% 30% | 463,509 282,230 | 185,400 113,130 | 0.6730% 0.6850% | 1.571 6% 0.967 6% |
| 112 | POMITER | 2,917 | 4,321 | 70% | 30% | 77,130 | 51,570 | 3.9267% | 2.5085% |
| | MENY BEETLE | 3,915 | 5,801 | 63% | 37% | 177,670 | 89,820 | 2.0519% | 2.4015% |
| | PEUGEOT 465 GRANI ANI | 4,606 | 6,623 | 34% | 68% | 174,980 | 65,070 | 1.3439% | 6.8722% |
| | ALC: AG | 3,693 4,277 | 5,470 6,336 | 58% 68% | 44% 12% | 185,310 798,390 | 106,290 339,730 | 1.6612% | 2.2505% |
| | AUDI AL CARRICLET | 2.482 | 3,677 | 100% | 0% | 444,980 | 328,770 160,740 | 0.6978% 0.6281% | 0.2326% 0.0000% |
| | ALD A3 | 8,337 | 12,352 | 53% | 47% | 214,110 | 136,080 | 3.0401% | 4.2936% |
| | | 4,547 | 6,736 | 40% | 54% | 501,300 | 237,420 | 0.6165% | 1.5356% |
| | METALA LIRANSI | 3,160 2,635 | 4,658 3,904 | 64% 62% | 36% 36% | 204,930 | 115,740 | 1.4680% | 1.4321% |
| | X TERRA | 2,717 | 4,025 | 61% | 39% | 207,540 284,780 | 113,130 155,810 | 1.17 49% 0.9341% | 1.2954% 0.9972% |
| | FOCUS | 3,110 | 4,000 | 71% | 29% | 146,790 | 74,250 | 2.2427% | 1.7718% |
| | ETTA GEN. 4 | 3,192 | 4,729 | 58% | 42% | 160,580 | 83,070 | 1.7035% | 2.4003% |
| | GOLFOEDL4 VOLNO | 3,664 9,115 | 5,458 13,504 | 62% 43% | 38% 57% | 119,790 | 78,500 | 2.8140% | 2.7276% |
| | FESTIVA | 2,540 | 3,763 | 100% | 07% | 340,750 2,190,610 | 198,580 1,486,370 | 1.8643% 0.1712% | 3.9171% 0.0000% |
| | MACCA III | 14,768 | 21,879 | 0% | 100% | 1,033,200 | 765,630 | 0.0000% | 2.8576% |
| 129 1 | | 3,034 | 4,495 | 85% | 35% | 192,420 | 61,740 | 1.5000% | 2.5790% |
| 130 | FT CRUMER | 2,939 | 4,354 | 60% | 40% | 154,440 | 98,620 | 1.6790% | 1.7806% |

| | Prima Neta | D | | | | | | |
|-----------------------------------|----------------------------|-------------------------|-------------|-------------|----------------------------|---------------------------------|-------------------------|-----------------------------|
| | Risego con Credibilidad | Prima de Tarifa | | | IN Dead-ord | 100 | | |
| Clave Descripción | Pk | Pf: | %PP | S PT | V1 Ponderada Valor Numo | V2 Ponderada Valor Comercial | T1 @117*(10g) / (13) | T2 |
| | (10) | (11) | (12) | (12) | (13) | (13) | (14) | (1271(109) / (137) (147) |
| | | • • | | ,, | (, | ,, | 6.19 | (14) |
| 131 ASTRA | 3,383 | 5,027 | 65% | 35% | 149,860 | 86,850 | 2.1758% | 2.0333% |
| 132 AZREK | 3,498 | 5,182 | 44% | 50% | 223,200 | 115,470 | 1.0245% | 2.5069% |
| 133 schon 134 escure | 3,600 2, 99 4 | 5,333 4,436 | 43% | 57% | 364,320 | 165,600 | 0.6260% | 1.8389% |
| 135 EUROWN | 2,413 | 3,574 | 59% 90% | 41% | 227,430 228,240 | 156,330 130,950 | 1.1440% 1.4071% | 1.1731% 0.2772% |
| 136 councy | 2,690 | 3,965 | 68% | 32% | 332,370 | 189,720 | 0.6184% | 0.0000% |
| 137 RMI QUAD CAB | 2,412 | 3,573 | 100% | 0% | 225,000 | 94,230 | 1.5881% | 0.0000% |
| 138 AFGE | 2,275 | 3,371 | 73% | 27% | 69,300 | 41,130 | 3.5382% | 2.2345% |
| 139 EXCURSION | 2,778 | 4,115 | 65% | 35% | 395,550 | 210,420 | 0.6714% | 0.6837% |
| 140 PEUGENT 200 141 BORBIC | 5, 906 3,200 | 8,752 | 54% | 40% | 118,440 | 68,310 | 3.9730% | 5.9226% |
| 142 MOMOBO | 4,179 | 4,741 6,191 | 60% 70% | 40% 30% | 163,510 211,690 | 111,690 109,350 | 1.5493% 2.0338% | 1.6990% |
| 143 ALBERA | 4,152 | 6,150 | 55% | 45% | 133,470 | 78,120 | 2.5333% | 1.7209% 3.5449% |
| 144 mzs | 4,007 | 5,936 | 65% | 35% | 111,240 | 66,700 | 3.4005% | 3.1618% |
| 145 CORDOBA | 3,729 | 5,525 | 68% | 32% | 114,570 | 72,540 | 3.2661% | 2.4230% |
| 146 LEON | 6,889 | 8,724 | 58% | 42% | 181,350 | 126,090 | 2.8046% | 2.8849% |
| 147 TOLEDO 148 MEGANE | 3,613 | 5,352 | 58% | 42% | 175,500 | 115,470 | 1.7793% | 1.9307% |
| 140 ave stow | 3,968 5,246 | 5,879 7,776 | 49% 30% | 51% 70% | 157,950 342,000 | 99,810 | 1.8126% | 3.0219% |
| 150 acm | 3,893 | 5,767 | 73% | 27% | 92,500 99,450 | 139,500 56,250 | 0.6785% 4.2118% | 3.9105% 2.8071% |
| 151 KA | 3,667 | 5,759 | 68% | 32% | 90,450 | 47,520 | 4.3367% | 3.8600% |
| 152 AUDIT | 5,539 | 8,205 | 30% | 61% | 401,760 | 225,630 | 0.8061% | 2.2014% |
| 153 AUDI SS | 3,773 | 5,590 | 53% | 47% | 301,500 | 218,610 | 0.7542% | 1.2065% |
| 154 AUDI SA | 4,679 | 7,226 | 3% | 97% | 588,440 | 262,620 | 0.0323% | 2.6623% |
| 155 AND OF 156 AND OF | 3,874 2,641 | 5,740 3,912 | 100% | 0% 0% | 589,500 | 369,600 | 0.9737% | 0.0000% |
| 157 ave conserne | 3,949 | 5,850 | 14% | 86% | 846,600 405,000 | 494,580 198,000 | 0.4624% | 0.0000% 2.5441% |
| 156 ave water | 2,634 | 3,902 | 100% | 0% | 540,009 | 270.000 | 0.7227% | 0.0000% |
| 159 JEST LIBERTY | 3,542 | 5,247 | 47% | 53% | 249,300 | 137,160 | 0.9861% | 2.0327% |
| 160 29/90A | 3,118 | 4,619 | 61% | 30% | 206,800 | 122,940 | 1.4014% | 1.4577% |
| 181 MINNEY X-TRUE | 4,008 | 5,939 | 55% | 45% | 223,290 | 145,280 | 1.4696% | 1.8298% |
| 162 CROMI VICTORIA 163 COMPA | 2,637 3,464 | 3,759 5,117 | 100% | 6% 36% | 179,100 | 33,660 | 2.0086% | 0.0000% |
| 164 CADELAC CTS | 4,452 | 6,595 | 43% | 57% | 105,380 384,480 | 99,579 279,630 | 3.9987% 0.7428% | 2.6177% 1.3371% |
| 165 AMERICAE | 4,506 | 6,675 | 12% | 86% | 364,060 | 212,400 | 0.2268% | 2.7538% |
| 166 GECHLADE | 3,318 | 4,912 | 47% | 53% | 511,110 | 305,550 | 0.4511% | 0.8630% |
| 167 HONDA CR-V | 4,248 | 6,293 | 44% | 58% | 242,100 | 167,760 | 1.1485% | 2.0022% |
| 166 PLATINA | 3,290 | 4,873 | 59% | 41% | 112,410 | 73,710 | 2.5500% | 2.7215% |
| 169 CUO 170 CUO MPORT | 5,324 7,072 | 7,886 10,477 | 50% 30% | 50% 61% | 113,580 | 75,690 | 3.4543% | 5.2373% |
| 171 DAGUMA | 4,282 | 6.343 | 65% | 35% | 174,510 258,030 | 117,900 169,470 | 2.3862% 1.5882% | 5.3841% 1.3250% |
| 172 ALIPARRA | 2,714 | 4,021 | 52% | 48% | 250,110 | 156,420 | 0.8439% | 1.2214% |
| 173 annu | 2,435 | 3,607 | 55% | 45% | 251,910 | 146,700 | 0.7910% | 1.1004% |
| 174 ALFA ROMED 147 | 3,703 | 5,466 | 22% | 78% | 271,350 | 181,630 | 0.4391% | 2.3658% |
| 175 ALFA ROMEO 105 | 3,786 | 5,604 | 36% | 61% | 349,380 | 224,480 | 0.6310% | 1.5164% |
| 176 ALFA ROMEO 166 177 CHIRY | 6,330 3,026 | 9,376 | 58% 58% | 41% | 465,210 | 336,660 | 1,1818% | 1.1548% |
| 178 COROLLA | 3,020 | 4,4 8 2 5,423 | 53% | 44% 47% | 230,400 168,210 | 144,000 114,570 | 1.0834% 1.7202% | 1.3793% 2.2081% |
| 179 MATTER. | 2,801 | 4,149 | 31% | 69% | 178,650 | 124,630 | 0.727 0% | 2.2836% |
| 180 sm z | 4,223 | 6,255 | 32% | 66% | 400,320 | 282,150 | 0.4936% | 1.5168% |
| 161 MM CODPER | 4,903 | 7,284 | 47% | 53% | 176,780 | 121,680 | 1.9332% | 3.1611% |
| 162 mm coopers | 2,923 | 4,331 | 58% | 42% | 207,270 | 133,200 | 1.2086% | 1.3706% |
| 183 POLO 184 TOYOTA 4 PLANNER | 2,452 | 3,633 | 80% | 20% | 116,640 | 75,980 | 2.4793% | 0.9762% |
| 185 ASCHRIGGET | 2,507 2,232 | 3,714 3,307 | 100% 84% | 0% 36% | 395, 100 495,900 | 244,360 266,650 | 0.9401% | 0.6000% |
| 186 AUDING | 2,641 | 3,912 | 100% | 0% | 580,880 | 260,050 345,150 | 0.4263% 0.6675% | 0.4142% 0.8000% |
| 187 MENNA | 2,221 | 3,290 | 67% | 33% | 133,200 | 119,980 | 1.6516% | 0.8982% |
| 186 VECTIVA | 5,130 | 7,800 | 25% | 75% | 232,638 | 148,970 | 0.8042% | 3.8988% |
| 189 PACIFICA | 3,045 | 4,511 | 5% | 95% | 267,370 | 219,670 | 9.0727% | 1.9558% |
| 190 week | 2,641 | 3,912 | 100% | 0% | 859,590 | 369,900 | 0.4551% | 0.0000% |
| 191 PALIO 192 PALIO ADMENINARE | 2,711 2,541 | 4,016 3,912 | 100% | 0% 0% | 104,940 120,510 | 94,410 | 3.8267% | 0.0000% |
| 193 EDG 8FORT | 2,656 | 3,936 | 82% | 18% | 120,510 170,910 | 108,450 153,810 | 3.2462% 1.8667% | 0.0000% 0.4639% |
| 194 THURSDAMP COMMERTING | 2,950 | 4,371 | 100% | 6% | 533,610 | 480,240 | 0.8191% | 0.0800% |
| 195 PLOT | 3,244 | 4,506 | 45% | 54% | 359,550 | 285,840 | 0.6147% | 0.9000% |
| | | | | | | | | |

| | | Prime Mele Risago con Credibilidad | Prima de Tarifa | | | V1 Ponderada | V2 Ponderada | T1 | T2 |
|---------|---------------|--|--------------------|------|-----------|--------------|-----------------|--------------------|------------------|
| Clave | Descripción | Pk | PTi | %PP | | Valor Nuevo | Valor Comercial | ((11)*(10)) / (13) | ((12)*(10))/(13) |
| | | (10) | (11) | (12) | (12) | (13) | (13') | (14) | (14') |
| 195 AM | | 3,412 | 5,054 | 17% | 83% | 430,920 | 245,250 | 0.1936% | 1.7208% |
| 197 ma | MCK WIDOD | 2,641 | 3,912 | 100% | 6% | 557,100 | 392,130 | 0.7022% | 0.0000% |
| 198 ex | | 4,304 | 6,377 | 10% | 90% | 261,900 | 165,850 | 0.2476% | 3.0822% |
| 199 ex | | 3,093 | 4,582 | 16% | 84% | 224,910 | 138,570 | 0.3297% | 2.7050% |
| 200 UH | CER | 2,501 | 3,706 | 100% | 0% | 128,340 | 115,470 | 2.8675% | 0.0000% |
| 201 Mp | | 2,497 | 3,700 | 86% | 14% | 259,200 | 205,830 | 1,2214% | 0.2594% |
| 202 out | TUMBER | 2,770 | 4,104 | 100% | 0% | 211,410 | 190,260 | 1,9413% | 0.0000% |
| 203 | CE STAR | 2,699 | 3,998 | 100% | 0% | 125,910 | 90,720 | 3.1750% | 0.0000% |
| 204 | | 2,908 | 4,308 | 100% | 0% | 319,410 | 267,460 | 1.3466% | 0.0000% |
| 205 ON | TEME | 2,641 | 3,912 | 100% | 0% | 786,530 | 689,850 | 0.5103% | 0.0000% |
| 206 mg/ | ARCH 188 | 3,625 | 5,371 | 36% | 64% | 170,550 | 114,570 | 1,1308% | 3.0047% |
| 267 Per | CECT 486 | 6,397 | 9,476 | 45% | 55% | 234,270 | 134,910 | 1.8258% | 3.0537% |
| 208 mg | AREOT OUT | 2,943 | 4,360 | 71% | 29% | 362,500 | 236,520 | 0.8119% | 0.5303% |
| 209 unt | TE . | 3,137 | 4,648 | 35% | 65% | 75,780 | 88,220 | 2.1571% | 4,4189% |
| 210 RO | 63 75 | 3,573 | 5,293 | 34% | 68% | 322,200 | 213,480 | 0.5811% | 1.6326% |
| 211 RO | | 2,976 | 4,409 | 13% | 67% | 293,760 | 267,190 | 0.2000% | 1.3298% |
| 212 ma | 49 9 4 | 2,920 | 4,327 | 100% | 0% | 294,750 | 210,690 | 1.4579% | 0.0000% |
| 213 LAR | D CHUMER | 2,467 | 3,685 | 100% | 0% | 615,600 | 554,040 | 0.5985% | 0.0000% |
| 214 TO | ATTA RUINER | 2,524 | 3,739 | 100% | 0% | 219,510 | 197,550 | 1.7035% | 0.0000% |
| 215 🚥 | | 3,745 | 5,548 | 100% | 0% | 327,330 | 294,570 | 1.8945% | 0.0000% |
| 216 ma | • | 2,641 | 3,912 | 100% | 0% | 113,130 | 101,790 | 3.4579% | 0.0000% |
| 217 TO | | 2,776 | 4,113 | 100% | 0% | 475,470 | 427,980 | 0.8850% | 8.0000% |
| 218 cm | OMPTHE. | 2,641 | 3,912 | 100% | 0% | 376,020 | 338,400 | 1.0404% | 0.0000% |
| 999 cm | CO8 | 3,604 | 5,339 | 68% | 32% | 149,920 | 85,246 | 2.4205% | 2.5206% |
| TOE | DNL. | 2,641 Pj | 3,912 | 64% | 38% | 149,920 | 65,246 | 1.6754% | 2.1460% |

| | | Prima Neta | 5 44- | | | | | | |
|-------|--|----------------------------|----------------|------------|-------------|--------------------------------------|--------------------|----------------------------|--------------------|
| | | Riesgo can Credibilidad | Tarlia | | | V1 Ponderada | V2 Ponderale | T1 | T2 |
| Clave | Descripción | Pk | PIL | %PP | SEPT | Valor Nuevo | Valor Comments | ((11)*(10 <u>0)</u> / (13) | ((12)*(10))/(13) |
| | | (10) | (11) | (12) | (12) | (13) | (137) | (14) | (14) |
| | CHEMELLE, NOVA, CAPRICE | 651 | 986 | 0% | 190% | 118,910 | 23,400 | 0.0000% | 4.1223% |
| | CITATION, CELEBRITY | 620 | 919 | 46% | 52% | 123,390 | 27,630 | 0.3577% | 1.7290% |
| | DARTK, VOLANEK CORDONA, LEBARON Y K | 566 600 | 839 889 | 60% 46% | 40% 58% | 216,000 216,000 | 30,330 30,330 | 0.2326% 0.1807% | 1.1090% |
| | CHRYSLER COL MAGNUM K | 678 | 1.005 | 0% | 100% | 202,860 | 28,730 | 0.0000% | 1.6445% 3.7500% |
| | PHANTOM | 710 | 1,053 | 20% | 74% | 202,880 | 26,730 | 0.1345% | 2.9169% |
| 7 | DATSUM | 616 | 912 | 29% | 71% | 90,900 | 18,450 | 0.2680% | 3.5237% |
| 8 | TSURU | 858 | 1,298 | 21% | 79% | 84,960 | 37,440 | 0.3132% | 2.6773% |
| | FARMONT, TOPAZ | 417 | 518 | 52% | 48% | 116,910 | 23,480 | 0.2755% | 1.2635% |
| | GRAND NATIOLIS, CROWN VIC. | 603 | 863 | 7% | 93% | 296,640 | 68,570 | 0.0200% | 1.1953% |
| | COUGAR | 574 | 850 | 26% | 74% | 229,140 | 27,630 | 0.0062% | 2.2802% |
| | inustang Thunderend | 1,002 612 | 1,495 907 | 9% 23% | 91% 77% | 268,540 243,090 | 50,520 29,970 | 0.0496% 0.0872% | 2.3902% 2.3205% |
| | YAM | 678 | 1,005 | 0% | 100% | \$9,000 | 18,300 | 0.0000% | 5.3176% |
| | REWALT | 640 | 940 | 0% | 100% | 86,670 | 25,920 | 0.0000% | 3.6595% |
| 16 | V.W. SEDAN | 1,191 | 1,765 | 21% | 79% | 67,410 | 25,830 | 0.5502% | 5.3980% |
| 17 | CARREE, BRASILIA, SAFARI | 568 | 841 | 19% | 81% | 145,820 | 26,550 | 0.1123% | 2.5519% |
| | COMB | 1,290 | 1,911 | 13% | 87% | 167, 22 0 | 83,800 | 0.1487% | 2.6019% |
| | ATLANFIC | 574 | 861 | 30% | 70% | 145,820 | 26,550 | 0.1769% | 2.2349% |
| | CORSAR, VINDANT VOLANE, SUPER BEE | 597 634 | 884 | 44% 35% | 58% | 180,980 | 20,340 | 0.2137% | 2.4534% |
| | CENTURY | 570 | 939 845 | 30% | 65% 64% | 216,000 218,610 | 39,339 33,030 | 0.1532% 0.1383% | 2.0047% |
| | SUBURBAN CARRY ALL | 772 | 1,144 | 4% | 98% | 363,940 | 108,980 | 0.0100% | 1.0125% |
| | DATSUM, SAMURAL, SAKURA | 628 | 830 | 32% | 66% | 90,900 | 18,460 | 0.3232% | 3.4468% |
| 25 | CHRYSLER, NEW YORKER | 653 | 967 | 40% | 60% | 158,660 | 33,300 | 0.2578% | 1.7367% |
| 26 | DODGE RWII CHWAGER | 568 | 841 | 10% | 90% | 217,980 | 45,720 | 0.0301% | 1.6530% |
| _ | GOLF | 525 | 777 | 31% | 66% | 183,590 | 25,470 | 0.2318% | 2.1095% |
| | LETTA | 578 | 866 | 30% | 70% | 146,250 | 30,870 | 0.1742% | 1.9479% |
| | CUTLASS | 472 | 698 | 26% | 74% | 215,550 | 27,270 | 0.0861% | 1.8892% |
| | TALIRUS SHADOW | 616 435 | 913 644 | 40% 47% | 80% 53% | 180,090 | 20,340 | 0.2021% | 2.8094% |
| | SHADOW GTS | 636 | 942 | 50% | 50% | 121, 23 0 1 25,81 0 | 23,490 19,800 | 0.2492% 0.3710% | 1.4549% 2.3824% |
| | EH WAL CARRY ALL | 628 | 931i | 13% | 67% | 116,190 | 35,480 | 0.1060% | 2.2803% |
| 34 | HEVAN | 633 | 936 | 45% | 52% | 86,678 | 25,920 | 0.5237% | 1.8892% |
| 35 | FORD CAPRY ALL | 639 | 947 | 27% | 73% | 203,040 | 25,470 | 0.1270% | 2.7054% |
| | CAMPLIER | 454 | 673 | 30% | 70% | 127,530 | 34,740 | 0.1562% | 1.3631% |
| | CAMPLIER ZIN | 623 | 924 | 0% | 100% | 163,620 | 28,800 | 0.0000% | 3.2068% |
| | BLAZER CADILLAC | 1,098 | 1,623 | 2% | 98% | 256,500 | 58,770 | 0.0130% | 2.7020% |
| | CORNETTE | 844 944 | 1,251 1,398 | 8% | 92% 100% | 430,740 \$35,590 | 117,810 187,380 | 0.0221% 0.0000% | 0.9809% |
| | SPIRIT | 552 | 818 | 29% | 71% | 123,390 | 27,830 | 0.1949% | 0.7462% 2.0913% |
| | SPIRIT RAT | 752 | 1,113 | 20% | 74% | 150,660 | 33,300 | 0.1932% | 2.4867% |
| 43 | MPERML | 678 | 1,005 | 8% | 100% | 288,900 | 68,460 | 0.0000% | 1.4893% |
| 44 | VOYAGER | 865 | 1,015 | 9% | 91% | 254,610 | 167,160 | 0.0377% | 0.8581% |
| | MISSAN MANIMA | 806 | 1,198 | 11% | 30% | 317,760 | 84,410 | 0.0413% | 1.1295% |
| | NISSAN 308 ZX | 667 | 968 | 9% | 100% | 300,520 | 95,400 | 0.0000% | 1.0361% |
| | FORD GHA LINCOLN | 530 669 | 795 1 825 | 37% | 63% | 155,080 | 23,490 | 0.1845% | 2.1142% |
| | AEROSTAR | 626 | 1,021 930 | 12% | 80% 91% | 403,580 242,370 | 197,550 54,990 | 0.0296% 0.0336% | 0.4567% 1.5433% |
| | FORD EIPLORER (MPORT.) | 791 | 1,172 | 9% | 91% | 306,880 | 119,070 | 0.0353% | 0.0030% |
| | PHOBATY WATERNIT | 1,407 | 2.084 | 2% | 90% | 285,320 | 112,590 | 0.0151% | 1.8150% |
| 52 | OLDSMOBLE SILHOUETTE | 657 | 900 | 0% | 100% | 280,480 | 52,110 | 0.0000% | 1.8975% |
| | NUEVO GOLF | 786 | 1,164 | 14% | 80% | 203,040 | 41,310 | 0.0779% | 2.4358% |
| | MLEVO JETTA | 712 | 1,055 | 11% | 60% | 190,710 | 46,440 | 0.0629% | 2.0143% |
| | OLDSHOBILE EIGHTY EIGHT | 644 | 955 | 48% | 52% | 252,900 | 34,470 | 0.1796% | 1.4521% |
| | POHRAC PRESIDE TRANS AN | 921 220 | 1,364 325 | 12% | 100% | 321,030 | 63,810 | 0.0017% | 2.1297% |
| | CONCORDE | 220 862 | 980 | 10% | 86% 90% | 77,400 253,800 | 41,589 74,180 | 0.0622% 0.0367% | 0.0849% 1.1959% |
| | JEEP WEAVELER | 732 | 1,085 | 2% | 98% | 194,670 | 65,660 | 0.0086% | 1.2440% |
| | JEEP GRAND CHEROKEE | 1,303 | 1,931 | 7% | 93% | 350,190 | 148,460 | 0.0362% | 1.2843% |
| 61 | BLICK RESAL | 650 | 862 | 0% | 100% | 224,640 | 43,620 | 0.0000% | 2.2368% |
| 62 | PONTINC BONNEVILLE | 649 | 961 | 23% | 77% | 326,430 | 54,270 | 0.0091% | 1.3555% |
| | | | | | | | | | |

| | | Prima Neia | | | | | | | |
|-----------|---|-----------------------|-------------------------|-----------|-------------|--------------------|--------------------|--------------------|--------------------|
| | | Riesgo con | | | | | | | |
| . | | Credibilided | Terrin | | | V1 Penderade | V2 Ponderade | T1 | T2 |
| Clave | Descripción | Pk | PTI | NPP. | %PT | Valor Nuevo | Valor Consercial | ((11)*(10)) / (13) | ((12)*(10)) / (13) |
| | | (10) | (11) | (12) | (12) | (13) | (13) | (14) | (147) |
| - | SELVERNOO | | 4 | | | | | | |
| | CAPLER (more geometric) | 726 529 | 1,075 784 | 17% | | 229,680 | 76,050 | 0.0611% | 1.1684% |
| | NEW ACCIDENTS | 327 886 | 1,035 | 7% 15% | | 138,860 | 00,000 | 0.0421% | 1.1983% |
| | OFFICE OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF T | 729 | 1,080 | 4% | | 179,100 | 33,660 | 0.0670% | 2.6107% |
| | NEON | 403 | 598 | 14% | 80% | 170,100 117,900 | 65,070 | 0.0226% | 1.6003% |
| | HESAN 240 SX | 700 | 1,036 | 50% | 50% | 227,970 | 54,900 63,540 | 0.0893% | 0.9397% |
| | NAME | 736 | 1,000 | 0% | 100% | 417.690 | 150.390 | 0.2294% 0.0000% | 0.8081% |
| 70 | ERCORT Y MUEVO ERCORT | 461 | 663 | 8% | 92% | 127,290 | 37,280 | 0.0444% | 0.7240% 1.6815% |
| 71 | MERCURY SMILE | 625 | 926 | 2% | 98% | 241,470 | 88.580 | 0.0064% | 1.0228% |
| 72 | MISTOLE | 622 | 921 | 10% | 84% | 205,740 | 49,880 | 0.0728% | 1.5530% |
| 73 | WINDSTAR | 808 | 1,034 | 7% | 93% | 258,500 | 122,310 | 0.0280% | 0.7865% |
| 74 | DEPORT Y NUEVO DEPORT | 540 | 800 | 10% | 90% | 105,030 | 52,740 | 0.0787% | 1.3603% |
| 75 | STRATUS Y IMPEZZE | 513 | 761 | 13% | 87% | 153,540 | 58,050 | 0.0643% | 1,1404% |
| 76 | DODGE WAGON | 604 | 895 | 16% | 84% | 177,210 | 85,880 | 0.0798% | 0.8792% |
| 77 | TRUBME | 56 5 | 836 | 23% | 77% | 122,400 | 46,800 | 0.1567% | 1.3771% |
| | MERCEDES MENZ | 1,997 | 1,625 | 6% | 94% | 446,490 | 210,860 | 0.0227% | 0.7222% |
| | ENSAY | 2,299 | 3,408 | 5% | 95% | 398,420 | 221,130 | 0.0369% | 1.4698% |
| | HONDAACCORD | 610 | 904 | 9% | 91% | 210,690 | 93,240 | 0.0391% | 0.8813% |
| | CFFLE | 706 | 1,946 | 21% | 79% | 184,320 | 61,110 | 0.1175% | 1.3568% |
| | SEKTRA | 366 | 540 | 12% | 88% | 130,500 | 58,970 | 0.0513% | 0.8311% |
| | LUCHO | 629 | 932 | 7% | 93% | 139,860 | 47,610 | 0.0465% | 1.8205% |
| | LUMBON | 659 | 976 | 76% | 24% | 267,750 | 57,96 0 | 8.2762% | 0.3987% |
| | CAMARO | 851 | 1,260 | 22% | 78% | 313,650 | 94,330 | 9.0677% | 1.1682% |
| | GED TRACKER | 626 | 930 | 9% | 91% | 173,340 | 94,150 | 0.0479% | 1.0096% |
| _ | ALTIMA CONTOLIR | 718 | 1,064 | 9% | 91% | 229,500 | 96,390 | 0.0456% | 0.9995% |
| | STRATUS RT | 51 | 817 | 19% | 81% | 184,500 | 50,670 | 0.0832% | 1.3091% |
| | BERRING / RT | 703 | 1,942 | 5% | 95% | 175,230 | 71,190 | 0.0317% | 1.3857% |
| | PONNAC GRAN PRIK | 733 746 | 1,086 | 0% | 100% | 346,690 | 65,790 | 9.9800% | 1.6507% |
| | CHEVROLET VEHICURE | 740 651 | 1,103 964 | 1% | 99% | 311,130 | 81,810 | 0.0040% | 1.3297% |
| | MLEVO MALBU | 582 | 833 | 7% 16% | 83% 84% | 236,070 | 114,830 | 0.0298% | 0.7777% |
| | SUFFRE | 646 | 958 | 8% | 82% | 189,360 | 77,310 | 0.0723% | 0.9082% |
| | PATHEMOER | 746 | 1,189 | 2% | 98% | 131,130 334,080 | 54,720 138,980 | 0.0510% | 1.6036% |
| | QUEST | 963 | 962 | 0% | 100% | 200,000 | 115,290 | 0.0059% 0.0000% | 0.7950% |
| | EMEDITION | 1,039 | 1.540 | 8% | 92% | 375,840 | 172,080 | 8.0310% | 0.8515% 0.8271% |
| | EBCORT 202 | 595 | 861 | 8% | 92% | 169.290 | 54,380 | 0.0394% | 1.4987% |
| 99 | HONDA CINC | 630 | 933 | 11% | 80% | 106,950 | 85,140 | 0.0611% | 0.9758% |
| 100 | ALDI M | 1,217 | 1,804 | 6% | 92% | 328,700 | 157,500 | 0.0426% | 1,0587% |
| 101 | PEUGEOT 300 | 637 | 944 | 1% | 90% | 149,040 | \$7.930 | 0.0083% | 1.0808% |
| 102 | JAGUAR | 1,918 | 1,508 | 24% | 78% | 503,640 | 287,280 | 0.0714% | 0.3099% |
| 103 | PORSCHE | 642 | 952 | 1% | 99% | 723,510 | 494,190 | 0.0007% | 0.1915% |
| | LAND NOVER | 716 | 1,961 | 5% | 95% | 403,470 | 197,730 | 0.0130% | 0.5101% |
| 105 | GENERAL MOTORS EXPRESS VA | 692 | 1,025 | 26% | 74% | 272,790 | 125,730 | 0.0000% | 0.6006% |
| | DURANGO | 753 | 1,115 | 13% | 87% | 242,820 | 119,340 | 0.0597% | 0.8130% |
| 107 | | 756 | 1,120 | 11% | 80% | 367,266 | 127,710 | 0.0394% | 0.7819% |
| | MECH RYT | 786 | 1,167 | 5% | 95% | 158,600 | 63,630 | 0.0300% | 1.7361% |
| | PESTA | 474 | 703 | 6% | 94% | 78,750 | 38,160 | 0.0400% | 1.7384% |
| | LINCOLIT NAVIGATOR | 1,790 | 2,662 | 0% | 100% | 463,500 | 185,400 | 0.0000% | 1.4303% |
| | FORD CLUB WASON | 629 | 931 | 10% | 90% | 292,230 | 113,130 | 0.0306% | 0.7436% |
| | POMER | 372 | 551 | 15% | 85% | 77,130 | 51,570 | 0.1087% | 0.9000% |
| | MEN BEFTLE | 1,671 | 2,475 | 7% | 93% | 177,570 | 89,820 | 0.1029% | 2.5522% |
| | PEUGEOT 405 GRAN AM | 758 | 1,123 | 9% | 91% | 174,960 | 65,070 | 0.0004% | 1.5836% |
| | AUDI AB | 812 | 1,203 | 12% | 96% | 165,310 | 105,290 | 0.0790% | 0.9943% |
| | AUDI MICHEROLET | 842 479 | 1,247 | | 100% | 798,390 | 328,770 | 0.0000% | 0.3793% |
| | AUDA) | 678 1 186 | 1,005 | 0% | 100% | 444,080 | 169,740 | 0.0000% | 0.6253% |
| | ALDIAS | 1,1 6 6 852 | 1,727 1, 26 2 | 4% | 98% | 214,110 | 135,980 | 0.0319% | 1.2188% |
| | MPALA | 660 | 1,292 991 | 0% 33% | 100% 67% | 501,300 304,930 | 237,420 | 0.8000% | 9.5318% |
| | UPHPAI | 792 | 1,173 | 17% | 83% | 294,930 207,540 | 115,740 | 0.1611% | 0.5713% |
| | X TERRA | 880 | 1,274 | 1% | 99% | 201,540 284,780 | 113,130 156,610 | 0.8633% | 0.8658% |
| | FOCUS | 580 | 874 | 8% | 91% | 145,790 | 74,250 | 0.0026% 0.0532% | 0.8142% 1.0724% |
| | JETTA GEN. 4 | 1,000 | 2,489 | 13% | 67% | 190,580 | 83,670 | 0.1945% | 2.5959% |
| | | ., | | | | | 00,010 | J. 1870 R | |

| | | Prima Neta Riesgo con Credibilidad | | | | | | | |
|-------|----------------------------------|--|----------------|----------|-------------|-----------------------------|---------------------------------|----------------------------|-----------------------------|
| Clave | Descripción | | Ph | %PP | %PT | V1 Ponderada Valor Nuevo | V2 Ponderade Valor Comercial | T1 | T2 |
| | | (10) | (11) | (12) | (12) | (13) | (13) | ((11)*(10)) / (13) (14) | (12)*(10)) / (13°) (14°) |
| | | , | • | ·-, | (, | (, | (, | (1-4) | (14) |
| | 90LF GEN 4 | 1,310 | 1,940 | 8% | 92% | 119,790 | 76,500 | 0.1257% | 2.3394% |
| | AOTAO | 894 | 1,324 | 0% | 100% | 348,750 | 198,580 | 8.0019% | 0.6702% |
| | FERMAN MASERATI | 676 | 1,005 | 0% | 100% | 2,198,610 | 1,466,370 | 8.0000% | 0.0885% |
| | THERA | 678 673 | 1,005 998 | 100% | 100% | 1,033,200 192,420 | 765,630 | 0.0000% | 0.1313% |
| | PT CRUISER | 863 | 1,324 | 6% | 94% | 154,440 | 61,740 98,820 | 0.5178% 0.0512% | 0.0000% 1.2595% |
| | ASTRA | 796 | 1,183 | 10% | 90% | 149,850 | 86,850 | 0.0616% | 1.2209% |
| 132 | AZTEK | 729 | 1,081 | 3% | 97% | 223,290 | 115,470 | 0.0155% | 0.9059% |
| | SONORA | 1,091 | 1,617 | 8% | 92% | 364,320 | 165,600 | 0.0359% | 0.8972% |
| | ESCAPE | 1,283 | 1,872 | 4% | 96% | 227,430 | 156,330 | 0.0324% | 1.1502% |
| | EUROWN COBSEY | 842 | 1,245 | 0% | 100% | 228,240 | 130,950 | 0.0002% | 0.9527% |
| | RANI OLIAD CAB | 687 675 | 1,018 1,001 | 6% 0% | 94% | 332,370 | 189,720 | 0.0191% | 0.5032% |
| | ATOS | 428 | 634 | 7% | 93% | 225,000 69,300 | 94,230 41,130 | 0.0000% 0.0645% | 1.0619% 1.4334% |
| | DICURSION | 753 | 1,116 | 100% | 0% | 395,550 | 210,420 | 0.2621% | 0.0000% |
| 140 | PEUGEOF 288 | 663 | 963 | 8% | 92% | 118,440 | 68,310 | 0.0871% | 1.3225% |
| 141 | SCERC | 631 | 935 | 3% | 97% | 183,519 | 111,890 | 0.0170% | 0.8097% |
| | MONDED | 721 | 1,068 | 8% | 92% | 211,860 | 109,350 | 0.0415% | 0.8962% |
| | ALMERA | 602 | 882 | 1% | 99% | 133,470 | 78,120 | 0.0064% | 1.1280% |
| | BIZA | 753 | 1,115 | 7% | 93% | 111,240 | 65,760 | 6.0000% | 1.5845% |
| | CORDOBA LEON | 968 1,941 | 990 1.542 | 1% | 90% | 114,570 | 72,540 | 0.0079% | 1.3522% |
| | TOLEDO | 749 | 1,109 | 2% 0% | 98% | 181,350 175,500 | 128,660 115,470 | 0.0131% | 1.2041% |
| | MEGANE | 671 | 904 | 0% | 100% | 157,950 | 99,810 | 0.0000% 0.0000% | 0.9959% |
| 149 | SA48 SEDAN | 678 | 1,005 | 0% | 100% | 342,800 | 139,500 | 0.0000% | 0.7205% |
| | DECH | 518 | 767 | 5% | 95% | 99,450 | 56,250 | 0.0396% | 1.2932% |
| 151 | | 490 | 725 | 6% | 94% | 90,450 | 47,520 | 8.0447% | 1.4414% |
| | ALDI TI | 1,312 | 1,943 | 0% | 100% | 401,760 | 225,630 | 9.0001% | 0.8612% |
| | AUDISS AUDISS | 1,862 678 | 2,744 1,005 | 0% | 100% | 391,500 | 218,010 | 0.0000% | 1.2554% |
| | AUDISS | 802 | 1,188 | 100% | 190% | 558,440 589,500 | 262,620 369,600 | 0.8000% 0.2015% | 0.3627% 0.0000% |
| | AUDISI | 678 | 1,005 | 0% | 100% | 846,000 | 484,580 | 0.0000% | 0.2074% |
| 157 | SAMB CONNERTRELE | 678 | 1,005 | 0% | 100% | 405,000 | 198,000 | 0.9900% | 0.5078% |
| | SAAB WAGON | 678 | 1,605 | 0% | 100% | 540,000 | 270,000 | 0.0000% | 0.3722% |
| | JEEP LIBERTY | 1,861 | 2,757 | 1% | 90% | 249,390 | 137,160 | 8.0154% | 1.9819% |
| - | ZAFIRA | 631 | 935 | 34% | 66% | 290,860 | 122,940 | 0.1684% | 0.4986% |
| | HISSAN X-NIVAL CROWN VICTORIA | 1,217 678 | 1,803 | 0% | 100% | 223,290 | 146,280 | 8.0040% | 1.2348% |
| | CORSA | 525 | 1,005 778 | 0% 6% | 100% 94% | 179,190 106,380 | 33,660 69,570 | 0.0000% 0.0454% | 2.9858% 1.9495% |
| | CADILLAC CTS | E28 | 1,227 | 0% | 100% | 364,460 | 279,630 | 0.0000% | 0.4389% |
| 165 | MINIMOLE | 864 | 1,310 | 0% | 100% | 384,050 | 212,400 | 0.0000% | 0.6167% |
| 186 | ESCALAGE | 1,119 | 1,657 | 0% | 100% | 511,110 | 305,550 | 8.0000% | 0.5424% |
| | HONDA CR-Y | 782 | 1,150 | 0% | 100% | 242,100 | 167,760 | 0.0000% | 0.6906% |
| | PLANNA | 547 | 8 11 | 4% | 96% | 112,410 | 73,710 | 0.0263% | 1.0572% |
| 169 | CLID CLIDSPORT | 725 1,482 | 1,075 | 0% | 100% | 113,580 | 75,690 | 0.9037% | 1.4143% |
| | LAGUNA | 666 | 2,198 987 | 5% 0% | 95% 180% | 174,510 258,630 | 117,900 189,470 | 0.8574% | 1.7774% 0.5823% |
| | ALHABRA | 691 | 1.024 | 0% | 100% | 250,110 | 158,420 | 0.0000% | 0.6547% |
| 173 | SHARM | 682 | 1,011 | 0% | 100% | 251,910 | 146,700 | 0.0009% | 0.6876% |
| 174 . | ALFA ROMED 147 | 659 | 976 | 100% | 0% | 271,350 | 181,530 | 0.3506% | 0.0000% |
| | ALFA ROMEO 164 | 781 | 1,157 | 0% | 100% | 349,380 | 224,460 | 0.0000% | 0.5153% |
| | ALFA ROMEO 108 | 667 | 1,018 | 24% | 70% | 465,210 | 336,080 | 0.0533% | 0.2291% |
| | CAMPY COROLLA | 666 | 990 ~~= | 1% | 90% | 230,400 | 144,090 | 0.0047% | 0.0003% |
| | MATRIK | 672 742 | 995 1,100 | 2% 0% | 96% 100% | 168,210 179,650 | 114,570 | 0.0137% | 0.8487% |
| 180 | | 704 | 1,044 | 0% | 100% | 178,650 490,320 | 124,830 282,150 | 0.8000% 0.0000% | 0.8809% |
| | MAN COOPER | 978 | 1,450 | 1% | 10% | 176,780 | 121,680 | 0.0068% | 1.1813% |
| 182 | MINI COOPER \$ | 764 | 1,133 | | 100% | 207,270 | 133,200 | 0.0000% | 0.8502% |
| 183 | | 653 | 988 | 5% | 95% | 118,640 | 75,980 | 0.0438% | 1.2067% |
| | TOKOTA 4 RUMBER | 678 | 1,905 | 0% | 100% | 395,190 | 244,350 | 0.0000% | 0.4113% |
| | AS CAURIOLET | 763 | 1,131 | 6% | 94% | 495,050 | 266,660 | 0.0148% | 0.3891% |
| 100 / | ALIDIRS | 678 | 1,005 | 0% | 160% | 500,600 | 345,150 | 0.0000% | 0.2912% |

| Prima | Note |
|-------|------|

| | | Prima Neta Risago con Credibilidad | Tartie | | | V1 Ponderada | V2 Ponderada | T1 | Т2 |
|-------|-------------------------|--|--------|------|------|------------------|-----------------|--------------------|---------------------|
| Clave | Descripción | Pk | PTI | %PP | %PT_ | Valor Nuevo | Valor Comercial | ((11)*(10)) / (13) | ((12)*(10)) / (13°) |
| | - | (10) | (11) | (12) | (12) | (139) | (13) | (14) | (14') |
| 187 | MERNA | 844 | 953 | 100% | 0% | 133,200 | 119,880 | 0.7158% | 0.0000% |
| 186 | VECTRA | 577 | 1,002 | 0% | 100% | 232,830 | 146,970 | 0.0000% | 0.6821% |
| | PHOFICA | 797 | 1,181 | 0% | 100% | 287,370 | 219,870 | 0.2000% | 0.5372% |
| | WPER | 578 | 1,005 | 0% | 100% | 859,500 | 369,900 | 0.0000% | 0.2717% |
| 191 | PALID | 678 | 1,005 | 9% | 100% | 104,940 | 94,410 | 0.0000% | 1.0845% |
| 192 | MUDADABITURE | 676 | 1,005 | 8% | 100% | 1 20 ,510 | 108,450 | 0.0000% | 0.9257% |
| 193 | ECO SPORT | 094 | 1,028 | 0% | 100% | 170,910 | 153,810 | 0.0000% | 0.6662% |
| 194 | THURDERSHIP COMMERTIBLE | 678 | 1,905 | 0% | 100% | 533,610 | 460,240 | 0.0000% | 0.2093% |
| 195 | PLOT | 678 | 1,005 | 0% | 100% | 359,550 | 285,840 | 0.0000% | 0.3516% |
| 196 | AMATOR | 1,813 | 2,667 | 2% | 98% | 430,820 | 245,250 | 0.0132% | 1.0723% |
| 197 | BLACK WOOD | 678 | 1,005 | 0% | 100% | 557,100 | 392,130 | 0.0000% | 0.2563% |
| 198 | ECLIPRE | 820 | 1,215 | 0% | 100% | 261,900 | 185,850 | 0.0000% | 0.6535% |
| 199 | GALANT | 678 | 1,005 | 0% | 100% | 224,910 | 138,870 | 0.0000% | 0.7237% |
| 200 | LANCER | 678 | 1,005 | 0% | 100% | 128,340 | 115,470 | 0.0000% | 0.6704% |
| 201 | MONTERIO | 701 | 1,036 | 0% | 100% | 250,200 | 205,830 | 0.0000% | 0.5044% |
| 202 | OUTLANDER | 676 | 1,005 | 0% | 100% | 211,410 | 190,280 | 0.0000% | 0.5282% |
| 203 | SPACE STAR | 676 | 1,005 | 0% | 100% | 125,910 | 80,720 | 0.0000% | 1.1078% |
| 204 | MURANO | 676 | 1,005 | 0% | 100% | 319,410 | 287,460 | 0.0000% | 0.3496% |
| 205 | CAYENNE | 678 | 1,005 | 0% | 100% | 766,530 | 689,850 | 0.0000% | 0.1457% |
| 206 | PEUGEOT 307 | 678 | 1,005 | 0% | 100% | 179,550 | 114,570 | 0.0000% | 0.8772% |
| 207 | PEUGEOT 408 | 737 | 1,092 | 33% | 67% | 234,270 | 134,910 | 0.1518% | 0.5461% |
| 206 | PEUGEOT est | 678 | 1,005 | 0% | 100% | 362,500 | 238,520 | 0.0000% | 0.4240% |
| 209 | Mile. | 715 | 1,080 | 0% | 100% | 75,780 | 68,220 | 0.0023% | 1,5508% |
| 210 | ROVER 76 | 760 | 1,140 | 0% | 100% | 322,200 | 213,480 | 9.0000% | 0.5340% |
| 211 | NOVER MG | 678 | 1,005 | 0% | 100% | 293,760 | 287,190 | 0.0000% | 0.3500% |
| 212 | 2A40 0-5 | 678 | 1,005 | 0% | 100% | 294,750 | 210,666 | 0.0000% | 0.4770% |
| 213 | LAND CRUISER | 578 | 1,005 | 0% | 100% | 615,600 | 554,040 | 0.0000% | 0.1814% |
| 214 | TOYOU RUNNER | 751 | 1,112 | 0% | 100% | 219.510 | 197,550 | 0.0000% | 0.5629% |
| 215 | SERM | 678 | 1,005 | 0% | 100% | 327,330 | 294.570 | 0.8000% | 0.3412% |
| 216 | YARES | 678 | 1.005 | 0% | 100% | 113,130 | 101,790 | 0.8000% | 0.9874% |
| 217 | TOUAREG | 678 | 1,005 | 0% | 100% | 475,470 | 427,860 | 0.8000% | 9.2349% |
| 218 | CHOREFRE | 576 | 1,005 | 0% | 100% | 376.020 | 338,400 | 0.0000% | 0.2970% |
| 900 | OFFICE | 1,546 | 2,436 | 33% | 67% | 149,920 | 65,246 | 0.5379% | 2.5009% |
| | KOTAL | 678 Pj | 1,905 | 12% | 88% | 149,920 | 65,246 | 0.0823% | 1.3512% |

| | | Múmero | | | | | |
|-------------|---|-----------|---------------|---------------|------------|---------------|-------------------|
| | Número | Risegos | Prime Nets | Prime Note | Mémero | Monto Nato | |
| Total | Unidades | Expension | Earthia | Devengada | Siriostros | Siniestros | Suma Assgurada |
| RC Bienes | 200000000000000000000000000000000000000 | | | | 157,550 | 946,084,658 | |
| RC Personas | 3,369,559 | 3,035,215 | 2,566,052,989 | 2,244,016,851 | 44,558 | 454,650,238 | 2,793,122,483,758 |
| Total RC | 3,369,569 | 3,035,215 | 2,580,052,000 | 2,244,016,851 | 202,108 | 1,400,734,898 | 2,793,122,463,759 |

SESA 4. RC Blenes y Personne z Rongo de Suma Acegurada

| | | | Giornes | | | | | | |
|------------|-------------|-----------|-----------|------------|-------------|--|--|--|--|
| | | Número | Rinegos | Número | Monto Nato | | | | |
| Rango Suns | - Anngurada | Unidades | Expuestos | Sinissiros | Sinicatros | | | | |
| 0 | 100,000 | 225,153 | 100,639 | 5,567 | 42,563,990 | | | | |
| 100,001 | 200,600 | 2,678 | 2,028 | 155 | 2,846,708 | | | | |
| 200,001 | 300,000 | 747,523 | 669,655 | 27,682 | 162,909,431 | | | | |
| 300,001 | 400,000 | 14,979 | 18,267 | 717 | 4,422,133 | | | | |
| 400,001 | 500,000 | 926,363 | 1,917,389 | 53,064 | 308,329,361 | | | | |
| 500,001 | 000,000 | 108,486 | 116,166 | 6,719 | 42,610,677 | | | | |
| 600,001 | 790,080 | 13,548 | 14,467 | 630 | 3,500,306 | | | | |
| 700,001 | 800,000 | 467,144 | 420,323 | 23,818 | 146,089,101 | | | | |
| 800,001 | 909,000 | 43,971 | 32,505 | 1,475 | 7,631,818 | | | | |
| 900,001 | 1,000,000 | 463,040 | 356,893 | 21,594 | 128,174,206 | | | | |
| MAS DE | 1,980,900 | 17,761 | 14,314 | 803 | 3,337,439 | | | | |
| | | 3,072,926 | 2,755,048 | 142,023 | 850,606,170 | | | | |

| | | | Peca | ORES | |
|------------|-------------|-----------|-----------|-----------|-------------|
| | | Número | Risegos | Número | Monto Neto |
| Rango Suma | : Asegurada | Unidedes | Expension | Sinjestra | Sinissiros |
| 0 | 100,900 | 225,153 | 100,639 | 5,725 | 62,018,081 |
| 100,001 | 200,000 | 2,678 | 2,026 | 21 | 79,802 |
| 200,001 | 300,600 | 747,523 | 800,855 | 12,090 | 158,223,303 |
| 300,001 | 460,000 | 14,979 | 16,267 | 240 | 3,063,563 |
| 400,001 | 580,800 | 926,363 | 1,917,389 | 13,843 | 113,739,816 |
| 500,001 | 680,000 | 106,460 | 116,186 | 203 | 1,696,781 |
| 600,001 | 700,000 | 13,548 | 14,487 | 16 | 60,605 |
| 700,001 | 809,000 | 467,144 | 420,323 | 5,215 | 37,939,999 |
| 800,001 | 909,000 | 43,971 | 32,505 | 211 | 1,894,860 |
| 900,001 | 1,600,600 | 463,040 | 356,693 | 4,071 | 26,274,200 |
| MAS DE | 1,980,800 | 17,761 | 14,314 | 123 | 892,786 |
| | | 3,072,926 | 2,755,048 | 41,758 | 427,724,766 |

SESA S. RC Sienes y Persones x Rengo de Sintestros

| | | Bi | enes | Persones | | | |
|-------------|----------------|----------|-------------|------------|-------------|--|--|
| | | Número | Monto Nato | Húmero | Monto Neto | | |
| Rango de Si | niestros | Unidades | Sininatros | Sintestros | Sinicatros | | |
| 0 | 500 | 12,324 | 2,299,995 | 2,680 | 718,404 | | |
| 501 | 1,000 | 10,223 | B,109,692 | 2,112 | 1,674,233 | | |
| 1,001 | 2,000 | 23,339 | 35,509,146 | 5,310 | 8,193,129 | | |
| 2,001 | 3,900 | 18,623 | 46,945,221 | 5,394 | 13,924,050 | | |
| 3,001 | 4,900 | 14,000 | 49,091,095 | 3,190 | 11,152,676 | | |
| 4,001 | 6,900 | 23,339 | 112,175,407 | 7,491 | 36,356,672 | | |
| 6,001 | 6, 90 0 | 11,634 | 60,268,543 | 3,274 | 22,727,813 | | |
| 8,001 | 10,000 | 7,235 | 63,968,896 | 2,328 | 20,782,065 | | |
| 10,001 | 15,000 | 9,741 | 116,793,464 | 3,289 | 39,585,925 | | |
| 15,001 | 20,000 | 4,844 | 82,337,644 | 2,000 | 33,964,391 | | |
| 20,001 | 25,000 | 2,024 | 44,803,930 | 1,142 | 25,312,268 | | |
| 25,001 | 50,000 | 3,650 | 120,214,344 | 2,216 | 74,118,778 | | |
| 50,001 | 75,900 | 633 | 38,122,757 | 671 | 40,301,443 | | |
| 75,001 | 100,000 | 208 | 17,714,811 | 257 | 21,987,073 | | |
| 100,001 | 150,000 | 136 | 16,317,461 | 217 | 25,813,619 | | |
| 150,001 | 200,800 | 44 | 7,455,270 | 86 | 14,518,353 | | |
| 200,001 | 300,000 | 17 | 4,029,441 | 77 | 18,011,876 | | |
| 300,001 | 500,000 | 9 | 3,252,745 | 36 | 14,744,229 | | |
| 500,001 | 750,000 | 2 | 1,198,468 | 5 | 2,951,998 | | |
| MAS DE | 750,000 | - | | 1 | 885,571 | | |
| | | 142,023 | 850,608,170 | 41,758 | 427,724,768 | | |

SESA 1. Equipo Especial

| | Número Linidades | _ | | Prima Neta Devengada | | | Suma Asegurada |
|-----------------|---------------------|--------|--------------------|-------------------------|-----|------------|----------------|
| Equipo Especial | 32,827 | 27,904 | 42,989 ,747 | 36,738,194 | 934 | 17,588,232 | 1,172,693,298 |

SESA 7. Equipo Especial

| | · | Numero | Monto Nato |
|---------|------------------|------------|------------|
| R | go de Siniesiros | Striestres | Simestres |
| 0 | 500 | 372 | 95,543 |
| 501 | 1,000 | 72 | 68,841 |
| 1,001 | 2,000 | 36 | 56,192 |
| 2,001 | 3,000 | 36 | 90,436 |
| 3,001 | 4,000 | 30 | 106,543 |
| 4,001 | 6,000 | 44 | 221,292 |
| 6,001 | 8,000 | 36 | 265,971 |
| 8,001 | 19,000 | 28 | 254,061 |
| 10,001 | 15,600 | 41 | 506,065 |
| 15,001 | 20,000 | 48 | 852,197 |
| 20,001 | 25,000 | 33 | 720,123 |
| 25,001 | 50,000 | 96 | 3,446,353 |
| 50,001 | 75,000 | 17 | 1,946,265 |
| 75,001 | 160,000 | 7 | 579,481 |
| 100,001 | 150,000 | | 985,728 |
| 150,001 | 200,000 | 6 | 1,099,957 |
| 200,001 | 300,000 | | 1,984,287 |
| MAS DE | 300,000 | 11 | 5,189,646 |
| | | 991 | 17,589,011 |

SESA 1. Gastes Médicos

| | Número Unidades | Número Riesgos Expuesios | Prime Nata Emilida | | | | Summa Assegurada |
|----------------|--------------------|--------------------------------|-----------------------|-------------|--------|-------------|------------------|
| Gestes Médicos | 3,245,717 | 2,836,919 | 923,279,547 | 783,865,280 | 63,632 | 547,820,031 | 737,624,380,141 |

SESA L. Gastos Médicos

| 1 | | Numero | Monto Nato |
|---------------------|---------|------------|-------------|
| Rango de Siniestres | | Siniestros | Siniestras |
| 0 | 500 | 2,830 | 816,509 |
| 501 | 1,000 | 2,036 | 1,616,659 |
| 1,001 | 2,000 | 6,690 | 13,818,044 |
| 2,001 | 3,000 | 9,814 | 25,854,285 |
| 3,001 | 4,000 | 6,201 | 21,588,993 |
| 4,001 | 6,000 | 8,780 | 43,744,958 |
| 6,001 | 8,000 | 4,900 | 34,138,127 |
| 8,001 | 10,000 | 3,022 | 27,176,799 |
| 10,001 | 15,000 | 3,852 | 46,451,797 |
| 15,001 | 20,000 | 1,788 | 30,788,481 |
| 20,601 | 25,000 | 1,100 | 24,433,706 |
| 25,001 | 50,000 | 2,151 | 73,748,279 |
| 50,601 | 75,090 | 620 | 37.206.622 |
| 75,901 | 100,000 | 425 | 36,746,121 |
| 100,001 | 150,000 | 293 | 35,422,928 |
| 150,001 | 200,000 | 80 | 13,589,108 |
| 200,001 | 390,000 | 51 | 11,411,557 |
| MAS DE | 399,000 | 20 | 7,243,134 |
| | , | 58,653 | 495,794,107 |
| | | | |

| | | W TEO IND I OIL INDUCED | Littimo | | | | | | | | | | | | | | WIND ID | | | |
|--------------|----------------------|---|---------|----------|----------|----------|------|------|---------|------|------|------|------|------|------|------|---------|------|--|--|
| ARMAD_DES | CLAVE | DESCRIPCION | Modelo | 2002 | 2001 | 2000 | 1999 | 1996 | 1907 | 1998 | 1995 | 1994 | 1993 | 1992 | 1991 | 1990 | 1989 | 1986 | | |
| ALFA ROMBO | G003G001 | AR 147 3.0 L RELEAPEED L4 SEP 880 05 DV (A OE TELA OD 80) CB 05 | 30 | 21 | 9 | 1 | ٥ | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| ALFA ROMBO | 90080000 | AR 147 2.0 L MELBERMEN LA BUT MICO DA DAY CA CHE PREL CEO INC COS DE | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | | |
| ALFA ROMEO | 00020003 | AR 147 2.0 L BELERFEED PEPORT LI RIP 600 00 DV CA DE PIEL CO CO CO CO CO | 1 | 1 | 1 | 0 | 0 | ٥ | ۰ | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| ALFA ROMEO | 00000004 | AR 147 B.O.L GELESPEED PROPORT L4 MAP GED ON DAY OA DE PEEL CO DO Q DE DE AR 147 B.O.L GELESPEED PROPORT L4 MAP GED DE DAY DA CE PEEL CO GO DE DES | 14 | 10 | | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Ď | 0 | | |
| AUTA ROMBO | 00000000 | ART 185 Z.O.L. BELLEAPRED LA HAP 68C OF DAY CA OE PREL OD 802 CB 05 | 12 | 10 | 2 | 'n | ŏ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| ALFA ROMEO | 0.00000007 | AR 100 2.0 L GELESPEED S.R. LA MIP 600 OI ARS CA CIL PIEL CD CQ OB OI | 15 | 16 | · | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | 0 | ŏ | ŏ | ö | 0 | | |
| ALFA ROUGO | 00080006 | AR 186 2.6 L GELERPERD ST. WARDON LA MAP SEC OS DAY CA CE PIEL OD 6Q OS DE | ő | 4 | ō | ō | ō | ō | ō | ō | ō | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | | |
| AUFA ROMBO | documboos | AR 150 £ B L CI SYSTEM VS 56P 880 OF DAY CA CE PHEL CO SQ CB DS | 12 | 24 | - 4 | 1 | 0 | ŏ | ŏ | ō | ŏ | ō | ō | ō | ō | ō | ō | ō | | |
| ALFA ROMBO | 00000016 | AR 160 2.8 L VOTUR 660 SI DIV OA DE PIEL CO 60 CB D6 | 4 | 4 | | 0 | 0 | 0 | 0 | 0 | o | 0 | 0 | o | 0 | 0 | 0 | 0 | | |
| ALFA ROMBO | 90080011 | AR 160 E.O.L. SA VALVULAS VO SAP SISO DA DAY DA DE PREL COD SQ. 000 06 | 5 | • | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| AL/DI | 00000001 | AU AS ATRACTION 1.6 L 160 H.P. LA TUR STD 03 ABS CA 05 TBLA OT SQ 08 64 | | 195 | 143 | 40 | 21 | | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | | |
| AUDI AUDI | G0000002 | AU A3 FRONT BEDAN 1.9 L LA TURI STD OI ABS OA OS TELA CT CO, CS O4 | | 11 | | #1 | 30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| ALDI | 00000004 | AU AS AMBITION 1.5 L L4 TUR STD 02 ABS CA CE PIEL CD 02 CB 04 AU AS SEDAN 1.5 L L4 TUR STD 04 ABS CA CE PIEL CD 02 CB 04 | 32 | 31 | 71 21 | - | 11 | - 2 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | |
| ALDI | 00000000 | AU AS ATRACTION 1.8 L 180 K.P. LA TUR AUT 02 ABG CA CE TELA CT 9Q CS 04 | | 12 40 | 47 | 18 27 | 19 | : | | 0 | 0 | ů | ň | ŏ | Ö | 0 | 0 | 0 | | |
| AUDI | 00000000 | AU AS BEDAN 1.8 L LA TUR AUT DI ABB CA DE TELA OT OG CB M | ŏ | ~ | ~~ | | 4 | 14 | 0 | | ŏ | | Ö | ň | , | Ö | Ň | ŏ | | |
| ALCI | @0000007 | AU AS MARTTON 1.8 L LA TUR AUT OF ARE CA OF PIÈL CO CO CO CE OF | 2 | 90 | 87 | 47 | 29 | 77 | ō | ō | ŏ | ō | ō | ŏ | ň | ŏ | ŏ | ŏ | | |
| AUDI | 90000000 | AU AS PRONT GEDAN 1.8 L LA TURI AUT ON ABIG CA CE PIEL OD OQ OB OA | ō | 1 | 0 | 20 | 14 | ž | ŏ | ŏ | ŏ | ŏ | õ | ŏ | ŏ | ō | ō | ō | | |
| AUDI | 90000000 | AU AS PROPIT 1.9 L RIN 16 LUXURY LA TUR STD 08 ABS OA DE PIEL CO SO CE 04 | 72 | 36 | 1 | 0 | 0 | 0 | ō | ō | ō | ō | ō | ō | ō | ŏ | ŏ | ŏ | | |
| AUDI | 900800 10 | AU A4 1.8 L FRONT L4 TUR WITD 04 ABS CA OR TELA CT (40) CB Q6 | | 48 | 25 | 115 | 33 | 79 | 31 | 2 | 0 | o | 1 | 1 | ō | 0 | 0 | Q | | |
| AUDI | @000 0011 | ALI AM 1.8 L PRONT BORGE (4 TUR STD OM ASSE CA DE TELA OT SQ COS DE | | 1 | 16 | 2 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| ALICI | 00000013 | AU AH 1,8 L PRONT MADERA BOSE LA TUR STD 04 AMB CA CEL PREL CT SQ 09 06 | 1 | 2 | 10 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | | |
| AUDI | 00000015 | AU A4 1.8 L PRONT CONFORT TETRONIC (A TUR AUT OLABS CA OS PIEL OT SO CS 05 | 11 | 45 | 101 | 102 | 26 | 26 | | • | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| AUDI AUDI | GGGGGGC14 | AU AN 1.8 L QUATTRIO COMPORT LA TURI SITO ÓN ASIS CA CIS TISLA (TI SQ CISIOS AU AN YASIONISTA 1.8 L TEPTRONIC LA TURI AUT ON ASIS CA CISI PIES. OT SQ CISIOS | 17 | 16 | • | 18 | 19 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ۰ | | |
| AUDI | G0080016 | AU AN 1.5 L TETRONIC MADERA LA TUR STO OL ASSI CA DE PEL CT SO OS OS | 0 | 4 | 2 41 | . 5 | 4 | | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| AUDI | 00000017 | AU A4 1.9 T FRONT TIPTRONG T4 TUR AUT 04 ABS CA CE TIELA CT BQ CB 05 | ĭ | - 4 | 31 | 78 45 | 32 | 30 | 0 25 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| AUDI | 00000010 | AU A4 1.6 T PRONT BORS, XIDNON T4 TUR STD ON ASS CA CE TELA CT SQ OS OS | ò | | -1 | 7 | • | • | -0 | ŏ | ŏ | | | | ٥ | Ö | 0 | 0 | | |
| AUDI | G8090018 | ALIAN 1.8 T PRONT TETRONIC \$60-660 T4 TUR AUT 04 ABS CA CE PER, CT SQ CS 06 | 84 | 132 | 86 | e i | ĭ | 16 | ĭ | 1 | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ă | | |
| AUD | 000000000 | AU AL EL FRONT VE IMP STD SI ABS OA CE TELA OT BO CE OS | 83 | 62 | 60 | 43 | 15 | 13 | 16 | | ŏ | ŏ | ŏ | ĭ | ŏ | ŏ | ŏ | ŏ | | |
| AUDI | G6060021 | ALI AN 3.8 L PRONT LLDGURY, VE SUP STD ON ARE CA OE PHEL CO OO OO OO OO | 16 | 112 | 74 | 43 | 41 | 16 | 22 | ī | ŏ | ŏ | ō | Ó | ō | ō | ŏ | ō | | |
| AUDI | G0000022 | AU AN 3.9 L QUATTRO LUBURY VS MAP STD 64 ABS CA OB PIEL CO OCI CE OS | 0 | 1 | 10 | 4 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | o | 0 | 0 | 0 | | |
| ALDI | GD080088 | AU AI SAIL FRONT WE MAP AUT SE ABSE CA CRETELA CT SIC CRECK | 0 | 1 | • | 7 | 24 | • | 15 | 7 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | | |
| AUDI | G0000004 | ALI AN 2.0 L TIPTRONEC LLOCKRY WE BUP AUT ON ARIS CA CIE TELA CT CO CIS DE | .1 | . 4 | | 3 | 1 | .6 | 3 | 4 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | | |
| ALDI | 00000000 | AU ALS LOUATTRO TETRONO VE BTU AUT OF ABS CA OF PIEL OT SO CE OF | 11 | 44 | 44 | 33 | 18 | 20 | 12 | 7 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| AD | 04040407 | AU A4 AVANT 4 X 4 TIPTRONEO VE TURI AUT D4 ABB CA CIE PREL OT BQ CB 06 AU A4 PRONT 1.9 L BPORT LUCES XISNON T4 TURI STO 64 ABB CA CIE PREL CD BQ CB 04 | - 1 | 44 | 22 | | | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| AUDI | 00000000 | AU AN FRONT 1.8 L SPORT TIPTRONIO TA TUR AUT 64 ABS CA OF FIEL CD SQ OS 64 | ō | 7 | - 4 | ŏ | | ŏ | ō | Ö | Ö | Ö | | 0 | 0 | 0 | 0 | 0 | | |
| AUDI | 90000000 | AU AN PRONT 1.8 L (LIXURY TIFTRONIC, BORE, MADERA TA TUR AUT ON ABB CA DE PHIL CD BO CB OF | 11 | | 93 | ĭ | 2 | ň | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | | |
| ALCI | 00000000 | AU AS PRONT TIPTRONIC S.S.L. VS TUR AUT ON ASSI CA CIE PIEL CY SQ CIS DS | 5 | 27 | 8 | 49 | 14 | 83 | 2 | ō | ō | ō | ō | ŏ | ŏ | ŏ | ă | ŏ | | |
| AUDI | 04040041 | AU AS QUATTRO TEPTRONIC ZEL VETUR AUT OF ARE CA DE PIEL OT OQ DE 05 | 2 | 26 | 47 | 61 | 41 | 80 | 26 | ō | Ó | ō | ō | ě | ō | ō | ō | ō | | |
| AUDI | 00000011 | AU AS SITURBO QUATTRO TIFTRONIC 2.7 L VS STU AUT SA ASIS QA CE PIEL CT QQ QS QS | 10 | 30 | 29 | 33 | • | Q | 1 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | ٥ | | |
| ALD! | 00000000 | AU AS QUATTRO CONFORT VE TUR AUT OF ASSE CA CE PIEL OT QQ 08 05 | 0 | 0 | | • | | 7 | 4 | ٥ | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | | |
| AUDI | 00000034 | ALI AS VAGIONETA PRONT TIPTROSCO VETUR AUT SI ASSI DA CE PIEL UT CO DE DE | 0 | 1 | • | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| ALDI | 00000004 | ALI DE PRONT TIPTRONIO VE TUR AUT DI AMB CA CE MEL CT CO CE DE | · · | 1 | | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| AUDI | 00000007 | AU AS QUATTRO LUCURY 2.5 L VETUR AUT SA ARE CA CE PEL CO CQ CE CE AU AS QUATTRO T 4 SPORT E.T L VETUR AUT SI ARE CA CE PEL CO CO CE CE | Č | 3 | 10 | - 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| AUDI | 0000000 | AU AS QUATTRO 4.3 L Vs SAP AUT 64 ASS CA OR FISE CD DD DD DS SS | ĭ | 2 | | i | ŏ | 0 | 0 | ň | 0 | 0 | ŏ | 0 | 0 | 0 | ٥ | 0 | | |
| AUDI | Q0000000 | AU 86 QUATTRO 4.2 L SITURGO MONEP. VE SITU AUT DA ASPE DA DE PIEL OD DO CO DE | • | ā | ; | 2 | ĭ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | | |
| AUDI | 000000040 | AU AS QUATTRO 8.7 L 990 H.P. VS STU AUT OF ASS CA GE PISE OT SIG OS | • | 1 | | 7 | • | ž | · i | ā | ŏ | ō | ō | ō | ŏ | ŏ | ŏ | ŏ | | |
| ALEDI | 00000041 | AU AS QUATTRO TIPTRONIO LARGO 4.2 VS STU AUT D4 ASSE DA DE PISU OT DQ DS 05 | 2 | 0 | 2 | 1 | 2 | 3 | 3 | 0 | ٥ | ò | 0 | ō | ō | ō | ō | ō | | |
| AUDI | 00000044 | ALI AS AVANT FRONT VE STU ALIT DI ASSE DA CE PREL OD SQ 08 06 | 0 | 1 | 0 | 0 | 0 | 0 | ٥ | ٥ | 0 | 0 | 1 | 0 | 0 | 0 | Ö | Ó | | |
| AUDI | 00000043 | ALI AR AVANT FRONT TIPTRONIC VE ETU AUT SI ARS CA CE PIÈL CO CO CE DE | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | Q | 0 | 0 | | |
| AUDI AUDI | 00000044 | AU 86 GUATTRO 4.5 L TIFTRORIC SED H.P. VE ETU AUT DE ABR CA DE PIEL 00 00 08 66 | 1 | 2 | , | 1 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| AUDI | G0000046 G0000000 | ALIAS CLIATTRO TETRONIC 8.7 L VE STUAUTSABSCACEPIEL COCCOSS AU CASRIOLET HARD TOP VE STUAUT SA ASS CA DE PIEL CT SC OS DA | 2 | 0 | 0 | 0 | 3 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| AUDI | 06060061 | AU CABRIOLET CONVERTIBLE VS STU AUT DA ASSI CA CIE PIEL CT DO CIE DA | 2 | ü | ٠ | 0 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | ٥ | | 0 | 0 | | |
| AUDI | 00000000 | ALI AS COUPE AMBIENTE LA TUR SITO DE ARRICO CO CE TEL A CT SO CIE DI | 20 | 96 | 78 | 26 | 4 | ō | 0 | Ň | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| AUDI | 00000000 | AU AS COUPE AMERICATE LA TUR AUT OZ ABO CA CE TIELA CT 9Q QB (A | -7 | 84 | 30 | 26 | - : | ŏ | ŏ | ٥ | ŏ | ŏ | ŏ | | ŏ | ö | Ö | Ö | | |
| AUDI | 09090084 | AU AS FRONT 1.9 L LA STU AUT DE ABS CA CE PIEL CO SQ CB DI | 2 | 11 | 11 | ö | ō | ŏ | ŏ | ŏ | ŏ | Ö | Ö | ŏ | ŏ | ŏ | ŏ | ŏ | | |
| ALIDI | 04000004 | AU 64 QUATTRO 6 VEL Ve STU STD 04 ASS CA OE PEEL CD SQ QS 06 | 1 | 0 | | 7 | 6 | ō | ō | ō | ō | ŏ | Ö | ō | ŏ | ō | ō | ō | | |
| AUDI | CÓCCOCOCOS | AU A4 PRONT 1.6 L T4 STU STD 04 ABS CA DE PIEL OT 8Q CS 06 | 1 | 1 | 1 | 0 | 0 | ō | ō | ō | ò | ō | ō | ō | ō | õ | ŏ | ŏ | | |
| AUDI | | AU AS LUPURTY R 16 AMONTON 1,6 LTB, L4 STU STD 05 ABO CA CE PIEL CD 00 CB 05 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Ō | Ò | ō | ō | ō | | |
| ALD | | AU AS VACIONETA, ALL ROAD DUATTING VS TURI ALLT OS ASSE DA CIE PREL OD DO 08 06 | 3 | 3 | 12 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| AUDI | OCCORDON | AU AS ATRACTION 1.8 L 160 H.P. L4 MIP 8TD 01 ABS CA OE TELA CD CO CE OE | 2 | 7 | 16 | 16 | 0 | 1 | 0 | 0 | 0 | O | 0 | 0 | 0 | ٥ | 0 | ٥ | | |
| AUDI AUDI | | AU AS ATRACTION 1.8 L 150 H.P. LA BUP AUT OF AREA CA CIE TELA CO CO CE OS | .0 | 5 | _1 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | G000001 | AU A4 GUATTRO 1.8 L LUXURY TEPTRONIC T4 TUR AUT 04 ABB CA CE PREL CD CG CB 05 | 81 | 260 | 86 | | 71 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |

| SESA B. UNIDA | AUSS SA | (PUBSTAS POR MARCA Y MODELO | | | | | | | | | | | | | | | Anexo | 10 |
|--------------------|----------------------|---|------------------|----------|----------|----------|------------|----------|------|----------|------|------|------|------|------|------|-------|------|
| AFMAD_DES | CLAVE | DESCRIPCION | Ultimo Modelo | 2002 | 2001 | 2000 | 1000 | 1995 | 1997 | 1998 | 1995 | 1994 | 1993 | 1982 | 1991 | 1890 | 1000 | 1000 |
| AUDI | GHOROOM | AU REA GLATTRO 2.7 L LUTURY TIPTRONG TA TUR AUT DA AMB CA CE PREL CO DO DE DE | 1 | 6 | 2 | , | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | |
| ALDI | 00000000 | ALI AS AMERITION 1.6 L PRONT LA BAP STD 04 ABS DA DE TELA CO 8Q 08 05 | 2 | 11 | 12 | 19 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AUDI | 00000004 | AU AS AMBITTON 1.9 L PRONT LA MAP AUT SA ARR CA OIL TELA CID 8/2 CIB CIS | 1 | 2 | | 4 | .1 | ٥ | ٥ | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| ALDI ALDI | 00000006 | AU AS ATRACTION 1.9 L 190 H.P. L4 MIP STD 02 ABO CA CE PIEL CO CO CE SS AU AS ATRACTION 1.0 L 190 H.P. L4 BEP AUT 65 ABS CA CE PIEL CO CO CE SS | 0 | | 24 18 | 15 20 | 12 12 | | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | | ö | |
| ALD | 000000007 | AU AS ATRACTION 1.8 L 180 H.P. LA BAP STD 02 ABB CA OF TELA CO CO OB 66 | - 1 | - 1 | 70 | 20 | 14 | ā | ŏ | ŏ | ŏ | ٥ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ |
| AUDI | 00000000 | AU A4 COMPORT 1.8 T 160 H.P. LA IMP STD 01 ABS CA OE TELA CO CO CE ES | 10 | 10 | ĕ | š | 5 | 4 | 4 | ō | ō | ō | ō | ō | ō | ō | ō | ō |
| ALIG | danteme | AU AN MULTITRONIO COMPORT 1.6 T 180 H.P. LA SMP AUT DI ARRIGA DE TELA DO DO CE DE | 11 | 18 | 12 | 0 | Ö | 0 | 0 | Ó | 0 | 0 | ō | o | 0 | 0 | 0 | 0 |
| AUQ: | 9088007 0 | AU AS MEATHTRONIC FRONT 8.0 L. 889 H.P. VII TUR AUT OI ASIS OA DE PISE OD DO DE DE | 3 | 1 | 0 | 0 | 0 | 0 | 2 | o | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 |
| AUDI | 04040071 | AU A6 MULTITRONIC PRONT LUGURY 8.0 L 200 H.P. V6 TUR AUT D4 ABS CA CE PRE. CD CD CB 06 | 0 | 4 | 0 | ٥ | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| ALDI | 0.000.0072 | AU AS TETRONO GUATTRO 3.0 L 200 H.P. VS TUR AUT DA ASS QA QE PIEL QO QQ QS 65 | 1 | 14 | 12 | | 2 | 7 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| AUDI | 00000074 | AU AS TETRONIO QUATTRO E.Y.L. 350 H.P. VS STU AUT SI ASS CA OS PISL CO CO CS OS AU AS TETRONIC QUATTRO SSCURITYE, Y.L. 250 H.P. YS STU AUT SI ASS CA OS PISL OD CO CIS OF | 12 | 31 | 1 | 7 | ő | ő | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ |
| AUDI | 00000715 | AU AS QUATTRO 4.3 L 800 H.P. TECHO SOLAR VS TUR STD 64 ASS CA OE MISL OD CQ OS 65 | | į | 4 | ž | ē | ŏ | 11 | ō | ŏ | ō | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ |
| AUDI | 06066076 | AU 80 QUATTRO 4.8 L 800 H.P. TIPTRONG VETUR AUT \$4 ABS CA DE PREL 00 QQ DE 95 | Ó | 0 | | Þ | ō | Ō | 0 | Ó | Ď | ò | Ò | Ď | o | 0 | 0 | 0 |
| AUDI | 40069077 | AU A4 CABRIQUET 8.0 L 250 H.P. VE IMP AUT 04 ABS CA OE PIEL CO 80 CB 66 | 18 | 9 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | Q | 0 | 0 | o | 0 | ٥ | 0 |
| AUDI | 00000076 | AU AS ADVANCE 1.8 L 100 HLP. 20 VALVULAS LA TURI STD 04 ARRI ÇA QE PRE, CD CO CD CD 05 | 1 | • | 7 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ALDI | 0.00000079 | AU A3 ACIVANDE 1.6 L 180 H.P. 30 VALVULAS LA TUR AUT DA ASSI DA DE PREL OD CO OS OS | 1 | | 2 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| AUDI AUDI | 90000000 | AU ALLE MANS QUATTRO 1.8 T. TETTRONG TH TUR AUT ON ASS CA CE PIEL OD CQ 08 06 AU REI RES ALLROAD QUATTRO 2.7s. VS STU AUT OS AINS CA CE PIEL OD CQ CE OS | Ÿ | - 1 | 2 | | 0 | 0 | 0 | ٥ | Ö | ŏ | ŏ | Ň | ŏ | 0 | ö | ŏ |
| AID | 10000001 | AU TT COUPE DEPORTING 1.8 L 1.4 ETU ETD 02 ABS CA DE TRIA OT SO OS OS | i | 10 | 96 | - | 5 1 | ŏ | ö | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | š |
| AUDI | J0000002 | AU TT COUPE DEPORTIVO 1.8 L LA STU STD DE ABS DA DE PIÈL DY SID DE DE | 1 | 43 | 40 | 78 | 21 | ō | ō | ō | ō | ō | ō | ō | ō | ō | ō | ō |
| ALDI | JORGÓCIA | AU TY CHATTRO 1.6 L 100 H.P. LA TURI 6TD DE AND CA CE TIBLA OT 9Q 08 OR | 0 | 1 | 18 | 4 | • | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AUDI | J0000004 | AU TT QUATTRO 1.9 L 895 H.P. LA STU STD 02 ABS OA 05 PREL 0T 902 08 02 | | 24 | 30 | 80 | 2 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 |
| ALDI | J0000000 | AU TT ROADSTER 1,8 L 160 H.P. LA TUR STD OF ARE OA CIE TIELA OY BO CIE OF | 0 | • | 26 | 18 | • | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| AUDI AUDI | J0080008 J0880007 | AU TT ROADSTER 1.5 L 206 H.P. L4 STU STO OR ABS CA OE PIEL OT SQ OS OS AU S-6 COUPE SPORT CHATTRO 1.5 L L4 TUR STO OS ABS CA OE PIEL OD CO OS OS | 11 | 24 | 46 74 | 17 27 | ; | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | V |
| Seet . | 00100001 | SM ASKEL S ASKEL SIZE I LA IMP STD ON ASIE OA CE PIEL CT AC CIE AL | - 7 | -7 | 76 | 149 | 148 | 140 | ŏ | ő | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ |
| | 00100003 | MA SERRE 3 MERIE 323 I COMPACT (A SEP AUT OF ARE CA DE PRE, OT 90 08 04 | ò | ā | 16 | 47 | 48 | 60 | 40 | ŏ | ŏ | ō | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ |
| | 00100006 | SM SERVE S SERVE BOS I E 49 SECURITY LE BAP AUT DI ABR QA DE PIEL OT DO DE 04 | 0 | 0 | 41 | 160 | 145 | 22 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| THE REAL PROPERTY. | 00100004 | MA SERVE S BEART 355 (CARRICULET LE MIP STO DE ARIS CA CIE PRE, CT SC CIE DA | 0 | ٥ | ٥ | • | • | • | 8 | 7 | 1 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 |
| 2444 | 90100906 | PAL COPPLE & COPPLE AND I COLUMN LA SAP STID OF ASSO CA CIE PREL CT SQ CIE CA | 0 | | 0 | 26 | 16 | 10 | 27 | | 1 | 0 | | 0 | ٥ | 0 | 0 | 0 |
| | 00100000 00100007 | SM CERNE & CERNE SEC COUPE LE MEP AUT CE ABS CA CE PRE, CT SQ CE S4 EM CERNE & BERNE SEC CRISTAN LE BEP AUT S4 ABS CA CE PRE, CT SQ CE O4 | 0 | 1 | 3 | 180 | 70 | 72 87 | 61 | 24 91 | - 1 | 0 | 0 | 0 | 0 | 0 | ŏ | × |
| | 00100007 | BALGERGE & SERVE \$25 CARRICOLET LE NAP AUT OF ABS CA CE PREL CT SQ CS 04 | ï | ž | · | 20 | ,0 | | 7 | - 4 | - 2 | ā | Ö | ŏ | ŏ | 5 | ŏ | ĭ |
| | 00100000 | SHI SERRE 3 SERRE 346 I SPORT LE SER AUT DI ARIS CA CE TELA (T) SQ QE DI | 41 | 121 | 230 | 162 | i | i | 16 | 40 | 21 | ō | ĭ | ě | ŏ | ŏ | ŏ | i |
| man . | 00100010 | SM SERVE S SERVE SES I EQUIPADO LA RAP AUT ON ASIS CA DE TELA OT SQ DE SN | 1 | 26 | 42 | 29 | 0 | 0 | | 14 | 19 | | 1 | | 0 | 0 | ٥ | 1 |
| | 00100011 | BM M 3 COUPE LA MP OTO DE ABO DA CE TELA CO BO CO DE | M | 100 | 110 | 10 | | 10 | 6 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 00100012 | BAY M 3 COUPE BURGPA LIS MET STID 95 ABS CA CE TELA CO 60 CB CB C2 | 7 | 81 D | 20 | 41 | - 1 | | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | G0100018 G0100014 | Bhá ná 6 coupe lá náp aut 60 ago 0a cé tela co có có có có Bhá natha 6 seonan 636 i lá bay aut 04 ago 0a cé per. Ct ac ca cá | 0 | ö | - 1 | 227 | 40 | _ a | 81 | 44 | ŭ | | ŏ | ŏ | ŏ | 0 | ŏ | ň |
| BAAN . | 00100015 | BM GERGE 6 GEDAN \$40 I VE RAY AUT OF ABS OA DE PEL OT DO DE DE | 2 | 14 | 25 | 63 | 50 | 50 | 72 | 17 | 1 | ō | ĭ | ŏ | ŏ | ŏ | ŏ | ŏ |
| BANK . | 00100016 | BM GEREE & GEDAN \$26 EQUIPADO LA IMP AUT ON ABIG DA DIE PRIL CIT OD DIS DE | ō | 2 | - 3 | 36 | 34 | 16 | | 24 | 4 | 1 | Ó | ŏ | ŏ | õ | ŏ | ō |
| | 00190017 | OM REPORT & RECEAN \$40 I SPECIFIT VID BAP STED OF ABOUT A CIE PHEL OT QQ OB OF | 1 | 3 | 0 | 1 | 2 | 4 | 9 | 0 | o | ٥ | 0 | 0 | o | 0 | 0 | 0 |
| | 00100018 | SM SERIE 7 SECAN 740 L VS MP AUT 04 ABS CA CE PIEL CT CQ CB OI | . 2 | | 16 | 16 | 6 | 17 | 10 | .0 | .0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | G0100019 G0100030 | SHE STREET 7 STEEDAN 7501 L. VYS SHP AUT ON ARE CA CE PIEU. CT CQ CE OF THE STREET B COLUMN 250 CL VYS BUP AUT ON ARE CA CE PIEU. CT CQ CE OF | 12 | 17 | 18 | 17 | 13 | 32 | 34 | 21 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 00100001 | SM GERME & COLUPE SEC CI. SHOOLOR VIZ MAP AUT ON ABB CA OR MEL UT OG OR OR | 0 | 1 | Ö | ň | | - 1 | | , í | i | 0 | ò | ō | Ö | Ö | ŏ | ŏ |
| mark. | 00100002 | DAM COUNTS 3 3223 TO COLUMN LAS HAP STO DE ARM CA SELTENA OT SQ CO OS | ŏ | á | 10 | 27 | | 10 | ŏ | ó | ò | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | - 4 |
| | 00100000 | SM GERGE 6 029 TI COUPE LG RAP AUT OR ABO CA SE TIELA OT 60 OB 06 | 1 | 1 | 10 | 69 | 87 | 80 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | ۰ |
| | G0160034 | GEN ME S PROADSTER CONVERTENE US SMP AUT DE ABS DA DIE TIELA OD BOJ DE DE | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | o | 0 | 0 | 0 | 0 | 0 | 0 |
| III/A | 90100086 | BM SERVE & SERVE 823 R A COMPACT LE SUP AUT S4 ABS CA CE PIEL CD SQ CS C4 | ٥ | | ٥ | 4 | 13 | 0 | ٥ | 0 | 0 | 0 | | 0 | 0 | ٥ | 0 | 0 |
| MAN. | 00100000 | BAN BERNE S BERNE SES I A H BEOURTY E SO LE MAP AUT DE ABIS CA CIE PIEL CO BQ CS DE | 0 | 0 | 12 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 |
| | 00100000 | MAN REPORT & RECAM TACE LIS BAP ALT OF ARIS CA CIS PREI, QC BQ CIS 04 BAN BERLE & COUPE SEC LIS HAP STD 62 ARIS CA CIE TELA CD BQ CIS 64 | i | ŕ | 6 | 17 | 6 | Ö | | ö | ŏ | Ö | ö | ö | 0 | ٥ | ŏ | ŏ |
| | 96100000 | MA SERVE 3 COUPT THE LIST BUT ALLY OF ARE CA OF THE A CIT BE CO | 34 | 84 | 190 | 104 | ŏ | ŏ | ō | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ě |
| BMW | 00100000 | SM SERVE & SECAN SAC LA MAP STD ON ASS DA DE TELA OD SQ CS ON | 0 | 4 | 2 | | ō | ō | ō | ō | ē | ō | ō | ō | ō | ō | ō | ō |
| | 00100031 | BM BERRE 3 BROAN 130 LB BRP AUT 04 ABS CA OR THEA CD SQ CR 04 | 1 | 19 | 84 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 90109098 | BM GERUE & GEDAM 685 I GE R-15 LØ RMP AUT DA ABG CA CE TELA CD 8/2 OB 64 | ٥ | 8 | | 120 | 110 | 162 | 56 | Ō | 0 | 0 | 0 | 0 | O. | 0 | 0 | 1 |
| | 06100066 | SAN SELTOR S SEEDAN SOS I TOP LINE LE SAP AUT OF ARE CA OF PERL CO. SCI. CO. SCI. CO. | 0 | .0 | 0 | • | 12 | 23 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | G0100084 G0100086 | BAL BETRUE S BETRUE 200 I BOUPADO LA BAP ETTO DA ABRO CA CE PRES, CT BO CE DA BAL BETRUE A BETRUE 200 I TENTRONNO LA BAR ALLT DA ABRO CA DE BRES, CT BO DE AL | 30 | 16 65 | 142 | 4 | 0 | 0 | 0 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| | G0160036 | BM SERVE & SERVE SAS I TETTRONIO LE RIF AUT DI ABS CA CE PIEL CT SQ OS 64 INN SERVE À SERVE SAS I C / SUNDAJE LE RIF AUT DI ABS CA CE PIEL CT SQ OS DI | - 7 | 13 | 142 | ŏ | Ö | ŏ | ō | Ö | ö | ŏ | 0 | ٥ | ŏ | ŏ | ŏ | 0 |
| 9141 | 90190087 | SM SERVE 5 SECAN S40 I TOP LINE VEINF AUT OF ARE CA OE PIEC OT OQ OR OS | š | 11 | 11 | 7 | 11 | 7 | ĭ | ŏ | ŏ | ŏ | ŏ | Ö | ŏ | ŏ | ŏ | ő |
| | 00100000 | SM SERIE 5 SECAN 546 I PROTECTION VS RAP AUT SI ABIS CA DE PIEL OT DO DE DE | ō | 1 | 4 | Ö | 0 | Ö | ō | ō | Ō | ō | ō | ō | ō | ō | ō | Ō |
| | (00100038 | BM BERRE 7 BEDAN 740 PROTECTION LINE VE BAP AUT OF ABS CA CE PEL CO SQ CE OF | 0 | ٥ | 3 | 3 | 0 | ٥ | 0 | 0 | 0 | ٥ | ٥ | ٥ | 0 | 0 | 0 | 0 |
| BMRW . | 00100040 | BM REPLET REDAY THE PROTECTION LINE VIZ MP AUT OF ABO DA DE PIEL CO BG CO 64 | 1 | 1 | 4 | | 1 | 1 | 4 | | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 00100042 | SHA SERVE S SECONY, SEC I A FACE LIFT LIS HAP AUT OF ABS ON CIE PIEL CO OQ OB SE | 37 | 98 | 119 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | | | |

| | | | Ultimo | | | | | | | | | | | | | | | |
|---------------|------------|--|-----------|------|------|------|------|------|------|------|------|------|------|------|------|-----|------|------|
| ARMAD_DES | CLAVE | DESCRIPCION | Modelo | 2002 | 2001 | 2000 | 1999 | 1996 | 1997 | 1980 | 1996 | 1994 | 1993 | 1992 | 1991 | | 1980 | 1996 |
| BANY | 00100043 | SHA GERNE & GEDAN \$50 I S.S.L. 170 H.P. LE SHP STD SA ABB CA DE TELA CO CO CO CO OS | 2 | 4 | 100 | 13 | ٥ | ٥ | ٥ | 0 | 0 | 0 | 0 | ٥ | 0 | ٥ | 0 | 0 |
| | 60100044 | BM BEFRE 3 BEDAN 880 (2.9 L 170 H.P. LE BEP AUT OF ARE CA CE TELA OD OCI CE OF | 26 | 34 | 80 | 34 | o | 0 | 0 | ٥ | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 |
| Minw | Q8108048 | SAMPLE 3 BESAN EXT 1.1 L 170 H.P. LE SPETTOLARICA CEPEL, COCCUSOS | 1 | | 21 | 17 | 1 | 0 | 0 | 0 | o | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SEA. | 08180046 | SM SERVE S SEDAN SED (2.2 L 170 H.P. LE SEP AUT OF ASS CA DE PER OD CO OS OS | 95 | 199 | 262 | 82 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | ٥ | 0 | ٥ | ۰ | 0 |
| BMW | G9100047 | BM BERGE & 620 / PORMULA 1 S.S.L. 170 H.P. LA RAP STO OF ARB CA CE TELA CO CO CE OF | 58 | 134 | 188 | 41 | 0 | 0 | 0 | 0 | ٥ | O | 0 | 0 | 0 | 0 | 0 | 0 |
| 200 // | 00100048 | MA MERKE 3 MEDAN 1920 TOPLING 22 L 16 MAP STO SA ARR CA OR PIRL OD OG OR OF | 1 | | 26 | 23 | ٥ | ٥ | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 |
| | 00180048 | BM GERNE & DEDAN \$30 TOPLINE \$25 LIS BUP AUT OF ABO CA CE PIEL CO CO CO CO | 66 | 94 | 212 | 42 | 0 | | 1 | ٥ | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SEAN . | 00100000 | MA SERVER 3 SEEDAN 1900 CI 2.5 L CAMPIO LIS MIP STD 54 ABS CA CE PHIL OD CO. OB OS | 0 | | 7 | | Ò | Ò | 0 | Ó | 0 | 0 | 0 | | 0 | ٥ | 0 | 0 |
| | 00100061 | BM GERTE & SETTAM 230 OF 2.5 L CAMPSO LE BMP AUT OF AME CA CE PRIL CO OO OS OF | | ī | 36 | 23 | ō | ō | ō | ā | ō | Ó | ò | 0 | 0 | ٥ | | |
| Sales . | 00100068 | SM WERKE S GEDAN 300 OLD S L HARDTOP US SMP BTD ON ABS CA OE PIEL OD OG OB OS | 1 | Ť | | 16 | Ŏ | Ď | ō | ō | ō | ō | ō | Ô | ō | ō | ò | 0 |
| | 00100063 | SHE SHEETER IS SEEDAN. TOO CE ILS IL HARDTOP LIS IMP AUT OF ARIS OA DE PREL OD OG OB OS | 18 | 36 | 79 | ŭ | ŏ | ō | Ď | ŏ | Ď | ō | ō | ō | ō | ō | ō | ō |
| | 00100084 | BM GERRE & GEDAN 375 IA BLAIDASE SA LE SAP AUT SA ARE CA DE PEL CO SIQ CEI DE | | | - 1 | | ī | ō | ŏ | ŏ | ŏ | Ď | ă | ō | ō | ō | ō | ō |
| BANY | 90100064 | SM SERVE & SEDAN SOCI. A HISEOURITY LA BAP AUT DI ABS CA CIE PIEL CO CO CIE SE | ŏ | ň | ė | - 34 | 12 | ō | ō | ō | ō | ō | ŏ | ŏ | ō | ŏ | ă | Ď |
| | | THE REPORT IS DECIDEN AND IN A THYTRONIO VE HIP AUT OF ARE OR OR PIEL OD OD OR OF | 14 | 181 | 100 | -7 | | ō | ň | ŏ | ň | _ | - 1 | - 1 | ō | ō | ō | ō |
| | 80108067 | SM SERVE & SECAN SEC TOPLINE VS MP AUT OF ARE CA CE PER, CO CO CE CE | 24 | - 4 | 62 | 18 | ŏ | ŏ | ō | ŏ | ŏ | ŏ | ò | ò | ō | ō | ō | ō |
| | 0010006 | SHI SERVE A SEC OF COLUMN IN THE LEW STEP STEP OF ARES CALCULATED BY THE COLUMN | 26 | 22 | 47 | 20 | ŏ | ō | ō | Ā | õ | ō | ŏ | ŏ | ň | õ | ŏ | č |
| | | SMI OSTATE S 2015 CI COUPE POPULATA I RYT LE MIP STO SE AMB CA CE PIÈL CO CO CO CO CO | -7 | | | 12 | ŏ | ŏ | ŏ | ŏ | ŏ | | ō | - Ā | ĭ | ŏ | Ď | ŏ |
| | 90109099 | | ė | - 7 | ï | 1 | ō | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ň | ŏ | ŏ | ō |
| | 00100000 | BM GERGE 2 985 CLOOUPE CASPACLET R16 LIS BAP STO GE ABS CA CE PIEL OD SC CE GE | ŏ | à | - 7 | ė | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ |
| | G018G861 | MA MARKE 8 200 OF COURSE CARRICLET HART TOP RITE IS MAP STD 40 ABS CA OE PREL CO 9Q OF 05 | - | _ | 7 | | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | Ö | ö | ŏ | ŏ |
| | 00100000 | BM SERVE 3 835 OF COUPE CASHNOLET HART TOP RIT LA BAP AUT OF ABS CA OR PIEL CO BO OB 56 | 13 0 | 14 | 4 | | ă | ă | ŏ | ŏ | ŏ | ö | ŏ | ă | ŏ | ŏ | ŏ | ŏ |
| | G81000E3 | THE BETTER S 204 OF COUPE, CARROLLET POPHICIA 1 R1 L6 MP 6TD 05 ABS OA 05 PIEL CD 9Q 08 04 | | - 1 | | • | - | - | | ٥ | ŏ | 0 | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ |
| | 90100004 | DAY SERVE 2 305 OF COUNTY CARROOLET POPULATA 1 R1 L6 BMP AUT DZ ABS CA OB PIEL CO SQ CB OF | 1 | | | | 0 | ٥ | 0 | - | - | 0 | ŏ | ů | Ö | ŏ | | |
| (Injects | 00100006 | BAL BERKE 5 840 FACE LIFT 4.4 L VS RAF AUT 04 ABS CA CE PEL CO CQ CB 95 | | 12 | 11 | 2 | | • | 1 | 0 | 0 | _ | | _ | - | | 0 | |
| | 00100006 | BAL SERVE S AND PORTALLA 1 4.4 L VS MAP AUT OF ABS CA CE PREL CO CO CO CO CO | 2 | | 13 | 0 | 0 | Ó | 0 | 0 | 0 | 0 | 0 | 0 | | ٥ | 0 | 0 |
| | G0166067 | BM SERVE 5 640 TOP LINE 4.4 L VS MIP AUT OF ARK CA OE PRE, CO OCI CE OS | • | • | 0 | | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | G0100096 | (BILL SERVICE IS CORPORE 1500 I ECOLOPADO LO BAP AUT DA ABRO DA CIE PREL CO DO CIO DE DA | 1 | | . 1 | 1 | 0 | 0 | 0 | .0 | 0 | | 0 | | ٥ | 0 | | 0 |
| | J0100001 | SIM 25 2.0 IN CONVERTIBLE LA RIP STD OF ARE CA CIÈ PEÈL OT BO CO SÈ | | | 10 | 20 | • | 22 | 34 | 22 | • | 0 | 0 | | | 0 | 0 | 0 |
| (major | .#1000E | BM 23 2.0 IN CONVERTIBLE L4 MAP AUT OF ABO CA OF PREL OT SQ OR OF | 0 | | 10 | 20 | 7 | 17 | 20 | 24 | 4 | ٥ | ٥ | ٥ | 0 | 0 | ۰ | 0 |
| | -000000A | SAN ZI) E.O. IN CONVERTIBLE TOLDO ILLEO, LE BUP STD DE ABRE CA CE PREL CT SQ CO DE | 0 | | 2 | | 2 | 12 | | . 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | J8100084 | SM 26 2.8 No CONVENTIBLE TOLDO BLEO, LA REP AUT OF ARRICA CA CA PIEL OT RO CE DE | 1 | • | 37 | 17 | - 5 | | 11 | 10 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| | J0100006 | THE ZZ M COUPE LA SAP ALL'T ME ABO CA CIE PIEL CT 80 CIS 60 | 0 | 0 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| | J0100000 | DEL 25 M PROADSTER SET N.P. US PMP STD SE AMS CA CEL PREL CO. SQ CAS SE | 0 | | | . 1 | | 2 | 2 | 1 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| | J0100007 | SNA 25 S.S. L. 170 HLP CONVERTIBLE LA RAP STD 02 ABS CA CE PIEL CD 9C CE DE | 0 | 0 | 10 | 1 | 0 | 2 | 4 | 2 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 |
| | J0100008 | BM 23 3.0 L 251 H. CONVERTIBLE LE MP 6TO DE ABS DA CE PIEL CO SQ CB 00 | 0 | 0 | | | 2 | | 4 | • | 0 | 0 | | 0 | | 0 | 0 | 0 |
| | J0180000 | BM 25 23 L 170 H.P COMVERTIBLE LA SEP AUT DE ABB CA CE PIEL CO SQ CB CE | 0 | 4 | 16 | | 0 | • | 2 | 1 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| | J0100010 | BNL 235 E.D. L. 3511 H.P. CONNVERTIBLE LIS IMP AUT OF ABIG CA. CIE PHEL CO. 902 CIE CIE | 3 | 1 | 10 | 10 | 2 | | | 1 | o | ٥ | ۰ | 0 | D | 0 | 0 | 0 |
| | 111000104 | THE JES JUST LETTO HER HAND TOP UP HAY ALLT ON ABOUGH OR ONE PHILL OD BOX ON OR | 0 | • | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | ٥ | 0 | 0 |
| | J0100013 | SM 25 & C L BH H.P HARD TOP US RIP AUT OR ARE CA OR FREE, CO BO OR OR | 0 | 1 | 4 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | | | 0 | 0 | 0 |
| | #10001# | MAIN NERMANON ELIROPEA & VELL LA IMP STD ME ARIS DA DE PERL DO SQ OS ME | | 2 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | ٥ | ٥ | 0 |
| | J0100014 | SMI MINN COOPER BARKOO & SALT 1.8 L LA SAP STED DE AÑO CA CEI FIEL CÓ BO COI CA | 26 | 60 | 67 | 2 | 3 | 0 | 0 | ٥ | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| | .##10001 S | SEM MERIE GOODPER CHILLI 1.8 L LA RAP STD 66 ABS CA CE PREL CD 90 CS PA | 67 | 164 | 54 | 1 | 0 | 0 | 0 | 0 | 0 | o | ٥ | 0 | 0 | ٥ | ٥ | 0 |
| BMW . | J0100016 | BALMAN COOPER HOT CHILL 1.0 L. LA BAP STD OR ABS CA CE PEL CO SQ CS 64 | 99 | 90 | 2 | 1 | ٥ | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| | J0100017 | INV COOPER & SALT 1.5 L LA MP STD 02 ASS CA OE PIEL 00 SQ OS 64 | 23 | 20 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BMW . | JQ180018 | DAY COCCUTER IN CHIELE 1.9 L LA BAP STED OF ANN CA ON PRILL CO. SEE CIS ON | 73 | 80 | 21 | ٥ | ٥ | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 |
| | J0180819 | SM COOPER 8 HOT CHILL 1.8 L LA MIP STD 02 ARS CA QE PREL 02 SQ CE S4 | 94 | 66 | 10 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | ٥ | 0 | ٥ |
| BARN/ | J0100080 | BM ZA COUPY 2.5 L LS MAP STO SE AMS CA OB PHEL CO SQ OB OS | 1 | 2 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | o | 0 | ¢ | o | 0 |
| | J0180081 | SM 2A COUPTE BUT LESS REP AUT OR ARRES CA CEL PRES. COD SCC CES SEE | 1 | • | Đ | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | ٥ | 0 | 0 | 0 | 0 | 0 |
| BARK . | J0100038 | SAN ZA COUPE & 1L LIE SAP STD OX ARIS OA OE PREL OD SQ OS OE | 2 | | • | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | J0100088 | BAL ZA COUPE B. 1), LIS BAP AUT OX ARIS CA OE PREL CO BG OR CE | 2 | | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | o |
| | MO100001 | SAN JOS VAIN LLUAD SIQUIPADA 4 X 2 VB SAP AUT SH ASHI QA GE PREL QO GO GO GE GE | 18 | 67 | 73 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Ō |
| | 140100008 | GEN XX VAN LLLIC BOURFADA 4 X 2 VO BAR AUT ON ABO CA CIE PREL CO CO CO CO CO | • | 14 | 12 | 14 | , | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ |
| Bride/ | 4601900005 | GAN YOU VANN SUD IL LLOCK RECITION WE BASP ALLT ON ARBO CAN ONE PRINC COLOCO COM COM | 4 | 74 | 43 | 11 | ٥ | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | M0190804 | BM XS VAGONETA 4 X 2 TOP LINE VE RIP STO OF ARM CA CE PRIL CO CO OR OR | 16 | 47 | 43 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | MD100006 | MAN YOU VALUE ON BETTA 4 X 2 LLUIC BESTORN VISING AND AUT OF ARREST OF CIE. OF CIE. OF CIE. | D | 11 | 11 | 2 | 0 | 0 | 0 | ٥ | O | 0 | ٥ | ٥ | 0 | ٥ | 0 | 0 |
| BANN | M0108008 | BM XI) VALIGNETA 4 X 2 TOP LINE VOINT AUT 04 ABS CA OE PIEL 00 00 06 06 | | 36 | 72 | 10 | 1 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | M0100007 | BM XIS VAGIONETA 4 X & TOP LINE VERILIP AUT OF ARROCA CIE PRIL CID CID ON OR | 33 | 79 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | MD100000 | BM XS FORMULA I 281 H.P.TIPTRONG VS IMP AUT 65 ABS CA DE PREL OD DQ CB 05 | 4 | 11 | | 0 | 0 | 0 | 0 | 0 | O. | ٥ | ٥ | 0 | 0 | 0 | 0 | 0 |
| SEAN . | M0100008 | SM XS FORMULA I 286 H.P. TETTRONIO VERAF AUT OF ABE OA CIÈ FIEL OO CO CIÈ GE | 0 | • | • | 1 | 0 | ٥ | Ď | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BUICK | B0120000 | BU CENTURY B.B. SEDAN VS HOR AUT 4 D/T CA CE TELA CT RQ 86 95 | 0 | 0 | O. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| BUICK | 80180001 | BU CRYTURY LINITED COUPE VS NOR AUT OF DIT OA DE TRILA OT SO 66 66 | 0 | 0 | 0 | ٥ | 0 | Ď | 0 | 2 | 30 | 112 | 137 | 100 | 131 | 110 | 174 | \$14 |
| WANCE | fint 10000 | BU DIENTURY 8.8. COUPE VENOR AUT 2 DIT OA DE PREL CT 9Q 88 95 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | - 1 | 202 | 282 | 270 | 226 | 167 | 240 | 330 |
| BUICK | E0120006 | BU OSMITURY LIMITED, DORADO VE FJ AUT 4 D/T CA OB VELOUR OD BO 88 08 | D | Ó | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 42 |
| BUICK | 80120004 | BU CENTURY LIMITE VI F.1 AUT IN DIT OA DE VELOUR OD RG RE OF | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 150 | 362 | 776 | 986 | 818 | 844 | 498 | 301 | 300 |
| BUICK | 80136006 | BU ORDITLARY LIMITE VO F.I ALIT 24 DAT CA CHE PIEL OT CO 68 06 | 0 | 0 | 0 | ٥ | 0 | ٥ | 1 | 43 | 116 | 133 | 106 | 179 | 140 | 100 | 30 | 40 |
| STRUK | P0120001 | BU REGAL SEDAN LITO VE FJ AUT OF ABE CA CE TELA OT BO OS OS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 235 | 199 | 84 | 44 | 10 | 12 | 7 | 7 | 80 |
| BURCK | F013000g | SUJ REGIAL SECIAN GIB VS F.I ALIT OF ABB CA OR TELA OT SQ OR 66 | 0 | 0 | 0 | ٥ | - 1 | 0 | 0 | 107 | 226 | 81 | 30 | 3 | 2 | 0 | 0 | 10 |
| CADILLAG | G0190001 | OD CADILLAC SEDAN DEVILLE VS IMP ALIT OF ARIS CA CE PIEL CT SO OS OS | 32 | 66 | 178 | 161 | 131 | 203 | 240 | 174 | 79 | 91 | 67 | 45 | 240 | 158 | 0 | 3 |
| CADILLAG | G0130802 | OD GADELIAG DEVILLE TOURING WE SAP AUT D4 ABB CA DE PERL CT SQ CB D6 | 0 | 0 | 1 | 4 | 0 | 1 | 0 | 16 | 2 | 4 | 7 | 10 | 10 | 0 | 0 | 4 |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |

Littimo

SESA 6. UNIDADES EXPUESTAS POR MARCA Y MODELO

| SESA 6. UNIDA | ADES EX | PUESTAS POR MARCA Y MODELO | | | | | | | | | | | | | | • | | |
|------------------------|----------------------|--|------------------|----------------|------------|------------|------------|------------|------------|----------|------------|-----------|------------|------------|----------|------|------|------|
| | *** | DESCRIPCION | Ultimo Madeio | 2002 | 2001 | 2000 | 1999 | 1986 | 1987 | 1900 | 1995 | 1984 | 1983 | 1982 | 1991 | 1990 | 1909 | 1990 |
| ARMAD_DEG | CLAVE CRISCOCO | OD CADELAC DEVILLE CONCOURS VS MF AUT OF ABS CA CE PER OT SQ CB OF | 23 | 10 | ъ. | 3 | 0 | 0 | 1 | 44 | 10 | 71 | 37 | 0 | 1 | 0 | 0 | 0 |
| CADRLAG | 001100004 | OD CADILLAC DORADO TOURING VI MIP AUT OF ABO CA OE PRIL OT BO OB OF | 0 | 0 | 0 | 0 | 0 | o | 96 | 62 | 5 1 | 60 | 40 | 1 | 0 | 0 | 0 | 1 |
| CADETAC | GB1 90006 | OD GADRILAC CATERIA VE BIF AUT OF ARE CA DE PIEL OT SQ OR OF | • | 2 | 11 | 42 | 67 | 110 | 117 | 76 | 0 | 0 | 0 | 0 | • | 0 | 0 | 0 |
| GADRLIA O | 46130006 | CD CADRLLAG CATERIA VII REP AUT ON ARRI CA CE PREL OT OCI OR OR | 0 | 2 | 11 | 88 | 31 31 | 10 | 94 75 | 27 73 | 27 27 | | ٥ | 0 | 1 | ŏ | ŏ | ŏ |
| CADILLAG | 06180807 | CO CADILLAC BEVILLE STE VE SEP AUT OF ARR CA OIL PIEL CT RO OIL OF | 2 | 2 | 35 | 11 | 31 | 19 | 70 | 14 | 10 | - | ŏ | 1 | ŏ | ŏ | ŏ | ŏ |
| CADELLAC | GB1 9000B | OD CADELIAC SEVILLE ETS VS SAP AUT 64 ABS CA OE PIEL OT 0Q OS OF | Ÿ | 3 | 11 | 19 | | 30 | 24 | 11 | 12 | ŏ | ī | ė | ō | ŏ | õ | ō |
| GADRILAG | 08180010 | OD GADILLAC REVILLE STE MACERIA VE SIP AUT DI ARE CA OS PIEL CT 6Q DE 66 OD GADILLAC REVILLE TOURING VE IMP AUT DI ARE CA OS PIEL CT OQ DE 05 | à | - 4 | 32 | 46 | 52 | - | 82 | | 21 | 76 | 30 | 2 | - 5 | ٥ | 0 | 1 |
| CADILLAC | 00130011 | CO CADILLAC BIEDAN DEVILLE VO BIP AUT OF ARE CA CE PRE, CT OQ OR 66 | 16 | 14 | 21 | 7 | - 6 | 6 | 0 | 0 | 3 | 2 | 18 | 0 | 0 | 0 | 0 | 0 |
| GADELAG | 00130012 | CO CADELAG CITS VS NAP STD OF ARM CA OR PRIS. CIT COLOR ON M | 80 | 7 | | | 1 | 0 | Q. | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 |
| CADELAG | 00100015 | CO CADILLAD CTS VE MP AUT OF ABS OA DE PIEL CT SQ OS OS A | 81 | 11 | • | | 0 | 0 | 0 | 0 | 0 | 0 | • | 0 | 0 | 0 | ٥ | 0 |
| CADELLAG | 80130014 | OD CADILLAC OTTS VS BUP AUT OF ARM CA CE PIEL OD OG OR OF G | 103 | 37 | • | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ő |
| CADELAG | 06/1960/18 | CO) CADILLACI OTS VII SAP AUT ON ASSO DA CIE PREL COI COI CIE OS S | 14 21 | 14 | 6 | 0 | 0 | 0 | 0 | Ö | ŏ | Ö | Ö | ŏ | ŏ | ŏ | ŏ | ŏ |
| CADILLAC | M8180001 | OD GADILLAC BECALADE 4 X 1 VE MP AUT OF AMS OA OE PREL OD OQ OB 67 | 17 | - A1 | 2 | ů | Ö | ŏ | ŏ | ĕ | ŏ | ŏ | ŏ | ō | ŏ | ŏ | ŏ | ō |
| CACILLAD | HB180003 | OD CADILLAG BECALADE 4 X E VE RIP AUT OF ARE CA CE PRE, CO RC CE OF | | 21 | 15 | | ŏ | ō | ŏ | ō | ŏ | ō | ō | ō | ŏ | ō | 0 | ٥ |
| CADELAC | MB130006 | OD CADILLAC ESCALADE 4 X 4 VERMÉ AL/T ÉN ASS CA OS PELLOD ÉQ OS 07 CO CADILLAC SECALADE 4 X 4 VERMÉ AL/T ÉN ASS CA OS PELL CO CO OS 67 | 22 | | 14 | ī | ž | ō | ő | 0 | ō | ō | 0 | Ó | 0 | 0 | 0 | 0 |
| OMORAN | N0180005 | OD CADELAC SECALADE SEVIAU LEMANTP. VERIFIAUT OF ARE CA OF PER CO CO CO CO | 2 | 13 | 13 | 27 | ٥ | 0 | 0 | 0 | o | ٥ | 0 | 0 | 0 | 0 | 0 | 0 |
| GADRIAO | MO130000 | CO CADILLAC ESCALADE SEVIE DI 1946 H.P. DVD VS NAP AUT 04 ASS CA DE PREL CO SC CE OF | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 |
| CHEVROLET | 80100001 | CV CHEVY PYTAXI 1.4 L 4 VEL L4 W/O STD 60 D/T \$A 9E TRLA \$45 SQ 50 00 | 1148 | \$7 <u>2</u> 7 | 4674 | 6867 | 4981 | 4707 | 1963 | 480 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 2 |
| CHEVROLET | 80180008 | OV CHEVY PYTAXO 1.4 L S VEL LA MAD STD 60 DYT SA SE TELA 66 SQ 60 GL | 0 | 0 | 0 | | | 0 | 0 | 2007 | 441 | 0 | 0 | 0 | 0 | ٥ | 0 | 15 |
| OHEVROLET | (018000 | CV CHEVY POPULAR (A MIC STD OS DIT SA SE TELA SO SÓ MÍO OS | 2079 3248 | 17240 | 14895 | 1071 | 1200 | 10867 | 603 | 400 | 180 | 1008 | 316 | ă | 2 | , | | 20 |
| CHEVROLET | 80180804 | CV CHEVY JOY MIDDELO F L4 IMO STD OS DIT SA SE TELA SO SIQ SIG OF | 3249 | 2907 423 | 487 | 10/1 | 44 | - 22 | 310 | 100 | - 63 | 100 | 303 | ō | | - 5 | ŏ | - 1 |
| OHENROLET | PD100004 | CV CHEVY JOY MODELO CLIA DE COT DE COT LA CAR PLE CON CONTROL DE C | 880 | 2000 | A100 | 1145 | 631 | 204 | 200 | 184 | 138 | 1200 | 243 | ŏ | ō | ō | ō | 2 |
| CHEVROLET CHEVROLET | 80100007 | CY CHEVY SWAND MODELO F LA SKO STO OS DY BA SE TELA CY DO SE 98 CY CHEVY SWAND MODELO C LA SKY STO OS DY CA 98 TELA CY DO SH 98 | 1922 | 11840 | 1403 | 373 | 308 | 274 | 205 | 147 | 71 | 100 | 201 | 0 | 0 | 0 | ٥ | 0 |
| CHEVROLET | BOMOROS | CV CHEVY JOY BOUPADO LA SICO STO DE OIT SA SE TELA PIN SO SE SE I | 15 | D | 30 | 80 | ** | 22 | 90 | 21 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CHENNOLET | 80188008 | CALCHERAL WAY BOTH SHOW BY BY BY CY ON BY LEY BY | 0 | 5 | 13 | - | 63 | • | • | 62 | 29 | • | 0 | 0 | 0 | 0 | 0 | 0 |
| CHENNOLET | 80160010 | DV CHEVY JOY ECUPADO LA MIO AUT OS DIT SA SE TELA OT SQ SS SS | 4 | 1 | 10 | 21 | 31 | 3 | | 1 | | | | 0 | 0 | 0 | 0 | 1 |
| CHEVROLET | 8018001 1 | OV CHERVY JOY BOURPADO LA BAC AUT DE DIT DA CIE TELA CT BO BE 66 | 250 | 871 | 800 | | 108 | 113 | B1 | 19 | 7 | 22 20 | 0 | 0 | 0 | 0 | Ö | ŏ |
| CHEVROLET | 80180018 | CY CHEVY SWEAKS EQUIPADO LA MIO STD OF DIT SA SE TELA CT SQ SS OF I | 2155 | 1611 | 46 20 | 193 602 | 7 71 | | 10 | | 26 | 10 | ž | Ö | ŏ | ŏ | ŏ | ŏ |
| CHENROLET | B0180D13 | OV CHENY SWING EQUIPADO LA REC SYD SE DIT CA SE TELA OT SQ SE SE S | 101 | 418 | 34 | 11 | 19 | - 7 | 7 | 76 | -0 | | ā | ŏ | ō | ŏ | | ō |
| OHEVROLET | 86160014 | CV CHEVY SWAND SOUPPADO LA SIAO AUT DE DIT SA SEE YELA CIT SO SE SE | | 814 | 112 | 14 | - 4 | 10 | ŏ | ŏ | õ | ō | ō | ō | ō | 0 | 0 | 0 |
| OHEVROLET CHEVROLET | 90180018 80180018 | OV CHENY SWIND SQUIPADO LA SINO ALIT 66 DIT DA DE TELA OT 80 96 96 DV CHENY MONZA BARE LA SIP ETD 91 DIT 9A 9E TELA CT 80 DE 05 | 2500 | 12798 | 8947 | 3005 | 4001 | 1014 | 2409 | 995 | ō | 1 | ō | Ó | 0 | 0 | 0 | 0 |
| CHEVROLET | 80180017 | OV CHIEVY MONTA BARRE LA BAP STD ON DIT OA SE TELA OT SQ SS OS | 1060 | 6801 | 4089 | 8716 | 4465 | 3841 | 1967 | 207 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ |
| CHEMPOLET | 80180018 | CY CHEVY MONTA LLUO LA SUP ALIT DA DIT SA SELTELA OT SOL SELOS | 1148 | 1462 | 264 | 226 | 340 | 322 | 33 | 1 | 0 | 0 | 0 | 0 | 0 | ٥ | ٥ | . 2 |
| OHEVROLET | 80180019 | DV CHEVY MONZA LLUG LA RAP AUT SA DIT CA SE TELA CT SQ SS SE | 625 | 449 | 1086 | 900 | 894 | 999 | 143 | _1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| CHEVROLET | 80190830 | CY CHEVY MONZA LLUIC LA RAP STO DA DIT DA DE TREA CT DO SE SE DE | 126 | 800 | 22 | 151 | 342 | 240 | 294 179 | # | 0 | 0 | 0 | 0 | 0 | 0 | | ŏ |
| CHEVROLET | 80180081 | CV CHEVY MOREA LLUC LA SAP AUT OF DIT CA SE TELA OT SIQ OS OF | • | 992 217 | 84 391 | 81 678 | 189 834 | 275 816 | 1/1 | 178 | Ď | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ |
| OHENMOLET | 1010000 | OV CHERY MONZA LLUC LA BAP ETD 64 D/T CA OIL TELA CT SQ 66 05 | - | #17 93 | 20 | 77 | 200 | 220 | _ | | ŏ | ŏ | ŏ | ō | ō | ō | ō | ō |
| QHEVROLET | 90100000 | CV CHEVY MONEA LLUC LA RAP AUT OF DIT CA CE THEA CT SO SE OF OV CHEVY SWING. IE LOW COST LA SAP STD OF DIT OA OE THEA CT SO SE OF SE S | | 797 | 217 | 20 | 22 | 13 | 80 | ŏ | ō | ō | ō | ō | ō | 0 | 0 | 0 |
| OHENWOLET CHENROLET | 80180034 | OV CHERVY MONZA IS LOW COST LA BAP STD ON DAT CA CE TELA CT 40 49 04 64 | ī | 107 | 1623 | 126 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CHEMICUIT | 90190000 | CV COREA COMPORT B L4 MAP STID OD DYT BA ME THEA UT BIQ BAD OS | 2005 | 4424 | 274 | 103 | 180 | 6 | 3 | 0 | 0 | 1 | O | 0 | 0 | O | D | 4 |
| CHENTOLET | 80180087 | CY CORRA COMPORT M LA IMP STD 06 D/T CA 95 TBLA CT 90, 05 06 | 3058 | 2779 | 108 | 36 | 60 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CHEVROLET | 00100028 | OV CORREA COMPORT A REMES LA MAP STD OS D/T DA CEL TELLA CO SQ. CE DA | 0630 | 2266 | 64 | • | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | - | ŏ |
| CHENROLET | 90140030 | DY CORMA SEDAN S LA MAP ETTO ME DIT DA MÉ TÉLA CT SQ 66 05 | 1018 1190 | 901 4407 | 17 | 0 | Ö | 0 | ŏ | ŏ | - | ŏ | ŏ | ŏ | ŏ | ō | ō | ŏ |
| CHEVACUET | B0100000 | CV CORRA MICHAN M L4 IMP STD 05 D/T CA RE TELA CT SC CO CO | 1512 | 7177 | 879 | ŏ | ŏ | ŏ | ŏ | ŏ | ō | 1 | ō | ō | ō | ō | ō | Ō |
| CHEVROLET | 30100031 30100032 | OV CORREA SEDAN C. RENES L4 IMP STD 06 D/T CA OE TELA OD 90 09 09 OY CHEVY MONZA POP L4 IMP STD 04 D/T SA SE TELA OT 80 88 06 | 3647 | 22819 | 6470 | _ | 2002 | 2011 | 799 | 200 | 2 | 1 | i | 0 | 1 | 0 | ō | Ö |
| CHEVROLET | C0180008 | CV CAVALER ALETERO VS F1 STD OX DV SA SE TELA SS SD SE OK F-37 | D | 245 | | 16 | | i u | - 61 | 70 | 121 | 949 | 927 | | 431 | 225 | - | 29 |
| O-EVACLET | 00140000 | DV CAVALIER AUSTERO VS F1 STD D4 D7 EA SE TELA 86 SQ 86 S6 F-4F | 22 | 1329 | 444 | 12 | | 0 | 7 | 1 | • | 680 | 663 | 434 | 240 | 104 | • | 10 |
| OHEVROLET | 00180804 | CY CAVALER TERIOD VS F.I STD 92 D/T CA SE TELA CT RQ 99 04 A-FP | Q | | | | 16 | 84 | 81 | - 49 | 30 | 947 | 726 | (133 | 200 | 261 | | 0 |
| CHEVROLET | C0160006 | OV CAVALERY TIPSOO VE FU STO SK DYT CA SEE TIBLA OT SQ 600 06 A-4P | 1 | 4 | 20 | 186 | 114 | 139 | 148 | 73 | 111 | 140 | 459 202 | 408 108 | 162 | 171 | 104 | ě |
| OHEVROLET | 00100006 | CV CAYALER TIPOO VE F.I AUT OF DIT OA SE TELA OT SIG SEI OE SEP | 0 | | 0 | 5 | | 2 | • | 3 | • | 802 | 849 | 299 | 102 | 77 | 11 | |
| CHEVROLET | 00180007 | OV CAVALIER TIPIOD VE F.I ALIT OF DIT CA SE TELA OT SQ 56 06 B-4P | | 13 | _ | 15 | - | 14 | , i | ; | | - | 280 | 267 | 179 | '4 | Ö | - ī |
| CHEVROLET | 00180008 | CV CAVALER BOLIFADO VI F.I AUT OI DIT CA OF TRA CT DO SE OI H-P | 0 | | - 7 | 10 | | 7 | õ | ō | 7 | 200 | 311 | 207 | 206 | 86 | ō | 1 |
| CHEVROLET | 00160000 | OV CAVALIER EQUIPADO VE F.I AUT OA DIT CA SE TELA OT SC 99 05 H-4P CV CAVALIER COUPE (F.) (A F.I ETD SE ABS SA 68 TELA PM SC 58 05 F-8P | 4 | 163 | 105 | 180 | - | 446 | 299 | 260 | 301 | - 44 | 67 | 69 | 44 | 14 | ŏ | 1 |
| CHEVROLET | 00160010 | CY CAVALER COUPE (F) LA F, I STO OZ ABB CA SE TELA PHI BO SE 06 G-0P | 31 | 81 | 145 | | | 962 | 301 | 272 | 313 | 122 | 7 | | | 0 | . 0 | 0 |
| CHEVROLET CHEVROLET | 00100011 | OV CAVALER COUPE (M) L4 P.I. AUT 02 ABO 0A 0E TELA PM 9Q 90 0F M-P | 79 | . 5 | 2 | 19 | 205 | 193 | 174 | 180 | 263 | 341 | 47 | 0 | 0 | 0 | | ٥ |
| OHEVROUET | 00100013 | OV CAVALLER COUPS (N) LA FLAUT OF ABS OA SE TELA PM SO SE OS HEP | 67 | 160 | 76 | 267 | 729 | 932 | 865 | 400 | 380 | 256 | | 0 | 0 | 0 | | 0 |
| OHEVROLET | 08180014 | CV CAVALER COUPE (A) L4 F.I STD OF ARE CA SETTELA PM SQ SECON A-3P | 130 | | 661 | 886 | | 1026 | 474 | 824 | \$24 | 105 | 36 | 15 | | • | . 0 | 0 |
| CHEVROLET | C0100015 | OV CAVALER COUPE (8) L4 F.I AUT OF AME CA SETTELA PM SQ SE 04 B-8P | 143 | | | 200 | | 37 | #1 | 106 | 82 M | 135 | 130 | 25 48 | 11 30 | 30 | • | 0 |
| CHIEVROLET | 00100016 | CV CAYALERS COUPE (H) LA F,I ALIT OF ARE CA SE TELA FIN SO SE OF H-3P | 30 | 400 | 35 | | | 71 920 | 38 647 | 340 | 362 | 247 | 180 | | 180 | | | 1 |
| CHEVROLET | 00160017 | OV CAVALERS SEDAN (F) LAF. I STD ON ARM SA SELTELAFIE SO SELECTOR | 16 403 | 103 | 229 182 | | 481 | 456 | 315 | 208 | 284 | 84 | 100 | 1 | | 101 | | ó |
| CHEVROLET | C0100018 | CV CAVALIER SEDAN (G) L4 FJ STD O4 ABS CA SE TELA FM SQ 56 04 0-4P | 403 | 12/1 | 182 | 447 | -01 | 700 | | 20,0 | | - | • | | • | ٠ | • | • |

| and to Olifon | | | Ultimo | | | | | | | | | | | | | | | |
|------------------------|----------------------|---|---------------|--------------|------------|------------|------------|------------|------------|------------|------------|-----|-----|------|----|------|------------|------------|
| AFMAD_DES | CLAVE | DESCRIPCION | Modelo | 2002 | 2001 | 2000 | 1999 | ,,,,,,, | . ++, | | | | | 1982 | | 1990 | 1900 | 1996 |
| CHEVROLET | C0100019 | OV CAVALERS SEDAN (M) Li F.I ALIT OI ARR SA SE TELA PM PO SE OF W-4P | 13 | 1 | 0 | 47 | 172 | 172 | 173 | 170 | 262 | 92 | 104 | 1 | 0 | ٥ | 0 | 0 |
| CHEVROLIT | CB-160000 | CV CAVALLER SEDAN (N) LA F.I AUT SHABE CA SE TELA FM 6Q 86 06 N-4P | | 124 | 178 | 243 180 | 929 218 | 949 243 | 884 241 | 478 120 | 405 148 | 126 | 77 | 77 | 47 | 44 | 12 | ì |
| CHEVROLET | 00100081 | OV CANALERS GEDAN (A) LA FJ STD SH ASH CA SE TELA PLESC SELOS A-4P | 276 340 | 1610 1702 | 826 913 | 162 | 200 | 87 | 42 | 120 | 82 | 12 | 204 | - 22 | 49 | 80 | <u>.</u> | 2 |
| CHEVROLET | CONSCIONA | OV CANALER SECON (B) LA FI ALIT DI ARIS CA SE TELA FM SQ SS 66 9-49 | | 77 | 86 | 181 | 182 | | 20 | 20 | 47 | 18 | 142 | 77 | ñ | 80 | ŏ | ō |
| CHEVROLET | O9160038 C0160034 | CY CAYALIER SEDAN (H) L4 F.I.AUT OI ARE CA SE PIEL PHI 60 66 06 H-4P CY CAYALIER SEDAN (P) PATRILLA L4 F.I STD OI ARE SA 66 TELA PHI 60 66 06 | | | - 11 | 22 | 17 | 13 | -4 | 2 | 3 | ō | | 0 | 1 | 0 | 0 | 0 |
| CHEVROLET | COMMODIA | CV THIRD COLUMN BOUND LA MAT AUT OF DIT CA CE TELA CT SO CO C4 | 0 | | Ö | -0 | 128 | 83 | 0 | 0 | ٥ | 0 | 2 | 0 | 0 | 0 | ٥ | 0 |
| OHENDOLET | 00160086 | CV CHEVY STATION WASON OL LA SIO STD OF DIT SA SE TELA CT SO SE OF S | 73 | 1186 | 1317 | 1040 | 297 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| CHEVROLET | 08160087 | DV CHEVY STATION WASKIN CILE OH LA MO STO SS DIT OA OE TELA OT SQ SS OF | 67 | 200 | 200 | 197 | 6 | 1 | 0 | 0 | 0 | o | 0 | 0 | 0 | 0 | 0 | 0 |
| CHEVROLET | O\$160038 | DV ASTRA AUSTERO E 114 H.P. LA MIQ STD 04 DV SA SE TELA CT SO SE DE S-4P | 495 | 2076 | 1996 | 440 | 102 | 0 | 0 | 1 | ٥ | 0 | 0 | 0 | 0 | ٥ | 0 | 0 |
| CHEVROLET | CB160086 | CV AUTRA TIPICO M 114 H.P. LA MIO STD 91 DIV CA 95 TELA CT 92 98 09 M-4P | 880 | 2330 | 1744 | 790 | 264 | 3 | 2 | 0 | 0 | 0 | ٥ | 0 | ō | 0 | | 0 |
| CHEVROLET | 00166060 | OV ABTRA TIPIOD: A 114 H.P. LA BIO ALIT OF DAY OA SE TIBLA OT SQ 60 06 A-4P | 200 | | 1041 | 834 | | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | Ň | Ġ |
| OHEVROLET. | 00100001 | OV ANTRA COMPORT LLUIC O 114 H.P. LA BICC STID ON ARIS CA CEL TIELA CID SQ CIS SN C-4P | 662 | 818 | 1925 | 296 | 47 | ŏ | 0 | × | Ö | ă | ŏ | ŏ | Ö | ŏ | ŏ | ĭ |
| CHEVROLET | 00100002 | CV ARTHA COMPORT LLUC D. 114 HJP, LA SHO AUT CH ABB CA DE TELA CD 90 CB 05 D-4P | 100 | (10) | 1220 | 467 181 | • | ö | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ĭ | ň | ŏ | ė |
| QHEVROURT. | C8160866 | OV ASTRA COSPE LUJO C 114 H.P. L4 MO STD 95 ASS DA DE TELA DO SQ OS 05 0-5P | | 1977 | 1942 | 108 | ă | ŏ | ă | ŏ | ŏ | ŏ | ŏ | ō | ė | ŏ | ŏ | ŏ |
| OHEVROLET | Q0100004 | CV ARTRA COUPE LLUID D 114 H.P. LA SID AUT OR ARE CA CE TELA CO SQ DE SE DAP | 186 | 883 | 379 | 7 | ŏ | ŏ | ŏ | ă | ō | ō | ŏ | ŏ | ě | ō | ō | ō |
| OHENROLET | C0160066 C0166066 | CV ARTINA BURGANCE E 2.2 L 146 H.P. L4 BIO STD 04 ABO CA CE TELA CD CC CD 05 E-4F CV ARTINA BURGANCE F B.B. L 145 H.P. L4 BIO AUT 04 ABO CA CB TELA CD CC 09 65 F-4F | 340 | 804 | | 188 | ŏ | ō | ŏ | ŏ | ŏ | ō | ō | ō | ò | Ó | 0 | 0 |
| OHEVROLET | 00100007 | CV ARTHA 681 2.1 L 146 H.P. LA MO 8TO 09 ABS CA OF TIEA CO OQ CS OS | 105 | - | 646 | 115 | ī | ō | ŏ | ŏ | ō | 0 | Ö | Ó | 0 | 0 | ٥ | 0 |
| ONNOCET | 08160088 | OV ASTRA STATION WASON LA BIO AUT OS ASS DA DE TELA DO SO OS OS | 100 | 1000 | 1894 | 672 | 20 | 0 | 0 | ٥ | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| OHENMOLET | 00100000 | CY CAYALIER EQUIPADO LA IMO AUT DE ARRICA DE TIMA OT RO EM DÁ 8-3P | 0 | 10 | 34 | 13 | 12 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OCHOLIT | 00100040 | CV CAVALER EQUIPADO LA BIÓ ALIT (M ASS CA SE TELA OT SQ 66 05 5-47 | 0 | 23 | 40 | 20 | 69 | 23 | 22 | 22 | 29 | | 100 | 96 | 34 | 43 | 0 | 0 |
| CHEVROLET | CB180041 | CY CAWALIER BOLUPADO RINGE LA BAD ALIT DE ABB CA CE TIBLA CO BO 60 00 L-3P | O. | | 27 | 15 | 10 | 0 | 0 | Ô | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 |
| CHEMPOLET | 00100012 | CY CAYALER SCUIPADO RINES LA SIO AUT DI ARS CA CE TELA CO SO SE DE CAP | 0 | | 10 | 77 | 10 | ٥ | 0 | 0 | O | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CHEVROLET | 00100043 | OV ZAPIRA MONOVOLLIMEN 1.8 L LA BAO STE DE DAY CA DE TELA OT DO DE DA MASP | 49 | 441 | 273 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | ٥ | ٥ | 0 | 0 | 1 |
| CHEVROLET | 00100014 | CAN STANDARD PRODUCE THE REST OF THE PARTY OF THE CAN CONTRACT OF THE PARTY OF THE | 366 | 1887 | 451 | 10 | 4 | 1 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | • | 0 | 0 |
| CHEVACUET | C0160048 | CV ZAPRA MONOVOLUMEN 2.3 L REMES LA RIGO ALIT ON ARIS CA CIE TREA CO RC CIP DE H-EP | 131 | 1186 | 806 | | | • | 1 | ٥ | 0 | 0 | 0 | ٥ | 0 | 1 | 0 | ö |
| CHENROLET | CO16ED46 | OV CHERY STATION WASON LA INCI AUT OF DAT SA TEL TIELA CT SO SE SE | 240 | 677 | 298 | 124 | 176 | 0 | 0 | 0 | ů | 1 | ٥ | ٥ | ů | Ö | ĕ | ĭ |
| CHEVROLET | 00100047 | CY CHERY STATION WASON LA BIED ALT ME DAT DA DE TELA OT SO SO SE | 472 | 2004 | 806 | 212 | 80 | ŏ | 0 | ŭ | ŏ | ò | ŏ | ŏ | ŏ | ă | ŏ | ė |
| CHEVROLET | C8188046 | CV ANTRA COMPORT C 114 HJP, LA BIJO STD ON ARRE CA CE TINA CO BO CO GO O-6P | 211 186 | 902 | 984 804 | 118 190 | 30 | ŏ | ŏ | ŏ | ŏ | ň | ŏ | ă | ň | ŏ | ŏ | ă |
| CHEMPOLET | 00100040 | OV ARTIRA COMPTENT D 114 H.P. LA MIC ALT OF ARE CA CE TIELA CO SCI CE CAP | 1-4 | 14 | 19 | ,,,, | - | ŏ | ŏ | ŏ | ŏ | ō | 5 | ŏ | ŏ | ŏ | Ď | ō |
| CHEVROLET | C0100000 C0100001 | CV ASTRA BLEGANCE E 22 L 145 H.P. LA BIO STO OI ABO CA CE PEL CO CO CE OF 64P CV ASTRA BLEGANCE F 2.2 L 146 H.P. LA BIO AUT OI ABO CA CE PEL CO CO CE OF 65 F-4P | - 7 | 25 | 29 | õ | ŏ | ŏ | ō | ō | ŏ | ō | ŏ | ō | ō | ō | ō | Ó |
| CHEVROLET | 08180088 | CY CHECKY STATION MARION OIL MILA MICE STD 66 DAT CA SELTELA CT SC SE OM M | 11 | 100 | 80 | Ă | ō | ō | ō | ō | Ó | 0 | ø | 0 | 0 | 0 | 0 | ٥ |
| CHENNOLET | CONSCIONA | OV ZAPIRA MONOVOLLIMEN 2.3 L RIAGORIO LA BAP AUT SE ABS DA DE TELA CO SO CE DE H-EF | 236 | 991 | ō | ó | ò | 0 | 0 | 0 | 0 | Ö | 0 | 1 | 0 | 0 | 0 | 0 |
| CHEMICAL T | 00180084 | CYARTRA TIPICO M 128 H.P. 1.8 L. LA MOSTDISCAGARITELA CTROSSONASP | 6 | 800 | - 95 | 110 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CHEVACLET | 00160066 | OV ANTIRA TIPROD MI 123 H.P. 1.5 L.LA MAD STD 06 DV CA SE TELA OT SQ RP 05 M-3F | 136 | 2 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| OHEVROLET | CO160065 | OV MERIVA MONOCAS IS BASKOO LA REPIETTO OS DIVI SA CELTELA CO SQ 68 65 7-75 | 327 | 9 | ٥ | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| OHENROLET | 00100007 | CV MIRRAM MONOGAR M. BARKOO LA REP ETD DE DIV DA CIE TIELA CO RO 88 06 F-78 | 271 | 4 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CHEVROLET | 00100000 | OV METRINA MONOCAR I CICOMPORT LA IMPIETO SE DIVI CA CE TELA OD SICI SE CE F-76 | 708 | | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | ů | Ö |
| CHEVROLET | CO-1600000 | CV CAVALLER A 140 H.P. LA MIP STD 02 ARS SA SEE TELA CO SIG 08 A-MP | 0 | 0 | 0 | 0 | 0 | 0 | ŏ | 0 | 0 | ŭ | ŏ | ă | ň | ö | ŏ | ŏ |
| QH QVR QLET | 08160060 | CV CAYALER # 440 H.P. L4 BAP 6TO 68 AMS CA SE TELA CO 9Q CF 06 F-27 | 1 | 0 | 0 | 0 | 0 | Ö | 0 | ŏ | ŏ | 20 | 15 | 10 | 82 | ă | ŏ | ŏ |
| CHENTICLET | CONTROL 1 | CHY CANALIER E 140 H.P. LE MET AUT OF ABO CA SEE TELA CO SQ COS OF SHE | Ž | | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ~~ | ă | .0 | | ō | ŏ | ō |
| CHENNOLIT | 00100000 | CV CAVALER & 140 H.P. LA REP BYD OLABO SA SETELA CO SC OS OS A-PP CV CAVALER B 140 H.P. LA REP BYD OLABO CA SE TELA CO SC OS 95 S-P | ij | ĭ | ă | ŏ | Ğ | ö | ŏ | ŏ | ŏ | ō | ŏ | ŏ | ŏ | ŏ | ō | ō |
| CHEVROLET | 00100000 | CV CAVALIER 8 140 H.P. LI IMP AUT OI ARE CA SE TELA CO SO DE DE DE PAP | i | ŏ | ŏ | ŏ | ŏ | ŏ | ō | ō | ŏ | 30 | 26 | 20 | 51 | ō | ō | ò |
| CHENROLET | D0160601 | CV MALERY ENDAY LICIA MP AUT OF ABO SA SETTELA OT SCI CO CO | 404 | 1184 | 1127 | 1600 | 1066 | E200 | 426 | 173 | ō | 0 | 0 | 0 | 0 | 0 | 0 | 406 |
| OMENHOLET | DOMEDOOR | CIV MALIBU SEDAN VE RAP AUT SI ARRE SA SE TELA CT SO OS OS | 49 | 80 | 712 | 817 | 41 | 30 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| CHEVROLET | 00160006 | DV MALEEU BEDAN LE VE BEP AUT OF ABO DA DE TELA DO RO CO DE | 634 | 2680 | 2000 | 4922 | 2646 | 2631 | 1830 | 616 | 1 | ٥ | 0 | 0 | 0 | 0 | 0 | 14 |
| OHEVROLET | D0160004 | OV MALIBU GEDAN UR VEI BEP ALIT DI ABRI DA CEI PREL CO SO CEI DE | 174 | 1112 | 894 | 577 | 896 | 700 | 486 | 4 | 0 | 0 | 0 | ٥ | ٥ | 0 | 0 | 1 |
| CHEVROLET | D0100006 | CV MALIEU SEDAN LE VE REP AUT ON ASSE CA CIE PREL OD OOL DE ÓS | 120 | 796 | 112 | 87 | - 44 | 42 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | | ٥ | 0 |
| OHEVROLET | 80160601 | OV ORLESSRITY AUSTRINO, Y. MICH. F. VS NOR STD 34 DIT SA SETTELA PM SC 99 05 | 0 | 0 | ٥ | 0 | 0 | ۰ | ٥ | 0 | | 0 | 0 | 1 | 0 | 1 | - 6 | 818 228 |
| CHEVROLET | 80480003 | OV CHARRYTY NORMAL VE F.I STD IN DIT SA SIG TELA PIN SIG SIG 06 | Ō | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 243 | 400 |
| CHEVROLET | 80100000 | CV CREATIVE MORNAL VS F.I STD 34 D.T CA SE TRIA PM SO 65 05 | 0 | 0 | 0 | ٥ | 0 | 0 | ò | 0 | Ö | 0 | | | ŏ | ŏ | 15 | 78 |
| CHEVROLET | M0100004 | OV ORLESPATY LUND VS FJ (FTD 34 DYT SA SE PREL PM SQ 58 OF | ŭ | ü | ĕ | ŏ | ŏ | ņ | ŏ | Ö | ŏ | ŏ | ň | ő | ŏ | ŏ | 37 | 76 |
| CHEVROLET | 80160866 | CV CREATERTY LLUO VI F.I STD 34 D/T GA 98 PMB. PM SQ 35 4 | ŏ | ŏ | ă | ŏ | ŏ | | ŏ | ŏ | ĭ | ŏ | ŏ | ĭ | ŏ | ŏ | 42 | 395 |
| CHEVROLET | MO180008 | CY COLUMNITY (LLIO VS F.) AUT 34 DYT CA 600 PREL PM 602 600 65 | ă | ŏ | ŏ | ă | ŏ | ė | ŏ | ŏ | - i | ŏ | ō | ò | ō | ō | ō | 37 |
| CHEVROLET | HD160007 | CV CELEBRITY BURGEPORT VS F1 STD 34 D/T CA 66 PREL FM 60 66 06 CV CELEBRITY BURGEPORT VS F1 AUT 34 D/T CA 66 PREL FM 60 66 06 | ō | ō | ŏ | ŏ | ō | ŏ | ō | ō | ó | ŏ | õ | D | ō | ō | ō | 34 |
| CHEVROLET | ED100000 | OV VISITING COMPORT E.B.L. IA BAP AUT OF ABIG CA OE PIEL OF SQ OS OF | 301 | 319 | č | ō | ō | ō | ō | ō | ò | 0 | 0 | 0 | ٥ | 0 | ٥ | 0 |
| OHEVROLET OHEVROLET | E0180010 | CY VECTRA COMPORT \$2 L VS MP AUT OF ABS CA OF PEL CO SC OS OS | 223 | 184 | ō | ō | ŏ | ō | Ō | 0 | 0 | 0 | o | 0 | 0 | 0 | 0 | 0 |
| CHEVROLET | 80180011 | CV VIICTRA III BIDANCIE 3.3 L VII BIP AUT OI ABB CA CIE PIEL CD BC CB CB | 342 | 126 | 0 | 0 | o. | 0 | 0 | 0 | 0 | 0 | 0 | D | 0 | 0 | 0 | 0 |
| CHEVROLET | F0160001 | CV BAPALA S.4 LTB. ALASTERO VA BAP AUT DA ARIO SA RELTELA OT SÚ CE DE | 0 | 19 | 73 | 135 | 87 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | |
| CHEMICULET | P0100008 | CV IMPALA 2.6 LTB. TIPIOC VS MIP AUT OF ABS CA SE TELA CD SQ CE OS | 39 | 107 | 196 | 274 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| CHEVROLET | P0160006 | OV IMPALA REILTE. LLLIO VE SEP AUT SI ASS CA CE TELA CO SQ CE DE | M | 207 | 207 | 448 | . 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| CHEVROLET | F0180004 | CV REPAIA S.S. LTS. LIS TEMPOO VISINET ALLT ON ARRE CA SIS TISLA CO. SIQ CIS OS | | 96 | 90 | 182 | 37 | 0 | o | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 2 |
| OHEVROLET | F0160006 | CV IMPALA 3.6 LTS. LIS SEMISCUIPADO VE IMP AUT DI ARRICA CIE PIEL CO RO CE DE | 240 | 893 | 147 | 202 | 243 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CHEVROLET | P0160008 | CIV INSPALA 8.8 LTS. LB LLLIC VIE BAP AUT OF ABS CA CE PIEL CO CQ CE 64 | 3 | 24 | 176 | 323 | 266 | 0 | 0 | U | J | v | J | U | ٠ | U | J | J |

SESA 8. UNIDADES EXPUESTAS POR MARCA Y MODELO

| | | | LAtimo | | | | | | | | | | | | | | | |
|--|--|--|--|---|---|---|---|---|--|---|--|--|--|--|---|---|---|---|
| ARMAD_DES | CLAVE | DESCRIPCION | Modelo | 2002 | 2001 | 2000 | 1999 | 1988 | 1997 | | | 1994 | 1993 | | 1981 | 1990 | 1989 | 1900 |
| OHEVROLET | HB160001 | OV QAVALUR DEPORTIVO 224 VE P.I. STD 66 D.T. SA 96 TELA OT 9Q 66 06 F.3P | 0 | 1 | 0 | 0 | 0 | 1 | • | 40 | 42 27 | 107 | 145 | 121 114 | 71 106 | 29 | ŏ | ō |
| OHEVROLET | HD180802 | CY CAVALLER DEPORTING 254 EQ. VE F.I 6TD OE D/T CA 66 PEL CT CO 68 OF J-27 CY CAVALLER DEPORTING 254 VE F.I AUT 62 D/T CA 66 TELA CT 90 98 06 K-3F | ŏ | ŏ | ó | Ö | ŏ | ĭ | 1 | 57 | 31 | 227 | 270 | 204 | 143 | - 35 | 1 | i |
| CHEVROLET CHEVROLET | H9160000 H9160004 | OV CANALISM DISPORTING ZEN SQ. VIII F.I AUT DE DIT CA SE PREL CT CQ SE DE L'EP | ŏ | ŏ | ŏ | ŏ | ō | ò | o | 64 | 30 | 200 | 206 | 181 | 147 | 32 | 0 | 0 |
| OHEVROLET | 10160001 | OV CAMARIO HIS CREPORTIVO WE MAP STD OF ARIS CA OF TELA OT SQ OR OF | Ō | 3 | Ĩ | 2 | 10 | 13 | 23 | 59 | 153 | | 12 | 3 | 1 | 0 | 2 | 4 |
| CHEVROLET | 10100001 | DV CAMARO HIS DEPORTIVO VISINIP STD OIL ABB CA OIL PINL CO OC CIS 04 | 0 | 0 | 2 | o | 4 | | 12 | | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 1 |
| CHEVROLET | 40180003 | OV CAMARO HE DEPORTIVO VE EUP AUT DE ARIS DA CE TIELA OT SO, CE DI | 0 | 4 | 4 | 26 | 24 | 67 | 120 | 162 | 136 | 50 | • | 0 | 1 | | 0 | • |
| CHEVROLET | 10160604 | OV CAMARIO HIS DEPORTIVO VE IMP AUT DE ABRE CA CIE PREL OD DO CIE DE | 0 | 13 | 12 | 32 | 45 | 42 | 126 | 104 | 63 | 1 | . 1 | 4 | 4 | 3 | , | 0 |
| CHEVROLET | 101400006 | OV CAMANO CONVERTIBLE VE BAP AUT DE ARIS CA DE PRÈL DT BIG DIS DA | 0 | 0 | 1 | 2 | | 10 | 14 | 22 | | 0 | , | 0 | • | ŭ | | ŏ |
| OHEVROLET | 10160008 | CV CAMARO CONVERTIBLE VE REP ETD OZ ARG CA OE PEEL CT SQ 95 (4 | 0 | 10 | 18 | 13 | 0 | 26 | 26 | 10 | 15 | - | 28 | Ť | 4 | 81 | ŏ | ž |
| OHEVROLET | J0180801 | GV CORNETTE COUPE. HARD TOP VE IMP AUT OF ARE CA OF PIEL OD CQ OR OR | 11 | 22 | 14 | 14 | | 37 | 12 | 7 | á | 20 | -~ | 24 | = | 17 | ŏ | ō |
| CHEVROLET | J016000E | OV CORNETTE COUPE. H.T. VEINIP STO 05 ABS CA CE PIEL CO CO CE CE CV CORNETTE CONVERTIBLE VEINIP STO 05 ABS CA CE PIEL CO SQ 05 05 | | 16 | '7 | | 7 | 16 | 7 | ò | 1 | - | ī | 12 | 12 | Ö | ō | ò |
| OHEVROLET OHEVROLET | J0160000 J0160004 | CV CORNETTE CONVENTENTE VE NEP AUT OF ARE CA CE PIEL CO SQ OR OR | - 4 | 10 | | š | ī | 4 | ÿ | ō | Ó | 0 | 1 | 1 | • | ō | Ö | 0 |
| CHEMBOLET | .D160006 | OV DORNATTE CONVERTIBLE SO ANIVERSANSO VS MIP STD OF ABS CA OF PSE. CD SQ OS OS | D | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CHINACLIT | M0140001 | OV BLAZER TENCA VS RAP STD 04 D/T SA SE TELA OT SQ 08 06 D-4P | 0 | 0 | 81 | 37 | 34 | 24 | 10 | 87 | 118 | 93 | 182 | 229 | 202 | 109 | 20 | 156 |
| CHEVROLET | MOHEOUSE | OV ELAZER LLUID VI) MIP STID OF DAT CALCE PEEL CIT SID CIŞ DE P-4P | 0 | 0 | 87 | 126 | 81 | 62 | 102 | 113 | 60 | 348 | 631 | 304 | 210 | 92 | 1 | 7 |
| CHEVROLET | M0180008 | CV BLAZER LLUG VS MAP AUT SI ABS CA DE VELOUR OT BQ 09 05 N-4P | ٥ | 0 | 72 | 0 | 2 | 7 | 60 | 165 | 93 | 411 | 806 | 384 | 246 | 118 | • | 23 18 |
| CHEVROLET | MD160004 | CV BLAZER TYPICA VE RIP AUT OF ARE CA CE THEA CT RC CIS BE | 0 | 1 | 0 | | | . 0 | | | 63 | 40 | 29 | 20 | 184 | 12 | - 3 | 24 |
| CHEVROLET | M010006 | OV BLAZER SOLEPADA VIO SEP AUT DI ASSO CA CE TELA OT SQ 08 06 | 0 | 45 | 201 | 242 | 195 | 187 | 134 | 874 | 412 | 497 | 362 | 161 | 7 | 12 | - 7 | - |
| CHEVROLET | M0160006 | OV BLAZER TP: BQ: 4 X 2 LE VE BMF AUT 04 ABB CA OB VBLOUR OT BQ OB OB | 0 | 102 | 176 | 290 | 274 | 371 40 | 14 | : | - 1 | , | ò | ő | ő | 'n | ŏ | - 4 |
| CHEMPIOLET | M0140007 | CV SLAZIR TP, EQ. 4 X 4 LB VII RP AUT OF ARR CA CE VILLOUR CT SQ CE OF | | , | _ ŭ | 103 | 22 | 34 | '3 | ò | ì | - 1 | ŏ | ŏ | ŏ | ŏ | ō | i |
| CHEVROLET | MO100000 | OV BLAZER TP. BG. 4 X 2 LT VS BIP AUT OF ABS CA OE VELOUR OT SQ 08 05 CV SLAZER LI, BG. 4 X 2 LT VS BIP AUT 64 ABS CA OK PEL OT SQ 08 06 | 72 | 19 | 181 | 181 | 200 | 100 | 23 | - 1 | ò | i | 2 | ŏ | 1 | ō | ō | 0 |
| OHEVROLET OHEVROLET | M0180010 | CV BLAZER LJ. BC. 4 X 2 LT VS MIP AUT 04 ABB CA OE PIEL OT OC OB OF | | ō | 1 | | 20 | | 1 | Ó | ō | Ö | 0 | 1 | Ó | ō | 0 | 0 |
| CHEMICLET | M0180811 | OV BLAZER LL BQ. 4 X 4 LT VE BAP AUT 64 ABS OA OE PIBL OT 60 OB 05 | ō | 2 | 46 | 100 | 108 | 129 | 10 | 3 | 2 | 4 | 1 | 2 | 1 | 0 | 0 | 1 |
| OHENDOLET | MONOGOTZ | CV BLAZER LJ. SQ. 4 X 4 LT VS MP AUT 64 ARS CA OE PRE, CT OCI OB 05 | Ó | • | 2 | 5 | | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| CHENROLET | M0100018 | OV TRAIL ILLASER TIPO A 4 X 3 LB LB IMP AUT OF ABS OA OE TELA OD SQ OB OF | 848 | 1943 | 63 | 2 | 0 | 0 | ٥ | • | 0 | 0 | 0 | 0 | ۰ | ٥ | 0 | 0 |
| CHEVROLET | M0180014 | DY TRAIL BLAZER TIPO 6 4 X 3 LT LE MP AUT 04 ABS CA 06 PEL 00 90 06 06 | 444 | 1216 | 180 | 0 | 0 | 0 | Ō | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CHEVROLET | M0100015 | OV TRAIL BLAZER TIPO O LTZ 4 X 4 BQ, LIF BAP AUT \$4 ABB CA OF PREL CO CO CO CO CO | 200 | 1126 | 124 | 0 | 0 | | _0 | 2 | 1 | | 7 | | 42 | | 100 | 1048 |
| CHEMICALET | M0160601 | DV QUALIFIERAN RESIDER ALJETERA VE MAP STD ON DYT GA GE TELA OT GQ GG GG CO-C-DO | • | - 1 | 2 | 0 | - 1 | 15 | 27 | 80 | 26 0 | 34 | 67 7 | 53 4 | 36 | 119 | 229 | 180 |
| CHEVROLET | NO160003 | OV BURNAMI GREATA LULIO VE RAP RETO DA DAT RA SEL TREA CÓ RO DE DE CAD | , | 110 | | 78 | - a | • | | 115 | _ | 96 | 113 | 100 | 120 | 341 | 194 | 88 |
| CHEMICLET | NO160606 | CY QUIJUNDANI MERRA EQUIPADA VE RIP ETD OS DIT DA DE VELOUR CT DO DE DE | - 4 | ij | 7 | 10 | 10 | 100 | 174 | 110 | 48 | 184 | 208 | 177 | 132 | | 70 | 384 |
| OHEVROLET OHEVROLET | ND160004 | CY BUBURBAN CURTOM VEIRE STO OF DIT OA SE VELCUR OT SO SE OF CY BUBURBAN LUJO VEIRE AUT SE DIT OA CE VELCUR OT SO OS OS | - 2 | 199 | 488 | 484 | 200 | 846 | 840 | 370 | 484 | 967 | 900 | 618 | 842 | 308 | 270 | 179 |
| | | | | | 778 | 677 | 748 | 831 | 1064 | 980 | 882 | 800 | | | | | 101 | 118 |
| /www.er | MOMENTO | OV BUSINESSAN CHARVENING VICTOR BASE AUT OR DAT OA OE VERDUR OT DO OR OR | 136 | 312 | | | | | | | | 7.7 | 663 | 200 | 198 | 110 | 101 | |
| CHEVROLET CHEVROLET | N0160006 N0160007 | CV BURUMBAN CHEYENNE VE MIP AUT OF DIT OA DE VELOUR OT BO DE DE CV BURUMBAN CHEYENNE VE MIP AUT OF DIT OA DE PIEL OT BO DE DE | 136 296 | 312 725 | 810 | 982 | - | 800 | 680 | 461 | 216 | 260 | 963 242 | 65 | 198 36 | 38 | 80 | 101 |
| CHEVROLET CHEVROLET CHEVROLET | ND100007 | OV BUBLIFERAN CHEVERING VS BUP ALIT OF DIT CA CE PIEL OT 60 OR 08 | | | | | 400 10 | | | | 215 | 260 41 | | | | 3 4 0 | | 101 |
| CHEVROLET | | | 296 1 0 | 725 1 | 010 0 21 | 942 3 10 | 10 10 562 | 559 76 1124 | 650 112 1407 | 451 94 1089 | 216 185 797 | 260 41 134 | 242 1 3 | 65 2 3 | 36 2 1 | 28 0 2 | 80 2 4 | 101 3 1 |
| CHEVROLET CHEVROLET | ND180007 NO180008 | OV BUILD/RIBMN CHEVERNIE VISIBLE AUT DE DAT CA CIE PREL CT BO OB DE OV BULVERNADO CUISTOM VIS P.I. BTD DE DAT CA DIE VELICURI OT BO DE DE PAR- | 295 1 0 0 | | 010 0 21 0 | 942 3 | 18 882 147 | 500 76 1124 306 | 650 112 1407 417 | 451 94 1089 231 | 216 185 797 79 | 260 41 134 64 | 342 1 3 0 | 65 2 3 0 | 36 2 1 0 | 28 0 2 0 | 80 | 101 3 1 0 |
| OHEVROLET CHEVROLET CHEVROLET CHEVROLET CHEVROLET | NO160007 NO160006 NO160006 NO160010 NO160011 | CV BELIMBAN CHETOBERS VERIFIED BY DIT ON CERPILL OT 60.08 06 OV BELIMBADO CUESTORS VEP FI STO 90 DIT ON 66 VEILOURI OT 60.08 05 P-MP OV BELIMBADO CUESTORS VEP FI ANT 00 DIT ON 66 VEILOURI OT 60.08 06 N-MP CV BELIMBADO CUESTORS VEP FI ANT 00 DIT ON CERPILC DIS 08 00 N-MP OV BELIMBADO LUES VEP FI ANT 00 DIT ON 68 VERIFIEDUR 00 60 00 06 M-MP | 296 1 0 0 | 725 1 1 0 | 010 0 21 0 | \$42 3 10 0 | 18 882 147 84 | 800 76 1124 306 197 | 112 1407 417 100 | 451 94 1089 | 216 105 707 70 44 | 260 41 134 64 24 | 242 1 3 0 0 | 65 2 3 0 | 36 2 1 0 | 2# 0 2 0 | #0 2 4 0 | 101 3 1 0 |
| OHEVROLET CHEVROLET OHEVROLET CHEVROLET CHEVROLET CHEVROLET CHEVROLET | NO180007 NO180006 NO180008 NO180010 NO180011 NO180012 | CV SUBURBAN OHEYDRIE VS BIP ALT 00 DT CA CE PBL CT 00 DS 00 OV SUBMADO CUSTOM VS F. STD 00 DT CA CE VBLOOT TO 00 00 DS PAP OV SUBMADO CUSTOM VS F. STD 00 DT CA CE VBLOOT OT 00 00 DS 00 PAP OV SUBMADO LIJAC (LUDS) VS F. ALT 00 DT CA CE PBL. CD 00 BB 00 PAP OV SUBMADO LIJAC (LUDS) VS F. ALT 00 DT CA CE PBL. CD 00 DB 00 PAP OV SUBMADO GURBE (LUD VS F. ALT 00 DT CA CE VBLOOT CO 00 DS 00 PAP OV SUBMADO GURBE (LUD VS F. ALT 00 DT CA CE PBL. CD 00 DB 00 PAP | 296 1 0 0 0 | 725 1 1 0 1 0 | 010 0 21 0 0 2 | \$42 3 10 0 1 | 18 882 147 84 88 | 800 76 1124 306 197 73 | 112 1407 417 100 30 | 461 94 1089 231 62 | 216 185 797 79 44 | 260 41 134 64 24 0 | 342 1 3 0 | 65 2 3 0 | 36 2 1 0 0 | 28 0 2 0 | 80 2 4 | 101 3 1 0 |
| OMMOUNT CHEWROLET CHEWROLET CHEWROLET CHEWROLET CHEWROLET CHEWROLET | NO160007 NO160006 NO160006 NO160010 NO160011 NO160012 NO160018 | OV BLUBLINDAM OHEYDERE VE BIRP ALT 00 DT CA CE PRIL CT 60 DS 05 OV BLUBRINDO CUSTOR VE P. I STO 60 DT CA 62 VEDUCOT 15 G 60 DS PAP OV BLUBRINDO LLUG (LLUG) VE F. I ALT 05 DT CA GE PRIL CD 60 BE 64 N-6P CV BLUBRINDO LLUG (LLUG) VE F. I ALT 05 DT CA GE PRIL CD 60 BE 05 N-6P OV BLUBRINDO GLIGO VE F. I ALT 05 DT CA 68 VEDUCOR CO 65 DS 64 N-6P OV BLUBRINDO GLIGO VE F. I ALT 05 DT CA 68 VEDUCOR CO 65 DS 65 N-6P OV BOUNDA AUSTERIO VE F. I ALT 05 DT CA 65 TELL 07 T6 Q 65 GS | 296 1 0 0 0 2 | 725 1 1 0 1 0 | 010 0 21 0 0 2 80 | 982 3 10 0 1 0 | 18 882 147 84 84 47 | 509 76 1124 308 197 73 0 | 112 1407 417 100 | 461 94 1089 231 62 1 0 | 218 185 797 78 44 0 | 260 41 134 64 24 | 242 1 3 0 0 | 65 2 3 0 | 36 2 1 0 | 28 0 2 0 0 | #0 2 4 0 1 | 101 3 1 0 1 |
| OMENTOLET CHEVROLET CHEVROLET CHEVROLET CHEVROLET CHEVROLET CHEVROLET CHEVROLET CHEVROLET | N0160007 N0160006 N0160006 N0160010 N0160011 N0160012 N0160018 N0160014 | CV BLUEURIAM OHISTOPHER VEIRIF ALT 60 DT CA CE PRIL. CT 60 DE 60 OV BLUEWINDO CULDTO VE P. I STO 60 DT CA CE VEILOUR CT 60 DE 60 PAP OV BLUEWINDO CULDTO (LLDG) VE P. I ALT 60 DT CA CE VEILOUR CT 60 DE 60 PAP OV BLUEWINDO CULDTO (LLDG) VE P. I ALT 60 DT CA CE PRIL. CD 60 DE 60 PAP OV BLUEWINDO CULDTO VE P. I ALT 60 DT CA 60 TEILOUR 60 DE 60 PAP OV BLUEWINDO 60 PRIR LULD VE P. I ALT 60 DT CA 60 TEILOUR 60 DE 60 PAP OV BOUNDA AUSTRIAN OF P. I ALT 60 DT CA 60 TEIL CT 60 DE 60 PAP OV BOUNDA AUSTRIAN OF P. I ALT 60 DT CA 60 TEIL CT 60 DE 60 DE OV BOUNDA AUSTRIAN OF P. I ALT 60 DT CA 60 TEIL CT 60 DE 60 DE | 296 1 0 0 0 2 149 | 725 1 1 0 1 0 36 470 | 610 0 21 0 0 2 80 400 | 982 3 10 0 1 0 119 805 | 160 16 642 147 64 36 47 | 800 76 1124 306 197 73 | 650 112 1407 417 100 30 | 461 94 1089 231 62 | 216 185 797 79 44 | 260 41 134 84 24 0 | 242 1 3 0 0 0 | 3 0 1 0 | 36 2 1 0 0 | 28 0 2 0 0 | #0 2 4 0 1 0 | 101 3 1 0 1 0 |
| OHEVROLET CHEVROLET CHEVROLET CHEVROLET CHEVROLET CHEVROLET CHEVROLET CHEVROLET | N0160007 N0160006 N0160006 N0160010 N0160011 N0160012 N0160018 N0160016 | CV SUBLINIAM OHITYDINE VE MIP ALT 00 DT CA CE PRE, CT 60 08 06 OV SULVEMOD OLUTION VE F. I STD 60 DT CA CE PRE, CT 60 08 06 OV SULVEMOD OLUTION VE F. I STD 60 DT CA CE VELOUR OT 60 08 00 PAP CV SULVEMOD OLUTO (LUDIS) VE F. I ALT 08 DT CA CE VELOUR CD 60 08 08 N-9 OV SULVEMOD OLUTO VE F. I ALT 08 DT CA CE VELOUR CD 60 08 08 N-9 OV SULVEMOD SULPER LUDO VE F. I ALT 08 DT CA CE VELOUR CD 60 02 08 N-9 OV SULVEMOD SULPER LUDO VE F. I ALT 08 DT CA CE TELL OT 90 08 09 08 N-9 OV SULPERA ALETERO VE F. I ALT 08 DT CA CE TELL OT 90 08 08 OV SULVEMA LUDO VE F. I ALT 08 DT CA CE TELL OD 90 08 08 OV SULVEMA SULPER LUDO VE F. I ALT 08 DT CA CE TELL OD 90 08 08 | 296 1 0 0 0 2 | 725 1 1 0 1 0 | 010 0 21 0 0 2 80 | 982 3 10 0 1 0 | 18 882 147 84 84 47 | 76 1124 306 197 73 0 | 650 112 1407 417 100 30 | 461 94 1089 231 62 1 0 | 218 185 797 79 44 0 0 | 280 41 134 84 24 0 0 | 242 1 3 0 0 0 1 | 3 0 1 0 1 0 | 36 2 1 0 0 | 28 0 2 0 0 | #0 2 4 0 1 0 0 | 101 3 1 0 1 0 |
| OHEVYOLET CHEVNOLET CHEVNOLET CHEVNOLET CHEVNOLET CHEVNOLET CHEVNOLET CHEVNOLET CHEVNOLET CHEVNOLET CHEVNOLET | NO100007 NO100008 NO100008 NO100010 NO100011 NO100013 NO100014 NO100016 NO100016 | CY SUSURISMO CHETOTERS WE REP AUT ON DOT CA CIS PRILL CT 90.00 00 OV SULVISMOCO CUSTOMS VE F1 STD 90 DYT CA 662 VELLOUR CT 90 00 00 P-AP OV SULVISMOCO CULVO (LUCR) 3 VE F1 AUT ON DYT CA CIS PRILC CO 90 00 NO P-AP OV SULVISMOCO CULVO (F1 AUT ON DYT CA CIS PRILC CO 90 00 NO P-AP OV SULVISMOCO CULVO (F1 AUT ON DYT CA 612 PRILC CO 90 00 NO P-AP OV SULVISMOCO SULPRI LULVO VE F1 AUT ON DYT CA 612 PRILC CO 90 00 NO OV SONORA AUSTINO VE F1 AUT ON DYT CA 612 PRILC OT 90 00 NO OV SONORA SULPRI CULVO VE F1 AUT ON DYT CA 612 PRILC CO 90 CO 90 NO OV SONORA SULPRI CULVO VE F1 AUT ON DYT CA 612 PRILC CO 90 CO 90 NO OV SONORA SULPRI CULVO VE F1 AUT ON DYT CA 612 PRILC CO 90 CO 90 NO OV SONORA SULPRI CULVO VE F1 AUT ON DYT CA 612 PRILC CO 90 CO 90 NO OV SONORA SULPRI CULVO VE F1 AUT ON DYT CA 612 PRILC CO 90 CO 90 NO OV SONORA SULPRI CULVO VE F1 AUT ON DYT CA 612 PRILC CO 90 CO 90 NO OV SONORA SULPRI CULVO VE F1 AUT ON DYT CA 612 PRILC CO 90 CO 90 NO OV SONORA SULPRI CULVO VE F1 AUT ON DYT CA 612 PRILC CO 90 CO 90 NO OV SONORA SULPRI CULVO VE F1 AUT ON DYT CA 612 PRILC CO 90 CO 90 NO OV SONORA SULPRI CULVO VE F1 AUT ON DYT CA 612 PRILC CO 90 CO 90 NO OV SONORA SULPRI CULVO VE F1 AUT ON DYT CA 612 PRILC CO 90 CO 90 NO OV SONORA SULPRI CULVO VE F1 AUT ON DYT CA 612 PRILC CO 90 CO 90 NO OV SONORA SULPRI CULVO VE F1 AUT ON DYT CA 612 PRILC CO 90 CO 90 NO OV SONORA SULPRI CULVO VE F1 AUT ON DYT CA 612 PRILC CO 90 CO 90 NO OV SONORA SULPRI CULVO VE F1 AUT ON DYT CA 612 PRILC CO 90 CO 90 NO OV SONORA SULPRI CULVO VE F1 AUT ON DYT CA 612 PRILC CO 90 CO 90 NO OV SONORA SULPRI CULVO VE F1 AUT ON DYT CA 612 PRILC CO 90 CO 90 NO OV SONORA SULPRI CULVO VE F1 AUT ON DYT CA 612 PRILC CO 90 CO 90 NO OV SONORA SULPRI CULVO VE F1 AUT ON DYT CA 612 PRILC CO 90 CO 90 NO OV SONORA SULPRI CULVO VE F1 AUT ON DYT CA 612 PRILC CO 90 CO 90 NO OV SONORA SULPRI CULVO VE F1 AUT ON DYT CA 612 PRILC CO 90 CO 90 NO OV SONORA SULPRI CULVO VE F1 AUT ON DYT CA 612 PRILC CO 90 NO OV SONORA SULPRI CULVO VE F1 AUT ON DYT CA 612 PRILC CO | 296 1 0 0 0 0 22 149 122 | 725 1 1 0 1 0 36 470 307 | 810 0 21 0 0 2 80 400 402 | 982 3 10 0 1 0 119 805 825 | 160 16 642 147 64 36 47 | 889 76 1124 306 197 73 0 0 | 680 112 1407 417 100 30 0 | 461 94 1089 231 62 1 0 0 | 218 185 787 78 44 0 0 | 280 41 134 84 24 0 0 | 242 1 3 0 0 0 1 | 3 0 1 0 0 | 36 2 1 0 0 | 28 0 2 0 0 0 | #0 2 4 0 1 0 0 | 101 3 1 0 1 0 0 0 |
| OHEWROLET CHEWROLET OHEWROLET | N0160007 N0160006 N0160006 N0160010 N0160011 N0160012 N0160018 N0160016 | CV SUBLINIAM OHITYDINE VE MIP ALT 00 DT CA CE PRE, CT 60 08 06 OV SULVEMOD OLUTION VE F. I STD 60 DT CA CE PRE, CT 60 08 06 OV SULVEMOD OLUTION VE F. I STD 60 DT CA CE VELOUR OT 60 08 00 PAP CV SULVEMOD OLUTO (LUDIS) VE F. I ALT 08 DT CA CE VELOUR CD 60 08 08 N-9 OV SULVEMOD OLUTO VE F. I ALT 08 DT CA CE VELOUR CD 60 08 08 N-9 OV SULVEMOD SULPER LUDO VE F. I ALT 08 DT CA CE VELOUR CD 60 02 08 N-9 OV SULVEMOD SULPER LUDO VE F. I ALT 08 DT CA CE TELL OT 90 08 09 08 N-9 OV SULPERA ALETERO VE F. I ALT 08 DT CA CE TELL OT 90 08 08 OV SULVEMA LUDO VE F. I ALT 08 DT CA CE TELL OD 90 08 08 OV SULVEMA SULPER LUDO VE F. I ALT 08 DT CA CE TELL OD 90 08 08 | 296 1 0 0 0 22 146 122 34 | 725 1 1 0 1 0 36 470 307 261 | 810 0 21 0 0 2 80 400 402 3 | 982 3 10 0 1 0 119 805 825 | 489 18 182 147 84 36 47 384 36 4 | 889 76 1124 306 197 73 0 0 0 | 680 112 1407 417 100 30 0 0 | 461 94 1089 231 62 1 0 0 | 215 185 797 79 44 0 0 0 0 | 280 41 134 84 20 0 0 0 0 0 | 342 1 3 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 85 2 3 0 1 0 0 0 0 0 0 | 36 2 1 0 0 0 0 0 | 200000000000000000000000000000000000000 | #0 2 4 0 1 0 0 0 0 | 101 3 1 0 1 0 0 0 |
| OHEVYOLET CHEVNOLET CHEVNOLET CHEVNOLET CHEVNOLET CHEVNOLET CHEVNOLET CHEVNOLET CHEVNOLET CHEVNOLET CHEVNOLET | NO180007 NO180008 NO180008 NO180010 NO180010 NO180011 NO180012 NO180016 NO180016 NO180016 | CV BUSINESSM OHEYDENE VE SIEP ALT 00 DT CA CE PRE, CT 00 00 00 OV BUSINESSO CUSTOM VE P. I STD 00 DT CA CE PRE, CT 00 00 00 PAP OV BUSINESSO (LUL) (LUCS) VE P. I ALT 00 DT CA CE VIBLOUR OT 00 00 00 PAP OV BUSINESSO (LUL) (LUCS) VE P. I ALT 00 DT CA CE PRE, CD 00 00 00 PAP OV BUSINESSO (BURIN LUL) VE P. I ALT 00 DT CA CE PRE, CD 00 00 00 PAP OV BUSINESSO (BURIN LUL) VE P. I ALT 00 DT CA CE PRE, CD 00 CE 00 PAP OV BOSONA AUSTRIO VE P. I ALT 00 DT CA 00 PREL, CD 00 CE 00 PAP OV BOSONA AUSTRIO VE P. I ALT 00 DT CA 00 PREL, CD 00 CE 00 OV BOSONA AUSTRIO VE P. I ALT 00 DT CA 00 PREL, CD 00 CE 00 OV AVALANCES A CUAD CAS LE S.S. LOC REVE VE P. I ALT 0 DT CA CE TELA CD 00 CE 00 OV AVALANCES A CUAD CAS LE S.S. LOC REVE VE P. I ALT 00 DT CA CE TELA CD 00 CE 00 OV AVALANCES A CUAD CAS LE S.S. LOC REVE VE P. I ALT 00 DT CA CE TELA CD 00 CE 00 | 295 1 0 0 0 22 149 122 34 109 0 | 728 1 1 0 1 0 36 470 307 281 804 806 | 010 0 21 0 0 2 0 0 400 400 402 3 13 105 | 862 3 10 0 1 0 118 805 825 2 9 110 0 | 480 18 882 147 84 38 47 384 4 22 97 | 809 76 1124 208 197 73 0 0 0 0 136 0 | 680 112 1407 417 100 30 0 0 | 461 94 1089 231 62 1 0 0 0 0 0 0 29 | 215 185 797 78 44 0 0 0 0 0 0 | 280 41 134 84 24 0 0 0 0 | 242 | 3 0 1 0 0 0 | 36 2 1 0 0 0 0 0 0 | 30 0 0 0 0 0 0 0 | #0 2 4 0 1 0 0 0 0 | 101 3 1 0 1 0 0 0 0 0 |
| ONEWFOLET CHEVROLET ONEWFOLET ONEWFOLET ONEWFOLET CHEVROLET | NO160007 NO160006 NO160006 NO160010 NO160010 NO160012 NO160018 NO160016 NO160016 NO160016 NO160017 NO160018 | CV BUBLINDAM OHEYDRAE VS BAP ALT 00 DT CA CE PRE, CT 6Q 08 06 OV BULYBRADO CUSTOM VS F1 8TD 90 DT CA CE PRE, CT 6Q 08 06 ON PAP OV BULYBRADO CUSTOM VS F1 8TD 90 DT CA 6E VELOUR CT 90 08 00 PAP OV BULYBRADO LUMO (LUDE) VS F1 ALT 00 DT CA CE PRE, CD 90 880 08 PAP OV BULYBRADO LUMO (LUDE) VS F1 ALT 00 DT CA 6E VELOUR CD 90 08 08 PAP OV BULYBRADO SUPER (LUDO VS F1 ALT 00 DT CA 6E TELL 0T 90 08 09 OB 90 OV BULYBRADO SUPER (LUDO VS F1 ALT 00 DT CA 6E TELL 0T 90 08 09 OV BONORA AUSTRINO MF1 ALT 00 DT CA 6E TELL 0T 90 08 09 OV BONORA AUSTRINO MF1 ALT 00 DT CA 6E TELL 0T 90 08 09 OV BONORA AUSTRINO VS F1 ALT 00 DT CA 6E TELL 0T 90 08 09 OV AVALANDORS A GUADO CAS LE SE LE 46 R 9T VS F1 ALT 00 DT CA 08 TELA CD 90 CE 90 OV AVALANDORS A GUADO CAS LE SE LE 46 R 9T VS F1 ALT 00 DT CA 08 TELA CD 90 CE 90 OV AVALANDORS A GUADO CAS LE SE LE 46 R 9T VS F1 ALT 00 DT CA 08 TELA CD 90 CE 90 OV LUMBAN ONE YELLO VS F1 ALT 00 ARB CA 80 TELA CT 03 Q CE 90 OV LUMBAN NOR SE LE SE PAR ALT 00 ARB CE TELA CT 03 Q CE 90 OV LUMBAN NOR SE LE SE PAR ALT 00 ARB CE TELA CT 03 Q CE 90 | 205 1 0 0 0 2 140 122 34 103 100 0 | 728 1 1 0 1 0 36 470 307 281 804 986 0 | 810 0 21 0 0 2 80 400 402 3 13 185 0 | 882 3 10 0 1 10 805 825 2 9 110 0 | 400 16 882 147 84 47 204 22 97 0 | 808 76 1124 308 197 73 0 0 0 0 138 0 | 680 112 1407 417 100 30 0 0 0 0 0 0 0 | 461 94 1089 231 62 1 0 0 0 0 0 0 29 114 78 | 216 185 767 78 44 0 0 0 0 0 0 0 0 0 0 0 | 280 41 134 84 20 0 0 0 0 0 | 242 1 3 0 0 0 1 0 0 0 0 3 3 3 7 | 65 2 3 0 1 0 0 0 0 0 0 4 21 | 36 2 1 0 0 0 0 0 | 200000000000000000000000000000000000000 | 80 2 4 0 1 0 0 0 0 0 0 | 101 3 1 0 1 0 0 0 0 0 |
| OMENTOLET CHEVIOLET | NO160007 NO160006 NO160006 NO160016 NO160012 NO160018 NO160016 NO160016 NO160016 NO160017 NO160018 | CY SUSURISMO CHETONES VE MEY AUT OF DOT CA CEI PREL CT 90.00 05 OV SULVISMODO CUETONE VE F.I STO 90 DT CA CEI PREL CT 90.00 05 PAP OV SULVISMODO CUETONE VE F.I STO 90 DT CA CEI VELOURO CT 90 98 98 PAP OV SULVISMODO CUEDO (LUDO) VE F.I AUT 08 DT CA CEI PREL CO 90 08 99 PAP OV SULVISMODO CUEDO (LUDO) VE F.I AUT 08 DT CA CEI PREL CO 90 08 99 PAP OV SULVISMODO SULPRE LUDO VE F.I AUT 08 DT CA SEI TREL CO 90 08 99 PAP OV SULVISMODO SULPRE LUDO VE F.I AUT 08 DT CA SEI TREL CO 90 08 99 PAP OV SULVISMODO SULPRE LUDO VE F.I AUT 08 DT CA CEI TREL CO 90 08 99 OV SULVISMODO SULPRE LUDO VE F.I AUT 08 DT CA CEI TREL CO 90 08 99 OV SULVISMODO SULPRE LUDO VE F.I AUT 08 DT CA CEI TREL CO 90 08 90 OV SULVISMODO SULPRE LUDO VE F.I ST SE SE SE SE SE SE SE SE SE SE SE SE SE | 205 1 0 0 0 22 140 122 34 103 109 0 | 728 1 1 0 1 0 34 470 307 281 804 0 0 | 910 0 21 0 0 2 80 400 402 3 13 195 0 0 | 882 3 10 0 11 0 118 805 825 2 9 110 0 0 | 480 18 842 147 84 47 284 4 22 87 0 0 | 809 76 1124 308 197 73 0 0 0 0 138 0 0 | 680 112 1407 417 100 30 0 0 | 451 94 1089 231 62 1 0 0 0 0 0 29 114 78 | 215 185 797 78 44 0 0 0 0 0 0 | 280 41 134 84 20 0 0 0 0 0 | 242 1 3 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 85 2 3 0 1 0 0 0 0 0 0 | 36 2 1 0 0 0 0 0 0 0 0 1 25 12 12 | 30 0 0 0 0 0 0 0 | #0 2 4 0 1 0 0 0 0 | 101 3 1 0 1 0 0 0 0 0 0 |
| OMENVOLET CHEVROLET | NO160007 NO160006 NO160006 NO160010 NO160012 NO160012 NO160016 NO160016 NO160017 NO160016 PO160006 PO160006 PO160006 | CY BLIBLINGHM OHEYDRAIE VS BIP ALT 00 DT CA CE PRIL CT 90 00 00 OV BLIBMADO CULTO (\$1.000) VS F1 ALT 00 DT CA CE PRIL CT 90 00 00 OV BLIBMADO CULTO (\$1.000) VS F1 ALT 00 DT CA CE VRILCO T 90 00 00 PAP OV BLIBMADO CULTO (\$1.000) VS F1 ALT 00 DT CA CEI PRIL CD 90 00 00 PAP OV BLIBMADO CULTO VS F1 ALT 00 DT CA CEI PRIL CD 90 00 00 PAP OV BLIBMADO SUPRIL CULTO VS F1 ALT 00 DT CA 60 TELL 0T 90 00 00 OV BLIBMADO SUPRIL CULTO VS F1 ALT 00 DT CA 60 TELL 0T 90 00 00 OV BONORA ALSTERO VS F1 ALT 00 DT CA 60 TELL 0T 90 00 00 OV BONORA ALSTERO VS F1 ALT 00 DT CA 60 TELL 0T 90 00 00 OV AVALANCHE A CULTO VS F1 ALT 00 DT CA CEI PRIL CD 0D CD CS 00 OV AVALANCHE A CULTO CHE LT 81 L 400 RT VS P1 ALT 00 DT CA 00 TELA CD 90 CS 00 OV BULTON ONLY P1 ALT 00 DT CA CEI PRIL CD DT CA 00 TELA CD 90 CS 00 OV BULTON ONLY P1 ALT 00 DT CA CEI PRIL CD DT CA 00 TELA CD 90 CS 00 OV AVALANCHE A CULTO CHE LT 81 L 400 RT VS P1 ALT 00 DT CA 00 TELA CD 90 CS 00 OV BULTON ONLY P1 ALT 00 AND CA 00 TELA CT 90 CS 00 OV BULTON ONLY P1 ALT 00 AND CA 00 TELA CT 90 CS 00 OV BULTON ONLY P1 ALT 00 AND CA 00 TELA CT 90 CS 00 OV BUTTON ONLY P1 ALT 00 AND CA 00 TELA CT 90 CS 00 OV BUTTON ONLY P1 ALT 00 AND CA 00 TELA CT 90 CS 00 OV BUTTON ONLY P1 ALT 00 AND CA 00 TELA CT 90 CS 00 OV BUTTON ONLY P1 ALT 00 AND CA 00 TELA CT 90 CS 00 OV BUTTON ONLY P1 ALT 00 AND CA 00 TELA CT 90 CS 00 OV BUTTON ONLY P1 ALT 00 AND CA 00 TELA CT 90 CS 00 OV BUTTON ONLY P1 ALT 00 AND CA 00 TELA CT 90 CS 00 | 295 1 0 0 0 0 0 22 149 122 34 109 0 0 | 728 1 1 0 1 0 34 470 307 281 804 986 0 0 | 810 0 21 0 0 2 80 400 402 3 13 108 0 0 616 | 882 3 10 0 1 1 0 118 808 825 2 9 110 0 0 0 448 | 480 18 842 147 84 47 284 4 222 97 0 0 218 | 888 78 1124 308 197 73 0 0 0 0 138 0 0 | 680 112 1407 417 100 0 0 0 0 0 0 0 0 0 41 1 0 0 0 0 0 0 | 451 94 1089 231 62 1 0 0 0 0 0 29 114 78 19 | 216 185 797 79 44 0 0 0 0 0 0 0 0 0 108 26 67 | 280 41 134 84 24 0 0 0 0 0 0 84 37 9 | 242 1 3 0 0 0 1 0 0 0 0 3 3 3 7 | 85 3 0 1 0 0 0 0 0 0 4 21 9 0 | 36 2 1 0 0 0 0 0 0 | 200 00 00 00 00 00 00 00 00 00 00 00 00 | 80 2 4 0 1 0 0 0 0 0 0 0 0 0 0 | 101 3 1 0 1 0 0 0 0 0 0 0 |
| OMENVOLET CHEVROLET | NO 160007 NO 160008 NO 160010 NO 160010 NO 160011 NO 160014 NO 160014 NO 160016 NO 160016 NO 160016 NO 160016 PO 160004 PO 160004 PO 160004 PO 160004 | CY BLEARMAN OFFITTHERE WE REP ALT 60 DT CO. OIL PRILL CT 60 OIL 60 OV BLYMPHODO CUSTOME VE F.I STO 90 DT CO. OIL PRILL CT 60 OIL 60 PAP OV BLYMPHODO CUSTOME VE F.I STO 90 DT CO. OIL VELOUR, OT 60 08 08 PAP OV BLYMPHODO CUSTOME VE F.I ALT 60 DT CO. OIL PRILL CO. 00 01 09 PAP OV BLYMPHODO CUSTOME VE F.I ALT 60 DT CO. OIL PRILL CO. 00 01 09 PAP OV BLYMPHODO CUSTOME VE F.I ALT 60 DT CO. OIL PRILL CO. 00 01 08 PAP OV BLYMPHODO GUSTOME USO OIL OIL OV F.I ALT 60 DT CO. OIL PRILL OIL CO. 00 08 PAP OV BONDORA BLYTHER LUSO VE F.I ALT 60 DT CO. OIL PRILL OIL OIL CO. 00 OV BONDORA CUSTOME VE DE TO CO. OIL PRILL OIL OIL CO. 00 OV BONDORA CUSTOME VE F.I ALT 60 DT CO. OIL PRILL OIL CO. 00 OV AVALANDORE A CUSTOME CARE IT S.B.L. 40K PRIL VE F.I ALT 60 DT CO. OIL TRILA CO. 00 CO. OIL OIL CO. OIL TRILA CO. 00 OV BUSINAMAN SON S.B. US ARP ALT 00 ARRO ON 80 TERLA OT 80 OIL 00 OV LILBERON SON S.B. US ARP ALT 00 ARRO ON 80 TERLA OT 80 OIL 00 OV LILBERON SON S.B. US ARP ALT 00 ARRO ON 80 TERLA OT 80 OIL 00 OV LILBERON SON S.B. US ARP ALT 00 ARRO ON 80 TERLA OT 80 OIL 00 OV LILBERON SON S.B. US ARP ALT 00 ARRO ON 80 TERLA OT 80 OIL 00 OV LILBERON SON S.B. US ARP ALT 00 ARRO ON 80 TERLA OT 80 OIL 00 OV LILBERON SON S.B. US ARP ALT 00 ARRO ON 80 TERLA OT 80 OIL 00 OV LILBERON SON S.B. US ARP ALT 00 ARRO ON 80 TERLA OT 80 OIL 00 OV DEPORTERS VENA BLUED VER F.I ALT 00 ARRO ON OIL TERLA OT 80 OIL 00 OV DEPORTERS VENA BLUED VER F.I ALT 00 ARRO ON OIL TERLA OT 80 OIL 00 OV DEPORTERS VENA BLUED VER F.I ALT 00 ARRO ON OIL TERLA OT 80 OIL 00 OV DEPORTERS VENA BLUED VER F.I ALT 00 ARRO ON OIL TERLA OT 80 OIL 00 OV DEPORTERS VENA BLUED VER F.I ALT 00 ARRO ON OIL TERLA OT 80 OIL 00 OV DEPORTERS VENA BLUED VER F.I ALT 00 ARRO ON OIL TERLA OT 80 OIL 00 OV DEPORTERS VENA BLUED VER F.I ALT 00 ARRO ON OIL TERLA OT 80 OIL 00 OV DEPORTERS VENA BLUED VER F.I ALT 00 ARRO ON OIL TERLA OT 80 OIL 00 OV DEPORTERS VENA BLUED VER F.I ALT 00 ARRO ON OIL TERLA OT 80 OIL 00 OV DEPORTERS VENA BLUED VER F.I ALT 00 ARRO ON OIL TERLA OT 80 OI | 295 1 0 0 0 32 146 122 34 103 198 0 0 0 207 | 728 1 1 0 1 0 36 470 307 261 804 906 0 0 482 410 | 810 0 21 0 0 2 80 400 400 13 13 105 0 0 | 882 3 10 0 1 10 605 825 2 9 110 0 0 0 448 361 | 460 18 842 147 84 38 47 264 22 97 0 0 219 200 | 888 78 1124 308 197 73 0 0 0 0 138 0 0 0 | 680 112 1407 417 100 30 0 0 0 0 0 0 0 | 451 94 1089 231 62 1 0 0 0 0 0 29 114 78 19 2 | 216 185 797 79 44 0 0 0 0 0 0 0 0 0 108 867 1 | 280 41 134 84 0 0 0 0 0 0 0 84 37 9 1 1 | 242 1 3 0 0 0 0 1 0 0 0 0 3 3 2 8 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 1 1 0 0 0 0 1 1 0 0 0 1 | 65 2 3 0 1 0 0 0 0 0 0 4 21 | 36 2 1 0 0 0 0 0 0 0 0 0 1 2 1 2 1 1 1 1 1 | 30 0 0 0 0 0 0 0 | 80 2 4 0 1 0 0 0 0 0 0 | 101 3 1 0 1 0 0 0 0 0 0 0 0 |
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| OMENTOLET CHEVIOLET | RE190007 NOT-190008 NOT-190010 NOT-190010 NOT-190010 NOT-190014 NOT-190014 NOT-190014 NOT-190014 NOT-190014 NOT-190014 NOT-190014 NOT-190014 NOT-190014 NOT-190014 NOT-190004 P01-190004 P0 | CY SUSURISM OFFITTHESE VE MEY AUT OF DOT CA CEI PREL CT SC OS OS OV SULVISMOD CUSTOM VE F. I STO SE DIT CA GE VELOUR CT SC SS OS PAP OV SULVISMOD CUSTOM VE F. I STO SE DIT CA GE VELOUR CT SC SS OS PAP OV SULVISMOD CUSTOM VE F. I AUT OS DIT CA CEI PREL CO SC CEI SS OS PAP OV SULVISMOD CUSTOM VE F. I AUT OS DIT CA CEI PREL CO SC CEI SS OS PAP OV SULVISMOD GUIPRE LUSO VE F. I AUT OS DIT CA SE TELA CT SC OS SS OS PAP OV SONORRA AUSTINO VE F. I AUT OS DIT CA SE TELA CT SC OS SS OV SONORRA AUSTINO VE F. I AUT OS DIT CA CEI PREL CO SC CEI SS OV SONORRA SULPRE LUSO VE F. I AUT OS DIT CA CEI PREL CO SC CEI SS OV AVALANCES A CUSO CASE I SS S. I CASE RIS VE F. I AUT OS DIT CA CEI PREL CO SC CEI SS OV AVALANCES A CUSO CASE I SS S. I CASE RIS VE F. I AUT OS DIT CA CEI TELA CO SC CEI SS OV AVALANCES A CUSO CASE I SS S. I CASE RIS VE F. I AUT OS DIT CA CEI TELA CO SC CEI SS OV LUSINON MONTENESE CUSON AS I SS S. I CASE RIS VE F. I AUT OS DIT CA CEI TELA CO SC CEI SS OV LUSINON VAN TA S. I L VI SIAP AUT OS ASS CA SE TELA CT SC CEI SS OV LUSINON VAN SOUNDACA S. I L VI SIAP AUT OS ASS CA SE TELA CT SC CEI SS OV SULPRISSO VAN AUSTINON VE F. I AUT OS ASS CA SE TELA CT SC CEI SS OV SULPRISSO VAN AUSTINON VE F. I AUT OS ASS CA CEI TELA CT SC CEI SS OV SULPRISSO VAN AUSTINON VE F. I AUT OS ASS CA CEI TELA CT SC CEI SS OV SULPRISSO VAN AUSTINON VE F. I AUT OS ASS CA CEI TELA CT SC CEI SS OV SULPRISSO VAN AUSTINON VE F. I AUT OS ASS CA CEI TELA CT SC CEI SS OV SULPRISSO VAN AUSTINON VE F. I AUT OS ASS CA CEI TELA CT SC CEI SS OV SULPRISSO VAN AUSTINON VE F. I AUT OS ASS CA CEI TELA CT SC CEI SS | 205 1 0 0 0 32 149 122 34 108 0 0 0 0 126 138 138 | 728 1 1 0 0 36 470 307 281 804 986 0 0 482 410 86 | 810 0 21 0 0 2 80 400 402 3 13 188 0 0 0 816 344 | 862 3 10 0 1 1 0 118 805 825 2 9 110 0 0 0 0 448 301 | 480 18 842 147 84 47 384 47 204 20 0 0 218 289 118 | 800 76 1124 308 197 73 0 0 0 0 138 0 0 0 0 138 83 | 680 112 1407 417 100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 451 94 1089 231 62 1 0 0 0 0 0 29 114 78 19 2 0 0 | 218 185 797 78 44 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 280 41 134 84 24 0 0 0 0 0 0 0 84 37 9 1 1 | 242 1 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 23 0 1 0 0 0 0 0 4 21 8 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0 0 1 0 0 1 0 0 0 0 0 0 1 0 | 36 2 1 0 0 0 0 0 0 0 0 0 0 0 1 2 1 1 1 1 1 | 38 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 80 2 4 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 101 3 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 |
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| OMENVOLET CHEVIOLET CHEVIO | RE190007 NOT40008 NOT40008 NOT40008 NOT400018 NOT400008 NOT400008 NOT400008 NOT400008 NOT400008 NOT4000018 NOT4000018 NOT4000018 NOT4000018 NOT400018 NOT400 | CY BLUSTROM OFFITTINES VISITED AND ALT ON OFFITTING THE COT ON OR OF CY BLUSTROM OF FIRST ON OFFITTING THE COT ON OR THE COT ON OR OFFITTING THE COT ON OR OFFITTING THE COT ON OR OFFITTING THE COT ON OR OFFITTING THE COT ON OR OFFITTING THE COT ON OR OFFITTING THE COT ON OR OFFITTING THE COT ON OR OFFITTING THE COT ON OR OFFITTING THE COT ON OR OFFITTING THE COT ON OR OFFITTING OFFIT | 286 1 1 0 0 0 0 32:146 123:4 103:0 0 0 0 0 2077:128:4 940 4077:123:4 48:4 49:40 1126:4 | 728 1 1 1 0 38 470 38 470 304 88 410 88 100 3040 1348 437 128 74 | 810 0 21 0 0 0 400 400 402 3 13 185 0 0 0 616 344 141 73 1648 1158 70 23 317 70 | 982 3 10 0 1 1 9 10 9 118 9 105 525 2 2 1 10 0 0 0 0 0 0 448 301 191 183 1221 391 187 0 0 | 460 18 842 147 247 247 247 25 27 0 0 218 229 118 47 622 622 636 357 72 0 10 200 | 809 76 1124 305 197 73 0 0 0 0 0 138 0 0 0 0 138 1 5 6 3 3 5 6 6 6 6 6 6 197 | 680 112 1407 1100 30 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 451 94 1089 231 62 1 0 0 0 0 0 29 114 78 19 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 216 185 787 78 44 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 280 41 134 84 0 0 0 0 0 0 0 0 84 37 9 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 342 1 3 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 | 23 3 1 1 0 1 0 0 0 0 0 4 21 9 0 1 0 1 0 7 4 4 6 0 0 0 | 38 2 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 38 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 80 2 4 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 101 3 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 |
| OMENVOLET CHEVIOLET CHEVIO | RE1900077 ROTH00006 ROTH00006 ROTH00010 ROTH00011 ROTH00011 ROTH00011 ROTH00011 ROTH00011 ROTH00011 ROTH00011 ROTH00006 ROTH00006 ROTH00006 ROTH00006 ROTH00006 ROTH00006 ROTH00006 ROTH00006 ROTH00006 ROTH00006 ROTH00006 ROTH000011 ROTH00011 ROTH00011 ROTH00011 ROTH00011 ROTH00013 ROTH00013 ROTH00013 ROTH00013 ROTH00013 ROTH00013 ROTH00013 | CY SUSURISMO CHETONES VISINE ALT ON DIT CA CEI PELL CT SO OR 05 OV SULVISMOD CUSTOM VP F1 STD 90 DT CA CEI PELL CT SO OR 05 PAP OV SULVISMOD CUSTOM VP F1 STD 90 DT CA CEI VELCUR CT SO 98 98 PAP CV SULVISMOD CUSTOM VP F1 ALT OR DT CA CEI PELC CO 98 08 PAP OV SULVISMOD CUSTOM VP F1 ALT OR DT CA CEI PELC CO 98 08 PAP OV SULVISMOD CUSTOM VP F1 ALT OR DT CA CEI PELC CO 90 08 98 PAP CV SULVISMOD SULPRI LUSO VP F1 ALT OR DT CA CEI PELC CO 90 08 98 PAP OV SONORA SULPRI CUSO VP F1 ALT OR DT CA CEI PELC OT 90 08 98 OV SONORA SULPRI CUSO VP F1 ALT OR DT CA CEI PELC OT 90 08 99 OV SONORA SULPRI CUSO VP F1 ALT OR DT CA CEI PELC OT 90 08 99 OV SULVISMOD CUSO VP F1 ALT OR DT CA CEI PELC OT 90 CO CEI GO OV SULVALANDOM A CUSO CASE IS SE L 400 RT 16 VP F1 ALT OR DT CA CEI TELA CO 90 CEI GO OV SULVALANDOM CONTINUES CUSANTELLA VI SIN PEL ALT OR DT CA CEI TELA CO 90 CEI GO OV SULVALANDOM CONTINUES CUSANTELLA VI SIN PEL ALT OR DT CA CEI TELA CO 90 CEI GO OV LUSINUM VAN THICA LA L. VEI SIN PLATT OR ARBO CA 98 TELA CT 90 CEI GO OV SULVALINA VAN SE L. VEI SIN PLATT OR ARBO CA 98 TELA CT 90 CEI GO OV SULVALINA VAN SE L. VEI SIN PLATT OR ARBO CA 98 TELA CT 90 CEI GO OV SULVALINA VAN SE L. VEI SIN PLATT OR ARBO CA 98 TELA CT 90 CEI GO OV SULVALINA VAN SE L. VEI SIN PLATT OR ARBO CA 98 TELA CT 90 CEI GO OV SULVALINA VAN SE L. VEI SIN PLATT OR ARBO CA 98 TELA CT 90 CEI GO OV SULVALINA VAN SE L. VEI SIN PLATT OR ARBO CA 98 TELA CT 90 CEI GO OV SULVALINA VAN SE L. VEI SIN PLATT OR ARBO CA 98 TELA CT 90 CEI GO OV SULVALINA VAN SE L. VEI SIN PLATT OR ARBO CA 98 TELA CT 90 CEI GO OV SULVALINA VAN SE L. VEI SIN PLATT OR ARBO CA 98 TELA CT 90 CEI GO OV SULVALINA VAN SE L. VEI SIN PLATT OR ARBO CA GEI TELA CT 90 CEI GO OV SULVALINA VAN SE L. VEI SIN PLATT OR ARBO CA GEI TELA CT 90 CEI GO OV SULVALINA VAN SE L. VEI SIN PLATT OR ARBO CA GEI TELA CT 90 CEI GO OV SULVALINA VAN SE L. VEI SIN PLATT OR ARBO CA GEI TELA CT 90 CEI GO OV SULVALINA VAN SE L. VEI SIN PLATT OR ARBO CA GEI TELA CT 90 CEI GO OV SULVALINA VAN SE L. VEI | 296 1 0 0 0 22 149 122 34 100 0 0 207 128 42 940 407 123 44 42 940 407 407 | 728 1 1 0 1 0 36 470 361 804 80 0 0 0 482 410 88 437 128 437 128 437 128 437 128 408 | 810 0 21 0 0 0 0 80 400 400 3 13 10 10 10 10 11 11 11 11 11 11 11 10 10 | 982 3 100 0 1 10 0 118 805 825 2 9 110 0 0 0 0 448 301 183 1222 1221 127 137 0 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 | 460 188 842 147 844 85 47 264 85 70 0 0 216 226 355 72 0 10 200 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 78 78 1124 308 197 73 0 0 0 0 0 138 0 0 0 138 36 83 368 1882 98 6 0 | 680 112 447 1407 100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 461 1089 231 1099 2231 10 0 0 0 0 0 0 299 1144 22 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 216 185 787 78 44 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 280 41 134 84 0 0 0 0 0 0 0 84 37 9 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 342 1 1 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 85 2 3 0 1 1 0 0 0 0 0 4 4 21 1 0 0 0 0 1 1 0 0 0 0 1 1 1 1346 0 0 | 36 2 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 285 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 80 2 4 6 0 1 1 0 0 0 0 0 0 0 0 0 1 8 1 1 0 0 0 0 | 101 3 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 |
| OMENTOLET CHEVIOLET CHEVIO | RE190007 NOTHOUSE NET 190007 NOTHOUSE N | CY BLIBLINGHM OHEYDRAE VS BAP ALT 08 DT CA CE PRIL CT 90 08 09 OY BLIYBHADO CULDY VE P. I STO 90 DT CA CE PRIL CT 90 08 09 PAP OY BLIYBHADO CULDY (LUCS) VS P. I ALT 08 DT CA CE VELOCITY CT 90 88 09 PAP OY BLIYBHADO LULDY (LUCS) VS P. I ALT 08 DT CA CE VELOCITY CO 90 88 09 PAP OY BLIYBHADO LULDY VE P. I ALT 08 DT CA CE PRIL CO 90 88 09 PAP OY BLIYBHADO BLIPS LULDO VS P. I ALT 08 DT CA CE PRIL CO 90 08 18 09 PAP OY BLIYBHADO SUPER LULDO VS P. I ALT 08 DT CA CE PRIL CO 90 08 08 PAP OY BONCHA BLITCH OR P. I ALT 08 DT CA CE PRIL CO 90 08 08 OY BONCHA BLITCH OR P. I ALT 08 DT CA CE PRIL CO 90 08 08 OY BONCHA BLITCH OR P. I ALT 08 DT CA CE PRIL CO 90 08 08 OY AVALANCES A CULDO CASE LES S. I ALCE PRIN SE P. I ALT 09 DT CA OE TRILA CO 90 08 OY AVALANCES A CULDO CASE LES S. I ALCE PRIN SE P. I ALT 09 DT CA OE TRILA CO 90 08 OY AVALANCES A CULDO CASE LES S. I ALCE PRIN SE P. I ALT 09 DT CA OE TRILA CO 90 08 OY LULBIAN VAN SAL VE SEP ALT 09 AR9 0A 90 TELA CT 90 08 99 OY LULBIAN VAN SOUPAAL S. I VE SEP ALT 09 AR9 0A 90 TELA CT 90 08 99 OY LULBIAN VAN SOUPAAL S. I VE SEP ALT 09 AR9 0A 90 TELA CT 90 08 99 OY EXPRISSE VAN ALETTERO OF P. I ALT 09 AR9 0A 00 TELA CT 90 08 99 OY EXPRISSE PAPERMONIST VE P. I ALT 09 AR9 0A 00 TELA CT 90 08 99 OY EXPRISSE PAPERMONIST VE P. I ALT 09 AR9 0A 00 TELA CT 90 08 99 OY EXPRISSE PAPERMONIST VE P. I ALT 09 AR9 0A 00 TELA CT 90 08 99 OY EXPRISSE PAPERMONIST VE P. I ALT 09 AR9 0A 00 TELA CT 90 08 90 OY EXPRISSE VAN 18 PAPE VE P. I ALT 09 AR9 0A 00 TELA CT 90 08 90 OY EXPRISSE VAN 18 PAPE VE P. I ALT 09 AR9 0A 00 TELA CT 90 08 90 OY EXPRISSE VAN 18 PAPE VE P. I ALT 09 AR9 0A 00 TELA CT 90 08 90 OY EXPRISSE VAN 18 PAPE VE P. I ALT 09 AR9 0A 00 TELA CT 90 08 90 OY VENTURE VAN 18 PAPE VE P. I ALT 09 AR9 0A 00 TELA CT 90 08 90 OY VENTURE VAN 18 PAPE VE P. I ALT 09 AR9 0A 00 TELA CT 90 08 90 OY VENTURE VAN 18 PAPE VE P. I ALT 09 AR9 0A 00 TELA CT 90 08 90 OY VENTURE VAN 18 PAPE VE P. I ALT 09 AR9 0A 00 TELA CT 90 08 90 OY VENTURE VAN 18 PAPE VE P. I ALT 09 AR9 0A 00 TELA C | 286 1 1 0 0 0 0 32:146 123:4 103:0 0 0 0 0 2077:128:4 940 4077:123:4 48:4 49:40 1126:4 | 726 1 1 1 1 0 0 1 1 1 1 0 0 1 1 1 1 0 0 1 1 1 1 0 0 1 | 810 0 21 0 0 0 2 80 400 2 3 13 185 0 0 0 618 344 141 75 70 23 368 768 | 982 3 10 0 1 1 905 825 2 2 110 0 0 0 0 0 0 448 361 181 83 1222 1221 381 187 0 8 310 | 460 182 842 147 84 47 222 97 0 0 218 118 47 622 866 355 72 0 0 0 | 868 78 1124 1124 1124 1124 1124 1124 1124 112 | 880 112 1407 1407 1100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 461 94 461 1089 231 162 231 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 216 185 797 78 44 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 280 41 134 84 0 0 0 0 0 0 0 84 37 9 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 342 1 3 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 | 22 3 1 1 0 0 0 0 0 4 2 1 1 0 0 7 7 4 4 8 0 0 0 1 1 | 36 2 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 200000000000000000000000000000000000000 | 80 2 4 4 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 101 3 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 |
| OMENVOLET CHEVROLET CHEVRO | RE1900077 RO190008 RO190008 RO190010 RO | CY BLIBLINGHM OFFITTHER WE REP ALT 00 DT CA CE PREL CT 90 DT 90 BY ON PURPOSE UNITSON OF PLE 91 BY DE 91 DT CA CE PRELOUR CT 90 BS 91 PMP CY BLIMPHOD CLUD (LLUCS) VE PLATT 00 DT CA CE PRELOUR CT 90 BS 90 PMP CY BLIMPHOD CLUD (LLUCS) VE PLATT 00 DT CA CE PRELOUR OD 90 BS 94 PMP CY BLIMPHOD CLUD (LLUCS) VE PLATT 00 DT CA CE PRELOUR OD 90 BS 94 PMP CY BLIMPHOD GEORGE COMPRISED ON PLATT 00 DT CA CE PRELOT 00 DC 95 BS 94 PMP CY BOURDA ALTERBON PE PLATT 00 DT CA CE PRELOT 00 DC 95 BS 94 PMP CY BOURDA ALTERBON PE PLATT 00 DT CA CE PRELOT 00 DC 95 BS 94 PMP CY BOURDA ALTERBON PE PLATT 00 DT CA CE PRELOT 00 DC 95 BS 95 PMP CY BOURDA BLIMPHOD VIE PLATT 00 DT CA CE PRELOT 00 DC 95 BS 95 PMP CY BOURDA BLIMPHOD VIE PLATT 00 DT CA CE PRELOT 00 DC 95 BS 95 PMP CY BURNAMAN AND ALDE CABE ET 8.5 L. 40K R17 VE PLATT 01 DC CA CE TELA CO 90 DC 95 BC 97 PMP CY BURNAMAN AND SE LUS BAP ALT 00 ARRO A 98 TELA CT 90 DC 90 BM 95 PMP CY LILIBRON VANN SE LUS BAP ALT 00 ARRO CA 98 TELA CT 90 DC 90 BM 95 PMP CY LILIBRON VANN SE LUS BAP ALT 00 ARRO CA 98 TELA CT 90 DC 90 BM 95 PMP CY LILIBRON VANN SE LUS BAP ALT 00 ARRO CA 98 TELA CT 90 DC 90 BM 95 PMP CY LILIBRON VANN SE LUS BAP ALT 00 ARRO CA 98 TELA CT 90 DC 90 BM 95 PMP CY LILIBRON VANN SE LUS BAP ALT 00 ARRO CA 98 TELA CT 90 DC 90 BM 95 PMP CY LILIBRON VANN SE LUS BAP ALT 00 ARRO CA 98 TELA CT 90 DC 90 BM 95 PMP CY LILIBRON VANN SE LUS BAP ALT 00 ARRO CA 98 TELA CT 90 DC 90 BM 95 PMP CY LILIBRON VANN SE LUS BAP ALT 00 ARRO CA 98 TELA CT 90 DC 90 BM 95 PMP CY LICITARE VAN SE PM WE PLAT OS ARRO CA 98 TELA CT 90 DC 90 CF CV VENTURE VAN SE PM AVE PLAT OS ARRO CA 98 TELA CT 90 DC 90 CF CV VENTURE VAN SE PM AVE PLAT OS ARRO CA 98 TELA CT 90 DC 90 CF CV VENTURE VAN SE PM AVE PLAT OS ARRO CA 98 TELA CT 90 DC 90 CF CV VENTURE VAN SE PM AVE PLAT OS ARRO CA 98 TELA CT 90 DC 90 CF CV VENTURE VAN SE PM AVE PLAT CF ARRO CA 98 CT TELA CT 90 CC 90 CF CV VENTURE VAN SE PM AVE PLAT CF ARRO CA 98 CT TELA CT 90 CC 90 CF CV VENTURE VAN SE PM AVE PLAT CF ARRO CA 98 CT TELA CT 90 CC 90 CF CV | 286 1 1 0 0 0 0 32:146 123:4 103:0 0 0 0 0 2077:128:4 940 4077:123:4 48:4 49:40 1126:4 | 728 1 1 0 1 0 36 470 361 804 80 0 0 0 482 410 88 437 128 437 128 437 128 437 128 408 | 810 0 21 0 0 2 80 400 402 3 133 185 344 141 141 177 70 23 36 768 0 0 | 982 3 100 0 1 10 0 118 805 825 2 9 110 0 0 0 0 448 301 183 1222 1221 127 137 0 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 | 460 188 842 147 844 85 47 264 85 70 0 0 216 226 355 72 0 10 200 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 78 78 1124 308 197 73 0 0 0 0 0 138 0 0 0 138 36 83 368 1882 98 6 0 | 680 112 447 1407 100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 461 1089 231 1099 2231 10 0 0 0 0 0 0 299 1144 22 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 216 185 787 78 44 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 280 41 134 64 24 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 342 1 1 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 85 2 3 0 1 1 0 0 0 4 2 1 1 0 0 7 4 4 8 0 0 1 1 0 1 1 0 1 1 1 0 0 1 1 1 0 | 36 2 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 285 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 80 2 4 6 0 1 1 0 0 0 0 0 0 0 0 0 1 8 1 1 0 0 0 0 | 101 3 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 |
| OMENTOLET CHEVIOLET CHEVIO | RE190007 RO190008 RO190008 RO190011 RO190011 RO190011 RO190011 RO190011 RO190011 RO190011 RO190011 RO190011 RO190011 RO190001 RO190000 RO190000 RO190000 RO190001 RO190011 ROSERVINOS ROSERV | CY SUSURIBAN OFFITTIBLE VE BAP AUT OF DIT OA CE PELL OT SO OF 06 OV SULVISHOOD CULTON VE P. I STO SE DIT OA GE VELOUR OT SO SE SE PAP OV SULVISHOOD CULTON VE P. I STO SE DIT OA GE VELOUR OT SO SE SE PAP OV SULVISHOOD CULTON VE P. I AUT OR DIT OA GE VELOUR OT SO SE SE PAP OV SULVISHOOD CULTON VE P. I AUT OR DIT OA GE TELL OD SO SE SE PAP OV SULVISHOOD CULTON VE P. I AUT OR DIT OA SE TELL OT SE OS SE PAP OV SULVISHOOD SULPRE LULDO VE P. I AUT OR DIT OA GE TELL OT SE OS SE PAP OV SULVISHOOD SULPRE LULDO VE P. I AUT OR DIT OA GE TELL OT SE OS SE PAP OV SULVISHOOD SULPRE LULDO VE P. I AUT OR DIT OA GE TELL OT SE OS SE OS SE OV SULVISHOOD GULPRE LULDO VE P. I AUT OR DIT OA GE TELL OT SE OS SE OS SE OV SULVISHOOD CARE TE SULPO CARE I SE S. I GUES RIVE VE P. I AUT OR DIT OA GE TELL OD SE OS SE OV SULVISHOOD CARE TE SULPO CARE I SE S. I GUES RIVE VE P. I AUT OR DIT OA GE TELL OD SE OS SE OV SULVISHOOD CARE I TE SE S. I GUES RIVE VE P. I AUT OR DIT OA GE TELL OD SE OS SE OV SULVISHOOD CARE I TE SE SE GUES RIVE VE P. I AUT OR DIT OA GE TELL OD SE OS SE OV SULVISHOOD CARE I TE SE SE GUES RIVE VE P. I AUT OR DIT OA GE TELL OD SE OS SE OV SULVISHOOD CARE I TE SE SE GUES RIVE VE P. I AUT OR DIT OA GE TELL OT SE OS SE OV SULVISHOOD CARE I TE SE SE GUES RIVE VE P. I AUT OR DIT OA GE TELL OT SE OS SE OV SULVISHOOD CARE I T SE SE CONTROLOGY SE TELL OT SE OS SE OV SULVISHOOD CARE I T SE SE GUES RIVE VE P. I AUT OR SE OR SE TELL OT SE OS SE OV SULVISHOOD CARE I T SE SE SE SE SE SE TELL OT SE OS SE OV SULVISHOOD CARE I T SE SE SE SE SE SE SE SE SE SE SE SE SE | 286 1 0 0 0 0 0 22 146 122 34 103 186 0 0 0 0 0 207 123 24 24 24 24 24 24 24 24 24 24 24 24 24 | 725 1 1 1 1 0 0 1 1 1 0 0 36 470 (| 810 0 21 0 0 0 2 80 400 2 3 13 185 0 0 0 618 344 141 75 70 23 368 768 | 882 3 100 0 1 19 808 825 2 9 110 0 0 0 448 301 191 191 191 191 192 1222 1321 381 167 0 0 0 | 460 188 182 147 844 48 48 47 22 877 0 0 0 200 218 200 110 200 0 0 0 0 0 0 | 868 78 1124 1324 1325 187 73 30 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 680 112 1407 417 100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 461 1089 2231 1099 2231 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 216 185 787 718 444 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 280 41 134 64 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 342 11 30 00 00 01 00 00 00 332 36 01 01 01 01 01 01 01 01 01 01 01 01 01 | 85 2 2 3 0 1 1 0 0 0 0 0 4 1 0 0 0 0 1 1 1 1 1 1 | 36 2 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 285 0 0 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 80 2 4 0 1 1 0 0 0 0 0 0 0 18 1 1 0 0 0 0 0 1 8 0 0 0 0 | 101 3 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 |
| OMENVOLET CHEVROLET CHEVRO | RE1900077 RO190008 RO190008 RO190010 RO | CY BLIBLINGHM OFFITTHER WE REP ALT 00 DT CA CE PREL CT 90 DT 90 BY ON PURPOSE UNITSON OF PLE 91 BY DE 91 DT CA CE PRELOUR CT 90 BS 91 PMP CY BLIMPHOD CLUD (LLUCS) VE PLATT 00 DT CA CE PRELOUR CT 90 BS 90 PMP CY BLIMPHOD CLUD (LLUCS) VE PLATT 00 DT CA CE PRELOUR OD 90 BS 94 PMP CY BLIMPHOD CLUD (LLUCS) VE PLATT 00 DT CA CE PRELOUR OD 90 BS 94 PMP CY BLIMPHOD GEORGE COMPRISED ON PLATT 00 DT CA CE PRELOT 00 DC 95 BS 94 PMP CY BOURDA ALTERBON PE PLATT 00 DT CA CE PRELOT 00 DC 95 BS 94 PMP CY BOURDA ALTERBON PE PLATT 00 DT CA CE PRELOT 00 DC 95 BS 94 PMP CY BOURDA ALTERBON PE PLATT 00 DT CA CE PRELOT 00 DC 95 BS 95 PMP CY BOURDA BLIMPHOD VIE PLATT 00 DT CA CE PRELOT 00 DC 95 BS 95 PMP CY BOURDA BLIMPHOD VIE PLATT 00 DT CA CE PRELOT 00 DC 95 BS 95 PMP CY BURNAMAN AND ALDE CABE ET 8.5 L. 40K R17 VE PLATT 01 DC CA CE TELA CO 90 DC 95 BC 97 PMP CY BURNAMAN AND SE LUS BAP ALT 00 ARRO A 98 TELA CT 90 DC 90 BM 95 PMP CY LILIBRON VANN SE LUS BAP ALT 00 ARRO CA 98 TELA CT 90 DC 90 BM 95 PMP CY LILIBRON VANN SE LUS BAP ALT 00 ARRO CA 98 TELA CT 90 DC 90 BM 95 PMP CY LILIBRON VANN SE LUS BAP ALT 00 ARRO CA 98 TELA CT 90 DC 90 BM 95 PMP CY LILIBRON VANN SE LUS BAP ALT 00 ARRO CA 98 TELA CT 90 DC 90 BM 95 PMP CY LILIBRON VANN SE LUS BAP ALT 00 ARRO CA 98 TELA CT 90 DC 90 BM 95 PMP CY LILIBRON VANN SE LUS BAP ALT 00 ARRO CA 98 TELA CT 90 DC 90 BM 95 PMP CY LILIBRON VANN SE LUS BAP ALT 00 ARRO CA 98 TELA CT 90 DC 90 BM 95 PMP CY LILIBRON VANN SE LUS BAP ALT 00 ARRO CA 98 TELA CT 90 DC 90 BM 95 PMP CY LICITARE VAN SE PM WE PLAT OS ARRO CA 98 TELA CT 90 DC 90 CF CV VENTURE VAN SE PM AVE PLAT OS ARRO CA 98 TELA CT 90 DC 90 CF CV VENTURE VAN SE PM AVE PLAT OS ARRO CA 98 TELA CT 90 DC 90 CF CV VENTURE VAN SE PM AVE PLAT OS ARRO CA 98 TELA CT 90 DC 90 CF CV VENTURE VAN SE PM AVE PLAT OS ARRO CA 98 TELA CT 90 DC 90 CF CV VENTURE VAN SE PM AVE PLAT CF ARRO CA 98 CT TELA CT 90 CC 90 CF CV VENTURE VAN SE PM AVE PLAT CF ARRO CA 98 CT TELA CT 90 CC 90 CF CV VENTURE VAN SE PM AVE PLAT CF ARRO CA 98 CT TELA CT 90 CC 90 CF CV | 296 1 0 0 0 0 22 146 146 146 146 146 146 146 146 146 146 | 725 1 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 0 1 1 0 | 910 0 0 21 2 90 0 0 0 0 2 2 80 0 4002 3 3 3 1 165 6 141 1 156 7 70 2 23 26 7 70 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 882 3 100 0 1 19 805 825 9 1100 0 0 0 0 0 0 148 301 181 182 1222 1221 187 0 0 0 0 | 466 18 862 147 7 844 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 | 808 78 197 198 198 198 198 198 198 198 198 198 198 | 680 112 1407 417 100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 461 944 1089 2231 1089 2231 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 216 105 797 78 44 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 280 41 134 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 342 1 1 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 85 2 3 3 4 1 1 0 0 0 0 4 4 21 8 8 0 1 1 0 0 7 7 4 8 8 0 0 0 94 0 0 0 0 0 | 36 2 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 285 0 0 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 80 2 4 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 101 3 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 |

| | | | Ultimo | | | | | | | | | | | | | | | |
|--------------------------|----------------------|--|--------|-------|-------|---------|------|------|------------|---------|------|------|-----------|-----------|-----------|-----------|----------|-----------|
| ARMAD_DES | CLAVE | DESCRIPCION | Modelo | 2002 | 2001 | 2000 | 1999 | 1000 | 1997 | 1986 | 1995 | 1884 | 1993 | 1982 | 1991 | 1990 | 1989 | 1986 |
| CHRYSLER | 170077 | OH LE SARON K SQUIPADO LA TUR STD 4 DIT CA SE TIELA FM \$40 66 06 | D | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 8 | 19 | 47 | •0 | 1 | 0 | 0 | 40 |
| CHETYBLER | 00170000 | CH LE BARON K YARIOMETA TIPIÇA (A TUR ALIT & DIT ÇA SE TELA PILISO \$50 DE | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 122 |
| OHRYBUR OHRYBUR | CO170000 | CHILE BARCON K VADIONETA BO, LA TURI AUT 6 DIT CA CE PIÈL PIU 90 98 00 | 0 | 0 | 0 | 0 | 0 | C | 0 | O | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| O-MARTEN | D0176901 | OH LE BARON TIPIOO LA TUR ALIT DE DIT DA SE TIELA PAI PQ 98 06 | o | 0 | 0 | ٥ | ٥ | ٥ | 0 | 0 | 101 | 217 | 207 | 482 | 106 | 1 | 1 | 7 |
| OHRYBLER | D017000E | OH LE BARON BORNPADO LA TUR AUT DE DIT DA DE PIEL PHISQ 600 00 | .0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 131 | 386 | 281 | .108 | 0 | 0 | • |
| CHERVIELER CHERVIELER | Diệt Probide | CH CARPLUS LIST (LLLC) TURBO LA TURI AUT SA ASSE CA CEL TELLA CID SQ 989 08 34 F | 193 | 1798 | 728 | 879 | 363 | 384 | 419 | 304 | 123 | 0 | 0 | 0 | 0 | 0 | ٥ | ٥ |
| CHRYSLER | 00170804 | CH ORWANE LIQ LIMO TURBO LA TURI ALIT DA ARRI CA DE PREL DO SQ DE DE | 54 | | 1,29 | 160 | 220 | 290 | 200 | 233 | 102 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 |
| CHANGER | D0170006 | OH ORRIVE LIG SOUP-ADO VE MIP AUT OF ASS CA OE VELOUR CD SQ 65 04 05 F | 10 | 188 | 193 | 370 | 325 | 240 | 264 | 233 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| OHTVELEX | D0170006 | CH CAPITATE LAT SOUT AND VE SUP AUT OF ASIS CA CIE PIEL CID 90, 00 00 26 0 | 47 | 17 | 48 | 41 | 813 | 432 | 344 | 197 | 101 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 |
| CHEVELER | 00170007 | OH CIRPLUS COUPE VS TURI AUT OF ASIG CA CE TELA CO SQ 66 66 | 23 | 77 | 70 | | 200 | 130 | 64 | 11 | 1 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 |
| CHRYCLER | D0170000 D0170000 | CH CHENTE COUPE VS TUR AUT OF ASS OA OE PIEL CO CO CO CO CO | .0 | 1 | 1 | 87 | 131 | - | 23 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| O-EYILER | D0170010 | OH ORREUS CONNERTURALE LIAMO LA TURI ETTO DE ASPE CA DE PREL CO SO CIE DE | 10 | 20 | 47 | 65 | 29 | 43 | 43 | • | 0 | 0 | ٥ | ٥ | 0 | 0 | 0 | 0 |
| CHRYSLER | 00170010 | OH CHRUB CONVENTIBLE LLUIC LATUR AUT CE ABIG CA CE PIER, QD RQ CO RE | 10 | 16 | 10 | 11 | • | 10 | • | 1 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 |
| OHITOLIAN OHITOLIAN | DOITEGIA | CH CRIPUS MUEVA LIN LIG SA L LA TUR AUT SA AIRS ÇA CIE PRIE. DO SQ OS OS | | 85 | 16 | 1 | | 1 | 0 | 31 | 4 | • | 0 | ۰ | ٥ | 0 | 0 | 0 |
| CHRYSLER | D0170013 | OH ONNUE HELEVA LIN CONVERTIBLE 24 L LA TUR AUT OF AMB CA DE PIEL OD BO OB OB | | 1 | 2 | | | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CHETYPLER | Apr70000 | CH CROSUM MUEVA LIN L'O 2.4 L L4 TUR AUT SA ABS CA CIS TIELA OD 90 08 06 CH CORDOBA SEDAN LLUIC VS NOR AUT 4 DIT CA 95 TIELA OT 90 60 66 | 148 | 171 | • | - | 27 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | o | o |
| OPENALER | 90170001 | CHI NEW YORKER GETAN TIPICO VE TUR AUT SI DIE CA CE PIEL CT EC SE OS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | ٥ | . 0 | | . 1 | . 0 | 0 | 21 |
| CHRYDLER | GO: FORCE | CH NEW YORKER SECAN SOUPADO LA TUR ALIT DA DIS CA CE PER, CT SC SE DE DE | | _ | 0 | 0 | 0 | 0 | ٥ | • | | 94 | ** | 62 | . 11 | 116 | 77 | 184 |
| OHRYBLEN | B0170008 | OH NEW YORKER GEDAN SOURFADO VE TUR AUT ON DIS OA SE TELA PILEO DE OS | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - 1 | 80 | 232 | 200 | 303 | 200 | 242 | 294 |
| OWNER. | B0170004 | CH NEW YORKER REDAY LH WI SUP AUT ON DIS CA CILI PIEL CT SQ CIE OS | 0 | | 0 | | 0 | 0 | | 0 | | 40 | 120 | 164 | 116 | 16 | 10 | 62 |
| CHEVELER | Box France | CHINEM ACMAIN SECUNI THE AS ITS WILL ON DIS CIVIDE LINE OLD ON ON DIS | | 0 | | 5 0 | 1 | 1 | e 2 | 100 | 100 | 114 | 15 | . ! | 0 | 0 | 0 | |
| Order Marie | P0170001 | OH CONCORDE MEDAN LX VS MAD AUT OF ABS CA OE TELA CO SO CE OE OE | Ů | 262 | 439 | 184 | _ | 0 | 72 | 137 | - | - | 21 | _1 | 1 | 2 | 7 | 80 |
| CHEYNLER | P0170000 | CH CONDUCTOR GREDAN LIGUVE MAD AUT OF ABB OA CIE PRIE. DO GO CE DE | Ö | 30 | 130 | | | 0 | 76 | • | 136 | 240 | 726 | | 1 | 0 | • | 10 |
| CHEVOLER | PD176006 | OH IMPERIAL BEDAN VS RID ALIT OF ARE CA CE PIEL OD SQ OB SS | Ö | - P | 1,000 | 61 0 | ì | 0 | 43 | 63 | 100 | 163 | 71 | • | | 0 | 0 | |
| CHRYSLER | P0179064 | OH 360 M LLMO, BOLLEFADO VE RUP AUT SI ABS DA DE PIEL DO SO DE DIS | | 111 | 200 | 227 | 300 | 187 | 0 | 0 | 3 | 0 | 0 | 0 | 14 | • | 0 | 0 |
| G-RYNLAR | P01 70006 | OH 806 M LUAD, BOURPADO VE MAP AUT OF AME CA OF PIER, CO CO CO CE | | 220 | 347 | 272 | 341 | | 0 | 0 | 0 | 7 | ž | ٥ | 0 | 0 | 0 | |
| CHRYSLAN | F017000 | OH CONCORDE SEDAN LIST VE IMO AUT OF ABS CA GE PELL CO SIG CE SE | ~ | 87 | 148 | 414 | | 110 | ž | • | • | - | ۰. | | 0 | 0 | · · | |
| OWNER. | H0170001 | CHIRT BEFRING CONVENTIBLE VE MP AUT OF ABS OA CE TIELA OD BO OB DE | ŏ | - | '70 | | ő | • | 19 | 27 2 | 29 | 47 | 200 | 22 | 0 | 0 | 0 | 0 |
| OHENNELER | HOTTODOR | OH FRT SEERING CONVERTELE VEILE AUT OF ABS CA CE PIEL OD SQ OS SS | ő | ŏ | ŏ | ŏ | ŏ | , | 22 | _ | 0 | 0 | 0 | Ö | | 0 | 0 | 0 |
| CHRIST | 10179861 | OH PHANTON DISPORTING LA NOR STD OF DAT OA OE TELA OT SO ISS ISS | ň | | ŏ | × | 0 | á | | 11 | ň | | _ | _ | • | | • | • |
| CHTYBLER | ID170002 | OH PHANTON LUND, BOUPADO LA TUR AUT DE DIT CA DE TELA CT SO SE M | | ň | ŏ | ň | ŏ | ŏ | ŏ | ٥ | Ö | 81 | 16 136 | 26 179 | 16 121 | 25 108 | 67 78 | 87 118 |
| OH WILLIAM | 10170000 | OH PHANTON LLLID, BOUFADO LA TUR AUT DE DIT DA DE PREL OT BO SE DE | ŏ | ŏ | ŏ | ň | ŏ | ŏ | ŏ | ă | ŏ | -1 | 79 | 170 | 49 | 100 | ′: | |
| CHETYGLER | 10170004 | CH FIANTON LUIC ST LI TURAUT OLOT CA CE FIEL DT SO SE SE | ŏ | ŏ | ō | ĭ | ŏ | ŏ | ŏ | ŏ | ŏ | 113 | 160 | 160 | - 2 | 81 | | 16 |
| CHRYSLER | ED170006 | CH PAGETICA BASICA SPORT TOLIFIER 3.5 L 350 H.F., VS MIP AUT 05 ABS CA CE TELA CD BO OS OF | 49 | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ''0 | 100 | 100 | ~ | - | 42 | 70 |
| Q-SYSLER | 10170006 | OH PACIFICA SPORT TOURSERS & LISSO H.P. VEISEP AUT OF AREI DA DE PISE, OD GO DE DE | 13 | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ă | ő | ŏ | ŏ | ň | |
| CHRYSLER | JO170001 | OH OROGOFFRE SPORT \$.2 L 215 H.P. VS BAP STO 02 ABS CA OE PIEL 00 80 OB 08 | 1 | | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | | ä | ŭ | × |
| CHARTYBLANK | J0170002 | OH ORCOSPINE SPORT 3.2 L 215 H.P. VI SUP AUT SE AMS OA OS PIEL OD SO OS OZ | • | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ă | ŏ | ŏ | Ö | ŏ | ŏ | ŏ | Š |
| CHRYSLER | 20170000 | DESCONTRAMO | ò | ō | , | - 1 | 11 | Ť | ă | 30 | 31 | | 78 | 783 | 676 | B21 | 613 | 2781 |
| 00000 | 1000000 1 | DO ATON BY DODGE BARROO LA BUF STD ON DY SA SE TIELA FM SQ SO OS | 2110 | 22244 | 11626 | 445 | à | ò | ō | - | ö | ~ | ő | | | | - 0 | |
| 00006 | 00000000 | DO ATOS BY DODGE BARROO LA SUP STD SE DYT CA SE TELA PM SQ 65 OF | 440 | 3419 | 3279 | 647 | ō | ŏ | ŏ | ŏ | ŏ | ō | 1 | Ö | - 4 | ŏ | ĭ | ĭ |
| 00006 | Ballicon | DO ATOS BY DODGE LLUID LA SHIP STD OF DIT CA CE TELA CIT SQ 689 (6 | 80 | 404 | 1966 | 302 | ò | ō | ō | ō | ō | ō | ò | ŏ | ñ | ŏ | | ò |
| DODGE | CERTIFICA | DO DART K TIPHOO LA NOR SITO 4 DY CA SE TIELA PM SQ 98 06 | 0 | 0 | 0 | 0 | ō | ō | ō | ŏ | 1 | ŏ | ŏ | ō | ō | ō | 195 | 1841 |
| 00004 | O0000004 | DO DART IK TIPOD LA NORI AUT 4 DIT CA SE TELA PIK SQ 60 06 | 0 | 0 | 0 | 0 | 0 | 0 | Ó | ō | Ó | ō | ō | ō | ō | Ť | 324 | 1712 |
| 00044 | CONTRACT | DO DART. K SQUAPADO LA NOR STD 4 D/T CA OS TISLA PIA SQ 98 95 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ò | ō | Ó | 27 | 800 |
| perpet | O0898804 | DO DART. K VALIGNETA TEPICA LA NOR ETTO 6 DIT CA SE TELA PM SQ 58 05 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | ٥ | 0 | ٥ | 0 | 0 | 2 | 240 |
| 00006 | C8280006 | DO DART IK VAGONETA TIPIOA LA NOR AUT 6 D/T CA 661 TSLA PM 90 89 06 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | Ò | 0 | 0 | 0 | 1 | Ó | | 0 | 199 |
| COCOM | COMMISSION | DO DART IK VAGONETA SOLUPADA L4 NOR AUT SIDIT DA DE TELA OT SO 68 06 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | ٥ | 0 | 4 | 347 |
| 00000 | 00880807 | DO DART I K VAGICINETA EQUIPADA LA NOR STD 5 D/T DA DE TELA CT 60 66 06 | 0 | 0 | ٥ | 0 | ¢ | 0 | 0 | 0 | 0 | 0 | Q | 1 | 1 | 0 | 0 | 194 |
| DODGE | COMMODOS | DO SHADOW AUSTERIO LA TUR SITU DE DIT DA REL TELA 900 902 800 05 | o | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 14 | 201 | 240 | 166 | 100 | 460 | 1006 | 110 |
| 0000E | 00000000 | DO SHADOW AUSTISTIC LA TUR AUT OS DIT SA SEE TELA SE SIG INI OS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 725 | 500 | 543 | 334 | 274 | 94 |
| DODGE | C0000010 | DO SHADOW TIPHOO LA TUR STD SE DIT SA SE TELA AM SQ 98 05 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 614 | 220 | 30 | 27 | 140 | 121 | 16 |
| DOOGE | C0000011 | DO SHADOW STR. TERROD LA TUR SIA 02 D/T SA SE TELA PM SQ 25 05 | 0 | 0 | 0 | ٥ | Q | 0 | 0 | ٥ | 0 | ٥ | o | 0 | 30 | 30 | 66 | • |
| DODGE | 00000012 | DO SHADOW GTS EQUIPADO LA TURI SIA SE DIT CA SE TELA OT SO SE OS | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 60 | 87 | 67 | 103 | 70 | 150 | 13 |
| 00000 | 00000018 | DO SHADOW GTS SOLFADO LA TUR STD OF DIT DA SE TELA CT SO SE DE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 93 | 76 | 75 | 66 | 30 | 63 | 7 |
| D000E | 00000014 | DO SHAÇOW CONVERTIBLE LA TUR AUT DE DIT DA SE TELA CT QQ QQ QQ | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | | 16 | 30 | | 1 | 1 |
| DODGE | C0000015 | DO SHADOW CONVENTIBLE LA TURI ALIT DE DIT CA SE TELA CT SO SE DE | 0 | 1 | 2 | O. | 0 | Q | o | 0 | 0 | 2 | 30 | ** | 30 | ** | 40 | ٥ |
| 00000 | O0200016 O0200017 | DO SHADOW AUSTREO LA TUR STD SI DY SA SE TELA SE SO SE DE | 0 | 0 | • | 0 | 0 | 0 | 0 | ٥ | 1 | . 1 | 15 | 10 | 11 | | 83 | 43 |
| 00008 | O0000017 O0000018 | DO SHADOW AUSTRACIA TUR AUT ALDT AA DE TELA DE DO DE | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 480 | 1021 | 994 | 794 | 494 | 361 | 44 |
| DODGE | 00030010 | DO SHADOW TIPROO LATUR STO SA DIT BA RELTELA PILLA PILLA DE DE DE DO SHADOW TIPROO LA TURI ALLT DA DIT BA RELTEN A PILLA DO DE MA | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 346 | 415 | 480 | 306 | 244 | 220 | 27 |
| 00004 | 00000000 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 1271 | 1056 | 1200 | 910 | 682 | 92 |
| 00000 | CONTRACTOR | DO SHADOW EQUIPADO LA TUR AUT OL DIT CA SELTELA CT SO SELOS. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | • | 0 | 218 | 878 | 847 | 700 | 478 | 807 | 117 |
| DODGE | COMMONS | DO SHADOW DEPORTIVO L4 NOR ALIT BE DIT EA BE TELA CT SO, 66 66 DO SHADOW DEPORTIVO L4 NOR ALIT BE DIT OA SE TELA CT SO, 66 06 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 41 | 90 | 74 | 10 | • | 0 | 0 |
| 00006 | COMMONES | DO SHADOW DEPORTING LA NOR ALIT SE DIT DA SE TELA CT SO SE OS. | 0 | 0 | _ | ٥ | 0 | 0 | 0 | 0 | 0 | 29 | 83 | 53 | • | 3 | 2 | 0 |
| DODGE | 00000004 | DO SHADOW DEPORTING LA TURI AUT SA DIT GA SEL TELA CIT SIQ SEL DE | • | 0 | | ō | 0 | 0 | 1 | 0 | 0 | 30 | 93 | 48 | .4 | ٥ | 0 | 0 |
| DODGE | 00880036 | DO SHADOW JUNEAU LA TURI AUT DE DIT SA SIE TELA OT SO SEE DE | 0 | 0 | Ň | ū | 0 | ٥ | 0 | 0 | 0 | 37 | 79 | 71 | 15 | 2 | 3 | 1 |
| DODGE | 00230036 | DO SHADOW JUVENIL BOUPADO LA TUR AUT DE DIT CA SEL TELA CT SO SE OS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 48 | 7 | 2 | 0 | 0 | 0 |
| | | | U | v | Ų | ٥ | 0 | 0 | 0 | 0 | 0 | , | 11 | 2 | 0 | 0 | o | 0 |

| | | | Ultimo | | | | | | | | | | | | | _ | | |
|----------------|----------------------|---|---------------------------------------|--------------|--------------|--------------|-------------|------|------------------|------------|------------|----------|------------|------------|------|------|------|------|
| ARMAD_DES | CLAVE | DESCRIPCION | Modelo | 2002 | 2001 | 2000 | 1990 | 1986 | 1007 | 1888 | 1995 | 1984 | 1993 | 1902 | 1991 | 1880 | 1000 | 1900 |
| 00006 | CARROCCE CARROCCE | DO SHADOW JAMENIL LA TUR AUT SA DE TELA OT SQ 260 05 DO SHADOW JAMENIL BOURADO LA TUR AUT SA DIT CA EET TELA OT SQ 200 05 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 180 | 100 | 12 | | 0 | 2 |
| DODGE | COMMON | DO SHADOW JUVERSE, SQUEFADO LLADO LA TURI ALIT DA QUE DA CEL TELA CIT DO 96 06 | 0 | | 0 | | ő | ő | 0 | 0 | 0 | 22 | 31 | 20 | | 0 | 0 | |
| 00006 | C0000000 | DO NEON BASE LI RIP STD ON DV SA SE TELA SS SQ SS OF | 1072 | 9984 | 3975 | 1122 | 887 | 780 | 408 | 300 | 816 | 294 | 7 | 7 | ő | ŏ | ŏ | ĭ |
| DCDQM | 00000001 | DO NEON BASE LA SAP AUT OF DAY SA SE TELA SE SIQ 555 | 7 | 1 | 1 | | - 7 | | | 842 | 876 | 334 | ė | ò | ō | ō | ŏ | ė |
| 00006 | COTTOONE | DO NEJON BABICO LA BUP STD (M DAV ÇA SIE TIBLA PM SIQ SIS OS | 14 | 40 | 63 | 188 | 11 | 30 | | 10 | 181 | 120 | 0 | 0 | 0 | 0 | 0 | 0 |
| 00000 | 00000000 | DO NEON BASICO LA RAP AUT SA DAY CA SE TELA PAI SO ES OS | 0 | 19 | 66 | 14 | 114 | 47 | 32 | 27 | 206 | 67 | 2 | ٥ | 0 | 0 | 0 | 0 |
| 00000 | 00090004 00090004 | DO NEION CONVENIENCIA. I LA EMP ETTO OL DAY SA SE TELA PIA SO SEI DE DO NEION CONVENIENCIA. I LA SAP STO OA DAY OA SE TELA PIA SO SE OS | 0 | • | . 1 | | | 4 | 18 | | 220 | 26 | 1 | 0 | 0 | 0 | 2 | 0 |
| 00000 | 00000000 | DO NEON CONVENIENCIA I LA SEP AUT SA DAY SA SE TELA PIA SO SE SE | ŏ | 0 | 0 | 34 | 43 | 100 | 2 | 44 | 179 | 97 90 | 0 | • | 0 | ٥ | 0 | |
| CODE | 00890087 | DO HEIGH DOWNSHIENDA I LA BEP ALIT DA DAY DA SE TELA PALSO. BE OF | ŏ | ŏ | ž | 11 | 49 | 122 | 111 | 116 | 342 | ~ | ĭ | ò | ŏ | ŏ | ň | ŏ |
| 20008 | 00000000 | DO NEON CONNECTION IS LA INF AUT OF DAY ON SETTLE OT BO SE | ō | i | 10 | 77 | 24 | 11 | | | - | - | ò | ŏ | ŏ | ŏ | ŏ | ŏ |
| 00000 | 00220000 | DO NEIGH CONVENIENCIA. II LA BAP AL/T ÈN DAY DA BE TELA CT EQ 60 66 | 1 | 0 | 2 | • | 29 | 26 | | 61 | 161 | 4 | ō | ō | ō | Ō | ō | ō |
| 0000E | 00200040 | DO HEIGH JANEEL TIPTOO LA BUP STO SA DAY SA SE TIELA PLA SO SE DE | 0 | 0 | 0 | 0 | 0 | ٥ | 1 | 15 | 86 | 37 | 0 | 0 | 0 | ۰ | 0 | 0 |
| 0000E | C00000041 | DO NIBON JAMENE, TIPROD LA RIP STID SA DAY CA SIL TIELA ÇIT SIQ SIS SIS DO NIBON JAMENE. TIPROD LA RIP ALL'I SA DAY SA SIE TIELA FINE SIQ SIS SIS | 0 | 0 | ٥ | 0 | 0 | 0 | .1 | 17 | 01 | 10 | 0 | 0 | 0 | • | 0 | 0 |
| 00000 | COMMONA | DO NEON JUVIDEL 1970Q LA SEP AUT ON DIV QU'EN TELA OT EQ CES QU | | | 2 | | ; | 2 | 47 73 | 16 | 84 | | | Q Q | | • | 0 | 0 |
| 0000 | 00290044 | DO NEON JAMENIL BOUTPADO LA SAF STO DA DAY SA SE TIELA OT SO SE DE | | ż | • | | ó | | / <u>*</u> | 9 0 | 126 40 | 14 | 0 | 0 | 1 | 0 | 0 | 0 |
| DOCOL | 00000046 | DOMEON JAMPIA, BOLEPAGO LA IMPETROMAGICABIETRIA CTROSSOY | ō | ō | ĭ | ŏ | ŏ | ŏ | - 7 | 12 | 4 | - 7 | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ |
| (CODE) | CD(2004) | DO NEION JUVENIL BOURPADO LA IMP ALIT DA AME SA SE TELA (IT SQ 565 DE | 0 | 3 | ė | 4 | 1 | 16 | | 7 | 40 | 30 | ŏ | ŏ | ō | ō | ō | ō |
| DODGE | 00290047 | DO NEION JUNEAU BOUNHADO LA BUF AUT DA ARA CA SE TELA OT DO 100 DE | ٥ | 0 | 0 | 0 | | 0 | 1 | 20 | 61 | 0 | 0 | 0 | Ó | Ō | ō | Ö |
| 00000 | 08000040 | DO NEON LLUC LA RAP ETTO SA DAY DA SIE TIELA OT SIQ SIS DE | .0 | 0 | 2 | 7 | 60 | | 18 | 29 | 117 | | 0 | 0 | 0 | 0 | 0 | 0 |
| DODGE | C00000040 | DO NEON LLUO LA IMP STD OL ARS CA SE TELA CT SQ 98 05 | 30 | | 86 | 126 | 41 | | | 14 | 76 | 44 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0000 | 00000001 | DO NEION LULIO LA SEP AUT SA DAY CA SEL TELA CT SOL SE CEL DO NEION LULIO LA SEP AUT SA ASEL SA SEL TELA CT SOL SEL OS | 947 0 | 198 | 201 | 63 | ** | 194 | 4 4 17 | #7 | 180 186 | 7 70 | 0 | 0 | 0 | 0 | 0 | 0 |
| 00000 | C0080044 | DO HEIGH COUPE LA BEP STD OR DV BA SE TELA CT SQ SS SS | 2 | 80 | 106 | 874 | - | 102 | 100 | 81 | 100 | ,, | ŏ | Ö | Ö | ٥ | 0 | ŏ |
| BODGE | 00000043 | DO MEON COUPE LA REP STD SE DIV CA SE TELA OT SO SIS DIS | ō | ō | | 30 | 204 | | 25 | 20 | - 5 | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ |
| DODGE | 00286064 | DO NEON COUPE IA SEP AUT SE DAY BA SEE THEA CT 90 89 86 | 0 | 0 | P | 0 | 0 | ò | 14 | 14 | Ō | ō | ō | ō | ō | ŏ | ŏ | ŏ |
| DODGE | 00890066 | DO NEON COUPE LA BAP AUT 60 DAY GA 60 TELA OT 60 60 66 | 1 | 3 | 2 | 2 | 1 | 14 | 80 | 27 | ٥ | 0 | 0 | 0 | 0 | 0 | ٥ | 0 |
| 00006 | 00890088 00890087 | DO NEON SEDAN 186 K.P. LA SAP STD ON DAY SA SEL TELA CT 90 85 05 | | 71 | 141 | 992 | 1112 | 622 | 226 | 20 | 0 | | 0 | ٥ | 0 | 0 | 0 | 0 |
| DODGE | 00000007 | DO NICON RECIAN RELIA RAP STID ON DAY SA SEE TELLA CIT SIQ SIS OS DO NICON SECIAN SELLA RAP STID SA DAY SA SEE TELLA CIT SID SAS SAS | 215 | 1927 1114 | 2107 1783 | 2913 2617 | 981 1334 | 981 | 264 208 | 10 | 3 | 17 | | 0 | 0 | 0 | • | 0 |
| DODGE | 0000000 | DO NEON SEDAN LE LA REP AUT SA DIVIGA SE TIELA CT SO SE SE | 843 | 2340 | 3434 | | 2001 | 1189 | 734 | 144 | 120 | H | 1 | ٥ | 0 | 0 | 0 | ٥ |
| D000E | 00000000 | DO NECH SEDAN LX LA SEP AUT ON DAY CA OE TELA OT SQ 86 06 | - 1 | 121 | 205 | 720 | 430 | 186 | *** | - 1 | | - | ŏ | ŏ | ŏ | ŏ | ŏ | ž |
| () COLOGIE | 00000001 | DO NEON SEDAN LX LA BAP AUT SA DAY GA CE TIELA CIT SO; CO SA | 863 | 1032 | 2002 | 2006 | 647 | 784 | 112 | 6 | • | Š | ŏ | ŏ | ō | ō | ō | ō |
| 00000 | 00000000 | DO MISON MISTAN RIT LA TUR SITO DA DAY ÇA ÇIL TIBLA (IT 60 66 66 | 24 | 49 | 89 | 32 | 174 | 187 | 46 | 0 | 0 | 0 | O | 0 | Ó | ō | ō | ō |
| DODGE | COMMISSION | DO MEON SEDAN RT LA TUR STD ON DAY DA DE TELA OT OO CE OE | 1 | | 16 | 16 | 11 | * | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 00000 | O0000004 Outdoons | DO MECH REDAN RT LA TUR AUT IN DAY CA CIL TIELA CIT QQ 88 06 DO NIECH REDAN RT LA TUR AUT 04 DAY OA CIL TIELA OT OQ CIB 06 | 0 | | - ! | ; | | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 00006 | C00000000 | DO PT ORUMBER OLABBIO TIPIDO LA IMP STD OS DIVI BA BE TIBLA OT SIQ OB OS | , , , , , , , , , , , , , , , , , , , | 111 | 220 | - | 3 | 1 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 |
| BOOGE | COMMON! | DO FT ORUMER CLASSIC TIPIOC CANALTA LA SUP STD 66 DAY OA 66 TSLA CT SO CE 66 | - 7 | - 40 | 100 | 97 | ŏ | ŏ | ŏ | ŏ | ŏ | ă | ŏ | ö | ŏ | ŏ | ŏ | ă |
| 00000 | C0520000 | DO PT ORWINGER CLASSIC TIPIDO LA BAP AUT DE DIV SA SELTELA OT SIQ OS OS | | 80 | 190 | 20 | ō | ō | ō | ō | ō | ő | ŏ | ŏ | ŏ | ō | ō | ō |
| 90006 | 00230000 | DO PT ORUMBIA CLABRIC TEPICO CAMARTA LA RIP AUT 05 DAY CA SE TELA CT SIC DS | 36 | 119 | 242 | 183 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Ō | 0 |
| Çában | 00000070 | DO FT CRUMBER TOURING TIPIOD LA MIP AUT 06 DIV CA 6E TIELA CT 90 CB 06 | \$ 0 | 24 | 113 | 218 | 0 | ٥ | ٥ | 0 | o | 0 | 0 | 0 | ٥ | ٥ | 0 | 0 |
| DODGE | C0090071 | DO PT CRUMBER TOURING SEMA SIGUIPADO LA BAP AUT OS DIV CA SE TELA CO CO OS OS DO PT CRUMBER TOURING LLUIC LA SAP AUT OS DIV CA OS TELA CO CO OS OS | 200 | 1291 | 62 204 | Q 80 | 0 | 0 | 0 | 0 | 0 | 0 | • | 0 | 0 | 0 | 0 | 0 |
| 00006 | 00000075 | DO NEON BEDAN LX L4 RAP AUT 94 DAY OA CE TELA CT OO CE OE | 25 | 12 | 30 | - 42 | 126 | B4 | 82 | | 7 | . 25 | 0 | 0 | 0 | 0 | 0 | 0 |
| 90008 | O0000074 | DO NBON SEEMN RT LA TUR STD OA DAY CA DE TELA CT OO OB 95 | 16 | 21 | - E | 7 | 46 | 13 | - 3 | ŏ | 6 | ₩ | ò | ŏ | ŏ | ŏ | ŏ | ŭ |
| DCDCOR | (CONTRACT) | DO DART. IE SEDAN TIPOD LI TURI STD IN DIT SA SE TELA PAI SO ISLINI | 0 | | Q | ŏ | ò | Ö | ō | 1 | ŏ | ž | 1 | 30 | 37 | 4 | 1602 | 1846 |
| 00006 | 170800000 | DO DART - E SEDAN BOURADO LA TUR AUY ex D/T CA DE TELA PM DO DE 06 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | ٥ | 0 | ō | 215 | 303 |
| DODGE | COMMON | DO SPIRIT TIPOD LA NOR ALIT SA DIT SA SE TELA CT SQ 88 05 | 0 | Ó | 0 | 0 | 0 | 0 | 3 | | 409 | 1871 | #170 | 2401 | 1863 | 1824 | 464 | - 4 |
| DODGE DODGE | D0000004 | DO SPIRIT TIPLOS LA NOR AUT SI DIT CA SE TIBLA OT SIG SIS OS DO SPIRIT TIPLOS LA TUR AUT DA DY BA SE TIBLA OT DO DE DE | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | ٥ | 200 86 | 444 | 1929 | 1481 | 1226 | 794 | 110 | 22 |
| DODGE | CONTROLOGI | DO SPIRIT TIPIOC LI TUR AUT DI DIT CA SE TELA CT SO SE GE | 0 | ŏ | ö | ŏ | ŏ | 0 | ŏ | 0 | 70 | 197 | 376 262 | 240 188 | 128 | 5 | 0 | 0 |
| DODGE | 00890007 | DO SPIRIT BOURADO LA TUR AUT SA DAT DA SEL VELCUR DE SO SE DE | ō | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | 65 | 120 | 270 | 172 | 181 | 112 | 23 | 5 |
| 00006 | 00290000 | DO SETENT BOLLEFADO LA TUR ALIT DA DIT CA CIE VELCUR OT 80 68 06 | Ö | ō | ō | ō | ō | ŏ | õ | ŏ | 125 | 848 | 694 | 913 | 731 | | 301 | ě |
| (COOM | (palentiane) | DO SPERIT EQUIPADO LA TUR AUT ON DAT DA DE VELOUR OT SIG DE SE | 0 | 0 | 0 | 0 | 0 | 0 | Ó | 0 | 34 | 166 | 947 | 297 | 179 | 44 | 0 | ō |
| DODGE | D0000010 | DO STRATUS TIPIDO SELA SEP STO IN DIT SA SELVELOUR OT SQ 66 06 28 X | 230 | 622 | 906 | 2114 | 1701 | 2027 | 1400 | 929 | 110 | 13 | 1 | ۰ | 0 | 0 | 0 | 1 |
| 0000E | D0000011 | CO STRATUS TIPICO DE LA RIP STD 04 D/T CA CE VELOUR CT SQ RE 05 25 X | | 21 | 218 | 722 | 619 | 627 | 476 | 177 | 20 | 0 | 0 | 0 | 1 | ٥ | 0 | 0 |
| 0000E | COMMUNIS COMMUNIS | DO STRATUS TIPICO SE LA SEP AUT DA DAT SA SEL VELOUR OT SQ SS SS SS X DO STRATUS TIPICO SE LA SEP AUT SA DAT GA DE VELOUR OT SQ DE SE SE X | 337 480 | 726 1844 | 1192 2912 | 1040 | 716 2060 | 1270 | 885 1788 | 408 | 225 251 | 49 | 0 | 0 | 0 | 0 | 0 | 0 |
| DODGE | D0200014 | DO STRATUS BOUPADO LE LA MAP AUT SA DAT CA SE VIELDUR OT SO CE OS 22 C | 26 | 118 | 372 | 1730 | 2000 | 907 | 822 | 600 | 201 201 | 34 | 0 | 0 | - } | 0 | 0 | 0 |
| DODGE | D0000018 | DO STRATUS BOUPADO LE LA SMP AUT SA DAT CA CE VELOUR OT SO OS SA 20 O | ő | 1 | 7 | 247 | 240 | 130 | 153 | 131 | 164 | 47 | ŏ | ŏ | Ö | ŏ | Ö | Ö |
| 00000 | Description | DO STRATUS EQUIPADO LX (A BUP AUT DA DIT DA DE VELOUR DE SO DE 66 20 D | i | 20 | 236 | 567 | 300 | 617 | 848 | 101 | 44 | 7 | ŏ | ō | ŏ | ŏ | ŏ | ŏ |
| DODGE | O4880017 | DO STRATUS EQUIPADO LIX LA TUR AUT DA DIT DA DE VIELOUR DO SIQ OS DE 32 D | 0 | 0 | 0 | 40 | 67 | 77 | 67 | 36 | | 2 | 0 | ō | ō | ō | ō | ō |
| DODGE | D00000010 | DO STRATUS LLUID LA TUR ALIT DA DAT CA SIS VIRLOURI OT SIQ 88 06 | 0 | 1 | 92 | 523 | 370 | 371 | 429 | 366 | 212 | 50 | 0 | 0 | 0 | o | o | 0 |
| 00004 | D0230000 | DO STRATUS LUJO LA TUR AUT SI DYT CA CEI VELCUR CT SIC CEI CEI | 1002 | 42 | 90 | 413 | 211 | 200 | 213 | 198 | 76 | 16 | 0 | 0 | ٥ | 0 | 0 | 1 |
| COLOR. | Junio | DO STRATUS LLUO RT LA TUR ALIT ON DAT CA CE VIBLOUR OT SQ 68 60 M E | 1602 | 15635 | 3211 | 618 | 260 | 340 | 226 | 128 | 7 | ٥ | 0 | 0 | 0 | ٥ | 0 | Ò |
| | | | | | | | | | | | | | | | | | | |

| AFFEL | AD DES | CLAVE | DESCRIPCION | Ultimo Modulo | | | | | | | | | | | | | | AL INCOME. | |
|---------|--------|--------------------------|--|--|------------|-----------|-------------|------------|------|----------|------------|----------|------------|------------|----------|------------|------------|------------|------------|
| 0000 | | Desirient | | ************************************** | 2002 67 | 2001 | 2000 144 | 1999 | 1998 | 1997 | 1986 31 | 1985 | 1994 | 1993 | 1962 | 1991 | 1980 | 1980 | 1999 |
| DODG | | Destrocas | | 12 | 40 | 114 | 149 | 150 | 133 | 171 | 113 | 42 | ŏ | Ö | ŏ | ŏ | ŏ | ň | ŭ |
| 0000 | _ | COMMONM | DO STRATUS SOUPADO LA REP STD DA DYT DA SIS VELLOUR OT SQ 08 98 | 1 | 36 | 95 | 78 | • | | | 80 | 31 | ō | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ |
| 0000 | _ | Desirement | DO ETRATUS NUMBER SE EL LA SAF STD SE DIT CA CE VELOUR OT SO CO CE | 661 | 670 | 1294 | 180 | 121 | 123 | 116 | 85 | - 4 | 4 | ٥ | 0 | 0 | 0 | 0 | 0 |
| Dapa | | DODDO | DO STRATUS NLEMEA DE E.4 L LA MÉ AUT ON DIT CA CE VELOUR OT BO CE DE DO STRATUS NLEMEA RT E.4 L LA MEP AUT ON DIT CA CE VELOUR OT SQ CE OS | 873 30 | 3279 78 | 3048 | 80 | 13 | 14 | 67 | 1 | 1 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 |
| 0000 | | D0000007 | DO STRATUS NUMBA LEI 2.4 L LA MEP AUT SA ARS CA CE VEROLES OD SO CE OR | 0 | 18 | 921 27 | | 5 | 2 | 2 | 2 | • | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 900a | | CORNORAL | DO STRATUS NUMBA UX 24 L LA SAP AUT OLASSE DA DE VELOUR CO SO DE SE | ŏ | - 7 | 10 | ò | ŏ | ŏ | ò | | ò | á | ŏ | | | ŏ | ň | , |
| popol | - | Continue | OF STRATUS NUMBER RT 124 L LA YUR AUT DA ARRE DA DE VELDUR OFF OFF OFF OFF | ** | 200 | 11 | ō | ō | ō | ō | ŏ | ŏ | ŏ | ō | ō | ŏ | ŏ | ŏ | ŏ |
| 00000 | | D0990999 | DO STRATUS NAMEARY 2.4 LIA TUR AUT SI ASS CA CIE VILIOUR CO CO CO CO | 43 | 66 | 112 | M | 37 | 23 | 3 | 11 | 0 | 0 | Ó | Ó | ō | ō | ō | ō |
| 0000 | _ | HOUSEOUT | DO MACINEM TIPPOD LA NORI OTTO OL DIT CA ESE TISLA PIA SIQ DE DE CO MACINEM SIGNIPADIO LA TURI SITO DA DIT CA OSSITIELA PIA SIQ DE DE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ۰ | 0 | 0 | 103 |
| 00000 | - | HOEBOORD | DO SPIRIT RT TIPICO LA TUR AUT DA DIT SA SEL VILLOUR PM SO SE CE | Č | 0 | 0 | • | 0 | 0 | 0 | 0 | 0 | | .0 | | 0 | ٥ | 0 | - |
| 00000 | | 140000004 | DO SPERIT RT TIPIOD LA TUR ALIT SA DIT CA SEL VELOUR PAI SQ SE SE | ŏ | | 0 | 0 | 0 | 0 | 0 | 0 | | 23 182 | 23 233 | 342 | 51 144 | 80 70 | 0 | 0 |
| 9000 | | HOMBOOG | DO SPIRIT RT SOUPADO LA TUR AUT SI DIT DA DE VILLOUR OT SO DE SE | õ | ĕ | ŏ | ă | ŏ | ŏ | ŏ | ŏ | 46 | 149 | 200 | <u> </u> | 116 | ~ | ŏ | ž |
| 00044 | | 110000000 | DO SPERT RT 16 VAL BOURADO LA TUR ETD 94 D/T DA 6E VELCUR CT 90 OF 95 | ō | ō | ŏ | ō | ō | ō | ō | ŏ | 36 | 100 | 100 | - i | 284 | - | ŏ | ŏ |
| 00000 | | 143539907 | DO SPIRIT RT 16 VAL BOLLEYADO LA TUR AUT ÓA DIT CA SE VELOUR OT SO OS OS | 0 | 0 | 0 | Ō | ō | ō | ō | ō | 19 | | 130 | 126 | 10 | 25 | ō | ī |
| D0044 | | 100000001 | CO INTRACTO SE ALIGERRO VE SIÓ ALT SI ARRES BA SE TELA ÓT SÓ CEI SE | 430 | 100 | 227 | 200 | 265 | 264 | 130 | 202 | 200 | 260 | 81 | 7 | 0 | ٥ | 0 | 0 |
| 00000 | | DE1000 | DO INTREPTO SEDANI SEL VISINO ALIT DI ARIS DA CELTELA CO EQ CIS DI DO INTREPTO SEDANI SEL LUJO VISINO ALIT DI ARIS CA CE PIEL CO EQ DE DE | 14 | 0 | .7 | 122 | 213 | 160 | 97 | 160 | 194 | 198 | 122 | 2 | 0 | 0 | 1 | ð |
| DODGE | _ | 10000004 | DO INTREPTO REDAM SEL ULHO SO VIO SHO AUT OH ASS OA DE PRIL CO DO CO DE | 0 | | 12 15 | 37 | 150 | 176 | 196 | 23 24 | 16 29 | - 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 00000 | | Mandons | DO INTREPED SEDAN RT VE BAD AUT OF ASS DA CE TELA CO DO CO SE | | ŏ | 87 | 43 | 12 | 7 | ď | - 5 | - 20 | Ô | ٥ | 0 | 0 | 0 | ٥ | |
| 0000 | | 10000000 | DO INTRAFED GEOMAN RT LLUIO VIO MAIO AUT ON ARM CA CIE PIEL CO DO DO DE SI | ŏ | ō | 7 | 21 | 7 | | ŏ | - 5 | ŏ | ŏ | ė | ŏ | ŏ | ŏ | ŏ | |
| DODGE | | (0880007 | DO INTERPED GEDAN RT VS SHO ALIT DI ADE DA CE TELA OT BIO CEI DEI | 0 | 0 | • | 20 | ō | ō | ō | ŏ | ŏ | ŏ | ō | ō | ŏ | ŏ | ŏ | ō |
| 9000E | | 10020000 100200000 | DO INTREPIO SEDAN RT VE BAC AUT SA ABS CA CE PIÈL CT SQ CO CE | 0 | 0 | 27 | | 36 | 40 | | 18 | 17 | 14 | 2 | 0 | 0 | 0 | 0 | 0 |
| OCCOR | | A000000 | DO VERMA STE DEPORTIVO VIO STU AUT OE ARE DA CE PIEL OT SQ OS SE DO VERMA RT / 10 CONVERTIBLE VIO STU AUT OS ASS DA CE PIEL OT SQ OS CE | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 |
| 00000 | | MANAGOODI | DO DURANGO WAY SLT SCHUTADA 4 X 3 VS MIO AUT OI ARIS DA DE TELA CT SQ OI 65 | 129 | | 104 | 192 | 229 | 309 | 63 | 0 | 1 | 0 | z | 0 | 0 | 0 | 0 | 0 |
| 000dm | ı | MODERADE | DO DURANDO WAN OLT GOURADA 4 X 2 VII DIO AUT DE ARG DA CE PIR. OT DO DE DE | 30 | 267 | 200 | 314 | 330 | 318 | 95 | | ŏ | 0 | 0 | 0 | ٥ | 0 | 0 | 0 |
| 00006 | | Militioson | DO DUPANGO WAN SUT 4 X 4 VS BMO AUT OF ASS OA DE PIÈL CT BO CIP BE | 7 | 14 | 134 | 200 | 206 | 314 | 7 | ŏ | ŏ | ŏ | ö | ŏ | ŏ | ŏ | ŏ | ŏ |
| DODGE | 1 | MARINECO (| DO DURANGO VAN RY 4 X 4 VS IMO AUT 66 ABB CA DE PIEL CT 80 08 06 | 21 | 80 | 72 | 82 | 81 | 64 | 48 | ō | ō | ŏ | ě | - 1 | ŏ | ŏ | ŏ | ŏ |
| 00000 | I | MODROOM | DO DURANTIO VAN RT 4 X 4 G / P. A. VE IMO AUT OF ABS CA CE PRIS. OT OO OS DE | 1 | 4 | | 0 | 0 | 0 | 1 | Ö | ō | ō | ō | Ö | ŏ | ŏ | ŏ | ō |
| DODGE | | HERBERGOOD HERBERGOOD | DO RAM CHARGER 4 X II AD - 100 VS NOR AUT 60 DIE CA SE TELA OT 90 00 00 | 1 | 0 | | 4 | 3 | 4 | 0 | 7 | 2 | 7 | 64 | 2 | 27 | 200 | 185 | 163 |
| 00000 | i | helecolocca | DO RAM CHARGER 4 X 4 AW- 180 VS NOR ALIT 95 DIS QA SE TELA CT SQ 56 06 DO RAM CHARGER 4 X 2 ROYAL VS SC ALIT 95 DIS CA CE TELA CT SQ 86 95 26 G | 0 | 0 | 12 | . 2 | 2 | | 0 | .0 | 1 | 3 | 11 | 64 | 90 | 78 | 111 | 131 |
| 00000 | Ī | 10000004 | DO RAM CHARGER 4 X 8 LIMITED VE ISO AUT OF DIS OA OIL TELA OT SQ 80 60 | ň | ŏ | 12 | 16 | 18 | 6 | ď | 27 95 | 147 | 164 402 | 264 864 | 480 | 482 030 | 244 288 | 202 188 | 1191 97 |
| 00000 | l | HERITAGORE | DO RAM O'NARGER ROYAL BOUFADA VE BIO AUT ON DON CA DE TRIA DO REG DE DE | ŏ | ŏ | ŏ | ĭ | 11 | 11 | ŏ | 7 | 177 | | 77 | ~ | 29 | 7 | 1889 | - " |
| 00048 | ı | HENERGOODS | DO RAM CHARGER LIMITED BOUNFADA VE IBO AUT OR DUS CA OE TIELA CO SQ 60 CF | Ó | ō | ō | í | - 1 | Ö | ŏ | - 3 | 18 | 22 | 46 | - | 77 | - | ŏ | â |
| 00000 | I | N0890907 | DO RAM CHARGER DEPORTIVA VE INC AUT OF DIR CA OF TIELA OT SO SIN OF | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | -0 | | 15 | 13 | ŏ | ĭ | ě |
| OCCUR. | | Massagge | DO RAM CHARGER SLT VERIC AUT OF DIR CA CE TELA CT RQ OR OF DO RAM CHARGER SLT PLUS LULIC VIR BÍC AUT OR DIR CA CE PREL CT RO CE AS | 0 | 3 | 78 | 208 | 260 | 82 | 0 | 0 | 3 | 1 | 11 | 21 | 20 | 28 | 0 | 1 |
| 90000 | | N0000010 | DO RAM WARDON 1800 SE WE NEW AUT OF DAY OA SE VELOUR OT SO SEED | 0 197 | 2 | 50 474 | 134 | 120 | 24 | | | | 0 | 0 | 0 | 0 | 0 | ٥ | ٥ |
| CODGE | | NOTICE 1 | DO RAM WARON 1800 BLT VEIRF AUT OF DAY OA SE VELCUR OT SO OF SE | 18 | - Ti | 110 | | 126 | 167 | 167 | 100 | 130 | 70 | - ? | 3 | 6 | • | 3 | ** |
| ()COOCH | | H0890012 | DO RAM WASKIN 2000 GE VE MAP AUT OF DAY BA DE VELOUR OT BO OR 12 | 20 | 90 | 67 | 4 | 116 | 70 | 142 | 80 | 22 | 60 | 24 | ŏ | | Ÿ | ŏ | ĭ |
| DODGE | | N0890018 | DO RAM WAGON \$500 SET VISIMP AUT OF DIV CA \$60 VIELOUR OT SQ CB 12 | 111 | 248 | 46 | 14 | 36 | 80 | 145 | 36 | 15 | 22 | 18 | ō | ŏ | i | ŏ | ė |
| 3000E | | N0890014 | DO RAM QUAD CAS BIOS SLT 4 X 2 VB SAP AUT SI DAY CA OB VELCUR CT SO OS OS | • | 24 | 81 | 81 | 200 | 0 | 0 | 3 | 1 | 0 | 2 | Ó | 3 | 1 | 2 | 12 |
| 00000 | | M0880016 | DO RAM WAGON MARE SECO SEE VE MAP ALT SE DAY CA DE VELOUR OT SQ DE 15 DO RAM WAGON MARE SECO SET VE MET ALT DE DAY OA DE VELOUR OT SQ DE 15 | 0 | 42 | 148 | 72 | 39 | 37 | 86 | 20 | 37 | 15 | 2 | ٥ | ٥ | 0 | 0 | 2 |
| 00008 | | NEWSON T | DO RAM CUAD CAB 1800 SET 4 X 4 VB RIP AUT SE DAY CA CIB VELCUR CT SQ CIB OR | Ů | 0 | 10 | 3 10 | 3 | 1 | 0 | | 3 | | 0 | 0 | 1 | 1 | 1 | # |
| D000# | | M0890018 | DO RAM CHARGER CUSTOM VERIF STD OF DAY ON SET TIELS OF SIGN OR OF | Ď | ĭ | 70 | 115 | 26 | ŏ | ĭ | Ö | 0 | 4 | 3 | 0 | | 2 | 9 | 0 |
| 00000 | | MANAGE 19 | DO RAM CHARGER GUSTON VS BAP AUT OS DAY DA SE TRLA CT SIQ OS OS | ŏ | 2 | 340 | 201 | 116 | ŏ | ė | ŏ | ŏ | ė | ő | à | ė | á | ò | ō |
| DODOM | | M0860000 | DO RAM CHARGER ELT PLUS LLUG VS ISO AUT ES ARIS CA CE PER, OT SQ 09 66 | 0 | ٥ | 2 | 23 | 36 | 7 | ō | ō | ō | ŏ | ō | ō | ō | ŏ | ŏ | ŏ |
| DODGE | | MERSONS1 MERSONS2 | DO RAM CHARGER BLT PLUS LUNO VE INC AUT 65 ABS CA GE PIEL CO SCI CS 65 | 0 | 0 | 14 | 30 | 5 1 | 16 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | Ô | 0 |
| 00000 | | 2020000 | DO RAM WAGON 1800 SE VE SEP AUT OF DAY OA DE VELDUR OT SQ 86 06 DESCONTREMADO | 7 | 12 | 10 | 16 | 36 | 84 | 47 | ** | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 18 |
| FERRAR | | G6000001 | FIG FINANCIA DEPLINETTA F-386 H.T. VE MP AUT OIL ARE DA CIE FIEL OD SO CIE DE | ŭ | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 300 |
| PRIVATA | H | 00000000 | FIE PRINTARY MINISTRA P-866 F-1 80 VS MIP AUT 02 ABS DA DE PIEL 00 80 08 08 | ō | ŏ | ŏ | ŏ | ĭ | ŏ | ŏ | ŏ | ŏ | ő | 0 | Ö | 0 | 0 | 0 | 1 |
| | - | 00000000 | FIE FIEWARD F-989 GTG F-1 Visited AUT (SEASO CA CIE PIEL CO SIG CIE SE | ō | ō | ŏ | ŏ | ò | ō | ō | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ |
| HERVAR | | 00000006 | FIT FERSTARI F-MAS CITTS F-1 SPY/DER VI) MAP AUT OF AMP CA ON PIEL CO SQ ON SA | 2 | 4 | • | 0 | 1 | ó | ō | ō | ō | ŏ | ō | ŏ | ō | ō | ŏ | ō |
| PAT | - | 908800W 90870001 | PER PERSONAL SALVANIELLO VILLE ENT ALLT OR AMP CA COL PREL CO. SIG. CO. | ٥ | 0 | 1 | ٥ | ٥ | 1 | 0 | 0 | 0 | 0 | 0 | ò | ò | ō | ō | 1 |
| PIAT | | Battooar | PEPALIO B 1.6 L DH 102 H.P. LE REP STD OLD DE SA SE TELA CE SQ SE SE PEPALIO D 1.4 L DH 102 H.P. LE SEP STD OLD DE OA SE TELA CO SQ SE SE | 5 | 0 | 0 | 0 | 0 | ٥ | ٥ | 0 | 0 | 0 | Q | 0 | 0 | 0 | 0 | 0 |
| FAT | | 80270006 | FI PALIO D. 1.8 L DH 102 H.P. LA RAP STD 04 D/T CA SE TELA CO 90 98 96 FI PALIO D. 1.8 L DH 102 H.P. LA RAP STD 04 D/T CA CE TELA CO 90 98 94 | : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MAT | | R0870004 | FI PALIO E 1.8 L DH 192 H.P. LA MIP STD 04 D/T CA CE TELA OD 9Q 08 05 | ì | ĕ | ٥ | 0 | Ö | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MAT | | BQ270006 | PI PALIO E 1.6 L DH 100 H.P. LA MP 61D 05 D/T SA 9E TELA OT 8Q 89 05 | i | ō | ĩ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | 0 | 0 | 0 | 0 | 0 | 0 |
| PAT | | B0270008 | FI PAUG 0 1.9 L DH 102 H.P. L4 MP STD 05 D/T CA 60 TELA CD 90 99 05 | 2 | ò | ò | ō | ō | ō | ō | ŏ | ŏ | ō | ŏ | ŏ | ŏ | Ö | ŏ | ö |
| PIAT | | | PIPALIO D. 1.8 L DAY 182 H.P. LA RAP STD 66 DAT CIA DE TIBLA CO 8Q 66 06 | 2 | 0 | 1 | 0 | 0 | ٥ | 0 | 0 | 0 | ò | ō | ō | ō | ŏ | ŏ | ŏ |
| MAT | | FUE / UUDB | FT PALIC E. 1.6 L DH 102 H.P. LA MAP ETD OF DY CA OE TELA CO SQ CES OF | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| THE OWNER | | WORKING FOR MUNICIAL I MODELO | | | | | | | | | | | | | | | Anexo | 10 |
|--------------|---|--|-------------------|---------------|--------------|--------------|------------|------------|------------|-----------------|------|------|------------|------|------|------|-------|------|
| AFRICAD DES | CLAVE | DESCRIPCION | (Atimo Marisio | 2002 | 2001 | 2000 | 1988 | 1985 | 1987 | 1998 | 1998 | 1004 | 1983 | 1892 | 1981 | 1880 | 1000 | 1000 |
| PIAT | LBE70001 | PI PALIO ADVENTURE E 1.8 L DH 162 H.P. LA SEP STD 66 D/T OA DE TELA CID SIG CIS DE | 26 | | | ~~~ | | | | | | | 0 | | | | • | 1 |
| PORC | 90880001 | PO PRESTA BASE 1.5 L LA BAO STO OS DY SA SE TELA SA SO SO SA SA YED | 97 | 40 | | 1208 | 886 | 813 | 88 | 2 | 2 | ŏ | ŏ | | ŏ | ŏ | ō | ī |
| FORD | Bolomos | PO PRINTA MARE 1.3 L LA IMO STD OS O/T DA SEE TELA DE DO 95 95 95 950 | \$15 | 30 | 3149 | 1992 | 426 | 312 | 41 | 0 | 0 | ٥ | 0 | 0 | Ó | Ö | ō | Ó |
| PORD PORD | - | PO PRINTA TIP100 MID 1.5 L LA BAD STD 03 DT \$4 RE TELA PM 80 80 65 YEC | 34 | 47 | 183 | 205 | 173 | 166 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| FORD FORD | 84860064 80000000 | PO PIERTA TIPICO MID 1.3 L LA MIO RTD 06 D/T CA 66 TELA PM 60, 66 05 YEO | .1 | 13 | 170 | 294 | 237 | 90 | •0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 1 |
| PORD | E2000000 | PO PRESTA TIPPOO 1.8 L LA MÁO STID OS DAT SA SELTELA PALISIQ OS OS YSO PO PRESTA TIPPOO 1.8 L LA SAO STID OS DAT CA SELTELA PALISIQ OS ALIVEO | 10 | 0 | 93 | 147 | 140 | 137 | 20 | 0 | 0 | 0 | 1 | ٥ | 0 | 0 | ٥ | Ð |
| PORD | 80886007 | PO PARTA TIPOCO TALLA LIA CANCINETTE SA ARTHUR AL PARTA COMPANY AND COMPANY AN | 12 | | 229 | 134 | 121 | 181 | 14 | 0 | 1 | | 0 | 0 | 0 | 0 | 0 | 0 |
| PORD | (COMPANIE) | PO FRENTA TIPLOD HIGH 1.4 L LA MICHETTO ON DIT CA SELTELA PIA SOLOS MAYES | 32 | 25 2 | 104 | 999 383 | 278 84 | 157 47 | 53 A | 0 | 0 | 0 | o | | 0 | 0 | 0 | 0 |
| PORD | 00000000 | PO PIBETA BOLUPADO 1.4L LA BIO STD OS DIT DA DE TELA AM DO SE SE YEA | 3400 | 120 | 3920 | - | 222 | 220 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PORD | 90000010 | FO FEMATA SIGNIFADO 1.4L LA SAO STIDIOS DY DA CIE TISLA OT SIQ DE SE YALL | | | 160 | | 73 | 121 | 32 | ŏ | ŏ | ŏ | ŏ | ŭ | ŏ | ŏ | 0 | ŭ |
| PORD | COMMO 2011 | PO PRIETA SAGE SUDSET 1.3 L D.H. (A NO STO SEDIT DA SE TRLA PAI SO, SE VED | i | ŏ | | 7 | Ö | '-6 | 7 | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ň |
| PORD | 80889018 | FO FIRSTA RICH BASE 1.5 L LI MO STD 64 D/T SA SE TELA PM 90 88 05 | 2206 | 4701 | 2700 | 179 | ō | ŏ | ō | 1 | ŏ | ō | ŏ | ŏ | ŏ | ŏ | ŏ | ĭ |
| FORD | District 1 | PO PREFTA INON MID 1.8 L D.H. LA BAD STD 64 OF SA SELTELA OT 60 68 66 | 30 | 24 | 1070 | 96 | • | ō | ō | Ó | ō | ō | Õ | ŏ | ŏ | ŏ | ō | ā |
| PORD | BOSE0014 | PO PRESTA MON MID 1.8 L.P.R. (A SHO STD 64 DVT GA 66 TRLA OT 60 (49 GS | 1007 | 1007 | 2000 | 63 | ٥ | 0 | o | ō | Ó | 0 | ō | 0 | 0 | 0 | ŏ | Ď |
| PORD PORD | 80880016 | PO FERSTA MICHI MARIE 1.8 L. P.S. LA MICI STD 64 D/T CA SE TELA PM 90 98 98 | 722 | 5276 | 1205 | 188 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PORD | 80886017 80886017 | PO PERTA MON MED 1.6 L preverpent L4 BEO STD 64 D/T CA CE TELA CT 6Q 68 06 | 776 | 1204 | 448 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| PORO | BOOKS 10 | FO KA BARROO 1.5 L. L4 BAC STO SE D'Y SA SE TELA SÉ SO ES SE FO KA TIPROO 1.5 L RANGE LA RÁO STÓ SE SY BA SE TIBLA PA SO SE SE | 2367 | \$240 | 4166 | 237 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | ٥ | 0 |
| PORD | inclination to | PO KA TIPROO 1.6 L RIMES LA RIAD STO 02 DAT OA SE TELA OD SO SE SE | 109 4678 | 1126 | 930 2200 | 76 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| PORD | 90000000 | PO PIBLITA BARKOO PIRIST 1.5 L LA IMO STD 05 DY BA SE TELA CY SQ EE 05 Y4D | 8778 | 142 | 2200 | 100 | 4 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ۰ | 0 | 2 |
| PORD | Biological 1 | PO PRISTA TIPICO PRIST 1.6 L LA BIO STO SI DIT DA SE TELA OT SQ SE DI VICO | 2678 | | 7 | 7 | | ŏ | ŏ | ŏ | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PORD | | PO PRESTA TREND 1.6 L LA GAO ETTO DE DAT DA DE TELA DO GO GO DE VAD | 8034 | 70 | ĭ | 17 | 1 | 10 | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ö | |
| FORD | 00000000 | FO KA BOURPADO 1.8 L D.H. LA IMO 8TO 02 D/T CA CE YELA OD CO 989 05 | 189 | 78 | 42 | | ė | | ŏ | ŏ | ŏ | ă | ŏ | ŏ | ŏ | | ŏ | ŏ |
| PORD | C0880901 | PO 8900RT LX TEPICO LA BAO STO OS DAT CA REL TELA PAI SQ SO SS LAD | D | 0 | ō | ō | 905 | 1300 | 1606 | 962 | 802 | | 158 | ŏ | ă | ĭ | ŏ | Ĭ |
| PORD | COMMODE | PO BROORT LX TIPROD IAI BMO AUT OF DAT ON SETTELA PM 60 66 64 LAC | 0 | 2 | 84 | 30 | 1019 | 1808 | 1843 | 496 | 656 | 360 | 79 | ī | 2 | - 2 | 1 | |
| FORD | CRESCOOL | PO EMOCRET LIX LUMP LA IMPO AUT ON DAT CA CEL TREA CIT OR SEE DAL LAA | 0 | 1 | - 6 | | 676 | 874 | 812 | 226 | 413 | | \$7 | 0 | Ö | 1 | 1 | 2 |
| PORD PORD | CMT#################################### | PO SECORT OT LA INICI STD SE DY CA CE YELA (IT SQ SE OF LIA | Ō | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | 107 | 67 | 1 | 2 | ٥ | 0 | 4 |
| PORD | 00000006 | PO ESCORT VACIONETA ECUPADA LA IMO AUT OS DIT CA DE TIELA OT EQ QUI OS LEC | 0 | 0 | 0 | 0 | ** | 234 | 142 | 43 | 302 | 200 | 44 | 2 | 1 | 0 | 0 | 0 |
| PORC | 00000007 | PO ESCORT VAGONETA TIPICA LA SACISTO DI DIT CA DE TELA OT DO DE PO BROORT LX AUSTRICO (A SACISTO DA DAT DA DE TELA DE DO DE DE DE | 0 | 0 | 0 | 0 | 2 | | 4 | -7 | 16 | 27 | .4 | 2 | 1 | ٥ | 0 | 0 |
| PORD | 0000000 | PO SECURIT LX AUSTREAD LA READ TO LA TRUMP LA CHIEF LA CONTRACT TROCKED OF CO. | 1 | 0 | 0 | 0 | 171 | 700 | = | 261 | 400 | 187 | 34 | 16 | 25 | 4 | 11 | 23 |
| PORD | 00377000 | FO BROORT LX TIPIOD LA BUD STD (ALD)T SA SE TELA PM SQ SS SS LIED | ŏ | ŏ | | | 462 | 676 | 78 633 | 145 | 204 | 79 | 6 | 0 | - 1 | 0 | | 1 |
| PORD | 00000010 | PO SECONT LIL TIPROD LA SAO STO CA DIT CA DE TILLA PAI SO SE DE CE LED | ŏ | ŏ | ŏ | ă | - | 267 | 812 | 243 | 25 | 16 | 2 | ۰ | : | 9 | 1 | 2 |
| PORD | 00000011 | PO BROOKT LIX TIPROD LA MAD AUT SA DIT DA DE TIELA PIA SQ 88 DE LEO | ō | ō | ŏ | ō | 191 | 448 | 637 | 204 | 19 | 7 | • | í | - : | - 1 | ò | 2 |
| PORQ | C9890018 | FO BROOKT LX BELLEPADO L4 BNO AUT SI DIT CA SE TELA FM SO SE SE LEA | ŏ | ō | ō | ž | 867 | 468 | 427 | 180 | | - 5 | - 7 | ō | ė | ò | ŏ | - 1 |
| PORD | 00000015 | PO ESCORT LX SQUIPADO LA IMO AUT DA DY CA CIE TIBLA PILI SQ QIE 55 LISA | 0 | 0 | 0 | 0 | 149 | 118 | 100 | 20 | ō | 1 | ò | ō | - 1 | ŏ | ă | ė |
| PORD | CHEMO014 | PO RECORT DEPORTIVO TIPICO LA BIO ETTO SA DIT ÇA SE TELA CT SQ 08 06 | 0 | 0 | 0 | 0 | 0 | 1 | 66 | 21 | 0 | o | ò | 1 | Ó | ō | ō | ō |
| FORD | C0890016 | PO BROORT DEPORTING TIPROD LA BAG AUT SA DAT GA SE TELA OT SO DE DE | 0 | 0 | , | 4 | 13 | 30 | 84 | 12 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 |
| PORD PORD | 0000017 | PO BROOKT CHIPORTING BOUIPADO LA SÃO AUT DA DIT DA DIE TIELA (IT SIQ 08 66 | 0 | 0 | 0 | 0 | 0 | _1 | - 44 | 67 | Ò | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PORD | 08880018 | PO SECORT S.WAGON TIPICA LA BAO ETTO OF DIT CA CE TELLA PM SIZ CE SE LET PO SECORT S.WAGON EQUIPADO LA BAO AUT OS DIT CA OS TELLA PM SIZ ES DE LEO | 0 | 0 | 0 | 0 | | | 184 | - | 17 | | . 6 | 0 | 0 | ٥ | 0 | 0 |
| 708D | 00000010 | PO SECONT IL WARDON BOURADO LA MIO ALT SE DAT CA CIE TIELA PIL SQ DE GLECAS | Ü | | 0 | | 142 200 | 264 291 | 203 237 | 92 70 | 130 | | 82 | ۰ | • | 0 | 0 | 0 |
| PORD | 00000000 | PO SECORT COUPE ZOS TIPICO LA MIO ETTO DE DAY CA DE TELA OT SO SEI DE LEO | ŏ | ò | 386 | 979 | 367 | 271 | 120 | 70 | 113 | 170 | 48 | ١ | 1 | 0 | 0 | 1 |
| PORO | 00000001 | PO BROORT COUPE DOZ TIPROO LA MIO AUT SE DAVICA CIE TIBLA CT SIQ SEI SE LEO | ŏ | ŏ | 304 | 448 | 344 | 842 | 115 | ó | ŏ | ř | ŏ | ŏ | ٥ | ö | ٥ | ŏ |
| PORD | COMME | PO SEGORT GOUPE ZOE TIPICO LA SEO AUT SE DIVIÇA DE TELA OD SO SE SE LISEOD | ō | ō | 0 | 40 | 67 | - | 84 | ŏ | ŏ | ė | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ |
| Polic | COMMUNICA | FO BECORT COUPE 2732 BD. (A SHO STD OF DAY CA OF TIELA OT SIG 48) OF LIBEOD | 0 | 0 | 1 | 111 | 96 | 226 | 83 | ō | ō | ō | ŏ | ŏ | ō | ō | ŏ | ŏ |
| PORD | COMMON | PO BROOKT COUPY 27G BQ. LA SHO AUT SE DAY OA OE TIELA CO SQ. SE SE UMAGO | 0 | 0 | 204 | 104 | 141 | 298 | 128 | Ö | Ö | ō | ō | ō | ŏ | ŏ | ŏ | ō |
| PORD | OMITO DE | PO ENCORT COUPE ZOLEO, LA NAO AUT DE DIVIÇA DE TREA CO DO DE DE LEAVOD | 0 | 0 | 10 | 12 | 70 | 195 | 32 | 0 | Ò | 1 | 0 | 0 | 0 | ٥ | 0 | 0 |
| PORD ROBO | O4886086 | FO EBOORT COUPS DO BO, LA MAD STD OR DAY OA SE TIELA OD SO OB OB OB OB | 0 | 0 | 0 | 2 | 44 | 184 | 72 | 0 | 0 | ٥ | ٥ | 0 | 0 | 0 | 0 | ٥ |
| PORD | Controls | PO SECONT COUPE 200 SQ. LA BIO STO OS DAY CA SE TELA CO CQ OS SE LEO PO POCAS BASE LX 110 M.P. (A F.) AUT OL DY GA SE TELA CO GQ SIS DE | 1331 | 0 | 0 | 0 | 36 | 92 | 26 | ٥ | 0 | 0 | 0 | 0 | o | 0 | 0 | 0 |
| PORD | 00000000 | PO POCUS SASE LX 116 H.P. LA P. AUT SA DIT CA SE TELA OT SO SE OS | 1331 2418 | (1164 4858 | 2100 4304 | 2600 3878 | 612 | 1 | | 1 | 1 | 1 | ۰ | 1 | 1 | 1 | 0 | 1 |
| PORID | 0000000 | PO POOLIS TIPIDO SE 198 H.P. LA F.J STD 04 D/T QA 95 TELA GT 90 69 08 | 804 | 1003 | 876 | 1513 | 1018 | 3 | ۵ | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| PORD | 00880081 | PO FOOUR TIPIOD BE 180 H.P. LA F.I AUT M DIT CA 92 TIBLA OT 90 98 98 | 1266 | 2115 | 1067 | 2406 | 779 | ŏ | ŏ | 1 | ŏ | Ö | 0 | 0 | 0 | 0 | 0 | 0 |
| FORD | C4666042 | PO POOLIS VASCHETA LA PILAUT OS DIT CA SE TELA OT SQ 69 05 | 1366 | 2204 | 1679 | 1819 | 483 | ŏ | ŏ | ė | ŏ | ŏ | ŏ | 1 | ŏ | | ŭ | ŏ |
| PORD | C0000000 | FO FOOLS COUPE JOB 130 H.P. LAF J STD 66 DAY CA SE TELA CO SQ CG 66 | 424 | 849 | 999 | 221 | 31 | ŏ | ō | ŏ | ŏ | ŏ | ŏ | ò | ő | ž | ŏ | ĕ |
| PORD | 00000034 | PO FOOUR COUPE ZOS 190 H.P. LA F.I AUT ON DAY CA SEE TELA QO SIG OS OS | (43 | 726 | 722 | 214 | 44 | • | 18 | 10 | 3 | ō | ō | ŏ | õ | - | ō | ō |
| FORD | COMMENT | PO POQUE LIX AUSTERO 110 H.P. LA FJ STD Q4 DIV SA SE TELA PHI SO OS OS 250 | 641 | 1804 | 1041 | 178 | 22 | 0 | Ď | 0 | 0 | ò | ō | ō | ō | ō | ō | ŏ |
| PORO | 00000000 | PO PODUS LX AUSTINO 110 H.P. (4 F.) STO 04 DW QA SE TELA PM SQ CS 05 ZBC | 1420 | 2108 | 1226 | 148 | 0 | 2 | 0 | 0 | Ó | 0 | 0 | 0 | 0 | ō | ō | ō |
| PORD PORD | C00000017 | PO FOOLIS ZTO BOURPADO LA F.I AUT DE DIV CA CIE TIELA CIO 90 08 08 289 | .2 | 25 | 397 | 80 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | ٥ | 0 |
| PORD | CONTROL | PO POQUE ETS EQUIPADO LA F.I ALIT DE DAVIGA DE PREL DO SQ DE DE SEA. | 36 | 263 | 200 | 62 | | .0 | ٥ | 0 | .0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PORD | 00000000 | PO BROORT B.WARRON TEPICA LA F.I. AUT 96 DW GA GETELA PM 8Q GB 06 LET PO POCUS 203 BWT 16 V 170 N.P. V6 F.I. 6TD 03 A86 GA GE PRO, OD OQ GB 05 | 0 | 144 | 163 | .0 | 130 | 215 | 64 | 25 | 70 | • | 3 | | 1 | 4 | 0 | 2 |
| FORD | 00200041 | PO POOUS 200 MID LA F. STD ON DIT CAUSE TELA OD SQ OS 65 21D | 220 | 144 | 103 | 44 | .1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | ٥ | ٥ |
| PORD | 00000044 | FO FOOLUS ZOO HED LA FI AUT ON DAT OA SEE TELA CO SEO DE OS ZICO | 232 | 18 | - 5 | 36 | 17 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PORD | 00000049 | PO FOCUS 203 HIGH LA F.I STD SS D/T CA OE PIEL CO SQ OS DS Z18 | | 8 | 20 | 48 | 20 | ö | ō | ă | ŏ | 0 | | 0 | 0 | 0 | 0 | 0 |
| PORD | 00200044 | FO FOOLUG EXIS HIGH LA F.I AUT OS DAT CA CIE PHIEL OD INC OR OS 21A | 2 | ŏ | ŏ | ō | - | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | Ö | Ö | ŏ | ŏ |
| | | | | | | | - | - | - | - | - | - | • | - | • | * | * | ٠ |

| SESA G. UMILI | VDE9 EV | IFUED IND FUR MARCA I MODELO | | | | | | | | | | | | | | • | | |
|-------------------|------------------------|--|------------------|--------------|------|------------|------------|-----------|-----------|---------|------------|------------|----------|------|------|------------------|-----------|-----------|
| AFMAD_DES | CLAVE | DESCRIPCION | Ultimo Modelo | 2002 | 2001 | 2000 | 1900 | 1980 | 1997 | 1996 | 1996 | 1994 | 1993 | 1992 | 1991 | 1980 | 1960 | 1998 |
| 708D | DOSSOOOI | PO CHEA REDAN LA F.I STD SA DAT CA SE TELA CT PO RE CE | | , | | • | | 0 | 0 | 0 | 1 | 80 | 932 | 7 | 64 | 30 | 0 | 2 |
| PORD | 00000000 | PO OHIA BEDAN LA FU ALIT OL DIT CA SELTELA OT SO SELOS | ō | 2 | ō | ò | 0 | 0 | | 0 | 0 | 863 | 1010 | 1854 | 1700 | 817 | 0 | 3 |
| PORD | 0000000 | PO CHEA GEDAN LA FIJETTO ON DAT CA CEE PRÊL OT SO SE SE SHAM | 0 | o | 0 | Đ | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 2 | 0 | ٥ | 0 |
| PORD | D0(00004 | PO ONIA SEDIAN VE F.I AUT OF DIT CA CIE TELA CT 60 66 06 | 0 | o | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 670 | 908 | 721 | 610 | 72 | 0 | 0 |
| FORD | 00000000 | PO CIHIA BEDAN VE FJ AUT OI DY DA DE PER CT DO DE DE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 362 | 290 | 172 | 109 | 1 | 0 | 0 |
| PORD | 0088400 | PO CONTOUR OL ALISTERO LA SAO STO SA DIVI SA SEL VELOUR OT SQ SIS DE R70 | 0 | . 1 | 0 | 112 | 201 | 841 | 621 | 194 | 24 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 |
| PORD | Comboio? | PO CONTOUR OIL AUSTERIO LA BAO 810 04 DAY CA 8E VELCURI OT SO DE 06 REDA | 0 | 0 | 0 | | 100 | 349 63 | 131 | 122 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| / CIRO | Defendação Companyo | FO CONTOUR OL AUSTERO LA BAO AUT SA DIV SA SELVELOUR CT SQ 69 05 RTF | 0 | 0 | 0 | 79 | 221 | 347 | 105 | 101 | 37 | ŏ | | ŏ | ŏ | ŏ | ŏ | ŏ |
| PORD | 00886008 | PO CONTOUR OL AUSTERO LA MIO AUT SI DIV CA SE VELOUR CT SQ CE SI RITAS | Š | 0 | 3 | 231 48 | 233 236 | 626 | 247 | 185 | 20 | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ |
| PORD | D0880010 D6880011 | PO DONTOUR OL POWER LA BAD SITE OF DIV CA ME VELOUR OT BO 99 MI RITE PO CONTOUR OL POWER LA BAD AUT OF DIV CA SE VELOUR OT BO 06 OF RITES | | ŏ | ŏ | 386 | 301 | 320 | 166 | 180 | - 34 | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ō |
| PORO | D0000012 | FO CONTOUR OL SAME VEING AUT OF DAY ON SE VELOUR OT SO SE SE R70 | ŏ | ŏ | ŏ | ~ | 200 | 720 | 200 | 140 | 81 | ō | ō | ō | ō | ō | ō | ŏ |
| PORD | 00000012 | FO CONTOUR OL BASE VE BNO AUT OF DW CA BE VELOUR OT BC OB OF RTC/S | ŏ | ō | ŏ | 7 | - | 316 | 176 | 139 | 44 | ō | ŏ | ŏ | ò | Ŏ | 0 | ō |
| PORD | D000014 | PO CONTOUR OL POWER VE IMO AUT OF DAY OA DE VELOUR OT SQ 88 95 R78 | 0 | 3 | ž | 732 | 300 | 947 | 842 | 323 | 67 | 1 | 1 | 0 | ٥ | 0 | 0 | 0 |
| PORD | 70000015 | PO CONTOUR OF POWER VEINO AUT OF DAY OF OR AREQUIR OF BO OR OR ATTER | ō | ō | ō | 700 | 410 | 221 | 187 | 121 | 322 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PORD | 00000016 | PO CONTOUR OL SPORT VE MIC STD 94 DIV DA SE VELOUR OD 80 08 95 | 0 | 0 | 0 | 0 | 1 | 20 | ** | 1 | • | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PORD | D0000017 | FO CONTOUR GIL SPORT VE BIO ETTO OI DIV CA SE VIBLOUR CO CO CIS DE | 0 | 0 | 0 | 889 | 441 | 80 | 29 | | 1 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 |
| PORD | D0860018 | FO CONTOUR GL. BYT BOUPADO VE GIO ETD 64 DV CA 955 PHEL OD CO. CEI 66 RMA | 0 | 0 | 0 | 64 | 94 | 140 | 60 | 16 | 11 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 |
| PORD | 00300019 | PO CONTOUR OL BASE VE SIO STD SI DIV SA SE VELOUR OT SQ SE SI R78 | 0 | 0 | 0 | 216 | • | 159 | 270 | 47 | 60 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| PORO | COMMOGRA | PO MONDEO COREE LA BINO ETTO 64 DIV QA SELVELOUR CT (RC) DE DE | 720 | 1973 | 938 | | ٥ | 0 | 0 | • | 0 | 0 | | 0 | 0 | 0 | 9 | 0 |
| PORD | Comments | FO MONDEO CORE LA MIC AUT ON DAY OA SE VELOUR OT SQ OS OS | 430 | 1763 | 949 | 95 | -1 | | | | 0 | 0 | 0 | ٥ | 0 | ٥ | 0 | Ö |
| PORD | COMMONES | PO MONDEO TREND VE MO ETTO DE DAY DA BE VELOUR OT SIG DE DE | 195 | 667 | 204 | 126 | 68 | 36 | 60 | | ń | ŏ | ŏ | ŏ | ň | ŏ | ö | ŏ |
| PORD | Desirons | PO MONDEO GHA ES L VERIO AUT OF DIV GA CE TELA CT SC CE DE RIA | 12 | \$16 1105 | 41 | 21 0 | 18 | | | Ď | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ |
| PORD | D0880084 | PO MONÇIED CHEA 2.5 L VE MO AUT 64 DAY CA OB PIEL OT 60 08 66 R16 | 480 | 967 | ~ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ō | | ŏ |
| PORD PORD | BONNOON | PO MONDEO GHA 2.5 L VE BIO ALIT SI DIV CA CE PIÈL UT CO OS SI PIÈVÒ PO TAURUS SEDAN VS RIC ALIT SI DIS CA CE TREA CT SO SIS SI AAA | | | ĕ | ĭ | ĭ | ŏ | 10 | 40 | | 14 | 21 | 29 | 136 | 253 | 200 | 226 |
| 7080 | | PO TALIFILE VACCONETA VE IND AUT OF DIR DA CE TIEA OT BO SE OF ANA | ō | ò | ā | ò | Ġ | ō | ō | ŏ | - | Ö | Ö | -0 | 78 | 106 | 124 | |
| PORD | - | PO TALIFLUS SEDAN VE SEC AUT OF DIS CA DE PREL CT SO SE OS ANA | ŏ | ŏ | Ó | ō | ŏ | ŏ | ō | ō | ō | • | 3 | 3 | 41 | 62 | 44 | 24 |
| PORD | 2000000 | FO TALIFILIS VAGONETA VS ISC AUT OF DIS ON CA CE FIRE CT SC SE CE AMA | ō | 0 | ō | ō | Ō | Ō | Ó | 0 | a | ٥ | 0 | 1 | • | 22 | 14 | 10 |
| PORO | EDECO13 | FO CROWN VIOTORIA SEDAN 4.6 L VS MIP AUT OF DIT CA OF TELA OT BO 98 99 | 4 | 6 | 354 | 2 | 0 | 1 | 2 | 8 | 7 | 5 | 14 | 31 | 10 | 7 | 4 | 23 |
| PORED | 10866001 | FO THURDWIND AUSTRIQ VE HOR STO \$ DTS AS TELS FOI 60 48 06 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | • | 10 | 11 | • | 41 | 98 | 180 |
| PORD | (CENTROLE) | FO THURDBRAND TIPIOD VI) NOR STD 08 D/T GA SE TELA PM 9Q 69 65 | 0 | o | 0 | O. | 0 | 0 | 2 | 0 | P | 2 | * | 2 | • | ٥ | 39 | 73 |
| PORD | 10860003 | PO THURDWINNER BOUNFADO VE NOR ETD BE DIT OA DE PER OT BO 66 66 | 0 | 0 | 0 | 0 | 0 | 0 | Ö | 0 | _1 | | 90 | | | 84 | 41 | 67 |
| PORD | 10000004 | PO THUNOSPERRO BOUFADO VE NOR ALIT ÉS DIT CA CE TIELA DÍD SÓ SÍÓ ÓÍ | ō | 1 | 0 | 0 | 0 | 0 | 1 | 3 | Ħ | 117 | 212 | 200 | 143 | 102 | 01 | 43 |
| PORD | 10000000 | PO THUMOSPHERD TIPROD AND LIST WE BUP STID ON DAT OA SEE TIBLA OT SQ 88 95 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ů | ŭ | 10 | 17 | ï |
| PORD | 10860000 | PO THUNDSPERFO BOUFFADO, AS 1/2 VEINEP STD 02 O'T CA 05 TBLA O'T 50 65 66 | 0 | 0 | 0 | 0 | 0 | 0 | ŭ | | | | 3 | 14 | ŭ | 26 | 34 | á |
| PORD | 10000007 | PO THUNDERSOND BOUIPADO EVO VE RIP AUT ES DIT CA CIE PREL CO SO SE SE OS | ŏ | ō | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ō | 17 | 35 | 26 | 87 | - - - | 7 | 2 |
| PORD | 10800000 | PO THURIDERSEND SUPER CARGADO VEIES STO SE DIT CA CE PIEL CO SO SE SE DEE/A. PO THURIDERSEND SUPER CARGADO VEIES AUT DE DIT CA CE PIEL CO ES SE SE DEPA. | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ō | 4 | 14 | 76 | 170 | 127 | 124 | 71 | 40 | 30 |
| PORD PORD | 10000010 | PO THE POST OF THE COMPANY OF THE STORY OF T | ŏ | ŏ | ŏ | ŏ | ō | ō | ŏ | ō | | | - 6 | 11 | - 6 | 12 | 4 | 2 |
| PORE | 10000011 | PO THUNDSPRIND SUFFER CARDADO VE IBB AUT DE DIT DA CE TELA DO 90 66 66 | ŏ | ŏ | ō | ŏ | ŏ | ō | ō | ō | ō | 1 | 23 | 20 | 44 | 64 | 44 | 17 |
| PORO. | III 0012 | PO THURIDERSON TIPLOO SO 1/2 VOISS AUT OF DIT ON SETTINA OT SO SEE ON CURRIA | 0 | Q | ٥ | 0 | 0 | 0 | 0 | 0 | 1 | | 22 | 12 | 17 | 1 | 31 | 10 |
| FORD | 10000018 | PO THUMOPPORTO GENEROLUPADO VEIRE ALIT DE DAT DA CE TIELA CO SO SE SE DEARM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 24 | 31 | 40 | 10 | 10 | | 2 | 3 |
| PORO | ICENT/CO14 | FO THURDBROKED SQUIPADO VE RES AUT OF DIT CA OF PERL CO DO SE OS DECAS. | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 63 | 130 | 140 | 83 | 63 | 45 | 31 | 41 |
| PORD | 10000016 | FO MUSTANG ST. BASE VS MIP STD 62 ASS CA OE TELA OT 9Q CS 64 MA! | 41 | 53 | 64 | 80 | 31 | 36 | 49 | 96 | 190 | | 20 | 0 | | 1 | 4 | 163 |
| FORD | 10865016 | PO MANETANO OT BARRE VEINE AUT OF ABOUT OF THE A OT SO OF SH MAT/T | | | | 10 | 14 | 18 | 11 | 21 | 34 | 54 | 16 | 0 | 1 | 0 | ٥ | 9 |
| PORD | 10000017 | PO MUSTANG ST TIPROD VE MIP AUT OF ARE CA OF THE A CT SO CES SA MAS | 24 | 10 | 16 | 15 | 18 | 60 | 67 120 | 103 | 177 276 | 137 | 20 24 | 0 | , | 0 | 0 | 13 |
| PORD | 12000016 | PO MUNITANIS OF 1,000 VI MAP AUT ON ARM CA ON PRIL OT SQ ON SA 1443 | 100 | 345 | 407 | 3Ó7 3 | | 142 | 120 | 12 | 2/4 | 110 | 40 | ŏ | | ŏ | ĭ | 14 |
| FORD | 10860019 | PO MUNITARIO OT LUMO CONVENTIBLE VE IMP AUT SE ABS CA DE PIEL OT SQ OS 04 MO4 | | 20 | 27 | i | 20 | | - 12 | 'n | - | | ~ | ň | ň | ň | ò | ò |
| PORD | (0000021) | PO MUNITANO CORRA LLUIO VE RIP ALIT DE ABR DA CIE PREL DO DIO CE DE MICE PO MUNITANO DE BOURNOO VE MIP ALIT DE ABR DA DE PREL DO DO DE 08 MAS | ŏ | 18 | 71 | 126 | 109 | . ĕ | 23 | 48 | 96 | 82 | 20 | ŏ | ŏ | ŏ | ŏ | 2 |
| PORD | 10000000 | PO MUNITANO OT VE BUP ETD OF ARE CA CE PEL OD SO CE ON MAP | ŏ | õ | | | 1 1 | 2 | - 7 | 3 | 7 | 7 | 7 | ŏ | ŏ | ō | ō | 13 |
| PORD | 10300033 | PO THUNDRABRO CONVERTIBLE BUIL 190 H.P. VE MIP STD 02 ABO CA CE PEL CO SO CE OL | 850 | ī | ō | Ó | Ó | ō | Ö | ō | Ó | o | o | ō | ō | ō | Ô | 0 |
| PORD | L0880001 | PO BOO SPORT TIPIDA LA BAP STD DE D/T DA DIL TIELA DO SQ CIS DE | 1818 | Ť | ō | Ō | ō | O | ø | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| PORD | MONROOT | PO EXPLORER SPORT 4 X 8 VS RAP AUT OS ABS DA CE TIELA OT SO DE SEIS | 876 | 1179 | 1979 | 1179 | 900 | 726 | 100 | | 25 | 76 | 40 | 41 | 34 | - 11 | 0 | 11 |
| PORD | MD860002 | PO EXPLORER VARIONETA 4 X S VS MP AUT OS ABS DA DE TELA OT SO SE DE | 26 | 96 | 100 | 24 | * | 108 | 65 | 30 | 43 | 9 2 | 151 | 120 | 218 | 20 | 0 | 3 |
| PORO | M0880006 | FO EXPLORER VARIONETA: 4 X 4 VEINP AUT 66 ABS CA OE TELA OT 60 08 95 | 1 | 0 | 4 | | 34 | \$0 | 10 | 18 | 14 | 30 | 80 | 110 | - | 70 | Q | 4 |
| PORD | MQ290004 | PO EXPLORER XLT 4 X 2 V6 IMP AUT OF ABS OA DE TELA CT 90 09 06 | 20 | 21 | 20 | 22 | 73 | 117 | 122 | 43 | 40 | 84 | 30 | 36 | 33 | 49 | 0 | 0 |
| PORD | M0880906 | PO EXPLORER XL. 4 X 2 Ve Bar AUT 66 ABS OA DE TELA OT 8Q 08 66 | 0 | 2 | | 34 | * | 90 | 178 | 179 | 140 | 164 | 110 | 46 | 72 | 1 | 0 | 1 |
| PORD | MODBUGUE | PO EXPLORER XLT 4 X 2 Vs BAP AUT OF ABS DA CIE TELA OT BO OB 06 870 | 270 | 600 | 432 | *** | 760 | 862 | 277 | 148 | 74 | 13 | 01 7 | 25 | • | | 0 | 0 |
| PORD | MODROOT | PO EDGRADRER JOLT 4 X 2 VB IMP AUT OF ARE CA DE PIEU OT SQ DE STO | 0 | 10 | * | 174 | 91 | 166 | 169 | 56 B | 12 | 18 | 4 | 3 | - 4 | 0 | 0 | 4 |
| PORD | M0380008 | PO EXPLORER XLT 4 X 4 LIMITED VE MIP AUT OF ANY CA OF MISL OT 60 OF 66 ETA | | 16 | 118 | | 137 | 276 | 107 | 30 | 29 | 35 | 115 | ; | 7 | 1 | ö | 7 |
| FORD | M0900000 | PO EXPLORER EXCES SALIER 4 X 4 VB MP AUT OF ABO OA SE PREL CT SQ CB OF ESC | 106 | 197 863 | 170 | 165 148 | 203 | 114 | 107 | ~ | -4 | | 1,0 | - 1 | 'n | - 1 | Ö | ŏ |
| PORD | M0860010 | PO SUPLORSE EXDEL SALEER 4 X 2 VB BAP ALIT OF ARM CA OB PIBL OT 9Q 09 09 89A PO SECAPE XLB SPORT 1.9 L 180 H.P. L4 MP 9TD 06 DAY CA OR TIBLA CD 8G CB 06 | 1214 | 1105 | 748 | 200 | 203 | | ŏ | ŏ | ò | ŏ | ó | ė | ŏ | ė | ŏ | ŏ |
| FORD FORD | MODROOTS | PO BROAPE XI.E SPORT S.O.L. 204 H.P., VE REP STD OF DAY OA OE TELA CO SIG OF | 1840 | 1825 | 924 | 230 | - | ŏ | ŏ | ŏ | ō | ō | ō | ō | ō | ŏ | ŏ | ō |
| PORD | | PO BROAPE KLT SPORT 3.0 L 304 H.P. VE RIP AUT OF DAY OA DE TELA CO 80 06 | 1441 | 1987 | 1487 | 200 | ŏ | ō | ō | ō | ō | ò | ō | ō | ŏ | ö | 0 | 0 |
| PORD | | FO EXPLORER XLB 4 K 2 V6 MAP AUT OF DAY OA OE TELA OT SQ OB 94 E79 | 768 | 1469 | 436 | 269 | 111 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | | | - | | | | | | | | | | | | | | | |

| SESA S. UNIU | ALED E | ITUBBIAS FUR MARCA I MUDICU | Ultima | | | | | | | | | | | | | | , 14 4 Barrier | |
|-----------------|----------------------|---|--------|---------|---------------------------------------|------------|------------|------------|-------------|----------|------|------|------|------|------|------|----------------|------|
| ARMAD DES | CLAVE | DESCRIPCION | Madela | 2002 | 2001 | 2000 | 1999 | 1998 | 1997 | 1990 | 1005 | 1994 | 1993 | 1992 | 1991 | 1990 | 1900 | 1900 |
| FORD | MEDIANE | PO BOTHLORDER JULT 4 X 2 Ve MAP AUT OF ABIS OA DE TELA OT SIG DE STOVA | | 717 | 30 | 27 | 30 | 43 | 124 | 10 | 17 | 3 | 1 | 1 | , | 0 | 1 | 4 |
| PORD | MORROOM | PO EXPLORER XLT 4 X 2 VS MEP AUT OF ABS DA DE PIEL OT 6Q 08 06 ETA | 10 | 24 | - 4 | - | 34 | | 10 | 20 | 2 | ō | 1 | 2 | 0 | | ٥ | 0 |
| PORD | 000000017 | PO EDUPLORIER BODGE BALLER 4 X 4 V6 MJP AUT OF ARE CA CIE PIEL CO BO OR 06 BHD | 146 | 320 | 15 | ō | 0 | 86 | 152 | 10 | Q | 0 | 14 | 0 | 0 | 2 | 0 | 0 |
| PORD | ACCRECATE OF THE | PO EXPLORER XLT 4 X 2 VE MP AUT OF ARE OA OF PHIL CT RG CE OF ETF | 18 | 40 | 32 | 41 | 41 | 94 | 17 | 10 | 13 | 13 | 4 | 10 | | ٥ | 0 | 0 |
| FORD | 100000010 | FO EXPLORER XLT 4 X 4 V6 IMP AUT OF ARE CA CE PIEL OT 6Q OR 06 E78 | 0 | | 14 | 12 | 43 | 116 | 114 | 26 | 23 | 18 | 26 | 32 | 26 | 33 | 0 | 0 |
| PORIO | MERCHANIC | PO EMPLORER EDUCE BALLER 4 X 8 FES VS RAP AUT OF ARE CA DE PISE OD DO OR DE ERA | 206 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PORD | MOGRAPO21 | FO EXPLORER BODIE BAUER 4 X 4 FBS VERMP AUT 05 ABS CA DE PIEL CO DQ 08 05 BSD | 7 | 0 | 0 | 0 | 12 | 1 | Ö | 0 | 1 | | 8 | 5 | 4 | 0 | Ô | 0 |
| PORD | N8880001 | PO GARRY ALL VAGORETA VE NOR ETD 03 D/T SA SE TELA PM SQ SE 07 | 2 | 0 | 22 | 10 | 9 | 1 | 10 | 16 | 30 | 17 | 61 | 48 | 66 | 70 | 135 | 1000 |
| PORD | (-magazonos | FO ABROSTAR VAN XL BASE VS ISO AUT OF DIT CA CE TELA OT SQ CE OF | 0 | 6 | 0 | 0 | 0 | 0 | 0 | ٥ | 30 | 133 | 186 | 136 | 126 | 84 | 26 | 84 |
| PORD | Negecon | PO ABROSTAR VAN XL PLUS VS ISC AUT OS D/T CA OE TELA ÓT SO OS OT | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 29 | 82 | 60 | 31 | 21 | 57 | | 16 |
| PORD | M0888094 | PO ABROSTAR VAN TIPICA VS SIG AUT OS DIT CA CIE TIBLA ET SIG SIS 07 | 0 | ٥ | 0 | 0 | 0 | 0 | 2 | 15 | 81 | 12 | 42 | 64 | 148 | 96 | 30 | 90 |
| FORD | HERMOORE | FO ABROSTAR VAN LLUO XLT VILEO ALIT OS D/T CA DE TELA OT EQ 100 07 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 74 | | 40 | 32 | 96 | 76 | 16 | 81 |
| PORO | N0000000 | PO ABROSTAR VAN SODE BAUER VS ISC AUT OF DIT CA CE TIELA CT SQ OB 07 | 0 | 0 | 0 | 0 | ٥ | ٥ | 0 | | 0 | 37 | 242 | 100 | 67 | 0 | 2 | 1 |
| PORD | H0000007 | PO EXPEDITION XLT 4.9 L VG MAP AUT OF ABIG CA DE TELA PM 602 00 66 | 1 | . 2 | 64 | 2 | | 13 | 22 | 31 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| FORD | HAMPHOOD . | PTO EXCREDITION XILT PLUE 4.6 L VII MEP AUT OF ARE CA DE TELA PM 60, 08 09 VYE | 462 | 306 | 422 | 362 | 251 | 145 | 105 | 147 | 0 | 0 | 0 | 0 | 0 | 9 | | 0 |
| PORD | H0000000 | PO EXPENSION XLT PLUG 4.6 L VG RAP AUT OF ABS CA CE PREL PM SQ CG 69 V10 | 42 | 12 | 112 | 140 | 102 | - | 23 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PORD | NOMBO10 | PO EXPEDITION XLT PLUS 4.8 L VII MP AUT OF ASIS CA OE PEEL CO OQ OS OF VIC | .0 | .0 | 0 | | 0 | 0 | 18 | . 2 | ٥ | 0 | 0 | 0 | 0 | 0 | | 0 |
| PORD | 10000001 | PO EXPEDITION XLT PLUE 5.4 L VE SUP AUT OF ARE CA OF TRLA PM 80 CB 80 VIB | 22 | 12 | 18 | 13 | | 16 | . 66 | 17 | 0 | 0 | ٥ | ٥ | ŏ | 0 | ő | ŏ |
| FORD | N0880012 | FO EXPREDITION JULY PLUS 6.4 L VS INF AUT OF ASIS CA GE PRIS. CO SIG CE OF VIS | 14 | 32 | # 0 | 36 | - 45 | 110 | 130 | 26 | 0 | ů | ŏ | ٥ | 0 | | ŭ | ŏ |
| PORD | MOZROC13 | PO EXPENSION EDINE SALIER VS SUP ALIT OF ASS CA OF PIEL OD SQ OF 69 VIS | 2290 | 748 | 636 | 874 | 442 222 | 277 126 | 198 71 | 25 24 | 0 | | ö | Ö | ŏ | ŏ | ŏ | ŏ |
| PORD | N0880014 | PO EXPERIMENT EDINE BALLER 4 X 4 VS MAP AUT OS ABS CA CE PEL CO SO CE OF V16 | 281 | 90 | 143 | 71 11 | 24 | 23 | 23 | 10 | 24 | 11 | Ţ | ٠ | ŏ | ŏ | ŏ | 20 |
| PORD | N0080016 | PO CLUB WARRON XI, LIS BUP AUT OF DIV CA RETELA CT BIC CIB CIB. | | .1 | | 81 | - 23 | 186 | 41 | 10 | 10 | ' | 2 | - : | 2 | | · | 7 |
| PORD | MORROOTIO | PO CLUB WARDON XL VE RAP AUT OF DAY OA SE TELA OT SO OS OS | 24 | 24 6 | 22 | 91 | 81 | 108 | 118 | 20 | 10 | 15 | - 1 | | å | ō | ò | 4 |
| POPE | N0000017 | PO CILLE WARDON XI, VA RAP AUT SA DAV CA SE TELLA CIT SCI CES 12 | Ď | : | 12 | - 11 | | 20 | 16 | 7 | 21 | ,, | ò | 1 | 1 | ŏ | ŏ | ō |
| PORD | HERBERT O | PO CLUB WARDON XLT VE BIP AUT OF DAY CA SE TIELA CT SQ OS 12 PO CLUB WARDON XL VE BIP AUT OF DAY CA SE TIELA CT SQ OS 16 | 12 | 7 | 15 | 24 | - | M | | 16 | 18 | 7 | ĭ | ò | - 1 | 1 | ō | ō |
| PORD | NOBBOOTS NOBBOOKS | FO CILLE WAGON CHATEAUXLT VE MAP AUT OF DAY CA SET TELA CT SC CE 07 | , i | ó | | - 7 | 14 | - 4 | 80 | 19 | 20 | ė | | - 2 | ò | | ŏ | ō |
| PORD PORD | HARMAGE! | PO SCONOLINE WASON XL VE SUP AUT OF DIV CA SE TELA OT SQ 08 98 | 108 | 211 | 184 | 186 | 174 | 270 | 230 | 10 | 79 | 25 | 12 | 15 | ž | | i | 44 |
| PORD | 14000000 | PO SCONICLINE WARDON XL VII SEP AUT SE DIVI CA SE TELA CT SC CE CE | 27 | 41 | 80 | 70 | 10 | 1 | - 5 | 12 | - 7 | 7 | 7 | - 4 | • | ŏ | ŏ | 2 |
| PORD | Name of Street | PO GOORGUING WAGON JO, VG 64P AUT OS DV CA 66 TELA OT 60 08 12 | | 2 | 7 | 30 | | ì | 30 | 6 | ō | 1 | • | • | 1 | ō | Ö | ō |
| FORD | ********** | PO BOOHOLINE WARRON XI, VE RIP AUT OF DAY ON SET TELA CIT SIC CE 15 | 97 | 19 | 63 | | 81 | 30 | 81 | 4 | 1 | 3 | 2 | ż | 1 | ò | ò | 2 |
| PORD | MOROGRA | PO ROCHOLING ONATEAU XET VE MP AUT OF DAY OA SETTEA OT BO OR OT | 0 | 7 | 1 | 20 | 10 | 16 | 40 | 1 | 2 | 3 | Ö | ō | 0 | 0 | 0 | 0 |
| P080 | Manager | PO EXCLUSION LTD 4 X I VI BAP AUT OF ARR CA CE PIÈL CO SQ CO CO | 74 | 26 | 310 | 110 | • | 12 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FORD | 00000007 | PO BOONOLINE E 100 TAXI VE IMP AUT OF DV OA DE TELA CT DC OB 12 | 0 | 18 | 4 | 0 | | | 12 | Ó | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 3 |
| PORD | H0000000 | PO BOONOLINE XI, VE DIS AUT OS DIV CA SE TIBLA OT SO CÉ 15 | 19 | 3 | 21 | 0 | 1 | | 3 | 4 | 7 | | 14 | 9 | 6 | 2 | | 60 |
| PORD | 140000000 | PO BOONQUAGE GUPER DUTY XL 966 VE MP AUT 66 DV CA SE TELA CT 60 CE 12 MIL | 5 | 0 | 2 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | Q | 0 | 0 | 0 | 0 | 0 |
| FORD | 14200000 | PC CLUB WARDON XE VIE HAP AUT OF DAY OA SIE TREA OT SIG OF 65 MISC | | - 6 | 15 | 23 | 10 | 43 | 26 | 2 | 0 | 2 | 0 | 0 | Q | ٥ | 0 | 1 |
| PORD | M0690031 | PO EXQUIRESON ECONO SALISM AX 2 S.O., VIO MAY AUT OF ABS CA OE PREL CO SQ OS OT VID | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | ٥ | 0 | 0 | 0 | 0 | 0 | ٥ |
| PORD | P0880801 | PO WINDSTAR MINI VAN OL BASE VS IES AUT SI ASS CA CE VELOUR PM SC CS 07 | 2 | 10 | 29 | 204 | 301 | 1421 | 921 | 360 | 262 | 77 | | 3 | 0 | 0 | | 1 |
| PORD | PRIMODEZ | PO WINDSTAR BEIN VAN OL PLUE VE IBE AUT OF ABE CA DE VELOUR OT 6Q DE 07 | 30 | 46 | 130 | 274 | 495 | 1948 | 1067 | 463 | 476 | | 17 | • | 0 | 0 | 0 | 2 |
| PORD | P0880008 | PO WINDSTAR MINE VAN LX VEINS AUT OF ABS CA CE VILLOUR OT SQ OS 67 MISS | 1397 | 1964 | 2060 | 2011 | 1616 | 1800 | 445 | 226 | 143 | 14 | 2 | 1 | 0 | 0 | 0 | 2 |
| PORD | POSSOBO4 | FO WINDSTAR MINE VAN LX VE HIS AUT OF ABS CA CIE PHEL UT DIE CIT DIE OF MINA | 1182 | 2326 | 1957 | 819 | 676 | 1041 | 637 | 249 | 135 | | | ٥ | 0 | 0 | 0 | 0 |
| FORD | P0890904 | PO WINDSTAR MINE VAN SIE VS BES AUT OF ABS CA CR TELA CT 80 CB 67 MID | 796 | 1221 | 781 | 834 | 465 | 143 | | 2 | 22 | 96 | - 1 | ٥ | 0 | Ŏ | 0 | 0 |
| POPO | P0800000 | FO WHOSTAR MAN VAN SE VS 189 AUT SE AME CA CE PIEL OD SO DE 07 MIC | | 92 | 650 | 641 | 676 | 119 | 1 | 1 | 2 | 0 | | 0 | 0 | 0 | ŏ | ŏ |
| PORD | Paim0007 | PO WINDSTAR MINE VAN LIMITE VS 169 AUT 65 ABS CA 06 PEE, (TT 60 OS 07 MIL. | 763 | 1006 | 471 | 299 | 511 | 70 | 0 | ۰ | 0 | 0 | 0 | 0 | 0 | 0 | ö | 1 |
| PORD | P0860006 | PO WINDSTAR MAN VAN GEL-FES FAM VS ESS AUT DE ASS CA CE PRÈL CT SQ CS 57 TSD | 108 | 400 | 75 | 236 43 | 204 | 188 | 2 | 1 | ō | Ö | 4 | | 0 | v | ň | ò |
| PORD | P0880000 | PO WHICHTAR MINI VAN LX PLUS CONSOLA VE 165 ALIT OL AND CA CE PIEL OT SO OB 57 MIN | - L | 26 | , , , , , , , , , , , , , , , , , , , | 267 | 167 | 110 | ő | ŏ | ŏ | ŏ | ė | ŏ | ŏ | ŏ | ŏ | ŏ |
| PORD | P0000011 | PO WHIGHTAR MINE VAN LIC PLUS PTA, LICO, VS 1855 AUT OF ABS CA DE PERL OT SQ CIS OF MINE PO WHIGHTAR MINE VAN DIEL LIMITED VS 1855 AUT OF ABS CA DE PERL OT SQ CIS OF MIN. | 150 | 484 | 4 | 384 | 117 | 4 | ŏ | 1 | ž | , | 10 | 19 | ň | ň | ō | ō |
| PORD | P0000011 | · • · · · · · · · · · · · · · · · · · · | | - 60 | | | | - 1 | ž | ò | ō | ō | | - ō | ō | ō | Ď | ŏ |
| PORD | POSSOCIA | PO WINDSTAR MAN VAN SEL LAMTED TV. VS HIS AUT OF ABS CA CIE PRE, CT SC CES OT THE PO WINDSTAR MAN VAN LEMTED VS SEL SLIT OF ABS CA CIE PRE, CT SQ OS ST MST | 25 | 30 | | _ <u>_</u> | 36 | | ò | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ő | ō | ō |
| PORD PORD | POMEDIA | PO WINDSTAR MINE VAN SEHFES VS 1855 AUT 65 ASS CA CE TISLA CT SC CS OF MINDF | 280 | 171 | 20 | 71 | 14 | ě | š | ŏ | ŏ | ō | - 1 | ō | ŏ | ō | ŏ | ō |
| PORED PETROL | 70000000 | DESCONTINUADO | | ,,, | | Ö | 2 | | ī | 60 | 24 | 47 | 41 | 26 | ō | 1 | ī | 3018 |
| 880 | LANGEDI | GE TRACKER CONVERTIBLE 4 X E L4 NAC STD 02 D/T CA SE TIBLA CT SO SIS 04 | 10 | 36 | 73 | 145 | 81 | 87 | 4 | 3 | 18 | 62 | 82 | 32 | | 7 | 2 | 0 |
| ** 0 | L091000# | GIE TRACKER CONVERTIBLE 4 X 2 L4 BIO AUT DE DIT CA SE TELA OT SQ SS SI | ĭ | 13 | 63 | 192 | 220 | 199 | 20 | ō | Ö | 2 | 20 | 27 | 1 | 0 | 0 | 1 |
| 980 | L0610000 | GIE TRACKER CONVERTIBLE 4 X 4 LA SMO STO DE DIT DA SIE TELA SE SO 60 04 | 11 | 12 | 30 | | 64 | 97 | 37 | ō | 0 | 14 | 33 | 19 | 1 | Ō | ō | 1 |
| 980 | L0810004 | GIE TRACKER CONVERTIBLE 4 X 4 LA IMO AUT DE DIT CA DE TELA DE DO DE | 17 | 20 | 80 | 196 | 130 | 91 | 36 | ò | 0 | 1 | | | 0 | 1 | 0 | 0 |
| 860 | 1.0010006 | GE TRACKER HARD TOP 402 L4 BAO STD 94 DIT CA BE TIELA OT 90 88 64 | 10 | 804 | 430 | 294 | 81 | 51 | \$12 | 0 | 1 | ٥ | 0 | 0 | 0 | 0 | 0 | ٥ |
| 990 | L0810808 | GE TRACKER HARD TOP 402 L4 IMO AUT OF DIT CA SE TIELA CT SO SIS OF | 84 | 993 | 873 | 861 | 134 | 104 | 63 | ò | 0 | 0 | 0 | 0 | D | ٥ | 0 | 0 |
| 950 | L0310007 | OIL TRACKER HARD TOP LL. BQ. 402 LA BIO AUT OI DIT CA DE PIEL OT BQ CE DI | 206 | 128 | 122 | 217 | 272 | 114 | 66 | ō | Ó | Ö | • | 0 | 0 | 0 | 0 | 0 |
| 950 | L0010000 | GE TRACKER HARD TOP LJ. GO. 404 LA BIO AUT OF DIT CA CE PEL OT 90 09 91 | 363 | 405 | 835 | 608 | 132 | 121 | 26 | 0 | 0 | 4 | 11 | 1 | 0 | 0 | 0 | 0 |
| 660 | L0810008 | GE TRACKER HARD TOP LL BQ. 404 L4 M/O 8TD 04 D/T CA DE PIEL CT BQ 08 04 | 232 | 100 | 20 | 80 | 37 | • | 0 | 0 | 0 | - 1 | | 0 | 0 | | 0 | 0 |
| 000 | L0810010 | GE TRACKER CONVERTIBLE 4 X 4 L4 SHO ALIT 04 DYT BA GETTELA OT 90 CB 94 | 0 | 2 | 21 | 14 | | 17 | 1 | 0 | - 1 | 3 | 2 | 1 | 0 | 0 | 0 | ٥ |
| 000 | L0310011 | GE TRACKER HARD TOP LIL BOL 4 X 3 LK BIO AUT DI DIT CA CE TIELA CO 80 CB 64 L-4P | , | 209 | 0 | 1 | 3 | 2 | 2 | 1 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 0 |
| 05 0 | L0610012 | GIE TRACKER HARD TOP LI. SO, 4 X 4 L4 IMO AUT 04 D/T CA CE TELA 00 90 08 94 L-4P | 206 | 412 | 200 | 60 | | 14 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | ٥ |
| 990 | L0010016 | GE TRACKER HARD TOP I.J. EQ. 4 X 2 VB BMC AUT DA DAT DA DE TELA 00 80 08 04 8-49 | 400 | 1366 | 362 | 187 | 86 | 26 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 000 | LD310014 | GIE TRACKER HARD TOP LJ, 8Q, 4 X 4 VB MIO AUT DI DIT CA DE TIELA CO 80 08 94 T-4P | , | 19 | 10 | 27 | 3 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | ٥ | 0 |
| HERREIA | 00000001 | HO CIVIC COUPE BOOK LA BUP STD OZ AÑIS DA CIE VISLOUR OD OQ OS SS | 662 | 1110 | 897 | 602 | 629 | 630 | 295 | 51 | | 6 | | 12 | 6 | , | | 12 |
| | | | | | | | | | | | | | | | | | | |

| GLON 9. UNIO | | TOCOTAB FOR MARIOR I MODELO | Ultimo | | | | | | | | | | | | | - | | |
|---|----------------------|--|--------|------|------|-------------|------|----------|------|---------|------|------|------|------|------|------|------|------|
| ARMAD DES | CLAVE | DESCRIPCION | Modelo | 2002 | 2001 | 2000 | 1990 | 1998 | 1997 | 1996 | 1996 | 1994 | 1993 | 1962 | 1991 | 1990 | 1989 | 1988 |
| HOMEA | 000000 | HO COVID COUPE BY-R L4 MIP AUT OR ABS CA CE VIELDUR CD CG CB 06 | 400 | 965 | 1111 | 194 | 418 | 859 | 520 | 63 | 0 | 0 | , | 0 | 0 | 0 | 0 | 0 |
| HONDA | 0000000 | HO GANG BEDAN EXER LA BAP ETTO OLAMA CA CE VELOUR CO CO CE DE | 844 | 1795 | 1616 | 1030 | 1002 | 1088 | 421 | 48 | Ó | 1 | Ó | 1 | ٥ | 0 | ٥ | 0 |
| HONDA | 00000004 | HO GWO SEDAN EX-R LA SEP AUT SA ASS CA CE VELOUR CO CO CO OS OS | 80 | 170 | 803 | 2115 | 2016 | 1946 | 907 | 192 | 3 | 1 | 1 | 1 | | 0 | 0 | ٥ |
| HONDA | 00000006 | HO CIVIO COUPE SIR 160 H.P. LA BAP STD OF ARE DA DE VELOUR CO DO CE DE | 47 | 132 | 147 | - | 420 | 76 | 3 | 1 | Q | 0 | 0 | | 0 | 0 | 0 | 0 |
| MONDA | COMMODIA | HO CITYLO GEDAN LIX LA IMP STD 64 D/T GA GE TELA CO SQ CE GE | 571 | 665 | 862 | 200 | 2 | 0 | ٥ | 1 | - 1 | 0 | 1 | 0 | 0 | 0 | ٥ | • |
| HONDA | 00000007 | HO COMO BEDAN LX LA BUP AUT ON DAT ON CE TELA CO SQ CO CO | 43 | 367 | 808 | 980 | 1 | 0 | 0 | 1 | - 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| HONDA | C0000000 | HO CANO COUPE EX LA BAP STO 65 ARE DA DE TIELA DO CO CO DO | | 80 | 177 | 391 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | o | 0 | 0 | 0 | 0 |
| HOREIA | 00060000 | HO CRYIC BEDAN EX LA SAF STD OI ASS CA CE TELA OD OQ CB OF | 720 | 1013 | 1290 | 381 | | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 |
| HONDA | 0.00460010 | HO CRAC COUPE EX L4 BAP AUT DE ABO CA GÉ TÊLA 00 00 CB DS | | 82 | 104 | 118 | 0 | 0 | 0 | 0 | ٥ | 0 | ٥ | 0 | 0 | 0 | 0 | 0 |
| HONDA | 00960011 | HIC COVIC GEDAN SIX LA MIP AUT ON ASS CA CIE TELA CIO CIO CIE CE | 1971 | 1740 | 3206 | 1199 | 10 | 40 | 10 | 0 | 1 | 1 | 0 | 1 | 1 | ٥ | 1 | 1 |
| HONDA | G100000001 | HO ACCORD EX LA BAP AUT OF ABIG GA SE TELA OT SQ OS OF | 1463 | 3001 | 3224 | 2468 | 2278 | 1366 | 949 | 403 | 121 | 23 | 10 | | 16 | | • | 24 |
| HONDA | 0.0000000 | HO ACCORD EX-R L4 BAP AUT OF ABRE CA CE TELA OT BOLDE | 193 | 1297 | 1918 | 1797 | 1002 | 1218 | 723 | 476 | 79 | 1 | 1 | 1 | 2 | 1 | 0 | 3 |
| HONDA | 0.00000000 | HO AGCORD EXAR LA MAP AUT ON ARM CA CE PREL CO RQ OR OR | | 12 | 187 | 226 | 129 | 177 | 427 | 302 | 91 | 0 | 0 | 0 | Ō | o | ٥ | 0 |
| HONDA | Q0360004 | HO ACCORD SEEDAN EX VEISHT AUT ON ASIS SA SEE TELA CO SO CO CO | 1120 | 948 | 879 | 0 14 | 863 | 732 | 100 | 16 | 1 | o | 0 | 1 | 2 | 0 | 0 | 0 |
| HONDA | 00050006 | HO ACCORD SEDAN EDAR VS INF AUT ON ABS CA OE PIEL OD SQ OB OF | 40 | 310 | 604 | 810 | 767 | 767 | 424 | 177 | 46 | 0 | 0 | 0 | Ď | 0 | 0 | 0 |
| HONDA | 00360009 | HO ADCORD DOURS EXHR VS 66F AUT OF ABS CA CE PIEL CO SQ CS 66 | 130 | 741 | 700 | 766 | 801 | 620 | 131 | 33 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| HONDA | 00000007 | HO ACCORD SE FAROS HALOGENO LA BEP ALIT SA ARIS CA CIE TELA CIO SIG CIS OS | 2 | 24 | 22 | 0 | ٥ | ٥ | 0 | 0 | 0 | 0 | 0 | | 0 | ٥ | 0 | 0 |
| HÇMDA | CONSTRUCTOR | HID ADDODRO LIX LA BRIP ALIT DI ABRE DA CIE TELLA CIO BIQ CIB DE | 691 | 163 | | 17 | 2 | 0 | 0 | ٥ | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HONDA | 00050000 | HO ACCORD EX LA BAP AUT OF ABS CA OE PREL CO SQ CR OF | | 2 | 11 | 20 | ٥ | 0 | 0 | 0 | 0 | 0 | ٥ | | 0 | • | 0 | 0 |
| HONDA | G0380 010 | HO ADCORD LX Vs SIP AUT 64 ASS GA OS TELA OD 6Q OS OS | 86 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | • | 0 |
| HONDA | G0360011 | HIÇI ACQÇORD EX VG BAP ALIT ON ABRE CA CE PREL CEÒ CIC CÓS CO | 604 | * | | .0 | .0 | .0 | | | 0 | ٥ | 0 | 0 | ٥ | 0 | 0 | 0 |
| HONDA | 00000012 | HO ACCORD COUPS BY VEINF AUT OF ARE CA CE PRE, CD CD CD CF 05 | 76 | 34 | 27 | 31 | 24 | .17 | | 0 | .0 | 0 | 1 | | | | 0 | 4 |
| HONDA | MD860001 | HO PRUIT 4 X 4 VS BUP AUT 66 ABS CA GE PREL OD 60 OS 08 | 247 | 672 | 1099 | *** | 264 | 136 | 100 | 77 | 30 | 9 | 3 | 0 | 0 | - 1 | 0 | |
| HONDA | M0960091 | HO OR-V SPORT 4 X 4 L4 SAF AUT OF ARE CA CELTREA CO CO CE OS | 4326 | g183 | 180 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 6 |
| HONDA | P0860001 | HO CICTYBRIEV MIREVARI LULIO VISIMIP AUT OF ARIS CA CE TELA CO SQ CS 67 | 1192 | 1722 | 1672 | 1126 | 200 | 1 | - 1 | 1 | 0 | 2 | 1 | 0 | ò | Ö | ŭ | ŏ |
| HONDA | P0000008 | HO ODYSSEY MINEVAN LLUC VS SEP ALIT IS ASS CA OF PIEL OD SO OS IT | - 4 | 118 | 224 | 284 | 66 | | | | | 0 | • | 0 | 0 | ŏ | ŏ | Ö |
| | P9670001 | IF I -40 SEDAN LLUO YE MIF AUT ON ARM CA CE PREL CO CC CE CE | | 20 | 200 | 447 | 424 | 490 | 178 | 1 | 0 | ٥ | 1 | 0 | | ö | ö | ŏ |
| | P0370002 | IF 1-36 BREDAN LLLICO VISINIP AUT OF ABIG CA CIE PREL CO CIQ CIG CIG | 49 | 114 | | # | | | _ | .0 | 27 | 49 | 12 | 0 | 0 | ŏ | ŏ | ŏ |
| BAPINITI | 00670001 | FQ-46 REDAN LLUCY VIEW ALLY OF AME OA CIE PREL CO DO DE DE | : | - | 42 | ** | 109 | = | 136 | 37 0 | 27 | 7 | 12 | 0 | 1 | ŏ | ň | ŏ |
| | 003700ts | IF CEXA 4 X2 SEEDAN LLIND VISINEP AUT OF ABS CA CE PIEL CO DQ OB DE | | 61 | 10 | - 5 | • | 7 | " | Ü | -40 | | | ۸ | ň | ŏ | ă | ŏ |
| HAPPATT! | 0,0870003 | IF Q-46 FREEMUN BEDAN LLUC 340 H.P. PANT, VEISEP AUT ON ABS CA CE PREL CO CQ CE CL | 2 | 17 | | 18 | 1 | 14 | 12 | ő | | 1 | 'n | | ŏ | ŏ | ŏ | ŏ |
| | 00410001 | JA XJB SEDAN VE MIP AUT ON ARIS CA CE PREL CO CO CO CIR DE | • | 14 | 16 | 12 | | 10 | 11 | ň | ŏ | ŏ | Ď | ŏ | Ö | ö | ŏ | ŏ |
| JABUAR . | 00410002 | JA XJB VANDRIN PLAS VE SEP ALIT SA ASSESSA DO PER DO CO GO GO GO GO | 1 | • - | 10 | 12 | | 17 | 11 | Ö | 0 | | ٥ | ŏ | ŏ | ŏ | ŏ | ŏ |
| | Q0410909 | JA 3900 COUPE VE MIP AUT DE ABS CA CE PIEL CO CO CE GE | ů | | - 7 | - ; | ŏ | <u> </u> | • | ŏ | ŏ | ŏ | ŏ | ŏ | Ö | ö | ŏ | ŏ |
| JAGUAR | 00410004 | JA XXIII CONVENTIBLE VE MP AUT DE ABS CA CE PIEL DO CO CE OS | 29 | 97 | 167 | 96 | 22 | - ; | i | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ĭ |
| MOUNE | 00410006 | JA S-TYPE NORMAL VEINE AUT OF ARE CA OF FIEL OF OG OF SE | 7 | 20 | 107 | | 22 | ÷ | - ; | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ó |
| MALEN. MALEN. | G0410008 G0410007 | JA S-TYPE DEPORTIVO SPORT VERMP AUT OF ARE CA CE PIEL OD CQ CE DE JA XXX CONVERTIELE VERMP AUT DE ARE CA CE PIEL OD 6Q CE DE | 4 | - 7 | - 7 | - 2 | | ŏ | ė | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ō | ō | ŏ |
| AND AND AND AND AND AND AND AND AND AND | 00410007 | AN XURY CLUMP SUPPERCARDADO VE STU AUT OF ARM CA CE PREL CO CC CE CE | | ĭ | ė. | - 1 | ž | ŏ | ō | ŏ | ŏ | | ŏ | ŏ | ŏ | ŏ | ŏ | ō |
| MANA | 00419009 | JA XXXII DOUPE BUPBROARDADO VE SUP AUT OF ASIO CA CE PIEL OD CO CE OS | ā | | - 2 | ž | | ŏ | ŏ | ň | ŏ | ō | ň | ō | ō | ō | ō | ŏ |
| MANA. | 00418010 | JA 9-TYPE AJ HOPEMAL R.O.L. 240 H.P. VEIMP AUT OF ARE CA CE PREL CO OG 08 06 | 67 | 74 | 20 | • | ŏ | ō | ō | ō | ō | ō | ŏ | ŏ | ŏ | ŏ | ō | ō |
| MOLES | 90410011 | JA X-TYPE QUATTRO S.S.L. 104 H.P., Ve BMP STD 04 ABS DA DE PIEL DD 90 CB DS | | 79 | 11 | • | ō | ŏ | ă | Ō | ō | 1 | Ō | ō | ō | ō | ō | 0 |
| AWADAL | 00410012 | JA X-TYPE CHATTRO 2.5 L 194 H.P. VE MP AUT 04 ABS CA CE PREL 00 SQ 08 05 | 79 | 844 | 79 | Ö | ō | ō | ō | ō | ō | ٥ | ō | ò | ō | ò | 0 | 0 |
| MALIDAL | 00410018 | AN ALTYPIS QUATTRIO \$40 L \$61 H.P. VISINEP AUT ON ARISI CA CIE PRIM. CCC 802 CB 06 | 24 | 106 | 22 | ō | Ō | Ó | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| JAGUAR | 00410014 | JA X-TYPE CHATTEC SPORT S.O.L. SSI N.P. VS SJP STD DI ARS CA CE PIEL CD CC CR OF | 14 | 133 | 15 | 1 | ō | ō | Ó | Ó | ò | 0 | 0 | 0 | 0 | 0 | o | 0 |
| ANDAL | 00410015 | JA S-TYPE SPORT VS MIP AUT OF ABS CA OB PREL CD CG CB 06 | 4 | 4 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| AMBUAR | 00410016 | JA S-TYPE R RIMES 16 VO MP ALIT ON ABB CA OE PIEL CO CO CO CO | • | 4 | 1 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | o |
| - | LD430001 | JE WARANGLER & LA MAP STD OR DYT DA DE TELA CT DO CO 04 | 66 | 210 | 62 | 76 | 40 | - | 234 | 14 | 30 | 43 | 56 | 86 | 26 | 4 | 0 | 36 |
| | L0480008 | JE WRANDLER SE TECHO LONA IAI BEF STO DE DYT DA SE TELA OT SO CO SA | 1 | 1 | | 7 | 16 | 31 | 29 | 72 | 1 | • | • | • | | 0 | 0 | |
| -00 | L0480003 | JE WARANGLER SE TECHO LONA LA NAP STO GE DIT DA SE TIELA CT SIQ CE DA | 1 | 1 | 9 | 2 | 4 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 |
| JEEP | L0430004 | JE WRANGLER DE TECHO LONA LA IMP AUT DE DIT DA DIE TELA OT DIQ DIE DA | 26 | 21 | • | 0 | 12 | 18 | 30 | | 16 | 17 | 14 | 10 | 20 | 1 | 1 | |
| - | L0480006 | JE WRANGLER SE TEICHO LONA LA BUP ALIT OF DIT CA SE TELA CT SÓ ÓS | ٥ | 1 | 0 | 2 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | ٥ | 0 |
| JEEP | (0430000 | JE WINNIGELIJK DE TEICHO DURO LA BEP STD 00 D/T GA SE TELA OT 90 09 04 | 36 | 22 | 44 | 24 | 24 | 84 | 80 | 14 | 1 | 6 | | 14 | 2 | 0 | 0 | 0 |
| | LD-080007 | AN AND DIS TO A SET SEE AND THE SPECIFIC THE NU CHARLE SEE RELIGIOUS NAME. | 124 | 47 | 62 | 46 | 36 | 36 | 30 | | Q | 0 | 1 | 2 | 0 | 0 | ٥ | 2 |
| ALC: | LD43000B | JE WRANDLER DE TECHO DURO LA IMP AUT DE DIT SA SE TELA OT SQ OF SA | 63 | 163 | 43 | | | 34 | 23 | 3 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| .mii* | L0480000 | JE WRANDLER SE TRONO DURO LA BUP AUT DE DIT DA BET TELA DT SE DIS SE | 4 | 20 | 34 | • | 6 | 16 | 20 | 6 | o | 0 | o | | 0 | 0 | 1 | 2 |
| | LD430010 | LE WITANGLER GAHARA TEOHO LONA LA RAP STD 00 DT SA 00 TELA CT RC CP 04 | 11 | 17 | 19 | 18 | 17 | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| .000 | L0420011 | JE WRANGER SAHARA TECHO CHERO LA RIP STO DE DT DA CELER REALAS REJUNARAS PERSONARAS | 4 | • | 10 | 12 | 12 | 10 | 1 | ٥ | 0 | ٥ | 2 | ٥ | 0 | 0 | 0 | 0 |
| æp | LD420012 | JE WINANCEER GAHARA DOG TECHOG LA RIP STD 02 D/T CA RE TELA CT 50 05 04 | 2 | | 18 | 21 | 18 | 4 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 |
| .##P | L0420018 | JE WRANDLER BAHARA TECHO LONA LA BIR AUT DE TAL AR BELLO CHO DE COMO D | 0 | 1 | 2 | 2 | 2 | 2 | ۰ | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | - |
| æ | L0420014 | JE WYNAHOLER GAYARA TEOHO DURO LA IMP ALIT OF DIT DA SEE TIJLA CT DO DE DI | 2 | • | | • | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 |
| æ | 1,0420018 | JE WRANGLER BAHARA DOS TROHOS LA RAP AUT SE DIT CA SE TELA OT SO OR OF | 0 | 0 | 5 | | 1 | 2 | ٥ | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | ٥ |
| AP | L0420016 | JE WARANGLER 60 ANI, 4 L 190 H.P. LE BAP STID DE DIT ÇA BE TELA OT BOJ OB 04 | Ò | 1 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | • | 0 | ٥ | 0 |
| | L0430017 | JE WRANGLER GO ANS. 4 L 190 H.P. LE REP AUT DE DIT CA SE TELA OT GO OS 04 | 0 | | 1 | 0 | 0 | 0 | | 0 | ٥ | ٥ | ٥ | ٥ | | 0 | 0 | |
| - | L0420010 | JE WARANGLER X TEICHO DURO LA BUP ETD 02 DY CA 66 TELA CY 60 CE 64 | 0 | | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 3 | 5 | - 4 | 3 | 3 | |
| - | L0489019 | JE WARANGLER X TEICHO DURO LA BAP AUT DE DIT BA BE TIELA CT BO CE DA | 0 | 1 | 0 | 0 | 0 | 4 | ٥ | 0 | 0 | | 0 | 0 | 1 | 0 | 0 | 0 |
| - TEST | LB430030 | LIE WIRLANDLER X TIECHO DURO LA IMP AUT DE DIT CA SEL TIELA CT SIQ CIP DA | 1 | 2 | 0 | 0 | _ | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | ٥ | 0 |
| <u> </u> | 1.0480081 | JE WRANGLER RUBICON 2.4 L 180 H.P. LA REP STID DE DIV EA SE VINEL OT 60 08 04 | 14 | , | 0 | 0 | 0 | U | Ü | u | 0 | | U | ٥ | | J | U | v |
| | | | | | | | | | | | | | | | | | | |

| | | | Ultimo | | | | | | | | | | | | | | ~1040 | 10 |
|------------------------|----------------------|--|--------|-------------|------------|------------|------|-----------|-----------|------|----------|---------|------------|--------|------|------|---------|------|
| AAMAD_DES | CLAVE | DESCRIPCIÓN | Modelo | 2002 | 2001 | 2000 | 1900 | 1988 | 1997 | 1998 | 1996 | 1994 | 1993 | 1992 | 1991 | 1990 | 1900 | 1900 |
| _ | LANCOUR CO. | THE RESIDENCE AND ADDRESS OF THE WAY OF THE ADDRESS OF THE PERSON OF THE | | 2 | 0 | . 0 | | _0 | . 0 | 0 | 0 | .0 | 0 | 0 | 0 | Q | 0 | 0 |
| | Modeleto | | 12 | 171 75 | 819 178 | 840 119 | 989 | 787 80 | 256 41 | 77 | 2 267 | 184 | 162 | 13 | | 2 | | 21 |
| - | ******* | | 7 | ,,, | 1/8 | 119 | 7 | | 21 | 102 | 150 | 184 | 172 182 | 31 | 18 | 29 | 21 0 | 79 |
| - | M0428004 | | i | ò | - 3 | - 1 | • | - 7 | 72 | 181 | 188 | 181 | 112 | 46 | - ; | 2 | ĭ | - 1 |
| | Mo-Milioni | AT GREAND CHIEFORNIES LIMITS 4 X 4 LLLIO VIS BUP AUT 66 ABS CA CIS TIELA 00 602 06 06 | 1025 | 3006 | 1088 | 991 | 962 | 663 | 414 | 401 | 201 | 156 | 181 | H | ō | - 7 | à | ÷ |
| _ | 640430999 | | 127 | 1 | 0 | 0 | 0 | 0 | 4 | 1 | 3 | 0 | | 60 | õ | ò | ō | • |
| = | M0438007 | | 20 | 74 | \$10 | 279 | 294 | 223 | 113 | 27 | 61 | 25 | 10 | 2 | ٥ | 0 | 0 | , |
| = | MOMBOOK | | 77 | 278 | 270 | 197 | 121 | 40 | ٥ | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 1 |
| _ | MOGMO10 | | 1000 | 3433 | 100 | 110 | | 1 | 0 | ٥ | 0 | 0 | • | 0 | | 2 | 0 | 2 |
| - | 100 | | 186 | 8 10 | 10 | Ü | ŭ | 0 | 0 | 0 | 0 | 0 | 1 | ٥ | 0 | 0 | ٥ | 1 |
| | 140486015 | | 34 | 45 | 26 | 22 | 10 | 5 | ŏ | ŭ | ŭ | | 12 | 17 | 0 | 0 | 0 | • |
| _ | 100-100-10 | JE LINSTITY REPORTAGE 4 X 4 LET L VISINE AUT OF DAY CA OF FREL CO. SQ CO. 66 | 6 | 21 | 0 | - | Ö | ŏ | ŏ | ō | ō | ŏ | - i | ~ | | | ō | ĕ |
| <u>=</u> | MD400014 | A STATE OF THE PROPERTY OF THE | 12 | 1 | 0 | 0 | 0 | 0 | Ó | ō | ō | ō | ŏ | ŏ | ŏ | ō | ō | ō |
| = | MO-080016 | | | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | O | 0 | 0 | Ó | Ò |
| _ | M0490017 | JE LIBERTY SPORT 4 X 4 2.7 L, VS RAP AUT OS ABS CA CIS PIEL CO SQ OS OS JE LIBERTY SPORT 4 X 4 2.7 L, VS RAP AUT OS ABS CA OS PIEL CO OD OS OS | 1 | 20 | 147 | 0 | ٥ | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | o |
| = | MOUNDIA | THE PARTY OF THE P | | 2 | 2 | Q Q | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | ٥ | 0 | 0 | 0 |
| <u> </u> | MD430019 | JE LIBERTY REVERGADE 4 X 4 9.7 L VE NAP AUT OF DAY CA CIE TELA CO SQ CO 66 | 21 | Ö | Ď | V | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - | MO420080 | JE LIMERTY REPROADE 4 X 4 8.7 L VS REP AUT OF DV CA DE PRE. CD CG CS DE | ö | 7 | ŏ | ŏ | ŏ | ŏ | Ď | ŏ | | Ö | ŏ | | | 0 | 0 | 0 |
| - | MONEDON | -E LEBRYTY REMEGADE 4 X 4 3.7 L PULL EQ. VE BAP AUT OF DV CA CE PRE, CO CQ C6 06 | ō | Ó | ō | ŏ | ŏ | ŏ | ŏ | ŏ | ō | ň | ŏ | ă | ŏ | ŏ | ŏ | ő |
| _ | PAD-THACKS | JE LIBERTY LIMITED 4 X 2 3.7 L VE RMP AUT OR ABO CA CIETTELA OD 80 06 | 33 | 36 | 18 | Ó | 0 | 0 | 0 | ŏ | ō | ō | ō | ŏ | ŏ | ŏ | ō | ŏ |
| = | MO4BOOM MO4BOOM | ALL LABORATY LEATHED 4 X & 3.7 L V4 SAF AUT OF AGE CA OE FEEL OO SO ON | 32 | 97 | a | 0 | 0 | 0 | ٥ | 0 | o | Ó | ٥ | o | 0 | 0 | ò | Ď |
| = | MANAGEMENT | JE LIBERTY LIMITED 4 X 2 2.7 L V9 MMP AUT 08 ABS CA CIE PREL CIO DO CO 08 96 JE GRAND CHERDRIEE LIMITE 4 X 2 PLEL EIGLIPO VS MMP AUT 66 ABS CA CIE PREL CIO DO CIS 96 | 122 | 213 | | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| LAND ROVER | N0489001 | LR LAND ROVER 4.6 L DROCK-WERY BD VAGONETA VEIGHT ALT SA ARE CA CE PIEL CD 00 CB 66 | • | 40 | 98 18 | 14 | 94 | 29 | - 1 | | 0 | 0 | | 0 | 1 | 0 | 0 | 1 |
| LAND ROWER | 140440900 | LR LAND ROVER 4.0 L DISCOVERY SET VACIONATA VS SAP AUT SI ASS OA DE PISE DO CO DE 07 | - | 41 | 112 | 49 | 12 | 20 | 19 36 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 |
| LAND ROVER | NO-receios | LIT LAND ROYER 4.5 L RANGE ROYER 4.5 L VE MP AUT 64 ABS CA OF MEL CO OO GE 65 | - 25 | 7 | 16 | 13 | - 7 | 10 | 10 | 10 | 0 | 0 | 0 | ٥ | 6 | 0 | 0 | 0 |
| LAND ROVER | ND480004 | LR LAND ROVER 1.8 L PRESLANDER 4 X 4 LA MIP 5TO 04 AMS CA DE PIEL CO DO DE 66 | 40 | 130 | 160 | 116 | 20 | 9 | 7 | - 7 | - 4 | ŏ | ě | ŏ | ă | | ŏ | ŏ |
| LAND ROVER | 140488008 | LR LAND ROYER 1.9 L OLUS VS MP AUT OF ASS QA DE PISL OD SQ OS M | ٥ | • | | 70 | 82 | 4 | Ö | ò | ė | ō | ŏ | ŏ | ŏ | ċ | ŏ | ŏ |
| LAND ROVER | NO480008 | LR LAND ROVER 1.8 L CONNONEUR VE MIP AUT SE AME DA QUI PREL 00 00 08 95 | 44 | | 0 | 145 | 41 | 0 | o | 0 | Ö | ō | ō | ó | ŏ | ŏ | ŏ | ō |
| LAND ROVER | NO488807 | LR LAND ROVER 1.0 LIMIN GOOPER LA BUT AUT ON ABB CA BEI PIEL PIE OG OB BE | 7 | 29 | 21 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | ۰ | 0 | 0 | Ó | Ö |
| LAND ROVER | No. | UR LAND ROVER 1.5 L PRESELANCER 4 X 4 L4 MMP AUT 05 ABS DA QE PRE, QD QQ QB 66 LR LAND ROVER 1.5 L PRESELANDER 4 X 4 L4 ABF AUT 98 ABS DA QE PREL QD QQ QB 05 | | 20 20 | | 12 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| LAND ROVER | N0460010 | LIT LAND ROVER S.S.I PRESLANDER 4 X 4 V5 MP AUT 06 ASS CA OE PISL CD CO CD 05 | | 244 | 29 77 | 10 | | 0 | 0 | 0 | | 0 | 0 | 0 | ٥ | 0 | 0 | 0 |
| LAND ROVER | MQ-498011 | UR LAND ROVER 1.8 L PRESEANDER 4 X 4 LA REP ETD DE ARM CA DE TELA OD DO DE SE | 7 | 14 | 26 | 24 | 17 | 2 | 0 | ŏ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| LAND ROVER | M0460012 | LR LAND ROVER 4.0 L DISCOVERY VAGONETA & VEL VE RIP STD 66 ASS CA OF TELA CO SQ CIS OF | 4 | 14 | 7 | - | ö | ō | ŏ | ŏ | ŏ | ŏ | ŏ | ٥ | ŏ | | ŏ | ň |
| LAND ROVER | 103466013 | LIT LAND ROVER \$15,1 PRESLANDER 4 X 4 VA MP AUT 08 ABS CA OF TELA CO SO CEI 95 | 7 | 7 | 10 | 15 | ò | ò | ō | ō | ō | ŏ | ŏ | ō | ō | ō | ō | ŏ |
| LAND ROVER LINCOLN | NB498014 G6506001 | UR LAND ROVER 1.61 PRINSLANDER 4 X 4 V6 MF ALT DE AGG CA DE TELA DO DO DE DE | 2 | 2 | 0 | 0 | 0 | 0 | a | 0 | 0 | 0 | 0 | Ó | ō | ō | ō | ō |
| LINCOLN | GOSTOSTOS | LI TOWN CAR BEGNATURE VERIE AUT OF ARE CA CE PIEL CO SCI CE CE TEA U TOWN CAR CARTIER VERE AUT OF ARE CA CE PIEL CO SCI CE CE TAC | 36 | 22 | 80 | 108 | 116 | 146 | 136 | 84 | 51 | 77 | 72 | 47 | 160 | 72 | 6 | 21 |
| LINCOLN | 00000000 | LI MARK VIN COUPE LLING VIS IMO AUT 02 DAY OA CE TIELA OD OG OB 66 TIES | 120 | 78 0 | 15.2 | 194 | 126 | 129 | 84 0 | 62 | 81 | 84 | 90 | | 135 | 167 | 18 | 41 |
| LINCOLN | 00000004 | LI MARK VIII COUPE LLIJO VO RIJO AUT DE DIV DA DE PREL DO DO DE DE TRA | ĭ | ĭ | - | 2 | Ö | ŏ | 0 | 1 | 12 22 | 31 | 20 | 0 | ٥ | 0 | 0 | 0 |
| LINEDÓLH | 00000000 | LI CONTINENTAL MEDAN LLUIC VE MIC AUT OF DIVICA CIE PREL CO SQ CIE OF TEA | ò | ė | | ÷ | 25 | Š | 127 | 79 | | 3) D | | ŏ | 0 | 0 | 0 | • |
| LIMOOLH | 00606004 | LI CONTINENTAL LULIO CARTIER VE INCI ALIT DI DIV CA DE PIÈL CO CO DE DE TAC | 1 | 0 | ō | ō | 1 | 13 | 26 | 10 | ŏ | ō | ŏ | ŏ | ŏ | ě | ŏ | i |
| LINCOLN | 00600007 | LI LINCOLNI LE GEDANI LLLIO VO BIIO AUT DI DIVI DA CE PREL CÓ SO CO SE TITO | 33 | 149 | 186 | 187 | 117 | 0 | ٥ | o | 0 | ō | ō | ō | ō | Ĭ | ŏ | ō |
| LEIDOLN | 00000000 | LI LINCOLN LIS SECONI LLACO VE BAO ALIT OI DIV CA CE PREL CO CO CE SE TYPE | 43 | 211 | 226 | 187 | ٥ | 0 | 2 | 0 | ٥ | o | 0 | ٥ | ٥ | 0 | 0 | 0 |
| LINCOLN | 00000010 | LI LINCOLNI LIS GEDANI GENEROLIPADO VE RICO AUT EL DAVIGA CEL PRE, CIDICIO CEL CEL SITTA. LI LINCOLNI LIS GEDANI GENEROLIPADO VE RICO STO DA DAVIGA CEL PRE, CIDIGO DE DE STO | • | 108 | 81 | 86 | .7 | .0 | | 0 | 0 | 0 | Ó | 0 | 0 | 0 | 0 | 0 |
| LINOOLN | 00000011 | LI LINCOLNI LE SEDAN EQUIPADO REVER VE INO AUT SI DIVI CA CIE PIEL CO CO CE DE TAC | 2 | - 3 | 109 23 | 18 | 46 | 26 | 49 | 34 | 26 | 10 | 16 | 12 | ٥ | ٥ | , | • |
| LINCOLN | G4000001g | LI LINCOLN LE BEDAN 3.0 L VE RICO AUT SI DIVIDA DE PREL CO SQ 08 65 T70 | | ő | | | ň | ň | 0 | 0 | ŏ | 0 | 0 | o o | 0 | 0 | 0 | 0 |
| LINOOLN | 00000013 | LI LINCOLN LIS SEDAN PLUS SUI L VE BAD AUT OF DAY ON CE PIÈL CÓ CO CE DE TRE | 1 | ō | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ٥ | ŏ | | | 0 | ŏ | 0 | 0 |
| LINEOLN | 000000014 | LI LINCOLNI LIS SEDAN DISPORTIVO SUS LIVE INICIALITI DI DAVICA DE PREL CO DO DE DE 170. | 20 | ē | 27 | 61 | 26 | ŏ | ō | ō | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ |
| LINOOLN | M0800001 | LI AVVATOR 4 X 2 VE REF AUT 06 DAY CA CIS PREL CO DO DO DE TES | 212 | 20 | 1 | | o | 0 | 0 | ō | ō | ō | ŏ | ŏ | ō | ō | ŏ | ŏ |
| LINDOLN LINDOLN | PORTOTO 1 | U AVATOR 4 X 1 AWD VE SEP AUT 94 DV CA CE PREL CD DO CO DE TRA | 130 | | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | ō | ō | ō | ō |
| LINGOLN | PORCOCCE | LI MAYGATOR LUJO 4 X 4 V6 RIP AUT 64 ABS CA OE PRE, CO SQ OS 87 LI MAYGATOR 4 X 4 SQUIPO V6 RIP AUT 64 ABS CA OE PRE, CO SQ OS 87 LIDS | 342 | 125 | 207 | 198 | 83 | 54 | 2 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | Ö | 0 |
| LINDOLN | Pasagoas | LI MAVIGATOR 4 X 3 BOURTO VE REP AUT OF ABB CA CE PIEL CO SQ QQ QD 07 UE7 | 250 | 20 81 | 18 28 | 200 7 | 36 | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| LINGOLN | P0800804 | LI MAVIGATOR 4 X & SQUEFADA VO ME AUT DI ARIS CA DE PIEL OD DIZ DE 67 TIM | 10 | 17 | 20 | 4 | ĭ | | ů | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 |
| LINDOLN | P080000s | LI NAVIGATOR 4 X 4 BOURFADA VE REP ALIT 04 ABB CA DE PIÈL DO DO DE 07 TRE | | 24 | 19 | 22 | 46 | 12 | | ŏ | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| THEORY | Péscocés | LI BLACK WOOD 4 X 2 LLUID 9.4 L VE MEP AUT 94 ABS CA OE PREL CD 00, OB 94 TEA | 6 | Ö | Ö | _ | ō | ō | ŏ | ŏ | ŏ | ŏ | Ö | 0 | Ď | ŏ | ŏ | 0 |
| MARIEMATI | J0666001 | MT MARKETATI SECO OT HARD TOP VE MP STD OZ ARM CA CE PIEL OD SQ OS OS | 2 | 2 | 1 | 0 | ō | ō | ō | ō | ŏ | ŏ | ō | ŏ | ŏ | ŏ | ŏ | ŏ |
| MARIERATI MARIERATI | J0540008 | MIT MARKETATI \$300 GT HARD TOP YE SHE ALIT OF ASS CA OE PIEL OD SO OE OE | ٥ | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | ō | ō | 0 | ō | ŏ | ŏ |
| MERCECES SING | J0880004 B0870001 | MT MARRATI QUATRIOPORTE VE BAP AUT QE ABS DA DE PEEL DE DIQ DE DE MB SMART PUREL .BCL. 46 HLP. LE TUR STD DE ABS BA DE TELA DE DOS DE DE | 0 | 0 | . 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MERCEDES SEPE | 8067000m | MIS SMANT PURE PULSE BOLL SEH P. LETUR STD DE ABS SA CE TELA OT DO CE DE | ! | 3 | 15 | 48 14 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MARCHENIN SHREE | | ME SMART ROADSTER CONVERTIBLE LONG & CLEE H.P. LE TUR SEO OF AME CA CE TELA OT SO OF OF | - ; | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | • | | ٧ | | | U | V | U | U | U | 0 | 0 | 0 | 0 | 0 |

| | | | Littimo | | | | | | | | | | | | | • | MINAU | 10 |
|--------------------------------|----------------------|--|-----------|----------|----------|------------|----------|----------|-----------|----------|----------|------|---------|--------|--------|------|-------|---------|
| APMAO_DES | CLAVE | DESCRIPCION | Modelu | 2002 | 2001 | 2000 | 1900 | 1998 | 1007 | 1998 | 1995 | 1994 | 1983 | 1992 | 1991 | 1980 | 1000 | 1900 |
| Markoppes perg | 80879084 99879081 | ME SEARCH ROADITIES CONVERTIBLE CREATAL & OLDE H.P. LETUR BEG 22 ABS CA CE TELA CT SQ CS OF | .0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ |
| MERCEDIA (SP.4) | 00570000 | AND CLARE O 1990 CLARENC LA RUP BYTO OL ARRE CA CELTELA CO CO COS OS MIS CLARE O 1990 CLARENC LA RUP ALAT OL ARRE CA CELTELA CO COL CIS OS | 26 | 36 | 2 | 16 | 30 13 | 68 20 | 44 10 | 16 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | • |
| Market State | 00670006 | | i | 2 | ; | - 1 | 13 | 21 | 23 | 21 | 1 | | 0 | ŭ | 0 | 0 | 0 | 0 |
| | GOÉ7900 4 | | 1 | 3 | 16 | 84 | 81 | 81 | 77 | 30 | ö | ō | ŏ | ŏ | Ď | ŏ | ŏ | ŏ |
| لأخيت فالمالمات | 98576995 | HE CLARE C 300 ELECANOS VI SEP AUT OF ASSO CA CE PREL CO CO CO CO | 0 | 0 | 0 | 2 | 30 | 56 | 92 | 113 | 141 | 40 | 0 | 0 | 0 | ò | ō | 3 |
| MERCEDES BENZ | 00670006 00670007 | | 0 | .0 | 0 | 0 | 1 | 0 | . 1 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 |
| Hillian and | 00570005 | MB CLARE C 330 CLARRO LA MIP ETO NA ARIS CA CE PTEL CO CO CE 06 MB CLARE C 350 ELECANOL LA REP AUT OF ARIS CA OE PTEL CO CO CE OS | | 12 | 4 | | 13 | 2 | 272 18 | 99 82 | 36 82 | • | 0 | 0 | 0 | 0 | 0 | 18 |
| METACEDES DEPAT | G0878000 | ME CLAME CLK CLK 620 COUPE VS MP AUT OF ARE CA CE PER CO CO CO CO | 14 | 17 | 19 | 10 | 16 | 18 | 7 | 0 | - | 7 | 0 | 1 | 2 | 0 | 0 | |
| MERCHONO MINZ | 00010010 | MP CLASE II 100 SECAN VE SUP ALIT M ARE CA DE PIEL OD DO DE DE | 117 | 122 | 111 | 62 | 44 | 100 | 149 | 140 | 63 | ĕ | ĭ | 2 | ŏ | ŏ | ĭ | ĭ |
| MOTORDED STOCK | 606708 11 | | 0 | 1 | 0 | 1 | 1 | 41 | 42 | 10 | 78 | 101 | | 3 | ō | ō | ó | 11 |
| | 00070012 | | 0 | 0 | ٥ | . 1 | 0 | • | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| MENTERON SENT | 00070018 00070014 | MB CLARE E 400 BLECANCE VS HIP AUT OF ARE CA CE PIEL CO CO CO OS MB CLARE E 400 CLK OCUPE VS HIP AUT OF ARE CA CE PIEL CO CO CO OS | | • | 15 | 13 | 20 | 27 | 11 | 2 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 |
| MARCACON AND | 00070014 | | | 0 | | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MERCEDON SINCE | 00070016 | | 1 | ă | ŏ | ŏ | ă | - 1 | Ö | | ŏ | ٥ | | 0 | 0 | 0 | 0 | 0 |
| MERCHONIA ARK | GOSTOC17 | | Ó | ŏ | ī | ō | ī | 2 | ō | - 1 | ž | ĕ | ĭ | ŏ | ŏ | ŏ | ŏ | ŏ |
| MALCOCORO SANG | 00570018 | MIG CLARGE & AND LICEDAN 4.2 I, VEINF AUT OF ARE CA CIT PIEL CO CO CIT OF | 0 | ٥ | 0 | ō | 0 | ō | ō | 1 | 1 | õ | Ö | ŏ | ō | ō | ō | 1 |
| MERCECES BENZ | 00670016 | MET CLAME IS NOT LIGHTOWN S.D. L. VISINGS AUT ON ARM CA CIT FIRE, CD CQ CIS OF | 17 | 20 | 34 | 22 | 12 | • | | 2 | 21 | | 29 | 15 | 0 | 0 | 0 | 3 |
| | Q8670080 Q8670081 | NIS CLASE 8 600 L SEDAN 6.0 L VE SAP AUT ON ABS OA CE PIEL OD OQ OB OF | 1 | 7 | • | | 0 | 1 | 1 | 3 | 4 | 5 | 2 | 1 | ٥ | 0 | 0 | |
| | 4007000 | MIS CILARIE OL 1900 COLUPEE S,O L, VIS MAP AUT 100 ABRO CA CIE PRIE. CD CD CD CD CD 840 CILARIE CL CDC COLUPEE S,O L VIS BAP AUT 100 ABRO CA CIE PRIE. CD CD CD CD CD | • | • | • | | 1 | | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| MEACHDEN BRIEF | 00670028 | MIS CLASS SL 200 CONVERTIBLE VE HAP AUT OF ABS DA OF PIBL OD SQ OB OF | ė | ő | ž | ٠ | ŏ | 2 | 3 | 3 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 |
| MERCEDES SONE | 89570004 | ME CLASE EL SED CONVERTIBLE A O L VI ME AUT ÉS ARES DA DE PERL CO SO CE DE | š | ĭ | - 4 | • | ĭ | • | 7 | : | 14 | ĕ | 1 | | Ö | Ö | ٥ | - 1 |
| | 04670046 | NES CLARES EL 000 CONVERTENZA ELO L VIII EMP AUT DE ARRO CA QUE PREL CO) ELQ COS CE | 1 | 0 | 1 | Ó | 1 | ò | 2 | õ | 0 | ō | ò | - 7 | ŏ | ō | ŏ | ė |
| | QMI TOQUE | MB CLASE SL 69 AMO COUPE VS BUP AUT SE ABS CA CE PIEL CO CO CE 66 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | ō | ō | ō | ō |
| | G0879087 | ME CLARE CLK TRO CONVENTIBLE LA STU STO ET AND CA QUI FIEL CO SQ DE CE | 18 | 41 | 30 | 16 | 22 | 84 | 14 | 4 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 |
| | 00670608 | MIG CLARE SLK MIG CONVERTIMEN EA STEV AUT ON AND CA CE PIER, CD SQ CE OF MIG CLARE SLK MIG CONVERTIMEN EA RAP STO SE AND CA CE PIER, CD SQ OB OF | 16 | 36 | 22 | 17 | • | 13 | • | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MERCECON DATE | 04670000 | ME CLASS BUX 500 CONVEXTIBLE LA SUF ALIT DE AMO CA DE PREL CO SO DE DE | 2 | 10 | 16 | 2 7 | 0 | 9 | ۰ | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 |
| MERCENIA CONT. | 00070061 | ME CLASE C C 49 AMS DEPORTIVO VE MIP AUT OF ABS CA CE PIEL CD CO CE SE | ō | | 0 | á | 2 | i i | ā | ŏ | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MERCHANIS BENZ | 00070003 | MED CLASSE C CO SIX ANNO INSPORTITATO LES EMPLAUT DA ARRIS CA SEE PREL COD COD SIX DE | ō | ō | ŏ | ŏ | ō | ė | ŏ | ž | i | ĭ | ŏ | ŏ | ŏ | ŏ | ŏ | ž |
| Michigan (sp.) | 0.0677000.3 | ME CLASS C C 800 MONETRESSOR AVANTGARDS LA INF AUT 64 ABS DA DE PISL DO DO CO DE | 907 | 463 | 220 | DQ. | 1 | 2 | ò | 12 | 26 | 7 | õ | ŏ | ŏ | ō | ŏ | 7 |
| | 00670004 | MAR CLAME C C 290 SLEGANCE WE MEP AUT ON ARIS CA CE PREL CD CO; CE SE | . 2 | 186 | 164 | 35 | 2 | ٥ | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | Ö | 0 |
| MERCHANIA SEAL | 00470048 00470048 | ME CLASE C C 300 BLECANDE 28 L 160 H.P., VS SAF AUT SI ABS DA CE PIEL CO DO CE SS ME CLASE C C 330 AVANTOANDE 2.6 L 160 H.P., VS SAF AUT SI ABS DA CÉ PIEL DO CO DE DS | 107 | 144 | 77 | 10 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | o | 0 | 0 | 0 | o |
| MERCENSE DESC | 00870017 | ME CLASS E 40 AVANTOARDS VS MAP AUT OF ARE CA OF PIEC OD OG OS | 12 | 28 23 | 90 26 | • | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NUMBER OF STREET | Q0678686 | NEI CLASE CLK CLK SEC CONVENTIBLE VE BAP AUT OF ABS CA CE PAIL CO CO CE OS | 2 | ~ | 7 | - 1 | - 7 | ź | - | ŏ | ĭ | 0 | 0 | ň | 0 | 0 | ü | 0 |
| MERCECOS ANG | 66670000 | NEI CLAME CLX QLX 400 004PE VE MP ALT DE ANN CA CE PRE CO OQ CE DE | ī | 4 | ă | 2 | ż | ī | ŏ | ŏ | Ö | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ |
| Militario Alia | GG\$78040 | MER CILARE CILX CILX 400 CONVENTIBLE VIOLEN AUT OR ARE CA CE PREL CO CO. CO CE | 5 | • | 4 | | 3 | 0 | 0 | Ó | ō | ō | ō | Õ | ŏ | ŏ | ŏ | 1 |
| MERCEDER SEPE MERCEDER SEPE | 00670841 | 148 OLASE CL 200 COUNT ROSEPHEROR 196 H.P. LA BMP AUT DE ABS CA DE PREL CO DE CE OS | 10 | 36 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 00570842 00570943 | ME CLARE CL 230 COUPE KOMPRESOR 167 H.P. L4 MP AUT OF ABS CA OE PREL CD CQ OS OS ME CLARE C C 660 BLECANDE T.VADONETA VE MP AUT OS ABS CA OE PREL CD CQ OS DS | 18 | 10 | 21 | 0 | 0 | ٥ | 1 | 0 | 0 | ٥ | 0 | 0 | 0 | P | 0 | 0 |
| MERCHOSE BOX | 00070044 | MIG CLASE SUK SE AMIG VE SEP AUT SE AMIG CA DE PREL CED COLOR DE | 'n | ٥ | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | ٥ | 0 |
| MERCENSE MINE | CONSTRUCTO | MECLASE YEAT OF AMO VE REPAUTOMASSCACEPIES, CODOCOSOS | ŏ | - | i | ŏ | ŏ | ŏ | ŏ | ŏ | ň | | | 0 | o o | ŏ | 0 | 0 |
| MERCEDES STRE | 90670946 | NO CLARE E E RI AMO REDAY VE HIP AUT OF ABO CA CE PIEL OD CO DE OS | 0 | ó | 0 | ō | ō | ō | ŏ | ō | ŏ | ō | ŏ | ŏ | ő | ŏ | ŏ | ŏ |
| MOROSDOM GENEZ | 00876047 | MES CLAME II 410 RECYAN 4.5L 100 H.P. WE SEP ALIT OF ABOUGA CIE PREL CO CO, CO DI | 3 | | 10 | 2 | 4 | 0 | ٥ | 0 | 0 | ō | ō | ō | ō | ō | ŏ | ŏ |
| MERCHENN BROK | 00570046 | ME CLASSE E E SED ELEGANOS VS BLP AUT SI ARIS DA DE PREL DO DO DE DE | | | 0 | 1 | ٥ | ٥ | 0 | O | 0 | o | 0 | 0 | 0 | 0 | 0 | 0 |
| | 00070040 | MB CLASE II E 800 AWANTGARDE RINGS VISIAP AUT ON ASS CA DE PIEL CO DO DE 05 MB CLASE C K AWANTGARDE 2.0 L LA BAP ETTO ON ASS CA DE PIEL CO DO DE 05 | 63 275 | 24 | 133 | 273 | 23 | 0 | 0 | 0 | 0 | .1 | | 0 | 0 | 0 | 0 | 0 |
| MERCEDON SUPE | 90670861 | MB CLARE C CLAREC 2.1 L (4 RP AUT OF ABO CA CE PREL CO CO CE OS | 1 | 480 | 133 | 30 | 50 | ō | 11 | á | 16 | 10 | 31 0 | 6 D | 2 | | 7 | 0 82 |
| لاختان سطافطنا | MINETERED | ME BETWITTER VAN MOTOR DEBBE. LA MEP AUT OF ARE CA CE PIEL OD OG OF OF | i | ō | | ~ | 0 | ŏ | 0 | ŏ | Ö | 0 | 0 | 0 | 0 | 0 | Ö | 0 |
| MERCENSO STATE | P0670801 | MB CLASE ML 180 WASION VS SIP AUT OF ABS CA OF PIEL CO CC OS 06 | 77 | 134 | 117 | 14 | 34 | 71 | 20 | ŏ | ŏ | ō | ō | ŏ | ŏ | ŏ | ō | ŏ |
| | P087000E | MER CLARE NEL 430 WANGON VISINEP ALIT ON ARROCA CIE PREL COD COZ CIE 86 | 2 | 19 | 51 | 20 | 36 | 12 | 0 | 0 | ò | ō | ō | ō | ŏ | ŏ | ŏ | ŏ |
| | P0670000 | MR GE 630 TODOTERRENO CORTA \$13 L V4 MP AUT 66 ABS CA DE PIEL OD 90 OS 08 | .0 | 0 | 0 | 0 | 0 | 0 | 2 | ٥ | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 |
| HEROSOS SONS | P0670006 | MEN KLARRER A CLARRED LA REP STD 64 ABB BA CR TIELA PLA BOLOGO GE | 72 | 110 | 126 | 80 | 31 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| MERCADOS SENS | P0670907 | MB KLASSE A CLASSIC PLUS LA BUP STO OF ABS CA OE TELA PM SQ OS OS MB KLASSE A ELECANOE RIPM -AUTOMATICA LA BUP STO OF ABS CA OE TELA PM SQ OS OS | 13 25 | 7 30 | 63 62 | 183 344 | 44 90 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 1 |
| MANCOURA MANC | | HE G SOOL ELECANOS VS RIP AUT OF ARE CA OR PER PM CO OR OR | 73 | - | - | , mare | ₩. | Ö | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | Ç | 0 | 0 |
| فاخت والمرادية | | MIG CLARE MIL 65 VAGONETA VOI BUP ALIT MI ARRI CA CE PIEL CO DO CO CO CO | ; | 7 | | ò | ŏ | Ö | Ö | ŏ | ŏ | 0 | 1 | Ô | ů | 0 | 0 | 0 |
| MERCEDON SPE | | MB CLARE ME. ERO WARROW RARKOA VS MAP AUT ON ARIS CA DE TREA OD 8Q OR 08 | 33 | 60 | 106 | 18 | 5 | ž | ŏ | ō | ō | ŏ | ò | ŏ | ŏ | ö | ŏ | ŏ |
| | | | 23 | 66 | 56 | 18 | 0 | 0 | 0 | 0 | ò | ō | ō | ō | ō | ŏ | õ | ō |
| MERCECOS INNE | | ME KLASSEA CLASSIC PLUS AKE SENSALIT. LA BEF STD ON ABS CA CIS PIS. CD SQ CIS OS | 25 | | 26 | 84 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ |
| | | MIS CLARE ML SED VACIONETA BARKOA N.LIMEA VII SEP AUT DA AMIS CA CIE TELA CIO SIG CIE DE MEI CLARE ML 800 VAGIONETA N.LIMEA YE SEP AUT DA ARIS CA CIE PIEL DO DO CIO DE | 0 | 1 | ~ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| METCHORS NOVE | | MR CLARE ML SOT YARDHETA NI INTEA VE MAY AUT OF ARE DA OR PIEL OF DO DE DE | 44 | 22 01 | 26 | • | , | 10 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ |
| MERCEDES BENZ | | ME CLARE MIL SE VASCONETA HALMEA VE RIP AUT DE ARRE CA CE PREL CO CO CE DE | ~ | 2 | - 4 | 2 | ŏ | 0 | 0 | 0 | 0 | ů | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | - | | - | - | • | - | • | * | • | • | ٠ | ٧ | • | • | |

| | | | Ullimo | | | | | | | | | | | | | | | |
|--|--|--|--|---|---|---|--|---|---|--|--|---|--|---|---|--|--|--|
| APMAD_DEB | CLAVE | DESCRIPCION | Modelo | 2002 | 2001 | 2000 | 1900 | 1908 | 1987 | | | 1994 | | 1982 | | 1980 | 1989 | 1986 |
| METROURY | COSMICT | MY TOPAZ AUSTERO LA NOR ETTE DE D'T BA SE TELA PLI SO SIS OS | 0 | ٥ | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 264 | 497 | 643 | 960 | 967 | 803 | 720 |
| | 00000008 | MY TOPAZ AURTERO LA HOR STD DA DY DA SE TELA FILI DO CEL DE | 0 | 0 | ٥ | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 240 | 251 | 273 | 283 | 874 |
| MERCURY | COMMUNICA | MY TOPAZ SELA F.I OTTO CE DIT ÇA ÇELTEJA (IT QQ QQ Q | 0 | 0 | 0 | 0 | 1 | | 0 | 1 | ۰ | 196 | 317 | 305 | 942 | 926 | 222 | 410 |
| MARKELERY | 00880004 | MY TOPAL SE LA F.I STD 02 D/T CA SE TELA OT SQ 98 66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 32 | 36 | 26 | | | |
| MERCURY | 00500005 | SITY TOPAZ GE LA NOR STO SE DIT CA CE TELA CT SO SE OS SITY TOPAZ GE LA NOR STO SA DIT CA CE TELA CT SO SE OS | 0 | 0 | ٥ | 0 | 0 | 0 | 2 | 6 | | 218 | \$14 | 986 | 814 | 736 | 485 | 762 |
| MERCLEY | 00000077 | MY TOPAZ GLX SQ. LA NOR STD OR CYT CA SE TELA CY SQ SE OR | Ö | 0 | 0 | ŭ | | 0 | 0 | Ö | Ö | 718 | 1628 | 1309 | 1037 | 921 | *** | 707 |
| MERCURY | 0000000 | MY TOPAZ GLX. BQ. L4 NOR STO 04 D/T CA SE TELA PIL SQ 98 05 | ŏ | ŏ | 0 | | ŏ | ŭ | ă | ŏ | ă | | ٠ | 0 | | 81 82 | 119 | 172 |
| MIROURY | COMMONDE | MY TOPAL CILK BC. LA NOR AUT SE DIT CA SE TELA CT SQ SE OS | ŏ | ŏ | ŏ | ŭ | ŏ | ŏ | ŏ | ö | Ö | Ö | 0 | - 1 | ŏ | 42 86 | 63 | 70 |
| MERCURY | 00000010 | MY TOPAZ GLX EQ. LA NOR AUT ON DAT CA SE TELA OT EQ SE DE | ŏ | ŏ | ŏ | ă | ŏ | ŏ | ŏ | ŏ | ĭ | ž | ă | · | ž | 200 | 222 | 291 |
| MERCURY | 00000011 | MY TOPAZ ALBITRO LA FI ALT DE DY BA SELTELA BE BO DE SE WIN | ō | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ò | 24 | 71 | | 27 | ~ | | 4 |
| MERCLEY | C0000012 | BIY TOPAZ ALISTRIPO (J. F.) AUT SI DIT SA SIS TIELA SO SO SO SIS WAS | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | 23 | 62 | 10 | 10 | á | ō | - 1 |
| MERCLEY | C0888018 | MY TOPAZ GO LA F.I AUT GE DIT GA GE TELA FM GO GO GO WITH | ŏ | ō | ŏ | ŏ | ŏ | ō | ō | ō | ō | 838 | 824 | 200 | 708 | - | 200 | 124 |
| MERCURY | 00000014 | MY TOPAZ GG LA FI AUT GA DIT BA BE TIELA PIN SQ GG DS WAH | ō | ŏ | ō | ō | ī | ŏ | ŏ | ŏ | ŏ | 404 | 720 | 666 | 607 | 104 | 273 | 184 |
| MERCURY | 00669016 | MY TOPAZ GLX (A F.) AUT OR DIT OA DE TELA OT BO 600 DE WOM | ō | ō | ō | õ | Ď | ō | ō | ō | ō | 0 | - 4 | | 2 | 126 | 306 | 132 |
| MEROLINY | 00680016 | MY TOPAZ GLX LA P.I AUT ON DIT DA DE TELA DT SQ SE ON WALL | ō | ŏ | ŏ | ō | ō | ŏ | ŏ | ŏ | ŏ | • | ò | ō | 36 | 108 | | 85 |
| | 00860017 | MY TOPAZ GLX (A P.I STD OF DY CA OF TIELA OT BO SO SO WEA | Ö | Ď | ō | Ō | ō | ō | ō | ō | ō | 0 | ō | ō | ō | | 1 | 2 |
| MERCURY | 00000016 | MY TOPAL OLX LA FA STD 84 DY CA CE TELA DY SQ SE QUIVA | 0 | | ó | Ö | ō | Ö | 0 | ò | ò | ō | ō | ō | 1 | 7 | 22 | 46 |
| MERCURY | COMMONE | MY MYSTIGUE OIL AUSTERNO LA SUP STO SA DAT DA SELVELOUR OT SQ SIS SAID | 0 | 0 | 1 | 37 | 11 | 30 | 20 | 18 | 276 | 22 | 0 | 0 | 0 | 0 | 0 | 0 |
| MERCHAY | COMMENCE | MY INVESTIGATE ON AMETERS LA RISP STD 64 DYT CA SE VILLOUR OT 60 OS 66 | 0 | 0 | 0 | 0 | 0 | Q | 0 | | 160 | 132 | ō | Ö | Ó | Ö | 0 | Ó |
| MEROLITY | D0000008 | MY MYSTIGUE OS TIPIOS VE REP ALIT OF DAY CA SELTELA CT OQ SELDE REC | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 20 | 243 | * | 0 | ٥ | | 0 | 0 | ٥ |
| MINOLINY | D0680004 | MY MYETTOLEE LE TEPICO VOINE AUT DI DIO CA SE TELA CT SQ 80 06 | 0 | 0 | 2 | 100 | 434 | 642 | 430 | 180 | 211 | 92 | Ö | 0 | 0 | ò | ò | ٥ |
| MERCURY | D0000000 | MY MYTTICKE LE ECUPADO VE MP AUT M DIÉ DA SE TELA CT EQ OS SE | 0 | 0 | 0 | | 347 | 862 | 320 | 367 | 300 | 226 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 00000000 | MY MYSTICUE LE SCUIPADO VE RIP AUT DE DIS CA DE TELA OT SQ OS OS | 0 | 0 | 0 | | | 12 | 3 | 60 | 127 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| MEROURY | 000000077 | MY MYSTIQUE US SQUIPADO VILMP AUT ON DIRE CA CILI PIRE. CT CQ CIR OS | 0 | 0 | 0 | 79 | 96 | 246 | 184 | 124 | 226 | 40 | 0 | 0 | 0 | 0 | ٥ | 0 |
| MERCURY | 00000000 | MY MYSTICUE LIS SOUPADO VE RIP AUT DI DIS CA DE TELA CO SQ OS SERVE | 0 | 0 | - 1 | 980 | 400 | 440 | 263 | 201 | 200 | 20 | 1 | 0 | 0 | 1 | 0 | 0 |
| MERCURY | Cómicosa | MY MYTTOLE LE BOUPADO VE MP AUT DI DIS CA SE PIEL OT SQ CE SE RI A | ٥ | 0 | Q | • | • | 199 | 195 | 139 | 193 | 144 | 0 | Ó | ō | Ó | ō | Ò |
| MERCURY | D0580010 | MY MYSTIQUE US PLUS SQUIPAGO VS SEP AUT ON DIS CA CE PIET, CO SO CE DE | Q. | 0 | 0 | 20 | 32 | 85 | 76 | 61 | 30 | | 0 | 0 | | • | 0 | o |
| MERCURY | COMMOD11 | MY MYETIQUE LE FILE BOUFADO VE MF AUT OI DIO DA CE PIEL OT DO DIS SAA | 0 | 0 | 0 | 148 | 188 | \$20 | 120 | 103 | 62 | 26 | 0 | 0 | | 0 | ō | 0 |
| MERCURY | D0660618 | MY MYSTIQUE US PLUS SQUIPADO VS MP AUT OF DES CA DE PER, CO DO DE DE SKA | 0 | 1 | 1 | 193 | 103 | 235 | 121 | 180 | 176 | | 0 | 0 | 0 | ۰ | 0 | 0 |
| | 80000001 | MY COURSAN COUPE BUILDINGS VE NOR AUT 2 D/T GA SE TELA CO SQ 55 04 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 20 | 100 | 189 | 174 | 299 | 294 | 90 | 434 |
| HEROUTY | GONEOUS | MY COURAN COUPE YE MOR AUT OF DIT CA SE TIELA CO SO SO SE SE | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 41 | 63 | 142 | 164 | 213 | 186 | 41 | 370 |
| MERCURY | 80000000 | MY COURSAN COUPE VS TUR AUT OF DAT CA CIT PRE, CO SQ 60 04 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | ₩1 | 160 | prò | 140 | 44 | 1 | 10 |
| MERCURY | | MY COURAN COUPE SOLIPADO VE SIP AUT 92 D/T OA DE TELA OT 92 98 94 088 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 20 | 67 | 76 | 41 | 51 | 63 | 14 | |
| HEROURY | 80000000 | MY GOUGAR COUPE LLUIC VE MP AUT OF DIT CA OF PIEL OD SO \$50 OC | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 133 | 106 | 104 | 80 | 86 | 20 | • |
| MERCURY | 80000000 | MY COURDAR XRT COUPE WE RUP AUT OF DIT CA CE PRIL CO BO BO BO BO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Ď | * | 216 | 201 | 145 | 135 | 81 | |
| MERCURY | C0440041 | | | | | | | | | | | | | | 170 | | | |
| | | MY GRAND MARQUE TIPICO VE RIIO AUT 64 DIV CA CE TELA CT 6G CE 66 660 | 108 | 173 | 944 | 404 | 604 | 770 | 740 | 615 | 636 | 818 | 1086 | 1316 | 880 | • | 15 | 1079 |
| MERCURY | (-0000000) | MY GRAND MARQUES TIPICO VE INO AUT 64 DAY CA CELTELA CT BIQ CEI 06 66 600 MY GRAND MARQUES HIGH VE INO AUT 64 DAY CA CELTELA CD BIQ CEI 06 830 | 108 97 | 178 147 | 213 | 195 | 222 | 270 230 | 790 196 | 616 232 | 936 209 | 818 83 | 1086 | | | | | 1078 |
| MERCURY | | MY GRAND MARQUE HIGH VS BID AUT SI DAY DA DE TIELA ED SIQ DE DE SED MY GRAND MARQUES EQUIPADO VS BID AUT SI DAY DA DE PEEL OT SIQ DE SE SEDICO | 97 112 | 147 1 98 | 213 461 | | 222 988 | 230 982 | 195 | | 209 494 | | | 1310 | 880 | • | 15 | 1 |
| | 70000000 70000000 70000004 | MY GRAND MARQUES HIGH VS MIO AUT ON DAY CA CIE TIELA CID BIQ CIE DE 1920 | 97 | 147 | 213 | 196 709 282 | 222 | 230 | 195 | 232 | 200 | 63 | 60 | 1318 131 | 181 | 0 | 15 | 1 |
| HEROURY | 70000000 70000008 | MY GRAND MARQUE HIGH VS BID AUT SI DAY DA DE TIELA ED SIQ DE DE SED MY GRAND MARQUES EQUIPADO VS BID AUT SI DAY DA DE PEEL OT SIQ DE SE SEDICO | 97 112 | 147 1 98 | 213 461 | 196 708 | 222 988 | 230 982 | 195 | 222 800 | 209 494 | 63 482 | 60 612 | 1310 131 772 | 980 181 98 | 0 | 16 0 1 | 1 |
| MERCURY MERCURY MERCURY MERCURY | F0000000 F0000000 F0000000 F00000000 F000000 | MY GRAND MARQUE HIGH VE BID AUT IN DAY OR OIL TEAL OD BIG OILD DESC BAY GRAND MARQUE BOUMPADO VE BID AUT OF BOY OR OIL PIEU. OD BIG OILD DESC BAY GRAND MARQUES BOUMPADO VE BID AUT OIL DAY OR OIL PIEU. OD BIG OILD DESC BAY GRAND MARQUES BOUMPADO VE BID AUT OIL AUT OIL PIEU. OD PIEU. OD OILD DESC BAY GRAND MARQUES BOUMPADO VE BID AUT OIL AUTO OILD OILD PIEU. OD OILD DESC BAY MARKE BERNAN VE BID AUT OIL ARBOON OIL TEAL OO BID GID OILD DESC BAY GRAND MARQUES BOUMPADO VE BID AUT OIL AUT OIL PIEU. OO BID GID OILD DESC BAY MARKE BERNAN VE BID AUT OIL ARBOON OIL TEAL OO BID GID OILD DESC BAY CONTROL OIL BAY OILD DESCRIPTION OIL BAY ON OIL TEAL OO BID GID OIL BAY | 97 112 198 | 147 160 211 31 | 213 461 216 62 30 | 196 709 282 126 46 | 222 946 384 73 | 230 982 810 18 31 | 196 636 417 | 232 360 265 8 146 | 209 494 267 1 | 492 308 8 115 | 60 812 360 14 66 | 1318 131 772 477 27 23 | 980 181 98 383 32 17 | 0 | 15 0 1 0 0 | 1 17 13 |
| MERCURY MERCURY MERCURY MERCURY MERCURY | Possocial Possocial Possocial Possocial Possocial Possocial Possocial | MY GRAND MARQUER HIGH VE BIC AUT OR DAY CA CE TELA CID BIC CES DE BIC BIY GRAND MARQUER BICUPPADO VE BICO AUT OR DAY CA CE PIEL CID BIC CES DE BIODO BIY GRAND MARQUER BICUPPADO VE BICO AUT OR DAY CA CE PIEL CO DIC CES DE BIES BIY GRAND MARQUER BICUPPADO VE BICO AUT OR DAY CA CE PIEL CO DIC OS DE SEMB MY BARLE BIRDAN VE BIP AUT DE ABS CA CE TELA CO DIC DE SE MY BARLE WACCONETA VE BIP AUT DE ABS CA CE TELA CO DIC DE SE | 97 112 198 | 147 168 211 31 1 | 213 461 215 62 30 0 | 195 709 292 128 | 222 988 394 73 32 | 230 982 810 16 31 0 | 196 636 417 18 | 232 360 265 8 | 209 494 257 1 80 94 | 492 308 8 115 40 | 60 612 369 14 65 26 | 1318 131 772 477 22 | 980 181 98 383 22 | 0 | 15 0 1 0 0 | 1 17 13 4 |
| MEMOURY MEMOURY MEMOURY MEMOURY MEMOURY | Possecos Possecos Possecos Possecos Possecos Possecos Possecos Possecos | MY GRAND MARQUE HIGH VIS BIO AUT OF DAY CA CE TIELA CO BIQ CE DE ESD MY GRAND MARQUE BOURPADO VIS MIO AUT OF DAY CA CE PIEL OT BIQ DE 66 800'CD MY GRAND MARQUE BOURPADO VIS MIO AUT OF DAY CA CE PIEL CO DIQ DE 66 800 ESS MY GRAND MARQUES BOURPADO VIS BIO AUT OF DAY CA CE PIEL CO DIQ DE 66 800 MY GRANE SECRIAN VIS BIP AUT OF ASS CA CE TIELA CO BIQ DE 65 MY GRANE WAS AND MIP AUT OF ASS CA CE TIELA CO DIQ DE 66 MY GRANE WAS AND MAY AUT OF ASS CA CE TIELA CO DIQ DE 66 MY GRANE WAS AND MY AUT OF ASS CA CE TIELA CO DIQ DE 66 MY GRANE WAS AND MY AUT OF ASS CA CE TIELA CO DIQ DE 66 MY GRANE WAS AND MY AUT OF ASS CA CE TIELA CO DIQ DE 66 MY GRANE WAS AND MY AUT OF ASS CA CE TIELA CO DIQ DE 66 MY GRANE WAS AND MY AUT OF ASS CA CE TIELA CO DIQ DE 66 MY GRANE WAS AND MY AUT OF ASS CA CE TIELA CO DIQ DE 66 MY GRANE WAS AND MY AUT OF ASS CA CE TIELA CO DIQ DE 66 MY GRANE WAS AND MY AUT OF ASS CA CE TIELA CO DIQ DE 66 MY GRANE WAS AND MY AUT OF ASS CA CE TIELA CO DIQ DE 66 MY GRANE WAS AND MY AUT OF ASS CA CE TIELA CO DIQ DE 66 MY GRANE WAS AND MY AUT OF ASS CA CE TIELA CO DIQ DE 66 MY GRANE WAS AND MY AUT OF ASS CA CE TIELA CO DIQ DE 66 MY GRANE WAS AND MY AUT OF ASS CA CE TIELA CO DIQ DE 66 MY GRANE WAS AND MY AUT OF ASS CA CE TIELA CO DIQ DE 66 MY GRANE WAS AND MY AUT OF ASS CA CE TIELA CO DIQ DE 66 MY GRANE WAS AND MY AUT OF ASS CA CE TIELA CO DIQ DE 66 MY GRAND WAS AND MY AUT OF ASS CA CE TIELA CO DIQ DE 66 MY GRAND WAS AND MY AUT OF ASS CA CE TIELA CO DIQ DE 66 MY GRAND WAS AND MY AUT OF ASS CA CE TIELA CO DIQ DE 66 MY GRAND WAS AND MY AUT OF ASS CA CE TIELA CO DIQ DE 66 MY GRAND WAS AND MY AUT OF ASS CA CE TIELA CO DIQ DE 66 MY GRAND WAS AND MY AUT OF ASS CA CE TIELA CO DE 66 MY GRAND WAS AND MY AUT OF ASS CA CE TIELA CO DE 66 MY GRAND WAS AND MY AUT OF ASS CA CE TIELA CO DE 66 MY GRAND WAS AND MY AUT DE 66 MY GRAND WAS AND MY AUT DE 66 MY GRAND WAS AND MY AUT DE 66 MY GRAND WAS AND MY AUT DE 66 MY GRAND WAS AND MY AUT DE 66 MY GRAND WAS AND MY AUT DE 66 MY GRAND WAS AND MY AUT DE 66 | 97 112 198 | 147 198 211 31 1 0 245 | 213 461 216 62 36 0 | 196 709 282 126 46 | 222 988 394 73 32 0 | 230 982 810 18 31 | 196 436 417 18 80 8 | 232 800 285 8 148 94 92 | 209 494 267 1 | 83 492 308 8 115 49 34 | 60 612 360 14 65 26 16 | 1318 131 772 477 27 23 | 980 181 98 383 32 17 | 0 0 | 15 0 1 0 0 | 1 17 13 4 42 |
| NEERCOURTY MERICURTY MERICURTY MERICURTY MERICURTY MERICURTY MERICURTY MERICURTY | P0000000 P00000004 P00000005 P00000005 P00000007 P00000000 P00000000 | MY GRAND MARQUES INSIN YES MO AUT ON DAY CA CIT TELA CID BIG CID OF BISID BAY GRAND MARQUES BIGUPADO VE MIO AUT ON DAY OA CIE PIEL CID BIG CID 69 SECOD REY GRAND MARQUES BIGUPADO VE MIO AUT ON DAY CA CIE PIEL CID BIG CID 69 EIES SEY GRAND MARQUES BIGUPADO VE MIO AUT ON DAY CA CIE PIEL CID DIQ CID 68 SEES MAY GRAND MARQUES BIGUPADO VE MIO AUT ON DAY CA CID PIEL CID DIQ CID 68 SEES MAY AUGUSTANA VE MIPA AUT OR ABB CA CIE TELA CID BIQ CID 69 SEES MAY GRANDE WITH AUT OF ABB CA CID TELA CID BIG CID 60 SEES MAY GRANDE WITH AUT OF ABB CA CID TELA CID BIG CID 60 SEES MAY GRANDE WITH AUT OF ABB CA CID TELA CID BIG CID 60 SEES MAY GRAND WITH AUT OF ABB CA CID TELA CID BIG CID 60 SEES MAY GRAND WITH AUT OF ABB CA CID TELA CID BIG CID 60 SEES MAY GRAND WITH AUT OF ABB CA CID TELA CID 60 SEES MAY GRAND WITH AUT OF ABB CA CID TELA CID 60 SEES MAY GRAND WITH AUT OF ABB CA CID TELA CID 60 SEES MAY GRAND WITH AUT OF ABB CA CID TELA CID 60 SEES MAY GRAND WITH AUT OF ABB CA CID TELA CID 60 SEES MAY GRAND WITH AUT OF ABB CA CID TELA CID 60 SEES MAY GRAND WITH AUT OF ABB CA CID TELA CID 60 SEES MAY GRAND WITH AUT OF ABB CA CID TELA CID 60 SEES MAY GRAND WITH AUT OF ABB CA CID TELA CID 60 SEES MAY GRAND WITH AUT OF ABB CA CID TELA CID 60 SEES MAY GRAND WITH AUT OF ABB CA CID TELA CID 60 SEES MAY GRAND WITH AUT OF ABB CA CID TELA CID 60 SEES MAY GRAND WITH AUT OF ABB CA CID TELA CID 60 SEES MAY GRAND WITH AUT OF ABB CA CID TELA CID 60 SEES MAY GRAND WITH AUT OF ABB CA CID TELA CID 60 SEES MAY GRAND WITH AUT OF ABB CA CID TELA CID 60 SEES MAY GRAND WITH AUT OF ABB CA CID TELA CID 60 SEES MAY GRAND WITH AUT OF ABB CA CID TELA CID 60 SEES MAY GRAND WITH AUT OF AUT O | 97 112 198 23 6 0 0 | 147 168 211 31 1 0 245 21 | 213 461 216 82 20 0 22 47 | 196 708 282 126 46 0 0 | 222 988 364 73 32 0 0 | 230 982 510 16 21 0 0 | 196 436 417 18 80 8 7 | 232 360 265 8 146 34 | 209 494 257 1 80 94 | 83 482 308 8 115 40 34 62 | 60 612 369 14 65 26 | 1218 121 772 477 22 33 | 980 181 98 383 32 17 | 0 0 0 0 8 1 | 15 0 1 0 0 0 | 1 17 13 4 42 1 |
| MERCURY MERCURY MERCURY MERCURY MERCURY MERCURY MERCURY MERCURY MERCURY MERCURY | PRESCOSE PRE | MY GRAND MARQUES BIGUPADO YE MIO AUT OR DAY CA CE TELA CID BIG CES DE SIDI SAY GRAND MARQUES BIGUPADO YE MIO AUT OR DAY CA CE PIEL CID BIG CES DE SECIOD MY GRAND MARQUES BIGUPADO YE MIO AUT OR DAY CA CE PIEL CO DIG CES DE SEE MY GRAND MARQUES BIGUPADO YE MIO AUT OR DAY CA CE PIEL CO DIG DE SEE MY GRAND MARQUES BIGUPADO YE MIO AUT OR DAY CA DE PIEL CO DIG DE SEE MY MARLE MARQUES TO ME AUT DE ABB CA CE TELA CO DIG DE SE MY MARLE WACONETA YE MIP AUT DE ABB CA CES TELA CO DIG DE SE MY MARLE STATION MY MOON YE MIP AUT DE ABB CA CES TELA CT DIG DE SE MY MARLE SEEDAN DE VIE SE AUT DE ABB CA CES TELA CT DIG DE SE MY MARLE SEEDAN DE VIE SE AUT DE ABB CA CES TELA CT DIG DE SE MY MARLE SEEDAN DE VIE SE AUT DE ABB CA CES TELA CT DIG DE SE | 97 112 198 23 8 0 | 147 168 211 31 1 0 245 21 | 213 461 216 62 30 0 22 47 1061 | 196 708 282 126 46 0 0 25 | 222 988 394 73 32 0 0 20 412 | 230 982 810 18 21 0 0 09 164 | 196 436 417 18 60 8 7 180 183 | 232 280 285 8 146 94 62 178 60 | 209 494 267 1 80 94 97 91 | 83 492 308 8 115 49 34 | 60 612 360 14 65 26 16 20 1 | 1318 131 772 477 27 33 2 0 | 980 181 98 363 22 17 0 1 | 0 | 15 0 1 0 0 0 0 1 0 | 1 17 13 4 42 1 3 |
| MERCURY AMPOURY AMPOURY AMPOURY AMPOURY AMPOURY AMPOURY AMPOURY | T080008 | MY GRAND MARQUE HIGH VE BID AUT IN DV CA CE TELA CO BIG CE OF BID MY GRAND MARQUE BICUPADO VE MIO AUT IN DV CA CE PIEL CO BIG CE OF BID MY GRAND MARQUE BICUPADO VE MIO AUT OF DV CA CE PIEL CO BIG CE OF BID MY GRAND MARQUE BICUPADO VE BID AUT OF DV CA CE PIEL CO DIC OF SE MY GABLE BIDAN VE BID AUT OF ARB CA CE TELA CO BIG CE OF MY GABLE VAGONETA VE BID AUT OF ARB CA CE TELA CO BIG CE OF MY GABLE STATION WAGON VE BID AUT OF ARB CA CE TELA CO BIG CE OF MY GABLE STATION WAGON VE BID AUT OF ARB CA CE TELA CT BIG CE OF MY GABLE STATION WAGON VE BID AUT OF ARB CA CE TELA CT BIG CE OF MY GABLE STATION WAGON VE BID AUT OF ARB CA CE TELA CT BIG CE OF MY GABLE STATION WAGON VE BID AUT OF ARB CA CE TELA CT BIG CE OF MY WAGELE STATION WAGON VE BID AUT OF ARB CA CE TELA CT BIG CE OF | 97 112 198 23 6 0 0 9 223 6 | 147 168 211 31 1 0 245 21 809 | 213 461 216 62 36 0 22 47 1061 180 | 196 708 282 126 46 0 0 25 877 178 | 222 986 394 73 32 0 0 20 412 80 | 230 982 810 18 31 0 0 0 164 86 | 196 636 417 18 60 8 7 180 183 47 | 232 880 285 8 146 94 82 178 89 81 | 209 494 207 1 80 94 97 91 39 22 | 492 308 8 115 49 34 62 11 | 60 612 360 14 66 26 16 26 | 1318 131 772 477 22 33 2 0 0 | 980 181 98 283 22 17 0 1 1 0 0 | 8 1 0 0 0 0 | 15 0 1 0 0 0 0 1 | 1 17 13 4 42 1 3 |
| NEWGURY SERROLRY | T080008 | MY GRAND MARQUER INDRIVADO VE MIO AUT ON DAY CA CE TELA CID BIC CES DE SEID MY GRAND MARQUER BICUPPADO VE MIO AUT ON DAY CA CE PIEL CID BIC CES DE SEIDOD MY GRAND MARQUER BICUPPADO VE MIO AUT ON DAY CA CE PIEL CID BIC CES DE SEID MY GRAND MARQUER BICUPPADO VE MIO AUT ON DAY CA CE PIEL CID DO CES DE SEID MY GABLE BICHARD VE MIP AUT ON ASS CA CE TIELA CID BIC CES DE CES DE MY BABLE VAGIONIETA VE SIÑP AUT OS ASS CA CE TIELA CID BIC CES DE CES DE MY GABLE BICHARD OS VEIRS AUT ON ASS CA CES TIELA CID BIC CES DE MY GABLE BICHARLE VEIRS AUT ON ASS CA CES DE MY GABLE BICHARLE VEIRS CON CES DE MY GABLE BICHARLE VEIRS CON CES DE MY GABLE BICHARLE VEIRS CON CES DE MY GABLE BICHARLE VEIRS CON C | 97 112 198 23 6 0 0 9 223 6 | 147 168 211 31 1 0 245 21 909 42 299 | 213 461 216 62 36 0 22 47 1061 180 361 | 196 708 282 126 46 0 0 25 877 178 123 | 222 986 394 73 32 0 0 20 412 80 40 | 230 982 810 18 21 0 0 09 154 26 | 196 636 417 18 80 8 7 180 183 47 48 | 232 280 286 8 148 34 62 178 68 61 67 | 209 494 207 1 80 64 37 81 39 22 17 | 63 462 308 6 115 46 94 62 11 4 0 | 60 612 369 14 65 26 16 36 1 0 | 1318 131 772 477 27 33 2 0 | 980 181 98 383 32 17 0 1 1 0 0 | 000000000000000000000000000000000000000 | 15 0 1 0 0 0 0 0 1 0 0 | 1 17 13 4 42 1 3 11 2 |
| NEWOLPHY ASSOCIATY | 7980008 P080008 P080008 P080008 P080009 P080009 P080009 P0800010 P080011 P080013 P080013 | MY GRAND MARQUE HIGH VE BIO AUT IN DV CA CE TELA CO BIO CRIS OR BIS BIO MY GRAND MARQUE BIOUPADO VE BIO AUT OR DV CA CE TELA CO BIO CRIS 69 600CD MY GRAND MARQUE BIOUPADO VE BIO AUT OR DV CA CE TELL CO BIO CRIS 69 600CD MY GRAND MARQUE BIOUPADO VE BIO AUT OR DV CA CE TELL CO DI PIEL CO DI CRIS 69 600 MY GRANE WAS AUT OF A ARB CA CE TELA CO BIO CRIS 69 600 MY GRANE WAS AUT OF A ARB CA CE TELA CO BIO CRIS 69 600 MY GRANE WAS AUTO MARGUE BIO AUT OF A ARB CA CE TELA CO BIO CRIS 69 600 MY GRANE WAS AUTO MARGUE BIO AUTO MARGUE BIO AUTO MARGUE BIO AUTO MARGUE BIO AUTO MARGUE BIO AUTO MARGUE BIO AUTO MARGUE BIO AUTO MARGUE BIO AUTO MARGUE BIO AUTO MARGUE BIO AUTO MARGUE BIO AUTO MARGUE BIO AUTO MARGUE BIO AUTO MARGUE BIO AUTO MARGUE BIO BIO CRIS 69 600 MY GRANE BIO AUTO MARGUE BIO AUTO MARGUE BIO BIO CRIS 69 600 MY GRANE BIO AUTO MARGUE BIO AUTO MARGUE BIO BIO CRIS 69 600 MY GRANE BIO AUTO MARGUE BIO AUTO MARGUE BIO BIO CRIS 69 600 MY GRANE BIO BIO AUTO MARGUE BIO AUTO MARGUE BIO BIO CRIS 69 600 MY GRAND BIO AUTO MARGUE BIO BIO CRIS 69 600 MY GRAND BIO BIO BIO BIO BIO BIO BIO BIO BIO BIO | 97 112 100 23 6 0 0 9 223 6 | 147 188 211 31 1 0 245 21 909 42 293 167 | 213 461 216 62 20 0 22 47 1061 180 261 267 | 196 708 282 128 46 0 0 25 977 178 123 276 | 222 988 394 79 32 0 0 20 412 80 48 123 | 230 982 510 18 21 0 0 69 154 36 64 | 196 636 417 18 8 7 180 183 47 48 44 | 232 880 285 8 148 34 62 178 60 61 67 34 | 208 494 267 1 80 64 37 81 39 22 17 20 | 63 462 308 8 115 46 94 62 11 4 0 | 60 612 360 14 66 26 16 36 1 | 1318 131 772 477 22 33 2 0 2 0 0 | 980 181 98 283 22 17 0 1 1 0 0 | 0 0 0 0 0 0 0 0 0 | 15 0 1 0 0 0 0 0 0 0 0 | 1 17 13 4 42 1 3 11 2 0 |
| HERIOLITY AMERICANY AMERICANY HERIOLITY | 7980008 P080008 P080008 P080008 P080007 P080008 P080009 P080001 P080011 P080013 P080013 P080014 | MY GRAND MARQUES BIGUPADO VE MIO AUT 46 DAY CA CRI TELA CID BIG CID 00 BISD BIY GRAND MARQUES BIGUPADO VE MIO AUT 46 DAY CA CRI PIEL CID BIG CID 60 BISD BIY GRAND MARQUES BIGUPADO VE MIO AUT 60 DAY CA CRI PIEL CID BIG CID 60 BISD BISD BIY GRAND MARQUES BIGUPADO VE MIO AUT 60 DAY CA CRI PIEL CID DIO CID 60 BISD BIY GARAD MARQUES BIGUPADO VE MIO AUT 60 DAY CA CRI PIEL CID DIO CID 60 BISD BIY GARADE MARQUES BIGUPADO VE MIO AUT 60 AND CA CRI TELA CID BIG CID 60 BISD BIY GARADE MARQUES BIRDAN MARQUES | 97 112 198 23 6 0 9 223 6 90 38 20 | 147 160 211 31 0 245 21 609 42 283 167 | 213 461 216 62 20 0 22 47 1061 180 261 267 | 196 709 292 128 40 0 0 25 977 179 123 276 306 | 222 986 394 73 32 0 0 20 412 80 40 | 230 962 510 18 21 0 0 69 154 26 84 62 71 | 196 636 417 18 80 8 7 180 163 47 48 44 87 | 232 860 286 8 146 34 62 178 60 61 87 34 | 208 494 207 1 80 64 37 81 39 22 17 20 19 | 63 462 308 8 115 46 94 62 11 4 0 | 60 612 369 14 66 26 16 36 1 0 | 1318 131 772 477 22 33 2 0 2 0 0 0 | 980 181 98 383 32 17 0 1 1 0 0 | 0 0 0 0 0 0 0 0 0 0 | 15 0 1 0 0 0 0 0 0 0 | 1 17 12 4 42 1 3 11 2 0 |
| NEWCOURTY SERVICIETY | P080008 P080008 P080008 P080008 P080008 P080009 P080009 P080010 P080019 P080018 P080018 P080018 P080018 | MY GRAND MARQUES BIOLEPADO VE MIO AUT HE DAY CA CE TELLA CID BIO CES DE SEID MY GRAND MARQUES BIOLEPADO VE MIO AUT HE DAY CA CE PIEL CID BIO CES DE SEIDOD MY GRAND MARQUES BIOLEPADO VE MIO AUT HE DAY CA CE PIEL CO DIO CES DE SEID MY GRAND MARQUES BIOLEPADO VE MIO AUT HE DAY CA CE PIEL CO DIO CES DE SEID MY BABLE BIOLEPADO VE MIO AUT HE DAS CA CE TELLA CO DIO CES DE MY BABLE VAGONIETA VE MIO AUT HE ABE CA CE TELLA CO DIO CES DE MY BABLE BIOLEPADO VE MIO AUT HE ABE CA CE TELLA CO DIO CES DE MY BABLE BIOLEPADO VE MIO AUT HE ABE CA CE TELLA CO DIO CES MY BABLE BIOLEPADO VE MIO AUT HE ABE CA CE TELLA CO DIO CES MY BABLE BIOLEPADO VE MIO AUT HE ABE CA CE TELLA CO DIO CES MY BABLE BIOLEPADO VE MIO AUT HE ABE CA CE TELLA CO DIO CES MY BABLE BIOLEPADO VE MIO AUT HE ABE CA CE TELLA CO DIO CES MY BABLE BIOLEPADO VE MIO AUT HE ABE CA CE TELLA CO DIO CES MY BABLE BIOLEPADO VE MIO AUT HE ABE CA CE TELLA CO DIO CES MY BABLE BIOLEPADO VE MIO AUT HE ABE CA CE TELLA CO DIO CES DE MY BABLE BIOLEPADO VE MIO AUT HE ABE CA CE TELLA CO DIO CES DE MY BABLE BIOLEPADO VE MIO AUT HE ABE CA CE TELLA CO DIO CES DE MY BABLE BIOLEPADO VE MIO AUT HE ABE CA CE TELLA CO DIO CES DE MY BABLE BIOLEPADO VE MIO AUT HE ABE CA CE TELLA CO DIO CES DE MY BABLE BIOLEPADO VE MIO AUT HE ABE CA CE TELLA CO DIO CES DE MY BABLE BIOLEPADO VE MIO AUT HE ABE CA CE TELLA CO DIO CES DE MY BABLE BIOLEPADO VE MIO AUT HE BIO AUT HE DO VIO CES DE MY BABLE BIOLEPADO VE MIO AUT HE BIO AUT HE DO VIO CES DE MY BABLE BIOLEPADO VE MIO AUT HE BIO AUT HE DAY VO CO DE PIEL CO DO CES DE | 97 112 100 23 6 0 0 9 223 6 | 147 188 211 31 0 245 21 809 42 289 187 141 | 213 461 216 62 30 0 22 47 1061 180 287 806 167 | 1965 708 262 128 465 0 0 277 1779 123 278 306 83 | 222 986 384 73 22 0 0 20 412 80 46 123 181 | 230 962 510 18 31 0 0 69 164 36 64 62 71 0 | 196 417 18 80 7 180 8 7 180 183 47 48 44 67 0 | 232 860 265 8 146 34 62 178 66 61 87 34 91 0 | 208 494 207 1 89 84 37 81 39 22 17 20 18 0 | 492 208 8 115 46 24 62 11 4 0 1 1 | 60 612 369 14 65 26 16 36 1 0 | 1318 131 772 477 22 33 2 0 2 0 0 0 0 | 980 181 98 383 22 17 0 1 1 0 0 0 0 | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 15 0 1 0 0 0 0 0 0 0 0 0 0 | 1 17 13 4 42 1 3 11 2 0 2 6 0 |
| NEWFOURY AMENOURY | P080008 P080000 P080000 P080000 P080000 P080000 P080000 P080010 P080010 P080010 P080010 P080014 P080014 P080014 P080015 P080016 2080000 | MY GRAND MARQUES BOURPADO VE MIO AUT 61 DV CA CE TELA CO BIC CIB O BISI MY GRAND MARQUES BOURPADO VE MIO AUT 61 DV CA CE PIEL CO BIC CIB O 66 66 60 CO MY GRAND MARQUES BOURPADO VE MIO AUT 61 DV CA CE PIEL CO BIC CIB O 60 61 EMB 6Y GRAND MARQUES BOURPADO VE MIO AUT 60 DV CA CE PIEL CO DIC CIB 66 66 66 67 MY ARABE SINCHAN VE BER AUT 64 ABB CA CE TELA CO DIC CID CIC CIB CIB 66 67 MY ARABE SINCHAN VE BER AUT 64 ABB CA CE TELA CO DIC CID CID CID CID CID CID CID CID CID | 97 112 198 23 6 0 0 9 223 8 98 38 20 3 | 147 180 211 31 0 245 21 809 42 289 187 141 116 0 | 213 461 216 62 30 0 22 47 1061 180 287 806 167 0 | 1965 700 282 128 40 0 0 25 977 179 123 276 83 0 | 222 986 394 73 32 0 0 0 20 412 40 46 123 191 1 | 230 962 510 18 31 0 0 69 154 84 64 2 71 0 | 196 417 18 80 7 180 8 7 180 183 47 48 44 67 0 | 232 800 285 8 146 94 62 178 60 61 67 34 91 0 | 208 494 207 1 80 84 37 81 39 22 17 20 19 0 7 | 492 308 8 115 46 94 62 11 4 0 1 1 | 60 612 369 14 68 26 16 36 1 0 1 0 4 | 1318 131 772 477 22 33 2 0 0 0 0 0 | 980 181 98 383 22 17 0 1 1 0 0 0 0 1 | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 15 0 1 0 0 8 0 0 1 0 0 0 0 | 1 17 13 4 4 42 1 3 11 2 6 0 0 802 |
| NEWFOURTY SERVICIETY MINISTRATE M | P080008 P080008 P080008 P080008 P080008 P080008 P080000 P080000 P080001 P0800018 P080014 P080014 P080001 P080001 P0800001 | MY GRAND MARQUES BIOLEPADO VE MIO AUT ES DIV OA CE PIEL OD DIQ CES DE SED MY GRAND MARQUES BIOLEPADO VE MIO AUT ES DIV OA CES PIEL CO DIQ CES DE SED MY GRAND MARQUES BIOLEPADO VE MIO AUT OS DIV OA CES PIEL CO DIQ CES DE SED MY GRAND MARQUES BIOLEPADO VE MIO AUT OS DIV OA CE PIEL CO DIQ CES DE SED MY GRAND MARQUES BIOLEPADO VE MIO AUT OS DIV OC OE PIEL CO DIQ CES MY BABLE VASCONETA VE MIP AUT OS ABS CA CES TIELA CO DIQ CES MY BABLE VASCONETA VE MIP AUT OS ABS CA CES TIELA CO DIQ CES MY BABLE SEDMA DE VE MIS AUT OS ABS CA CES TIELA CO DIQ CES MY BABLE SEDMA LES VESSE AUT OS ABS CA CES TIELA CO DIQ CES MY BABLE SEDMA LES VESSE AUT OS ABS CA CES TIELA CO DIQ CES MY BABLE SEDMA LES VESSE AUT OS ABS CA CES TIELA CO DIQ CES MY BABLE SEDMA LES VESSE AUT OS ABS CA CES TIELA CO DIQ CES MY BABLE SEDMA LES VESSE AUT OS ABS CA CES TIELA CO DIQ CES MY BABLE SEDMA LES VESSE AUT OS ABS CA CES TIELA CO DIQ CES MY BABLE SEDMA LES VESSE BEAUT OS ABS CA CES TIELA CO DIQ CES MY BABLE SEDMA LES LULDO VESSE AUT OS ABS CA CES PIEL CO DIQ CES DE MY BABLE SEDMA LES LULDO VESSE AUT OS ABS CA CES PIEL CO DIQ CES DE MY BABLE SEDMA LES LULDO VESSE AUT OS ABS CA CES PIEL CO DIQ CES DE MY BABLE SEDMA LES LULDO VESSE AUT OS ABS CA CES PIEL CO DIQ CES DE MY BABLE SEDMA LES LULDO VESSE AUT OS ABS CA CES PIEL CO DIQ CES DE MY BABLE SEDMA LES LULDO VESSE AUT OS ABS CA CES PIEL CO DIQ CES DE MY BABLE SEDMA LES LULDO VESSE AUT OS ABS CA CES PIEL CO DIQ CES DE MY BABLE SEDMA LES LULDO VESSE AUT OS ABS CA CES PIEL CO DIQ CES DE MY BABLE SEDMA LES LULDO VESSE AUT OS DE DE MY BABLE SEDMA LES LULDO VESSE AUT OS DE MES MARGUES TRANDITIONS DE MES CANTES TRANDITIONS DE MES C | 97 112 198 23 6 0 9 223 6 90 38 20 | 147 160 211 31 0 245 21 909 42 289 187 141 116 0 3 | 213 461 216 62 30 0 22 47 1061 180 261 267 607 0 | 1965 700 282 128 48 0 0 25 977 178 123 278 83 63 0 | 222 988 394 73 32 0 0 20 412 40 123 191 1 0 | 230 982 510 18 21 0 0 69 154 86 84 62 71 0 0 | 196 406 417 18 80 8 7 180 183 47 48 44 87 0 0 | 232 800 285 8 149 34 62 178 69 61 67 34 91 0 | 208 494 257 1 86 94 37 81 39 22 17 20 19 0 7 | 462 308 8 115 46 94 62 11 4 0 1 1 1 0 | 60 612 369 14 65 26 16 26 1 0 1 0 1 0 4 0 | 1318 131 772 477 22 33 2 0 0 0 0 0 0 | 380 181 98 383 32 17 0 1 1 0 0 0 0 | 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 15 0 1 0 0 8 0 0 1 0 0 0 0 0 0 0 0 | 1 17 13 4 42 1 3 11 2 0 0 0 0 0 0 |
| NEWCOURY AMERICARY | P080008 P080000 P088000 P088000 P088000 P088000 P088000 P0880010 P0880010 P0880010 P0880010 P0880010 P0880010 P0880010 P0880014 P0880014 P0880014 P0880014 P0880014 P0880014 P0880014 | MY GRAND MARQUE HIGH VE BIO AUT HE DV CA CE TELA CO BIO CE IS IS IS INV GRAND MARQUE BIOLEVO YE MIO AUT HE DV VA CE PELL CO BIO CE IS 60 BIO 60 BIO MAY GRAND MARQUE BIOLEVADO VE MIO AUT HE DV VA CE PELL CO BIO CE IS IS IS IS INV GRAND MARQUE BIOLEVADO VE MIO AUT HO DV CA CE PELL CO DIO CE IS IS IS IS INV GRAND MARQUE BIOLEVADO VE MIO AUT HO DV CA CE PELL CO DIO CE IS IS IS INV GRAND VE MICH AUT HE ARB CA CE TELA CO DIO CE IS IS IS INV GRAND WITHOUT MARQUE AUT HE AUT HE ARB CA CE TELA CO BIO CE IS IS INV GRAND MARQUE BIO MAY DE MARQUE BIO MAY GRAND MARQUE BIO MAY GRAND MARQUE BIO MAY GRAND MARQUE BIO MAY GRAND MARQUE BIO MAY GRAND MARQUE BIO MAY GRAND MARQUE BIO MAY GRAND MARQUE BIO MAY GRAND MARQUE BIO MAY GRAND MARQUE BIO MAY GRAND MARQUE BIO MAY GRAND MARQUE BIO MAY GRAND MARQUE BIO MAY GRAND MAY GRAND MARQUE BIO MAY GRAND MAY GRAND MAY GRAND MARQUE BIO MAY GRAND MARQUE BIO MAY GRAND M | 97 112 198 23 6 0 0 9 223 8 98 38 20 3 | 147 180 211 31 0 245 21 809 42 289 187 141 116 0 | 213 461 215 62 30 0 22 47 1051 180 261 267 806 167 0 | 1965 708 282 128 46 0 0 25 977 178 123 278 305 83 0 0 | 222 986 284 73 20 0 20 412 80 123 191 1 0 0 | 230 962 510 18 21 0 69 154 86 64 62 71 0 0 | 196 417 18 80 8 7 1803 47 48 44 67 0 0 | 232 800 285 8 148 92 178 88 81 87 24 81 0 0 | 208 494 257 1 86 94 37 91 20 19 0 7 0 0 | 462 208 8 115 46 24 62 11 4 0 1 1 1 0 0 | 60 612 369 14 66 26 16 26 1 0 1 0 1 0 0 0 | 1318 131 772 477 22 33 2 0 0 0 0 0 | 980 181 98 283 22 17 0 1 1 0 0 0 0 0 0 | 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 15 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 1 17 13 4 42 1 3 11 2 6 0 0 0 0 0 0 0 |
| NEWGURY SERVICINY MINICURY MIN | P080008 P0800000 P0800000 P0800000 P0800000 P0800000 P0800010 P0800010 P0800010 P0800010 E0800000000000000000000000000000 | MY GRAND MARQUES BOUPADO VS MIO AUT 60 DV CA CE TELA CO BIG CES 05 950 000 000 000 000 000 000 000 000 | 97 112 198 23 6 0 0 9 223 8 98 38 20 3 | 147 188 211 31 0 245 21 809 42 289 187 141 116 0 3 5 | 213 461 216 62 30 0 22 47 1061 180 287 806 167 0 0 | 1965 708 282 128 46 0 0 25 977 1723 276 305 63 0 0 | 222 986 394 73 32 0 0 20 412 40 123 191 1 0 0 | 230 982 510 18 21 0 0 0 60 154 84 82 71 0 0 | 196 636 417 18 80 8 7 180 163 47 48 44 87 0 0 0 0 | 232 800 285 8 146 92 176 60 61 87 24 91 0 0 | 208 494 207 1 80 64 97 91 59 22 17 20 18 0 7 0 0 | 83 482 308 8 118 48 82 11 4 0 1 1 1 0 0 0 | 80 812 389 14 88 28 16 20 1 0 1 0 1 0 0 0 0 | 1318 131 772 477 22 33 2 0 0 0 0 0 0 0 | 181 98 383 322 17 0 1 1 0 0 0 0 0 0 | 800000000000000000000000000000000000000 | 15 0 1 0 0 8 0 0 1 0 0 0 0 0 4 0 0 0 | 1 17 13 4 42 1 3 11 2 6 0 0 802 0 |
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| ARMAD DEB | | | Ultimo | | | | | | | | | | | | | | | |
|---|---|--|---|---|--|--|---|--|--|---|---|---|--|--|--|---|--|--|
| | CLAVE | DESCRIPCION | Modelo | 2002 | 2001 | 2000 | 1900 | 1980 | 1997 | 1996 | 1995 | 1994 | 1993 | 1992 | 1881 | 1880 | 1989 | 1000 |
| HERAN | 80460601 | NY TRAINE AMITTENO LA HOR STO 1 O/T SA SE TELA SS SQ SS OS | 42 | 875 | 9950 | 2700 | 886 | 959 | 002 | 377 | 150 | 247 | 166 | 231 | 319 | 365 | 337 | 1737 |
| NEEDAN | BORROODS. | MI TRURU TIPIOO LA NOR STO 3 DIT DA SE TELA 66 80 66 65 | 129 | 472 | 884 | 428 | 222 | 139 | | 20 | 140 | 227 | 242 | 267 | 271 | 220 | 264 | 804 |
| NOORAH | 20000001 | MI TRURU LLUID LA NOR STD 2 DIT ÇA EE TELA PM 80 88 08 | 0 | 0 | 0 | 2 | • | 2 | z | 2 | 11 | 14 | 12 | 19 | 21 | 96 | 84 | 162 |
| MANAN | 80880805 | NI TRUMU TIPOCO LA NOR AUT E DIT GA SE TELA PIA SQ 80 06 NI TRUMU ALIETERO LA NOR STD 4 DIT GA SE TELA SG SG 60 06 | 0 | | .1 | | 1 | 2 | 2 | | 41 | 102 | 84 | 106 | 204 | 16 | 30 | 630 |
| Maria Maria | BORROOM | METAURU AUSTERIO LA NORI AUT 4 DAT SA SE TELA SE SIO SE OS | | 600 | 36 | • | 0 | 0 | 4 | 20 | . 2 | • | | | 48 | 6 | 4 | 942 |
| MARIAN | BCBC0007 | NI TRUMU TIPHOO LA NOR AUT 4 OFF CA SE TIE A PA SO SE OS | Ö | 0 | 3 0 | 0 | 0 | 1 | 0 | 0 | 12 | 24 | 26 78 | 30 | 4 | 0 | | 10 |
| RESIDEN | 00000000 | HI TBURU LLAID LA NOR AUT 4 D/T CA SE TELA FM SQ SS OS | ŏ | ŏ | ŏ | ŏ | Ö | ő | ŏ | | • | 14 | / * | | 116 | 108 | 76 48 | 216 |
| MORAN | 80880808 | NI TELEFU VAGONETA TEROO LA NOR STO S OVI CA SIS TILLA PIA SO SIS OL | ŏ | ŏ | ŏ | ň | ŏ | ŏ | ŏ | 0 | • | | 2 | ¥ | 41 | 78 | 7 | 410 |
| HOREAN | 300300 10 | HI TOURU WAGCHETA TOTOD LANDRAUT & DIT DA GE TELA PM GO DE DE | ō | ŏ | ŏ | | ō | ŏ | ŏ | ŏ | ō | ā | • | · | 10 | 21 | 20 | 228 |
| HARMAN | 80080011 | NI TRUPU VARICHETA LLUO LA NOR STO 5 D/T CA GE TELA PLI SQ 85 05 | ŏ | ō | ŏ | ŏ | ŏ | ŏ | ŏ | ō | ŏ | ă | i | ŏ | | | ~ | 142 |
| NIGEAN | 80000012 | NI TELEKI YABONETA LLIJO LA NORALIT II DIT DA GE TELA PIA SO 80 06 | 0 | ō | ō | ō | ō | ō | - 1 | ō | ō | ŏ | ò | - 7 | i i | | 11 | 46 |
| HERMAN | 80980918 | MI TRURU II LLIAO BOLIFADO LA TUR ETD 94 D/T OA CE TELA PIA 90, RE OS | Ó | ō | 1 | ŏ | Ŏ | Ŏ | ò | ŏ | ŏ | ō | ō | i | ō | ō | 20 | , ii |
| MIDDAN | 90030014 | MI TELEFU II LLLUG BOLIFADO LA TUR AUT DA DIT DA ÇIE TELA FIN SO 880 05 | 0 | 1 | 0 | Ō | ō | ō | 0 | ō | ō | ō | Ď | ò | ō | ō | 34 | |
| Mahilah | 00030 016 | HE TRUMEN IN ALMETERS IN MORE STITL ON DAT BAS SEE TRUM AND SICK SEE ON | 0 | 0 | 1 | 1 | 1 | • | - 1 | 1 | 12 | 14 | 14 | 25 | 865 | 722 | 812 | 684 |
| NIGGAN | 80860016 | METRUPUS TIPROS LA NOR STO ESIÓN DA SET TELA PILA SO 666 66 | 0 | e | 0 | 2 | 1 | 1 | 1 | 2 | 12 | 18 | 24 | 20 | 778 | 612 | 476 | 294 |
| MARKET | 00000 017 | METRURU INTROCO LA NOR AUT REDIT SA SETTELA PIù SOI SIS OF | 0 | 0 | 0 | 1 | 1 | 1 | 0 | - 1 | 0 | | 4 | 1 | 100 | 200 | 317 | 400 |
| HORONA | 80000018 | NO TRUMO IN LLAND LA MOR STD SE DIT CA DE TELA PIN SIQ SES OS | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | o | 2 | 0 | 8 | 167 | 168 | 180 | 110 |
| NIGEAN | 80120019 | NI TRURU II LLUO LA NOR ALIT EZ DAT DA CE TREA PAR SQ 86 05 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | • | 125 | 180 | 143 | 133 |
| NEEDLAN | 90000000 80000001 | NI TOURU II AUSTERO LA HOR STO SA DIT SA SE TELA SE SO SE OS | 0 | ٥ | 1 | 0 | 0 | 0 | 1 | 0 | ٥ | ٥ | P | 0 | 224 | 184 | 122 | 16 |
| Maria Andrews | BOKKOOP | NI TELENU E TERROO LA HOR STD SK DY DA SE TELA PAI SO SE OS | 0 | 7 | 7 | • | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 125 | 29 | 34 | 12 |
| | BOSECOSOS BOSECOSOS | NI TRURU RI TIPICO LA NORI AUT DI DIT DA SE TELA PIù SQ SE DE | 0 | | 0 | 0 | | 0 | | .0 | 0 | ٥ | ٥ | _1 | 110 | | 77 | • |
| MARAN | 0000000 | MET TRUMEU'R LLUND LA MORE RITE DE COT CALCE TREA PALEO, DE COS. NET TRUMEU IL LUND LA MORE AUT DE COT CALCE TREA PALEO, DE COS. | 0 | 0 | 0 | 0 | 0 | | 20 | 24 | 80 | 74 | 74 | 73 | 63 | 81 | 63 | 97 |
| MARAN | BOSEDON. | MI TRUMU II VAGIONETTA TEPICA LA NORI ETTE OS DAT CA SE TELA PIA SO SE OS | 0 | 0 | 0 | 0 | • | 0 | | 20 | ** | - | 81 | 84 | - 61 | | 47 | 20 |
| CONTRACT OF THE PERSON OF THE | 20000000 | NI TOLURU II VANDONETA TEPIDA LA NOR ALIT DE DIT CA DE TELA PILI DO DE | ő | ŏ | ò | ŏ | ò | | ŭ | Ö | 1 | 1 | | ō | 290 | 276 | 236 | 244 |
| NIDEAN | 90000007 | NE TRUMU S VAGONETA LUND LA NOR STD OS DIT CA CEL TELA PM SO SIS DI | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | Ö | Ö | ŏ | ă | ď | 0 | 176 | 179 | 176 | 122 |
| MARKE | | NET BURNU IN VANCONIETA LUADO LA NICIRI AUT DE DIT DA CE TIELA PIA 60 00 00 | ő | Ď | ŏ | ŏ | ă | ŏ | Ö | ő | ŏ | ŏ | ŏ | ŏ | 11 | 72 108 | 63 | 90 86 |
| MEGAN | 00000000 | NI TRURU DE « CIS I AUSTRINO LA INO STO DE DIT DA DE TRUA DE RO EN DE | 2012 | 8044 | 443 | 2406 | 2942 | 3423 | 2371 | 782 | 2026 | 8701 | 2001 | 2111 | 1801 | 907 | | 497 |
| HOREAN | Bosidoos o | NA TRILITIU GOT & GO XI TRICO LA SEO ETE DE DIT DA PET TELA FIM DO 40 PE | 884 | 4000 | 11083 | 4800 | 4907 | 8812 | 2420 | 880 | 995 | 1818 | 1287 | 1000 | 78 | 530 | 400 | 202 |
| MINERAL | 80080001 | NI TRURU GET a GE II TRYCO LA RIO STD CE DYT CA GE TELA PM GO GE CE | 1078 | 2014 | 2047 | 2000 | 1063 | 1294 | 677 | 131 | - | 146 | 90 | 109 | 7 | - | | - |
| HUBBAN | 0000000 | N TRUPHU GRET TIPROD LA WID ALT WE TELA OT FOR SHIP OF | 0 | 0 | | 0 | 0 | 0 | 20 | 100 | 776 | 900 | 730 | 1183 | 881 | 213 | 211 | 187 |
| MINISTER | 80060000 | NI TRURU GET TIPICO LA REC AUT SE WT CA SE TELA OT 80 85 06 | Ö | 0 | ō | Ō | ō | 0 | -0 | 3 | 23 | 86 | 100 | | 23 | - " | 12 | |
| MARRIN | B0080004 | NO THELEFUL COST & COST ALL CONTROL LA MICH COST DAY AND REAL CONTROL COST DAY OF COST DAY | 4413 | 17900 | 15798 | 7047 | 6041 | 4000 | 1006 | 1867 | 054 | 1406 | 1826 | 1335 | OCIN | 400 | 440 | 516 |
| MINISTER | | NET TOURS GOT TIPROO LA SEC STID OF DAT PAR SE TIELA SO SO SO | 119 | 881 | 1366 | 1007 | 642 | 847 | 636 | 543 | 1878 | 3610 | 8401 | 3014 | 1810 | 1006 | 883 | 760 |
| MINISAN | 00000000 | NI TRURU GET TIPOCO LA SEC STD SA DAT CA SE TELA PALSO, INI DI | 83 | 486 | | 789 | 400 | 482 | 367 | 287 | 191 | 404 | 602 | | 170 | ٥ | 0 | 0 |
| | | | | | | | | 464 | | 48/ | | | | 367 | 1/8 | ٠ | • | |
| MARAN | Dátaisús? | MITEURU GET TEHOO + GE II LA REC AUT OA OVT BA GE TELA FIN SQ SE OS | 80 | 207 | 818 | 830 | 73 | - | 6 | 10 | 30 | 143 | 103 | 180 | | 107 | | 74 |
| HORAN | 80080000 | NI TOURLI GET TOMOC o GE K LA EEC AUT SA D/T CA SE TELA PIL SC SEI CE | 162 | 884 | 643 | 636 (92 | 73 83 | 8 | 6 | 10 20 | 30 67 | 143 | 103 | 190 146 | 90 | - | 86 23 | 74 192 |
| HORAN | 0000000 0000000 | NI TRUPILI GET TEMOCO O GE IL LA ESC AUT OL DIT CA GE TELA PIA GO ES OS NI TRUPILI GEX LUJO LA ISIC STO SI DIT CA SE TELA PIA GO GE GE | | 0 | 643 0 | 836 192 0 | 73 83 0 | 8 | 6 0 0 | 10 20 76 | 30 | 143 147 307 | 103 147 226 | 180 146 208 | 90 90 65 | 107 20 1 | 96 23 1 | 74 192 1 |
| HOBBAN HOBBAN HOBBAN | 80080800 80020000 80020040 | NI TRUMU GRIC THENDO O GRI PLU BID AUTO AND TO A GRI TRUA PRI BID INDIOS NI TRUMU GRIC LUUD LU BID STO IN DIT CA RIC TRUA PRI BID 185 OS NI TRUMU GRIC LUUD LU BID STO IN DIT CA CIE TRUA CT SIG SIG IN | 162 | 0 | 643 0 0 | 836 782 0 0 | 73 83 0 0 | 8 0 | 6 0 0 | 10 20 75 10 | 50 67 271 46 | 143 147 307 | 103 147 226 72 | 190 146 208 66 | 98 65 71 | 107 20 1 0 | 96 23 1 0 | 74 182 1 0 |
| HORAN | 0000000 0000000 | NI TRUFU GET TIPICO O GE H LA IBO AUT OL DIT CA GET TILLA PAR DIC IBIO GE INI TRUFU GET LUNG LA BIO STO DE DIT CA GET TILLA PAR DIG SE OS INI TRUFU GET LUNG LA BIO GITTO DIT CA GET TILLA CIT GO GE GE INI TRUFU GET LUNG LA IBO AUT DI DIT CA GET TILLA PAR BIO BIO GE | 162 | 0 0 0 | 643 0 0 | 836 782 0 0 | 73 83 0 0 | 8 0 | 6 0 0 | 10 20 75 10 101 | 30 67 271 46 328 | 143 147 307 86 364 | 103 147 238 72 411 | 190 145 208 88 266 | 90 90 65 | 107 30 1 0 | 23 1 0 0 | 74 182 1 0 0 |
| HODBAH HODBAH HODBAH HODBAH | 90000000 90000000 90000041 | NI TREMU SET THE CO O SE ELLE BOUNT ON DIT ON SET TREM PER SOL IND CO NI TREMU SEX LUND LA BIS OFFE DO BIT ON A SET TREM, PER SOL BOS NI TREMU SEX LUND LA BIS OFFE DO LOT ON COSTILIA OT SOL BOS NI TREMU SEX LUND LA BISO NATIO DIT ON COSTILIA PER SOL BISO ON NI TREMU SEX LUND LA BISO NATIO BIT OFFE CA COSTILIA OT SOL BOS NI TREMU SEX LUND LA BISO NATIO BIT OFFE CA COSTILIA OT SOL BOS NI TREMU SEX LUND LA BISO NATIO BIT OFFE CA COSTILIA OT SOL BOS | 182 0 0 0 | 0 0 0 0 | 643 0 0 0 | 836 782 0 0 0 | 73 63 0 0 | 8 0 0 0 | 6 0 0 0 | 10 20 75 10 | 36 67 271 46 326 100 | 143 147 307 86 364 81 | 103 147 238 72 411 73 | 180 148 208 60 266 48 | 98 65 71 20 | 107 38 1 0 0 | 23 1 0 0 | 74 182 1 0 0 |
| HODBAH HODBAH HODBAH HODBAH HODBAH | 00000000 00000000 00000041 00000042 | MITHUR SET THE COOR BY LUED AUTO A DIT CA SET TELA PAR BICHEROS MITHUR URBIT LIND OF BIRD STOR BY TO THE TELA PAR BICHEROS MITHUR URBIT LIND OF BIRD STOR BY TO A COTTE BATTER ATTRICES SET MITHUR URBIT LIND OF BIRD AUTO BY DIT CA COTTE BATTER ATTRICES SET MITHUR URBIT LIND OF BIRD AUTO BY DIT CA CET TELA CT BICHEROS MITHUR URBIT LIND OF BIRD AUTO BY CA CET TELA CT BICHEROS MITHUR URBIT LIND OF BIRD STOR BY TO A CET TELA CT BICHEROS MITHUR URBIT LIND OF BIRD STOR BY THE AND BY TELA CT BICHEROS MITHUR URBIT LIND OF BIRD STOR BY THE AND BY TELA CT BICHEROS MITHUR URBIT LIND OF BIRD STOR BY THE AND BY TELA CT BICHEROS MITHUR URBIT LIND OF BIRD STOR BY THE AND BY TELA CT BICHEROS MITHUR URBIT LIND OF BIRD STOR BY THE AND BY TELA CT BICHEROS MITHUR URBIT LIND OF BIRD BY THE BY BY THE BY BY BY BY BY BY BY BY BY BY BY BY BY | 162 | 0 0 0 0 0 | 643 0 0 0 0 0 319 | 836 882 0 0 0 0 | 73 63 0 0 0 0 224 | 8 6 0 0 0 0 0 | 6 0 0 0 | 10 20 78 10 101 17 | 38 67 271 46 328 100 0 | 143 147 307 86 304 81 0 | 103 147 236 72 411 73 | 180 145 208 66 266 46 0 | 98 98 65 71 20 6 | 107 300 1 0 0 | 23 1 0 0 | 74 182 1 0 0 |
| PROBAN PROBAN PROBAN PROBAN PROBAN PROBAN | 80880888 86820738 80880040 80880042 80880042 | NI TRUPU GRAT THEICO O GRI FLU BIO AUT ON DIT CA GRI TRUA PIA RO BIO DE IN TRUPU GRAT LUIO DI BIO STO SIN DIT CA O BIT TRUA PIA GRI SIG GRI IN TRUPU GRAT LUIO LE BIO GITTO DI DIT CA O BIT TRUA CIT GRI GRI SIG IN TRUPU GRAT LUIO LA BIO AUT DI DIT CA GRI TRUA PIA RO BIO DI IN TRUPU GRAT LUIO LA BIO AUT SIN DIT CA CRI TRUA CIT GRI GRI GRI IN TRUPU GRAT LUIO LA BIO AUT SIN DIT CA GRI TRUA CIT GRI GRI GRI IN TRUPU GRI SI PLUIS LA BIO PLUT GRI GRI TRUA CIT GRI GRI GRI IN TRUPU GRI SI PLUIS LA BIO PLUT GRI COT GRI GRI TRUA CIT GRI GRI GRI | 182 0 0 0 0 13 | 0 0 0 0 146 128 | 643 0 0 0 0 0 319 806 | 836 582 0 0 0 0 0 76 70 | 73 83 0 0 0 0 224 0 | 8 0 0 0 0 0 0 275 | 0000 | 10 80 75 10 101 17 6 | 38 67 271 46 328 100 0 | 143 147 307 86 364 81 0 | 103 147 226 72 411 73 0 | 180 145 208 66 286 48 0 | 98 55 71 20 6 | 107 200 1 0 0 0 | 96 23 1 0 0 0 | 74 182 1 0 0 0 |
| PASSAM NOSAM NOSAM NOSAM PASSAM NOSAM | 80880888 8083038 80830041 80830042 80838048 80838044 | NI TRUFU GRIT THEICO O GRI FLU IND AUT ON DIT CA GRI TRUA PIA RIC BIO BIO IN THURU GRIC LIND A LIBO STO BIO DIT CA GRI TRUA PIA GRI GRI GRI GRI GRI GRI GRI GRI GRI GRI | 182 0 0 0 | 0 0 0 0 0 | 643 0 0 0 0 0 319 | 836 882 0 0 0 0 | 73 63 0 0 0 0 224 | 8 6 0 0 0 0 0 | 6 0 0 0 | 10 20 78 10 101 17 | 38 67 271 46 328 100 0 | 143 147 307 86 304 81 0 | 103 147 236 72 411 73 | 180 148 208 68 288 48 0 0 | 98 98 65 71 20 6 0 | 107 200 1 0 0 0 | 96 23 1 0 0 0 0 | 74 182 1 0 0 0 |
| 1000AN 1000AN 1000AN 1000AN 1000AN NIDOAN NIDOAN | 80860888 89680090 896800941 80880842 80880944 80880044 80880044 | MI TRUMU GRIX THENDO O GRI PLU BID AUT OR BIT TEAR PHI BID BID OR MI TRUMU GRIX LUUD OL BID STD OR DIT OR BIT TEAR PHI BID BID BID OR MI TRUMU GRIX LUUD OL BID STD OR DIT OR OR TEAR OT SQUIBE MI TRUMU GRIX LUUD OL BID AUT OR DIT OR OR TEAR OT SQUIBE MI TRUMU GRIX LUUD OL BID AUT OR DIT OR OR TEAR OT SQUIBE MI TRUMU GRIX LUUD OL BID AUT OR DIT OR OR STEAR OT SQUIBE MI TRUMU GRI I PLUE I AR BID ST OR OR STEAR OT SQUIBE MI TRUMU GRI I PLUE I AR BID ST OR OR STEAR OT SQUIBE MI TRUMU GRI I PLUE I AR BID ST OR OR STEAR OT SQUIBE MI TRUMU GRI I PLUE I AR BID ST OR OR STEAR OT SQUIBE MI TRUMU GRI I PLUE I AR BID ST OR OR STEAR OT SQUIBE MI TRUMU GRIX STEAR OR STEAR OR STEAR OT SQUIBE MI TRUMU GRIX STEAR OR STEAR OR STEAR OT SQUIBE MI TRUMU GRIX STEAR OR STEAR OR STEAR OT SQUIBE MI TRUMU GRIX STEAR OR STEAR OR STEAR OR STEAR OT SQUIBE MI TRUMU GRIX STEAR OR STEAR | 162 0 0 0 0 13 9 | 864 0 0 0 0 146 128 1995 | 643 0 0 0 0 0 319 806 062 | 836 082 0 0 0 0 76 70 78 | 73 83 0 0 0 0 0 224 0 | 8 0 0 0 0 0 0 275 0 | 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 10 80 76 10 101 17 6 | 38 67 271 46 328 100 0 | 143 147 307 86 364 61 0 | 103 147 236 72 411 73 0 | 180 145 208 66 286 48 0 | 98 55 71 20 6 | 107 200 1 0 0 0 | 96 73 1 0 0 0 0 | 74 182 1 0 0 0 0 |
| NOBAH NOBAH NOBAH NOBAH NOBAH NOBAH NOBAH NOBAH NOBAH NOBAH | BORGOSES BORGOSES BORGOSES BORGOSES BORGOSES BORGOSES BORGOSES BORGOSES BORGOSES BORGOSES | MITTHAN SERVICE OF SERVICE STORAGE OF CAREFFER A PER SEC SERIOS MITTHAN ORICHMON AS SERIOS AND SERIOS AND SERIOS MITTHAN ORICHMON AS SERIOS AND SERIOS AND SERIOS AND SERIOS MITTHAN ORICHMON AS SERIOS AND SERIOS AND SERIOS AND SERIOS MITTHAN ORICHMON AS SERIOS AND SERIOS AND SERIOS AND SERIOS MITTHAN ORICHMON AS SERIOS AND S | 162 0 0 0 0 13 9 2122 602 | 864 0 0 0 0 146 128 1965 | 643 0 0 0 0 319 806 052 240 | 836 082 0 0 0 0 76 70 78 0 | 73 63 0 0 0 0 224 0 0 | 8 0 0 0 0 0 275 0 0 | 800000 | 10 20 76 10 101 17 6 0 | 36 67 271 46 326 100 0 0 | 143 147 307 86 304 81 0 0 | 103 147 226 72 411 73 0 0 | 190 145 208 98 288 48 0 0 | 98 98 55 71 20 6 0 0 | 107 200 1 0 0 0 0 | 96 23 1 0 0 0 0 | 74 182 1 0 0 0 0 |
| PODDAM PODDAM PODDAM PODDAM PODDAM PODDAM PODDAM NODDAM NODDAM PODDAM | 80800000 80800000 80800041 80800044 80800044 80800044 80800044 80800044 80800044 | MITSURU SET THE CO O SE ELL BOLATO A DIT CA SET TELA PER SOL BE CONTROL ON THE CO | 162 0 0 0 0 13 9 2122 662 229 | 864 0 0 0 0 146 126 1965 1260 721 | 643 0 0 0 0 319 806 862 249 184 | 836 082 0 0 0 0 76 70 78 0 | 73 63 0 0 0 0 224 0 0 0 | 8 6 0 0 0 0 275 0 0 | 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 10 80 76 10 101 17 6 0 | 30 47 271 46 320 100 0 0 0 | 143 147 307 86 304 81 0 0 0 | 103 147 238 72 411 73 0 0 | 180 145 208 66 288 49 0 0 0 | 99 98 65 71 20 6 0 0 | 107 200 1 0 0 0 0 0 | 06 73 1 0 0 0 0 0 | 74 182 1 0 0 0 0 |
| PORRAM PORRAM PORRAM PORRAM PORRAM PORRAM PORRAM PORRAM PORRAM PORRAM PORRAM PORRAM PORRAM PORRAM | 80800000 80820730 80820740 80820741 80820744 80820744 80820744 80820745 80820745 80820746 80820746 80820746 80820746 | MI TRUMU GRIX THE COO GRI PLU BOO AUT OR DIT TO A SET TRUM PER SCI BEI DE MI TRUMU GRIX LUUD OL BEO STO DE DIT CA SET TRUM PER SCI BEI DE MI TRUMU GRIX LUUD OL BEO STO DE DIT CA CEI TRUA OT SCI BEI SE SE SE SE SE SE SE SE SE SE SE SE SE | 182 0 0 0 0 13 9 2122 822 229 2146 2104 1077 | 864 0 0 0 146 126 1965 1965 1966 721 1978 3081 937 | 643 0 0 0 0 319 806 062 240 184 272 226 223 | 836 882 0 0 0 7 7 7 6 0 70 100 25 | 73 83 0 0 0 0 224 0 0 0 | 275 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 10 20 75 10 101 17 6 0 0 | 36 67 271 46 328 100 0 0 0 | 143 147 307 86 304 61 0 0 0 | 103 147 826 72 411 73 0 0 0 0 | 180 146 208 66 208 46 0 0 0 0 | 90 90 85 71 20 6 0 0 0 | 107 | 06 22 1 0 0 0 0 0 0 0 | 74 182 1 0 0 0 0 0 |
| POSSAMI NOSSAM | 80800000 80820040 80800041 80880044 80880044 80880044 80880047 80880047 80880047 80880046 80880046 80880046 | MITSURU SET THE CO O SE ELL BOUNT ON DIT ON SET TELA PER SOL BEIDO SE TRUMPU SERVILLUDO LA BEIDO THO DE DIT ON SET TELA PER SOL BEIDO SE SE SE SE SE SE SE SE SE SE SE SE SE | 162 0 0 0 13 9 2122 682 229 2146 2104 1077 | 984 0 0 0 146 128 1985 1386 721 1878 3081 937 | 643 0 0 0 0 319 805 949 184 272 226 223 | 536 562 0 0 0 0 76 70 78 0 0 0 70 100 25 73 | 73 63 0 0 0 24 0 0 0 0 0 0 | 8 6 0 0 0 0 275 0 0 0 0 | 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 10 20 75 10 101 17 6 0 0 0 | 36 67 271 46 328 100 0 0 0 0 | 143 147 307 86 304 61 0 0 0 0 | 103 147 236 72 411 73 0 0 0 0 | 180 146 208 66 208 48 0 0 0 0 0 | 90 90 85 71 20 0 0 0 0 | 107 | 06 22 1 0 0 0 0 0 0 0 | 74 182 1 0 0 0 0 0 |
| PORRAM PORRAM PORRAM PORRAM PORRAM PORRAM PORRAM PORRAM PORRAM PORRAM PORRAM PORRAM PORRAM PORRAM PORRAM | 8080000 80820040 80820040 80820042 80820044 80820044 80820045 80820047 80820046 80820046 80820046 80820046 80820046 80820046 80820046 | NI TREMU GRIX THENDO G GRI PLA BIO AUTO A DIT TOA RET TEAL PER SCI IRIO OR TREMU GRIX LIUDO LA BIO STO DE DIT CA RET TEAL PER SCI IRIO OR DIT CA RET TEAL PER SCI IRIO OR DIT CA RET TEAL PER SCI IRIO OR DIT CA RET TEAL PER SCI IRIO OR DIT CA RET TEAL PER SCI IRIO OR DIT CA RET TEAL PER SCI IRIO OR DIT CA RET TEAL PER SCI IRIO OR DIT CA RET TEAL PER SCI IRIO OR DIT CA RET TEAL PER SCI IRIO OR DIT CA RET TEAL PER SCI IRIO OR DIT CA RET TEAL PER SCI IRIO OR DIT CA RET TEAL PER SCI IRIO OR DIT CA RET TEAL PER SCI IRIO OR DIT CA RET TEAL PER SCI IRIO OR DIT CA RET TEAL PER SCI IRIO OR DIT CA RET TEAL PORTO OR DIT CA RET | 162 0 0 0 13 9 2122 892 229 2164 2107 203 126 | 984 0 0 0 146 128 1986 721 1978 3081 897 801 866 | 643 0 0 0 0 319 305 052 949 184 272 226 225 127 | 536 562 0 0 0 76 70 78 0 0 70 100 25 73 | 73 63 0 0 0 224 0 0 0 0 | 8 6 0 0 0 0 276 0 0 0 0 | 900000000000000000000000000000000000000 | 10 80 78 10 101 17 6 0 0 0 0 0 | 38 47 271 46 228 100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 143 147 307 86 91 0 0 0 0 0 0 | 103 147 228 72 411 73 0 0 0 0 | 180 148 208 60 208 46 0 0 0 0 0 0 | 98 98 55 71 30 6 0 0 0 0 | 107 | 06 22 1 0 0 0 0 0 0 0 | 74 182 1 0 0 0 0 0 0 |
| POSSAM PO | BORGOSE BORGOS | MITSURU SEX THE CO C 68 FLU SO AUT OR DIT CA SET TEAR PIR SOL SEX OR THE CHARLES OF THE CHARLES | 162 0 0 0 13 9 2122 829 2146 2104 1077 209 126 | 884 0 0 0 0 146 126 1985 1985 721 1978 3081 887 881 | 643 0 0 0 0 319 805 949 184 272 226 226 127 240 0 | 70 70 70 70 70 70 70 100 25 73 62 0 | 73 63 0 0 0 224 0 0 0 0 0 | 275 0 0 0 0 0 0 0 0 0 0 | 600000000000000000000000000000000000000 | 10 RG 76 10 101 17 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 38 47 271 46 228 100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 143 147 307 86 304 61 0 0 0 0 0 0 0 0 | 103 147 836 72 411 73 0 0 0 0 0 0 | 190 146 208 66 266 48 0 0 0 0 0 0 0 | 98 85 71 20 0 0 0 0 0 0 | 107 20 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 74 182 1 0 0 0 0 0 0 0 |
| PORRAM | BORGOOS BRIZOTAR BRIZ | MITSURU SET THE CO O SE FLA SEO AUTO A DET TEAL PER SCI SEI CO SE THAN SECRET SE SEI CONSTRUCTION OF SET SEA SE SEI CONSTRUCTION OF SET SEA SE SEI CONSTRUCTION OF SET SEA SE SEI CONSTRUCTION OF SET SEA SE SEI CONSTRUCTION OF SET SEA SE SEI CONSTRUCTION OF SET SEA SE SEI CONSTRUCTION OF SET SEA SE SEI CONSTRUCTION OF SET SEA SET SEA SEI CONSTRUCTION OF SET SEA SET SEA SEI CONSTRUCTION OF SET SEALS AS SET SEA SEA SEA SET SEA SEA SEA SEA SEA SEA SEA SEA SEA SEA | 162 0 0 0 13 9 2122 229 2446 2104 1077 203 126 168 | 884 0 0 0 146 126 138 1395 1396 721 1878 3081 887 881 881 12 180 | 643 0 0 0 0 319 806 852 949 184 272 226 223 127 226 0 10 | 70 70 70 70 70 70 70 70 70 100 25 73 62 0 | 73 83 0 0 0 0 224 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 278 0 0 0 0 0 0 0 0 0 0 0 | 600000400000000000000000000000000000000 | 10 R0 76 10 101 17 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 38 47 271 48 228 100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 143 147 307 86 304 61 0 0 0 0 0 0 0 0 0 | 103 147 836 72 411 73 0 0 0 0 0 0 | 180 148 208 60 288 48 0 0 0 0 0 0 0 0 0 | 98 96 71 30 6 0 0 0 0 0 0 0 | 107 20 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 73 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 74 182 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 |
| PORRAM PO | CONCOURT STATEMENT OF THE STATEMENT OF T | MI TRUMU GRIX LIUDO LA BIO ATT O AD TITA O ART TELA PER SCI IRIO ON MI TRUMU GRIX LIUDO LA BIO STO DA DIT CA RET TELA PER SCI IRIO ON MI TRUMU GRIX LIUDO LA BIO STO DA DIT CA CRI TELA CHI SCI IRIO ON MI TRUMU GRIX LIUDO LA BIO ALT DA DITTO CA CRI TELA CHI SCI IRIO ON MI TRUMU GRIX LIUDO LA BIO ALT DA DITTO CA CRI TELA CHI SCI IRIO ON MI TRUMU GRI RI PLUE LA BARRI TANDI ON MI TRUMU GRI RI PLUE LA BARRI TANDI ON MI TRUMU GRI RI PLUE LA BARRI TANDI ON MI TRUMU GRI RI PLUE LA BARRI TANDI ON MI TRUMU GRI RI PLUE LA BARRI TANDI ON MI TRUMU GRI RI PLUE LA BARRI TANDI ON MI TRUMU GRI RI PLUE LA BARRI TANDI ON MI TRUMU GRI RI PLUE LA BARRI TANDI ON MI TRUMU GRI RI PLUE LA BARRI TANDI ON MI TRUMU GRI RI PLUE LA BARRI TANDI ON MI TRUMU GRIZ CONTROLO C | 162 0 0 0 13 9 2122 229 2146 2104 1077 209 126 1475 813 | 884 0 0 0 146 128 1995 1398 721 1878 3081 837 891 893 12 180 281 | 643 0 0 0 0 319 805 949 184 272 226 226 127 240 0 | 70 0 0 0 0 70 70 0 0 70 100 25 73 62 0 0 | 73 83 0 0 0 224 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 8 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 800000000000000000000000000000000000000 | 10 80 76 10 101 17 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 38 47 271 48 329 100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 143 147 307 86 304 61 0 0 0 0 0 0 0 0 0 0 0 | 103 147 238 73 411 73 0 0 0 0 0 0 | 180 145 208 60 286 48 0 0 0 0 0 0 0 0 0 | 98 96 71 20 0 0 0 0 0 0 0 0 | 107 20 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 73 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 74 182 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 |
| PORRAM | CONCOURT CONTOURN CONTOU | MITSURU SET THE CO O SE SUL BO AUTO A DIT TO A SET TEAL PER SOL IND CO MITSURU SET MUNUO LA SET DE AUTO A DIT TO A SET TEAL PER SOL IND CO MITSURU SET MUNO LA SET DE AUTO A DIT TO A CETTELA OT SOL IND CO MITSURU SET MUNO LA SET DATE DE AUTO A SET TEAL PER SOL IND CO MITSURU SET MUNO LA SET DATE DE AUTO A CETTELA OT SOL IND CO MITSURU SET MUNO LA SET DATE DE AUTO A CETTELA OT SOL IND CO MITSURU SET MUNO LA SET DATE DE AUTO A CETTELA OT SOL IND CO MITSURU SET MUNO LA SET | 162 0 0 0 0 13 9 2122 822 2246 2104 1077 108 168 178 813 | 984 0 0 0 146 128 1906 721 1976 3061 887 881 886 12 180 881 881 | 643 0 0 0 0 319 806 852 949 184 272 226 223 127 226 0 10 | 500 500 0 0 0 0 70 70 100 25 73 62 0 0 | 73 83 0 0 224 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 278 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 800000000000000000000000000000000000000 | 10 20 76 10 101 17 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 30 47 271 48 320 0 0 0 0 0 0 0 0 0 0 0 | 143 147 307 86 304 61 0 0 0 0 0 0 0 0 0 | 103 147 238 73 411 73 0 0 0 0 0 0 0 0 | 190 145 208 288 288 48 0 0 0 0 0 0 0 0 0 0 | 98 85 71 20 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 107 20 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 73 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 74 182 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 |
| PORRAM PO | BOSECOS BESTATUTAS BOSECOS BESTATUTAS BOSECOS | MI TEMPU GEX LUDO LA BIO ÁTITA DE TITA A BIT TEMA PER SOL DE DE MI TEMPU GEX LUDO LA BIO ÁTITA DE TITA A BIT TEMA PER SOL DE DE MI TEMPU GEX LUDO LA BIO ÁTITA DE TITA A BIT TEMA PER SOL DE SE SE SE SE TEMPU GEX LUDO LA BIO ALTA DE DETO A GET TEMA PER SOL DES DE SE SE SE TEMPU GEX LUDO LA BIO ALTA DE DETO A GET TEMA PER SOL DE SOL DE TITA A BIT TEMPU GEX DE PALUE LA BIP PET DO LOTT A A GET TEMA OT DE DE SE SE SE PALUE LA BIP PET DO LOTT A A GET TEMA OT DE DE SE SE PALUE LA BIP PET DO LOTT A DE TEMA OT DE DE SE SE SE PALUE LA BIP PET DO LOTT A DE TEMA OT DE DE SE | 162 0 0 0 13 9 2122 229 2104 1077 203 126 176 815 815 | 984 0 0 0 146 126 1906 721 1976 3081 937 881 12 180 281 180 281 180 381 | 643 0 0 0 0 319 8052 949 184 277 228 225 127 20 10 5 | 70 70 70 70 70 70 70 100 29 73 62 0 0 | 73 83 0 0 0 0 224 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 8 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 800000400000000000000 | 10 RO 78 101 107 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 38 47 271 46 228 100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 143 147 307 86 304 0 0 0 0 0 0 0 0 0 0 | 103 147 828 72 411 73 0 0 0 0 0 0 0 0 | 190 145 208 286 48 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 98 85 71 20 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 107 20 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 73 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 74 182 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 |
| PORRAM PO | CONCOURT CONTOURN CONTOU | MITSURU SET THE CO O SE ELL BO AUTO A DIT TO A SET TELA PER SOL IND CO MITSURU SET MUNUO LA SET DE AUTO A DIT CA SET TELA PER SOL IND CO SET MUNUO LA SET DE AUTO A DIT CA SET TELA PER SOL IND CO SET MUNUO SET MUNO A SET DE AUTO SET MUNO SET SET MUNO SET SET MUNO SET SET MUNO SET SET MUNO SET SET MUNO SET SET MUNO SET SET MUNO SET SET SET SET SET SET SET SET SET SET | 162 0 0 0 13 9 2122 802 2146 2104 1077 203 126 167 813 806 17 841 | 984 0 0 0 146 1985 1985 1989 721 1979 3081 937 881 881 180 281 844 304 | 643 0 0 0 0 319 8052 949 184 272 228 223 127 2912 0 10 5 4 4 2 | 836 582 0 0 0 0 70 78 0 70 100 25 73 62 0 0 0 | 73 83 0 0 0 224 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 8 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 800000400000000000000000000000000000000 | 10 80 75 101 101 17 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 38 47 271 48 228 100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 143 147 307 86 81 0 0 0 0 0 0 0 0 0 0 | 103 147 238 73 411 73 0 0 0 0 0 0 0 0 | 190 145 208 286 48 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 98 95 71 20 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 107 | 73 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 74 182 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 |
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| ARMAD_DES | CLAVE | DESCRIPCION | Modelo | 2002 | 2001 | 2000 | 1999 | 1996 | 1997 | 1990 | | 1994 | 1993 | 1992 | 1001 | 1990 | 1900 | 1986 |
| MODAN | OBED011 | | 2 | 108 | 178 | 220 | 240 | 314 | 210 | 84 | 240 | 379 | 500 | 199 | 0 | 0 | 0 | 1 |
| NOORAH | 00000011 | NI TRUBANE TIPICO LA BIO STD 66 VIT CA SE TELA OT 60 de CE | | 62 | 80 | 74 | 107 | 14 | 10 | | 3 | 13 | 12 | 20 | 0 | 0 | 0 | 0 |
| Militario | 00000018 | MI TOURAME TIPHOO LA SEO AUT ON WY HA HE TELA CT ING NO OF | 1 | 29 | 4 | - | 110 | 123 | 174 | 86 | 161 | 229 | 804 | | 0 | 0 | 0 | Ó |
| HTDDAH | CHESTO 14 | NI TRUPANE TEPICO LA SEC AUT OS WY CA GE TELA CY SO 60 05 | , | 26 | 23 | 30 | 80 | 17 | 1 | 0 | | 10 | | 10 | ŏ | ă | ě | ŏ |
| NOGAH | 00000015 | AT TRUBANE ULAD LA SEC STO SE WY CA OE TELA CY SO SES SE | 0 | ō | 0 | ŏ | 0 | 1 | 6 | 7 | 17 | 81 | 120 | 20 | ō | ō | Ā | ō |
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| MARAM | 00000017 | NO TRANSPARIE BELIFFER LELIAD LA REC STITO 66 WYT CA DIE TREA CID CIQ CIE QU | ŏ | × | 24 | - 4 | 30 | 49 | 74 | 44 | 81 | 87 | 87 | | _ | _ | | |
| NORMAN | 00000018 | NI TRUBNIC SUPER LUNC LA SEC AUT DE VIT CA SE PER COD CO CA DE | ŏ | 16 | 30 | - 2 | | 57 | - 2 | 34 | | | | 27 | 0 | 0 | | 0 |
| NAMESANI | 00000019 | NI GENTRA TIPICO GET LA SUP ETD ON DIT BA SE TELA PIN GO CON DE | - | | | - | 71 | • | | | 71 | 107 | 191 | 44 | 0 | 0 | 0 | .0 |
| | CONTRACTO | | 440 | 867 | 800 | 4947 | 8617 | 3004 | 2357 | 1206 | 176 | 20 | 20 | 34 | 21 | 11 | 8 | 21 |
| NIBBAN | | NI SENTRA TETOD GET I,4 BAP STD 64 D/T CA SE TELA PM SQ 500 GS | o. | 361 | 188 | 2724 | 2146 | 1817 | 1200 | 774 | 174 | • | | 4 | | 1 | 1 | 2 |
| MINIAN | COMMON | NO DES UPP AUTO DET LA SUP ALIT NA DAT EA DE TELA PILE DO CONTET APETRES EN | 4 | 63 | 64 | 1861 | 1102 | 1185 | 884 | 400 | 70 | • | • | 65 | 7 | 1 | 0 | 5 |
| MARAM | COMMOGRA | HI SENTRA TIPICO DET LA REPAUT DI DIT DA SE TELA PEL SO SE DE | 4 | 80 | 148 | 1814 | 1848 | 11002 | 1246 | # 01 | 60 | • | • | 4 | • | 0 | ٥ | 1 |
| MORAN | COMMONIA | ME MENTIFA LLLLD 1 DRDX LA RAPP STD 64 DVT CA CIE TREA CIT SIQ \$40 Q4 | 0 | 4 | - 14 | 247 | 200 | 240 | 270 | 145 | 31 | 3 | | 14 | 4 | 0 | ٥ | 0 |
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| 1886AN | 00000000 | MI SENTRA LLUD & GREX LA RUP STD SA ARIS CA CE TELA OT BG CE DE | 0 | 24 | 113 | 697 | | 37 | 41 | - 44 | 31 | 1 | 1 | Ò | Ó | ō | Ó | 0 |
| HOREAN | COLLEGE | M SEPTITA LUAD 1 DEX LA REP AUT SA DAT SA DE TELA CIT SO SE SA | 1 | 78 | 17 | 860 | 888 | £10 | 993 | 211 | 44 | • | 4 | - | i. | ō | ō | Ā |
| MODELAN | C0000007 | MI SENTRA LLUIC S GAX LA SIAP AUT DA ARRI CA CE TIELA OT SO SE DA | ò | | | 23 | 100 | 384 | 270 | 137 | 20 | ė | ō | 7 | - 5 | ŏ | ŏ | × |
| NABBAN | 00000000 | NI SENTRA LLAID 3 SEK LA BAP AUT OF ASS DA DE TILLA DY SIG CIE DE | ō | ï | ō | | 19 | - 46 | - E | 107 | 22 | 1 | ĭ | ŏ | 47 | ŏ | ŏ | × |
| inimati | 00000000 | NI SENTRA SILLAD GES I RANGE LA BAP STO SA ABS ÇA QE TELA OT SQ 88 QE | 111 | 446 | 20 | 26 | 100 | - A | == | - | 31 | ò | ò | 18 | 76 | ŏ | ŏ | |
| PODDAN | 0000000 | NI SENTRA S LUJO GOS 11 RENES LA RAP STO 01 ASS GA DE TELA CT SO CO DS | ''' | | 20 | 146 | 44 | 37 | - 51 | === | 15 | | - | | | • | - | |
| MINAN | 00000001 | NI SERVITRA SI LULIO GERGI I ROMENI LA SEP AUT DA ARRO DA DE TIELA CITI DO SEI DE | ň | • | | | | | | | | • | | .0 | .0 | 0 | 0 | .0 |
| | | | - | 0 | • | 40 | 100 | 91 | 84 | 105 | 43 | 30 | ₽ | 84 | 25 | 12 | 21 | 47 |
| MINISAN | 00000000 | NI GENTRA SILLAD GOS I I ARRES (A BAP ALAT ON ASSO CA CE TELA CT SQ OS OS | ø | 0 | 0 | 43 | 40 | 33 | 30 | 42 | 17 | 1 | 0 | 0 | 0 | 2 | 0 | 0 |
| | 00000000 | MI SENTINA XII AUSTRECO LA IMP STO SI ARIS EA SE TREA CT RO ER OS | 603 | 4180 | 8800 | 1224 | 1 | 1 | ż | 1 | 0 | 0 | 0 | 9 | 1 | 0 | 1 | |
| Market . | COMPROS4 | M PERTITA XE LA BAP STO 64 ABS CA SE TILLA CT SQ SG GI | 980 | 2000 | 4701 | 1547 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | | |
| MOREAM | C0000006 | MI SENTRA XIII AUSTRINO LA IMPI AUT DI ABBI BA SE TELA CT BQ SE DE | 664 | 2014 | 2480 | 204 | 0 | 0 | 1 | • | 1 | 2 | 4 | 2 | 4 | ٥ | 1 | ٥ |
| PROGRAM | C0000000 | NE DENTINA NEL LA SAP ALLT DA AMB CA SAE TIELA CIT RO, SES DE | 404 | 1796 | 2062 | 772 | • | 0 | 0 | 0 | Ó | ō | á | _ | Ó | ō | ò | ō |
| NEGRAN | O0000007 | NI SENTINA COME LULUD I LA BAPP STTD ON ARRE DA COE TELA COD SOS SIS | 440 | 1921 | 2000 | 207 | ó | ō | ā | ō | | ŏ | ñ | ŏ | 30 | ŏ | ō | ŏ |
| HIRAN | COMMONS | M SERTING COOK LUNC I LA REP AUT SA ABB CA CIE TELA COO SIG SEE CO | 483 | 1546 | 2421 | 400 | | - 4 | 12 | 38 | 94 | 91 | 72 | 71 | 4 | 19 | 26 | 43 |
| | OMNODES | NI SENTITA GIGE LLUIC I I LA GAP STO DI ANTE DA CE TELA DO SO DE DE | 117 | 441 | 716 | 192 | | - 7 | - 1 | ~ | 77 | 1 | 6 | '1 | 7 | | *** | |
| HOOGAN | 00000040 | NY SENTRA COSE LLUIC I I LA IMP AUT DA ABB CA CE TELA CO SCI CE OS | 168 | 477 | 813 | 204 | | ó | - : | | _ | | | | | 0 | - | 2 |
| Maria de la compansión de la compansión de la compansión de la compansión de la compansión de la compansión de | 00000041 | NY SERVITTRA SEE SULPER LUMO I FEMBRE LA SUP STED SA ASSE CA CIE TELA CO SEO CEI CEI | 199 | | | | 1 | _ | 1 | 2 | 2 | 0 | 1 | 10 | 0 | ٥ | 0 | 0 |
| MARAN | CORRECORE | | | M | 990 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | o | 0 | 0 | 0 | 0 | 0 |
| | | NI SENTRA SEL SUPER LLIGO I FENERS LA BAP AUT SI ABS DA CEL TELA OD SO DE SE | | 12 | 201 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | |
| | 00000046 | NA GENTRÍA SEE SUPERI LULAD II RIG LA BAP STD ÓN ASIÓ CA CE TÉLA CID SO CIE DE | 10 | - | 100 | - | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Q | 0 | 0 |
| | C0890044 | NA MENTRA DE BUPER LLUIC I I RIG LA BAP AUT DA ABRI ÇA DE TELA OD DO DE DE | ż | 14 | 176 | 47 | 0 | 0 | 0 | 0 | 0 | ٥ | O | 0 | 0 | 0 | 0 | 0 |
| MOOAH | 00000045 | NIGORITRA NE TIPICO LA IMPAUTOLAGOCAGETELA CTROSSOL | 18 | 87 | 240 | 312 | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| HABBAN | 000000-m | HI CONTINUE OF CONT IN SUP STO SI AND SA SE VELOUR OF SO SEE | 48 | 103 | 50 | 1 | ٥ | 0 | Ò | 0 | 0 | 0 | 0 | ٥ | 0 | Ď | 0 | |
| MEDĢAN | C00000047 | ME OPPORTED AND SPORT OF MADE ON HELD AND SERVED AND SE | 12 | 76 | 18 | 0 | 0 | 0 | 0 | Ó | Ó | 0 | ō | | 0 | 0 | ò | |
| MARK | O00000+0 | NO SENTRA SE R LA REP ETTO OF ASSE CA SE TIELA OT SOLOS | 43 | 140 | 80 | Ó | ō | Ō | ō | ō | ō | ō | ŏ | ŏ | Ä | ŏ | ŏ | ŏ |
| MINEAN | COMMITTEE 40 | NI REPUTRA LE LA RAPI AUT DI ABBI CA DE TELA OT BO DE DE | 40 | 15 | - | ā | ō | ŏ | ō | ŏ | ō | ñ | ň | ŏ | ō | ŏ | ŏ | ŏ |
| - | 00000000 | Nº SENTRA COCE L1 LA MAP STO 64 DIT CA DE TELA CO SO SO OS | | 82 | 145 | 151 | ö | ō | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ă | ŏ | ž | ŏ |
| Malakak | | HI SENTRA COCE LI LA RAP AUT SA DAT CA CE TELA CO SO SES SEI | = | 72 | 188 | 189 | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | | - | _ |
| | COMMODEL | | 7 | | | | | _ | _ | | - | - | _ | - | | 0 | 0 | 0 |
| | 00000000 | HI SONTTA COME LE LA SAP STD EN ANN CA CE TELA CO CO CE CE | | 102 | 12 | 60 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 |
| | | NI SENTRA GRE LI LA BAP AUT DI ABB CA CE TELA CO CO CO CO | 13 | 23 | . 24 | 70 | 0 | 0 | ٥ | O | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ |
| | P0#30001 | NI ALTIMA REDAN COSE LA IMP AUT DA AMB CA CEI TIELA CO RO DE CEI | 240 | 416 | 727 | 499 | 410 | 447 | 141 | 62 | 63 | 46 | 75 | | 0 | 0 | 0 | 0 |
| | | MI ALTIMA SEDAN SE LA SAP STO AN ASS DA CE VELOUR DO SO OS OS | 1 | 21 | 60 | 205 | 0 | 0 | • | 81 | 23 | | 4 | 1 | ٥ | 0 | 0 | 0 |
| | | NI ALTHA REDAM GLE LI MP AUT SI AMI CA CE VELOLE CO SC CS CS | 483 | 836 | 261 | 100 | B10 | 273 | 191 | 34 | 32 | 3 | • | 2 | 0 | Q | Q | 0 |
| | PR0000004 | NI ALTIMA BEDAN GLE LA IMP AUT OA ABB CA CE PIEL CO CO CO CO CO | 36 | 305 | 140 | 1100 | 1081 | 2200 | 120 | 133 | - | 36 | 47 | 20 | 1 | 0 | 0 | 2 |
| | PORMAGOS | NY ALTEMA BEDAN COOPE LA RIP AUT DI ABB CA CE PIEL CO CO CE CE CE | | 26 | 78 | 102 | ** | 133 | 84 | 7 | 15 | 2 | • | 0 | 0 | Ö | ٥ | 0 |
| | | MF ALTIMA SEEAN S LA SUP AUT SA AND CA CE TELA CO SC CE OF | 700 | 780 | 144 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | | 0 | ٥ | 0 | 0 |
| MARKH | P8880007 | MI ALTIMA SECIAN SIL LA BIP AUT SI ASSI CA CE PERL CO SO CO CO | 747 | 1029 | 261 | ò | ō | 0 | ā | ō | ò | ō | ò | ŏ | ŏ | ŏ | ŏ | õ |
| AN . | PORCEO COM | MI ALTEMA SEDAN SELVE IMP AUT SHAME CA DE FIEL CO DO CO DO DE | - | 776 | 180 | ō | ō | | ō | ō | ō | ň | ñ | ō | ō | ñ | ō | ō |
| | P0000000 | NI ALTIMA SEDAN S (S) LA SUP AUT DI ARIS GA DE TIELA DO SO DE DE | 40 | 100 | | | ŏ | ŏ | ŏ | ň | ŏ | ŏ | ŏ | ő | ŏ | ŏ | ŏ | ŏ |
| | 0000000 | HE MAJORIAN GERSAM GOOD VIS HIRP AUT ON DAY OA OE TREA OO BIQ OB OS | 15 | 40 | 100 | 291 | 181 | 200 | - | 100 | , i | 36 | - | - | - | - | _ | - |
| | | HI NAVONA GEDANI GLE-2 VE IMP ALIT SA DAVICA CIE PREL COI SIQ CIE DE | " | 72 | | | | | 227 | | • | | 130 | 184 | 160 | 111 | • | 12 |
| | | | | | .0 | | 199 | 183 | 108 | 143 | 94 | 63 | 43 | 145 | 183 | 62 | 1 | 10 |
| | | NI MAXIMA SEDAN CLE-1 VE INF AUT OF ABS CA CE PEEL CD SQ CE SS | 24 | 47 | 71 | 217 | 810 | 414 | 403 | 246 | 60 | | 0 | 3 | 1 | 0 | 0 | 0 |
| | | HI MUEVO MAXOMA GEDAN QUEL VI SEP AUT EN AÑIS CA CE TIRLA CIO DE CEI CEI | • | 13 | 20 | 94 | 54 | 40 | 44 | 22 | 14 | 3 | 1 | | 2 | 4 | 1 | 1 |
| | | HI HUEVO MAXIMA GEDAN GLE VE BLP ALIT OF ABS CA OE PHEL OD OQ OB OF | 46 | 70 | 120 | 484 | 211 | 185 | 189 | 77 | 97 | | 10 | 65 | 76 | 12 | 14 | • |
| | 00000000 | HE MULEVO MAXIMA SEEDAN SEE VISIMIP AUT ON ASSE CA DIE PREL DO DO DE DIE | 27 | 23 | 40 | 181 | 25 | 0 | ٥ | 0 | 1 | 0 | 16 | 16 | 18 | 0 | ٥ | 0 |
| 000AH | 90680007 | NI MAXIMA BIEDAN GLE-1 VS NAF AUT 04 ABB CA CE PIEL OD OQ CE 04 | 1 | 3 | 10 | 14 | 100 | 36 | 32 | 2 | 1 | ٥ | ٥ | 0 | 0 | 0 | ò | 0 |
| COL AN | H0888001 | HE HEWARE COUPE TURBO UATUR STO OF DIT SA SELTELA OT SQ 655 M | 0 | Ò | Ö | 0 | 0 | Ö | 0 | ō | ò | ō | ŏ | ž | | 12 | 27 | 80 |
| OOEAH | HOMEOGRA | NI HEKARI COLPRE TURBO NINUA LA TUR STD 05 D/T CA SE TIELA CT SO SE DA | ŏ | ŏ | ō | ŏ | ō | ō | ō | ō | ō | ŏ | ŏ | ī | - 2 | 7 | - | 26 |
| 999AH | | HI HIWARI COUPE LUJO LA TUR STD ES OFT SA SE TELA CT SQ SS OF | ň | ŏ | ŏ | ŏ | ŏ | ŏ | Ö | ŏ | ŏ | ŏ | ŏ | 17 | 22 | má. | 116 | 127 |
| | | NI HIKARI COUPE, LLUC LA TURI STD OS DIT CA SE TIBLA OT SO SE CA | ŏ | ō | ŏ | ŏ | ŏ | ŏ | Ď | ŏ | ŏ | Ö | | 17 | - 12 | | 43 | |
| | | NE HEKARI COUPE LLUC LA TUR AUT DE DIT DA SE TELA OT DE DE CA | 0 | ŏ | ŏ | ŏ | - | Ö | - | - | _ | _ | • | | | 31 | | 47 |
| | | | | - | - | - | 0 | • | | 0 | 0 | 0 | 0 | 2 | 20 | 18 | 31 | 41 |
| | | NI HEKANI COUPE LLUO LA TUR AUT OS D'T CA SEL TELA OT BO ES SA | 0 | 0 | | 0 | 0 | | 0 | .0 | .0 | 0 | 0 | 27 | 66 | 41 | 47 | 70 |
| | | MI TRUMU DEPORTIVO 1000 LA IEC STD 82 DIT BA 95 TELA CT 90 98 05 | 0 | Ō | 1 | 2 | 1 | 3 | 7 | 112 | 62 | 64 | 122 | 45 | 14 | 12 | • | 21 |
| | | NO ALEY DIS COLOREST DIS COTO DE CITO DE COTO DE LA COLOREST DISTRICACION DISTRICACION DISTRICACION DISTRICACION DISTRICACION DISTRICACION DISTRICACION DISTRICACION DISTRICACION DISTRICACION DISTRICACION DISTRICACION DI | 0 | 0 | 1 | ٥ | 0 | 0 | 0 | 64 | 135 | 142 | 182 | 80 | 0 | 0 | 0 | ٥ |
| MARK | HOSGOOG | NI LUONO GRE. LLUO 1 L4 BMP STD OX ARG CA DE VELCUR CT 9Q 88 08 | 0 | 0 | 0 | 12 | 37 | 114 | 114 | 113 | 10 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | | | |

| • | | | Ultimo | | | | | | | | | | | | | | | |
|--|----------------------|--|-------------|-------------|------------|----------|----------|------------|------|------|----------|------|---------|------|------|------|------|------|
| ARMAD_DES | ÇLAVE | DESCRIPCION | Modelo | 2002 | 2001 | 2000 | 1980 | 1986 | 1987 | 1980 | 1996 | 1994 | 1983 | 1982 | 1001 | 1960 | 1990 | 1996 |
| MARIEM | H0000010 | NI LUCINO GGE, LUNO 3 LA REP STD DE ARIS CA CE VELDUR CO SO GE OF | G | Ò | 0 | 126 | 128 | 80 | 20 | 54 | 20 | 0 | 0 | | . 0 | 0 | ٥ | |
| MINISAN | H0000011 | NE LUCONIÓ ÓMEZ, LUCIO 3 LA MAP SITO SE ARSE DA CIE VELCUR CO SIG CIE NE | 0 | 0 | 1 | 1 | 21 | 45 | 36 | 33 | 12 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 |
| RESEAN SECREM | H0820012 | NELLICENCE BRIEF, LLLICO 1 LA BERT AUT SE ARRE DA DE VELOUR OT SIZ SE DE | 0 | | 0 | 30 | 41 | 136 | 107 | 8 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Marie Andrew | H0880013 | NE LECONÓ DOSE, LUNO 2 LA BAP AUT DE AMP CA DE VELOUR DO RO ES ES DE | 0 | _ 1 | 1 | 118 | 112 | 104 | | 40 | 14 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| MARKAN | H0000016 | NI LLIONIO GREE, LLUIO S LA IMP AUT DE ARIS CA CEL YELLOUR CO SQ CEI OS NI LUCINO GREE, DEPORTIVO 1 LA EMP STO OX ARIS DA CEL VELOUR CT RO SE DE | 0 | 0 | 0 | 10 | 15 29 | — € | 20 | 47 | 13 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NEGRAN | 110000010 | HI LUCINO GOR, DEPORTINO 2 L4 BAP STD OS ABO CA OS VIELOUS CO SO CO DE | ŏ | ŏ | ŏ | - 10 | 4 | 36 | 31 | = | 12 | ŏ | ő | 0 | ŏ | ŏ | ٥ | 0 |
| NIGGAN | H0680017 | HI LLICEND CHEF, DEPORTING 1 LA RAP AUT OF ARE CA DE VELOUR OT BO SE OF | ŏ | ŏ | ŏ | 13 | 17 | = | - | - 4 | 20 | ŏ | ŏ | ŏ | ő | ŏ | ŏ | ŏ |
| PROPERTY | H0080018 | NELUCINO GOR, DEPORTIVO È LA SEP ALIT DE ARIO DA DE VELOUR DO DO DE DE | ó | ō | ŏ | - 25 | 48 | 40 | 90 | 35 | 13 | ă | ō | ŏ | ŏ | ŏ | ŏ | - 1 |
| MARGAM | H0020010 | NI LLIONIO CIERLI, DEPORTIVO II (A BAP ETT) DE ABB DA DE VELOUR DE 100 DE CE DE | 0 | ō | ō | 0 | 0 | 7 | 3 | 0 | 0 | ō | ŏ | ŏ | ŏ | ŏ | ŏ | ò |
| MARAN | Hiddicina | HE LLICENCE OPER, DEPORTING B LA BAP AUT SE ABBE DA CIE VELOUR DO SQ CO SE | 0 | 1 | 0 | 0 | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 |
| HIBBAN | H0000001 | MI ALMERA SPORT 1.8 L LA BAP STD 95 ASS CA DE TELA OT 802 DE 05 | 23 | 493 | 304 | 83 | 0 | 0 | 0 | o | Ď | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HARRIAN | Hiddiomi | NI ALMENA COMPORT 1.8 L LA IMP AUT 40 ASS CA CE TIELA OT 40 CS CE | 62 | 045 | 619 | 91 | O | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Û |
| MARIAN Marian | H00000004 | MI ALMERA COMPORT 1.8 L.A MAP 6TO 86 ASS CA OE TIELA OT SQ 08 65 | 140 | 1112 | 617 | * | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | ٥ | 0 | 0 | 0 |
| RESEAN | HOSBOODS | MI ALMERA CONVENERATION LA REPORTO ON ARE CA SETTELA CYTOCO ON MI ALMERA CONVENERATION LA REPORTO DE ARE CA SETTELA CYTOCO DE DE | 12 | 7 | | • | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| MARKAN | HOMEOGRA | NI ALMERA SPORT 1.8 L LA SUP STD 05 ASS CA OS TIELA OT SQ OS SS | 4 | : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| HERMAN | CR49001 | NE SHO EX DEPORTING SELLE HAP STO AS ASS ON DE PREL OD SQ OS DE | 100 | ō | · | | ŏ | | 14 | 2 | 1 | 3 | 46 | | - 4 | , i | | 1 |
| PRODUCT | 10000000 | NI SHO BX DEPORTIVO BE LA BUP ALUT DE ARIS DA DE PREL OD BO DE DA | 77 | ŏ | ŏ | ă | ŏ | = | - 2 | - 1 | ė | - 7 | 30 | - 7 | - ; | ; | ÷ | à |
| MINISTER | NAME | HI 240 EX DIFFORTIVO LE LA IMP AUT DE ARIS DA CIE FIEL OD SIQ DE DI | ō | ŏ | ŏ | ŏ | ŏ | 62 | 80 | ė | ō | ė | 73 | - : | ė | | ŏ | ă |
| MARKAN | 10080004 | NI NUTRANO SL WO S.S.L 400 VS BAP AUT OF ASS CA OF PIEL OD OG OF SE | 94 | ō | ō | ō | ē | ō | -0 | ŏ | ŏ | ō | ō | ō | ō | ō | ŏ | ō |
| NABBAN | 10000004 | HI MURANO SE AND 3.5 L 4X4 VE SAP AUT OF ASS CA OE PIEL OD OG OS OF | 31 | 0 | Ó | Ö | Ö | Ō | ō | ō | ō | Ō | ō | ō | õ | ŏ | ŏ | ŏ |
| MINIM | | NA 200 EX DEPORTING VIETUR SITO 66 DAY CA OR PREL COD SEQ COS OR | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 7 | 12 | 77 | 60 | 63 | \$7 | 1 | 1 |
| HORM | J0000000 | NI \$00 ZX DEPORTIVO VI TUR AUT DE DAY CA DE PIEL CO SQ CO DE | Ò | • | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Z | 29 | 39 | 41 | 10 | 0 | 0 |
| Marian Marian | .00000000 | MI 200 EX CONVENTELE VE TUR AUT 00 DAY OA OE PIÊL OD BO OB 02 | ō | • | 0 | 0 | | | | 0 | 1 | 7 | 7 | 2 | 0 | 0 | 0 | 0 |
| MORAN | JUE20004 | NI MIO ZX CONVENTIBLE VE TUR STD OLDV CA CIE PRE, CD SQ CB (III | | | | ٥ | 0 | 0 | 0 | 0 | | ٥ | 4 | • | 13 | 19 | 0 | Đ |
| NEEDAN | .0000004 | Ni 660 Z COUPE TOURING VS BUP AUT 95 AGO CA CE PEUL CO SQ CS GC NI 360 Z COUPE TOURING VS BUP STID 65 AGS CA CE PEUL CO SQ CS CE | 111 110 | 67 13 | 20 16 | 17 26 | 0 | 0 | 0 | 0 | 0 | 0 | o O | 0 | 0 | 0 | 0 | 0 |
| | IOMETERS! | NEIGHT VAN AUSTERA LA NOR STD SA DAT BA GET TELA SE SO SE ST | 110 | 13 | 10 | - 20 | ů | Ö | ٠ | | | 14 | 141 | 1.00 | 188 | _ | 104 | 479 |
| HERMAN | 100000000 | HEIGHS VAN TIPIOA LA NOR STD ON DAT SA SEE TIELA FILL SQ 665 67 | ŏ | ŏ | ė | ŏ | ŏ | ŏ | ò | ĭ | ň | 10 | 118 | 218 | 203 | 146 | 137 | 118 |
| HARRAN | ********* | NE TOHE YAN LLUID LA NOR STID ON DIT OA SE TELA OT SO SE ST | ŏ | ō | ŏ | ō | ŏ | ŏ | ŏ | ė | ŏ | 2 | 182 | 210 | 180 | 173 | 145 | 127 |
| 100041 | 100000004 | NI ICHI VAN LLUIC BOUIPADA LA MOR STO DA DIT GA SE TELA GT SQ SE GT | ŏ | ō | ō | ō | ō | ō | ō | ō | ŏ | ō | | - | 42 | 28 | · | |
| MORAN | 100000006 | HI KIHI WAN LUAD BOURFADA LA NOR AUT DI DIT DA SE TELA OT SO SE DT | 0 | 0 | Ó | 0 | Ö | Ó | Ó | ō | ō | ō | 72 | 81 | | 49 | Ĩ | 4 |
| Halifari | القطفتين | NI PATHEMOTER XII. 4 X 2 VS MEP AUT SI DAY CA COE TIELA COD SIQ COS SIS | 2 | • | 130 | 136 | 143 | 186 | 134 | 27 | 4 | 4 | 3 | 7 | 10 | 0 | 2 | • |
| HORDAN | MORROCOL | NE PATHENDER SEL, 4 X 4 VS BUP AUT OF DAY OA OE PIEL OD 802 OB 86 | • | • | 62 | 20 | 20 | 63 | 70 | 15 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 1 |
| Parishant . | MORROROS | NO PATH-PRODUCT, LET, 4 X 2 VA RAP AUT 60 DAY CA CAL PRES, CO. 602 CAS CAL | 129 | 186 | 1003 | 632 | 730 | 784 | 467 | 104 | | • | • | 10 | • | • | 1 | |
| IGGGAN MAGGAN | M0830004 | NO PATHEFADER LEE, 4 X 4 VO. MAP AUT ON DRY CA OE PREL CO. SQ. CO. SS | 13 | * | 187 | 110 | 270 | 188 | 184 | 71 | 0 | 1 | 0 | 1 | 1 | ٥ | 0 | |
| | 140000000 | HE URIVAN DIX TIPICA CORTA 2.4 L LA BAP STD 64 D/T SA BE TELA PER 60 66 UHBATO HE URIVAN GLULUD CORTA 2.4 L LA BAP STD 64 D/T DA DE TELA OT 60 66 06 UBBALO | η | 251 | 212 | 173 | * | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MINEAN | M0880007 | NE UTVAN DE TITICA LARGA E 4 L LA GIP STD SI DY SA SE TELA PIA BO SE 12 LIBRET | | 110 | 129 | 134 | 4 | ů | 0 | Ü | 0 | 0 | o o | 0 | 0 | 0 | 0 | 0 |
| MERCAN | MUNICIPAL | NI LETVAN DIKTERDA LARGA BA L LA MAP STD 64 DYT DA 191 TIELA CIT BO 56 12 UVMT2 | 171 | 100 | 146 | 81 | 12 | ö | ŏ | ö | 0 | Ŏ | 0 | ő | ŏ | ŭ | ٥ | ö |
| HOODAN | M0000000 | NI URYANI GLILLIO LARGA \$4 L LA BUP STD DI DIT DA DE TELA OT SO SE 15 USMILL | 37 | 47 | 27 | 21 | 16 | ō | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | 1 | ő | ŏ | ŏ |
| HERMAN | MD600010 | NE PATHERNOUS SEL 4 X 4 VIS REP AUT OR DIV CA SEL TELA CIT SIC CIS DIS | 0 | 0 | 0 | Ö | Ö | ž | ō | 2 | ō | ŏ | ŏ | ŏ | ó | ŏ | ŏ | ō |
| MOGAN | MD888011 | NEURYAN DX TRYCA CORTA SALLA SAP ETD 04 DT 9A 9E TBLA PM 9Q 88 15 | 1 | 16 | 10 | 25 | 0 | Ö | 0 | ō | ò | ō | ō | ō | 0 | ō | õ | ő |
| NUBBAN | M0000012 | NI URWAN GLOORTA 2.4 L LA GEF STD OF DIT SA SE TELA OT SQ 68 12 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 |
| HERMAN | MONROUS | NE UNIVANI CIK LARGA 3.4 L LA IMP STD SI DYT CA SE TELA UT SQ 66 09 | 4 | 64 | 25 | 37 | • | 0 | 0 | ٥ | o | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| REPEAN AREAN | M0830014 | ME LETYCH OL LANGA BALL LAND STD ON DAT BACKET TIELA CAT SED SINT TIE | 26 | 20 | 3 | 7 | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | o | 0 |
| | MORROORS | MIX TEMPA XE 4 X 2 TIPOA L4 SUP STD OS ABS CA SE TELA OT SQ OS SEXIMIT MIX TEMPA XE 4 X 2 CAMATTILLA L4 SUP STD SEASS CA SE TELA OT SQ OS SEXIMI | 74 | 67 26. | 116 | 84 88 | 21 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 |
| PROBAN | NECTOR | MIX TERRA SEL4 X 2 TERIOA VE SAP AUT OR ARE CA DE VELOUR OD SID OR DE TOAT | 66 | 110 | 106 | 186 | 70 | ŏ | ŏ | ŏ | Ö | Ö | ŏ | ŏ | 0 | 0 | 0 | 0 |
| HIDDAH | N0000004 | NIX TERRA SE 4 X 2 LLAO VE SEF AUT OF ASS OA OE VELOUR OD SQ OS OF XAAL | 97 | 200 | 467 | 902 | 20 | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | Ö | ŏ | ě |
| MINIMAN | N0820006 | MIX TERMA BE 4 X 4 SUPER LUJO VE MIP STD OF ASS CA OE PEL CO SO OB SEXMAN. | | 14 | 34 | 37 | 12 | ŏ | ŏ | ŏ | ō | ō | ō | ŏ | - 7 | ŏ | ŏ | - 5 |
| PODDAN | 140430004 | MIX TENNA SE 4 X 4 SUPER LLUG VE SEP AUT OF ASS CA DE PIEL CO SQ CE OS XEASL | 13 | M | 203 | 143 | 27 | ō | ō | ō | ō | ŏ | ŏ | ō | ò | ō | ō | ō |
| HERMAN | H0000007 | NEX TRIPMA RE 4 X 2 VS BAP AUT OF ARE OA DE PREL OD SO OB ME | 29 | 160 | 346 | 361 | 65 | 0 | 0 | 0 | 0 | 0 | Ó | Ó | Ó | ō | ō | Ō |
| (AMPLAN | MERCOOR | NIX TERPA XE 4 X 2 VE REP AUT 66 ABS CA SE TELA CIT SC CE 65 | 5 | 26 | 83 | 108 | 26 | ٥ | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HARRAN | N0000000 | HI X TEMPA XII 4 X 2 CANASTELA VS SEP AUT OS ASSO DA SE TELA OT SIZ OS DE | _0 | _ 2 | | 2 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HITTOM | MD830010 | MIX-TRAIL LE 2-5 L 4 X 2 LA SEP AUT OS ASIS CA QUE TRUA COD SIG COS DE | 125 | 862 | 144 | 0 | 0 | ٥ | ۰ | ٥ | 0 | ٥ | 0 | 0 | ٥ | 0 | 0 | 0 |
| HERAN | N0880911 N0830013 | MIX-TRAKL BLE 2.6 L 4 X 2 L4 MEP AUT 05 ABB CA OE TIELA CO OG CB 06 MIX-TRAKL BLX 2.5 L 4 X 2 L4 REP AUT 05 ABB CA OE PEEL CD OG CB 06 | 766 2886 | 786 2306 | 180 316 | • | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HORAN | P08000012 | HI QUEST VAN XE OE VE MAP AUT OF ANY CA CE TELA OT SQ OE ST | 2000 | 2300 | 316 0 | 1 | 3 | | 81 | 30 | 24 | .0 | | | • | 0 | 0 | • |
| MINISTER OF THE PERSON NAMED IN COLUMN TO PE | COMMODE | MI CURRET VAN XE GO VO MET AUT ON DAY CA CE TELA CT SO CE ST | ŏ | ö | ŏ | ŏ | - 1 | 13 | 18 | 22 | 21 | 18 | 53 4 | 11 | 1 | 0 | 0 | 1 |
| HOREAN | PORSCORE | HI QUEST YAN GIRE VS BAP AUT SI DIV DA DE TELA DO SO CO 07 | | | 23 | 66 | 79 | 84 | 86 | 22 | ŏ | 1 | 7 | 0 | | ö | Ö | ő |
| HERMAN | P0020004 | HI CURRET VAN CILE VE REP AUT SI ABB CA CE PIÈL CO CO CO CE TT | ŏ | 14 | 47 | 142 | 243 | 104 | 4 | 4 | | i | 22 | ٥ | ŏ | ĕ | | 1 |
| NIBBAN | P0880006 | HI QUEST VAN GOD VS MP AUT DI ARE CA CE PIEL CO GO GO OF | ŏ | 1 | ï | 12 | 24 | 54 | 81 | 44 | ō | 7 | 7 | 4 | ŏ | ŏ | ŏ | ċ |
| MINIMAN | 20420000 | DESCONTINUADO | ō | Ö | Ó | ō | ō | Ö | 0 | o | ō | i | ò | ō | ŏ | ŏ | ŏ | 1326 |
| OLDENOSLIE | 80890001 | CALCUTLABB TIPICO VS F.I AUT 34 D/T &A 86 TBLA OT 80 88 05 | , 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 14 | | 17 | 43 | 32 | 80 | 95 | 206 |
| OFDERVORE E | 80630002 | OM OUTLASS TIPSO (8) W. F. I AUT OF DIT CA SET TIELA CT SO SE SE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 246 | 231 | 336 | 632 | 631 | 542 | 330 | 229 | 250 |
| OLDSMOBILE | B0000000 | OM OUTLABS TIPHOD (III) WE F.I AUT OH DIT CA SIE TELA OT SIZ 58 66 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 6 | ** | 62 | 553 | 518 | 408 | 276 | 205 | 140 |
| | | | | | | | | | | | | | | | | | | |

| SESA S. UNIDA | ADES E | CPUEBIAS POR BARCA Y MODELO | | | | | | | | | | | | | | | Anexo | <i>)</i> 10 |
|--------------------------|----------------------|---|------------|------|-------------|------------|-----------|------|----------|----------|------|------------|------|------|------|----------|-------|-------------|
| ARMAD DES | CLAVE | DESCRIPCION | Littimo | 2002 | 2001 | 2000 | 1989 | 1998 | 1007 | 1006 | 1005 | 1994 | 1883 | 1882 | 1991 | 1980 | 1000 | 1000 |
| OLD SMORELE | M620804 | OH CUTLANS LLUIC VII F.; AUT OF DAT DA SIE VIELDUR OT SIG SIG SIG | | - Au | 2001 | 2000 | 1 | | | | | _ | - 60 | 44 | 42 | 38 | | 26 |
| CLORECUS.E | B0000000 | OM OUTLANS LUJO VS F./ AUT IN DIT OA SIE VELOUR OT SQ SIS OF | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | 362 | 887 | 796 | 1621 | 1772 | 1400 | 786 | 618 | 484 |
| CLOSMOSKE | 20000000 | ON OUTLAND BEDAN VS P.I AUT OF DIT CA CIE VILLOUR OT RO 98 95 | 0 | ٥ | ٥ | 0 | 0 | ٥ | 1 | 634 | 400 | 780 | 41 | 36 | H | 21 | 87 | 49 |
| OLDOMOBILE | \$0000007 | CHÍ CUITANÍS COUPE VE FJAUT SE DIT CA CE VELOUR OT SO SO CE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 140 | 121 | • | 48 | 10 | 9 | 2 | • |
| CILIDANOPILE | F0830001 | OM OUTLAND BURDSPORT (J) WE F.I STD 60 D/T CA 60 TELA CT (RQ 60 CF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 16 | 27 | 30 | 94 | 27 | 80 | 44 |
| OLDOMOBILE | P0000000 | ON OUTLAND BLROOPORT (J) VII F.I STD IN DIT DA SE TELA OT SQ 86 M | 0 | | 0 | | 0 | ٥ | 0 | 14 | 20 | | 199 | 107 | 140 | 83 | | 203 |
| OLDSMOSILE OLDSMOSILE | F0888005 | ON CUTLARS BLROSPORT (K) VS F.I. AUT SE DY CA DE TELA CO SO SE SE ON CUTLARS BLROSPORT (K) VS F.I. AUT OF DY CA DE TELA OD SO SE SE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 63 | 184 | 400 316 | 818 | 818 | 467 | 371 | 291 | 111 |
| OLDOMOBILE | POSSOCIA | OM OUTLABS BUR (K) COUPE WE F.J. AUT SE DIT OA SE TELA OT SO SE CE | ŏ | | ö | ŏ | ŏ | Ö | Ö | 170 | 188 | 137 | 360 | 300 | 275 | 297 0 | 224 | • |
| CLOSMORAL | PERFEDE | ON OUTLAND BUR (K) DOUPE WEFI AUT OF DIT DAIDE PRIS, OD BO 66 66 | ō | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | 19 | - | 67 | 122 | 104 | 4 | 25 | 22 | - 1 |
| OLDOMOGILE | P0000007 | OM OUTLAND SUR (K) REDAM VS F.J. AUT OF DIT CA DE TELA CO SO SO | ă | ō | ō | ō | ō | ō | ō | 2 | 24 | 4 | 46 | - 11 | 30 | 17 | 71 | 10 |
| OLD SHOOL II | (*0030000 | CHI CUTT, ARRI SEJER (H) SESSAN VII FU AUT SA DIT CA CIE FRIE, CT SQ SIS CIE | 0 | Ö | ō | ò | ō | Ť | ō | 24 | | 77 | = | 42 | 47 | 25 | 10 | |
| OCDEMORER | 00000001 | CHI BIGHTY BIGHT BEDAN LLUIC LE VE BEP AUT ON DIT CA GE PEEL OD 92 OB 05 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 20 | | 75 | 224 | 209 | 52 | • | 12 |
| OLDOMOGRA | N0000001 | OM SELHOLETTE VAN VERMP AUT 65 DYT CA DE TIELA OD 80 CB 67 | 0 | ۰ | ٥ | 0 | 0 | 0 | 1 | 0 | 14 | 76 | 41 | 162 | 262 | 77 | 1 | • |
| OLDSMORE. | MERCOGOGO | CAN SILHOUSTTE VAN VII KEP AUT SE DY CA OIL FISE, OP 9Q OS 07 | _0 | 0 | 0 | .0 | 0 | 0 | 0 | 0 | • | 101 | 45 | 44 | 73 | 44 | • | O |
| PELIGEOT PELIGEOT | B0880001 B0880000 | PE 204 PRESENCE XR LA MP STD OF DIT OA SE TELA OT SO SE SE | 700 | 804 | 105 | ** | 0 | | ٥ | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PELITEROT | 00000000 | PERSON PROMISENOUS ARE LA REP STED 66 DAT CA CIE TELLA CIO 60 60 60 04 PERSON REPURMA XIT LA REP AUT 66 DAT CA CIE TELLA CIO 60 05 60 64 | 948 47 | 112 | 3 | ů | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PELIGEOT | 80000004 | PE 205 CO GABRO 1.8 L 110 H.F. L4 BUP BTD OR ABO DA DE PIRL DO BO DE DA | 7 | 80 | ĭ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | Ö | ŏ | ŏ | ٥ | ŏ | ŏ |
| PRINCE | 00000001 | PE 308 NOR EMERAN LA HIP STD 64 ABS CA SE TELA OT SO CO DE | #87 | 794 | 247 | 82 | 111 | 30 | 40 | 26 | ŏ | • | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ |
| PEUGEOT | COMMODUS | THE MADE SOOL OF REEDAM LA MAP ALLT ON ABOUT A SEE THE A CIT OR ON | 17 | 54 | 136 | 129 | 27 | 23 | 10 | - 6 | ŏ | ō | ō | ō | ō | ō | õ | ō |
| PELIGECT | 00000008 | PE 405 SPL GEDAN LA SUP STD ON ASS CA CE TELA OT OQ 08 04 | 44 | | 90 | 92 | 80 | 22 | 17 | 3 | ō | ō | ō | ŏ | ŏ | ŏ | ŏ | ī |
| POLICE | C0886084 | PE 400 PER REDAY LA NAT ON AND ON OR VELOUR OT OIL CEN | 1 | 1 | 2 | 2 | • | 84 | 17 | • | 0 | 0 | 0 | 0 | ٥ | 0 | ٥ | 0 |
| PEMBERT | 00000000 | PE SOO NOT SEEDAN LA MAP STO ON AREA BA OIL VIRLOUR CIT SIQ SIG OF | 302 | 803 | 680 | 646 | 108 | 0 | 0 | ٥ | ٥ | 0 | 0 | 0 | ٥ | 0 | 0 | O. |
| PELIBROT | 00000000 | PIE SON AND AND AND GOT ON ARM CALOUR OT SOE SOE ON | 200 | 1200 | 1077 | 267 | 106 | 0 | ۰ | 0 | 0 | ۰ | 0 | 0 | 0 | 0 | ٥ | 0 |
| PEUMEOT | CONTROL OF | FIE 408 ST REDAM LA RAP STD OLAMO CA DE VELICUR CO SQ CIS OL | 22 | 17 | | 27 | 1 | 0 | 0 | ٥ | ۰ | ۰ | 0 | 0 | 0 | 0 | 0 | 0 |
| PRAGROT PRAGROT | C00000000 | PE 400 SEDAN LA SAP AUT OL ARIO CA GE VELOUR CO SQ CO OL | 126 | 124 | 187 | 111 | • | • | 0 | 0 | 0 | 0 | 0 | 0 | • | 0 | 0 | 0 |
| PRACT | 00000000 | PIE 409 BY BREAN VE BY ALT OL ABO CA DE PIEL OD DO DE DI PIE 809 BOS BREAN LA BAY STO DI ABO CA DE TIELA CT DO DE DI | _ | 100 | 176 83 | 1729 18 | • | 1 | | 2 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 |
| Pilotici | 08980011 | FR 201 205 SECON LA RAP AUT OI ARRO CA CE TELA OT CO CO CO | 144 | ij | 294 | 10 | 21 | 10 | • | 2 | ŏ | ŏ | ŏ | Ö | ŏ | ŏ | 0 | 0 |
| PRADROT | CONSCRIP | PE 409 COUPE 8.9 L 907 H.P. VIII SIP AUT DE ABB DA CE PER, CO CO CE DE | 34 | 41 | 79 | Ĭ. | 30 | ŏ | 7 | ā | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ |
| PRIMAROY | 00000018 | PR 200 XB 1.0 L 60 HLP. L4 SMP (FTD 00 ABO CA OE TELA OT OR OB ON | 170 | 200 | 111 | <u> </u> | | ō | ō | ō | ō | ŏ | ŏ | ŏ | ō | ŏ | ŏ | ŏ |
| PENNET | CEMINGO14 | FE HOS STATION WARDON BREAK LA BAP AUT OF AGE CA CE TELA OT GO CE OF | 1 | | 171 | | ٥ | 0 | 0 | ò | ō | ō | ō | ō | ō | ō | ō | ō |
| PELICIPAT | 00000018 | PE 808 XB 1.8 L 60 H.P. LA RAP STD 95 ABS OA DE TELA UT 90 CB 94 | 647 | 620 | 982 | 87 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | Ó | ò | Ö | Ô | Ö |
| PROPERTY | CÓMICO 10 | PE 305 STATION WASON BREAK LA SAP STO 65 ABS OA DE TELA OT 60 OB 05 | 13 | 84 | 70 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | ٥ | 0 | 0 |
| PEVEROT | O0000017 | PE BOR CO GABRIO 1.8 L 110 H.P. LA BAP BTD OF ARR CA CE TELA CO BO CE OF | 220 | 116 | 27 | 1 | 0 | 0 | 0 | 0 | ٥ | ø | 0 | 0 | Q | 0 | 0 | 0 |
| PRIVATOR | 00000018 | PR 400 COMPE L4 BUP AUT OF ABS CA CE TELA CO SQ CS S4 | 1 | 87 | 18 | 20 | • | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | • |
| PELIEBOT PELIEBOT | 00000019 | PE NOT SPIRAK STORMOR SVA L4 MAP AUT 06 AMB CA CE TIELA CT SC CS 06 PE SOT OW SOUNCE L4 MAP STO 04 AMB CA CE TIELA CT SC CE OS | 41 | - 1 | ō | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 |
| PRIVATE T | 00000000 | ME 607 XH S.B.L. REF DV LA BAT STOOL ARE DA OF THIS A DD SO SE AL | 38 | 25 | 0 | ŏ | 0 | 0 | 0 | 0 | 0 | o o | 0 | 0 | 0 | 0 | 0 | 0 |
| PRICECT | COMMUNES | PERSON XFREAU REF. DV LA MEP STD 66 ARM CA CE TRILA CD SO ME DE | 23 | - 5 | ŏ | ŏ | ŏ | ŏ | ă | ŏ | ŏ | ŏ | ŏ | ő | ŏ | ŭ | ŏ | ŏ |
| PRIJABOT | 00000008 | PE 807 NO 1.0 L ANGRAD, RESPALDO REF. DIV LA REF STD SI AND CA CE TELA OD SQ CS CL | 13 | 7 | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ |
| PERMIT | 00000004 | PE XVY XIII 2.5 L ARREAD, RESPALDO REF, DAY LA MIP STD 65 ABS CA CE TELA CD 60 CS CS | 24 | 2 | ō | Ō | ō | ō | ō | ŏ | ŏ | ō | ŏ | ō | ŏ | ŏ | ō | ō |
| PELOCOT | COMMENSA | FE NOT XIS 2.9 L PACK LA MAP STD SE AME CA CE TELA CO CO CE CE CE | 6 | 24 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | o | 0 | ٥ | 0 | 0 | 0 |
| PRIJABOT | 00000000 | PE 997 XB 2.0 L PACK LA BUT STD 95 ABS CA OE TELA OD 0Q 0B 95 | 30 | 36 | 0 | 0 | ٥ | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PELITECT | 00000007 | PE 307 XT 2.9 L PAGK REPRIOR LLUMA LA REP AUT SE ABS CA DE PIEL 00 00 08 08 | • | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | ٥ | 0 |
| PEUGEOT | COMMODIA | PE 807 XT 2.0 L PACK SENSOR LLLIMA LA BUP AUT ON ABB CA CE TELA CO CO CO CO | • | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 |
| PRIMODOT | 00000000 | PE 197 XT 1.0 L PACK SERBOR LLUANA LA IMP AUT OS ABB DA DE PIEL CO DO DE DE PE 197 XR 2.9 L BREAK 1/00 LA 198P AUT OS ABB DA DE TELA DO DO DE DE | ų, | 2 | | ŏ | | ŏ | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PRIMOCT | 00000001 | PE NOT NOT BUT IN PROPERTY FARMORIES SEED LA BEST ALLT ON ARES CAN CIE TIELA CO. DO. CIE ON | ř | • | ŏ | ŏ | ŏ | ŏ | ŏ | ö | ŏ | ö | ŏ | ŏ | ă | ŏ | ŏ | ŏ |
| PRINCI | P0000001 | PER BOT OR SERVE HAS 210 H.P. TIFTRONIO VEINER AUT OF ABB CA OF PIEL OD OG OF 66 | 67 | 71 | ž | š | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ |
| PLYMOUTH | 00670001 | PY SPECIAL SEDAN LA IMP STD OS ASIS ÇA CE VELOUR CT EQ CE OS | ō | o | Ö | ō | ŏ | ŏ | ž | 217 | - | 1 | ō | ŏ | ō | ō | ō | ō |
| PLYMOUTH | P0670001 | PY WHAND VOYAGER AURTERA VERSPAUT OF DIT OF DETECT OF SECTOR OF ST | 783 | 2040 | 279 | 2000 | 2916 | 1008 | 350 | 213 | 162 | 100 | 226 | 270 | 147 | 21 | 10 | 67 |
| PLYMOUTH | POSTQUEZ | FY GRAND VOYAGER SE DORTA VEINIP AUT ON DIT ON DE TIELA OD SQ OS 07 | 92 | 145 | 229 | 604 | 1162 | 1264 | 1020 | 734 | 444 | 304 | 186 | 60 | 80 | 35 | 11 | 18 |
| PL/MICUTH | POSTGOOS | PY GRAND VOYABER SE CORTA EQUIPADA VE MIP AUT EN DIT CA DE PIEL CO 90,05 (7 | 0 | | ٥ | 1 | 2 | 3 | 2 | 0 | 16 | 22 | 11 | 4 | 1 | 22 | 0 | 0 |
| PLYMOUTH | P0679004 | PY ORAND VOYAGER LE VS NAP AUT ON DY GA CE TIEA OD BQ CB 07 | 42 | 663 | 1151 | 1179 | 1500 | 1000 | 1100 | 748 | 421 | 346 | 470 | 302 | 304 | 92 | 18 | 32 |
| PLYMOUTH | P0670066 | PY GRAND VOYAGER LE LLIAD , A/ HID VE RIP AUT SK DIT DA DE PIEL DO SQ DE 07 | 401 | 7084 | 1448 | 60 | 18 | 60 | | _1 | 2 | | 16 | 93 | 73 | 37 | 2 | • |
| PLYMOUTH PLYMOUTH | POST0007 | PY GRAND VOYAGER IX VS MP AUT OF DIT OA DE PIEL OD SO OS 67 PY GRAND VOYAGER LIX VS MP AUT OF DIT OA DE PIEL OD SO DE 07 | 1200 | 1803 | 2099 223 | 1983 | 1567 0 | 1184 | 767 0 | 581 | 267 | 190 | 186 | • | 18 | • | • | 4 |
| PLYMOUTH | POSTOROS | PY ORAND VOYAGER LX VERIEF AUT ON DIT OA CE TELA DT SO DE 27 | 110 | 407 | 820 | 202 | 2 | - } | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PLYMOUTH | P0670909 | PY VOYAGER LX VS NEP AUT ON DIT OA OE TELA OD SQ OB 67 | 318 | 647 | 709 | 261 | 1 | 3 | 2 | 3 | 1 | 2 | Ţ | 10 | 11 | 4 | 0 | 10 |
| PLYMOUTH | P0879010 | FY VOYAGER AUSTERA VEINER AUT DE DIT CA SE TELA CO SC CE ST | 27 | 190 | 407 | 408 | - | 378 | , | 10 | 18 | • | 13 | 18 | 16 | 15 | 10 | 34 |
| PORTING | 80000001 | PT MATELV1.0 Lett H.P. LA SEP STD 64 DIT 6A 66 TELA PM 602 66 64 V-EP | 80 | | 0 | | | | - 6 | Ö | | ō | ŏ | Ö | õ | ĕ | | 7 |
| PORTIAC | 10000000 | PT MATER 1.9 L 42 H.P. CALLA MAP STO OF DAT SA SE TELA PM SQ 98 OF 9-4P | 47 | 0 | ō | 0 | ō | 0 | ò | ŏ | ŏ | ŏ | ŏ | ō | ō | ō | ō | ō |
| PONTIAG | 80860004 | PT WATE M 1.9 L SE H.P. DHI LA SEP STD SA DIT DA SE TELA PM SO SE DE M-4P | 26 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PONTAD | \$10000004 | PT MATIC O 1.0 L RE H.P. DAY LA RAP BY DIAN DAT CA ON TREA FM BQ 600 04-04P | 54 | . 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 |
| PONTIAG | 00000001 | PT SUMFINE COUPE 13 L LA BAP ETD 02 ABB SA SE TELA PM SQ CB 06 F-8P | 2 | 734 | 92 | 146 | 147 | 182 | 20 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | ٥ | 4 |
| PONTIAD | C0000000 | PT SUMPRESCOAN Z.E.L. LA BAP STD 04 ABB SA 95 TIELA FM SQ 08 06 F-4P | 7 | 96 | €71 | 517 | 847 | 254 | 82 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 |
| | | | | | | | | | | | | | | | | | | |

| | | | Ultimo | | | | | | | | | | | | | | | |
|--|----------------------|--|-----------|------------|------------|------|-----------|-----------|-----------|-----------|-----|-----|-----|----|------|----|-----|----------|
| ATMAD_DES | CLAVE | DESCRIPCION | Modelo | 2002 | 2001 | 2000 | 1999 | 1990 | 1997 | | | | | | 1991 | | | 1996 |
| PONTIAC | C00000003 | PT BURNING COURSE 2.3 L 1.4 May AUT OR AMS SA SEE THEA CT SQ OR SHALP | 0 | | 10 | ** | * | 62 | 31 | 0 | 0 | 0 | 0 | | ٥ | 0 | 0 | 0 |
| PONTIAC PONTIAC | 00000004 | PT GUNTRE GEDAN ES L LA RAP AUT M ABS GA GE TELA OT GQ GB 66 M-4P PT GUNTRE COUPE ES L LA MP STO OLAGS CA GE TELA OT GG GB GB -SP | • | 0 947 | 284 | 117 | 186 | 79 148 | 90 31 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | |
| PONTIAC | COMMODE | PT SUMPRE COURSE LLA REP STO 64 ARE CA SE TELA CY SO SE 04 G- 4P | ā | 25 | 299 | 244 | 200 | 280 | 20 | ŏ | ŏ | ŏ | ö | ŏ | ŏ | ò | ŏ | ŏ |
| PONTIAG | C00000007 | PT SUMPTRIC COUPE 2.3 L L/I SUP AUT 60 ASS OA 66 TELA OT 60 OS 66 H- 3P | 100 | 874 | 797 | 441 | 177 | 205 | 205 | 95 | 2 | ō | ĭ | ŏ | ō | ō | ō | ō |
| PONTIAG | 00000000 | PT SUNFFIE SECINN 2.5 L LA MAP ALIT SA ABS CA SE TELA CT SC CE SE N -4P | | 279 | 996 | 492 | 410 | 218 | 203 | 10 | ō | ŏ | ò | 1 | ō | ō | ī | Ö |
| PONTIAG | 00000000 | PT SUMPPE COUPE 2.5 L i.e daily etto de abb ca de trela cit 90 08 05 A 4P | 2 | 70 | 200 | 80 | 119 | #7 | 16 | 1 | 0 | 1 | Ö | 0 | 0 | 0 | 1 | 0 |
| PONTIAC | C00000010 | PT BLANFIRS BEDAN 2.3 L L4 SAF STD OH ASS CA OE TELA OT SQ OS 66 A 46 | 2 | 4 | 114 | 73 | 196 | 60 | • | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PONTIAG | 00000011 | PT SUMPPRE COUPE E.S.L. LA IMP AUT DE ARIS CA CE TREA CO SQ CB OS HUP | | 80 | 86 | 316 | 800 | 884 | 771 | 165 | 2 | 2 | 1 | | 0 | 0 | 0 | 0 |
| PONTIAC | C0000013 | FT SEAFFIRE SEDAN 2.3 L LA RAP AUT OF ABS OA DE TELA OD SO DE 66 H-4P | 2 | 176 | 100 | 136 | 363 M | 301 | 253 78 | 296 17 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 |
| PONTIAG PONTIAG | 00000014 | PT GUAPPRE 200, J LA MAP STD OR AGO CA CE TELA CT OC CO OS JUP PT GUAPPRE 200, L LA MAP AUT OR AGO CA CE TELA CT OC CO OS OS LAP | · | 0 2 | 76 | | 116 | 111 | 123 | 49 | 0 | Ö | ŭ | 0 | ů | 0 | ŏ | |
| PONTIAC | 00000014 | PT SURFFEE MILEPOO ST LA BUP STD OR ARE OA OE TELA OT SO OR SE RAP | ; | ā | 13 | ~ | 1,10 | | | 7 | ň | ň | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ |
| PORTIAG | 00000016 | PT SURFERS MELENIO OT LA MIP AUT OF AME CA DE TIELA OT SO OR DE MAP | i | ĭ | ï | 31 | 30 | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ĭ | ŏ | ă |
| PORTIAD | DOMEGODO | PT OFFICIAL AND COLORED THE AUGITERIC VEHICP AUT OF ABOUT A SEE THE A PM SQ OB 66 | Ō | , m | | 34 | 20 | à | ō | ŏ | ō | 1 | ŏ | ŏ | ŏ | Ó | ŏ | Ť |
| PONTIAC | Cotecono | PT GRAND AN REDAY SEE IS VEINER AUT ON ARIS CA ON THEA CO SIQ ON OR | 1 | 104 | 100 | 164 | 200 | 112 | 0 | 1 | 0 | ٥ | ٥ | 2 | 0 | 0 | 0 | 1 |
| PONTIAC | D0000008 | FT GRAND AM OUCPE OT BOUPADO VS BUP AUT OF ABS CA DE TELA OD SQ OS DE A | 79 | 874 | 989 | 549 | 904 | 81 | 0 | Q | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| PONTIAG | C708/70004 | FT GRAMP AM REDAM OT SCULPADO VS RAP AUT SI ASS CA OE TELA CO SO OS SI A | 221 | 1345 | 373 | 431 | 280 | 40 | 1 | 3 | • | 0 | 3 | 2 | 1 | 0 | • | • |
| PONTIAG | D0000006 | FT GRAND AM GUOFE OT SQUIPADO VE MIP AUT SE ABS CA OE PIER, CD CO CB SE S | | 374 | 254 | 200 | 184 | 22 | 0 | 0 | 1 | - 1 | 1 | 0 | . 1 | 0 | 0 | ۰ |
| PONTIAG | D0000007 | PT GRAND AN SEDAN OT SOLUPADO VE SEP AUT DI ARRE CA CE PREL CO CO CE DE S | 249 | 1071 | 200 | 423 | 361 43 | 181 | 138 | 0 45 | 2 | 9 | 0 | 0 | 1 | 0 | 9 | |
| PONTIAC PONTIAC | 00000000 | PT GRAND PRIX DE BEDAN VERM AUT DI ABB DA CE PEL CT BO DE DE PT GRAND PRIX ET COUPE VE SIP AUT DE ABB DA CE PEL CT BO DE GE | Ü | • | ; | 18 | - 4 | 126 | 184 | 40 | 1 | - : | • | : | - (| | - 2 | ã |
| PORTING | 0000000 | PT GRAND PRIC OT SECON VI BUT ALLT DI ARIS CA GE PRE, CT SQ GS GS | - 4 | i | - 65 | | 294 | 544 | 884 | 275 | - | i | - ; | ō | - 1 | ö | ē | ŏ |
| PORTIAC | 00000010 | PT GRAND PTCK GTP BEDAN BO VE MP AUT OF ABB OA DE PIBL OD BO OB OF | õ | ŏ | 26 | 19 | 70 | 120 | 85 | 18 | ŏ | ė | ò | ŏ | ه | ŏ | ă | - 7 |
| PONTIAD | D0000011 | PT GRAND PROLOTP SEDAN BC VS SEP AUT OF ASS CA OF PSE, OD OC CE OS | ō | ō | 29 | 35 | 40 | 42 | 24 | ō | ō | ō | ō | ī | ō | ō | ō | Ö |
| PORTIAL | Position | PT BOTH STRUCK LLAD ONE (RIGHE) VIS THE AUT ON ARE OA OE PHIL OT BO OR OF | 0 | Ó | - 1 | 0 | 2 | 181 | 426 | 422 | 185 | 204 | 140 | 44 | 26 | 15 | 11 | 33 |
| PONTIAC | F000000 | PT SOMMEVELLE LLUID GOS VIS SMP AUT ON ABBO DA COE PROLECT EQUICE DIS | 0 | 0 | 0 | 0 | 0 | 3 | 40 | 106 | 20 | 12 | 90 | .0 | ٥ | ٥ | 0 | ٥ |
| PONTIAC | 10000001 | PT FIREBURD TRANS AND VICINIP STD OF ARR CA OE PIEL OT SQ OR 04 | 0 | 0 | 1 | 10 | 26 | | 87 | 33 | 99 | 109 | 30 | 7. | • | 7 | 4 | 19 |
| PONTIAO | 10000008 | PT PRESIDED TRANS AN VERIF AUT OF ARROAD CA OF PIEL OT SO OR SE | 0 | 0 | 1 | 16 | 21 | 42 | | 30 | 82 | 112 | 67 | 1 | ٥ | 0 | 0 | 1 |
| PORTIAD | 10000006 | PT PRESIDO COMMERTIBLE VE SUP AUT OR ABS CA QUI PREL OT SQ CO M | _0 | | | | 0 | 0 | 0 | 0 | 22 | 20 | 0 | 0 | 0 | 0 | 0 | 0 |
| PONTIAC PONTIAC | MERCHANICO 1 | PT AFTEK RE E AUTTERO 4 X 2 VS SEP AUT SE ABS QA SE TELA OD SQ OS SS PT AFTEK ST E LUJO 4 X 2 VS MEP AUT SE ABS QA DE TELA QD SQ QUI SE E | 77 138 | 200 202 | 630 872 | 102 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PORTIAC | Marie Control | PT AZTEK OT G BOUNTADA LULIO 4 X 2 VE RIP AUT DE ABE DA DE PIEL DO CO DE DE C | 145 | 300 | 040 | 171 | ŏ | ŏ | ŏ | ă | ö | ŏ | ŏ | ŏ | ŏ | ŏ | ä | ŏ |
| PONTIAG | 140000004 | FT AETEK AND LUJO 4 X 4 VE BEP AUT SE ABS CA OB PIBL CO CO CIS OF V | 7- | === | 23 | 72 | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ |
| PORMOHE | ,00000001 | PO BOXETER CONVERTIBLE VEINER STD OF ARE CA OF PRE, OT BO OR SE | 17 | 38 | 80 | ē | ō | • | ō | ō | ō | ō | ŏ | ŏ | ŏ | ŏ | ŏ | ē |
| PORMOTHE | ,000 | PO PORTER CONVERTELLE VEIRE AUT OF ABS CA DE PAIL OT SQ OB ME | 1 | 13 | | Ö | Ó | 0 | Ö | Ó | o | ō | ō | ō | Ď | ō | ō | Ō |
| PORMONEL | ,7000000 | PO 911 COUPE CARRERA 2 V6 MP 610 de Albe CA CE PRE, CT CO; CB CE | 2 | 12 | 24 | 11 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| PORECHE | J8990084 | PO 811 COUPE CAPERINA 4 VS RIP AUT 65 ABS CA CE PRE, CT OQ OS 66 | | 3 | | 2 | 0 | 0 | 1 | 0 | 0 | 0 | o | ٥ | 0 | 0 | 0 | 0 |
| PORSONE | ,0000000L | PC P11 CAPROLET 2 VS BAP STD SE ABS CA GE PME. OT SQ CS 42 | 0 | 1 | | | 1 | 0 | 2 | 0 | 0 | 0 | ٥ | 0 | | | 0 | 0 |
| PORBOHE PORBOHE | Janes Colo | PO 911 CABRICOLET 4 VS BIP AUT EIL ABS CA DE PIEL CT SQ CB DE PO 911 TURBO 4 X 4 TEFTRONGO VS BEP AUT DE ABS CA CE PIEL CT SQ CB DE CE | : | 2 | : | 0 | ٥ | 0 | 1 | 0 2 | 0 | 0 | 0 | 0 | Š | 0 | 0 | 0 |
| PORMONE | .D000000 | PO 911 COUPE CANNERA & TIFTRONIO VI IMP AUT SE ABS CA DE PIEL OT 90 08 08 | | | ă | ĭ | ŏ | ŏ | ò | ő | ŏ | ŏ | ŏ | | × | ö | ĕ | ŏ |
| PORMOHE | .0000000 | PO 811 CONVENTIBLE CAMPERA TETTRONIC VISINE ALIT OF ARIS CA CE PIÈL OT SC 08 SE | ŏ | ŏ | ï | | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ |
| PORBOHE | ,COMMOO10 | PO 911 COUPE CARRERA 4 4 X4 VS RAP STD OF ARE CA CE PIEL OT BQ OF OR | ō | ō | ō | 2 | ō | ō | ō | ō | ō | ŏ | ō | ŏ | ŏ | ŏ | ŏ | ŏ |
| PORSOHE | J0000011 | PO 811 TUPBO 4 X 4 6 VEL V6 MIP STD 02 ABS CA DE PIEL OT SQ 08 02 | Ō | ō | 2 | 2 | Ō | Ó | ō | ō | ō | ō | ō | ō | ō | ō | ō | Ō |
| COMPONE. | .00000013 | PC \$11 TARGA 4 X 4 TIPTRONG VE SUP AUT OF ABR CA CE PIEL OT SQ CE CE | o | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Ó | Ó | o | Ö | Ö | 1 |
| PORECHE | J0000014 | PO 811 CHE I S VIEL VE MAP STD OZ ABS DA DE PIEL DT SQ DE SE | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ø | Ö | ٥ | 0 | 0 | 0 |
| PORMONE | J0000019 | PO 911 C48. TEPTRONIO VI IMP AUT OF ARIS CA CIE PRIL OT SO CIE EF | | • | 0 | 0 | 0 | ٥ | ٥ | ٥ | 0 | 0 | ۰ | ٥ | 0 | 0 | 0 | 0 |
| PORBOHE | , mpm616 | PO INCIDENTAL CONVENTIBLE TIPTINGNIC VEINIP ALT SE ABS CA DE PIEL OT BO OR OF | 0 | | 0 | 0 | 0 | ŏ | 0 | D | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| PORBOHE PORBOHE | J0000017 J0000016 | PO BONSTER CONVENTELE & VEILE STO MEABOR A CEPEL OT SO CE SE PO BONSTER CONVENTELE & TEPTRONIC VEILE AUT OF ABOUND ON PRE, CT SO OS OZ | Ÿ | 0 | 2 | 0 | 0 | 0 | ٥ | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PORMONE | M0000001 | PC CAYEDNES TIFTRONIC MICH.P. VO MP AUT OF ABS CA CE MEL OT SQ OS OF | 'n | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ٥ | 0 | ö | ٥ | | | ö | ŏ |
| ATTION OF THE PERSON OF THE PE | 80730001 | RN R - 11 ENCORE STX LA NOR ETD 3 OT SA SE TELA PM SQ SE SE | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ă | 70 |
| REMALET | 80790000 | FON R - 11 SPICOPEE LTD LA NOR STD 6 D/T QA SE TELA PM SQ SS 66 | ō | ŏ | ŏ | ŏ | ŏ | ő | ŏ | ŏ | ŏ | ŏ | ō | ō | ō | ŏ | ō | 20 |
| REWALT | 80710086 | Fix R - 11 SHOORE LTD LA NOR AUT 6 DIT CA 95 TELA FM 90 96 96 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | Q | 0 | 0 | Ó | 0 | Ö | 0 | Ó | 11 |
| REPALLT | 84790004 | RN R - 11 SHOORE LTD SQUIPADO LA NOR AUT 8 D/T CA 66 TSLA PM 60 98 09 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | o | 0 | 0 | 14 |
| REPORT | 80760000 | FIN R - 18 1800 SEDAN ALISTERIO LA NOR (FTD 4 D/T GA (NE TIELA GIE INC), ER OS | ٥ | O | 0 | 0 | 0 | o | ٥ | 0 | o | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| PERMILT | B0730086 | RN R - 19 1900 DEDAN GTX LA NOR ETD 4 DIT SA GE TELA AM SQ 88 65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 212 |
| REMAULT | B6790067 B0790008 | FIN R - 18 1900 SECAN GTX L4 NOR ALT 4 D/T CA SE TELA AM GO SE DE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| REPOWAT | 80730008 80730008 | RN R - 16 1600 VACIONETA CITX LA NOR SITO S DIT GA SE TIELA AM SQ 66 06 RN R - 16 1600 VAGONETA CITX LA NOR AUT S DIT GA SE TIELA AM SQ 66 06 | | 0 | 0 | 0 | 0 | 0 | Ö | 0 | 0 | Ô | 0 | 0 | 0 | 0 | 0 | 86 42 |
| REMARK | 80780010 | FIN R - 18 1609 VAGONETA GTX LA NOR AUT 5 DY DA SE TELA AM 80 08 08 | 0 | 0 | ŏ | ŏ | 0 | ٥ | 0 | Ö | ٥ | 0 | Ö | 0 | ٥ | 8 | | 10 |
| REPALLT | 80790011 | FIN OLIO ALTHENTIQUE 1 & L 110 H.F. LA RIP STD 05 D/T BA BE VELOUR OD 60 60 60 06 | 631 | 155 | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | Ö | ŏ | ŏ | ŏ | ŏ | ŏ | |
| REMAULT | 90730012 | PHI CLID ALTHER/TIQUE 1,8 L 118 K.P. LA RIP STD 66 D/T DA 66 VELOUR OD 6Q 66 05 | 10 | 87 | 46 | ō | ŏ | ō | ō | ō | ō | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ |
| MENALILT | 80780018 | RM OLIO AUTHENTIQUE 1.6 L 110 H.P. LA SEP AUT DE DY DA DE VIELOUR OD SQ SS 05 | 121 | 142 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| REPAIRT | 80700014 | FINI CILIO EXPRESSION 1.8 L 110 HLF. LA IMP SITO DE AME CA QUI VIZI, DURI CO SIQ DE DE | 714 | 331 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PERMULT | 86730016 | RN CLIQ EXPRESSION 1.8 L 110 H.P. LA MIP AUT OF ASS OA OE VELOUR OD SQ CS OS | 251 | 189 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| RENAULT | 80780018 | RN CLIC MITY 1.8 L DAY LA 1MP 6TD 06 ABS CA OE VELCUR OD 6Q DE 06 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | A ATTICAL OIL MAINON I MODELO | Littimo | | | | | | | | | | | | | | MIEAU | , 10 |
|---|-----------------------|----------------------|--|-------------|-------------|------------|------|------|------|------|------|------|--------|------|------|------|------|-------|------|
| | ARMAD DES | CLAVE | DESCRIPCION | Modelo | 2002 | 2001 | 2000 | 1880 | 1988 | 1007 | 1988 | 1985 | 1004 | 1963 | 1802 | 1881 | 1980 | 1000 | 1980 |
| | RENALET | 90788017 | RN OLIO NTV 1.6 L DHI L4 IMP AUT OS ARIS CA DE VIELOURI DO BO CO DE | 1& | 0 | | 0 | | | | | | 0 | | | | | | ٠ |
| | REMART | 80790016 | FIN OLIO INTVALE: 1,8 L Dril LA BIEF ALLT OS ABIS CA OS PIES, CD 9Q CB 66 | 2 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | ٥ | 0 | Ô |
| | PERMULT | 00790001 | RN ALLIANOE ALISTERO LA NOR STD 2 DIT GA SE TIELA SIS SIQ SIS SIS | 0 | 0 | 0 | 0 | 0 | ٥ | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 |
| | RENAULT | O079000E | PAY ALLIANCE LTD IA NOR ETTO 2 DIT 6A 65 TELA AM 60 66 06 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| | REPAULT REPAULT | 00730003 | RN ALLIANCE LTD UA NOR ALT 2 D/T 6A 68 TELA AM 60 GB GB | o o | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | ٥ | 0 | 0 | 12 |
| | RENALLT | 08788004 | RN ALLIANDE LTD SQUIPADO LA NOR ALT 2 D/T GA 552 PESL (T SQ 66 05 RN ALLIANDE ALISTERO LA NOR STD 4 D/T GA 652 TELA 66 90 06 06 | 0 | | 0 | 0 | 0 | 0 | ٥ | Ó | 0 | Q O | 0 | 0 | 0 | 0 | 0 | 11 |
| | REMALLT | 04710808 | AN ALLIANDE LTD L4 NOR STD 4 D/T 6A 6E TELA AM 6Q 66 Q6 | Ö | ŏ | ŏ | ŏ | ň | ŏ | ă | ŏ | ŏ | ŏ | 0 | ě | ö | ŏ | ŏ | 11 |
| | PERMALET | C0730000 | PAN ALLIAMOSE LTD SQUIPADO LA NOR AUT 4 DIT CA SIS PISS. GT SQ 48 05 | ō | ŏ | | ŏ | ň | ŏ | ŏ | ŏ | ŏ | ŏ | ō | ŏ | ŏ | ň | ŏ | - : |
| | REMAULT | 08790000 | AN SOUNC AUTHENTIQUE 2.0 L 140 H.P. L4 BMP STD 65 ASS CA OR TIELA CO INC OS OS | 271 | 300 | 316 | , i | ō | ō | ō | ō | ō | ŏ | ŏ | ŏ | ŏ | ŏ | ă | · |
| | RIPHALLY | CE07EE010 | THE GODING AUTHOR/TIQUE E.S.L. 146 H.P. LA SUP ETID AS ABS CA OE PRE, CO SQ CO SS | = | 24 | 81 | 16 | ò | ō | Ö | ō | ō | ō | ō | ō | ō | ō | ō | ō |
| | PERMAT | 00766911 | THE GODING EXPRESSION 2.0 L 149 H.P. LA BAP AUT OF ABRE CA OF TIEA OD BO OB SE | 618 | 684 | 992 | • | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | ò | Ö | 0 |
| | REGALILT | 06736612 | THE ROWARD EXPENSION S.O. L. 140 H.P. LA BAP AUT OF ARE QA QUEFFEE, QD 9Q CE SE | 116 | 190 | 147 | • | 2 | • | 7 | | 0 | 0 | ٥ | Ď | 0 | 0 | 0 | 0 |
| | MINAL T | 00780018 | RN CLID SPORT RS 1.0 L L4 SEP STD OX OF CA CIE VELCUR DD SQ OS OS | 300 | 222 | • | 1 | 1 | ٥ | 0 | ٥ | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | FEDINALT SEDINAL T | 00790014 | RN CLID AUTHENTIQUE 2.0 L 172 H.P. LA RAP STD 04 D/T SA 66 VELCUR CD 60 CB 65 | 213 | 461 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | PENALT | 00790016 | RN OLIO AUTHENTIQUE 2.0 L 173 H.P. LA BAP STD OA DIT GA SELVELOUR OD SQ OB SS | 1680 207 | 1261 | 110 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | REPORT | 00730017 | PRINCUIO AUTHENTIQUE 20 L 172 N.P. LA BAP AUT SA DAT CA BE VELCUR CO BO CÓ SA RIN OLIO SOPRESSION S.O.L 172 N.P. LA BAP STO OA DAT CA BE VELCUR, CO BO CO BA | 18 | 199 | 6 80 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Ü |
| | PENALT | 00788018 | IN OLIO EXPRESSION 1.0 L 172 H.P. L4 MP STD OI AND DA SE VILIDER OD SO ON OF | 1206 | 212 | 23 | ŏ | ŏ | 0 | ŏ | Ö | ŏ | ö | Ö | ŭ | Ö | 0 | Ö | |
| | RENALLT | 00790019 | FIN OLIO EXPRESSION E.O.L. 175 H.P. LA SMP AUT ON DYT CA 65 VIELDUR CD 60 CB 66 | | 14 | ~ | | | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ň |
| | PERMILT | 00790000 | RN CLIO EXPRESSION 2.0 L 172 H.P. LA BAP AUT 64 ABS CA SE VELOUR CO SQ OS SE | 997 | 310 | 23 | ŏ | ŏ | Ď | ŏ | ŏ | ŏ | ō | ō | ŏ | ō | ō | ŏ | ŏ |
| | PROMOLET | 00790001 | FIN SOURCE EXPRESSION 2.9 L 140 HLP. L4 MP STD OS ASS DA DE VELOUR DO SQ OS OS | 141 | - | 122 | 19 | ō | ō | ō | ō | õ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ |
| | REMALLY | 00730832 | THE ROPPED EXPENSION S.D.L. 140 H.P. LA SHP 610 OS ASSICA CE PRE, CO SQ CE OS | 63 | | • | 22 | Ö | 0 | Ó | ō | o | ō | ō | ō | 0 | ō | ō | ō |
| | PERMULT | 04790008 | RIN CLEO SPORT FIG. 1.0 L. BEEF, AMPLIA HAP STD OF ABS OA DE VELOUR CO SQ OB 65 | 262 | 298 | 46 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | RELAULT | D0760001 | RRI MEDIANE AUTHENTIQUE 3.9 L 140 H.P. FAR MP 6TD ON ABS DA DE TELA CO 6Q DS 05 | 636 | 184 | 200 | 110 | 30 | 43 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 10 |
| | REMALKY | 5073000e | THE MERCANIE AUTHENTIQUE 1.0 L 140 H.P. FAR MAP AUT SA ARRE CA CIE TIELA OD SO OS OS | 210 | 114 | 186 | - ** | 2 | 0 | 0 | 0 | 0 | ٥ | 0 | ٥ | 0 | ٥ | ۰ | 1 |
| | PERMULT RENAULT | 00790000 | PAN MEGAME EXPRESSION 2.0 L. 140 H.P. FAR SAP STD OF ASS CA OF TELA OD SQ OF OR | 179 | 172 | 110 | | _0 | 0 | ٥ | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | • |
| | PERSONALIT | D0790004 | Fin Amiganet Expression 2.0 L 140 H.P. Fire half all t 01 Abs ca ce tella 00 80 08 66 Fin Amiganet Fare way 6.0 L 140 H.P. Fire safe etd 64 Abs ca ce fine. CD 80 08 08 | 208 341 | 199 | 274 | ** | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | PERWULT | D8798908 | RN NEGAME FAIR WAY 2.0 L 140 H.P. PAIR PAIR AUT ON ABS OA DE PREL CO SQ OS OF | 386 | 20 | 18 | 27 | ŏ | ŏ | ŏ | Ö | ŏ | | ö | Ö | ŏ | 0 | 0 | |
| | REPORT | 88790001 | FRY LACEUMA SEPREMA VS MEP AUT MY ABBO CA OB PRIL CO CC CO MS | 200 | 14 | 18 | 10 | ŏ | ŏ | ŏ | ö | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ž |
| | TERMALT. | #77799008 | RN LAGUNA GRAND TOUR VS BIP AUT OF ABS CA QU PIEL QD QQ QB QS | 129 | 47 | 90 | ě. | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | | |
| 1 | REMAULT | B0780008 | RN LAGUNA BEFLINA VS BAF AUT ON ABS CA DE PER. CO SQ OS SS | 284 | 44 | , | o | ī | 2 | | ō | ō | ō | ŏ | ŏ | ŏ | õ | ŏ | Ď |
| | ROMALILT | 80730004 | RIN LAGURIA GIFANIO TOUR VISIBIP AUT OIL ABIE CA CEL PIBL. CO) EQ ÇIŞ DE | 27 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | ٥ | ٥ | ٥ |
| | MENALLT | 20790000 | DRECONTINUADO | 0 | 0 | 0 | 0 | Ó | ٥ | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 526 |
| | ADVER | 0.0760001 | TV ROVER TO REDAY 177 H.P. VE SIP AUT SI ARE CA CE PER, CO DO CE DE | # | 24 | 2 | 3 | | 0 | 0 | ٥ | 0 | 0 | 0 | ٥ | 0 | ٥ | 0 | ٥ |
| | ROVER ROVER | 90798008 J0798001 | RY ROVER NO 2T 180 1.8 L 177 H.P. VE SAP AUT OF ARE CA OF FIRE OD OO OF OR | 16 34 | • | 0 | 0 | • | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | BAAB | FREEDOON | RY ROYAR MS CONNERTELE 100 H.P. LA RAP AUT OI ABO CA CE PIEL CD CQ CD 66 60 9-5 SEDAN M S.O L. LA TUR STD OI ABO CA CE PIEL CD SO CB CS | - 1 | 13 | 0 | 0 | 0 | ň | 0 | 0 | Ň | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | P0780008 | ## \$3 \$EDAN A ZOL LA TUR ALIT DE ARRO CA CE PIEL CO SO CE SE | 13 | 16 | 11 | ; | ä | | | ŏ | Ö | ŏ | ŏ | ņ | ŏ | Ö | ŏ | ŏ |
| | | POPRODO | EN 645 AERO GEDAN Q 3.0 L LA TUR AUT SI ABS DA DE PREL DO DO DE DE DE | 127 | 44 | 13 | ō | ō | ō | ō | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŭ |
| | | P8780004 | 68 6-8 CONVERTIGALE 2.0 L LA TURI ALIT DE ARIS DA DE PREL CO SO DE DE | 0 | 3 | | ō | ŏ | ō | ō | ō | ō | ō | ō | ō | ō | ō | ō | ō |
| 1 | | P0760006 | SEE S-6 WARDON E 2.3 L LA TUR STD 06 ABS OA DE PREL OD 60 CB OS | 0 | | 4 | 1 | 0 | o | o | 0 | ò | ò | ō | ō | ō | ō | ō | ō |
| | | PU700006 | SEE 9-5 ARPIC WARROW Q \$.0 L VS TUR AUT SE ASSE DA CEI PREL DO SIG DE DE | 0 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | MAD | P0790807 | 98 94 SEDAN C S.S.L. LA TUR AUT OF ARE CA OE PIEL, CD RQ OR RE | 1 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | o | 0 | 0 | 0 | 0 | 0 |
| | 144B | P0700000 | 60 9-9 GEDAN E 9.0 L VS TUR AUT OF AMS CA OE PREL CO SIQ OS OS | .0 | | 4 | • | ٥ | 0 | ٥ | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | F0700000 | SEE S-E ARRO SECON Q E.S. L.LA TUR AUT ON ABB CA CE PIEL CO CO CO 66 68 S-E LINEAR OLOTH E.O. L.A. TUR STO ON ABB CA CE TIELA CO SQ CE OS | 100 | 945 O | 21 | ő | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | P0799011 | 60 9-9 LINEAR OLOTH 2.0 L LA TUR AUT OF ABS OA OE TIELA OD 80 OS OS | ż | ŏ | ŏ | ŏ | ŏ | ŏ | ĕ | Ö | ĕ | Ö | Ö | Ö | ň | ő | Ď | ö |
| | | PUTROO12 | SES SHALL NEEDER OLOTH BUS IL LA TUR AUT ON ARRE CA CIE PIEL CO BIG OR OR | | ĭ | ŏ | ŏ | ñ | ŏ | ŏ | ŏ | ŏ | ň | ñ | ŏ | ŏ | ŏ | ŏ | ŏ |
| | | P0700014 | 88 9-5 LINEAR AMENTO ELEC. 2.3 L (4 TUR AUT DI ABS CA DE PIEL OD SO OS OS | ō | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ō | ō | ō | ŏ | ŏ | ŏ | ō |
| | | Porécose | IN SIA ALPRO MENTRONIC S.C L VS TUR AUT SIA ABS DA DE PREL DE CO DO DE DIS | 0 | 1 | 4 | | 0 | 0 | Q | 0 | 0 | ō | ō | ō | ō | ō | ö | ō |
| (| MEAT | B0788001 | AND SHEETLY WINDLESS IN IT IN MALE STORE OF DAY ON THE LEW SALES OF SALES. | 34 | 1028 | 844 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 |
| | MAT | infecces: | SEE SHEAR FITELLIA TIPIOCO 1.8 L LA RAP STD SE DIV CA SEE TIBLA SEI SOL SEI SE | 61 | \$7\$ | 184 | 20 | 0 | 0 | 0 | 0 | 0 | ٥ | ٥ | ٥ | 0 | 0 | ٥ | 0 |
| | | 84790000 | SEE INSTANTIAL LAND 1.8 L LA SEP STD SE DA OF CE LEY VAN SU SE SE | 263 | 110 | 116 | 4 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 80790804 80798004 | SE SHAR STELLA LLAD FRINGS 1.5 L LA SEP STD OR DAY CA OIL TELLA FIN SQ SE OF | 47 | 271 | 27 | 4 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | MAT Mat | 80790808 | GE TREAS STELLA LUAD REMBÉ 1.6 L. LA BAP ÉTO DE DAY CA CALTELA PALOCIEDOS BÉLÉCIA STELLA AUSTERO 1.6 L. L. MAP STO DA DAY DA DE TREA DE DO DE DE | 41 600 | 125 2207 | 174 301 | , | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 |
| - | EAT | M0790000 | ME MOTA STRULA TOPROD 1.0 L LA MAP STD 64 DAY CA 66 THE A 66 SQ 50 GB 66 | 180 | 418 | 194 | 25 | 0 | Ö | 0 | ů | ů | 0 | Ö | 0 | 0 | Ü | Ö | 0 |
| | | 80780000 | SEE SEEA STELLA LLUID 1.6 L LA BAP ETTO OL DAY CA GE TELA PIA SQ 98 04 | 420 | 1100 | 147 | 20 | ŏ | ŏ | ŏ | 0 | ŏ | Ö | ö | 0 | 0 | Ö | ŏ | 0 |
| | | BETTEROODS | SE INCA STELLA LLUO PARES 1.9 L LA BAP STO DA DAY CA CE TELA PIA SO SE DE | 7 | 62 | 109 | ĩ | ŏ | ŏ | ŏ | ŏ | ö | ŏ | ŏ | 0 | ŏ | ő | ŏ | ŏ |
| | | 80790010 | SE REZA STELLA LLLIC ROMEN 1.9 L LA MAP STD SI DIV CA CE TELA PM 00 88 06 | 183 | 1023 | 108 | 4 | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ |
| 1 | W AT | 80/90011 | SEE SELZA SPORT SURF 1.8 L LA NAP STD 02 DAY CA OR TELA CO CO CO CO CO | 74 | 202 | 200 | • | ō | ō | ō | ŏ | ō | ŏ | ŏ | ō | ō | ō | ō | ŏ |
| | | \$0790012 | RESIDEA SPORT BURF 1,8 L LA SMP STD 04 D/V CA CIE TELA CID CID CID 06 | 7 | 164 | 216 | 6 | 0 | ٥ | 0 | ò | ò | ō | ō | ō | ō | ō | 0 | ō |
| | | 80780016 | SE SEZA STELLA 116 H.P. S.O.L. LA RAP STD OX ARG SA SE TELA SO SQ SE OL | 21 | 52 | 4 | ٥ | 0 | 0 | 0 | 0 | o | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - | | 80790014 | SE MICA STELLA 115 H.F. 2.0 L.LA SEP STD PI ASS SA SE TELA 66 90 90 94 | 19 | 26 | • | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 |
| | | B0790016 B0780016 | SE TRUE SYCHOLO 115 H.P. 20 L.LA MAP STD OR ABS OA OR TELA CO SQ OR OS | 11 | .0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | ٥ |
| • | MEAT | p4/160014E | REFERENCE SHOWN 115 H.P. 2.0 L.M. RMP STO DE ABBO CA CE TELA CO CO 08 09 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | D | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | | | | |

| | | | Ultimo | | | | | | | | | | | | | | | |
|-----------------------|----------------------|---|-----------|----------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|
| APMAD_DES | ÇLAVE | DESCRIPCION | Modelo | 2002 | 2001 | 2000 | 1999 | 1998 | 1997 | 1996 | 1995 | 1994 | 1963 | 1982 | 1991 | 1980 | 1990 | 1988 |
| MAT | 80760017 | BE INICIA BIONO 118 H.P. 28 L.LA HIP STD 64 ARR CA CE TIELA OD 8Q 08 05 | 241 | 17 | 0 | 0 | 0 | 0 | 0 | _ | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SEAT | 80790018 | SE INIZA SIGNO 115 M.P. E.S.L.L.I SMP STD 04 ABS CA CE TELA OD 02 08 06 SE INIZA SPORT 115 M.P. S.S.L.L.I MP STD 08 ABS CA OR TELA OD 02 05 06 | 287 20 | 97 84 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OBAT . | 80760610 | | 7 | | _ | - | Ü | , | 0 | | 0 | Ö | | | | 0 | 0 | _ |
| MAT | | ME CONDOMA STRULA LA REP STIP DA DIV CA ME TRUA PAI SO ME DE | • | 112 | | 22 | | | 0 | 0 | 0 | ŭ | | v | ŭ | ŏ | | 0 |
| MIAT MIAT | 80790067 80798088 | RE CORRODA MICHO LA RAF ETD AL DAY CA CIE PREL CO CO CIE DE | 10 | 17 | 0 | 0 | ŏ | č | ŏ | 0 | Ö | Ö | 0 | | | ŭ | 0 | 0 |
| AMAT | 00790001 | SE COMPOSA SPORT CLIMATRONIC LASAP STD 64 DV CA CE PELL CD CQ CIS OF SE COMPOSA AUSTERO 1.6 L LA BAP STD 64 DV CA CE TELA 66 SC SE CE | 880 | 781 | 192 | 12 | ŏ | ŏ | ĕ | | ŏ | 0 | | 0 | ŏ | ĕ | | |
| STAT | 00790007 | SEL CONTROURA TEPICO 1.6 LTEL LA BAP STED SA DAY CA SEL TIBLA SEL SOL SEL SEL | 78 | 7 (F) 1 | 192 | 87 | ĕ | ŏ | ŏ | 0 | | Ö | ă | ŏ | ŏ | ŏ | 0 | - |
| MAT | 067988008 | SE CORDORA SQUIPADO 1.6 L.M. SAP STD 54 DV QA GE TELA PM SQ SE DE | 80 | = | 965 | | ŏ | ŏ | ŏ | ő | ŏ | ŭ | ŏ | | | ö | Ö | 0 |
| MAT | 06766004 | SE CORDORA LLACO ROMES 1.8 L. L.A SAP STO CA CAY CA CIE TELA PIA SO SE CE | 417 | 997 | 100 | 12 | ö | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | 0 | | ò | ŏ | ŏ |
| SEAT | 00790006 | SE CORDONA LUAD RINNE 1.8 L LA RAP STD SA DIV CA CE TELA PA CO SE CE | 815 | 1240 | 219 | 10 | ŏ | ň | ŏ | ŏ | ŏ | ň | ŏ | ŏ | ň | ŏ | ŏ | ŏ |
| MAT | 067700000 | SELECH SIGNO 1.6 L 105 N.P. 5 VIII. LA 10F 870 M CAY CA CIL TIELA PA SO CE CE | 188 | 148 | 40 | 0 | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | Ö | ŏ | ŏ | ŏ | ŏ | ŏ |
| MAT | 06760007 | SELECT SERVICE THE LESS HAP, 6 VIEW, LAND STITE OF DAY ON ON THE A PRICE OF OR OR | 124 | 222 | ~~ | 11 | ŏ | ō | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | , | ŏ | ŏ | ŏ |
| CEAT | 06790808 | SE LEION SIGNO 1.8 L 125 H.P. 5 VEL. LA SUP AUT SI DIV QA GE TELA PLI SQ CO GE | 17 | 10 | 7 | '' | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ž | ŏ | ŏ | ŏ |
| COAT | 0070000 | SELECT SIGNO 1.8 L 101 H.P. 6 VIII. LA SEP AUT OF DIV CA CE TELA PA CO CE OF | 40 | 23 | 10 | ŏ | ŏ | ŏ | ŏ | Ö | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ |
| MAT | 06790010 | SELECH SPORT 1.8 L 190 H.P. 6 VEL LA TUR STD ON DV CA CE TELA PM SO CO OS | 104 | 223 | MA. | ž | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ö | ö |
| MAT | 00790011 | SELLION SPORT 1.5 L NO N.P. S VIEL LA TUR STID DA DAV CA CE TIELA PAR CO. CO DE | | 249 | 72 | - 4 | ŏ | ŏ | ŏ | ŏ | ŏ | ö | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ |
| EAT | 00790012 | ME TOURDO BROND 1.8 L 196 H.P. LA BAP BTD OF DAY CA DE TRUA PM SQ OB 68 | 212 | 266 | 82 | | | ň | - 1 | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ |
| BBAT | 00700018 | SE TOLEDO SIGNO 1.6 L 125 H.P. LA MP STD SA DV QA GE TELA PM GO GE SE | 130 | 201 | 75 | 10 | ò | ň | à | ŏ | ŏ | ň | ň | ŏ | ŏ | ŏ | ŏ | ŏ |
| MAT . | 00790014 | EL TOLEDO SIGNO 1.8 L 126 H.F. LA BAP AUT OF DAY OA OE TELA PM SQ OS OS | 48 | 42 | 12 | | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ň | ŏ | ŏ | ŏ | ŏ | ŏ |
| SEAT. | 06796016 | SE TOLEDO SIGNO 1.9 L 195 H.P. LA BAP AUT OF DAY GA GE TELA PM CQ GE GE | - F | 113 | - 44 | - 3 | ŏ | ŏ | ŏ | ŏ | ŏ | ň | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ |
| TAT | 09790014 | SE TOLEDO SPORT 146 H.P. VS TUR STD 04 DAY OA OB TIMA PM SQ OB 05 | ~ | 16 | 7 | ō | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ĕ | ŏ | ŏ | ŏ |
| SAT | C#790017 | SE TOURDO SPORT 146 H.P. VE TUR STD SHOW DAY DA DE TRUA PM CO CE DE | ż | 26 | 23 | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ |
| SEAT | 00790010 | SE LEON GUPPA R 1.8 L 210 H.P. L4 TUR STD SI ABS CA GE TELA OD SQ CS GS | ú | 34 | ~ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ă | ŏ | ŏ | ŏ |
| BEAT | 06780019 | SE TOLIEDO SIGNO 1,8 L 195 H.P. L4 MP AUT SI DIV CA GE PIEL OD GO GS GS | 10 | 16 | - 1 | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ő | ŏ | ŏ |
| MAT | CHPIONE | BE LECH SPORT 1.8 L 160 H.P. LA TUR AUT 04 DV CA CE PER, OD OQ OB OS | | 123 | ī | | ŏ | ŏ | ŏ | ŏ | ŏ | ō | ŏ | ŏ | ĭ | ă | ŏ | ŏ |
| MAT | OFFERR | SE COPEDGRA STELLA 1.4 L.4 MEP AUT OF DV CA CE TELA PHI SO SE SE | , i | 110 | × | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ă | ŏ | ă | ŏ | ŏ | ŏ |
| | 00700000 | SE TOUROU STRUK 1.5 L VISING LA REP STO SE DAY DA CE TRUK PA SO SE SE | 7 | 3 | 7 | ŏ | ŏ | ö | ň | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ |
| MAT | HORMOON | SE LIBON STELLA 1.9 L 126 H.P. LA PAP STD OF DV CA SE TELA PAR SC CO CO | ō | | ŏ | ă | ŏ | ŏ | ŏ | ŏ | ŏ | ă | ă | ă | ŏ | ŏ | ŏ | ŏ |
| GEAT | H6796010 | SELEION TOP SPORT 1.8 L 160 H.P. LA TUR STD 64 DV CA OS TELA OD SQ OS 65 | 36 | ı i | ĭ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ň | ň | ŏ | ŏ |
| MENT . | HE 700011 | BE LIKON TOP BEORT 1.8 L 100 HJP. LA TUR STO 64 DV QA OS TIJLA CO CO CO 65 | -7 | 7 | ė | ō | ā | ō | ō | ō | ō | ō | ŏ | ō | ă | ŏ | ō | ŏ |
| MAT | HEUTERD12 | SELECH TOP SPORT 1.8 L 100 H.P. LA TUR STD ON DIV CA OIL PER, OD OO OF SE | i | | i | Ď | ŏ | ă | ŏ | ŏ | ŏ | ŏ | ŏ | ō | ă | ŏ | ŏ | ŏ |
| MAT | P0700001 | GE ALMANDRA E.O. LTB WAN STIBLLA LA TUR AUT OS ABIG DA CIE TIELA CD GO DE 07 | | 230 | ı i | ŏ | ŏ | ő | ă | ŏ | ŏ | ŏ | ā | ō | | ō | ō | ō |
| SEAT | PETTOON | SE ALMANERA S.O.LTS WAN SPORT VS SAP AUT SI ABO DA DE PREL DO SO DE 57 | 24 | 70 | 13 | ō | ă | ŏ | ō | ŏ | ŏ | ŏ | ă | ŏ | ŏ | ŏ | ŏ | ŏ |
| MAT | P070000 | SE ALMANIBRA NA LTS VAN SPORT BOURADA VS BIP AUT OS ARS CA CE PIEL OD OG OS ST S | | 31 | 12 | ŏ | ĕ | ā | ŏ | ŏ | ā | | ā | ō | | ň | ō | ŏ |
| MAT | PERMISA | AN ALPHANDRA 3.0 I TH WAN SPORT A DICLEMATRONIO VARIET AUT OF ARM DA DE PER OD SO CE STA | ĩ | - | 16 | ā | ŏ | ō | ō | ō | ŏ | ŏ | ň | ŏ | ŏ | ŏ | ň | ŏ |
| TOYOTA | 80010001 | TY YARUS BASE 1.5 L LA BUP STD OS ASIS OA SE TELA OT SQ OS OS | Ä | Ď | Õ | ŏ | ŏ | ŏ | Ď | õ | ă | ŏ | ŏ | ŏ | ō | ō | ō | ō |
| TOYOTA | Ber i district | TY YAPEN BOL 1.3 L (A REF STO) SEASON OA OE TELA CO RO GE OS | õ | ō | ō | ō | ō | ō | ō | ō | ō | ō | ō | ō | ŏ | ō | ŏ | ō |
| TOYOTA | 00910901 | TY MATRIX XR 1.8 L LA BIP STD 05 ABS QA 06 TBLA 0D 6Q 08 06 | 808 | ě | ŏ | ě | ŏ | ŏ | ă | ŏ | ŏ | ŏ | ŏ | ō | ŏ | ŏ | 5 | ō |
| TOTOTA | 00010000 | TY MATRIX XIR 1.8 L L4 BAP AUT OR ARIS CA OF TRLA OD BO CR OF | 20 | 34 | ō | ō | ā | ŏ | ō | ō | ā | ŏ | ō | ō | ō | ŏ | ŏ | ŏ |
| TOYOTA | CONTRACTO | TY MATRIX XIRS 1.9 L LA RAP STD 95 ABS CA OE TELA OD OQ OS 95 | - | - 6 | ō | ō | ō | ō | ō | ō | ō | ŏ | ŏ | ŏ | ă | ŏ | ŏ | ŏ |
| TOYOTA | 00010004 | TY COROLLA OIL 1.8 L 199 HLP. LA IBO STD OA DAY CA GIE TIBLA OD GIG OIL OIL | 800 | | ī | ŏ | ī | ō | • | 14 | 17 | 21 | 80 | 21 | 17 | | 12 | 22 |
| TOYOTA | 00010006 | TY COROLLA LE 1.8 L 180 H.F. LA BIC AUT OF ABIC CA CIE TIELA CO GC CO CO | 1096 | 16 | ó | ō | • | ō | • | 11 | | 7 | | 7 | | ě | - 7 | 10 |
| TOYOTA | C0010005 | TY COROLLA LE 1.5 L 198 H.P. L4 IEC AUT 94 ABB CA CE TIELA CD CO CE 09 | - | 188 | 1 | ā | ò | ō | 0 | - 1 | 1 | Ď | ă | 2 | ŏ | ŏ | ė | 1 |
| TOYOTA | 00010001 | TY CAMPY LE SAIL 197 K.P. LA MP AUT ON ABS OA DE VELOUR OD SQ OS SS | 436 | 068 | | • | ō | ò | ė | 3 | 3 | ě | - i | Ī | i | ō | • | 7 |
| TOYUTA | 04016000 | TY CAMBY HER BUIL \$16 H.P. VEIGHT ALT OF ARE CA CREPTEL OD ON 06 66 | 186 | 800 | 94 | Ó | ō | ō | 14 | 20 | 22 | 15 | 29 | 24 | 18 | ž | i | 13 |
| TOYUTA | LB910001 | TY FILENDER FIAV 4 LA SUP AUT SE ASSE CA CE TELA CO SIG CE SE | 130 | 7 | ٥ | 0 | 0 | 0 | 0 | 2 | 2 | 6 | 2 | - 1 | ō | 2 | ō | Ö |
| TOYOTA | L0819008 | TY RURBER RAY 4 L4 MF AUT 65 ABS CA OE PEEL CO OC OB OF | 82 | | Ó | 0 | ō | Ó | ò | ō | ō | Ò | ō | Ó | ō | ō | Ō | ō |
| TOYOTA | 148010001 | TY 4 REPAIR LEATED 4.7 (, V) REP AUT SHARE OA CÉ PÉL DO SO CE ST | 26 | | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | Ö | ō | ō | ō |
| TOYOTA | MORTOBOR | TY LAND ORGANIER 4 X 4 4.7 L VE SIGN AUT OF ABIG CA CIE PREL COI SIGN OR OF 17 MINS | 1 | 0 | 0 | 0 | Ó | Ó | 0 | 0 | Ó | Ó | ō | ō | ō | ō | 0 | 0 |
| TOYOTA | N0010006 | TY LAND ORLINGER 4 X 4 4.7 L V6 MIO AUT OF ABS CA DE PIEL OD SQ OB 07 MY4 | 5 | 0 | 0 | 0 | 0 | 0 | | 6 | 2 | 3 | | 1 | | 1 | 1 | |
| TOYOTA | PCB10901 | TY GERMA TAE 2.3 L 200 H.P., VEISEP AUT OF ARE QAIGE PIEL CO BOJ OR OF | 284 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 2 | 3 | | 1 | 0 |
| TOYOTA | P0010002 | TY SHENNA XLE LEWITED \$.5 L \$50 HLP. WE \$5P AUT OF ABIG OA DE PREL OD CQ OB 50 | 36 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOYOTA | P0916006 | TY GEROWA LEE SUIS LEEKS HUP. WE MAD AULT ON ARMS CALCED TREA OLD GOLD ON | • | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VOLICENAMEN | ARREST 1 | VANSOWER BOUPOLAR PETDED/TRASETELASSOCIEDINIS | 1013 | 1982 | 0079 | 4700 | 6372 | 8080 | 4717 | 3000 | 3022 | 7736 | 7220 | 7463 | 8788 | 9541 | 3000 | 10890 |
| VOLUMENTARY | A446000 | VW SEDAN OL, FIRE CON SQUIPO LA SUP STD SE DIT SA SE TELA SS SO SS OS | 417 | 1072 | 1836 | 982 | 427 | 1012 | 644 | 490 | 204 | 919 | 482 | 373 | 460 | 265 | 142 | 233 |
| VOLKENMAGEN | A0000000 | VAV GEDAN LINETIDADO LA RIP ETD 60 DIT SA GE TELA 60 GQ 60 GS | 994 | 4307 | 4400 | 2000 | 1431 | 395 | 84 | 75 | 179 | 303 | 215 | 210 | 22 | 14 | 11 | 17 |
| VOLIMINAGEN | A6660004 | VW SEDAH JEANS LA IMP STD 66 D/T 6A SE TELA 90 90 95 95 | 0 | 0 | 3 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | Ó | 1 |
| ACTIONNOON | grimminos | VAV CARREE O LA NORI ÉTID SA DAT QA REE TELA AMI SIQ REE OS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | o | ٥ | 873 |
| VÜLIGIMMADĒN | 90000000 | VW CARRIE OL LA NOR STD 34 D/T CA BE TELA AM BQ 66 05 | 0 | 0 | 0 | 0 | ٥ | 0 | ۰ | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1109 |
| VOLHSWIASSI | 00000003 | VW CARGES OIL LA NOR AUT JM OUT CA SIS TELA AM SIG SIS DE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | o | 0 | 0 | 0 | 0 | 0 | 0 | 418 |
| VOLICENMAGEN | 0.00000004 | VAY CARRIER OT Y PRO LA NOR STO E DIT DA GET TELA CT 90 RB DE | 1 | 0 | 0 | 0 | 0 | 0 | 0 | O | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 284 |
| VOLICENIA MERI | 80000005 | VAV CARGINI CITY LA NOR STD 2 D/T SA SE TIELA CT SQ 88 06 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | o | 1115 |
| VOLISTWASTEN | | VW CARGE PLUS LA NOR STD 2 DIT QA SE TIELA DT SQ SE DE | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | ٥ | 0 | 0 | 34 |
| AOTKON/VOEM | 988800477 | VAV DENEY ATLANTA (A BAP STD ON DIT SA SE VELOUR SO SO SE OS | 97 | 1120 | 979 | 777 | 871 | 295 | 423 | 704 | 880 | 201 | 0 | 2 | 0 | 0 | 0 | 0 |
| VOLIGHMAGEN | 80000000 | VW DERBY ATLANTA LA MIP STD ON DIT OA SE VELOUR 86 9Q 66 05 | 1040 | 2267 | 1324 | 744 | 636 | 296 | 661 | 340 | 481 | 187 | 0 | 0 | 0 | 0 | 0 | 0 |
| AD/TOM/NAME | B0000000 | WW NURVO DEPREY SEEDAN (A SUF STD ON DIT SA SE VELOUR SE SO OS OS | 45 | 1306 | 772 | 503 | 576 | 229 | 26 | 0 | 0 | o | 0 | 0 | 0 | 0 | 0 | ٥ |
| VOLICENVACION | B0000 010 | VW NUEVO DEPREY REDAY LA MAP STD 04 D/T QA SE VELOUR, SE SC CE OS | 18 | 531 | 1164 | 752 | 643 | 267 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | | | |

| | | | Ultimo | | | | | | | | | | | | | | | |
|--------------------------|------------------------|--|--------|------------|------|------|------|------|------------|-----------|-----------|------|------------|----------|------|------|------|------|
| AMMAD_DES | CLAVE | DESCRIPCION | Modelo | 2002 | 2001 | 2000 | 1900 | 1980 | 1997 | 1998 | 1995 | 1994 | 1983 | 1982 | 1991 | 1990 | 1980 | 1900 |
| VÜLKINMOEN | 88660011 | VW GOLF C, MMUREANOO LA NOR STO IM DYT BA SE TELA SE SQ 66 06 | 0 | 0 | 0 | 0 | 5 | 13 | | 36 | 90 | 178 | 123 | 1015 | 2155 | 1835 | 1221 | 1014 |
| VOLUMNAGEN | 80000018 | | ٥ | 1 | 0 | 1 | 0 | 18 | 1 | 1 | Q | 28 | 14 | 1326 | 1848 | 1442 | 1002 | 1108 |
| VOLICEN AND IN | 80000019 | VW GOLF CLOSE IA NOR STD 00 D/T CA 66 TELA PM 90 66 06 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | | 4 | 10 | 67 | 40 | 84 | 10 |
| ACT MENNAGEN | 80000014 80000014 | WW GOLF OLGELIA NOR AUT OI DAT EA SE TELA PM SO SE DE | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | | 6 | 102 | 201 | 159 | 148 | 302 |
| VOLUMANIA | B0000018 | WW GOLF CLEL IA NOR STD 64 O/T CA ME THEA PM SO MINOS | Ō | ٥ | 0 | 0 | 0 | 1 | 12 | 0 | 10 | 55 | 30 | 119 | 100 | 31 | 24 | |
| VILLENAMEN | 80888017 | VW GOLF OL LA NOR AUT OZ DIT SA SE TELA FRA SO SE DE | ٥ | 0 | 0 | 0 | 0 | 0 | . 0 | 0 | 0 | 0 | 0 | | 24 | 60 | 60 | 103 |
| VOLKENANGEN | 00000010 | WW GOLF OL L4 NOR ALT OLD TO A SETTELA FM SO SET OS | 0 | . 0 | | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 46 | 30 | • | | 3 |
| VOLIGINATION | 00000010 | WW GOLF OTT 2.0 L 116 OF L4 NOR STO 02 D/T BA BE TELA FM 9Q 88 06 | 1 | 10 | 18 | 17 | | 0 | 3 | 1 | 4 | , | 22 | 32 | 136 | 160 | 170 | 29 |
| VOLIGINALISM | 30000030 | VW GOLF GTI S.S.L. 116 OF LA HOR AUT OF DIS OA SE TELA OT SO SE DE | | • | 66 | 80 | - 44 | 0 | . 0 | 0 | | 0 | ٥ | 2 | | 4 | 13 | 0 |
| VOLKEWHOEN | BORRORY | VW MUSIVO GOLF BARICA 1.5 L AVEL LA MIP STD OZ DIT EA SE TELA 90 90 90 90 90 VW MUSIVO GOLF SARKA 1.5 L AVEL LA MIP STD 04 DIT SA SE TELA 90 90 90 96 06 | Ņ | 0 | | 1 | 2 | 567 | 326 | 80 | 408 | 750 | 410 | 100 | .0 | 0 | 2 | 3 |
| VCLIBNABRI | ED000017 | VW NATIVO GOLF OL S VIET, LA NAP STD SH DYT BA SE TELA OT BO SE OF | 0 | 0 | 0 | 0 | | | 78 | 0 | | 66 | 126 | 102 | 30 | 1 | 0 | , |
| VOLKOMAKOM | 20000000 | VW HUNTO GOLF OL 6 VEL LA MAP STED 34 DAT OA 95 TELA CT 90 98 06 | 0 | 0 | ٥ | 0 | 2 | 660 | 495 | 121 | 489 | 1200 | 894 | 402 | 72 | 0 | ٥ | 0 |
| VOLIGINAGEN | denion4 | WWW.MANO GOLF CITY, ME 1.6 L LA MAP STD MI DAT AA SEE TREACT SO SEE DE | ŏ | | | | 3 | 603 | 200 | | 226 | 278 | 223 | 76 | 13 | ٥ | 0 | 0 |
| VOLUMEN | 2000000 | WW NUMBERO STOLE OTTY, ME 1.8 LLA MAP STOLE OF CA SE TELA OT SO SE OS | | 0 | ò | - | 1081 | 1760 | 861 481 | 146 | 10 | | | - 2 | | 1 | 0 | 0 |
| VOLKSHIADSH | | VW HARVO GOLF OL 1.5 L (4 MF STD M D/T SA SE TELA OT SO SE OL | ŏ | Ö | 0 | ŏ | 700 | 1340 | | 163 | 161 | 227 | 105 | 81 | 10 | 0 | 0 | 0 |
| VOLKENAMEN | 8000007 | WW HURNO GOLF OL 1.8 L LA MIP AUT IN DIT OA DE TELA OT SO 66 66 | ŭ | ŭ | ŭ | | | 94 | 114 | 104 | 246 | 666 | 884 | 237 | 97 | 2 | 0 | |
| VOLKENAGEN | - Colores | VW MARNO GOLF SPORT & VIII., GT LA SAP STD 24 D/T CA OE TELA CT SQ SE OS | Š | | Ö | | 0 | 12 | 11 | 18 | 104 | 80 | 94 | 48 | 31 | 1 | 0 | • |
| VOLKSMARIN | 10000000 | WW NUEVO GOLF OL 1.8 L LA NUP STD SA DIT OA SE TELA OT SO SE SE | ň | Ö | ŏ | ŏ | 100 | | 165 | 29 127 | 37 199 | | E 2 | | . 0 | 0 | 0 | 0 |
| VOLUMENTARY | 20000000 | VW NUEVO GOLF ST 1.8 L LA NAP AUT SA DYT CA SELTELA OT SQ 99 06 | Š | Š | ŏ | ŏ | 100 | 279 | 100 | 127 | 186 | 965 | 787 | 18 18 | 112 | 1 | 0 | 1 |
| VOLKSWAGEN | 80000031 | VW NUEVO GOLF GLE 2.0 L L4 BMF STD 04 DVT CA SEL TIELA OT SO 185 GS | ŏ | ŏ | ŏ | 1 | - 4 | 11 | - | - | - | | 20 | | • | 0 | 0 | |
| VOLKENMOEN | 80000000 | WW NUMBERO GOLF GLIS BOLL LA MAP AUT ON DYT CA BEE THEA OT BO BE OF | ŏ | · | ŏ | ė | - 7 | '' | 13 | 60 | 40 18 | 11 | 343 | 131 | 0 | 0 | 0 | 0 |
| VOLIGINAMEN | | WW NEET/O GOLF MANNATTAN LA BEP ETTO SA DIT CA SELTELA PALSO SE CO | ň | ė | ŏ | ŏ | | 18 | 181 | 243 | 211 | 80 | 84 23 | 30 | 0 | 0 | 0 | |
| VOLHBRANDEN | 300783/3 4 | VW MUEVO GOLF ATLANTA LA BAP STD OA DAT OA SE TELA PM SIG SES DE | ŏ | ž | ŏ | ŏ | • | 20 | 182 | 314 | 198 | 7 | 23 | ŏ | 0 | _ | 0 | 0 |
| VÖLIGENINGEN | 80000000 | WW MUSING GOLF CONVERTIBLE LA BUF STD 3M DIT CA SE TELA FM SQ 98 06 | ō | | ŏ | ŏ | 27 | 102 | 86 | 95 | 34 | 17 | 14 | ŭ | 0 | 0 | Ö | Ü |
| VOLIGIVALEN | 800000000 | VW NLEVO GOLF CONVERTIBLE LA BEF AUT DA DAT CA SE TELA PM SQ 68 06 | ō | , | ĭ | ŏ | 32 | 81 | = | 24 | 75 | 0 | 17 | ó | ò | | 0 | 0 |
| VOLIGINAL GIB | 7 | VW GOLF GEN. 4 GL. 3.0 L LA BUF STD ON ASS SA SE TELA OT SO CE OF | 470 | 673 | 1986 | 1257 | 372 | | 7 | 10 | Τ. | 12 | - | 26 | 24 | ŏ | ŏ | ŏ |
| VOLUMENTON | 80000000 | VW GOLF GENE 4 GE, 3.5 L LI MIP STD OF ARE CA SET TIELS OT BO OR OF | 100 | 677 | 1133 | 1244 | 874 | - 1 | ŏ | ň | ō | 0 | 7 | - | 70 | ŏ | ŏ | Ö |
| VOLICINACION | Othics | VW GOLF GEN. 4 GL. 2.0 L L4 REP STD OF ARE CA OF TELA OT SQ OR OF | | 127 | 241 | 341 | 180 | ō | ŏ | ŏ | 10 | 12 | 72 | | 31 | · | ö | ŏ |
| VOLUMENTS | 10000000 | VW GOLF GEN. 4 OL. 2.8 L (4 MF AUT OF ABS SA SE TIELA OT SO CO OF | 11 | 114 | 44 | 72 | | ŏ | ŏ | ŏ | Ö | 2 | 12 | 7 | 2 | ò | ŭ | ă |
| VOLIGHBAGEN | 80000041 | VW GOLF GERL 4 OL BALLA MEP AUT 64 ABS CA RETELA OT SQ OB 65 | | | 100 | 200 | 62 | ō | ŏ | ŏ | ŏ | 6 | - | ŏ | ő | ŏ | ŏ | ŏ |
| VOLIGINARIEN | Military 42 | YW GOLF GEN. 4 GL. 16 L LA SEP AUT OF ARE DA DE TELA CT SQ CO OF | 10 | 25 | - | - 62 | - 2 | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ĭ | ŏ | ŏ | ŏ |
| VOLKSMINGSEN | 80000046 | VW GOLF GEN 4 OL 2.0 L LA TUR STD SA ABB CA CE TELA CT OC CO CE | 111 | 120 | 100 | 140 | 10 | 2 | ŏ | ŏ | ž | 10 | 13 | 18 | 11 | ŏ | ŏ | ŏ |
| VOLUMNAGEN | 80000044 | VW GOLF GIEN, 4 GL. 2.6 L LA TURI ALIT DA ABRI DA CEI TIELA OT BOJ CIS OS | 0 | 1 | | 16 | ŏ | ō | ă | ŏ | - | | ō | .0 | | ŏ | | ŏ |
| VOLIGINARIA | 80000046 | VAPORITER SEDAN AUSTERO LA SUPETIDISO/TEASETELA SOSQUEOS | 6001 | 6213 | 8011 | 6713 | 2000 | 2917 | 827 | ň | ň | ĭ | ň | ŏ | ŏ | ö | ă | ă |
| AOTHERMACEN | 80000040 | VW PORTER BEDAN TIPICO LA BUP ETTO DE DAT DA SE TELA PIN SO DE DE | 1991 | 2367 | 4996 | 2531 | 1858 | 776 | 184 | ŏ | ŏ | ė | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ |
| | (1998) 0047 | WW PORTER SEDAN BOLFADO LA MIP STD 66 D/T CA SE TELA OT SC OS DE | 26 | 103 | 945 | 494 | 202 | 188 | 14 | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ă | ŏ |
| VOLKENWEEN | B0000040 | VW POINTER REDAY IA RAP STD 00 D/T 6A 66 TELA 90 SQ CR 05 | 495 | 922 | 1036 | 973 | 622 | 55 | Ö | ŏ | ŏ | ŏ | ō | ō | ŏ | ŏ | 1 | ŏ |
| VOLHENHAGEN | hátágs en | VIV PORTER SEDAN TIPICO LA INIP STD 05 D/T CA SE TELA PM 8Q 08 05 | 505 | 842 | 1880 | 1054 | 200 | 34 | ō | ō | ō | ō | ŏ | ě | ō | ŏ | ò | ŏ |
| VOLKEWIAREN | ******* | WW POINTER EXPAN EQUIPADO LA SAP STO OS DAT CA CEL TINA (TT SQ QS OS | 207 | 344 | 872 | 384 | 4.0 | 6 | ō | ŏ | ŏ | ŏ | ŏ | ō | ň | Ď | ŏ | ŏ |
| VOLUMEN AND IN | 800000 61 | WW POWITER DEPORTING OUT \$15 L L/ MIP STD 06 D/T OA OE TELA 0T 80 06 06 | 188 | 150 | 1004 | 808 | 262 | ō | ō | ō | ō | ō | ŏ | ŏ | ō | ō | ō | ŏ |
| ACTUALISM | ******* | WW DERBY WOLFSBURG 1.0 L LA MIP STD OA DIT SA SEE TELA PM SO SIE SE | 81 | 293 | 207 | 22 | 22 | 21 | 2 | ŏ | ă | ŏ | ŏ | ŏ | ō | ō | ŏ | ŏ |
| AOTHERNWOOD | 8000004 | VW DEFREY WOLFSBURG 1.8 L I.4 AMP BYD D4 DYT CA SEE TELA FM 8Q 98 06 | 60 | 232 | 266 | 111 | 37 | 34 | 10 | ō | ō | ō | ō | ŏ | ŏ | ŏ | ō | ō |
| VOLIGIMACIEN | (FCB0(X)04 | VW DERBY WOLFSBURG 2.0 L (A) MAP STD 04 DAT OA SE TELA OT SO SE OS | 10 | 167 | 76 | 2 | 0 | ō | 0 | ō | ō | ŏ | ŏ | ŏ | ō | ō | ŏ | ŏ |
| ACCIONATION. | ***** | WW DERMY SEDAN 2.0 LLA RAP AUT SA DIT SA DE TELA CT SQ SE GE | 0 | 36 | 110 | 19 | • | 0 | 0 | ō | 4 | 20 | ō | ō | ŏ | ŏ | ō | ŏ |
| AOTIGMW9004 | 20111111 | VW PORTER CITY 1.8 L (4) H.P. LA MEP STD OS DIT SA SE TELA 90 \$Q \$6 05 | 3796 | 5082 | 784 | 23 | 2 | • | 0 | 0 | 0 | 0 | 0 | 0 | ō | ō | ō | ō |
| VOLIGINACIEN | 80000067 | VW PORTER CITY 1.8 L 66 H.P. L4 SEP STD 43 D/T QA SE TELA PM 90 66 66 | 633 | 1000 | 244 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | Ó | Ó | ō | ō | ō | 0 |
| ADTIGUARY | BOSEO066 | VW POINTER TRENDLINE 1.8 L SH K.P. LA RAP STD OF DAT EA SE TELA PLA SIZ SIZ SES | 2 | 62 | 461 | 975 | 917 | 300 | 321 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ō | Ö |
| ACTIONNAME | 80000000 | VW PORITIER COMPORTLINE 1.8 L 96 H.P. L4 96P 8TO 03 DIT CA 9E TELA PM 9Q 98 95 | 2 | 22 | 113 | 400 | 443 | 124 | 78 | 0 | ٥ | 0 | 0 | o | 0 | ٥ | 0 | 0 |
| VOLKSMAGEN | i de la como | VW PORTER COMPORTUNE 1.8 L SE H.P. LA SEP STD OF DIT OA SE TELA PM SQ 68 OF | 12 | 76 | 90 | 100 | 117 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ACCIONNATION | 80860061 80860063 | VW POINTER CITY 1.5.1 M H.P. LA HEP STD 66 DYT SA ME TIELA PM SQ 485 06 | 274 | 647 | 173 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | Ò | Q | 0 | 0 | ٥ | 0 |
| VOLMSWAGEN VOLKSMAGEN | | VW PORTER CITY 1.9 L 64 H.P. L4 HAP STD 06 DT CA METELA PM SQ 66 05 | 199 | 318 | 137 | 1 | 2 | 0 | ٥ | ٥ | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VOLUMENDEN | 200000003 200000004 | WW GOLF GEN. 4 ELFICPA 1.3 L 106 H.P. L4 BIP STD ON D/T SA SE TELA FM SQ 98 08 | 350 | 80 | • | • | 0 | 0 | ٥ | 0 | Þ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VOLUMENT OF STREET | 2000000 | WW GOLF GEN. 4 BURGPA 1.5 L 105 H.P. L4 MP STD 04 DYT CA SE THUA GT ING 98 68 | 186 | 97 | 0 | ٥ | 0 | 0 | 0 | 0 | ٥ | ٥ | 0 | 0 | 0 | 0 | 0 | 0 |
| VOLUMENT | 00000000 | WW GOLF GEN. 4 TRENDLINE 1.6 L 104 H.P. LI SAP BTD 64 DIT GA CE TELA OT 82 88 65 | 67 | 12 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | ٥ | 0 | o | 0 | 0 | 0 |
| VOLKSWAGEN | 80000007 | VW GOLF GEN. 4 COMPORTURE 1.8 L 106 H.P. LA BAP SITO OF ABS CA CE TIELA CT SO GS VW GOLF GEN. 4 TRENDLINE 1.8 L 105 H.P. LA BAP AUT OF ABS CA CE TIELA CT SO GS GA | 30 | 31 | 0 | o | 1 | 0 | 0 | 0 | ٥ | ٥ | 0 | 0 | 0 | 0 | ٥ | ٥ |
| VOLUMEN | 00000007 | | 36 | 56 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | o | 0 | 0 | 0 | ٥ | 0 | 0 |
| AONAMAGEN | 00000000 | VW POWITER TRENDLINE 1.5 L 96 H.P. L4 MIP STD 06 D/T 6A 6E TBLA PM 6Q 66 06 | .0 | | .0 | _0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | o | 0 | 0 | 0 | 0 |
| VOLKOMANIEN | 20000070 | VW POINTER COMPORTURE 1.8 L 96 H.P. LA BAP BTD 06 D/T CA DE TIELA FM 9Q 98 08 | 19 | 78 | 80 | 70 | 49 | | 0 | 0 | ٥ | o | 0 | 0 | 0 | 0 | 0 | 0 |
| VOLKSMANSEN | 00000071 | WW DERBY TRENDLINE 1.0 LU MP STD 64 D/T 6A 6E TELA PM 6Q MI 06 | 26 | 272 | 306 | 134 | 78 | 61 | 18 | 0 | ٥ | 1 | 0 | 0 | 0 | 0 | ٥ | 0 |
| VOLKERMADEN | 00000071 | VW DEFET SPORTLING 2.0 LIA SEP STD ON DIT CA CE TELA FM SQ SE SE | 12 | - 44 | 178 | 15 | - 1 | ٥ | 0 | 0 | 0 | 1 | 0 | 0 | ٥ | 0 | 0 | 0 |
| ACTIONWOOD | 00000073 | WW DENEY THENCHARD 1.5 L LA RAP STD 04 DAT CA SE YELLA PAI SQ SECUL | 46 | 151 | 113 | 121 | 60 | 78 | 10 | 0 | 0 | 0 | D | 0 | 0 | 0 | O | 0 |
| VOLUMNACÍN | 90000074 | VW POINTER MI LI MP STD 03 DY BA SE TELA SIG SQ 05 VW POINTER MI LI MP STD 03 DY DA SE TELA PLI SQ 88 06 | 36 | 70 | 7 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | Ð | 0 | 0 |
| VOLUMEN | 00000074 | WY POINTER ME LA SEP STD 45 DT \$4 SE TELA 66 SO 66 DE | 10 | 38 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | o | 0 | 0 |
| WOLKSWAGEN | 80840079 | WW POWITER MI LI NAP STD OS DAT CASE TELA PLI SQ SS OF | 148 | 261 162 | 1 | 1 | 1 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | ٥ | 0 | 0 |
| VOLKORKAGIEN | 80888077 | VW POLO BASE HE 1.8 L LA MEP STD OF DV SA OF TELA PA SQ SE OF | 73 | | 0 | 1 | 0 | ٥ | ۰ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VOLIGEWAGEN | B0000074 | VW POLO COMPORTURE HELD LICINAP STD 05 DV CA OF VILLOUR PM SO SS OF | 320 | 186 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ |
| | | ATT AND ADMINISTRATION CONTRACTOR TO THE STATE OF THE STA | 320 | 12 | Ų | v | ٥ | 0 | Ō | ٥ | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | UNImo | | | | | | | | | | | | | | | |
|----------------------------|----------------------|--|-------------|--------------|--------------|--------------|--------------|------------|------------|------------|------------|------------|---------|----------|------------|------------|------------|----------|
| ARMAD_DE6 | CLAVE | DESCRIPCION | Modelo | 2002 | 2001 | 2000 | 1999 | 1996 | 1997 | 1996 | | | 1992 | 1982 | 1891 | 1980 | 1999 | 1986 |
| ACHIGNATION | 80000079 | VW POLO BASE, NB 1.8 L IA BAP STD ON DV SA CELTELA PM 9Q 98 06 | 441 | 95 | ٥ | 0 | 0 | ٥ | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VOLIGIMAGEN | 20000000 20000000 | VW POLO COMPORTURE: NO 1.6 L L4 MMP 6TO 64 DV CA OE VELOUR PM 6Q 66 65 VW POLO COMPORTURE: H81.6 L L4 MMP 6TO 66 DV CA CE VELOUR PM 6Q 66 65 | 72 | 108 | o | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | Q | 0 | Q |
| VOLUMNATEN | 0000000 | VW ORMSY NO LA BAP STD 64 DYT GA GET TELA PALED GO GO GO | 371 286 | 108 | | 0 | | | 0 | ٥ | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 |
| VOLKOWANIEN | 20000000 | VW DIFFER ME LA BAP BITD OF DAT CA SE TELA PIN SQ 48 04 | 121 | 509 184 | 198 | 190 | 131 | 22 | 1 0 | ů, | • | 0 | 0 | ٥ | 0 | 0 | 0 | |
| VOLICENSION | 1000004 | VW POINTER COMPORTUNE 1.6 L SE H.F. LA MAP STID OF DAT SA SE TIELA PM SO SE OS | 121 | | ŏ | | | ŏ | ŏ | Ü | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VOLIGIMAGIEN | 00000001 | WW ATLANTIC AUSTERO LA NOR STD SH DYT SA SE TELA SE SQ SE DE | | ŏ | | | Ö | | Ö | | 0 | Ö | ٥ | | 0 | 0 | 0 | 909 |
| VOLIGIMAGIEN | 00000001 | VW ATLANTIC GLIHT Y 8D TOPIO LA NOR STD \$4 D/T BA SE TIELA AM SO 66 M | ŏ | ŏ | ō | ň | Ö | ŏ | ŏ | ŏ | ŏ | ŏ | Ö | Ö | 0 | ŏ | Ÿ | 703 |
| VOLIGENAGEN | C0000000 | WW ATLANTIO OL SO LA NOR ALIT 34 DIT GA SE TIELA AM GO GG GG | ŏ | ō | ŏ | ŏ | ŏ | ŏ | ŏ | ő | ŏ | ŏ | ŏ | ă | ŏ | ŏ | ò | 518 |
| VOLKSNAMEN | 00000004 | VW ATLANTIC GLE LA NOR STD SI DIT OA SE TELA AM SO ED DE | ŏ | ō | ō | ŏ | ō | ō | ō | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ă | 176 |
| VÖLKÖRNADIEN | 00000000 | VW ATLANTIC GLE L4 NOR AUT ON DYT CA SE TIELA AM BC) BE DE | Ō | ō | ŏ | ō | ŏ | ŏ | ŏ | ŏ | ō | ŏ | ō | ŏ | ō | ŏ | ŏ | 165 |
| AOCIONAVORN | 00000000 | VW NEW SEETLE SECON LA REP STD 02 ABS DA SE TELA PA SQ 08 06 | 1 | 21 | 11 | | 27 | 208 | 189 | 0 | Q | 0 | ŏ | ō | ō | ō | 1 | |
| VOLIGINAGEN | 00000007 | VW NEW SERTLE SECAN LA SUP STD OF ARE CA SE TELA PM SO; OF OF | 0 | 1 | 0 | 0 | 39 | 30 | 1 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 |
| VOLICIMAZI IN | COMMODOM | VAN MEW BEETLE BEDAN LA SAP 610 DZ ABS CA 94 PHEL OD QQ 08 06 | 1 | 1 | 0 | 0 | | 7 | 4 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VOLIGENAGEN | 00000000 | VW NEW SHETTLE SECAN LA SUP AUT OF ARRO SA SE TELA PM SQ CO CO | 0 | 10 | 34 | 49 | 86 | 190 | 114 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VOLITAMAZIEN | 00000010 | VW NEW PERTUS RECAN LA REP AUT OF ABS CA SE TELA PM SQ QS OF | 17 | 74 | 114 | 47 | 40 | 67 | 2 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 |
| VOLKENMAGEN | O0000011 O0000010 | WW NEW MEETLE GEDAN IA SEP ALIT OF AMS CA SE PREL CO OO OO OO OO | | 0 | . 1 | 1 | 10 | 12 | Ď | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 |
| VOLIZIONAZIEN | OMMON13 | VW NEW SEETLE CR. 190 H.P. LA TUR STD OR ASS CA SE TELA PM SO CE OS | 91 | 177 | 211 | H | 99 | 111 | 2 | 0 | 0 | 0 | ٥ | ٥ | o | 0 | 0 | 0 |
| ACTIONNAME | 00000014 | VW NEW BESTLE OIL 180 H.P. L4 TURI AUT OB ABS CA DE TELA PM DQ OP DE VW NEW BESTLE OLD 180 H.P. L4 TURI STD DE ABS CA DE TELA PM DQ OB OB | 148 | | | | | . 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | | 0 |
| VCLIDIONA/BIN | 00000016 | VW NEW MEETING CLUP 190 HJP, LA TURN AUT ON ARISE CLA SEE TELLA PM SIG CES ON | 176 | 381 263 | 462 341 | 310 | 90 | 2 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | |
| VOLKENMARK | COMMONS | VW NEW SEETLE GLX 180 H.P. L4 TUR STD OZ ABB CA SE PISE, CD SO CE OS | 1/6 | 51 | 93 | 263 | 86 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ì |
| WOLKEN COM | 00000017 | VW NEW SMETLE GLX 160 H.P. LA TUR AUT OR ABO OA SE PIEL OD SO OS OS | 11 | 41 | === | - 2 | • | ٠ | ŏ | ő | 0 | Ö | 0 | 0 | | 0 | | 0 |
| AQTIGMW70MI | 00000018 | VW CORSAR SEDAN LA NOR STD OLOT SA SELTELA CT DO DE DE | '6 | 7 | 7 | 7 | ō | ė | ň | ŏ | ň | ă | | Ö | ŏ | ŏ | ĭ | 380 |
| VOLIGIMAGEN | Q0000018 | WW CORMAR MEDAN LA NOR ETD SHIDT DA DIT DA SE TELA DT SO SE DE | ō | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ă | ŏ | ŏ | ö | Ġ | 279 |
| VOLISIMO GIBN | COMMENT | VW CORREST REDAM LA NOR AUT SA DYT DA SE TIELA ÚT BO DE GE | Ď | ŏ | ō | ō | ō | ō | ŏ | ŏ | ō | ŏ | ŏ | ŏ | ō | ŏ | ŏ | 1060 |
| VOLIGENMAGEN | 00000021 | VW COREAR WARIANT LA HOR STO DA DIT DA SE TELA DT SQ 68 06 | ō | ō | ō | ŏ | ŏ | ŏ | ō | ō | ō | ō | ŏ | ŏ | ŏ | ŏ | ă | 84 |
| VOLIGHMAGEN | CONSTRUCTOR | WW CORREST WARRANT LA NOR ALIT ON DIT ON SEE TELA OT SIG SEE OF | ō | ō | ō | ō | ō | ō | ō | ŏ | ŏ | ŏ | ō | ō | Ď | ŏ | ŏ | - 44 |
| ADTIGMIYORM | 00000086 | VW CORRAR WARRANT LA HOR ALLT DA DIT DA CIE TIELA OT SQ 88 06 | 0 | 0 | 0 | Ó | Ó | ō | ō | ō | ō | ō | Ŏ | ō | ŏ | ō | ō | 72 |
| VOLUMENAGEN | 00040024 | VW CORREAR WARRANT LA MOR AUT OF DIT CA DE PIÈL OT 60 mb 05 | 0 | 0 | 0 | • | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | o | Ó | Ó | 24 |
| ACTIONNACION | COMPORE | VW JETTA AUSTERO LX LA NOR STD de DT SA EL TELA SO GO GO GO | ٥ | 0 | 0 | 0 | 0 | 2 | 1 | 2 | | 13 | | 198 | 306 | 305 | 312 | 220 |
| VOLUENMAGEN | 00000000 | VW JETTA ALISTERO LX L4 NCR STD ON D/T SA SE TELA 66 SQ 56 06 | 0 | 0 | 0 | 0 | 13 | 14 | • | 10 | 34 | 14 | 11 | 98 | 207 | 800 | 218 | 409 |
| VOLUMENTON | COMMONEY | SE AM DON TO A SET THE AD THE OTHER PROPERTY. | ō | 0 | ٥ | 0 | 0 | 0 | 1 | 0 | 0 | 0 | Ô | 17 | 42 | 41 | 41 | 327 |
| VOLUMENTER | COMMODE | W SETTA GOVERNOR AUT DA DAT DA DE TELA OT DO SETTEL VO | 0 | 0 | 0 | 0 | | 17 | 13 | 1 | 0 | ٥ | ٥ | 17 | | 13 | * | 303 |
| VOLUMENTEN | Contractor | WW JETTA BARROO 4 VEL. L4 NOR STD 00 D/T SA SE TELA PM SQ 66 06 VW JETTA BARROO 4 VEL. 14 NOR STD 64 D/T SA 66 TELA PM SQ 66 05 | | 0 | 0 | 0 | 0 | • | 1 | 0 | 0 | 1 | 0 | 21 | ** | 20 | # | 12 |
| VILLENAGE | C00000001 | VW.AETTA GL LA NOR STED SA DAT SÃA SIA TRA SA SE DE CE | 0 | | Ô | 0 | | 1 | 9 | 1 | 0 | 2 | 1 | 113 | 192 | 210 | 122 | |
| VOLHENMAREN | 00000000 | WW JETTA OL LI NOR STO JA DIT CA SE TELA PM SQ SS DE | ŭ | · | 82 | 212 | 200 | | • | 0 | 14 | 23 | 3 76 | 624 | 201 680 | 240 629 | 161 416 | 160 |
| VOLUMEN | 00000033 | WW JETTA OL LA NOR AUT M DYT SA SE TELA PM SO SE | š | ò | 7 | 414 | -0 | | 0 | , | 10 | 4 | 7 | 453 | 462 | 201 | 244 | #2 #2 |
| VOLKSMAGEN | 00000004 | VW JETTA GL LA NOR AUT SA DIT CA GE TELA FM SO GE GE | | 2 | 43 | 66 | 28 | i | ĭ | - ; | 4 | 7 | à | 468 | A40 | 227 | 223 | - 5 |
| VOLISHMASIN | O0000008 | VW JETTA FIEU 100 OF 14 NOR STD 04 D/T OA SE TELA OT SO SE OS | ō | ō | ō | - | -0 | ō | ō | ò | ō | Ö | ō | 78 | | 31 | *** | 7 |
| VOLISTANAGEN | 00000000 | VW JETTA FBU 100 OF LA NOR ALIT ON OUT CA DE TELA CT 9Q 86 08 | ō | Ō | ō | ō | ŏ | Õ | ŏ | ŏ | ō | ō | ō | 71 | 22 | 10 | ō | ŏ |
| VOLKSWAGEN | C00000067 | VAV JETTA GILI LA NOR ETTI (H D/T CA SE TELA OT 60 66 66 | 0 | 0 | 1 | o | 0 | 0 | 0 | 0 | 1 | ò | ō | 23 | 71 | 56 | 19 | 2 |
| ACTIONNER | 00000000 | VW-JETTA OLU LA NOR AUT DA DIT DA SIE TELA CT DIO INIDI | 0 | 0 | 1 | Q | 3 | 0 | 2 | 0 | 1 | 1 | 2 | 136 | 118 | 40 | 7 | ī |
| VOLKSWAGEN | 00000000 | VW JETTA CARAT 160 OP LA NOR ETD 04 D/T CA CE TELA CT SQ 98 06 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 1 | 1 | 1 | 0 | 10 | 1 | 10 | • | 10 |
| VOLITAMATIN | 00000040 | YAY JETTA CARAT 180 CP L4 HOR AUT OF DT CA CE PREL CT SO SEE OS | 0 | 0 | 0 | 0 | 0 | 7 | Q | 0 | 1 | 1 | ٥ | 97 | 264 | 215 | 119 | 73 |
| VOLICENIAGEN | 00000041 | WW NUEVO JETTA OL LA MIP 6TO OI DIV SA SE TELA PIA RO 980 05 | 0 | 0 | 0 | 0 | 804 | 1720 | 1128 | 848 | 676 | 480 | 210 | 40 | 0 | 0 | Ò | 1 |
| VOLISHMARIN | C0000048 | VW NUEVO JETTA CL LA REP STOD OL DIV CA SE TELA PM SIQ SE OS | • | .0 | .0 | 0 | 980 | 1779 | 1201 | 802 | 445 | 166 | . 64 | 4 | 1 | 0 | 0 | 0 |
| ACTION VIEW | 00000044 | VW MARYO JETTA GL. GL. BURIOPA 1.8 L LA SAP 6TO 64 DAY BA SE TIELA CT SQ 98 05 VW MURYO JETTA GL. GL. BURIOPA 1.8 L LA SAP STO 64 DAY QA 66 TIELA GT SQ 68 05 | 1 | 64 40 | 71 | _1 | 862 | 779 | 864 | 302 428 | 424 | 997 | 281 | 4 | 1 | 0 | 0 | 0 |
| VOLUMENT . | CONTROLS | VWRLEVO JETTA GL QUEUROPA 1.8 L LA BIPALITOROVICAMENTE A CTROCERS | ŏ | 21 | 61 34 | 84 | 467 | 1199 | 979 868 | | 424 | 605 | 367 | | 1 | 0 | o. | 0 |
| VOLKSWAGE! | C0000046 | WW NUEVO JETTA GL, GL SURGPA LA BAP ALIT DA QAV CA GE TELA OT CO CE DE | ĭ | - " | | | 294 70 | 96 | 126 | 185 | 329 180 | 344 234 | 133 | 22 10 | ; | 0 | 0 | 0 |
| VOLKSMAGEN | 00000047 | VW NURVO JETTA GL. BUROPA E O L LA IMP STD 64 DV OA 66 TBLA OT 60 06 06 | ž | 53 | 40 | ٠, | 211 | 463 | 200 | 730 | 220 | 617 | 344 | 62 | • | | Ö | ŏ |
| VOLUMENT | 00000048 | VW NUTVO JETTA OL EUROPA 2.6 L L4 IMP AUT 64 DW CA 66 Tél.A CT 80 CB 06 | ī | 11 | 17 | ò | 130 | 470 | 142 | 143 | - | 107 | - | 10 | î | ŏ | ă | ŏ |
| VOLKSWINSSEN | 00000040 | VW NUEVO JETTA SQUIPADO 1.0 L LA REP STD 04 DAY CA OE TIELA CT OO RE 05 | Ó | Ö | Ö | ō | 118 | 47 | *** | 71 | 184 | 189 | 414 | 42 | ò | ŏ | ŏ | ŏ |
| VOLIGHMARIN | 00000050 | VW NURVO JETTA BOUPADO E O L LA RIP AUT OL DIV CA CE TELA OT CO 60 06 | 0 | 0 | ò | ó | 120 | 22 | 94 | 36 | 180 | 237 | 233 | - 1 | ŏ | ō | ō | ō |
| ACITICAMINATION | C0000051 | VW NAMEVO JETTA OLD EJO LIA MAP STD 64 DIV CA CRETELA DT 60 MB 05 | 0 | Ó | 14 | 80 | 264 | 1 | 23 | 40 | 213 | 362 | 986 | 294 | ō | ŏ | ŏ | ŏ |
| AOTHONNOON | 00000068 | WW HUEVO JETTA OLD EDIL LA BAP ALIT OA DAY ÇA ÇIE TIELA CT BO 60 05 | 1 | 2 | 0 | 0 | 93 | 23 | 60 | 80 | 294 | 471 | 626 | 170 | ŏ | ŏ | ō | ŏ |
| VOLUMANEN | 00000000 | YW NURVO JETTA CLE 3.0 L LA BAP STD M DAY OA OE PHILL OT 60 86 06 | 0 | 0 | 0 | 0 | 0 | 1 | 23 | 21 | 76 | 80 | 194 | 64 | ō | ō | ō | ō |
| AOTHERNMORN | 00980084 | VW NUEVO JETTA GLE 10 L LA BIP AUT DI DIV CA QE PIEL CT 9Q 88 05 | 0 | 2 | 0 | 10 | 0 | 0 | 0 | • | 20 | - | 60 | 60 | 0 | ō | ō | Ó |
| AÇITANANDÎN | 0000000 | VW MARVO LETTA OLIX LA MEP STD 64 DAV CA CE TELA CT 60 86 66 | 0 | 0 | 0 | 0 | 0 | 84 | 79 | 59 | 83 | 48 | 112 | 0 | 0 | 0 | 0 | 0 |
| AOTIGNAVORN | 0000000 | VW MAREVO JETTA OLK LA MIP ETTO DA DAY DA CE TREA (IT OO SIS OS | ٥ | 0 | 0 | 0 | 7 | 188 | 212 | 161 | 24 | 10 | 2 | 0 | 0 | 0 | 0 | ٥ |
| VOLKIMARIN | 08990067 | VW MURICO JETTA GLX (A RIP AUT 94 DV CA CE TELA OT 90 95 96 | 0 | 0 | 0 | 0 | 5 | 74 | 100 | 67 | 124 | 78 | 76 | 22 | 0 | 0 | 0 | 0 |
| VOLKOWAGON | 00000000 | W MUEVO JETTA GUX LA RAP AUT ON DAV CA DE TREA CT CO DE GE | 0 | 0 | 0 | 13 | 11 | 214 | 324 | 231 | 60 | 16 | 0 | 0 | o | 0 | 0 | 0 |
| AOTIGEMAGEN AOTIGEMAGEN | 00000000 | VAN NUTVO JETTA CAPAT LA MEP ETD OI DV CA SE PIEL OT CO SE OS | 0 | 0 | 0 | 0 | 17 | 18 | 21 | 10 | 58 | 72 | 15 | 1 | 0 | 0 | 0 | |
| VOLKSWAGEN | 00000001 | VW MUEVO JETTA CARAT LA MIP AUT 04 DIV CA ME PIEL CT CO OS 05 VW JETTA OSN 4 OL L4 MIP ETD 04 ASS SA SE TIELA CT SQ CS (S | 387 | 1135 | 0 | 0 2683 | 33 | 19 | 65 | 22 | 236 | 210 | 106 | 0 | 7 | 2 | • | 0 |
| VOLKBYANGEN | | VW JETTA GEN 4 GL CAMP BTD OF AMB BA BE TELA CT BC CIE CA VW JETTA GEN 4 GL CAMP BTD OF AMB CA SE TELA CT BC CIE CA | 367 1797 | 1136 2160 | 2272 2972 | 2063 2060 | 1388 1414 | 325 362 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 2 |
| | | | 1, 1, | 4 100 | 4414 | 2400 | 1919 | 404 | U | U | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | | | |

| | | | Lillimo | | | | | | | | | | | | | | AIMA | , 10 |
|------------------------------|--|--|------------|-------------|--------------|--------------|------------|-----------|------|-----------|------|------|--------|------|---------|------|------|------|
| APMAD_DES | CLAVE | DESCRIPCION | Modelo | 2002 | 2001 | 2000 | 1000 | 1996 | 1997 | 1985 | 1985 | 1894 | 1963 | 1992 | 1001 | 1990 | 1980 | 1900 |
| VOLKSMINGEN | CHRISTIAN | VW JETTA CHIN 4 OL LA RAP STO SA ABO CA CE TELA OT SQ CO OS | × | 425 | 2046 | 2004 | 917 | 179 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | O | 0 | 0 |
| VOLISHIAMIN VOLISHIAMIN | 00000000 | VW.JETTA GEN 4 GL. UJJO L4 SEP STD OH ASSE DA CE PREL OT SQ CIS GS VW.JETTA GEN 4 GL L4 SEP AUT OH ASSE SA SE TIELA OT SQ CIS GS | 940 | 42 | 64 | 13 | 34 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | • | 0 | 0 |
| AOTIGENERORM | 00000000 | VW JETTA GEN 4 GL LA BLE AUT OF ABO CA SE TELA (IT SO GO OF | 29 | 1292 193 | 1263 763 | 1120 | 636 897 | 484 | Ö | 0 | 0 | 0 | 1 | | 0 24 | | 0 | 1 |
| VOLICENDAGEN | 00000007 | WW.JETTA CEN 4 CL L4 CUP AUT 64 ABS CA CE TELA CT 60 CS CE | 7 | (24 | 1837 | 1500 | 702 | 33 | ō | ŏ | ŏ | ă | ŏ | i | -70 | ō | - 7 | ŏ |
| VOLITIMAGEN | C000000M | VW JETTA GIBN 4 GL LUJJO LJ BIËF ALIT SH ARIS ČA ČIL PIEL CT BQ CIŞ (IŞ | 0 | 102 | 270 | 60 | 87 | 80 | ō | ō | ō | ō | ě | 1 | õ | ŏ | ò | ŏ |
| VOLIGHMANN | C00000000 C00000070 | VW JETTA GEN 4 GLE LA SIP STD SA ARE CA SE TELA CT SQ CE CE | 117 | 260 | 614 | 870 | 267 | 79 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | Ó |
| VOLUMENTER | 0000070 | VW.ATTA GEN 4 GLE LA RAF STO SA ABS CA OS TELA OT SO OS SE VW.ATTA GEN 4 GLE LA RAF STO SA ABS CA OS TELA OT CO OS SE | 3 11 | 177 | 185 736 | 118 | 115 561 | 29 118 | 1 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| VOLUMENAGEN | 0000072 | WW.JETTA GEN 4 GLE LA REF ALIT ON AGE OA GE TEA OT SO GE OF | 200 | 226 | 600 | 812 | 447 | 110 | 0 | 0 | | ٥ | 2 | 1 | 0 | 0 | ٥ | 1 |
| VOLIGIMAGEN | 00000076 | VW JETTA GEN 4 CIJE U NEP AUT SI ABS CA CE TELA OT SO CO CE | | 101 | 280 | 206 | 123 | 34 | ō | 1 | ŏ | ŏ | ŏ | - 1 | ö | ŏ | ŏ | ŏ |
| VOLISIANARI | 00000074 | NA SELLY GERN A GERS LA SEP ALLE SA AME CA COE TELA CT DO DO DE | 44 | 124 | 670 | 903 | 620 | 172 | 0 | 0 | 0 | 1 | Ó | 0 | ō | ō | ō | ō |
| AOTIGMWGEN AOTIGMWGEN | 00000076 00000019 | VW PORTER ST. WASON TRENDLINE (A RIP STD 86 D/T SA SE TELA PH SO 86 SE | 105 | 1100 | 2847 | 1000 | 1001 | 180 | 0 | 0 | 0 | o | o | 0 | 0 | 0 | 0 | 0 |
| VOLUMENT | 00000077 | VW PORTER ST.WASON COMPORTURE LA MIP STO ON OT CA RE TIELA PM SQ OS SS VW PORTER ST.WASON RESES LA INF STO ON DAT OA DE TIELA PM SQ OS SA | 167 650 | 1000 | 1991 2843 | 2347 2078 | 1003 | 231 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VOLIGIMAGEN | Oddstog/s | VW NEW SEETLE GUS 180 H.P. LA TUR STD 45 ASS CA SE TELA PM CC 08 66 | 108 | | 40 | 14 | 0 | 150 | 0 | ٥ | ă | 0 | ٥ | ٥ | 0 | 0 | 0 | 0 |
| VOLUMNAM | 00000079 | VW NEW SELECT. II COLD 14th H.P. LA TUR AUT OF ABS CA SE PIEL PM CO. CO. CO. | | 17 | 20 | - 7 | ŏ | ŏ | ō | ŏ | ŏ | ă | ŏ | ŏ | ŏ | ŏ | ö | ŏ |
| VOLIGINAVIORI | 00000000 | VW MEW SEETLE GLX 100 H.P. LATUR STD 66 ASS CA SE PRIL PRI OD OB 65 | 4 | 14 | 41 | | 10 | - 1 | ŏ | ō | ō | ŏ | ō | ō | ō | ō | ŏ | ō |
| VÖLKIMANIN | CAMACIDES | VW NEW BESTLE GLX 199 H.P. L4 TLR AUT OF ARE CA SE PEL FM CQ OF SE | 11 | 20 | 40 | 12 | 2 | ٥ | 0 | 0 | 0 | 0 | 0 | Ö | Ó | Ó | Ö | 0 |
| VOLUMENAGEN | C0000002 | VW JETTA GEN 4 CE, WARMANT 1,8 L LA RAP AUT OS ABO CA DE TELA OT SQ DO DE | 56 | 170 | 131 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VOLUMENT | 00000004 | VW JETTA GEN 4 GLE VARIANT 1,6 L LA MP AUT OS ABIS DA CE TIELA CT CO, CE OS VW JETTA GEN 4 SPORTLINE; Volumin / FISL L4 TUR STD 04 ABIS CA CE TELA CT CO, CS OS | 18 47 | 45 146 | 47 94 | 12 | 0 | 0 | 0 | ٥ | 0 | 0 | ę o | 0 | 0 | 0 | 0 | 0 |
| VOLKENMAGEN | 00000000 | WW JETTA COM 4 SPORTLINE TETRONIO LA TUR ALIT DA ASIO CA CIE TIÈLA CIT DO CIO DE | 74 | 242 | 184 | ŏ | ŏ | 0 | Ŏ | ŏ | ŏ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AOTHERNMEN | CONSCRIP | VW-JETTA GEN 4 HIGHLING TETRICING WIS BUT AUT DI ABS DA DE PIEL OD DO DS DS | 34 | - 49 | 10 | ŏ | ō | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ő | ŏ | ŏ | ŏ | ŏ |
| VOLUMENTON | 00000007 | VW-JETTA GEN 4 BURGPA 2.0 L BEPYTER LA MIP ETD 04 DIV SA SE TELA CT 60, 60 06 | 2005 | 1134 | 87 | 0 | 1 | ٥ | 0 | Ö | ò | ō | ō | ō | ō | ō | ō | ō |
| VOLHENMAGEN | 00000000 | VW JETTA CEN 4 SURCES EASTER LA SES STO SA DAY DA SET TILLA DE CIO CO CO | 1464 | 1819 | 336 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VOLIGIANAÇÃO VOLIGIANAÇÃO | COMMODIA | VW JETTA GEN 4 BURGPA 2.0 L SEPTER LA SEP AUT O4 DAY GA GE TELA CT BQ 66 G6 VW JETTA GEN 4 CONFORTURE 2.0 L CARBORRA LA SEP 6TO 64 ASS CA CE TELA CD CQ 68 G6 | 676 223 | 848 436 | 184 | 2 | | 1 | 1 | 0 | 0 | 0 | 0 | 0 | ٥ | ٥ | 0 | ٥ |
| | COMMUNICATION OF THE PERSON OF | VW-SETTA GEN 4 CONFORTUNE ED L'ONBOBNA LA REF AUT DA ARIE CA CE TELA CO DO 98 66 | 333 | 430 | 101 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VOLIGIMINADE | 00000000 | WW. JETTA GRAN 4 TRENDLINE S.O. L BEFYTER LA REF STD ON DAY OA SE TELA OT DO SE OS | 178 | 629 | 100 | ò | ŏ | ĕ | Ö | ő | ŏ | ŏ | ŏ | Ö | ŏ | ŏ | ö | Ö |
| VOLHERMAGEN | 00000000 | WW.JETTA COM 4 TRENDLING 1.8 L SEP/TER LA SAP STD ON DAY ON DE TELA OT SQ SEP OS | 771 | 200 | 200 | ō | ī | ō | ŏ | ŏ | ō | ŏ | ŏ | ŏ | ŏ | ō | ŏ | ŏ |
| ACTIONMENT | 00000004 | WW JETTA CON 4 TRENDLING 2.0 L SEPTER LA SEP AUT OF DIV QA SE TELA OT SO SO OF | 139 | 186 | • | 0 | 0 | ٥ | • | 0 | 0 | 0 | Ó | Ö | Ò | ā | ō | ō |
| VOLIMINAMIN | 0000000 | WW JETTA GEN 4 TRANSLINE ES LESPYTER LA RAP AUT 64 DW GA GE TELA OT 60 66 06 | 667 | 817 | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VOLUMENT | C0000000 | WW NEW SETTLE GLE 100 H.P. LA TUR STD SE ASS CA CE YELA CD CO CE OS WW NEW SETTLE GLE 100 H.P. LA TUR AUT OF ASS CA CE TELA CD CO CE OS | 83 11 | 90 16 | \$1 24 | \$1 21 | 41 | 0 | 0 | | 0 | ٥ | 0 | | 0 | 0 | 0 | 0 |
| AONAMAGEN | 00000000 | VW NEW SEETLE GLX 169 H.P. LA TUR STD SE ASS OA DE PIEL OD DO DE SE | 10 | 4 | | - | 22 | ĕ | ĭ | 0 | ŏ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VÖLJÖRÜNÜÜN | CHRISTON | VW MEW PRETLE GLX 100 H.P. L4 TUR ALIT OF AME CA CE FEEL CO. CO. CE OF | à | ï | 15 | 56 | 24 | ŏ | ò | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ |
| AOTHEWWOOD | 00000100 | VW JETTA GEN 4 SPORTLINE Volume / PREL LA RAP STD OA ABS CA GE PREL CT GG GB GS | 42 | 80 | 26 | ٥ | 0 | 0 | 0 | 0 | 0 | ò | ō | ō | ō | ō | ō | ō |
| VOLITANIAMIN | 00000101 | VW PORTER WOLFSELRE 1.8 L ST. WARDON LA SIO ETO SE DIT CA OF TIEA CT 90 86 06 | 0 | | 44 | 0 | 0 | 0 | 0 | o | ٥ | o | 0 | 0 | 0 | 0 | 0 | 0 |
| AOTHERN OWN | 00000100 | WW.JETTA JAZZ R 16 BOLIFO GONIDO LA REF STO DA DA CA DE TELA CO SO DO DE DE WW.JETTA JAZZ R 16 BOLIFO GONIDO LA REF STO DA DA CA DE TELA CO SO DO DE | • | 34 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| VOLIGRAMAGEN | OM80104 | WW.ATTA.AZZ R 16 SQUIPO BONEDO LA BEP ALIT OF DV CA SET TELA CO SO COS | , | 10 | ö | Ö | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VOLICENAMEN | 00000108 | YW JETTA JAZZ R 16 BOUPO BONDO LA MP AUT BI DV OA DE TELA CO BO DE DE | ō | 10 | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | | ŏ | ö | Ö | ŏ |
| VOLUMENANIN | B080001 | VAY PARRAT OIL LA IMP STD 64 DAT OA DE PREL ST CO. ME OF | 42 | 86 | 30 | 20 | 12 | 2 | ò | ō | ō | ō | 7 | Ä | 13 | Ĭ | ŏ | ŏ |
| AOTIONWOM! | 80000008 | WW PARRAT OL LA BAP AUT ON DAT CA DIE PRIE. OT CO. 98 05 | 4 | 103 | 14 | 21 | 22 | 0 | 1 | 0 | 2 | 1 | 24 | 22 | 63 | 41 | 0 | 0 |
| VOLICENAMEN | 80000000 80000004 | WW PARKAT WARANT LA REP AUT OF DIT CA CE PER. CT 8Q 88 08 WW PARKAT REDAN VS REP STD 64 ABS CA CE TRLA CT BQ CB 05 | , A | 16 | 1 | 0 | .0 | 0 | 0 | .0 | 0 | 1 | 0 | 1 | • | 9 | 0 | 0 |
| VOLKENMARK | 10000000 | WY PASSAT SEEDAN VS MEP JUST ON ARIS CA CE TELA CT SQ OS OF | 17 | 90 | 63 | 4 | 27 65 | 0 | | 14 108 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VOLICENAMEN | 20000000 | VW PASEAT SECAN VE BUT STO SH ASS GA OF PHELOT OQ OS OS | | 7 | ~ | 7 | ~ | ė | 7 | | 1 | ŏ | ŏ | ŏ | ŏ | Ö | ő | ŏ |
| ACITION NO COLOR | hcmeco 07 | VW PASSAT VARIANT VS NAP STD 66 ABS CA CE PREL CT CO. CE OS | ō | ó | 1 | 1 | ō | ŏ | 7 | 20 | ò | ō | ō | ŏ | 5 | ŏ | ŏ | ŏ |
| VOLHENMAGEN | 8000000 | VW PASSAT WARRANT VS BAP AUT SE ARRE CA OE PREL CT OQ OB SE | 0 | 0 | o | 0 | 0 | 0 | 4 | 12 | 17 | 0 | 0 | 0 | 4 | | 0 | o |
| VOLUMANISM | M0000000 WM000010 | WY PARRAT GEN 4 EQUIPADO 1.6 L LA BAP STD 64 ABS CA CE TELA OT OQ OB OS WY PARRAT GEN 4 EQUIPADO 1.8 L LA BAP STD 04 ABS CA CE PEL OT OQ OB OS | | | 11 | 10 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VOLHERMOEN | 80000 011 | WW PAREAT GIRM 4 TRYCO VE BUT STO SA ASS CA OS TRILA OT SQ OS 66 | 61 | 129 14 | 120 | 110 | 67 184 | 13 | ٥ | 3 | 1 | 0 | 0 | ٥ | 0 | ٥ | 0 | 0 |
| ACITALANCIA | (E300012 | WW PASSAT SEEN 4 EQUIPADO WE MAP STD ON ARM ON CIR. TISSA CIT CO. CIR SE | ė | - 7 | 7 | 7 | 174 | Ď | ò | ő | ó | 6 | | Ď | ò | ŏ | ŏ | 0 |
| VOLICENSAGEN | 80000018 | VW PARRAT GEN 4 TIPLOD VS BAP AUT OF ARRE CA OF TIELA OT SQ OR OS | ō | ž | i | Ġ | 33 | 18 | õ | 2 | Ĭ | ŏ | ŏ | ŏ | ŏ | ŏ | ō | ŏ |
| ACITICANAMIN | MANAGEM 4 | YWY PARRAT GREN 4 SIGUIFADO VISIMP ALIT SA AMBI CA CIR TISLA (TT QQ QIS IN | 163 | 1194 | 200 | 100 | 70 | 24 | Ö | 0 | Ô | o | 0 | ō | 0 | ŏ | ō | ō |
| VOLKSMASSM | W0000016 | VW PAREAT GEN 4 LLAD SELEPADO VE SEP STD 64 ASS OA OE PIEL OT OQ OS 06 | 21 | 67 | 84 | 30 | 72 | 22 | 1 | 0 | 0 | 0 | 0 | ٥ | O | O | 0 | 0 |
| VOLISMANOSIN | ###################################### | YW PAREAT GEN 4 LLAO EQUIPADO VE TUR ETD ÓLARE DA CE TELA CT DO CE DE | . 1 | 2 | ٥ | _1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ACCHEMINATE | B0000010 | VW PASSAT GEN 4 LLUO SICLIPADO VISTUR AUT OI ABS CA CE TIELA CT CQ GS GI VW PASSAT TIPTRONIC CONFORT L4 SIP AUT 04 ABS CA SE TIELA CO SC CS GI | 61 | 161 11 | 99 22 | 77 60 | 12 60 | 4 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VOLIGHMAGEN | 80000018 | WW PARRAT TIPTRONIC VERSAND LA HIEP AUT DI ABB CA CE TELA CO OC CE DE | i | 71 | - 4 | 11 | 3 | | 0 | 0 | 0 | ŏ | 0 | 0 | 0 | 0 | 0 | 0 |
| VOLICIMENTALIN | | VW PASSAT TETTRONIO LLUIO LA SEP AUT SA ASSE CA DE PIEL CO DO CO DE SE | à | 26 | 81 | 66 | 22 | ě | ŏ | ŏ | ŏ | ŏ | Ö | ŏ | ŏ | ŏ | ŏ | ŏ |
| AOTIGEMY GEN | 80000001 | WW PARRAT TIPTRONED COMPORT VIDING MAP AUT ON ABIS CA DE TELA OD 60 08 06 | 0 | 6 | 3 | | 10 | 17 | ō | ō | ō | ō | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ |
| VOLIGINAGEN | 80000002 | YW PAREAT TETRONIC LLUG SQUEADO VE NE AUT OI ARE CA OS PIEL CO CIG CIS OF | 12 | 222 | 306 | 170 | 104 | 63 | 0 | 7 | | 0 | 0 | 0 | 0 | 0 | Ò | 0 |
| VOLISIMADIIN VOLISIMADIIN | 80000000 80000004 | VW PARRAT TIPTRONO LLUO BIQUIPADO N.L. 170 N.P. LA TUR AUT DI ARIS CA DE PIEL CT DQ DE 65 VW PARRAT TIPTRONO LLUID BIQUIPADO N.L. 180 N.P. VE BEP AUT DI ARIS CA DE PIEL DD DQ DE 05 | 49 | 118 | 37 | 41 | 56 | 22 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 1 | 1 | 12 |
| ACTIONWOOD! | 80000000 | VW PARKAT TIPTRONG FORM MOTION 100 H.P. N.L. VEIMP AUT 64 ABS OA DE PREL CT CO GE GE | 12 | 77 83 | 20 135 | 16 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 |
| | | The state of the s | '- | | 100 | Ū | v | • | ٠ | · | v | U | | v | U | v | U | · |
| | | | | | | | | | | | | | | | | | | |

| | | | Ullimo | | | | | | | | | | | | | | | |
|-------------------------|----------------------|--|----------|----------|-----------|------------|------------|----------|------|----------|------|------|------------|-----|-----|-----|------|------|
| ARMAD_DEB VOLKBRAGEN | CLAVE | DESCRIPCION | Modelo | 2002 | 2001 | 2000 | 1990 | | 1997 | | 1995 | 1994 | | | | | 1989 | 1000 |
| VOLUMENTA | 80000000 80000007 | VW PASSAT SEDAN VS SIP AUT OF ABS CA CELPEL OT CO. SE OS. VW PASSAT TIPTRONIO 4 MOTION 180 H.P. BLINDAJE VS SIMP AUT SE ABS CA CELPEL OT CO. DE OS. | | - 1 | 0 | 0 | 2 | 0 | • | | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VOLUMNAGEN | PORGODA: | VW PAREAT TETRORIC 4 MOTION STEELP, WE MAP AUT SA ASS CA OF PIEL OT OCIOS OF | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VOLITAMADA | H0000001 | WW MUSEVO GOLF OTTILES LAS SAFE STED OR DY CA SEE TELA CT SO SEE SE | ò | 'n | 2 | ž | 150 | 366 | 223 | 144 | 186 | 172 | 188 | | | | ŭ | 0 |
| VOLUMENADEN | H0000008 | WW NUEVO GOLF OTTO 2.0 L LA BUP AUT OR DIT CA SEE TIELA OT SQ 600 05 | ō | ŏ | - | Ö | | | 12 | - 4 | 14 | 10 | 7 | 18 | - 7 | ō | ŏ | ŏ |
| VOLKSWAGEN | H0980003 | WW NUMBERO GROUP GITH WIRE BUTP SITD BE ABOUGH OIL TIBLE CIT COLL CIP OIL | Ó | ٥ | ō | ō | | 44 | 89 | 30 | 19 | 7 | 4 | ō | 1 | ŏ | ŏ | ŏ |
| VOLIGENAGEN | H0990004 | VW MUEVO GOLF GTT WHE SEP STID BY ABS CA QUE PROL (IT SQ SS QS | 1 | | 2 | • | 2 | 10 | 90 | - 6 | 10 | 0 | 0 | 2 | 0 | ō | ō | ō |
| VOLKSWAGEN | H0000000 | WA GOLF SEN. 4 CARR CONVERTELE LA TURI ETD SE ABS CA SE TILLA CT 90 08 05 | 0 | 80 | 100 | 63 | 36 | 1 | 1 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 2 |
| VOLKSMASSIN | H00000007 | VW GOLF GEN. 4 CARR CONVERTIBLE LA TUR AUT OF ABIG CA DE TELA OT BO CB DE VW MURVO JETTA VR. 6 VS RIP STD 64 DV CA DE PEL OT BO EIS DE | | 34 | 83 | H | 20 | | ٥ | 0 | ٥ | _1 | 0 | 1 | 3 | ٥ | 0 | 0 |
| VOLUMENTON | HOMEOGOS | WWW.REVO.JETTA VR \$ VE SEP AUT \$4 DV OA DE PEL OT BUILD BE | 1 | 0 | 0 | | 45 27 | 74 19 | * | 41 | 62 | 23 | 4 | 0 | 0 | 0 | 0 | 0 |
| VOLUMENANIN | HORROODS | VW NUEVO JETTA CARAT VRID SAP RTD SA DAY CA DE PIEL OT SQ SS DE | 102 | 82 | 23 | 22 | - 44 | 17 | 19 | 26 26 | 7 | 12 | 3 | 0 | 0 | Ċ | 0 | Ó |
| VOLKSWIAGEN | H0000010 | AND MEDICAL TO SEE OF TO JUST BAR AND AND THE SAFE VALUE OF SEE O | | 70 | | - | | | 30 | 13 | 10 | 22 | ž | - 1 | Ö | ŏ | ŏ | ŏ |
| VOLIGHWAGEN | HD000011 | VW MUEVO JETTA CARAT, BLB 1.0 L VE BAP STO 64 DV CA SE PIEL CT 02 68 56 | 0 | Q | Ö | i | ŏ | - 1 | 18 | 26 | 13 | 41 | 17 | 30 | ō | ŏ | ŏ | ŏ |
| AÇITIGANIYOĞIN | H0000018 | VAN MUNEVO JETTA CARRATARLE E.O.L. VIR RAF AUT ON DAY CA SEE PRINL OT CO. 100 CM | 0 | 0 | 0 | • | 0 | 0 | 0 | 2 | 17 | 47 | 21 | 34 | ٥ | 0 | 0 | 0 |
| VOLICENAMEN | H0880013 | WHINEVO JETTA BOURNOO EAL VI MP STO SI DIV OA DE PER, OT OO SE OI | 0 | ٥ | 0 | 0 | 67 | 7 | • | 10 | 0 | 0 | ø | 0 | 0 | 0 | 0 | 0 |
| ACCIONATION | H0880014 H0880016 | VW MUEVO JETTA BOLIFADO 2.0 L VS SIP ALIT SI DIV CA CE PIEL CT OC 88 66 | .0 | . 0 | .0 | 0 | 64 | 9 | ? | 2 | . 1 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 |
| VOLICENAMEN | 140000016 | VW JETTA GEN 4 GLE VISE RIP STO \$4 ASS CA DE TELA OT QQ QE \$6 VW JETTA GEN 4 GLE VISE RIP AUT \$4 ASS CA DE TELA OT QQ QE GE | 43 84 | 140 | 88 | 134 204 | 118 100 | 26 18 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VOLIGINAAGIIN | HD880017 | VW JETTA GEN 4 GLIK VRS SEP STD 04 ASIS GA GE PHEL CT OQ GB GS | 7 | 40 | = | 185 | 90 | 10 | - 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VOLKSWAGEN | H0000018 | VAV JETTA OREN 4 GLX VIRE REP AUT OF ABS CA OR PREL CT OOLOG OR | - 5 | 27 | 120 | 215 | 117 | 12 | ò | ŏ | 1 | ă | ŏ | Ö | ŏ | ŏ | ö | ö |
| VOLHENMAGEN | HOUSCOTE | VW GOLF GEN 4 DEPORTIVO OTI LA BAP STD OS ASIS DA CIE TIELA CT SQ CIE QS | 38 | 294 | 242 | 213 | 60 | ō | ŏ | ŏ | ò | ō | ō | ŏ | ō | ŏ | ŏ | ŏ |
| ACTION WHOMA | H0000000 | VW GOLF GEN 4 DEPORTING OFFI LA BUF STD 60 ABS DA DE TELA OT DO 08 06 | 16 | 100 | 215 | 170 | 2 | 0 | 0 | O | 0 | 0 | ò | ō | ō | ō | ō | ō |
| AOTHERMOOR | HOSSOCIET | YW JETTA GEN 4 DEPORTING GLB 147 HJP, L4 TUR BTD DI ABB DA DE TIELA OT OQ DB 66 | 1 | 24 | 186 | 90 | 27 | 1 | 0 | 0 | 0 | ٥ | ٥ | 0 | 0 | 0 | 0 | 0 |
| VÖLRÖNIRADE | 1400000000 | VW JETTA GEN 4 DEPORTING GLS 147 H.P. L4 TUR AUT OF ABS CA CE TELA OT CQ CS 65 | | 12 | 120 | ●0 | 12 | ٥ | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | o |
| VOLKENMOEN | H0000029 | WW JETTA CEN 4 WOLFREURG 147 H.P. RHINES LA TUR STO SA ASIS CA CE TELA CIT CO CE OS WW GOLF GEN 4 DEFORTINO STI L4 TUR ETO DE ABIS CA CE TELA CIT DO DE OS | 84 27 | 94 70 | 100 | 144 | 108 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VOLICEMAGEN | HORROOM | VW NEW SEETLE DEPORTING S (A TUR STD OF ABS OA OIL PIEL OD OO OB OS | 10 | 33 | 96 23 | 27 0 | 18 | 0 | ٥ | 0 | ٥ | 0 | 0 | ٥ | 0 | ٥ | 0 | 0 |
| VOLIMINACION | HOMOUNE | VW JETTA GEN 4 DEPORTIVO GLE M7 HP L4 TURI ETD 94 ABB CA CE PIEL OT CO CE 66 | ŏ | ~~ | 7 | ŏ | Ö | ŏ | Ď | ŏ | ŏ | ŏ | Ö | ņ | ŏ | Ö | ň | 0 |
| ACTIONNAME | 10000001 | VW COMBI VARICHETA LA NOR ETD 4 DIT DA DE TELA AM DO DO DO | 1 | 18 | 150 | 247 | 248 | 217 | 230 | 124 | 200 | 223 | 383 | 437 | 870 | 337 | 327 | 2454 |
| VOLUMNAM | H0000000 | WW COME CARAVELLE IA RIP STD 4 DIT OA SE TELA CT 80 die 09 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 20 | 64 | 70 | 95 | 84 | 76 | 73 | 78 | 24 |
| VOLIZINA ORINI | MORROCOT | WW BURROVAN VAN LLUC 186 KLP, WAS BUP ALIT 3 ABB (IA QE TELA OT 9Q OB 06 | 72 | 110 | 80 | 78 | 31 | ٥ | ٥ | 0 | 0 | 0 | 1 | 1 | 0 | o | 0 | 0 |
| VOLIGIAMAGEN | MODERATE | VW BLIRDVAN VAN 114 H.P. LE RIP STD 8 DV SA SE TELA OT SQ CE CE | 203 | 266 | 130 | 31 | O | 0 | 1 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 |
| VOLKEMINGEN | M0880804 | WELFORN VAN 14 H.P. LE RIP STD 3 DV CA SE TELA DT SQ QS QS | 100 | 148 | 126 | 30 | 0 | 0 | 0 | ٥ | ٥ | 0 | 0 | 0 | ٥ | 0 | ٥ | 0 |
| VOLKSWAGEN | | WY TOLIARISE TIPTICHIC GRACITION S.S.L. 1990 H.P., VEIMP AUT OF ARE CALCE PIEL CO. CO. CO. CO. CO. CO. CO. CO. CO. CO. | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | ٥ | 0 | 0 | 0 |
| VOLUMENADÍN | MOTOGO | YW TOLWARD PRESCUE TIFTRORD ADMOTION 3.2 L VIII REP AUT OF ARE GAIGE PIRE, DO GO GO 60 | i | ŏ | ö | ő | ŏ | ŏ | ٥ | ŏ | ŏ | Ö | Ö | ŏ | ŏ | ٠ | 0 | 0 |
| Admidakterates | PACHEROOD | VW TOUARBO TIPTRONC CONSTITON 4.2 L NOS H.P. VEINIP AUT OS ABIO CA DE PIEL OD DO DE DE SE | ī | ō | ō | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ė | ŏ | ŏ |
| VOLUMINATEN | M0000010 | VW TOUARDS ABSTANCE TIFTRONG COMOTION 4.9 L VS MAP AUT OS ASS CA OR PIEL CO OO CE OS | 0 | Ō | ō | 0 | ō | ō | 0 | 0 | 0 | ŏ | ŏ | ō | ō | ā | ŏ | ŏ |
| VOLITAMADEN | MEDICO 11 | VW TOUARES CONFORT PLUE TIPTRONEC AGAINTHON 4.3 VB EMP AUT OF ARE QA OF PIEL OD CO OS 66 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | Ö | 0 | ٥ | 0 | 0 |
| VOLKSWAGEN | M0000018 | WW TOUARES CONFORT AND ABOUTANCE TIP CONCITION VE MIP AUT OF ABO OA OE PEL CO CO CE ON | • | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | ٥ | 0 | 0 | 0 |
| VOLKERMANIEN | F0660001 | VW TOLIARIES EPISCUTRIE TIFTRONIO 40860TION 4.2 L. VS MP AUT OS AIRS CA CE PRE, CD OG OS OF VW SHARAN VAN GLIMATRONIO 1.8 T 147 H.P. L4 TUR AUT OS AIRS CA CE TIELA OD SIG OS 67 | 887 | 0 578 | ٠. | | ٥ | 0 | 0 | ٥ | ٥ | 0 | ٥ | 0 | 0 | 0 | 0 | 0 |
| VOLIGHMAGEN | POSSOCO | WE SHARAN CONFORTURE LETUR AUT OF ABS OA OR TELA OD SO OB OF | 12 | 220 | 26 140 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VOLIGIMAGIEN | 77880000 | DESCONTINUADO | ١. | | ,0 | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | 0 | 0 | Ö | 188 | 100 | 101 | 781 |
| VOLVO | 00000001 | W 8 40 MEDAN 1.8 L LA TUR STD O4 ABS CA GE TELA CD SQ CE OS | 1 | - 1 | 14 | 23 | 17 | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | | | .01 | , T. |
| VOLVO | 00000002 | VV 8 46 REDAN 1.8 L LA TUR AUT ON ABIS DA DE TELA CID SICI CIB DE | 3 | 16 | 26 | 20 | 23 | 1 | 0 | ò | ŏ | ō | ō | ō | ō | ŏ | ŏ | ŏ |
| VOLVO | 00000000 | W 6 40 BEDAN 2.6 L LA TUR STD SHAGE CA CE TELA OD SQ 06 05 | 47 | 60 | 80 | 54 | 15 | ٥ | ٥ | o | 0 | 0 | ٥ | o | 0 | 0 | 0 | 0 |
| VOLVO | 00000004 | VV 8 40 980AN E.O.L. T4 TURK AUT 64 ABS CA OIL TELA CID 6C3 CIB 06 | 202 | 260 | 221 | 218 | 34 | 0 | 1 | 0 | 0 | o | 0 | 1 | ٥ | 0 | ٥ | 1 |
| ADTAD ADTAD | 00000000 | W 8 40 SECAN E.S. LA TUR STD ON ARIS CA CR. PREL OD CO. OS OS | 20 | 41 | 87 | 22 | 0 | ٥ | ٥ | 0 | ۰ | 0 | 0 | 0 | ۰ | 0 | 0 | 0 |
| VOLVO | 0.0000007 | VV 6 40 SEIDAN 3.9 L LA TUR AUT ON ABS CA DE PIEL OD DO DE DS VV V 40 VARIANT 8.9 L LA TUR BTD D4 ABS CA DE PIEL OD SC DB DE | 346 0 | 451 0 | 230 3 | 49 | 1 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VOLVO | 90000000 | VV V 40 VARBART 3.D L LA TUR AUT 91 ABB CA CE TELA CO SQ CE DE | ŏ | ĕ | 18 | 26 | ŭ | ŏ | 0 | ŏ | Ö | 0 | ٥ | 0 | Ö | 0 | 0 | 0 |
| VOLVO | devices | WV V 40 VARIANT EU L T4 TUR AUT 64 ABS CA CE PIÈL CD CO CO CE OS | Ĭ | ì | 21 | 16 | ā | ō | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ |
| VOLVO | Q0000 0010 | VV 0 79 00UPE 3.6 L 1.6 TUR STD 07 AM9 CA GE FIEL 00 00 08 96 | 0 | 0 | 0 | Ö | ò | ō | ō | ō | ō | ō | ŏ | ō | ō | ō | ō | ō |
| VOLVO | Q0880011 | VV C TO COUPE 2.5 L TS TUR AUT OR ABS CA DE PREL CO CO2 CO8 OS | 2 | 0 | 16 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | Ó | ō | ò |
| AGENO | G0990012 | VV 0 00 000AN E.D.L. LISTUR STD 64 ABB CA CE PREL CD CO. CE CO | | 11 | 21 | 13 | 0 | 0 | ٥ | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | O |
| AOTAO AOTAO | 00000013 00000014 | W 6 80 SEDAN 2.5 L LISTUR ALIT OF ABS CA CE PIEL CD CQ OS OS W 6 80 SEDAN 2.5 L TO LISTUR STD 64 ABS DA CE PIEL CD CQ OS OS | | 29 | 61 | 54 | • | 1 | ٥ | 0 | Ō | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WOLVO | | VV S SO SECAN 2.5 L TO US TUR STID SY ASS CA CE PREL CO COLOS OS | 0 | 13 | 0 18 | 12 | ٥ | 0 | 9 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 |
| AOTAD | | VV 8 76 SEDAN 2.5 T TS TUR AUT ON ABIS CA CE PREL CO CO CO CO | ò | 70 | 18 | 122 | ž | Ö | ò | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VOLVO | | VV 8 70 SEEDAN TO TO TUR AUT OF ABS OA DE PIEL OD DO DE DE | ō | ō | ō | ě | ā | ŏ | 4 | ō | ŏ | ŏ | ŏ | ŏ | ŏ | ŏ | Ď | ŏ |
| ADÍAO | | VV V 70 VARIANT 1.6 L TS TUR AUT 04 ABS CA CE PREL CE) OQ OB 06 | Ó | 11 | 21 | 13 | 8 | ŏ | ò | ō | ō | ō | ō | ō | ŏ | ŏ | ō | ŏ |
| VOLVO | | VV V 70 VARIANT IL4 L 15 TUR AUT 04 ABS CA CE PIEL CD CQ OS 05 | 4 | 44 | 73 | 37 | 4 | 1 | 0 | O | 0 | Ó | Ō | ō | 0 | ō | ō | ō |
| VOLVO | | VY C 70 CONVENTIBLE E.P.L LIS TUR STD OR ARIS CA CE PRIS. CD SQ CB OS | 0 | 0 | ٥ | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 |
| MOTAO | | VV C TO CONVERTIBLE 2.5 L. LE TUR ALLT 02 ABB CA CE PIEL CO BQ CS QS VV XC72 CROSE C STATISH WAGON GEARTRONG LE TUR ALLT 02 ABB CA CE PIEL CO BQ CE DE | 2 | 5 | | .4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AOTAO | | AV ACTO CHICARI C STATISH WANDON GRANTINCHED LE TURI ALIT DE ABB CA DE PIEL CD BQ QE DE VV 8 BO SEDAN 2.0 LTS BLINDADO SEDECLITIVE TE TURI ALIT DE ABB CA DE PIEL DD QQ DE 06 | 1 | 3 D | 30 2 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 0 | 41 |
| | | THE RESERVE OF THE STREET STREET, STREET STREET, STREE | | | 4 | • | 4 | U | U | U | U | U | U | U | O | 0 | 0 | 0 |

\$55A 6. UNIDADES EXPUESTAS POR MARCA Y MODELO

| | | | | | | | | | | | | | | | | | - M- | , | |
|-----------|--|---|---|-----------------|------------|------------|--|--|------------|------------|--------------|---|---|--|--|--|---|------|--|
| | | | Ultimo | | | | | | | | | | | | | | | | |
| ARMAD_DES | OLAVE | DESCRIPCION | Modelo | 2002 | 2001 | 2000 | 1000 | 1908 | 1997 | 1985 | 1985 | 1004 | 1001 | 1007 | 1001 | 1000 | 1086 | 1000 | |
| VOLVO | 00000006 | VV 6 50 BEDAN GEARTRONIO 272 H.P. TE TUR AUT 64 ABS CA GE PIBL CD CD CD CB | 16 | 79 | 21 | 21 | | | | | | | | | , | | | | |
| VOLVO | 0000000 | | 4 | 7 | | | | ň | Ň | ž | ž | | ŭ | | ŭ | | | | |
| VOLVO | 00000007 | | i | 42 | - 4 | ; | ċ | ň | , | ŏ | × | | | ٠ | | v | Ü | 0 | |
| ADTAO | 00000000 | | 19 | | | 70 | š | Š | × | | ŭ | | v | | | | | Ü | |
| VOLVO | CEDEROOOS | | 14 | 437 | 410 | | Š | ŭ | | Ü | | | | | | 0 | 0 | 0 | |
| VOLVO | 00000000 | | | | 110 | | | | v | | | Ų | v | Ü | U | 0 | | 0 | |
| VOLVO | 00000031 | | | | 470 | 41 | | Ÿ | | | | | 0 | | | | 0 | o | |
| VOLVO | 0.000,000 | | | | | | | | | Ų | U | | | 0 | 0 | 0 | 0 | 0 | |
| VOLVO | 90100033 | | 10 | | ** | 13 | | Ų | | 0 | 0 | 0 | D | 0 | 0 | o | 0 | 0 | |
| | | | : | 27 | | • | | 0 | 0 | Ō | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | |
| | | | | 11 | - 6 | 5 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | ٥ | 0 | ٥ | 0 | |
| | | | o | 4 | • | 4 | ٥ | 0 | 0 | 0 | | 0 | 0 | ۵ | ٥ | 0 | 0 | | |
| | G0680036 | VV V 49 VARIANT \$00 H.P. F/XIENON T4 TUR, AUT OF ARE CA CE PIEL CD OQ 08 66 | 1 | 0 | 0 | 0 | 0 | ٥ | | 0 | ò | i | ō | ñ | _ | ň | ň | ň | |
| VOLVO | M0880801 | WY XENS BLAY AND GEARTRONED TO STU AUT OF ASS CA OF PHEL CO SQ OS OF | 105 | 40 | 36 | 13 | • | ō | ň | ň | ŏ | ī | ň | × | ž | | ŏ | Ž | |
| WOLVO | M0899001 | VV XCSO BLIV 4XA QEARTRONEC TO STU AUT OF ASS CA OF PIEL CO SQ CS 07 | 64 | 2 | - 0 | 0 | Ó | ň | ň | ŏ | ŏ | × | Ň | č | ž | | | v | |
| | ADT/AD AD ADT/AD AD ADT/AD /AD ADT/AD ADT/AD | VCLVC dosectals VCLVC dosectals VCLVC dosectals VCLVC dosectal | VOLVO G0880585 VV 8 80 BEDAN GEARTRONIO 272 H.P. TS TUR AUT 64 ABS CA CE PRE, CD CD CB DS VOLVO G0880587 VV 8 80 DEDAN SIGNATIONS C72 H.P. TS TUR AUT 64 ABS CA CE PRE, CD CD CB DS VOLVO G0880585 VV 8 80 DEDAN SIGNATIONS C72 H.P. TS TUR AUT 64 ABS CA CE PRE, CD CD CB DS VOLVO G0880585 VV 8 80 DEDAN SIGNATIONS C72 H.P. TS TUR AUT 64 ABS CA CE PRE, CD CD CB DS VOLVO G0880585 VV 8 80 DEDAN SIGNATIONS C72 H.P. TS TUR AUT 64 ABS CA CE PRE, CD CD CB DS VOLVO G0880585 VV 8 80 DEDAN SIGNATIONS C72 H.P. TS TUR AUT 64 ABS CA CE PRE, CD CD CB DS VOLVO G0880585 VV 8 80 DEDAN SIGNATIONS C72 H.P. TS TUR AUT 64 ABS CA CE PRE, CD CD CB DS VOLVO G0880585 VV 8 80 DEDAN SIGNATIONS C72 H.P. TS TUR AUT 64 ABS CA CE PRE, CD CD CB DS VOLVO G0880585 VV 8 0 DEDAN SIGNATIONS C72 H.P. TS TUR AUT 64 ABS CA CE PRE, CD CD CB DS VOLVO G0880585 VV 9 VARIANT 200 H.P. TS TUR AUT 05 ABS CA CE PRE, CD CD CB DS VOLVO G0880585 VV 9 VARIANT 200 H.P. TS VARIANT SIGNATION CA SE AC CE PRE, CD CD CD CB DS VOLVO G0880585 VV 9 VARIANT 200 H.P. TS VARIANT SIGNATION CA SE AC CE PRE, CD CD CD CB DS VOLVO G0880585 VV 9 VARIANT 200 H.P. TS VARIANT SIGNATION CA SE AC CE PRE, CD CD C | VOLVO G080035 | ARRAND_DRE | ARRAND_DRE | ARRAND_DRES OLAYE DISCORPCION OCURSION OUT SEED SEEDON SEED FOR THE RULE AUT SHARE CA CE PIEL CD CD CE SE VI SEED SEEDON SEET IN SEED SEED SEED SEED SEED SEED SEED SEE | ARRAND_DRES OLAYE BESCRIPCION VIE 80 RESCRIPCION VIE 90 RESCRI | ARRIAD_DRE | ARRIAD_DRE | ARRIAND_DRES | ARRIAND_DRES OLAYE DISCORPICION OCURSION OUT O 00000000 VV 8 00 DEBONA BEAT LET 1889 H.P. TS TUR AUT 64 ABS CA CE PREL CD CQ CS 05 18 79 21 21 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | ARRIAND_DRES OLAYE DISSICRIPCICION OLAYE ARRIAND_DRES OLAYE DESCRIPCION OLAYE OLA | ARRIAND_DRES OLAYE DISSICRIPACION OSSISSION VIE BESCRIPACION ARRIAND_DRES OLAYE DESCRIPCION OUR OBSERVANT VY 8 80 BELLAN RESPONSABLE THE THE AUT HE ABS CA CIE PIEL CO CO CIE DIS VICLYO OUR OBSERVANT VICLYO OUR OUR OBSERVANT VICLYO OUR | ARRIAND-DRES OLAYE DISCORPICCION OLAYE DISCORPICCION OLAYE OLAYE DISCORPICCION OLAYE Name | ARRIAND_DRES OLAYE DESCRIPTION OLAYE DESCRIPTION OLAYE OLAY |

Anexo 10

| | | | | | | | | | | | | | | | | | | | | | | | V: | | | - | | | | | |
|--------------|------------------|---------------------|-----|-----|----------|------------|------|-------------|-----------|-----|-------|----------|--------|------------|----------------|------|-------|-------|------|-------|------|--------------|------|--------------|------|--------------|--------------|------|------|--------------|--------------|
| Marca | Descripción | | | | | | | | | | | | | | 1 v1 | 2004 | 2003 | 2002 | 2001 | 2000 | 1999 | 1008 | | | 1005 | 1994 | 1003 | 1002 | 1991 | 1000 | 1969 |
| | | | | | | | | | | | | | | | | | | | | EYEY. | | | | | 177 | 177 | 1777 | 1774 | | 1000 | 1000 |
| 00 | ATOR BY DODGE | BABICO | | 1.4 | - | - | | 8 DAT | - | | TELA | | W 60 | 88 05 | 73.4 | 66.1 | 56.8 | 47.0 | 40.2 | 36.2 | | | | | | | | | | | |
| 80 | ATOR BY DODGE | BABIOO | | u | - | • | | 1 D/T | OA | | TELA | | W 80 | × | 90.2 | 81.2 | 63.2 | 81.9 | | 42.1 | | | | | | | | | | | |
| 00 | ATOS BY DODGE | rmo | | 4 | 10.00 | ST. | | 6/ T | OA. | OI | TELA | 0 | T 90 | | 97.0 | 87.3 | 75.5 | 62.7 | 60.0 | 47.1 | | | | | | | | | | | |
| 90 | VACANT NA DOUGHE | LLUO GARNER | | и | - | | | | ÇA. | 00 | | • | T 60 | • • | 105.0 | 94.5 | 77.4 | | | | | | | | | | | | | | |
| 00 | AMANY BA DODGE | GL 1.8 L 90 H.P. | | u | - | • | | | | - | TELA | | | # " | 94.0 | | 56.2 | | | | | | | | | | | | | | |
| 90 | VERNA BY DOODE | OL 1.6 L 60 H.P. | | 14 | 44 | - | | | | 86 | TELA | _ | | •• •• | 103.6 | | 93.4 | | | | | | | | | | | | | | |
| 00 | VERMA BY DODGE | GL 1.8 L 104 H.P. | | 4 | - | | | O/T | | - | | | | OF 65 | 108.4 | | 95.8 | | | | | | | | | | | | | | |
| 00 | VERNA BY DODGE | GV 1.6 L 104 H.P. | | и | 1 | , AU | π · | 0/1 | OA | 96 | TELA | ۰ | D 80 | OB #4 | 119.8 | | 107.9 | | | | | | | | | | | | | | |
| 00 | E400W | AUSTERO | | | | | | | | | | _ | | | | | | | | | | | | | | | | | | | |
| 90 | SHADOW | AUSTERO | | ч | TU | | | 1 D/T | | = | TELA | - | | | 111.0 | | | | | | | | | | | | | | | 19.2 | |
| | BADON | TIPIOO | | | TLE | | | 07 | | = | TELA | • | | = = | | | | | | | | | | | | | | | 23.2 | 19.5 | 17.8 |
| 80 | SWDOW | GTS TIPIOO | | | TU | | | | - A | = | TRA | | | | 119.2 137.8 | | | | | | | | | | | | 23.7 | | | | |
| 00 | BHOON | OTE BOUPADO | | | TUE | | | | - GA | = | THA | | | = = | 142.1 | | | | | | | | | | | | | | | 20.9 22.1 | 19.6 |
| 00 | BHADOW | GTB SQUIPADO | | 4 | TU | - | | | | = | TRLA | | | = = | 143.0 | | | | | | | | | | | | 20.2 | 23.6 | 22.6 | 22.1 | 20.3 21.7 |
| 00 | PHADOW | CONVERTIBLE | | u | TU | | | DIT | - | = | TRA | ē | | # = | 184.0 | | | | | | | | | | | | 24.2 | 24.9 | 24.0 | 23.1 | 21.7 |
| 00 | SHADOW | OCHVERTIN, II | | u | TUP | L AU | 7 8 | pri | QA. | | TELA | ō | | | 100.0 | | | | | | | | | | | | | 26.0 | 24.4 | 23.5 | |
| 00 | SHADOW | AUSTERO | 1 | u | TLE | en | D # | 0/7 | BA | - | THE | • | | | 120.0 | | | | | | | | | | | | | | | 24.0 | |
| DO | SHADOW | AUSTERO | - 1 | u | TUP | i Au | 7 0 | D/T | 84 | - | TELA | | | | 122.0 | | | | | | | | | | | | | | 24.0 | 24.4 | 19.6 |
| 00 | SHADOW | TIMOO | - 1 | u | TUF | 1071 | | 1 197 | | 100 | TELA | - | W 80 | ₩ ₩ | 122.0 | | | | | | | | | | | | 26.0 | | | | |
| 00 | SHADON. | TIP100 | - | u | 71,5 | | 7 04 | | 84 | - | TELA | | | # # | 126.0 | | | | | | | | | | | | 27.6 | 27.1 | 26.2 | 25.2 | 24.2 |
| DO | BHADOW | BOUPADO | - 1 | 4 | T. | | 7 8 | | QA. | | TELA | • | | | 148.0 | | | | | | | | | | | | 20.0 | 29.4 | 26.4 | 27.2 | 20.3 |
| 86 | EWOOW . | DEFORTIVO | - 1 | и | HO | . , | | | ₩. | • | TELA | • | | | 136.0 | | | | | | | | | | | | | 30.2 | 20.2 | | |
| 00 | BHADOW | DEPORTIVO | - | • | HO | | | D/T | OA. | - | TELA | • | | | 140.0 | | | | | | | | | | | | | 36.3 | 35.1 | | |
| 00 | MADOW . | DEFORTIVO | | 14 | 100 | • ••• | | 4 0/7 | BA. | - | TELA | • | | # # | 137.0 | | | | | | | | | | | | | 30.7 | 29.7 | | |
| 90 96 | SHADOW SHADOW | DEPORTIVO | | 4 | TU | | - | H D/T | OA. | - | TELA | ď | | | 142.0 | | | | | | | | | | | | | 32.6 | 31,4 | | |
| | BHADOW | JUVENIL BOUPADO | | | TUR | | | 107 | M | # | THA | or or | | | 130.0 | | | | | | | | | | | | 30.6 | 29.2 | | | |
| 80 | SHADOW | JAMES. | | 4 | TUE | | . – | 0/7 | | = | TELA | | | = = | 132.0 138.0 | | | | | | | | | | | | 31.3 | 29.7 | | | |
| 90 | SHADOM | AAVENIL BOUIPADO | | | TAR | | | OT | | ä | TELA | | | = = | 142.0 | | | | | | | | | | | | 32.7 | 31.0 | | | |
| 00 | SHADOW | AVENIL KOUPADO LLUO | • | _ | TLE | | | 27 | | - | TELA | ō | | == | 144.0 | | | | | | | | | | | | 33.0 33.0 | 31.0 | | | |
| | | | | _ | | _ | | | _ | _ | | _ | . – | | 177.0 | | | | | | | | | | | | 83.0 | 32.4 | | | |
| 90 | HEIGH | RAGE | | 4 | - | OTE | | - | BA. | - | TELA | | | | 119.0 | | | | | | | | | | 32.6 | 20.7 | | | | | |
| 80 | MBON | BARE | | 4 | - | ALI | 1 04 | DV | | - | TELA | | | * * | 122.0 | | | | | | | | | | 35.0 | 32.0 | | | | | |
| 90 | MBON | MARIOO | - 1 | 4 | | avt. | | 04 | ÓΑ | • | TEA | - | M 80 | | 123.0 | | | | | | | | | | | 33.6 | | | | | |
| 00 | NEON | BARROO | - 1 | - | - | AUT | T 04 | 0 | CA | | TELA | - | 4 80 1 | | 126.4 | | | | | | | | | | | 34.2 | | | | | |
| DO | MEON | CONVENEDICIA I | | | - | #TC | • | | • | - | TIEA | - 11 | | | 122.0 | | | | | | | | | | | 23.3 | | | | | |
| 00 | MECH | CONNENSMON I | | | - | ALL | | | GA. | * | TELA | - | | | 122.6 | | | | | | | | | | 30.2 | 34.1 | | | | | |
| 00 | HECH | CONVENIENCIA I | | _ | - | АЛ | | | ₩. | • | TELA | - | | # * | 121.0 | | | | | | | | | | | 33.7 | | | | | |
| DO DO | MECH | CONVENIENCIA II | | 4 | - | ALF | | ON. | OA. | # | TRA | - | | | 124.0 | | | | | | | | | | 36.6 | 34.5 | | | | | |
| 80 | | CONVENIENCIA H | ì | 4 | = | AUT | | DV DV | OA OA | ** | TELA | 61 | | <u> </u> | 129.0 | | | | | | | | | | | 36.7 | | | | | |
| DQ DQ | MECH | JUVERIL, TEMOO | | _ | Ξ | ant. | | DV | - | = | TRA | - 61 | | | 130.0 129.0 | | | | | | | | | | 36.4 | 36.2 | | | | | |
| 00 | MICH | AVIENIL TIPICO | ï | | 5 | ATT | | DW | _ | = | TRIA | 61 | - | | 134.0 | | | | | | | | | | | 36.5 | | | | | |
| 80 | MECH | AVIDAL TIPIOD | ì | _ | = | 4/1 | | ON. | - | Ξ | TRA | | | == | 134.0 | | | | | | | | | | | 35.9 37.4 | | | | | |
| 00 | NICH | AND TPIOO | i | - | - | ~ | | DV | - A | = | TRAA | 01 | | | 139.0 | | | | | | | | | | | 39.5 | | | | | |
| DO | MECH | AMENIL BOURADO | ū | | <u></u> | 870 | | DV | 84 | = | TELA | 01 | | | 136.0 | | | | | | | | | | | 36.6 | | | | | |
| DO | NECH | JUNERAL BOURADO | ū | | - | ein | | 4 | ÖA | - | TELA | 61 | | | 140.0 | | | | | | | | | | 41.3 | 39.0 | | | | | |
| DO | NEON | JUVENIL BOUPADO | L | 4 | | AUT | | 484 | BA | - | TELA | 61 | | . | 142.0 | | | | | | | | | | | 40.3 | | | | | |
| 00 | MBON | JUVENIL ROLFADO | L | A | ** | AUT | - | ABO | OA. | • | TELA | σt | 1 60 1 | | 144.0 | | | | | | | | | | 43.4 | 40.9 | | | | | |
| 90 | MECN | uuo | L | | * | eπ | | ₽V | ÇA | | TELA | 01 | | | 153.0 | | | | | | | | | | 44.3 | 41.0 | | | | | |
| 80 | NBON | шю | L | | - | #TD | | A | OA. | | TELA | O1 | | | 188.0 | | | | | | | | | | 46.7 | 44.1 | | | | | |
| DO | NECH | uuo o | L | | * | AUT | | DV. | GA. | = | TBLA | OT | | | 166.0 | | | | | | | | | | 46.0 | 43.4 | | | | | |
| 00 | NECH | LWO . | · | | ** | МТ | | ABA | | ** | TELA | Of | | | 157.0 | | | | | | | | | | 46.4 | 43.7 | | | | | |
| 80 80 | MICH | COUPE | | | | - | | av | BA | = | TREA | QT | | | 136.0 | | | | | | | | | 31.1 | 30.5 | | | | | | |
| BO . | MICH | 00UPS | L | | 5 | STO ALT | | ÞΨ | CA BA | = | TELA | 01 | | | 140.0 | | | | | | | | | 36.8 | 31.9 | | | | | | |
| DO . | MECH | COUPE | L | _ | = | AUT | | DV | GA. | = | TELA | OT CT | | - * | 141.0 147.0 | | | | | | | | | 36.9 | | | | | | | |
| 90 | MECH | SEDAN 180 H.P. | ŭ | | Ξ | AUT) | _ | DV | - | = | TELA | OT | | | 137.0 | | | | | | | 35.0 | 33.9 | 30.9 32.9 | | | | | | | |
| ~ | MEON | SECON SE | Ľ | | - | ATD | | 04 | - | = | TELA | 다 | | | 137.0 | | 112.3 | 79.4 | 84.7 | 66.6 | 51.9 | 38.0 42.1 | 37.2 | 35.3 | | | | | | | |
| 00 | MECH | SEDAN SE | ŭ | | = | eTD | - | DV | <u>~</u> | = | Title | OT | | | 126.0 | | 113.4 | 86.2 | 68.6 | 59.8 | 64.0 | 45.1 | 40.2 | 30.3 30.2 | | | | | | | |
| 00 | MBON | BEDAN LIE | ũ | | <u>.</u> | ALIT | • | DV | OA | - | TELA | OT | | | 126.0 | | | 88.2 | 71,5 | 62.7 | 50.0 | 47.0 | 42.1 | 41.2 | | | | | | | |
| 99 | NEON | REDAN LX | ū | | ~ | AUT | - 04 | ٥v | GA. | OE. | ПВДА | OT | | | 187.0 | | | 20.2 | 80.4 | 68.6 | 62.7 | 51.0 | 46.1 | 49.1 | | | | | | | |
| DO | MECH | BEDAN LX | ŭ | | - | AUT | | DΝ | CA | OE. | TELA | στ | | | 130.0 | | | | 83.2 | 70.6 | 63.7 | 52.9 | 47.0 | 54.0 | | | | | | | |
| 00 | HECN | EEDAN RY | Ü | 4 | TUR | 670 | 04 | DV. | QΑ | Œ | TELA | OT | - MG (| MB QM | 170.0 | | | 105.8 | 87.2 | 76.4 | | | 48.0 | | | | | | | | |
| 00 | MEGN | GEDAN RT | υ | 4 | TUR | eTD | 04 | DΥ | ÇA | OH | TELA | ŌΤ | 40 0 | | 171.0 | | | | 91.1 | 80.4 | | 54.9 | 51.0 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | | V2 | | | | | | | | \neg |
|----------|------------------------|--|-----|-------------------|------------|-------------|-----------|----------|------------|-------|----------|------|--------------|--------------|----------------|-------|----------------|----------------|--------------|---------------|------|--------------|------|------|------|--------------|--------------|--------------|--------------|--------------|--------|
| Maros | Descripción | | | | | | | | | | | | | | L VI | 2004 | 2003 | 2002 | 2001 | 2000 | 1999 | 1998 | 1997 | 1996 | 1995 | 1994 | 1993 | 1992 | 1991 | 1990 | 1980 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 90 | MBON | SECAN RT | и | | | | DV | | | | | . 05 | | | 178.0 | | | | | | | 67.0 | 52.9 | | | | | | | | |
| 00 | NEON | GEDAN RT | 14 | TU | | | DV | OA | 08 | | _ | . 00 | | | 177.0 | | | | | | | 50.6 | 63.9 | | | | | | | | |
| 80 | PT CRUMBA PT CRUMBA | GLABBIC TIPICO GLABBIC TIPICO GANASTA | u | 100 100 100 | • | T 04 | | 84 | •4 | | - 01 | | 9 | | 145.0 | | | 90,0 | | 84.2 | | | | | | | | | | | |
| | PI CHUREN | CLARRIC TIPICO GANARTA | 14 | 45 | 61 | | | QA. | * | | 01 | | 0 | | 156.0 | | | 90.0 | 92.2 | 65.9 | | | | | | | | | | | |
| 80 | PT CRUMBER | CLASSIC TIPICO CANASTA | и | - | _ | | | GA. | ** | TELA | 61 | | = | | 158.0 | | | 101.0 | 97.0 | 97.4 | | | | | | | | | | | |
| DO | PT ORUMER | TOURNA TIPICO | й | | | | 200 | 8 | = | TELA | 9 | | GE | | 163.0 | | | 117.6 | | 89.4 | | | | | | | | | | | |
| DO | PT ORUMER | TOURING NEW EQUIPADO | 14 | - | | | | CA | = | TRA | or or | | | | 178.0 | | | | 105.4 | 94.0 | | | | | | | | | | | |
| 90 | PT ORUHARR | TOURING LINE | u | _ | - | | | <u>~</u> | GE. | | ä | | | | 178.5 | | | 128.0 129.7 | 109.5 | 96.8 100.8 | | | | | | | | | | | |
| 00 | MBON | MEDAN LX | ŭ | _ | - A | | | <u>~</u> | ā | TELA | , 5 | | ~ | | 176.0 | | | 120.7 | 79.4 | 68.8 | 61.0 | 54.6 | | | | | | | | | |
| 00 | NEON | SEDAN RT | 14 | TU | | | DV | <u>~</u> | - OE | 194 | 61 | | - | | 177.0 | | | | / 0.4 | 00.0 | 61.0 | 81.2 | 48.9 | | | | | | | | |
| 00 | NEON | GE PAG. BEG. | 14 | - | - 67 | | DW | DA | - | TEA | - 61 | | = | | 135.6 | | 122.2 | | | | | -1.2 | -0.5 | | | | | | | | |
| 90 | MICH | E LLIIO | 14 | - | - | 0 84 | | OA. | OF | TEA | 01 | | <u>~</u> | | 137.0 | | 123.3 | | | | | | | | | | | | | | |
| 00 | MIGN | 44 | u | - | AU | T 84 | | 84 | - | TELA | - | | = | = | 120.4 | | 115.0 | | | | | | | | | | | | | | |
| 90 | NEON | • | LA | - | ALI | T 04 | DV | OA. | = | TELA | σ | - 80 | | | 130.0 | | 124.9 | | | | | | | | | | | | | | |
| 00 | MEON | OE PAQ. DEG. | u | - | , AU | T 04 | OV | ĠA. | 00 | THEA | 01 | | | = | 142.0 | | 127.0 | | | | | | | | | | | | | | |
| 20 | MICH | BE LLUO | и | MP | NJ. | T 84 | PΥ | OA. | Œ | TELA | σ | - 80 | • | • | 143.7 | | 129.3 | | | | | | | | | | | | | | |
| 00 | FT CRUMER | OLASSIC 2.4 L 160 H.P. | Ļ4 | - | • | D 84 | D/V | BA | Œ | WILD | M 00 | - 80 | 8 | * | 120.0 | | 107.6 | | | | | | | | | | | | | | |
| 90 | PT ORLABER | OLABORO 2:4 L 180 H.P. | 14 | - | AU | 7 04 | ₽₩ | • | Œ | WELCH | R CE | 80 | (45) | = | 122.0 | | 113.7 | | | | | | | | | | | | | | |
| 00 | PY CRUMBER | TOURING BOITION 2.4 L 180 H.P. | 14 | | AU | T M | 444 | CA. | Œ | VELO | R 00 | 100 | 8 | * | 145.0 | | 131.3 | | | | | | | | | | | | | | |
| 90 | PT OPLANER | GT 2.4 L 218 H.P. | и | 10 | | | ABB | OA | Œ | WEAT | | - 80 | | | 147.0 | | 139.2 | | | | | | | | | | | | | | |
| DO | PT ORLHOER | GT 2.4 L 216 H.P. | и | TU: | | | * | | 08 | VELO | | 10 | | | 164.0 | | 148.0 | | | | | | | | | | | | | | |
| DO | PT ORWINER | QT 8.4 L 215 H.P. | L4 | TUE | . ,- | | | OA | Œ | | | - | | | 170.0 | | 149.5 | | | | | | | | | | | | | | |
| 90 | FT CRUMBER | 07 24 L 216 H.P. | 14 | TUP | | | ABS | CA. | 00 | - | Œ | | œ | | 180.0 | | 100.5 | | | | | | | | | | | | | | |
| 00 | PT CHUMBR | CONVERTIBLE TOURING EDITION 8.4 | | - | | | | ĊA | œ | PRE | 00 | | œ | | | 211.5 | | | | | | | | | | | | | | | |
| DO | PT CRUMBER | CONVERTIBLE OT 2.4 L 218 H.P. | И | 14 | I AU | | A84 | OA. | 08 | PIEL. | 00 | - | • | • | 260.0 | 262.0 | | | | | | | | | | | | | | | |
| PY | | | | | | | | | _ | | | | | | | | | | | | | | | | | | | | | | |
| | indrits. | GEDAN | и | | GTI | • | - | ÇA | | VELO. | н от | 89 | • | • | 166.0 | | | | | | | | | | 40.2 | | | | | | |
| 80 | GPN GT | TIPICO | LA | MOR | | | ~~ | - | - | 754 | στ | | _ | | 128.0 | | | | | | | | | | | | | | | | |
| 80 | arau. | TIPICO | 4 | NAME | | | | = | = | TELA | OT | | = | _ | | | | | | | | | | | | | | | | | 20.8 |
| 80 | CPIRIT | TIPIOO | ŭ | TLE | - | | 07 | ~ | ä | TELA | - 01 | | Ξ. | | 130.0 134.0 | | | | | | | | | | | | | | | | 22.6 |
| 00 | STRUT | TEMOO | ŭ | TUE | | | Ort | <u>~</u> | Ξ | TELA | σ. | | = | | 130.0 | | | | | | | | | | | 33.0 36.2 | 31.4 32.4 | 27.6 | 24.3 | 22.0 23.4 | |
| 00 | BPRIT | BOUPADO | 4 | Tue | | | | - OA | = | 100 | | ~ | | | 142.0 | | | | | | | | | | | 37.7 | 33.0 | 26.6 30.9 | 24.0 27.1 | 28.4 | 24.9 |
| 00 | SPIRIT | BOLIFADO | 14 | TAR | | | | GA. | œ. | VQ.OL | | | | | 144.0 | | | | | | | | | | | 30.0 | 36.5 | 31.0 | 27.3 | 26.6 | 25.1 |
| 00 | SPYRIT | BQUIPADO | 14 | TUR | | | | OA. | <u>-</u> | VELOU | | | | | 148.0 | | | | | | | | | | | 40.6 | 36.0 | 31.0 | 29.6 | 20.0 | 20.1 |
| | | | | | | | - | - | _ | | | | | | | | | | | | | | | | | 70.0 | 40 .0 | •1.• | 20.0 | 20.1 | |
| 00 | STRATUS | TIPICO 85 | и | MP | 617 | | Δđ | - | | VELOU | н от | 80 | | S HX | 142.0 | | | | | | 54.0 | 49.0 | 45.1 | 43.1 | 41.2 | 38.2 | | | | | |
| 00 | STRATUS | TIPIOO 62 | L4 | - | 670 | - | D/T | 94 | Œ | VELOU | R OT | 80 | | as as x | 148.0 | | | | | | 50.0 | 52.6 | 49.0 | 46.1 | 43.2 | 40.3 | | | | | |
| 80 | STRATUS | TIPICO SE | u | | AL. | 64 | 27 | ė. | | VELCU | a gr | 40 | | # PX | 163.0 | | | | | | 58.6 | 50.9 | 48.0 | 46.1 | 41.3 | | | | | | |
| DO. | STRATUS | TIPIOO BE | 14 | | ALC | 1 64 | D/T | QA. | | VELOU | R OT | 80 | 08 | 66 19 X | 157.0 | | | | | | 89.3 | E2.7 | 49.9 | 47.1 | 43.3 | | | | | | |
| 80 | STRATUS | BQUPADO LE | и | - | AUT | 7 94 | O/T | DA | | WILDU | R OT | ** | (30) | # #0 | 159.0 | | | | | | 62.4 | 56.7 | 62.8 | 60.9 | | | | | | | |
| 00 | ETRATUS | EQUIPADO LE | LA | MP | AL. | | | Ф. | 08 | | | | | 00 MG | 182.0 | | | | | | 66.3 | 60.5 | 67.6 | 63.0 | 47.1 | | | | | | |
| 80 | STRATUS | EQUPADO LX | 1,4 | 100 | ALI | | | QΑ | CIF | | | | | # # 0 | 166.D | | | | | | 70.1 | 63.4 | 60.5 | 54.7 | | | | | | | |
| 00 | STRATUS | BOUPADO LX | u | TUR | AUT | | | OA | Œ | | | | | * * 0 | 100.0 | | | | | | 72.0 | 67.2 | 63.4 | 57.6 | 60.9 | | | | | | |
| 00 | STRATUS | LUID | 14 | TUR | AUT | _ | | ŒΑ | • | AND | | | | | 176.0 | | | | | | | | | | 61.6 | 48.0 | | | | | |
| 90 | STRATUS | шю | и | TUR | ALT | | | OA | æ | WELOU | | | | | 179.0 | | | | | | | | | | 53.8 | 40.9 | | | | | |
| DO DO | STRATUS STRATUS | LLUO RT | и | TUR | AUT | - | | OA. | 01 | WELDU | | | | M ME | 183.0 | | | | | | 74.0 | 70.1 | 04.3 | 89.8 | 88.7 | | | | | | |
| 00 | STRATUS | LUIC RT | | TUR | AUT | | | GA GA | CHE | | | | | M ME | 198.0 | | | | | | 76.9 | 72.0 | 60.3 | 81.8 | 86.7 | | | | | | |
| 80 | STRATUS | EGUPADO | | 140 | AUT | - | | 0A | | ARTON | | | | M M4 | 199.0 150.0 | | | | | | 76.8 | 73.0 | 68.2 | 63.4 | | | | | | | |
| 00 | STRATUS NUMBA | 9E 1/4 L | | | 870 | - | | 04 | <u>-</u> | ABTON | | | | | 176.0 | | | | *** | *** | 66.3 | 57. 6 | 63.8 | 49.0 | 48.1 | 45.1 | | | | | |
| 80 | STRATUS NUMBA | E 24L | 14 | _ | ALT | | | Š | 05 | VELOV | | | | | 187.8 | | 169.2 169.0 | 94.1 103.3 | 84.9 84.1 | 77.6 66.8 | | | | | | | | | | | |
| 90 | STRATUS NAMEA | RT BAL | ū | - | AUT | | | <u>~</u> | • | VELOU | | | | | 218.0 | | | 109.8 | 102.4 | 92.2 | | | | | | | | | | | |
| 80 | STRATUS NUMBA | LE 24L | 14 | _ | АЛ | | | OA. | 01 | VELOU | | | | | 180.0 | | 100.2 | 100.0 | 102.4 | 93.1 | | | | | | | | | | | |
| PO . | ETRATUS NUMBA | LX 24L | ū | - | | | | | œ | VELOU | | | - | _ | 196.0 | | | | | 94.1 | | | | | | | | | | | |
| DO | STRATUS MAINEA | RT 2.4 L | ū | TUR | | | ABS | | OR. | ABTON | | | | | 203.0 | | | | 104.9 | 96.1 | | | | | | | | | | | |
| po | STRATUS N.LINEA | NT24L | u | TUR | | | ABB | | œ | VELOU | | | | | 228.0 | | 203 4 | 123.5 | | 101.6 | | | | | | | | | | | |
| - | | | | , | | | | | | | | | | •• | | | | -24-0 | .00.0 | | | | | | | | | | | | |
| 00 | OPIRIT RT | TIPIGO | L4 | TĻR. | ALT | - 04 | O/T | BA. | - | VELOU | | 80 | | 4 | 160.0 | | | | | | | | | | | 40.7 | 37.1 | 33.4 | 30.6 | 27.2 | |
| DO | PERMIT RET | T9900 | u | TUR | AUT | 04 | D/T | ÇA. | ä | VELOU | 1 1 | 89 | ě i | 16 | 165.0 | | | | | | | | | | | 41.8 | 28.1 | 34.6 | | 29.8 | |
| pò | MANUT RT | HOUPADO | 14 | TUR | ALIT | - | o/f | ĎΑ | œ | VELOU | | | | | 168.0 | | | | | | | | | | | 42.5 | 30.1 | 36.7 | | 31.6 | |
| DO | SPERIT RT 16 VAL. | BOUPADO | 1.4 | TUR | STE | 04 | | | _ | VELOU | 1 07 | 90 | a | | 170.0 | | | | | | | | | | | | | 30.9 | 30.2 | - · · | |
| 00 | SPIRIT RT 16 VAL. | BQUIPADO | u | TUR | | 94 | | | * | VELOU | I OT | 80 | (| × | 174.0 | | | | | | | | | | | | | 40.7 | 37 1 | | |
| 00 | MEON | RT 10 VAL 2.0 L 180 HLP. | и | TUR | | | ABS | | Œ | TELA | œ | 80 | 00 (| * | 162.0 | | 164.5 | | | | | | | | | | | | | | |
| DO | MEON | GRT-1 16 VAL2.4 L 250 H.F. | L4 | TUR | • | 04 | ABB | CA | ÇE | TELA | 00 | 00 | cia d | × | 209.3 | | 188.4 | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | | V2 | - | | | | | | | _ |
|----------|----------------------------|--|-----------|----------|--------|--------------|------------|-----------|-----------|--------------|-----------|----------|----------|--------------|----------------|------|----------------|-------|-------|-------|--------------|---------------|--------------|--------------|------|--------------|------|------|--------------|--------------|--------------|
| Marce | Degaripaión | | | | | | | | | | | | | | <u> </u> | 2004 | 2003 | 2002 | 2001 | 2000 | 1999 | 1990 | | | 1995 | 1904 | 1883 | 1992 | 1991 | 1990 | 1900 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 80 | MTRGPTD | DE ALIETERO | W | _ | - /- | | ABO | | • | THEA | | - | | | 169.0 | | | | | | 67.7 | 78.8 | 64.7 | | | | | | | | |
| 80 | INTRIEFIC | BEDAN BE | W | 104 | - | | | QA. | Œ | TELA | 00 | | | | 190.0 | | | | | | 94.1 | 84.7 | 70 1 | 42.4 | 39.8 | 36.6 | 30.7 | | | | |
| 90 | MIRANO | SEDAN SE LLUO | W | M | | | APR | CA | 9 | PREL | | 90 | | | 188.0 | | | | | | 99.6 | 88.4 | 77.6 | 48.1 62.6 | 43.3 | 42.4 | | | | | |
| DO | BATTRIEFED BATTRIEFED | BEDAN BE LLUO BO BEDAN RT | | | | | 48 | OA GA | OE. | PMEL TELA | | 90 | | | 200.0 210.2 | | | | 100.5 | 96.8 | 103.0 | 92.2 | 64.9 | 02.0 | | | | | | | |
| 90 | NTREPED | GEDAN RT LLUC | | | | | 盂 | | œ | PIEL | | - 00 | | | 226.2 | | | | 107.9 | | | | | | | | | | | | |
| DO . | INTREPED | BEDAN RT | | _ | | | AN | | ä | TELA | | -00 | | | 208.0 | | | | 101.0 | 106.6 | | | | | | | | | | | |
| 00 | INTARPID | BEDAN RT | W | - | | | A84 | | Œ | PIEL. | | - | | | 219.0 | | | | | 116.2 | | | | | | | | | | | |
| 80 | DURANGO | VAN BLT EQUIPADA 4 X Z | | | | - | 486 | 04 | | TRA | at | 80 | | | 284.0 | | | 161.9 | 136.3 | 126.5 | 1144 | 101.2 | 94.1 | | | | | | | | |
| 00 | BURANGO | VAN BLT BOUPADA 4 X E | W | - | 0 44 | T 🕶 | A84 | QA. | Op. | _ | QT. | | 9 | | 286.0 | | | 182.6 | | | 119.0 | 104.0 | 90.7 | | | | | | | | |
| 00 | DURANGO | VAN BLT 4 K 4 | V | - 84 | _ | | ABO | OA. | ON. | PRIL | OT | | 08 | | 200.0 | | | | | 127.4 | 124.6 | 112.5 | 98.7 | | | | | | | | |
| 00 | DURANGO | VAN RT 4 X 4 | W | - | | | ABB | OA | 06 | | OT | | • | _ | 325.0 | | | 206.9 | 186,2 | 149.4 | 135.6 | | | | | | | | | | |
| 20 | DURANGO | VAN RT 4 X 4 C / P. A. | V | - | | | APE | OA. | | | QT | | | | 345.0 | | | | | 162.2 | | | | | | | | | | | |
| DO | DURANGO | 9T 4 X 2, 4.7 L 200 H.P. | V | - | | | | ÇA | CB | TELA | | 60 | | | 264.3 | | 237.9 | | | | | | | | | | | | | | |
| 80 | DURANGO | OLT 4 X 2, 6.7 L 900 HLP. | ve | - | | | | OA | Œ | TELA | | 80 | | | 296.3 | | 200.7 | | | | | | | | | | | | | | |
| po 90 | DURANGO DURANGO | LBATTED 4 X 2, 6.7 L 256 H.P. LBATTED 4 X 4, 6.7 L 366 H.P. | Va. | _ | | | ARE | GA | OK OK | TIEL. | | eq. | | | 331.2 372.3 | | 296.1 335.1 | | | | | | | | | | | | | | |
| | DUROWNA | CARTED 4 X 4, 8.7 L 300 M.P. | ** | | | | _ | u. | • | PORT | œ | | • | •" | 4/4.4 | | 340.1 | | | | | | | | | | | | | | |
| 90 90 | RAM CHARGER RAM CHARGER | 4 X E AD - 180 4 K 4 AW- 180 | W | NC NC | | | D45 D16 | QA QA | ** | TELA | OT | 9Q 9Q | | _ | 242.0 244.0 | | | | | | | | | | 42.5 | 30.1 | | | PD # | | 27.6 30.0 |
| 80 | RAM CHARGER | 4 X 4 AW- 190 4 X E ROYAL | - 4 | - MC | FR ALL | | <u> </u> | OA | = | TELA | or er | | | | 244.0 | | | | | | | | | | 45.5 | 44.2 | 30.1 | 35.7 | 32.6 33.3 | 31.7 32.5 | 30.0 |
| DC | RAM CHARGER | 4 K 2 LIMITED | - | Ξ | | . = | _ | <u></u> | ä | TRA | OT | = | | | 260.0 | | | | | | | | | | 45.4 | 48.9 | 42.8 | 37.4 | 35.0 | 33.3 | |
| 00 | RAM CHARGER | ROYAL BOUPADA | vi | _ | | | | GA. | œ | TELA | <u> </u> | - | = | | 262.0 | | | | | | | | | | | 46.8 | | | | | |
| 00 | RAM CHARGIER | LIMITED EQUIPADA | W | - | | | | QA. | <u>-</u> | TELA | | | | | 266.0 | | | | | | | | | | | 49.3 | | | | | |
| 00 | RAM CHARGER | DEPORTIVA | W | | AL C | T 60 | 200 | OA. | CE | TELA | CT | 80 | | | 265.0 | | | | | | | | | | | | | 37.3 | 33.0 | | |
| 90 | IVAN CHARGIER | GLT | V | 100 | . AU | т 🗰 | • | QA. | œ | TELA | GT | 80 | 08 | # | 186.0 | | | | | 103.6 | 96.0 | 85.0 | | | | | | | | | |
| 80 | RAM CHARGER | BLT PLUB LLUG | Ve | - | | | | OA. | œ | PIEL | CT | 80 | Ġ. | # | 200.0 | | | | | 110.7 | 101.0 | 92.1 | | | | | | | | | |
| DO | RAM | WAGON 1800 BE | ₩. | - | _ | | O.A | CA | | WILDUM | | | - | | 190.0 | | | | 113.3 | | 90.3 | 84.6 | 60.0 | 71.1 | 66.3 | 63.4 | | | | | |
| 20 | RAM | WAGON 1800 BLT | W | - | _ | | | OA. | * | VELOU! | | | | | 196.0 | | | 146.9 | | | 106.6 | 94.1 | 60 .5 | 73.0 | | | | | | | |
| 00 00 | RAM RAM | WAGON 2000 BE WAGON BOOD BLT | VB. | - | | | DV DV | 6A | | VELOUS | | ** | | 10 | 196.0 205.0 | | | | 123.9 | 106.6 | 96.0 | 90.3 102.6 | 83.8 93.2 | 75.0 70.0 | | 69.1 | 62.4 | | | | |
| 90 | RAM | QUAD CAR SECO BLT 4 X 3 | V4 | - | | | | <u>α</u> | | ABTOTAL | | _ | - | - | 200.0 | | | | | | 104.7 | 102.0 | 99.2 | /0.0 | | 60. 1 | | | | | |
| 80 | NAM . | WARRING SAND SEED OF | - 1 | - | _ | | DV | OA | 00 | ME CAN | | = | | | 220.0 | | | | 149 1 | 122.9 | 108.5 | 100.6 | 91.7 | 69.3 | 79.7 | 73.0 | | | | | |
| 00 | HAM | WAGON MAIG 2000 BLT | vi | = | | | | <u>~</u> | <u></u> | WILDUR | | | | | 230.0 | | | | 151.0 | | 123.9 | 114.3 | 92.2 | | 78.1 | 74.9 | | | | | |
| 80 | RAM | QUAD CAB 1600 BLT 4 X 4 | Vi. | - | | | | GA | œ | VILOUE | | | | | 286.0 | | | | | | 127.7 | | | | | | | | | | |
| 00 | RAM CHARGER | DUSTOM | w | - | art. | | 100 | QA. | • | TELA | at. | 90 | œ | | 135.0 | | | | | 62.6 | 78.6 | | | | | | | | | | |
| 00 | RAM CHARGER | CLIETOM | V4 | - | · AU | т 🗯 | OV | OA. | | TELA | στ | 40 | 08 | - | 146.0 | | | | | 66.4 | 91.6 | | | | | | | | | | |
| 80 | RAM CHARGER | OLT PLUB LLUO | W | 80 | _ | | | OA | 08 | PRE. | OT | 80 | 08 | • | 202.0 | | | | | 113.3 | 100.7 | 93.2 | | | | | | | | | |
| 00 | RAM CHARGER | ELT FLUB LLUO | V | | | | | CA | œ | - | | | | | 208.0 | | | | | 119.1 | 107.6 | | | | | | | | | | |
| 00 | RAM | WAGON 1600 BE | W | - | W | • | D/V | CA | QE. | ABTORN | ОТ | 80 | • | • | 206.9 | | | | | 90.0 | 93.2 | 84.5 | 79.7 | | | | | | | | |
| ОН | LE BARON | TIPICO | и | | | | D/T | | | TELA | | 80 | | | 239.0 | | | | | | | | | | | 36.9 | 33.4 | 21.6 | 20.0 | | |
| ФН | LE BARON | BOUPADO | 1.4 | TU | N AU | • | O/T | CA | œ | PIEL. | ~ | 80 | • | # | 241.0 | | | | | | | | | | | 37.4 | 24.6 | 32.0 | 29.2 | | |
| СН | CONTRACT | LIG LLUIC TURBO | LA | | N ALI | | | OA. | | TELA | | | | 8 MF | 192.0 | | | | | | 70.0 | 70.1 | 62.1 | 63.0 | | | | | | | |
| OH | CEMPLUS | LIGITUMO TURBO | 4 | tu | . , | | | OA. | Œ | | 80 | | | | 200.0 | | | | | | 79,7 | 73.6 | 65.5 | 57.2 | | | | | | | |
| OH | CONTRACT | LNI BOUPADO LNI BOUPADO | W | - | | | | ÇA CA | OE OE | ARTONIA | 00 | | | # M7 | 208.6 208.8 | | | | | | 66.3 | 64.3 | 67.2 | 40.8 | 48.2 | | | | | | |
| OH CH | CHARLE | COLPE | Vii | 74 | _ | | | CA CA | | | 80 | | _ | | 215.0 | | | | | | 71.0 95.1 | 99.3 90.6 | 60.9 | 53.5 | 48.0 | | | | | | |
| OH | ORPRUS | COUPE | va va | TU | | | | <u>α</u> | Œ | PER. | 8 | ~ | | | 226.0 | | | | | | 90.0 | 88.7 | | | | | | | | | |
| OH. | CIRRUS | CONVERTIBLE LUIC | ü | TU | | _ | | ČA. | ã | - | 8 | | <u>.</u> | | 286.0 | | | | | | 100.5 | 90.3 | | | | | | | | | |
| DH | CHRILIE | CONVERTIBLE LUIC | LA | TŲ. | | r oz | | | (# | POR. | | 80 | œ | # | 290.0 | | | | | | 112.4 | 92.2 | 81.6 | | | | | | | | |
| CH | CONTRUE NUEVA LINEA | LIG 1.4 L | 14 | TU | | | | | | PIE. | 00 | - | 08 | # | 247.0 | | | | 119.3 | | | | | | | | | | | | |
| QH | ÇEPRIJE NUEVA LINEA | CONVENTELE 2.4 L | M | | | | ABB | | | | | 40 | | | 316.0 | | | 171.5 | | | | | | | | | | | | | |
| OH | CERRILIO MUNEVA LINEIA | D0 24 L | LA | TLE | R AU | | A80 | CA | CHE . | TELA | 00 | 90 | 08 | - | 237.0 | | 213.3 | 131.0 | 116.2 | 99.6 | | | | | | | | | | | |
| QH | NEW YORKER | GEDAN TIPICO | Ve | 11.0 | | | | | | PIL | ٥t | 80 | | | 162.0 | | | | | | | | | | | | 36.2 | 35.3 | 34.3 | | |
| OH | HEW YORKER | BEDAN BOUPADO | 14 | | · | | | | | PEL. | | 40 | | | 165.0 | | | | | | | | | | | | 38.0 | 36.2 | | 20.7 | 20.0 |
| OH | HEW YORKER | SEDAH SQUIPADO | W | TU | | | | | | TELA | | 80 | _ | | 160.0 | | | | | | | | | | | | 34.3 | 32.5 | 30.7 | | |
| OH OH | NEW YORKER | CECAN LH | Ve | - | | 7 04 7 84 | | | | PRE. | | 90 | | | 248.0 | | | | | | | | | 66.4 | 47.4 | 40.6 | 47.0 | | | | |
| UM | NEW YORKER | BEDAN LHB | V4 | | | - | | | | | OΓ | œ | • | - | 280.0 | | | | | | | | | 60.1 | 62.4 | | | | | | |
| ОН | CONCORDE | GEDAN LX | V | | | | | | | | | 49 | | | 239.0 | | | | 119.3 | | | | | 54.2 | 48.0 | 45.2 | 41.0 | 36.0 | | | |
| CH | CONCORDE | GEDAN LXI | W | HAC |) AU | 04 | A34 | QA. | Œ | PHEL | œ | 00 | 08 | 06 | 294.0 | | | | 148.2 | 123.8 | | | | 56.6 | 62.4 | 46.8 | 46.2 | 40.7 | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | | V2 | | | | | | | | |
|------------|--|--|----------|------|-------|----------|------|------|----------|-----------------|-----------|-----|--------------|---|----------------|----------------|----------------|-------|-------|----------------|----------------|----------------|-------|--------------|------|------|-------|-------|------|------|------|
| Marea | Description | | | | | | | | | | | | | | VI I | 2004 | 2009 | 2002 | 2001 | 2000 | 1990 | 1990 | 1997 | 1995 | 1995 | 1994 | 1993 | 1992 | 1991 | 1890 | 1989 |
| | | | | | | | | | | | | | | | | - | | | | | | | -777 | 1777 | | UV.1 | | | 111 | 1444 | |
| OH | IMPERAL | GEDAN | 14 | 840 | AU. | F 04 | ABB | GA. | 08 | PIEL. | 00 | 80 | 00 (| | 321.0 | | | | | | | | | | | | | | | 76.0 | |
| ĊH | 200 M | LLUO, BOURFADO | W | | | | | | œ | Page | 00 | | 08 (| | 325.0 | | 192.1 | 160.3 | 160.7 | 138.2 | | | | | | | | | | | |
| QH | 300 M | LLUO, BOURPADO | W | a.p | | | | | | F | 00 | | a | | 343.0 | | 200.7 | 190.1 | 166.6 | | 118.6 | 107.8 | | | | | | | | | |
| 6 H | OOHOOMDE | REDAN LIQ | W | 440 | – | | | | ĢE. | | 9 | | - | _ | 282.0 | | | | 139.2 | 118.6 | | | | | | | | | | | |
| OH | 800 C | HEMI LLAID | V | - | AL. | | | ••• | Œ | PEL. | 00 | | 08 (| - | 300.0 | | | | | | | | | | | | | | | | |
| QH. | 200 C | HEMI LLUQ INT MADERA | 4 | | AU. | - | | | 08 | ~ | 80 | | • | | 384.6 | | | | | | | | | | | | | | | | |
| 0H | 800 C | HEMI UUJO EQUIPADO HEMI UUJO EQUIPADO | ¥ | - | | | _ | | CE CE | _ | 8 | | | | 396.6 | 366.9 361.0 | | | | | | | | | | | | | | | |
| OH | 800 C | HEM LLUO FULL SQUIPADO | 7 | _ | | - 04 | | | | = | - 00 | | - | | 402.1 | 300.2 | | | | | | | | | | | | | | | |
| • | | THE COST OF BOTH NO | • | | ~~ | - | _ | • | _ | _ | | - | | | 443.0 | 349.2 | | | | | | | | | | | | | | | |
| OH | PAT CONTRACTOR | CONVERTIBLE | W | | ALF | P 04 | A 84 | OA. | 08 | TELA | 00 | - | | | 360.0 | | | | | | | | | 70.6 | | | | | | | |
| QH. | CAL COMPANY | CONVERTIBLE | ve | | | | | | | | <u>-</u> | | <u> </u> | | 300.0 | | | | | | | | | 73.5 | | | | | | | |
| | | | | | | | - | | | | | | - | | | | | | | | | | | | | | | | | | |
| QH | PHANTOM | LLUO, EQUIPADO | 14 | TUR | L ALI | • | D/T | OA. | œ | TRA | Q7 | 80 | - | | 222.1 | | | | | | | | | | | | | 26.0 | 28.0 | 27.1 | 20.2 |
| | PHANTOM | LLUO, SQUIPADO | L4 | Tut- | 1 ALT | | D/T | OA. | Œ | F | σ | • | | 5 | 220.1 | | | | | | | | | | | | | 20.0 | 20.0 | | |
| QH | PHANTON | LUJO RT | 14 | TUR | ALI | • | Q/T | GA. | Œ | | QΤ | * | | • | 226.1 | | | | | | | | | | | | 34.3 | 30.7 | 20.8 | | |
| OH | PACIFICA | BASICA SPORT YOURSER 3.5 L 260 H.F | | - | AL. | _ | | | | TELA | 00 | | 00 (| | 295.0 | 268.8 | | | | | | | | | | | | | | | |
| QH. | PACIFICA | SPORT TOURSER ALS L 350 HLP. | W | | | | | | 08 | ME. | 60 | | • | | | 277.2 | 237.2 | | | | | | | | | | | | | | |
| OH | PACIFICA | SPORT TOURSER 8.8 L 980 H.P. 4 X 4 | VB. | | ALI | - 06 | AMO | OA. | O | ~ | ₩, | ** | (8) | • | 366.0 | 319.5 | 266.6 | | | | | | | | | | | | | | |
| QH | ORGOSFFEE | | va | - | ėπ | | | | 08 | - | | | | _ | 448- | | 373.6 | | | | | | | | | | | | | | |
| OH | OROBERRE | SPORT S.E.L. 216 H.P. SPORT S.E.L. 216 H.P. | w | *** | | | _ | | | = | 8 | | | _ | 415.0 420.0 | | 373.0 378.0 | | | | | | | | | | | | | | |
| wn. | | eroni salament. | - | _ | ~ | _ | _ | _ | - | _ | ت ب | | ~· | - | ~20.0 | | 370.0 | | | | | | | | | | | | | | |
| | WRANGLER | | ш | - | 617 | | D/T | | • | TELA | 67 | 80 | | 4 | 210.0 | | | | | | | | | | 64,3 | 80.5 | 67.9 | 62.7 | | | |
| 7 | WRANGLER | SE TECHO LONA | u | _ | erc | _ | | | | TELA | 9 | | G . | | 191.0 | | | 129.7 | 110.7 | 99.6 | 92.9 | 60.0 | 79.0 | 70.9 | | | 5,,,5 | wa. r | | | |
| 4 | WRANELER | SE TECHO LÓNA | 14 | *** | 876 | | DVT | QA . | _ | 1MA | g, | 90 | 00 1 | 4 | 208.0 | | | 122.5 | 119.1 | 107.6 | 99.2 | 00.B | | 72.6 | | | | | | | |
| A | WINNOLDR | SE TECHO LONA | 4 | | ALT | • | DYT | • | • | TELA | OT | 80 | | 4 | 200.0 | | | 135.4 | 123.0 | 115.2 | 101.6 | 89.5 | 83.3 | 74.7 | | | | | | | |
| | WRANDLER | 66 TBOHO LONA | LA | | AUT | | DT 1 | OA I | - | TRA | QT | 80 | a | 4 | 212.0 | | | | | | 103.0 | 91.3 | | 78.0 | | | | | | | |
| 4 | WINNELLER | BE TROHO DURO | и | | ett | | | | | TELA | वा | | | | 208.0 | | 107.2 | 137.3 | 120.6 | 110.1 | 104.6 | 95.3 | 86.9 | 78.3 | | | | | | | |
| - | WITANGLER | RE TECHO DURO | и | - | en | _ | | | | TELA | OT | | • | • | 207.0 | | | | | | 105.4 | 97.2 | | 76.4 | | | | | | | |
| - | WRANGLER | SE TECHO DURO | и | - | AUT | | | | _ | TELA | gr. | | | | 215.0 | | | | | 123.9 | 107.9 | 98.9 | 69.1 | 63.3 | | | | | | | |
| 2 | WRANGLER | RETECHO DURO RAHARA TRONO LONA | 14 | - | AUT | _ | | | _ | TELA | OT CIT | | | | 216.0 | | | | | | 111.9 | 104.6 | | 94.2 | | | | | | | |
| ā | MANAGERY | SAHARA TECHO DURO | | = | | _ | | | = | THE | OT. | | | • | 202.0 206.0 | | | | 447 6 | 136.4 144.9 | 120.1 122.4 | 108.2 108.7 | 94.8 | 86.0 86.6 | | | | | | | |
| - | WRANGLER | SAHARA DOS TEORIOS | - | - | -10 | | | | | TELA | OT. | | <u> </u> | | 271.0 | | | | 147. | 144.8 | 130.6 | 112.4 | 103.3 | 00.0 | | | | | | | |
| 4 | WANDLER | SAHARA TECHO LONA | 4 | _ | ALT | | | | | TIELA | σ. | | œ . | | 284.0 | | | | | | 134.3 | 116.6 | 100.0 | | | | | | | | |
| ã | WRAHOLER | BAHARA TBOHO DURO | й | 140 | AUT | | | | | TELA | OT | | œ : | | 276.0 | | | | 166.6 | 168.0 | 135.2 | 116.8 | | | | | | | | | |
| 4 | WANGLER | BAHARA DOS TRUHOS | LA | - | АЛТ | | 710 | CA I | - | TELA | φŧ | - | 00 0 | • | 280.0 | | | | | | | 119.0 | | | | | | | | | |
| _ | WRANGLER | 60 AM. 4 L 160 H.P. | | | STE | | 347 | OA (| M | TELA | OT | 80 | • | 4 | 265.0 | | | | | 137.2 | | | | | | | | | | | |
| 4 | WANTER | *************************************** | | - | ALT | = | | | | TELA | Φī | _ | * | • | 200.0 | | | | | 140.2 | | | | | | | | | | | |
| | WILMAN | A 122172 22172 | 14 | | 610 | _ | | | _ | TELA | ÇT | | 00 + | • | 224.0 | | | 147.6 | | | | | | | | | | | | | |
| | WINNIGLER | X TEOHO DUMO | | - | ALIT | | | | | TELA | CT | | a | | 236.0 | | | 163,7 | | | | | | | | | | | | | |
| | WRANKER WRANKLER | | и | ** | ALT | | | | _ | TIELA VIIIIL | दा दा | | a : | | 242.0 261.0 | | 217.0 263.4 | 189.2 | 133.6 | | | | | | | | | | | | |
| Ä | WRANGLER | | u u | 247 | | | | | | Albert. | OT. | | | | 281.0 284.0 | | | 183.4 | | | | | | | | | | | | | |
| - | AND ADDRESS OF THE PARTY OF THE | respective garding rise. | • | | ~~. | - | | • | - | ***** | ٠. | ~ | - | • | 25.0 | | 200-0 | 100.4 | | | | | | | | | | | | | |
| | OHEROIGEE | SPORT 4 X 2 | LB | NOR | AUT | | w 4 | | | TELA | F | 89 | | , | 249.4 | | | | | 108.6 | 98.0 | 91.2 | 81.8 | | | | 61.5 | | | | |
| Ä | GRAND CHEROKEE | | i.e | - | AUT | | | | | TELA | ОТ | | œ : | | 808.0 | | | | | | | | 4.,4 | | | 73.2 | 85.9 | | | | |
| 4 | GRAND CHEROKEE | | ú | - | ALIT | | | | | TELA | σŧ | 00 | G) N | 1 | 310.0 | | | | | | | | | 87.7 | 77.7 | 75.0 | 69.6 | | | | |
| A | GRAND CHEROKEE | LANEDO 4 X 4 | W | | AUT | | - | 0A 4 | 7 | TELA | OT | 80 | | | 312.0 | | | | | | | | | 96.7 | 80.8 | 76.6 | 74.1 | | | | |
| 4 | ORAND CHEROKEE | LIMITE 4 X 4 LLUO | W | | ALIT | | | | | TEA | 0 | | a | | 394.0 | | 384.6 | 232.4 | 209.4 | 165.3 | 167.2 | 151.0 | 110.3 | 96.5 | 69.5 | 64.9 | 74.7 | 71.0 | | | |
| | GRAND CHEROKEE | ORVID 4X4 | W | | AUT | | | | | P48. | 00 | | 08 H | | 406.0 | | | | | | | | | 102.9 | | | | | | | |
| • | GRAND CHEROICES | | LO. | ** | ALIT | | | | | TELA | 00 | | | | 300.0 | | | | | 157.7 | 144,4 | 132.0 | | | | | | | | | |
| 4 | GRAND CHÉRCHÉE CHERCHEE | LIMITE 4X2 | W | - | | - | | | | TELA | | | œ # | - | 370.0 | | 333.0 | | 189.8 | 447.5 | 404.5 | 139.2 | 106.7 | | | | | | | | |
| 1 | LIBRORY | | | ** | AUT | | | | | TELA | 70 | | 08 H | | 290.2 226.6 | | 205.7 | 474 C | 149.3 | 117.6 | 104.0 | | | | | | | | | | |
| ā | LEGITY | | va va | - | AUT | | | | | THE | οι στ | | | - | 254.0 | | 228.6 | | 166.6 | | | | | | | | | | | | |
| 2 | GRAND CHEROIGE | | va. | - | AUT | - | | | 2 | - | 90 | | G . | • | 435.0 | | 391.5 | | 239.5 | | | | | | | | | | | | |
| Ā | LEGY | | w | - | AUT | | | | = | _ | <u></u> | | | | 297.0 | | 267.3 | | 300.0 | | | | | | | | | | | | |
| ï | LESTTY | | VS. | MP | AUT | | | | | PEL | σī | | a . | | 242.0 | | | 189.0 | | | | | | | | | | | | | |
| я | LIBERTY | | w | 1667 | AUT | | | | | MEL | œ | | OB # | | 253.0 | | | 167.5 | | | | | | | | | | | | | |
| .4 | LIBERTY | SPORT 4 X 4 3.7 L | W | | AUT | 4 | - | | | ~ | • | 80 | Q0 00 | ì | 262.0 | | | 186.2 | | | | | | | | | | | | | |
| | LESTY | | W | | AUT | | | | | ~ | œ | | CO (M | | 277.0 | | | 101.1 | | | | | | | | | | | | | |
| 4 | LIBRATY | | W | MP | AUT | | | | _ | PIEL. | 00 | | 08 9 | | 200.0 | | | 190.0 | | | | | | | | | | | | | |
| - | LIBRATY | | w | - | ALIY | | | | | TELA | 00 | | CE 04 | | 291.0 | | | 197.0 | | | | | | | | | | | | | |
| | L | REPRESADE 4 X 4 3.7 L | VB. | | AUT | 00 (| ** (| DA C | - | MIR. | œ | QQ. | CB 04 | , | \$10.0 | | 279.0 | 206.5 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | $\overline{}$ | | | | | | | | V2 | | | | | | | | |
|------------|--------------------|---|----------|------------|------------|---------------|----------|------|---------|----------|------|-------------|------------|----------------|----------------|----------------|-------|-------|-------|--------|--------------|-------|------|------|-------|-------------|------|------|-------------|------|
| Marce | Descripción | | | | | | | | | | | | | lvil | 2004 | 2003 | 2002 | 2001 | 2000 | 1999 | 1999 | 1997 | 1998 | 1006 | 1994 | 1999 | 1982 | 1991 | 1990 | 1980 |
| | | | | | | | | | | | | | | | | | | | 1111 | | | 1111 | | | - 111 | 1111 | 1111 | | | |
| 4 | LIBERTY | RENEGADE 4 X 4 8.7 L FULL EQ. | W | MP | AUT | 06 DA | / GA | Œ | PSE. | Ф | 00 | C# | 08 | 328.0 | | 295.2 | 220.6 | | | | | | | | | | | | | |
| 4 | LINTY | LIMPTHID 4 X S. S. F. L. | VB | | AUT | 05 AB | 0 QA | 08 | TELA | 00 | 80 | 08 | 06 | 276.0 | | 247.6 | 195.0 | | | | | | | | | | | | | |
| 4 | LIMBRITY | LIMITED 4 X 2 3.7 L | W | - | AUT | 66 AB | 0 GA | 8 | _ | 80 | 80 | 08 | # | 200.0 | | 262.0 | 199.0 | | | | | | | | | | | | | |
| Æ | LIBERTY | LIMITED 4 X 2 8.7 L | w | | ALIT | M 40 | | 08 | PRE | ᅇ | | • | | 294.0 | | 264.6 | 207.4 | | | | | | | | | | | | | |
| | GRAND CHEROKEE | LIMITE 4 X 2 FULL SQUIPO | W | | AUT | | | 04 | | 80 | | | | 425.0 | | 362.5 | | | | | | | | | | | | | | |
| 4 | GRAND CHEMOREE | 0E 4 X 2 100h.p. | | | ALIT | | | 9 | | | 80 | | | 295.0 | | 200.2 | | | | | | | | | | | | | | |
| | GRAND OHEROIGE | 8E 4 X 2 190h.p. | U | | AUT | W AB | | CE | PEL | 80 | 00 | 00 | * | 309.6 | | 278.0 | | | | | | | | | | | | | | |
| FY | GRAND VOYAGER | AUSTERA | ve | - | ш | e4 0/1 | - 04 | | TELA | | 80 | | _ | 227.0 | | | | | | 91.3 | 84.0 | 60.2 | | | | | | 59.0 | | |
| FY | ORANE VOYAGER | SE CORTA | W | = | ALIT | 84 D/I | | 96 | TELA | - | = | | | 227.0 | | | | | | 99.0 | 92.0 | 90.3 | 83.3 | 78.1 | 88.4 | 66.0 | 61.5 | 89.U | 60.6 | |
| ĒΥ | GRAND VOYAGER | BE CORTA EQUIPADA | - | Ξ | AU1 | 4 07 | ٠ | ~ | | 8 | | | - | 265.0 | | | | | | 99.0 | WZ.U | 80.8 | 88.3 | 74.1 | 71.2 | 67.7 | | | 60.6 | |
| FY | GRAND VOYAGER | u | = | _ | AUT | # 07 | <u> </u> | | TELA | - | | ~ | | 289.7 | | | | | | 113.4 | 101.9 | 91.2 | 80.9 | 80.6 | 70.0 | Q7.7 | | | 61.0 | |
| PY | GRAND VOYAGER | LE LUIO .A/ NO | ve | _ | ALT | M 0/1 | - 64 | - T | - | ~ | | - i | • | 204.0 | | | | | | 1146-7 | 101.0 | 94.7 | | | 10.0 | | | | •1.0 | |
| PY | GRAND VOYAGER | 'T40' | vs | - | AUT | 84 D/I | | - C | | _ | 40 | _ | | 322.0 | | | 218.7 | 194.3 | 100.6 | 131.1 | 114.8 | 101.2 | 83.1 | 97.7 | 77.7 | 72.3 | 66.6 | | | |
| FY | GRAND VOYAGER | LX | W | - | AUT | 94 D/T | - QA | 00 | FIEL. | | | 00 | | 309.0 | | | | 109.2 | 181.6 | | | | | • | | | | | | |
| PY | GELAND VOYAGER | LX. | W | - | AUT | 84 OT | OA. | 9 | TELA | OT | | 68 (| 87 | 200.0 | | | | 157.7 | 141.7 | | | | | | | | | | | |
| FY | VOYAGER | LX. | w | • | AUT | 84 Q/T | | C# | TELA | 60 | 80 | 98 (| ₩ | 251.0 | | | 156.0 | 140.6 | 130.2 | | | | | | | | | | | |
| PY | VOYAGER | ALIETERA | W | | AUT | M DA | | - | TELA | œ | - | | | 230.0 | | | 131.1 | 120.6 | 107.2 | | | | | | | | | | | |
| FY | VOYAGER | AURTERA BJILH.P. 160 H.P. | W | - | AUT | 66 DA | | 98 | VELOUR. | | | | | 242.0 | 217.0 | | | | | | | | | | | | | | | |
| FY | VOYAGER | AUSTERA &3 L H.P. 100 H.P.PAO. LLA | | - | AUT | es ov | | = | VELOUR | - | - | a | | 246.0 | 220.5 | 211.3 | | | | | | | | | | | | | | |
| PY PY | VOYAGER VOYAGER | AUSTERA 8.3 L.H.P. 160 H.P.PAQ. (J.J. LX 8.6 L.H.P. 160 H.P. | . V | * | ALIT | 85 AM | OA OA | GE . | VELOVA | 00 | | œ (| •• | 264.0 | 228.6 | 219.0 | | | | | | | | | | | | | | |
| PY | VOYAGER | LX 8.6 L H.P. 160 H.P. LX 8.6 L H.P. 160 H.P. PAO. LLLIO | × | - | AUT | * * | | 9 | ARTON | _ | | - | | 275.0 279.0 | 247.5 261.1 | 237.2 241.1 | | | | | | | | | | | | | | |
| PY | TOWN A DOUNTRY | EX B.B.L. MEH.P. PAGE LLEGS | Ä | _ | AUT | E 48 | | 9 | VELOUT | | = | | | 290.0 | 201.1 | 257.4 | | | | | | | | | | | | | | |
| FY | TOWN & COUNTRY | LX B.B.L 216 H.P. | - | - | | = 4 | | ~ | | | Ξ. | | | 322.2 | 200.0 | 278.5 | | | | | | | | | | | | | | |
| PY | TOWN & COUNTRY | LASTED A.R. MEH.P. | vi | = | | 5 AM | | œ. | | œ | = | | | 300.0 | 348.2 | 334.2 | | | | | | | | | | | | | | |
| P7 | TOWN & COUNTRY | LIMITED S.GL S16 H.P. | w | - | | 8 4 | | œ | = | 8 | | <u> </u> | | 400.2 | 360.2 | 346.7 | | | | | | | | | | | | | | |
| | | | | | | | | | . — | | | | • | | | - 1-11 | | | | | | | | | | | | | | |
| # | PAUG | 0 1.6 L Del 100 H.P. | 4 | • | em) | 84 O/T | BA. | - | TELA | OT | | | | 107.0 | | 87.1 | | | | | | | | | | | | | | |
| п | PALIO | 0 1.6 L OH 100 H.P. | и | | 670 | 94 D/T | ÇA | | TELA | œ | 14 | | , | 119.9 | | 107.9 | | | | | | | | | | | | | | |
| | PALIO | D 1.8 L DAH 102 HLP. | и | 4 | ett) | 64 D/T | | œ | TELA | 80 | | | | 120.0 | | 114.2 | | | | | | | | | | | | | | |
| Pi | PALIO | 8 1.8 L OM 100 M.P. | u | | and. | 94 O/T | CA | | TELA | œ | 80 | - | _ | 120.0 | | 116.0 | | | | | | | | | | | | | | |
| | PALIO | | 4 | - | and | 98 D/T | | • | TELA | OT | 90 | | | 101.9 | | 91.7 | | | | | | | | | | | | | | |
| A | MUO | · | и | - | | 8 07 | | | TELA | 8 | | • | _ | 113.9 | | 102.5 | | | | | | | | | | | | | | |
| Pi Pi | PALIO PALIO | | u | - | | # DT | | OH. | TELA | | | • | | 120.9 127.9 | | 100.0 | | | | | | | | | | | | | | |
| - | PALIO ADVENTURE | · | LA LA | - | | 84 D/T | | 04 | TELA | | 80 | | | 122.9 | | 110.0 120.5 | | | | | | | | | | | | | | |
| - | LACK ADVENTIONS | E 13 COM WEIGH. | | - | -10 | - 6 | - | • | - | • | | | - | 180.0 | | 1400.0 | | | | | | | | | | | | | | |
| F0 | FINETA | BASE 1.8 L | 14 | 840 | em. | 00 D/T | 84 | 84 | TELA | - | - | _ | # YBD | 74.4 | | | | | | 40.8 | 37.2 | | | | | | | | | |
| PO. | PIESTA | | ū | MO | | 8 07 | | = | TELA | - | | | N YMD | 78.0 | | | | | | 42.5 | 39.0 | 37.2 | | | | | | | | |
| PO | PIBSTA | TIPIOO MID 1.3 L | ū | 140 | | (8) DT | 94 | • | TIBLA | The same | 40 1 | | W 480 | 63.0 | | | | | 44.3 | | 40.7 | | | | | | | | | |
| FO | FRETA | TIPICO MIO 1.8 L | и | MO | STD | 86 D/T | QA. | 86 | TELA | PM | 80 | | M 480 | 84.0 | | | | | 46.1 | | 42.5 | | | | | | | | | |
| PO | PIERTA | *** **** | L4 | MO | ETD | 86 D/T | BA. | • | TELA | ~ | | | S VIC | 85.0 | | | | | | | 39.2 | 35.3 | | | | | | | | |
| ₩ | PRESTA | | u | 140 | eno | | GA | = | TELA | 7 | - | - | AMO | 98.0 | | | | | | | 43.1 | 39.2 | | | | | | | | |
| PO | MOSTA | | и | MO | eto. | | 84 | - | TELA | - | | | W 1980 | 86.6 | | | | | | | 48.1 | 41.2 | | | | | | | | |
| F 0 | PRETA | | u | M O | | ₩ DT | GA. | | TELA | | | | A Addition | 67.5 | | | | | | 48.0 | 46.1 | 41.7 | | | | | | | | |
| PO | PESTA PESTA | | u | 840 | | N 0/T | OA OA | OE. | TELA | AM | | | M ARV | 88.0 80.0 | | | | | | | 48.7 51.5 | 49.1 | | | | | | | | |
| PO | PRINTA | | u | | | 96 D/T | ÇA. | 9 | TELA | 67 | _ | | N YMA | 91.0 | | | | | 46.1 | | 01.0 | 44.1 | | | | | | | | |
| P0 | PERTA | | LA | - | eto. | | × | - | TELA | | | = : | - 120 E | 100.0 | | 90.0 | 69.1 | 62.0 | 55.6 | | | | | | | | | | | |
| ro. | PRETA | | LA. | - | 410 | | = | = | TELA | = | - | | _ | 109.0 | | 98.1 | 71.9 | 84.6 | 88.1 | | | | | | | | | | | |
| 70 | PIERTA | | ŭ | MO | eTD. | | <u>~</u> | 7 | TELA | | 80 | - | | 118.0 | | 104.4 | 76.0 | 98.4 | 81.8 | | | | | | | | | | | |
| PO | PIBOTA | | ш | 100 | 410 | | CA | | TELA | ** | - | • • | | 122.0 | | 109.8 | 78.4 | 67.3 | 63.7 | | | | | | | | | | | |
| PO | PRINTA | | L4 | MO | eTD | 84 D/T | | Œ | TELA | 87 | 80 (| | | 128.0 | | 118.2 | 63.0 | 71.0 | 60.0 | | | | | | | | | | | |
| FO | KA | | и | 860 | | 8 07 | 84 | • | TELA | | 90 1 | | - | 67.6 | | 70.0 | 62.4 | 48.8 | 41.0 | | | | | | | | | | | |
| PO | KA | | и | шо | | 66 D/1 | 84 | | TELA | ~ | * | | | 99. 0 | | 60.1 | 63.3 | 52.7 | 49.0 | | | | | | | | | | | |
| 10 | KA | | и | MO | | 98 D/T | ÇA | - | TELA | 90 | 80 (| | | 106.0 | | 95.4 | 66.9 | 56.7 | 69.2 | | | | | | | | | | | |
| PO | PIESTA | | 14 | MIO | 610 | | | 84 | TELA | | | | 9 940 | 90.3 | | 88.5 | 62.6 | | | | | | | | | | | | | |
| PO | PRESTA | | и | 100 | | 00 D/T | ČA. | | TELA | | | | 940 | 103.8 | | 15.4 | 72.9 | | | | | | | | | | | | | |
| PO PO | PRESTA VA | | 4 | MIC MIC | | OS DYT | | 0E | TELA | | 00 (| | 4 Y45 | 126.0 109.3 | | 113.4 98.4 | 79.3 | | | | | | | | | | | | | |
| -0 | KA | BOOMPASO 1.8 L D.M. | • | | 410 | - PT | CA | - | - | • | 30,1 | | - | 109.3 | | 10.4 | | | | | | | | | | | | | | |
| PO | BROOFT | LX TIPROD | 14 | МО | eTD. | M 0/T | CA | - | TELA | - | | _ | 5 140 | 134.0 | | | | | | | | | | 31.6 | 26.9 | 27.1 | | | | |
| PO | BROORT | | ū | MO | | 04 D/T | OA. | = | TELA | m. | 80 (| | S LAC | 130.0 | | | | | | | | | | 38.3 | 29.2 | 20.3 | | | | |
| FO | BROORT | | u | | | 66 D/T | | ä | TELA | | | | 5 LAA | 144.0 | | | | | | | | | | 30.1 | 31.9 | 31.0 | | | | |
| ro | EBOORT | | L4 | | | GB D/T | | | TELA | | | | S LIA | 151.0 | | | | | | | | | | | 37.3 | 33.7 | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | | V2 | | | | | | | | |
|-----------|--|-----------------------|------|-----|--------------|-----------|---------------|------|------|---------|------|-----------|--------------|-----------|---------|------|-------|-------|-------|-------|-------|-------|--------------|-------------|------|------|-------------|------|------|------|------|
| Merce | Descripción | | | | | | | | | | | | | | 1 v, 1 | | | | | **** | | | | | | 1994 | | 4 | | | |
| | Case point | | | | | | | | | | | | | | <u></u> | 2004 | A,U3 | 4UU4 | 2001 | 2000 | 1999 | 1998 | 1997 | 1908 | 1985 | 1994 | 1993 | 1992 | 1991 | 1750 | 1800 |
| | MODEL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PO | | VAGONETA BOUPADA | u | | | | 66 D | | | | | | | | 158.0 | | | | | | | | | | 40.1 | 19.0 | 37.3 | | | | |
| ₩. | BROORT | VACIONITÀ TIPIOA | и | - | | | a 0 | | | | 01 | | • | | 150.0 | | | | | | | | | | 30.1 | 35.4 | 31.9 | | | | |
| FO | TROOPE | LX AUSTERO | u | • | - | ₹TD | . 0 | | | | - 44 | | | * 126 | 135.2 | | | | | | | 41.2 | 37.2 | 35.3 | 34.4 | 29.8 | | | | | |
| FO | RECORT | LX AURTERO | u | • • | MO | AUT | M 0 | T 8 | ۱ 🛎 | I TELA | - 4 | | • | 64 LJM | 139.0 | | | | | | | | | | | 30.7 | | | | | |
| PO | BECORT | LX TIPIOO | и | • 1 | MIC | ■TD | 84 p | rt w | | TELA | - | 4 80 | | | 152.0 | | | | | | | 48.7 | 43.1 | 29.2 | 35.4 | | | | | | |
| PO | BROORT | LILTIPIDO | u | | | 8110 | # D | T 0 | | TRA | - | 4 80 | | 04 LED | 154.2 | | | | | | | 50.0 | 44.2 | 42.4 | 37.7 | | | | | | |
| PO | BECORT | LKTIPICO | - i | | - | MIT | | πα | | TELA | | | | | 162.2 | | | | | | | | | 44.0 | 39.8 | | | | | | |
| 60 | PROORT | LX BQUIFADO | - 4 | | - | AIR | | " 0 | | | - | - | = | S 144 | 100.6 | | | | | | | 81.2 | 46.2 | 42.8 | | | | | | | |
| PO | BECORT | LX BOUPAGO | - i | | | | | - | | | - | - | | W LBA | 175.7 | | | | | | | 54.3 | 49.0 | 44.3 | | | | | | | |
| PO | MOURT | DEPORTING TIPIOG | ŭ | | - | | | | | | | | | | | | | | | | | D=0.4 | 49. U | | | | | | | | |
| | | | | | | | | | | | Ç1 | | - | | 177.0 | | | | | | | | | 40.2 | | | | | | | |
| M | SHOORT | DEFORTIVO TIPIDO | и | | | | | | | | 91 | | | | 179.0 | | | | | | | | | 43.1 | | | | | | | |
| FO | BBOORT | DEPORTIVO BISUPADO | и | • • | МО | ΑЛ | ₩ 0 | T O | | | o | | • | # | 160.5 | | | | | | | | | 44.1 | | | | | | | |
| PO . | (MODAL) | 8. WAGON TIPICA | и | | 140 | ŧΦ | | T O | v o | TELA | - | | | | 162.2 | | | | | | | 80.0 | 63.0 | 48.1 | | | | | | | |
| - | BBOORT | B.WASON BOLAPADO | ш | , , | | AUT | | T 04 | \ O | TELA | - | | | 86 LBO | 100.0 | | | | | | | 50.0 | 66.3 | 46.1 | | | | | | | |
| FO | BROOKT | B.WARION BOUFADO | м | | MO | AUT | | T 0/ | \ O | TELA | - | | | 66 LAGS | 175,7 | | | | | | | 61.8 | 67.9 | 47.0 | | | | | | | |
| FD | BECORT | COUPE ZNS TIPICO | u | | NO. | m | | v 0 | ٠ ۵ | TELA | 61 | | - | # UD | 162.0 | | | | | 67.8 | 59.7 | 55.1 | 51.5 | | | | | | | | |
| PO. | BROOKT | COUPLE DO TIPICO | ŭ | | 140 | MIT | | v a | 0 | TELA | - 61 | | | 95 LAG | 162.6 | | | | | 71.4 | 63.3 | 64.0 | 62.4 | | | | | | | | |
| PO | BBCORT | COUPE DISTIPLOO | - 14 | | 40 | 45 | | | | | - | | | # LEBCO | 188.0 | | | | | | | 60.8 | 54.9 | | | | | | | | |
| PO | MOORT | COUNT 2002 BIG. | - 14 | | | | = 5 | | | | - | _ | | 65 LABOD | 185.0 | | | | | | | 57.3 | 65.1 | | | | | | | | |
| FO | BOOKT | COUPE ZOE SQ. | - 4 | | | | | | | | 00 | | | # UBACO | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | - | | | | 186.0 | | | | | | | 61.7 | 60.4 | | | | | | | | |
| PO . | EBOORT | 00UPE 200 BQ. | u | | | | | | | | 00 | | | OF LEAVED | 210.0 | | | | | | | 64.2 | 60.9 | | | | | | | | |
| PO | MICORT | COUPE (DQ EQ. | 4 | | | | - 0 | | | | | | | OO 130 | 183.0 | | | | | | | 80.8 | 50.0 | | | | | | | | |
| 100 | BROOM | COUPE DOZ BO. | и | | 10 | -10 | | v 0 | | TELA | æ | 00 | 9 | e uro | 208.0 | | | | | | | 60.9 | \$7.8 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FO | FOQUE | BARE LX 149 H.P. | 14 | | P.I | ALIT | 84 D | | | TELA | CT. | - 00 | - | ₩ | 149.0 | | 133.2 | 87.2 | 73.5 | 66.6 | 63.1 | | | | | | | | | | |
| FO | POOLE | BAGE LX 110 H.P. | 14 | | r.i | AUT | 64 D | 7 04 | | TELA | σ | - | _ | _ | 167.6 | | 141.0 | 91.6 | 77.4 | 40.4 | 67 B | | | | | | | | | | |
| PO | POCUS | TIP100 68 190 H.P. | į. | | F.1 | | M D | T 0/ | | TELA | OT | - | | | 167.0 | | 141.3 | 91.1 | 78.4 | 66.6 | 64.7 | | | | | | | | | | |
| FO | POOLIS | TIP100 8E 180 H.P. | - | | ü | AIT. | | | | | - | | | | 184.7 | | 165.2 | 96.0 | 80.2 | 81.9 | 73.6 | | | | | | | | | | |
| PO | POOUB | VAGORETA | | | | | = = | | | TEA | OT | | | | 184.7 | | | 110.1 | 00.5 | 81.4 | 75.5 | | | | | | | | | | |
| PO . | POOLE | COUPE EDG 130 H.P. | 14 | | | | = 0 | | | | 01 | | | | 158.0 | | 100.2 | 110.1 | | | | | | | | | | | | | |
| | | | - 14 | | - | | | | | TELA | | | _ | | | | | | 96.6 | 79.4 | 73.4 | | | | | | | | | | |
| FO | POOUS | OOUPE 2009 180 H.P. | LA | • | | - | - | | | THE | œ | | | | 164.0 | | | | 91.3 | 83.3 | 70.4 | | | | | | | | | | |
| PO | PÓCUS | LX AUSTRIAG 110 H.P. | и | | r,j | | 4 0/ | | | TELA | - | - 00 | | es 200 | 148.8 | | 133.0 | \$6.6 | 75.0 | 65.7 | | | | | | | | | | | |
| PO | POOLIS | LX AUSTERO 118 H.P. | LA | | 4 | #1P | 84 (24 | v ou | | TELA | - | - 49 | œ | | 166.0 | | 140.4 | 92.2 | 77.4 | 80.6 | | | | | | | | | | | |
| PO | POOUB | ZTB BOUPADO | u | | · A | AUT | | v o | - 0 | TELA | 00 | - 84 | 08 | * 200 | 186.0 | | | | | 86.2 | | | | | | | | | | | |
| PO | POOUS | ZTS BOLEPAGO | 14 | | · . | AUT | | V 04 | . 00 | Mil. | 60 | - | CB | 60 JMA | 177.1 | | 150.4 | 120.5 | 99.0 | 90.2 | | | | | | | | | | | |
| FO | MOORT | B.WAGON TIPICA | 14 | | ŭ. | AUT | - 0 | v 0 | 00 | TELA | - | 40 | | ur ur | 174.0 | | | | **** | | | 50.5 | 63.9 | 45.1 | | | | | | | |
| PO | PODUS | ZXX BVT 16 V 170 H.P. | - | , | ri . | | = = | | | | 00 | | · | | 206.0 | | | | 127.4 | | | | | | | | | | | | |
| FO | POOUS | 29 MD | 14 | | | | = ~ | - | | TRIA | | | | | 106.3 | | 161.6 | 94.1 | 141.4 | | | | | | | | | | | | |
| PO | POOUR | 203 160 | u | | | | | - | | | - | | | | | | | | | | | | | | | | | | | | |
| | | | _ | | | AUT | | | | TELA | | | | # MO | 178.2 | | | 100.0 | | | | | | | | | | | | | |
| PO | POQUE | 203 HIGH | и | | | | 66 D/ | | | PRE | 8 | | | M 21B | 180,0 | | 170.1 | | | | | | | | | | | | | | |
| PQ | POOUS | ZDG HIGH | 14 | | | AUT | | 1 04 | OE. | ~ | | - | Œ | M EIA | 198.0 | | 178.2 | 112.7 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FO | QHIA | PEDAN | 14 | | u i | eTD | M D/ | | | TELA | OT | • | | 16 | 147.7 | | | | | | | | | | | | | | | 19.6 | |
| FO | OHEA | BEDAN | 14 | | и , | AUT | e4 ()* | r da | | TELA | QT. | 89 | | | 150.7 | | | | | | | | | | | | | | | 20.6 | |
| PO | CEHSA. | AND AN | - 14 | | u i | m | 04 D | r QA | - 00 | PRINCE. | OT | - 60 | - | M 94M | 100.0 | | | | | | | | | | | | | | | 22.6 | |
| FD | CHALL STATE OF THE | SEDAH | ve | | ú. | AUT | 64 D/ | T CA | | TELA | OT | | | H | 192.9 | | | | | | | | | | | | 29.2 | 27.5 | 24.8 | 23.0 | |
| PO. | OHEA | BEDAN | | | | ALIT | | . GA | 08 | | στ | | - | | 208.7 | | | | | | | | | | | | 30.3 | 20.0 | 20.2 | 24.4 | |
| | | - - | | | - ' | | | | | - | | _ | | | | | | | | | | | | | | | 44.4 | 20.0 | | -7.7 | |
| PO | CONTOUR | GL AUSTERO | ш | | 40 | | M D | - | - | VELOU | | - | - | M ATTO | 180.0 | | | | | | | 82.0 | 48.4 | 41.5 | 36.3 | | | | | | |
| PO | CONTOUR | OL AUSTRIAN | 14 | | | | | | | | | | | H 8708 | | | | | | | | | | | | | | | | | |
| | | | | _ | | | | | | | | | | | 184.0 | | | | | | | 54.4 | 48.6 | 43.2 | 39.2 | | | | | | |
| ~ | CONTOUR | QL AUTTERO | и | _ | | ALIT | | | - | | | | | 16 AT | 186.0 | | | | | | | 50.3 | | | | | | | | | |
| PO | CONTOUR | OL AUSTERO | LA | | | AUT | | | | | | | | R/T/A | 100.0 | | | | | | | 60.0 | | | | | | | | | |
| PQ. | CONTOUR | QL POWER | 14 | | | eTD | | | - | | | | | H RTD | 191,0 | | | | | | | | 80.0 | 44.1 | 42.1 | | | | | | |
| PO | CONTOUR | OL POWER | LA | | ю, | AUT I | # D' | / QA | - | ABLOU | R OT | 10 | Q\$ (| | 197.0 | | | | | | 95.6 | 62.7 | | | | | | | | | |
| PO | DONTOUR | CIL BARK | W | | 100 / | AUT | M 0/ | / QA | | VELOU | 9 OT | 80 | | M R70 | 201.0 | | | | | | | | 50.0 | 44.1 | 39.2 | | | | | | |
| PO | CONTOUR | QL BASE | W | | MO . | ALIT I | M D | / OA | - | VELOU | a of | - | CB (| M HTCH | 202.0 | | | | | | | | 63.1 | 46.1 | 41.2 | | | | | | |
| PO | CONTOUR | GL POWER | W | | | | H D4 | | | | | | | M 1076 | 206.0 | | | | | | 70.3 | 60.4 | 53.6 | 50.0 | 43.0 | | | | | | |
| 70 | CONTOUR | GL POWER | - | _ | | | | | OE. | | | | | N HINE | 208.0 | | | | | | 71.9 | 63.6 | 64.0 | 52.6 | 47.1 | | | | | | |
| PO | CONTOUR | GL SPORT | = | _ | | | H 04 | | - | VELOV | | | | | 202.0 | | | | | | / I.W | 33.0 | 53.1 | 44.0 | 47.1 | | | | | | |
| F0 | OORTOUR | GL BPORT | - | _ | | | M (M | | = | | | | | | 202.0 | | | | | | | | | | | | | | | | |
| . – | | | *** | - | - | | | | | VELOU | | | | | | | | | | | | | 66.3 | | | | | | | | |
| FO | CONTOUR | QL SVT BQUPADO | W | - | | | M D4 | | | ME. | | | | NE PARA | 200.0 | | | | | | 97.2 | 89.1 | 60.0 | | | | | | | | |
| 100 | CONTOUR | OL MARE | V | | | | 04 D/ | | 96 | | | | | 6 R76 | 167.0 | | | | | | 63.9 | | | | | | | | | | |
| FO | MONDBO | CORE | LA | | WO 1 | 10 | D4 D7 | / GA | * | VILOU | R OT | 90 | GB (| 4 | 100.9 | | 179.9 | 122.0 | 112.0 | 100.9 | | | | | | | | | | | |
| PO | MONDEO | COPE | 14 | | AO , | AUT I | 94 DA | / GA | - | VELOU | я от | 80 | 00 (| 4 | 200.0 | | | | 117.6 | 105.6 | | | | | | | | | | | |
| FO | MONDRO | TREMD | W | | #O I | eto : | 04 DA | / QA | - | VELOU | R of | 80 | 08 (| 4 | 213.6 | | 182.2 | 133.5 | 121.5 | 109.8 | | | | | | | | | | | |
| PO | MONDEO | OHM EAL | Ve | | 40 | ALIT I | 04 DA | / OA | CE | TELA | OT | 80 | OF (| M R1A | 226.6 | | 203.0 | | | | | | | | | | | | | | |
| | | | | | | | | | | | | - | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | _ | | | | | | | | V2 | | | | | | - | _ | \neg |
|-----------|----------------------|---|------|------|--------------|-------------|----------|--------------|----------|--------------|-----|--------------|------|-----------------|----------------|----------------|----------------|-------|-------|-------|--------|---|--------------|-------|--------------|------|--------------|------|------|------|--------|
| Marca | Descripción | | | | | | | | | | | | | | l vı | 2004 | 2003 | 2002 | 2001 | 2000 | 1000 | 1008 | 1997 | 1008 | 1996 | 1004 | 1089 | 1992 | 1001 | 1000 | 1000 |
| - | Cesa poor | | | | | | | | | | | | | | ш. | _ ~~~ | aus | 2442 | 2001 | - |) enis | , ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | 1887 | 10.00 | 1000 | 1973 | | 1992 | 1881 | 1980 | |
| 80 | MONDEC | GHAZUL | | | | 64 | DA/ | QA | CE. | ME. | ОТ | - | | 10 R16 | 284.0 | | 210.6 | 145.9 | 191 9 | | | | | | | | | | | | |
| FO | MONDBO | OHA E.S.L. | ū | | | | | | | | | | | N RIGIC | 284.6 | | 229.1 | | 122.7 | | | | | | | | | | | | |
| PO | MONDRO | 6T 200 S.O.L 220 H.P. | | | | | | | | 7 | | 00 0 | | | 200.9 | | 278.9 | | | | | | | | | | | | | | |
| | | | | | | - | _ | _ | _ | - | • | | | | | | _, | | | | | | | | | | | | | | |
| PO | TAURUS | BEDAN | Va. | 100 | 44.7 | - | D16 | Δ Α . | a | TELA | crt | 80 (| _ | | 194.4 | | | | | | | | | | | | | | | 22.8 | 21.2 |
| PO. | TALIFILIE | VAGCRETA | VI | 100 | AUT | | - | OA | Œ | TELA | CT. | 80 (| | - A6A | 190.5 | | | | | | | | | | | | | | | 24.0 | 22.4 |
| 100 | TAUPUR | REDAN | W | 100 | AUT | 10 | | | œ | | | | | E ANA | 200.6 | | | | | | | | | | | | | | | 24.0 | |
| PO | TAURUS | VACIONIETA | ** | - | AL! | - |) eq | DA . | OB | PRID. | OT. | 80 (| - | M AMA | 208.7 | | | | | | | | | | | | | | | 26.6 | 23.0 |
| PO | OROWN VICTORIA | REDAN 4.6 L | ve | - | AUT | | | | | TELA | | 60 (| | | 278.0 | | | | | 261.1 | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PO | THUNDERBIRD | TIP100 88 1/2 | W | | TI | | D/T | ÇA I | 100 | TEA | στ | | | | 241.9 | | | | | | | | | | | | | | | | 20.4 |
| PO | THUMPHORNE | BOURADO 89 1/8 | w | | eyt | • | D/T | OA I | Œ | TELA | đŤ | | • | 16 | 206.0 | | | | | | | | | | | | | | | | 20.8 |
| PO | THUNDSHAVED | BOLIFADO EVO | W | - | AU | | D/T | ÇA I | œ | PRIN. | 60 | 80 (| | ď | 200.0 | | | | | | | | | | | | | | | | 21.3 |
| PO | THE HERMAN | OUPTER CARGADO | W | - | en | | D/T | DA I | Œ | PEL. | | | | H DEEML | 271.0 | | | | | | | | | | | | 33.3 | 30.4 | 29.0 | 26.6 | 28.3 |
| PO | THUNDERSPO | OUPER GARGADO | V | - 69 | ALIT | | | | | | • | - | - • | M COPPL | 284.0 | | | | | | | | | | | | 33.0 | 32.1 | 50.4 | 26.6 | 26.9 |
| PO | THUNDSREAD | BUPER GARGADO | ₩. | - | 810 | _ | | | | THE | | 40 (| | | 270.0 | | | | | | | | | | | | 35.4 | | | | |
| FO | THUNDSPREED | RUPER CARGADO | W | | AUT | | | | œ | TEA. | | • | | | 260.0 | | | | | | | | | | | | 36.0 | | | | |
| PO | THUNDERSHIPO | TIP100 89 1/8 | W | | AUT | | | | | TELA | | | | M CHANGE | 200.0 | | | | | | | | | | 37.7 | 20.6 | 26.1 | 33.0 | 31,5 | 29.6 | |
| PO | THURSDAMED | EMPECUAPADO | V | | | | | | | TELA | | | | 0844 | 274.0 | | | | | | | | | | 30.1 | 37_2 | 36.7 | | | | |
| FO | THUNDERSON | BOUPADO | 44 | - | ALT | | D/T | ÇA I | œ | ~ | 80 | 00 (| | # 880AL | 279.0 | | | | | | | | | | 39.0 | 30.5 | 37.6 | | | | |
| PO | MUSTANO | OT BASE | va. | | _ | | | 5A (| | | _ | | | M MA1 | 264.0 | | 244 - | 446- | 133.8 | 400.0 | 407.5 | 90.8 | 77.7 | 70.5 | 66.0 | 60.0 | 68.3 | | | | |
| PO PO | MARTANG | OT BASE | Ve. | | ALC: | | | | _ | TELA TELA | | | | M MAI/T | 204.0 | | 266.6 | 144.6 | 133.8 | 122.0 | 107.9 | 100.8 | 77.7 | 70.5 | 00.0 | QU.B | 68.3 68.1 | | | | |
| ~ | MUNITANO | GT TIPICO | W | | AUI | | | | | TELA | | | | H SEAR | 204.0 | | | | | | | 100.8 | 79.0 80.4 | 77.7 | 09.2 | 63.6 | 60.9 | | | | |
| ~ | MUSTANG | er uuo | w | | AUT | | | | | 75 | | | | H 1946 | 318.0 | | 204.4 | 400.7 | | 133.6 | | 102.1 | 85.9 | 60.4 | 72.3 | 70.5 | 84.2 | | | | |
| PG PG | MUNTANG | OT LUIC CONVERTIBLE | - W | | ALF | | | | | PEL | | | | H MICH | 300.0 | | 200.0 | 103.7 | 140.2 | 133.0 | 110.1 | 124.7 | 100.5 | 103.0 | 67.7 | 77.7 | 74.0 | | | | |
| 100 | MUSTANG | CORRALLIO | w | | AUI | | | | | ~ | | | | 4 460 | 395.0 | | | | | | | 144.7 | 100.0 | 104.0 | . , | | , | | | | |
| PG. | MATANG | GT SQUIPADO | , T | | AUT | | | |) | | | | | M MAA | 200.6 | | | | | 134 7 | 118.9 | | | 100 | | | | | | | |
| 100 | MUNTANO | OT COMPANY | W | - | - | | | | | = | _ | | | | 294.0 | | | | | 104.2 | | | | | | | 59.8 | | | | |
| 70 | THUNDSMIRED | CONVERTIBLE S.O.L. BOO H.P. | W | | 975 | | | | _ | 78 | - | | | | 592.9 | | 633.6 | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FO | BOO GPORT | TIPHOA | и | - | 610 | - | | | | TELA | 90 | 80 0 | 00 0 | 4 | 160.9 | | 162.9 | | | | | | | | | | | | | | |
| PO | 800 SPORT | R 2.0 L 146 H.P. | и | | 670 | 66 I | YT (| 3A (| 06 | TELA | 80 | - | | 6 | 209.9 | | 188.9 | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PO | DOLORER | SPORT 4 X 2 | ₩. | | AUT | | | | | TELA | | | | 4 630 | 200.0 | | | 180.0 | 143.7 | 126.5 | 103.0 | 96.7 | 86.6 | | | 80.6 | 62.1 | | | | |
| PO | EXPLORER | VAGONETA 4 X 3 | W | 140 | ALT | | | | | TELA | | ** | | - | 240.0 | | | | | | | | | | | | | 62.7 | 67.8 | | |
| PO. | (DEPLOMBA | VAGORETA 4 X 4 | W | | AUT | | | | | TELA | Ψ. | 6 Q Q | - | - | 246.0 | | | | | | | | 90.4 | | | | 66.6 | 69.7 | 59.0 | 54.9 | |
| ₽ | EXPLORER BUTLORER | XLT4XI | V4 | | AUT | | | | | TELA TELA | | 80 C | | | 260.0 243.0 | | | | | | | 103.3 | 80.4 | | 76.6 | 71.0 | 86.0 | | | | |
| F0 | EDUT.ORIER | 76. 4 X 2 XCT 4 X 2 | | = | ALI | | | | | TELA | | | | | 345.0 | | | | | 1457 | 125.6 | 106.1 | 92.2 | 84.9 | 76.9 79.3 | 72.9 | 64.6 | | | | |
| F0 | EDITLOPER | ALT4X2 | | = | ALIT | | | | | /E. | | | | ETD | 354.0 | | | | | 140.7 | 120.0 | 100.1 | 98.7 | 87.6 | 79.0 | | | | | | |
| PO . | ENPLORER | ALT 4 X 4 LIMITED | - 3 | | ALIT | | | | | - | | - | | 4 884 | 200.0 | | | | | 171.7 | 148.2 | 113.4 | 90.4 | 98.7 | 65.0 | 77.5 | | | | | |
| PO | EDPLOPER. | EDDRE BAUER 4×4 | ve. | _ | ALT | | | | | | | | | 4 66 0 | 326.0 | | | | | , | 170.8 | 120.2 | | 95.0 | 89.2 | *** | 73.2 | | | | |
| PO | BUPLORER | BOOM BAUM 4XX | va. | - | AUT | | | | _ | ME. | | | | | 204.0 | | 347.2 | 229.6 | 216.1 | 168.2 | 133.4 | 122.0 | 101.6 | 99.7 | | 78.4 | | | | | |
| ř. | ESCAPE | XLE SPORT 2.0 L 130 H.P. | ü | - | 610 | | | | | TELA | | | | | 240.0 | | | 170.6 | 154.0 | 136.4 | • | | | | | , | | | | | |
| PO | ESCAPE | ALT SPORT S.S.L. SM HLP. | W | | 870 | | | | 26 | TELA | | 80 0 | | | 266.0 | | | 169.1 | 161.4 | 144.0 | | | | | | | | | | | |
| 10 | EROAFE | ALT SPORT S.D.L. 204 HLP. | W | | AUT | | | | | TELA | | 60 9 | | | 201.2 | | 235.1 | 182.6 | 166.0 | 147.6 | | | | | | | | | | | |
| PO | EDPLORER | XL8 4 X 8 | W | - | AUT | | W | м (| * | TIM.A | OT. | 80 0 | * | - 679 | 324.7 | | 202.2 | 193.7 | 109.7 | 130.0 | | | | | | | | | | | |
| PO | EDIFLORER. | ALT 4 X I | W | | AUT | | - |) A | 36 | TEA | OT | 80 0 | | ● 97 D#A | 346.7 | | 312.0 | 214.9 | 196.3 | _ | | | | | | | | | | | |
| FO | EXPLORER | XLT4X1 | W | | AUT | | | | | re. | | | | 67A | 360.9 | | 324.6 | | 202.9 | | | | | | | | | | | | |
| PO . | EXPLORER | BEXTAL MALIER 4 X 4 | W | | AUT | | | | _ | PIE. | _ | | | 4 880 | 429.0 | | 300.0 | 263.7 | 227.0 | | | | | | | | | | | | |
| PO | DOPLOMEN | NLT 4 X 2 | ₩. | | AUT | | | | _ | | | | | E77 | 310.0 | | | | | | | 107.9 | 100.5 | | | | | | | | |
| PO | EXPLORER | X0.T 4 X 4 | W | | AUT | ** / | | | | - | | | | • 679 | 318.0 | | | | | | | | 106.1 | | | | | | | | |
| PO | DOM/OWN! | SCORE BALLET 4 X 2 FEB | V. | | AUT | 44 / | | | | Mile. | | | | | 454.0 | | 408.6 | | | | | | | | | | | | | | |
| PO | EUPLORER | BODIE BAUER 4 X 4 FE6 | W | - | AUT | # / | | | _ | - | | | | 5 990 | 479.7 | | 431.7 | 249.0 | | | | | | | | | | | | | |
| PO . | BRIAPE | 20.0 8.0 L 200 H.P. | W | 1667 | AUT | * 4 | | | | TBLA | | | | 5 HOE | 249.0 | 224.1 | 184.2 | | | 137.2 | | | | | | | | | | | |
| PO PO | SECAPE | XI.T 3.0 (, 300 H.P. | VIII | 14 | ALIT ALIT | | | | | PHIL PHIL | | 40 0 | | | 281.6 | 253.4 262.7 | 200.9 | 188.4 | 181.7 | 143.1 | | | | | | | | | | | |
| PO PO | SSCAPE ESCAPE | ALT SOLDSOHP. | V8 | - | | OP / | | | | PARL Tela | | 00 0 | | | 291.9 265.0 | 202.7 | 217.6 196.0 | | | | | | | | | | | | | | |
| PO PO | BECAPE | ALT BO LIND H.P. LINETED S.D.L. 200 H.P. | 7 | - | | os / | | | - | | | 80 0 | | | 200.0 | 250.0 | 190.0 | | | | | | | | | | | | | | |
| F0 | SECAPE | LIMITED 8.0 L 800 H.P. | VB | - | | a / | | | _ | | | 99 0 | | | 298.4 | 200.2 | | | | | | | | | | | | | | | |
| , • | | | ** | _ | ,, | | ` | | | _ | ~ | " | - | - | 800.7 | 200.0 | | | | | | | | | | | | | | | |
| FO | CARRY ALL | VACIONETA | V | NOR | eπ0 | 08 0 | VT 1 | M (| | TELA | PM | 80 E | | 7 | 226.0 | | | | | | | | | | | | | | | | 26.3 |
| FO | APPORTAR | VAN 28. BASE | W | | AUT | 98 (| VT (| M (| | TELA | OT | 9 0 0 | | 7 | 281.4 | | | | | | | | | | | | 62.8 | | | | |
| FD | ABROSTAR | VAN 30. PLUB | 75 | 180 | AUT | 08 0 | MT C | M (| ж. | TELA | ĊT | 80 0 | | 7 | 267.0 | | | | | | | | | | | 68.4 | 65.5 | | | | |
| PO | ARROHTAR | VAN TIPICA | VS | 100 | AUT | 03 0 | VT (| M 0 | | TELA | CT | 80 8 | | † | 265.3 | | | | | | | | | | | | | | | 51.0 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | · · · V2 | | | | | | | | |
|-----------|--------------------------|------------------------------------|-------------|-----|------|--------------|-------------|----------|-------------|-----------|----|-------------|------------------|----------------|------|-------|-------|----------------|----------------|----------------|-------|----------|--------------|------|------|--------|------|------------|------|--------------|
| Marca | Descripción | | | | | | | | | | | | | V1 | 2004 | 2003 | 2002 | 2001 | 2000 | 1999 | 1995 | 1997 | | 1995 | 1994 | 1993 | 1982 | 1991 | 1980 | 1989 |
| | | | | | | | | | | | | _ | | | | | | | | | | | | | | | | | | |
| PO PO | ABROSTAR ABROSTAR | VAN LLMOXLT VAN RODRE BALRER | V6 | | | 04 0 | | | TELA | | 90 | | | 200.2 275.3 | | | | | | | | | | | | 64.2 | 59.6 | 64.7 | 55.6 | |
| | | and the same of | •- | | | | _ | ~ | - | • | | _ | - | 2.0.0 | | | | | | | | | | | | V-7-16 | 04.0 | ., | | |
| PO | EDOPEDITION | XLT 4.6 L | V \$ | MP | AUT | 04 A | | 08 | TELA | PM | | 00 | | 366.7 | | | | | | | | | 108.6 | | | | | | | |
| P0 | DPEDMON | XLT PLUG 4.6 L | VS VB | - | ALIT | 00 A | | OE OE | THEA | The Part | | | SP A10 SP A1≡ | 378.0 408.0 | | 340.2 | 235.3 | 194.6 209.4 | | 143.0 180.3 | | 117.1 | 111.6 | | | | | | | |
| PO PO | EMPEDITION EXPEDITION | XLT PLUS 4.5 L XLT PLUS 4.6 L | V2 | - | | G A | _ | 08 | = | 700 | | | SP A10 | 410.0 | | | | 209.4 | 1/0.2 | 100.3 | 137.4 | | 116.2 | | | | | | | |
| ñ | EDPEDITION | XLT PLUE, SAL | V | - | AUT | G 7 | _ | ~ | | ~ | | | # VIB | 406.0 | | | | | | | | | 114.5 | | | | | | | |
| PO | EXPEDITION | NET PLUE, 5.4 L | V | - | AUT | W A | | OE | | 00 | | | 69 VW | 414.0 | | | | | | | | 122.6 | 117.6 | | | | | | | |
| PO | IDOPEDITION | BODIE BAUER | W | | | | | | | _ | | _ | # VIB | 418.6 | | | | 215.0 | | | | 127.3 | 119.9 | | | | | | | |
| P | CONTRIBUTION | HOOM BALARY 4 X 4 | W | - | ALIT | 66 A | - | • | _ | 00 | *0 | 9 | | 479.0 | | 431.9 | 200.1 | 226.3 | 202.0 | 181.9 | 143.0 | | | | | | | | | |
| FO | OLUB WARRON | XL | 1.0 | - | AUT. | | - | - | TELA | σ | 80 | | _ | 280.0 | | | | | | | | | | | 66.3 | | | | | |
| 70 | OLUB WARDN | XL. | - va | - | AUT | | | = | TRA | OT. | | ÷ | _ | 274.0 | | | | | | | | 02.3 | 72.0 | | | | | | | |
| PO | CLUB WARDON | XI. | VE | - | AUT | | V 04 | - | TOLA | σť | 80 | 00 | ᡤ | 310.0 | | | | | | | | | 77.6 | 76.6 | 71.9 | | | | | |
| FO | CLUB WAGON | XLT | W | | AUT | 9 0 | | - | TELA | στ | | 00 | 12 | 315.0 | | | | | | | | | 60 .6 | 79.1 | 72.0 | | | | | |
| PO | OTTIS ANYQQM | м | W | - | | * 0 | | - | YELA | σī | | | # | 336.0 | | | | | | | | 114.4 | 92.2 | 81.4 | 78.6 | | | | | |
| FO | OLUB WAGON | CHATEAU XLT | 74 | | AUT | * 0 | V CA | ** | TELA | φī | 80 | | 87 | 322.0 | | | | | | | | 97.8 | 66.5 | 78.4 | 74.3 | | | | | |
| ₽0 | BOONQLIME | WAGON XL | w | - | AUT | | V 0A | | THE | qτ | 80 | a | - | 278.0 | | 248.4 | 183.3 | 132.8 | 118.4 | 106.8 | 84.1 | | | | | | | | | |
| ro. | BOONOLANE | WAGON XL | W | | AUT | - 0 | | - | TELA | Œ | 80 | 08 | | 284.6 | | 265.3 | 175.2 | | 125.6 | 109.4 | 99.5 | | | | | | | | | |
| PO | BOOHOLINE | WAGON XL | W | MP | AUT | ₩ 0 | | - | TELA | OT | | CE | | 367.0 | | | | | | 142.0 | 101.2 | | | | | | | | | |
| PO | SOCHOLINE | WAGON XL | ¥ | *** | ALIT | • 0 | | - | TELA | φī. | 80 | - | | 300.8 | | 349.0 | 229.7 | 190.9 | 160.5 | | 120.2 | | | | | | | | | |
| PO PD | EDONOLINE EXCURSION | CHATEAU XLT | 44 | 145 | AUT | | Y GA | OE. | TELA PAR | 0T | 80 | | | 359.4 440.0 | | | 200.2 | 236.2 | 248.8 | 124.6 | 109.4 | | | | | | | | | |
| F0 | BOONOLINE | E 860 TAXI | V- | = | AUT | 4 6 | | ~ | THEA | | ~ | | | 276.8 | | | 200.2 | 175.2 | 100.7 | | | | | | | | | | | |
| 100 | BOOKOLINE | M . | Vi. | 000 | | a 0 | | = | TELA | | 80 | | | 306.0 | | | 263.0 | | 170.0 | | | | | | | | | | | |
| FD | BOOMOLINE | OUPER DUTY XL 360 | W | | ALIT | | | - | TELA | σī | 60 | • | 12 144 | 278.0 | | | | | 173.6 | | | | | | | | | | | |
| PO | OLUB WAGON | ЖL | V9 | | | 4 0 | | | THA | ÇΤ | | | 44 00 | 268.0 | | | | | | | | 86.9 | 75.0 | | | | | | | |
| PO | ENDURENCH | EDDIE BAUER 4X 2 4.0 L | VIE | | | - 4 | | œ | _ | 00 | | | | 430.0 | | 395.1 | 202.0 | | | | | | | | | | | | | |
| PO | EXPEDITION | INDONE BALIEN 4 x 2 | V8 | - | AUT | * 4 | O A | Œ | ME. | æ | 08 | (1) | • | 429.7 | | 300.7 | | | | | | | | | | | | | | |
| PO | MATEGRAY | MIRE VAN OL BASE | W | - | AUT | M A | 0 QA | Œ | VELOUR | PM | 89 | a | 67 | 249.5 | | | | | | | | 81.0 | 70.9 | 73.8 | 70.0 | | | | | |
| PO | WINDSTAR | MINI VAN OL PLUS | V6 | - | AUT | H A | 0 QA | | VECUM | GT | 90 | 08 (| e # | 261.6 | | | | | | | | 66.2 | 83.3 | 79.4 | 75.6 | | | | | |
| MD. | RATEGRAY | MIRIE VAN LX | W | -60 | | 94 A4 | | Œ | VELOUTE. | | | 00 (| | 260.0 | | | 153.1 | 142.0 | | | 104.2 | 96.8 | 93.2 | 96.0 | 82.1 | | | | | |
| 10 | WINDSTAR | MINE VAN LX | W | - | AUT | * 4 | | 06 | - | άť | | _ | OF MALE | 200.0 | | | 173.4 | 164.2 | | 122.8 | 109.4 | 97.6 | 94.9 | 87.7 | | | | | | |
| PO | WHOSTAR | MINI VAN SE MINI VAN SE | VB | - | , | * 4 | | OR OH | TELA | OT. | | | 67 MBD | 290.0 295.0 | | | | 177.1 | 161.4 166.0 | | 124.5 | | | | | | | | | |
| P0 | WINDSTAR WINDSTAR | MINI VAN LIMITE | 78 | _ | AUT. | = ~ | | - | _ | <u></u> | | | | 302.0 | | | | | 100.0 | 133.7 181.3 | | | | | | | | | | |
| P0 | WINDSTAR | MINI VAN BEL-PIÈ FAM | v. | - | | - 4 | - | ā | PERL | OT. | | | 47 TBD | 316.0 | | | | 198.3 | 178.2 | 101.0 | 100.1 | | | | | | | | | |
| PO | WHOSTAR | MINE WAN LX PLUE CONSOLA | ve | = | AUT | | | 08 | PM. | QŦ | 80 | a | OT NEED | 310.0 | | | | | 153.1 | 131.9 | 116.2 | | | | | | | | | |
| PO . | RATEGIEW | MINN VAN LX PLUB PTA, 12Q. | W | 186 | | # 44 | | Œ | PER. | στ | | | 07 M96 | 344.0 | | | 221.5 | | 167.2 | | 126.6 | | | | | | | | | |
| FO | WINDSTAR | ARMI VAN RIJE. LEMTIJD | V6 | | | * * | | Œ | PHILL. | | | | 97 MML | 391.0 | | | | 196.3 | 178.4 | 153.1 | | | | | | | | | | |
| PO | WINDSTAR | ARM VAN SEL LINTED TV. | V# | = | | 9 A | | OE. | 7 | | _ | - | 97 TES | 348.0 348.0 | | | | ~~~ | 211.0 208.4 | 179.9 | | | | | | | | | | |
| PO PO | RATECHEN | MENI YAN CENTED MENI YAN SEHTED | VE. | - | | = ~ | | - OE | TELA | | | | 07 MMD/F | 421.0 | | | 327.4 | 226.9 239.6 | 200.4 | | | | | | | | | | | |
| ~ | PRESETAR | MAN VAN LX BASE 4.3 L | Ve | = | AUT | = ~ | | · 04 | TELA | | | | OT MAN | 251.9 | | 226.7 | | | | | | | | | | | | | | |
| PO | PRESITAR | MINI VAN LIK PLUB 4.9 L | V# | 189 | AUT | # A | | Œ | TELA | | | | | 280.9 | | 200.9 | | | | | | | | | | | | | | |
| PO | PRESETAR | MRN VAN 98 4.2 L | VE | - | | 66 A | | Œ | TELA | _ | | • | | 329.9 | | 296.0 | | | | | | | | | | | | | | |
| PO | PRODUTAR | MINI VAN BEL 4.2 L | V | 184 | | - 4 | | | PER. | | | | * | 367.3 | | 367.6 | | | | | | | | | | | | | | |
| 70 | THE STAR | MAR VAN BEL BIET, ENTR. 4.2 L | W | 188 | | # 4 | | a | PRE. | | | | 97 MALF | 412.8 | | 371.3 | | | | | | | | | | | | | | |
| PO | PRESETAR | MINI VAN LIMITED 4.3 L | VB | - | AUT | # A | 0 0A | 08 | MEL | æ | - | 9 | - | 416.7 | | 375.0 | | | | | | | | | | | | | | |
| WY | TOPAZ | ALIETERO | и | ROM | ₩TD | | BA | ** | TELA | PM. | 80 | - (| | 112.5 | | | | | | | | | | | | | | | 10.2 | 10.4 |
| MY | TOPAZ | AUETERO | и | NOR | | 64 pr | | - | TELA | ~ | | | | 115.6 | | | | | | | | | | | | | | | 20.0 | 19.2 |
| MP | TOPAZ | 44 | 1.4 | F.(| | 60 D. | | # | TELA | OT | | - | H | 124.0 | | | | | | | | | | | | 26.0 | 24.0 | 22.4 | 21.6 | 20.0 |
| MY | TOPAZ | 44 | 14 | F.1 | | 4 0' | | • | TELA | στ | 80 | | = | 125.0 | | | | | | | | | | | | 27.2 | 24.8 | 20.2 | 22.4 | 20.0 |
| MY | TOPAZ | 04 | u | HOR | OTD. | | | OE | TBLA | OT. | 80 | _ | | 126.9 127.0 | | | | | | | | | | | | 26.0 | 20.4 | 24.0 | 23.2 | 21.6 |
| MY | TOPAZ TOPAZ | OLX BQ. | u | | | oe 0/ | | - | TELA | OT | 80 | | | 132.1 | | | | | | | | | | | | 28.8 | 27.2 | 26,4 | 24.6 | 22.1 23.3 |
| MY | TOPAZ | OLX BO. | Li. | NOP | | # 67 | | ≂ | TELA | | 80 | | | 132.6 | | | | | | | | | | | | | | | | 25.0 |
| MY | TOPAZ | OLX SQ. | ū | NOR | | = - | | = | TEAA | Ġ. | | - · | | 134.4 | | | | | | | | | | | | | | | | 20.7 |
| MY | TOPAZ | OLX BQ. | и | NOR | AUT | 94 EV | | • | TELA | OT | 80 | - 1 | D6 | 136.4 | | | | | | | | | | | | | | | | 27.5 |
| MY | TOPAZ | AUSTERO | 1.4 | 6.0 | | OF D/ | | • | TELA | | _ | 66 (| | 120.9 | | | | | | | | | | | | 26.6 | 27.2 | | | |
| MY | TOPAZ | AUSTERO | | | | 94 D/ | | 96 | TELA | - | | - | | 130.0 | | | | | | | | | | | | 29.6 | 26.0 | | | |
| MY | TOPAE | GB . | 1.4 | F.1 | AUT | OR DY | ** | ** | TELA | m | 90 | - | DB ANDH | 129.0 | | | | | | | | | | | | 30.4 | 29.0 | 27.2 | 25.6 | 24 8 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | _ | | | | V2 | | • | _ | | | | | $\overline{}$ |
|--------|----------------------|--|----------|------------|------------|------|-------|----------|----------|--------------|-------|------|------|----------------|----------------|------|-------|--------------|-------|-------|-------|-------|--------------|-------|-------------|--------------|-------------|------|--------------|------|---------------|
| - | Descripción | | | | | | | | | | | | | | Ιvı | 2004 | ~~~ | 2000 | 2001 | 2000 | 1999 | 4000 | 1997 | | 4005 | 1994 | 1000 | 4000 | 1891 | 1990 | |
| | Description: | | | | | | | | | | | | | | | 400 | 444 | 2002 | 2001 | 2000 | 1990 | 1880 | 177 | 440 | 1990 | | 1993 | 1774 | 1991 | 1999 | 1949 |
| MV. | TOPAT | 00 | 14 | FI | | | 4 0/1 | | - | TELA | _ | | | OB WHH | 130.1 | | | | | | | | | | | | 32 0 | 30.4 | 25.0 | 26.8 | ~ - |
| WY | TOPAZ | aux | и | FA | | | . WI | | = | TELA | 61 | | | MEW M | 136.0 | | | | | | | | | | | | AZ.U | 30.4 | 20.0 | 27.8 | 25.6 26.3 |
| MY | TOPAL | anx | 4 | 61 | | πа | | | Ģ. | TRLA | 01 | | | e wa | 137.0 | | | | | | | | | | | | | | | | 27.8 |
| MY | TOPAZ | GLX | ū | 6.1 6.1 | | | 0/1 | | 0 | TELA | 61 | | | NE WEA | 141.0 | | | | | | | | | | | | | | | 28.8 | |
| MY | TOPAZ | aux | 14 | E.1 | - | | 1 0/1 | | | | | | | | | | | | | | | | | | | | | | | 29.2 | 26.7 |
| MY | IUPAL | W CX | | P.I | • | | | | 00 | TELA | Q1 | | | 44 44 | 142.0 | | | | | | | | | | | | | | | 31.7 | 29.7 |
| MY | MYSTIQUE | GR AUSTERO | 14 | - | 41 | | 07 | • | - | | | | | 66 R4D | | | | | | | | | | | | | | | | | |
| MY | MYETIQUE | GÓ AUSTERO | 14 | | | | | 04 | = | ABTOT | | | | | 212.3 213.6 | | | | | | | | | | | 36.2 36.6 | | | | | |
| MY | MYSTICAL ST | GE TIPICO | V. | | AL | | | OA | = | TRA | AT 01 | | | 85 R40 | 215.8 | | | | | | | | | | | | | | | | |
| MY | MYSTICLE | LA TIPICO | V4 | - | AL. | | | - 04 | = | | _ | | | | | | | | | | | | | | | 39.5 | | | | | |
| MY | | | ¥ | = | | | _ | | _ | TELA | 9 | | | | 217.4 | | | | | | | | 51.9 | 40.1 | 44.2 | 40.6 | | | | | |
| MY | MARTIONE | LB BOUPADO LB BOUPADO | V8 | | AL. | | | | 96 | THA | 61 | | | | 231.7 233.4 | | | | | | | | 52.0 | 47.1 | 45.1 | 41.4 | | | | | |
| MY | MYSTIQUE | LE BOUPADO | w | _ | | | | | - | PER. | 01 | | | | 236.1 | | | | | | | | | | | 42.7 | | | | | |
| MY | MYSTICUE | LE SOUPADO | V | _ | | | | | - | | - | | | | | | | | | | | | | | | 44.1 | | | | | |
| MY | MATION | LE BOUPADO | Ve. | | | | | | - | TELA | oc | | _ | 64 P4A | 231.0 235.0 | | | | | | 70.9 | 62.0 | | | | | | | | | |
| | | | | | | | | | | = | - 61 | | | | | | | | | | | | 55.6 | 40.3 | 46.9 | | | | | | |
| MAN. | MYSTIQUE MYSTIQUE | LB PLUS EQUIPADO LB PLUS EQUIPADO | Vii | = | AL AL | | | | al | PER. | oc | | . 00 | | 232.5 240.0 | | | | | | 72.0 | 86.6 | 67.0 | 48.7 | 47.8 | | | | | | |
| MY | MYSTIQUE | LIF PLUB EQUIPADO | W | 100 | | | DIE | | OE OE | | 01 | | | OR THA | 240.0 | | | | | | 75.3 | 66.2 | 60.2 | 51,4 | 49.6 | | | | | | |
| MET. | WALLEY | US PULLS BIGUIPALIO | 46 | | AL | 1 . | | - | OR | _ | • | | | - 144 | 243.9 | | | | | | 78.0 | 70.9 | 62.9 | 59.3 | 82.7 | | | | | | |
| Mer. | COLUMN | COUPE | | NO | | | | OA. | - | | | | | •• | 236.1 | | | | | | | | | | | | | | | | - |
| MY | OCUMAN | COUPE | w | TAR | | | 1 0/T | | - G | TELA | | | = | | | | | | | | | | | | | 33.4 | 30.7 | 20.4 | 20.0 | 24.6 | 23.7 |
| | COUGAN | COUPE BOUTADO | | | | | | | | | | | | | 247.0 | | | | | | | | | | | 34.3 | 31.6 | 30.2 | 29.4 | 25.3 | 24.5 |
| MA. | COUGAR | COUPE ROLLING | V | | AU | | | | | TELA | 01 | | | 64 CMB | 268.3 262.5 | | | | | | | | | | | 35.3 | 32.5 | | | | |
| MY | | XR7 COUPE | ** | - | AU | | D/T | | 06 | _ | | | | | | | | | | | | | | | | 38.9 | 33.4 | | | | |
| ₩7 | COUGAR | ART COUPE | ** | _ | - | | D/T | - | • | - | œ | - | | - | 241.0 | | | | | | | | | | | | 34.3 | 31.6 | 29.8 | 20.2 | 26.3 |
| MY | GRAND MARQUIS | TIPIGO | | 440 | | | | GA. | 08 | TBLA | _ | | _ | 66 880 | 327.8 | | 295.0 | 189.1 | 145.0 | 125.6 | 107.6 | 98.0 | 84.6 | 63.4 | 55.7 | 45.1 | | | | | |
| MY | GRAND MARKUM | HIGH | ~ | | , AU | - | | 04 | OI. | | | | | 5 80 | 327.0 | | | | | | | | | | | 49.1 | 41.0 | 30.0 | 25.2 | | |
| MY | GRAND MARQUIN | | | 94D | | | 00 | 04 | 9 | TELA | Œ | | | W 800 | | | 200.0 | 213.1 | 167.0 | 136.4 | 120.1 | 102.6 | 67.4 | 67.2 | 56.7 | | | | | | |
| | | BOUPADO | •• | | - 44 | | | _ | | = | OT | | | | | | | | | | | | 91.3 | 60.6 | 50.0 | 40.0 | 43.4 | 41.6 | 37.1 | | |
| MY | GRAND MARGUN | BOUFADO | W | *** | N. | | | | • | | Œ | | | # 440 | 332.2 | | 200.9 | 216.1 | 160.4 | 140.2 | 126.0 | 100.6 | 92.2 | 70.6 | 61.5 | 50.0 | 48.1 | 43.4 | 30 .0 | | |
| WY | GAND HAROUS | SQUIPADO SEDAN | V9 | 840 | AU MA | | - | | 9 | PIEL. | 00 | | - | | 342.0 | | | | | | | | 95.9 | 75.0 | 66.0 | | | | | | |
| MY | | | W | _ | _ | | - | | œ | _ | 00 | | - | _ | 211.0 | | | | | | | | | | | | 35.8 | | | | |
| MY | | VAGONETA | W | 947 | AU | | ABB | - | Œ | TELA | 00 | | - | | 215.0 | | | | | | | | | | | 44.2 | 37.1 | | | | |
| MY | MALE MALE | STATION WASON | W | | AU | | - | | a | ** | • | | 4 | _ | 252.0 | | | | | | | | | 89.0 | 63.0 | | | | | | |
| MY | | ORDAN GII | W | = | AL. | | | | a | TELA | QT | | 00 | | 208.0 | | | | | | | | 60 .0 | 55.7 | 61.9 | | | | | | |
| WA | BABLE | BECAN LE | W | - | AU | | | | O# | TELA | OT | | - | | 209.0 | | | | 126.6 | 106.6 | 10.4 | 76.0 | 67.8 | 56.3 | 54.2 | | | | | | |
| MY | | GEDAN LE | W | - | AU | | | | Œ | ** | | | 08 | _ | 267.0 | | | | | | | | | | 56.7 | | | | | | |
| MY | BARLE. | EEDAN LE | W | | AU | | | - | Œ | TELA | | | 08 | | 277.0 | | | | | | | | 66.4 | 50.0 | 50.0 | | | | | | |
| MY | 6ABLE | SEDAN LE LUIO | W | - | AU | | | | 00 | PIEL. | | | • | | 250.0 | | | | 128.4 | | 101.2 | 78.6 | 69.1 | 59.7 | 87.1 | | | | | | |
| MY | | CONTRACTOR CONTRACTOR | W | | | | A80 | | Œ | *** | | | 9 | | 270.0 | | | | 129.3 | 111.2 | 103.0 | 80.4 | 69.0 | 60.6 | 56.8 | | | | | | |
| MY | GRAND MARQUIE | BQUIPADO DIAMONT | V# | 940 | AU | 7 14 | DW | OA | œ | PRE. | 00 | - 00 | 00 | | 321.7 | | | | 165.2 | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| u | TOWN CAR | SIGNATURE: | VE. | == | | | ABO | | OIL. | PRE. | | | | MAT MA | 460.0 | | | | | | | | | 101.6 | 63.2 | 76.1 | 01.5 | 54.0 | 49.2 | 46.3 | |
| u | TOWN CAR | CARTIER | Ve | | AU | Т 94 | ABO | OA | QE. | PIEL | 00 | - | • | 86 T40 | 490.5 | | 449.6 | 272.8 | 226.7 | 177.7 | 162.3 | 184.6 | 148.1 | 108.1 | 80.5 | €0.€ | 65.9 | 62.6 | 82.0 | 49.4 | |
| | | | | | | | | | | | _ | | _ | | 400.0 | | | | | | | | | | | | | | | | |
| ш | MARK VIII | COUPE LLUC | w | MO | ALI | _ | DV | OA. | 06 | TILA | | | | 4 75 | 430.0 | | | | | | | | | | 70.0 | | | | | | |
| u | MARK VIII | COUPE LUIC | W | 840 | AU. | | DV | OA. | 9 | PEL. | | | | BS TBA | 435.0 | | | | | | | | | | 71.4 | 58.9 | 53.3 | | | | |
| u | CONTINENTAL | BEDAN ILLIO | | - | | | D/V | | OE | ** | | | | # TAA | 315.0 | | | | | | | 119.0 | | 61.6 | | | | | | | |
| ш | CONTINUENTAL. | LLUO CARTIER | A8 | MO | AU. | - | DV | QA. | Œ | PRE | 00 | 90 | 00 | 65 T40 | 336.0 | | | | | | | | 108.1 | 84.2 | | | | | | | |
| | LINCOLN LB | METIAN LILIO | • | 840 | | | | | | _ | _ | | | | *** | | *** | *** | *** | | | | | | | | | | | | |
| U | | | | | | | D-V | QA. | OE | <u> </u> | | | | # T79 | 420.0 | | 378.0 | | 209.1 | | 176.3 | | | | | | | | | | |
| u | LINOOLN LB | SEDAN LUJO | V | MAC | ALI | | DV | QA. | Œ | ~ | | | | 4 179 | 480.7 | | 405.6 | 270.3 | 216.9 | 107,1 | 179,9 | | | | | | | | | | |
| U. | LINCOLN LB | COLUMN SERVICE CONTRACTOR | V. | MO | AU. | T 84 | DW. | QA. | 9 | - | 00 | | | ₩ TTA | 400.0 | | | 301.2 | 217.0 | | | | | | | | | | | | |
| ш | LINDOLN LA | BEDAN BEMBEQUIPADO BEDAN EQUIPADO FONSE | W | MO | OTI ALI | | OW | OA AD | 08 08 | PIEL PIEL | | | | SS TRO | 426.7 479.5 | | | 205.0 | | | | | | | | | | | | | |
| | | | VE. | 100 | | | DV. | | 9 | - | _ | | - | | | | 332 1 | 305.6 | | | | | | | | | | | | | |
| n n | LINCOLN LIE | MEDAN BOL | VE. | | | | DW | OA. | | PHEL | | | | # TFD | 300.0 | | | 268.4 | | | | | | | | | | | | | |
| U | LINCOLN LB | SEDAN PLUS S.O.L | M | 100 | | | 200 | OA. | 08 | PIE. | | | | M 178 | 500.0 | | 350.1 | 303.0 | | | | | | | | | | | | | |
| υ | LINCOLN LB | BEDAN DEPORTIVO 3.9 L | V. | MO | ALI | 1 04 | DV | CA | 06 | | 90 | 00 | OB | M 170 | 479.0 | | 431.1 | 306.6 | | | | | | | | | | | | | |
| | | | | | | | | | | | | _ | | | 450 - | | | | | | | | | | | | | | | | |
| LI | AVATOR | 4.8.2 | V9 | - | | | DV. | OA. | Œ | Page. | | | | * 198 | 459.0 | | 413.1 | | | | | | | | | | | | | | |
| ш | AWATOR | 4X2 AWD | VS. | ** | | | OW | GA. | a | MIL | | | | OF TRA | 609.0 | | 468.1 | 292.4 | | | | | | | | | | | | | |
| u | AVIATOR | Date 4 x 2 | VB. | - | ALC: | | OV | OA | 06 | PIEL. | 00 | 09 | 08 | es Tec | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | _ | | | | | | | | | | | | | | | | | |
| u | NAVIGATOR | LW04X4 | W | IMP | | | ABO | | OR | PIEL. | | | 08 | | 515.0 | | | | | | 203.7 | 100.0 | 160.3 | | | | | | | | |
| ш | NAVIGATOR | 4X4 BQUIPO | V6 | | AU. | _ | | | CE. | PIEL | | | | 67 USS | \$20.0 | | | | | 230.3 | | | | | | | | | | | |
| u | NAVIGATOR | 4 X 2 EQUIPO | W | | | | APP | | 08 | PHEL. | | | | 67 1007 | 524.0 | | | | | 244.8 | | | | | | | | | | | |
| u | NAVIGATOR | 4 X B BOUPADA | V4 | -45 | AU. | P 94 | ABB | ÇA | Œ | MEL. | 00 | 00 | CB | 97 T 98 | 569.0 | | 012.1 | 322.0 | 214.6 | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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|-----------|-------------------------|--|--------|----------|------------|------------|----|-------------|------------|------|------|-------------|----|----|----------|---|----------------|------|--------------|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------|------|------|------|
| Marro | Descripción | | | | | | | | | | | | | | | | M | 2004 | 2003 | 2002 | 2001 | 2000 | 1999 | 1985 | 1987 | 1996 | 1995 | 1994 | 1993 | 1982 | 1981 | 1990 | 1900 |
| | | | | | | | | | _ | | | | | | | _ | | | | | | | | | | | | | | | | | |
| n n | MAVIGATOR BLACK WOOD | 4X4 EQUIPADA 4X2 LLUO 8.4L | | 4 | | | | A## A## | OA OA | 06 | PIEL | | | OB | 07 TE | | 633.0 619.0 | | | 362.6 314.4 | 227.0 | | | | | | | | | | | | |
| ŭ | NAVIGATOR | Bate 4 X A | | | - | | | 4 | <u>م</u> | - 04 | PRE. | - 00 | | 05 | | • | 549.0 | | 484.1 | 314.4 | | | | | | | | | | | | | |
| _ | | | | | | | - | | | _ | | | | | - | | | | | | | | | | | | | | | | | | |
| ٥v | CHEVY | P/TAXI 1.4 L 4 VBL | ı | 4 | 140 | ent. | - | DЛ | 84 | - | TELA | • | 80 | | 96 | | 76.9 | | | | | | 36.0 | 33.4 | | | | | | | | | |
| OV | CHEVY | PYTAXI 1.4 L & VIEL | _ | 4 | 840 | STE | | D/T | • | - | THE | - | | | # | | 77.0 | | | | | | 36.7 | 34.3 | | | | | | | | | |
| ٥v | OHEVY | POPULAR | - | 4 | 840 | wit: | | QΛ | BA. | - | TELA | • | | | 8 | | 70.0 | | | 48.0 | 42.4 | 37.6 | 36.0 | 33.9 | 31.6 | 30.4 | 26.6 | | | | | | |
| QV | CHEVY | JOY MODELO F | _ | A | MAO. | STU | - | DΤ | ** | - | TELA | - | ** | _ | # | | 72.1 | | | 62.8 | 49.7 | 41.3 | 36.4 | 35.1 | 23.0 | 21.3 | 29.2 | 28.3 | 20.0 | | | | |
| OV OV | OHEVY | JOY MODELO C EWING MODELO F | - | 4 | | ett. | | D/T | ~ | # | TELA | • | | _ | = | | 79.0 78.0 | | | 67.6 | 52.4 84.2 | 49.2 | 42.1 43.2 | 36.2 37.7 | 33.7 | 32.1 | 30.4 | 26.6 30.0 | 26.0 29.2 | | | | |
| OV OV | CHEVY | SWING MODELO O | | 2 | | erro | - | D/T | | = | TELA | OT OT | | | = | | 78.0 84.0 | | | 80.8 60.5 | 56.0 | 48.1 48.1 | 44.2 | 40.0 | 26.0 36.4 | 33.3 36.7 | 31.7 32.5 | 31.7 | 29.2 50.0 | | | | |
| OV. | CHEVY | JOY EQUEADO | | 2 | = | 970 | | D/T | - | = | TELA | 70 | | = | | | 90.0 | | | 6 0.0 | 00.0 | 40.1 | 47.1 | -0.0 | 39.0 | 37.2 | 33.7 | #1.r | 00.0 | | | | |
| ٥v | CHEVY | JOY EQUIPADO | _ | <u>.</u> | 110 | 870 | | DIT | OA. | = | TELA | 07 | | | | | 62.0 | | | | | | 47.1 | | 39.1 | 27.3 | 33.9 | | | | | | |
| OV | CHEVY | JOY BOUPADO | ī | A | 840 | AUT | | D/T | BA. | - | TELA | ОТ | | - | | | 95.0 | | | | | | 43.1 | 30.4 | • | | | | | | | | |
| σv | CHEVY | JOY EQUIPADO | L | A | MO | AUT | • | DOT | OA. | OR. | TELA | OT | 80 | - | * | | 96.0 | | | | | | 48.0 | 43.4 | | | | | | | | | |
| ۵V | CHEVY | ÉWING EQUIPADO | | A | M D | STU | | QΥ | | | TELA | Q7 | | ** | | | 100.0 | | | | | | 43.0 | | 36.2 | 34.2 | 32.5 | | | | | | |
| ov | CHEVY | EVANG EQUIPADO | _ | 4 | WD | e TU | | D/T | OA. | • | TELA | OT | | | | | 102.0 | | | | | | | | 37.1 | 34.6 | 23.5 | | | | | | |
| OV | OHEVY CHEVY | SWING EQUIPADO SWING EQUIPADO | | 4 | 840 | ALIT | | DAT | 6 A | 86 | TELA | of | ** | _ | 96 | | 105.0 | | | | | | 47.2 | 30.0 | | | | | | | | | |
| OV | OHEVY | MONZA BARE | | 2 | - | STU | _ | D/T | | | TELA | QT CT | | | | | 108.0 89.0 | | | 64.1 | 86.3 | 69.6 62.2 | 50.4 44.4 | 44.8 39.2 | 36.1 | 36.3 | | | | | | | |
| OV | CHEVY | MONZA BASE | _ | 2 | _ | eTD | | OT | Š. | = | TELA | 61 | | | = | | 80.5 | | | 62.7 | 67.2 | 52.0 | 47.0 | 44.3 | 40.6 | 30.7 | | | | | | | |
| av | CHEVY | MONZA LILIO | _ | 2 | = | АЛ | | 91 | Ĭ. | = | TELA | CT. | | | <u>.</u> | | 93.0 | | | 71.9 | 84.6 | 57.2 | 48.9 | 44.7 | 41.7 | Ţ ., | | | | | | | |
| OV | CHEVY | MONZA LUJO | ū | A | - | AUT | | O/T | QA | | TELA | OT | * | | | | 96.0 | | | 70.0 | 60.2 | 80.9 | 63.5 | 48.0 | 45.0 | | | | | | | | |
| 84 | OHEVY | MONZA LUJO | L | A | ** | 610 | 84 | ΩT | 64 | | TELA | ct | 80 | - | 66 | | 92.0 | | | | | | | 40.0 | 45.2 | 43.4 | | | | | | | |
| ΦV | G-EVY | MONEA (LUI) | L | • | - | АЛТ | * | OΛT | GA. | # | TILA | Q7 | 80 | | - | | 86.0 | | | | | | | 62.6 | 48.1 | 44.3 | | | | | | | |
| OV | CHEVY | MONEY TITLE | | - | | ето | | OFT | 04 | 08 | TOLA | CT | ** | | * | | 94.0 | | | | | | | 50.7 | | | | | | | | | |
| OV OV | CHERVY | MONEA LLUD | | 4 | = | AUT | | D/T | <u>۵۸</u> | 9 | TELA | द्धाः टा | | = | | | 96.0 | | | | | 88.1 | | 53.5 | | | | | | | | | |
| ev | CHEVY | BWWG "E" LOW COST | | 4 | | emo emo | | D/T | OA OA | 9 | TELA | or | | = | # H | | 89.0 88.5 | | | | | 60.0 | | | | | | | | | | | |
| ov. | COPEA | DOMPORT 8 | ī | | = | 910 | | 0.7 | ~ | = | THE | OT. | - | - | | • | 109.9 | | | 71.6 | 65.9 | OU.U | | | | | | | | | | | |
| OV. | CORRA | DOMPORT M | ī | - | - | eTO | | D/T | - A | - | TELA | OT | | ~ | | | 118.0 | | | 78.3 | 70.0 | | | | | | | | | | | | |
| OV | CORMA | COMPORT A REVER | L | Ä | | 610 | | D/T | CA | 4 | THEA | 00 | | | | | 110.0 | | | 79.1 | 74.4 | | | | | | | | | | | | |
| Ø∀ | CORBA | BEDAN B | L | 4 | M | eTD | * | O/T | 4 | | TELA | CT | 80 | • | e | | 110.4 | | 99.4 | 72.0 | | | | | | | | | | | | | |
| OV | CORMA | BEDAN M | Ļ | - | | *10 | _ | DΥ | GA. | • | TELA | QT | | - | | | 120.4 | | 108.4 | 76.1 | | | | | | | | | | | | | |
| OV | CORSA | DEDAN O RIPIDO | | 4 | | • | | D/T | ÇA. | œ | TELA | 00 | | 08 | | | 120.4 | | 116.5 | 81.0 | | | | | | | | | | | | | |
| 0V 0V | CHEVY | MONZA POP E COMPORT 1.8 L 100 H.P. | L L | | | emo | | D/T | M . | OE. | TELA | 61 90 | | • | * | | 92.7 131.4 | | 118.3 | 81.2 | 57.2 | | | | | | | | | | | | |
| 94 | CHERY CS | 8 1.0 L 06 H.P. | Ľ | _ | Ξ | e10 | - | DN | - | ~ | TELA | 70 | | * | | | 82.0 | | 74.6 | | | | | | | | | | | | | | |
| ov | CHEVY CIL | MINISHP. | L | | = | =10 | | ov. | ČÁ. | = | TELA | • | | = | | | 90.0 | | 81.8 | | | | | | | | | | | | | | |
| OV. | CHERAL CIS | 01.0 L 05 H.P. D.H. | ū | Ä | - | OTP | = | DV. | QA. | - | TELA | OT | | • | | | 97.0 | | 86.1 | | | | | | | | | | | | | | |
| OV | CHEVY OZ | 81#LMHP. | L | 4 | | eTD | 86 | ᄦ | 84 | 86 | TELA | CT | ** | • | 86 | | 86.9 | | 78.2 | | | | | | | | | | | | | | |
| ΦV | CHEVY OIL | M 1.0 L 90 H.P. | L | | * | 410 | | D (V | OΑ | • | TELA | at | | - | | | 94.9 | | 86.4 | | | | | | | | | | | | | | |
| OV | OHENY CI | O1#LOSHP.OH | L | | _ | • | _ | D/V | OA. | = | THA | σ | | | | | 101.9 | | 91.7 | | | | | | | | | | | | | | |
| OV CV | CHENY CIL | B 1.6 L 66 H.P. M 1.6 L 66 H.P. | | | | 6TD | | DV | PA DA | = | TELA | 6T | | = | | | 94.9 102.8 | | 86.4 82.6 | | | | | | | | | | | | | | |
| OV | CHELAL COS | M 1.8 L 96 H.P. D.H. G 1.6 L 96 H.P. D.H. | L | • | = | 400 | | DV DV | ČA. | = | THEA | - OT | _ | 7 | _ | | 107.0 | | 97.1 | | | | | | | | | | | | | | |
| ov | CHEVY CI | D18L66HP.DH | , L | | - | AUT | | OV. | <u>~</u> | = | TELA | ~ ~ | | ä | | | 119.9 | | 107.9 | | | | | | | | | | | | | | |
| OV | CORMA | E Contribut 1.0 L, 100 h.p. | ū | 4 | - | 870 | | | OA. | 08 | TELA | 00 | | • | | | 131.4 | | 118.3 | 76.2 | | | | | | | | | | | | | |
| OV | CORRA | Value 1.8 L 190 h.p. | Ū | • | | STD | 84 | | SA. | - | TELA | OD | | | | | 109.9 | | 98.9 | 71.8 | | | | | | | | | | | | | |
| ov | DORBA | B 1.6 L 100 h.p. Hap4tino | U | • | | et0 | | | 84 | 86 | TELA | 90 | | | | | 115.4 | | 104.6 | 70.4 | | | | | | | | | | | | | |
| O۷ | CORRA | M 1.8 L 100 N.p. Bep/Elec | U | • | | etto | | | QA. | - | TULA | 00 | | • | | | 128.4 | | 113.0 | 82.0 | | | | | | | | | | | | | |
| ٥v | CORSA | O Comfort 1.6 L 100 k.p. | Ų | • | | | • | | OA. | OE. | TELA | 90 | | æ | | | 185.4 | | 121.0 | 80.5 | | | | | | | | | | | | | |
| OV | CORBA | E Comfort 1.8 L 100 h.p. | U | 4 | | €ТО | 94 | DYT | ÇA | ĊĖ | TOLA | 00 | •0 | 08 | | | 137.4 | | 123.7 | 90.4 | | | | | | | | | | | | | |
| ov | CAVALER | AUITIERO | v | | F.I | 870 | | ОТ | E A | - | MAA | | 80 | | | | 136.0 | | | | | | | | | | | | 24.9 | 23.1 | 22.1 | 21.2 | 19.4 |
| ον - | CAVALIER | AUSTERO | v | | e. | STD | | | F A | = | TELA | = | 84 | | | | 137.0 | | | | | | | | | | | | 25.0 | 24.0 | 23.1 | 22,1 | 10.4 |
| ov | CAVALIEN | TIPICO | v | | E.I | ₽TD | | | OA | • | THE | QT | 80 | = | # AI | , | 139.0 | | | | | | | | | | | | 20.7 | 24.9 | 24.0 | 23.1 | |
| ov | CAVALER | TIPIOO | ٧ | | E.J | ₽TD | M | D/T | ÇA | - | TELA | OT | | | | | 140.0 | | | | | | | | | | | | 27.7 | 25.8 | 24.0 | 24.0 | 23.2 |
| OV. | CAYALIER | TIPROO | ٧ | - | F.I | AUT | | | ŒΑ | • | TELA | ОТ | | | e H | | 141.0 | | | | | | | | | | | | 20.6 | 26.7 | 26.9 | 24.4 | |
| OV | OAVALIER | TIPIOO | ٧ | - | F.) | AUT | | | QA. | - | TELA | ĊŤ | | | * * | | 142.0 | | | | | | | | | | | | 29.5 | 27,7 | 26.9 | 24.9 | |
| σv | CAVALER | BOUPADO | ٧ | _ | P.I | AUT | | | OA | ** | TELA | Œ | | | 96 H-1 | | 143.0 | | | | | | | | | | | | 30.4 | 20.0 | 27.9 | 26.0 | |
| OV OV | ÇAVALER CAVALER | MGLIPADO OOUPE (F) | ¥ | • | F.I F.i | AUT | | | <u> </u> | # | TELA | OT PM | | - | # H4 | | 145.0 | | | | | | | 47.6 | 40.7 | 37.1 | 34,3 | 12.5 | 31.4 | 29.7 | 35.0 | 23.0 | |
| OV | CAVALIER | COUPE (B) | 4 | • | EA Bu | eto. | | | <u>~</u> | = | TELA | PM | | | - 14 | | 130.0 | | | | | | | 51.5 | 43.4 | 39.0 | 37.1 | 35.3 | | | | | |
| av | CAVALIÈR | OOUPE (M) | ū | | F.) | АЛТ | | | M | 84 | TELA | FM | | | | _ | 134.0 | | | | | | | 61.2 | 43.4 | 30.0 | 37.3 | 35.6 | | | | | |
| ov | CAVALIER | COUPE (N) | ŭ | | F.I | | | /400 | | - | TELA | FM | | | - | | 135.0 | | | | | | | 52.8 | 45.2 | 41,6 | 38.9 | 37.1 | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | 1.84 | | | | | | | | _ |
|------------|-------------|----------------------------|-----|-------|------------|----------|-------|------------|----------|-------|-----------|------|-----------------|----------------|------|----------------|--------------|--------------|--------------|--------------|------|------------|------|------|------|------|------|------|---------|-----|
| | | | | | | | | | | | | | | ,,, | | | | | | 4000 | 1998 | V2 1997 | 1996 | 4000 | 1004 | 1000 | | 1004 | 1990 11 | |
| *** | Descripción | | | | | | | | | | | | | _ V1 | 2004 | 2003 | 2002 | 2001 | 2000 | 1900 | 1996 | 100/ | 1000 | 1990 | 1994 | 1943 | 1976 | 1991 | 1 | .00 |
| | | | | | | | | | _ | | | | | | | | | | | | | | | | 40.7 | | | | | |
| ٥v | CAVALIER | OOLFE (A) | 1.4 | PJ | - E | • | | | | TELA | - | | 60 04 AAP | 130.0 | | | | | | | | | | 42.5 | 41.0 | | | | | |
| ٥v | CAVALIER | COUPE (B) | и | Fil | | ••• | ABI | | 96 | TELA | | | | 180.4 160.0 | | | | | | | | | | 39.6 | 36.0 | | | | | |
| ٥V | ÇAVALER | COLFE (H) | L4 | F.1 | - 4 | | l AM | | 100 | TELA | - | | | | | | | 66.0 | 81.9 | 66.1 | 40.8 | 41.6 | 38.0 | 36.0 | 23.4 | | | | | |
| ٥٧ | CAVALIER | REDAN (F) | LA. | E.1 | _ | ™ • | ABI | | 96 | TELA | ~ | | | 134.0 | | | | 00.V | 91.0 | QQ.1 | 63.0 | 48.1 | 42.4 | 39.7 | 37.8 | | | | | |
| ۵V | CAVALIER | SEDAN (G) | И | | • | | A | | - | TEA | 7 | | | 136.0 137.0 | | | | | | | 55.5 | 80.4 | 46.0 | 43.4 | 41.7 | | | | | |
| OV | CAVALER | SEDAN (M) | и | FJ | | <i>,</i> | | | = | TELA | ~ | | | 137.0 | | | | | | | 57.9 | 52.4 | 47.9 | 45.2 | 43.4 | | | | | |
| OV | CAVALMER | SEDAH (N) | и | FJ | M | л • | | | - | TELA | - | | | | | | | | 63.7 | 86.0 | 07.0 | 04.4 | 47.0 | 40.2 | 44.3 | | | | | |
| Óν | CAVALIER | EEDAN (A) | и | F.4 | | | - 450 | | = | TELA | _ | | *** | 133.0 | | | | | 63.4 | DED.U | | | | 49.1 | 44.7 | | | | | |
| OV | CAVALER | GEDAN (8) | и | F.J | | | AM | | = | TELA | _ | | | 166.0 | | | | | | | 56.3 | 52.0 | 40.5 | 47.0 | 45.9 | | | | | |
| OV | CAVALIER | GEDAN (H) | 14 | F4 | A | | | | - | | | | | 100.0 | | | | | | €7.7 | 66.0 | DAC. | 40.0 | 47.0 | ₩.0 | | | | | |
| ev | CAYALER | GEDAN (P) PATRULLA | LA | P. | • | | - | EA. | - | TELA | m | 4 99 | * * | 165.0 | | | | | | •/./ | | | | | | | | | | |
| | | | | | | | | | | | | | | 213.8 | | | | | | | 68.6 | | | | | | | | | |
| OV | TIGIRA | COUPE BOUIPADO | и | 10,00 | - | | | | OE. | TELA | | | OP H | | | | 67.3 | 65.1 | 66.1 | B2.4 | 00.0 | | | | | | | | | |
| ٥٧ | CHEVY | STATION WASON OL | u | MAC. | | | - | MA. | = | TELA | OT. | | | 115.0 | | | 75.6 | | | 56.0 | | | | | | | | | | |
| OV | OHEVY | STATION WAGON GLE DH | и | MK | | | 1 0/7 | | ON. | TELA | OT | | # # | 128.0 | | | | 86.7 79.7 | 56.6 | 65.4 | | | | | | | | | | |
| ÓΥ | ABTRA | AUSTERO B 114 H.P. | 14 | 240 | | • | · • | A A | - | TELA | 07 | | 80 M P-F | 146.9 156.0 | | | 86.6 95.7 | 87.7 | 72.0 78.0 | 71.8 | | | | | | | | | | |
| OV | AFTRA | TIPIQO M 114 H.P. | и | 200 | - | | | ÇA. | = | TELA | OT | | | 188.0 | | | 101.9 | 94.6 | 7 Q.O | 79.0 | | | | | | | | | | |
| ov | ABTRA | TIP100 A 114 H.P. | 4 | *** | | π. | | | - | TEA. | OT | | | | | | 101.0 | 94.0 | 81.0 | #2 G | | | | | | | | | | |
| OV. | AFTRA | COMPORT LLUIC C 114 H.F. | LA | | | | - | | 08 | TELA | 60 | | 08 # 0-# | 164.9 | | | | | | | | | | | | | | | | |
| QV. | ABTRA | COMPORT LUIC D 114 H.P. | u | 100 | | | ARE | | a | THE | æ | | QB 86 D-4P | 172.0 | | | 107.2 | 102.0 | 97.4 | 67.7 | | | | | | | | | | |
| OV | ABTRA | 000PE LLUO 0 114 H.P. | 14 | MAC | | | A | | œ | TELA | 00 | | GB C 649 | 153.0 | | | | 84.2 | 70.4 | 70.0 | | | | | | | | | | |
| OV | ASTRA | 000PE UUO D 114 H.P. | Ų, | 140 | - " | | A | | 02 | TELA | - 00 | | OS 65 DAP | 163.0 | | | | 69.5 | 81.5 | 76.2 | | | | | | | | | | |
| ٥v | ABTRA | BLBGANDE B 2.3 L 146 H.P. | и | MK | | ъ. | | - | Œ | MEA | 00 | | OF 48 64P | 167.0 | | | | 108.3 | 97.4 | | | | | | | | | | | |
| ΦV | ARTHA | ELECANCE F E.E.L. 148 H.F. | 1.4 | 440 | | | | | Œ | TEA | 00 | | 08 # 1-47 | 196.0 | | | | 110.7 | 104.8 | | | | | | | | | | | |
| 6 V | ABTRA | 981 8.2 L 146 H.P. | и | 200 | | | | - | œ | TELA | 00 | | OR 86 | 189.9 | | | 117.8 | 101.9 | 94.0 | | | | | | | | | | | |
| OV | AJITHA | ETATION WARON | 14 | |) AL | | | _ | Œ | TELA | œ | | 00 (5 | 185.0 | | | | 104.6 | 96.7 | | | | | | | | | | | |
| O۷ | | BOUPADO | и | 840 | . , | | 4 | | # | TELA | ĊŦ. | | * * ** | 160.0 | | | | | 85.4 | | | | | | | | | | | |
| OV | CAVALIER | BOUPADO | и | MAC | | | | | - | TELA | σ | | | 164.0 | | | | 66.4 | 65.6 | | | | | | | | | | | |
| OV | CAVALIER | SIGNIFACIO PERINE | ĻA | | | | | | Œ | TELA | 00 | | | 159.0 | | | | | 67.3 | | | | | | | | | | | |
| O٧ | CAYALIER | BQUIPADO RINBS | LA | MAC | | | | QA | Ċ. | TELA | -00 | _ | # # 14 | 160.0 | | | | | 69.1 | | | | | | | | | | | |
| ΦV | ZAPTIA | MONOVOLUMBN 1.6 L | u | MC | | D 8 | | QA. | 06 | TELA | QT. | | CD = #F | 203.0 | | | 120.1 | | | | | | | | | | | | | |
| OV. | ZAFRA | MONOVOLUMEN S.S.L | u | - | _ | 7 4 | ARE | | 00 | TELA | 40 | | OB 85 148P | 223.0 | | 200.7 | 136.0 | 125.0 | | | | | | | | | | | | |
| ۵V | ZAPIRA | MONOVOLLIMEN S.S L FINES | LA | MC | | | ABS | _ | œ | Year | æ | | OH M HAP | 226.0 | | 208.2 | 143.7 | 130.2 | | | | | | | | | | | | |
| ٥v | CHEVY | STATION WASON | и | | | | 100 | - | | TELA | OT | | | 116.0 | | | | | | 61.2 | | | | | | | | | | |
| ev. | OHEVY | STATION WASON | 14 | 840 | | | DYT | CA. | 00 | TELA | OT. | | | 130.0 | | | | | | 60 .0 | | | | | | | | | | |
| ۵V | ASTRA | COMPORT O 114 H.P. | и | MAC. | | | | - | œ | TELA | æ | | G) M 04P | 171.0 | | | 103.6 | 82.6 | | | | | | | | | | | | |
| OV | ARTINA | COMPORT D 114 H.P. | и | HAC | | | | | OE. | TELA | 00 | | 08 94 0-87 | 181.9 | | | 107.6 | 92.9 | | | | | | | | | | | | |
| OV | ABTRA | BLEGANCE E SS L 148 H.P. | и | MAC. | | | | QA. | • | _ | - | | *** | 199.6 | | | 109.0 | 63.0 | | | | | | | | | | | | |
| ΦV | ABTRA | BLBOANCE F 2.2 L 148 H.P. | 14 | MAC | | - | | | 08 | | 00 | | OF 88 F-47 | 206.4 | | | 110.0 | 97.4 | | | | | | | | | | | | |
| QV | OHEVY | STATION WAGON OLM | u | 840 | | | | QA. | - | TELA | OT | | * # W | 114.5 | | | 71.4 | 84.2 | 55.1 | | | | | | | | | | | |
| ΦV | ZAPIRA | MONOVOLUMEN S.S.L. R/ACERO | и | - | AL. | | | ÇA. | 9 | THE | 90 | | CR 60 H-6P | 226.0 | | | 147.0 | 129.3 | | | | | | | | | | | | |
| OV | APTRA | TIPROD M 130 HLP. 1.8 L | и | MC | | | | OA | 86 | TEA | OT | | 80 M M-P* | 163.0 | | | 93.0 | | | | | | | | | | | | | |
| OV | | MONOCAB V VALUE | L4 | - | • | | | • | - | TELA | 00 | | M 65 P-75 | 127.6 | | 114.8 | | | | | | | | | | | | | | |
| ٥v | MERCAN | MONOGAR & SARCO | и | • | • • • | | | 84 | œ | TELA | 00 | | ## F-78 | 133.5 | | 120.2 | | | | | | | | | | | | | | |
| ov | | MONOCAB NI BABICO | и | - | • | | DV | 04 | 08 | TELA | - 00 | | 60 64 P-75 | 148.0 | | 190.5 | | | | | | | | | | | | | | |
| ÇV | MATERIA | MONODAB C'OOMPORT | 4 | *** | 81 | | | DA. | œ | TELA | 90 | | ■ # F 75 | 189.5 | | 143.6 | | | | | | | | | | | | | | |
| OV | CAVALIER | A 140 H.P. | ļ,A | 10.00 | - | | 480 | BA | 86 | TELA | 00 | | 00 m Ad* | 130.0 | | | 81.4 | | | | | | | | | | | | | |
| ٥v | CAVALIER | 8 140 H.P. | 14 | | 81 | | 4 | | | TELA | 00 | | G # 54P | 143.0 | | | 92.2 | | | | | | | | | | | | | |
| OV | CAVALER | E 140 H.P. | 14 | 10.07 | | | A84 | | ** | TELA | 00 | | G = 14 | 166.0 | | | 100.3 | | | | | | | | | | | | | |
| ٥v | CAVALIER | A 140 H.P. | 14 | | 87 | | ARE | | = | TELA | 90 | | GB 64 A-47 | 132.0 | | | 63.2 65.0 | | | | | | | | | | | | | |
| OV. | CVANTELL | B 140 H.P. | 4 | | 6 7 | | | | • | TELA | 00 | | CO 65 P-# | 145.0 | | | | | | | | | | | | | | | | |
| ov | CAVALIER | E 140 H.P. | u | _ | A | т 🖦 | | | - | TELA | 80 | | 08 44 6-47 | 159.0 | | | 92.2 | | | | | | | | | | | | | |
| ΦV | CAVALIER | PATRILLA | 14 | M | | 7 04 | | | # | YELA | 00 | | OB 64 P-4P | 180.9 | | | 96.6 | | | | | | | | | | | | | |
| OV | CAVALER. | B 2.2 L 140 H.P. | 4 | - | 41 | | | | ** | TELA | 00 | | OS 05 | 137.7 | | 123.0 | | | | | | | | | | | | | | |
| ۵V | CAVALIER | M 2.3 L 140 H.P. | u | | OT. | | | | œ | TRALA | 00 | | * | 151.5 | | 136.4 | | | | | | | | | | | | | | |
| Q٧ | CAVALIER | AZZL 140 H.P. | 4 | - | AL | | | ÇA | 9 | TELA | 00 | | ap ## | 184.2 | | 147.0 | | | | | | | | | | | | | | |
| OV | ABTRA | 991 PAQ. 9 2.0 L 114 H.P. | LA | - | 47 | | | 84 | CE. | TELA | 60 | | | 199.5 | | 178.7 | | | | | | | | | | | | | | |
| ΦV | ABTRA | PAG. M. B.D. L. 114 H.P. | 4 | - | eT | | | OA. | Off | TELA | 00 | | | 169.9 | | 143.9 | | | | | | | | | | | | | | |
| OV | ASTRA | PAQ. A 8.0 L 114 H.P. | L4 | - | · AL | | | QA. | œ | TELA | 00 | | | 100.9 | | 152.0 | | | | | | | | | | | | | | |
| ٥v | ASTRA | PAQ. 0 8.4 L 148 H.P. | и | - | - 67 | _ | | OA. | 08 | TELA | 8 | | OB 04 | 176.0 | | 159.3 | | | | | | | | | | | | | | |
| OV. | ARTRA | PAG. D 14 L 148 H.P. | u | | AL | | | QA. | 08 | TELA | 00 | | OB 64 | 186.9 200.9 | | 187.3 180.8 | | | | | | | | | | | | | | |
| Q٧ | ANTRA | PAG. E 3.4 L 146 H.P. | и | 11.00 | et. | | _ | | - | - | 00 | | | | | 160.6 | | | | | | | | | | | | | | |
| ov | AFTRA | PAG. F &4 L 148 H.F. | 14 | - | ALL | | ABO | | O | PIEL. | 00 | | OB (# | 210.9 | | | | | | | | | | | | | | | | |
| ۵v | ABTRA | PAQ. 8 2.0 L 114 H.P. | и | - | 97 | | | BA | OR | TELA | 00 | | * * | 149.9 | | 134.9 | | | | | | | | | | | | | | |
| ÇV | ARTRA | PAQ. M Z.O.L 114 H.P. | LA | 1947 | | | DV | | CE | TELA | 00 | | 4 | 162.9 172.9 | | 140.0 155.0 | | | | | | | | | | | | | | |
| ٥v | ARTRA | PAQ. A 2.0 L 114 H.F. | L4 | - | AL. | . 04 | DN | UA | OH | TELA | 00 | - | 00 OF | 172.0 | | 100.0 | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | | V2 | | | - | | | | | _ |
|-----------|---------------------|--|------|------------|-----|-------|-------------|-------|------|-------|-----|------|--------------|------------|-------|------|-------|-------|-------|-------|--------------|------|--------------|-------|------|------|------|---------|------|------|------|
| | | | | | | | | | | | | | | | I I | 2004 | | **** | **** | 2000 | | 4000 | 1997 | 1004 | 1006 | 1004 | 1003 | 1982 | 4804 | 1990 | 1989 |
| Maroe | Descripción | | | | | | | | | | | | | | V1 | 2004 | 2003 | 2002 | 200 | 2000 | 11000 | 1996 | 199/ | 11440 | IVVO | | 1993 | I BROOK | 100 | 1990 | |
| | | | | | _ | | | - 4 | | | | | 08 (| | 178.0 | | 161.0 | | | | | | | | | | | | | | |
| ٥v | ARTRA | PAQ. 0.84 L 148 H.P. | v | | _ | | | | | | | | - | | 188.0 | | 170.0 | | | | | | | | | | | | | | |
| O۷ | ABTRA | PAG. D 2.4 L 148 H.P. | - | | | | H A | | | | _ | | — | | 203.0 | | 183.5 | | | | | | | | | | | | | | |
| 97 | ASTRA | PAG. II 2.4 L 148 H.P. | | | | | OH A | | | | | | 00 (| | | | 192.5 | | | | | | | | | | | | | | |
| OV | ARTHA | PAG. F 8.4 L 146 H.P. | v | | | | 04 A | | | | | | 00 (| | 213.0 | | | | | | | | | | | | | | | | |
| O۷ | MENUVA | N Emplowed 1.8 L 100 h.p. | - | - | | | | T . | | | | | COR (| | 134.0 | | 121.4 | | | | | | | | | | | | | | |
| ev. | | A Basyvenio 1.8 L 100 h.p. | и | | | | | τO | | | | | 00 (| | 152.0 | | 137.8 | | | | | | | | | | | | | | |
| ٥v | MEDITAL VA | D Comfort Easystonis 1.6 L 100 h.p. | u | • | - | AUT | 06 D | 7 04 | | TELA | 00 | - | CB (| | 170.0 | | 163.8 | | | | | | | | | | | | | | |
| | | | | | | | | | | | _ | | | | | | | | | | | | | | | | | | | | |
| PT | MATIE | V1.0 L 00 H.P. | v | | _ | | | * * | | | | | | M A-m | 78.0 | | 69.2 | | | | | | | | | | | | | | |
| PT | MATTE | 8 1.0 L 62 H.P. DH | u | | _ | | * 0 | | | | - | | | M 0-47 | 61.9 | | 73.7 | | | | | | | | | | | | | | |
| FT | MATIZ | M 1.0 (. 402 H.P. CAH | u | _ | | | ~ 0 | . – | | | | | | | 00.9 | | 80.9 | | | | | | | | | | | | | | |
| PT | MATIZ | 0 1.0 L 42 H.P. D/H | u | | | 970 | 04 D | 7 04 | | TOLA | - | - | | 0-45 | 93.0 | | 84.5 | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PT | | COUPE SLE L | u | | • | eTD | W A | | | | | | ' | M F-87 | 132.0 | | | | 71.0 | ■2.0 | 84.0 | 49.6 | 44.3 | | | | | | | | |
| FT | SUNFFEE | SERVICE STATE OF THE SERVICE S | L | | | -10 | M M | | | TELA | - | | | | 140.4 | | | | | | 66.0 | 61.6 | 48.1 | | | | | | | | |
| PT | OUNFIEE. | COUPE 2.9 L | u | 1 16 | | AUT | * * | | | TELA | OT | | | H 44 | 144.0 | | | | | | 87.9 | 54.2 | 40.8 | 47.9 | | | | | | | |
| FI | g, per pint | MEDAN 2.8 L | L | | • | AUT | | | | | Φţ | _ | | - | 148.0 | | | | | | 50 .7 | 66.1 | 49.7 | 40.3 | | | | | | | |
| PT | SUNTINE | COUPE EAL | L/ | | | e TD | 4 A | | | TELA | OT | - | | 9.5 | 144.9 | | 130.4 | | 75.0 | 66.0 | 66.D | 52.2 | 60.6 | | | | | | | | |
| PT | OLIVITA . | GEDAN 3.3 L | U | | | OTO . | 84 A | - | | TELA | OT | 80 | • | H 4-F | 145.0 | | | | | 64.2 | 59.2 | 53.0 | 52.1 | | | | | | | | |
| FT | SUMPRISE. | COUPE 2.8 L | и | | • | AUT | 66 A | M 0/ | | TELA | Q1 | - | (4) | | 146.0 | | | | 78.6 | 88.9 | 60.6 | 86.1 | 84.2 | | | | | | | | |
| PT | O.NFIRE | GEDAN 2.8 L | и | | - | ΑЛ | | | | | OT | - | 00 (| B H-47 | 146.5 | | | | | | 62.4 | 56.9 | 66 .0 | | | | | | | | |
| PT | (LINEAL) | COUPE 2.5 L | u | i M | ~ | eTD | * A | | | TELA | ĊΤ | - | 00 (| M A-27 | 147.0 | | | | | 67.8 | €1.6 | 86.0 | 66.1 | | | | | | | | |
| FT | GLASTIN | OFDAN 2.3 L | и | | | eTD | M M | | | TELA | QT. | - | 4 | M A-47 | 147.9 | | 133,1 | | | 66.7 | €2.4 | 86.9 | 56.0 | | | | | | | | |
| PT | GUNFIRE | COUPE S.S.L. | u | | • | АЛТ | 4 A | | . 08 | TELA | 00 | 80 | 08 (| * ** | 148.0 | | | | 78.9 | 60.6 | 63.7 | 50.3 | 86.9 | 80.2 | | | | | | | |
| PT | | ORDAN 13 L | L/ | | • | AUT | 94 A | | 06 | TRLA | 00 | - | 00 (| M H-4P | 140.9 | | 134.9 | | | | 66.6 | 80.6 | 66.8 | 50.6 | | | | | | | |
| FT | SAMPLE . | 230, J | u | | • | STD. | 88 A | | | THA | QΪ | - | | 44 | 160.0 | | | | | | | 66.9 | 56.6 | 56.6 | | | | | | | |
| PT | BUNFFRE | 2700. L | u | | | ALIT. | 66 A | | a a | TELA | σ | 80 | | # L3* | 161.0 | | | | | | | 66.7 | 42.4 | 84.9 | | | | | | | |
| FT | SUPPRINCE STATEMENT | MILIPRO OT | u | | | STD | | | - 02 | TELA | OT | - | | | 152.0 | | | | | 69.4 | 64.4 | | | | | | | | | | |
| PT | UNITE | MILENIO OT | и | | | ALIT | . | | a a | TELA | Q7 | - | 08 (| | 163.0 | | | | | | 65.7 | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OV | MALIBU | SECAN LX | u | | • | AUT | M A | | | TELA | QT. | 80 | 09 (| 1 | 187.0 | | | | 95.8 | 78.6 | 60.6 | 66.0 | 67.9 | 63.3 | | | | | | | |
| OV | MALIEU | SEDAN | W | | - | ΑЦТ | D4 AI | | | TELA | OT | 80 | | 16 | 195.0 | | | 108.5 | 96.7 | 64.1 | 70.5 | 65.1 | | | | | | | | | |
| OV | MAY THU | CONTRACT LIE | W | | • | AUT | 94 A | | | TELA | 00 | 80 | 68 (| 16 | 197.0 | | | 114.0 | 06.6 | 86.0 | 76.6 | 66.9 | 63.3 | 53.6 | | | | | | | |
| OV | MALIBU | GEDAN LO | v | | | AUT | M A | | Œ | | 90 | 80 | | # | 226.0 | | | 118.4 | 108.7 | 94.6 | 80.4 | 89.0 | 66.0 | | | | | | | | |
| OV | MALIBU | CEIDAN LI | v | | | AUT | M A | | | PARL. | 00 | 00 | 40 | | 226.0 | | | 123.7 | 122.0 | 102.4 | | | | | | | | | | | |
| ٥v | MALIEU | SEDAN A 2.F L | й | | | | M A | | | TELA | 00 | - | | | 188.9 | | 170.9 | | | | | | | | | | | | | | |
| OV | MALIEU | 000AN 8 L0 3.6 L | W | | * | AUT | M A | | | TELA | 00 | 80 | 08 (| | 209.9 | | 100.9 | | | | | | | | | | | | | | |
| OV | MALTEU | MEDAN CLT R.S.L. | W | | | | | | | TELA | 00 | 80 | a | | 229.9 | | 206.9 | | | | | | | | | | | | | | |
| | | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FT | GRAND AM | CUOPE SE AUSTERO | w | | • | AUT | 88 AI | | _ | TELA | - | 80 | • | H | 197.0 | | | | | | 92.1 | 83.3 | | | | | | | | | |
| PT | GRAND AN | DEDAM OF T | v | | | | M A | | | TELA | 00 | 80 | a (| M | 187.6 | | | | | 99.4 | 95.8 | 84.1 | | | | | | | | | |
| er . | GERAND AM | OUOPE OT BOUPADO | v | | | | . A | | | | | | 00 (| | 198.0 | | | 130.1 | 114.4 | 103.0 | 96.7 | 85.9 | | | | | | | | | |
| er | OFWED ALL | BEDAN OT BOUPADO | Ü | | | AUT | M A | . 04 | - | THA | 00 | 40 | 00 (| M A | 190,0 | | 179.0 | 134.4 | 119.3 | 104.9 | 98.6 | 80.0 | | | | | | | | | |
| PT | GRAND AN | QUOPE OT BOURPADO | v | | | | M A | | | PIEL | | | Q0 (| | 208.0 | | | 139.5 | 122.9 | 110.3 | 100.3 | 60.5 | | | | | | | | | |
| PT | GRAND AM | BEDAN OT EQUIPADO | v | | | | | 10 OA | | | | | 00 (| | 213.0 | | 191.7 | 141.2 | 124.7 | 115.7 | 104.0 | 91.3 | | | | | | | | | |
| • • | | | | _ | | | | | | | | | | | | | | _ | | | | | | | | | | | | | |
| PT | GRAND PRIX | DE DEDAN | w | , , | | AUT | M A | M 0/ | æ | | σ | - | | • | 220.1 | | | | | | 102.6 | 67.7 | 76.3 | 69.1 | | | | | | | |
| FT | GRAND PRIX | GT COUPS | v | | | | H A | | | | | | 90 (| | 336.1 | | | | 128.4 | 124.9 | 108.7 | 93.9 | 79.5 | 71.8 | | | | | | | |
| PT | GRAND FRIX | GT BEGAN | w | , <u>~</u> | • | AUT | M A | | | | | | 00 (| | 345.9 | | | | | 127.0 | 108.1 | 98.6 | 81.5 | 75.3 | | | | | | | |
| PT | GRAND PROX | GTP BEDAN BO | Ÿ | | | | | | | | 90 | | œ (| | 284.4 | | | | | 129.3 | 108.6 | 98.3 | 63.3 | 77.1 | | | | | | | |
| PT . | GRAND FROK | GTP SEDAN SC | v | | | | | | | | 00 | | 00 (| | 374.4 | | | | | 131.1 | 114.3 | | | | | | | | | | |
| | | | | - | ' | | | | | | | | ' | | - ' | | | | | | | | | | | | | | | | |
| FT | AETIEK | SE S AUSTERO 4 X 2 | w | 1 10 | | ALIT | | | | TELA | 00 | 80 | 00 (| | 235.4 | | 211.0 | 141.9 | 117.5 | 106.5 | | | | | | | | | | | |
| PT | AZTEK | OTE LUIO 4XE | vi | | | | | 10 OA | | | 00 | 80 | OB 1 | | 242.6 | | 216.3 | 144.6 | 121.1 | 111.2 | | | | | | | | | | | |
| FT | AZTEK | OT Q BOUPADA LUJO 4X3 | v | | | | | - 64 | | | 00 | - 00 | | | 267.9 | | 232.1 | 140.2 | 128.4 | 121.1 | | | | | | | | | | | |
| PT | AZTEK | AWD LUJO 4 X 4 | W | | | | | | | | • | 00 | 08 (| M V | 290.0 | | 261.7 | 155.5 | 132.9 | | | | | | | | | | | | |
| | | | | - | - ' | , | | _ | | | _ | | ' | | | | | - | _ | | | | | | | | | | | | |
| OV | VECTRA | COMPORT 2.2 L | - 14 | - | | ALIT | M M | | - 08 | TELA | 00 | 80 | 00 (| M A | 226.0 | | 203.4 | 140.2 | | | | | | | | | | | | | |
| CV | VIIIOTINA | OCMPORT & A L | | | | | M A | | | | | | 08 (| | 240.9 | | 222.2 | 149.0 | | | | | | | | | | | | | |
| av | VIICTRA | BLEGANCE 3.2 L | | | | | | | | | | | - i | | 273.9 | | | 163.3 | | | | | | | | | | | | | |
| GV GV | VECTRA | BLEOANOE 3.3 L Xeeon | | | | | | | | | | | œ (| | 267.9 | | 259.1 | | | | | | | | | | | | | | |
| | ***** | | | _ | - ' | | | | _ | | | | - | _ | | | | | | | | | | | | | | | | | |
| SU | CENTURY | LIMITE | v | F. | | ALIT | мм | T 04 | - | VILOU | | 80 | | | 230.4 | | | | | | | | | | 42.5 | 40.9 | 30.2 | 35.9 | 31.7 | 30.0 | 29.2 |
| 90 80 | CONTURY | LIMITE | | | | | | T 04 | | PIEL | | | = 3 | | 255.4 | | | | | | | | | | 44.2 | 42.6 | 41.7 | 39.2 | 33.3 | 32.5 | 30.6 |
| | WILLIAM T | | - | | ' | | _, _, | | - | | ٠. | | - | _ | | | | | | | | | | | | | | | - | | |
| ОМ | OUTLASS | TIPICO (B) | | | | ALIT | ne ~ | T CA | | TELA | от | 80 | | 36 | 211.7 | | | | | | | | | | | | | 28.6 | 24.8 | 23.0 | 21.3 |
| | | /-/ | | | ' | | | _ | | , | _, | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | | V2 | | | | | | | | \neg |
|----------|----------------------------------|--|----------|-------------|------------|---------------|------------|----------|----------|----------------|----------|----------|----|------------|----------------|------|----------------|----------------|----------------|-------|--------------|----------------|--------------|--------------|--------------|---------------|--------------|--------------|--------------|--------------|--------------|
| Marca | Descripción | | | | | | | | | | | | | | V1 1 | 2004 | 2009 | 2002 | 2001 | 2000 | 1999 | 1995 | 1997 | 1998 | 1996 | 1994 | 1999 | 1992 | 1991 | 1990 | 1980 |
| | • | | | | | _ | _ | _ | | | | _ | | | | | | | | | | | | | | | | AT - | | | |
| OM | OUTLAND OUTLAND | TIPICO (B) | * | F.(| AU. | | D/T | OA OA | ** | TELA VELOUR | | ** | | | 215.0 218.7 | | | | | | | | | | | | | 27.6 27.0 | 26.7 26.1 | | 22.1 21.7 |
| ON | GUTLASS | шю | ~ | E.I | | , | | OA. | - | VELOUR | | | | | 218.1 | | | | | | | | | | | | | 28.3 | 27.5 | | 23.0 |
| OM | CUTLABO | SEDAN | vs | F.1 | AU. | | 24 | OA. | - | VELOUR | | | | | 233.0 | | | | | | | | | | 37.3 | 36.6 | 31.3 | | | | |
| OM | OUTLANS | COUPE | V | FJ | AU | T DEL | 0/1 | DA. | 08 | VELOUR | | | | | 231.0 | | | | | | | | | | 35.4 | 34.5 | 30.1 | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OM | CUTLABS | ELROSPORT (J) | W | | | | | OA. | - | TELA | | 80 | | | 268.0 | | | | | | | | | | 41.6 | 37.7 | 30.6 | 29.0 | 27.6 | 26.9 | |
| OM | OUTLASS | BURGOPORT (J) | W | FI | STI ALL | | | OA. | = | TELA | | 60 | | | 264.6 270.6 | | | | | | | | | | 43.2 44.9 | 40.0 41.8 | 32.0 35.1 | 31,2 31,0 | 30.4 | 20.0 20.0 | |
| OM | CUTLABB CUTLABB | BUROSPORT (K) BUROSPORT (K) | W | F.I | AU. | • | D/T | DA DA | 06 | TELA | 90 | ** | | | 270.0 | | | | | | | | | | 45.8 | 42.5 | 36.6 | 34.3 | 33.5 | | |
| OM | OUTLAND | SUR (K) COUPE | - | F.I | - | - | | <u>~</u> | = | TELA | <u>σ</u> | | _ | | 234.6 | | | | | | | | | | | 44.2 | 37.5 | J-1.5 | 40.0 | J 1.U | |
| œ | CUTLAGG | BLIR (K) COUPE | w | ř. | | | DAT | GA. | oe. | - | 00 | | | | 246.6 | | | | | | | | | | | 45.9 | 30.2 | | | | |
| QM | QUTLABB | EUR (K) BEDAN | - | P.I | AL | F 04 | prt | ŒΑ | σŧ | TELA | 00 | - | | • | 234.0 | | | | | | | | | | | 44,3 | 39.1 | | | | |
| OM | OUTLASS | BUR (H) BEDAN | V | F. I | AU | r 04 | Off | DA | Œ | MEL. | OT | 80 | | # | 245.4 | | | | | | | | | | | 47.8 | 40.8 | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BU | REGAL | BEDAN LTD BEDAN DB | VS. | F.I | | | ABS ABS | | CIE . | TELA | | 9Q | | | 230.4 259.7 | | | | | | | | | | 62.3 64.9 | 80.Š | 47.8 | | | | |
| | REGAL | SELAN DE | M | F.1 | W | - | ~ | OA | 4 | THE | or | ~ | | - | 200.7 | | | | | | | | | | 57.5 | 6 U. B | 47.B | | | | |
| PT | BOHRWILE | LLLUIC dell (Bell) | ve | MP | Αυ | | ABB | OA | Q# | PIEL | 07 | 80 | 00 | • | 385.4 | | | | | | | 79.7 | 89.1 | 84.9 | \$3.2 | 81.4 | 48.7 | | | | |
| PT | BOMMATTE | TITIO 86 | W | 1647 | N/ | | ABB | OA | Œ | PIL. | OT | 80 | œ | • | 360.0 | | | | | | | | | | 56.7 | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ٥v | MPALA 3.4 LTG. | AUSTERO | W | - | AUT | - | 480 | BA GA | ** | TELA | | 80 | | | 219.0 219.0 | | | | 120 7 | 110.3 | 91.2 92.1 | | | | | | | | | | |
| 0V | RIPALA RA LTO. RIPALA BA LTO. | TIP100 | ** | | ALT | | 4 | GA GA | = | TELA | | 80 | | | 219.0 | | | 148.3 148.6 | | | W4.1 | | | | | | | | | | |
| CV CV | REPALA S.S.LTB. | LIST TIPROD | ~ | | AU. | | | OA . | | TEA | | - | | | 220.0 | | | 1-4.0 | 120.2 | 122.6 | 101.2 | | | | | | | | | | |
| OV | IMPALA SALTE. | LB GEMISQUIPADO | VB | * | | | | QA. | | PEL | | 80 | | | 230.0 | | | 152.4 | 131.1 | | 108.4 | | | | | | | | | | |
| QV | BEFALA S.O LTD. | LE CLUID | W | 1647 | ALF | 94 | ABB | OΑ | 05 | PIEL. | 60 | 00 | 00 | • | 234.0 | | | | | 129.3 | 100.8 | | | | | | | | | | |
| | | | | | | | | | | _ | | | | _ | | | | | | | | | | | | | | | | *** | |
| GD GD | OADELAO CADELAO | DEVILLE TOURING | 4 | 147 | AUT | 7 84 7 84 | ABB | DA DA | CIE. | 7E | OT. | 80 | | | 400.0 471.0 | | 422.1 | 255.0 | 221.4 | 186.2 | 189.7 | 140.2 | 122.7 | 100.2 | 89.4 | 70.1 | 71.8 | 67.8 | 66.9 69.2 | 61.2 | |
| 80 | CADILLAG | DEVILLE TOURSES | 4 | _ | ALC | | ~ | GA | <u>.</u> | _ | | - | | | 470.0 | | | | | | | | | | 96.0 | 84.9 | 73.0 | | 00.2 | | |
| œ | CADELAG | DORADO TOURING | | - | AUT | | ABB | OA. | œ | PER | | | | | 476.1 | | | | | | | | | 113.0 | 80.5 | 64.9 | 01.4 | | | | |
| 90 | OADILLAG | CATERA | W | - | AUT | - 64 | APR | CA | Œ | MA. | | 80 | | | 400.0 | | | | 212.4 | 167.2 | 148.2 | 132.8 | 115.7 | 97.6 | | | | | | | |
| 80 | CADELAC | CATERA | V | - | AUT | - | ABS | OA | Œ | PER. | OT | 00 | 00 | | 465.0 | | | | 218.9 | 170.8 | | 137.4 | | | | | | | | | |
| œ | CADILLAC | SEMILLE STR | W | | | | | QΑ | 06 | PARL | | 80 | | | 487.0 | | | | | 218.6 | 201.1 | 189.0 | 155.2 | 111.2 | 90.5 | 06.P | | | | | |
| 60 | CADILLAG | ORMILIE OTO | V | - | , | | | 40 | œ | 78. | - | ÇΩ | | | 490.0 | | | | | 228.1 | 207.6 | | | | 101.2 | | | | | | |
| 00 | CADILLAC CADILLAC | MEVILLE STO MADERA SEVILLE TOURING | W | - | ALT | | | OA OA | OE . | PIEL | OT | 90 | | | 495.0 497.0 | | | | | 234.3 | 212.1 | 195.2 | 162.7 | | | | 80.4 | | | | |
| 60 60 | CADILLAC | SECULLE TOURNS | 77 | = | | 84 | | <u>~</u> | Œ | 2 | | 00 | | | 488.0 | | 449.1 | 286.2 | 232.4 | 194.0 | 178.0 | 148.7 | 124 8 | | | | 90.7 | | | | |
| œ | GADILLAC | сте | - | - | ATT. | | | <u> </u> | œ. | PIEL | | | | <u> </u> | 369.0 | | 250.1 | 278.6 | | | | | | | | | | | | | |
| - a | CADILLAC | 070 | V9 | - | AUT | - 64 | ABB | GA. | Ç. | PRE. | OT | 80 | | 45 A | 409.0 | | 366.1 | 293.3 | | | | | | | | | | | | | |
| 00 | CADELLAC | CTB | W | | AUT | - 94 | ABS | OA | 06 | PIE. | 00 | 00 | 08 | es o | 466.0 | | 419.4 | | | | | | | | | | | | | | |
| 90 | CADILLAC | CTB | w | | | | | OΑ | Œ | | | | | | 489.0 | | 440.1 | 321.0 | | | | | | | | | | | | | |
| 00 | CADELLAO | DEVILLE 4.6 L Northster 275 h.p. | V | 10.00 | | | | ÇA. | 4 | PS. | | | | * * | 406.3 | | 421.6 | 299.5 | 223.2 | | | | | | | | | | | | |
| 00 00 | CADILLAC | DEVILLE 4.6 L Northdor 279 h.p. DEVILLE 4.6 L Northdor 276 h.p. | VS VS | | | | | OA. | OE . | | | | | * * | 484.9 810.0 | | 445.4 487.0 | 313.6 | 225.1 227.6 | | | | | | | | | | | | |
| on oo | DADILLAG | DEVILLE 4.8 L November 876 h.p. DEVILLE 4.8 L November 875 h.s. | V | - | | | | | œ. | 77. 1986 | | | | # H | 580.0 | | 485.0 | 345.0 | 233.4 | | | | | | | | | | | | |
| ω ω | CADELIAC | SEATTE SAF | VB | - | | | | | œ | MEL | | | | 5 0 | 560.0 | | 504.0 | | 200.4 | | | | | | | | | | | | |
| | | • • • | | | | | | | | | | | | | - | | | | | | | | | | | | | | | | |
| OM | EIGHTY EKOHT | REDAM LUJO LE | W | | AUT | • | D/T | OA | Œ | Prills. | œ | 80 | • | * | 261.0 | | | | | | | | | | | 50.6 | 40.7 | | 32.6 | | |
| ~ | CAVALIER | DEPORTING 234 | | 6.1 | | | D/T | . | = | TELA | | | _ | 6 HP | 178.0 | | | | | | | | | | 40.5 | 32.5 | 30.7 | 28.0 | 26.2 | 23.5 | |
| OV OV | CAVALIER | DEPORTIVO ZIN BQ. | W | F.I | | | | | Ξ | HELA HELA | | | | # 14P | 100.9 | | | | | | | | | | 30.0 | 34.7 | 30.4 | 27.0 | 26.0 | 29.4 | |
| CV. | CAVALIER | DEPORTIVO 234 | w | F.i | | - | | QA. | | TELA | | | | 46 K-27 | 162.0 | | | | | | | | | | 41.0 | 36.2 | 31.6 | 20.0 | 27.1 | 24.4 | |
| ov | CAVALER | DEPORTIVO ZNI BO. | w | e. | | | | | • | PIEL | | | | # LP | 186.3 | | | | | | | | | | 49.4 | 36.0 | 35.3 | 32.5 | 30.7 | 28,9 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OV | CAMARO | HIP DISPORTIVO | V6 | - | | | ABB | | | TBLA | | •• | | | 304.0 | | | | | 127.6 | 104.5 | 97.4 102.8 | 88.4 93.9 | 79.7 85.0 | 74.4 | 71.4 | | | | | |
| GV GV | CAMARO | HIS DEPORTIVO | V6 | ** | ALT | | | OA OA | 08 08 | PHEL TREA | | 80 | | | 331.7 333.0 | | | | | 141.7 | 106.3 | 99.2 | 90.4 | e 0.0 | | | | | | | |
| OV OV | CAMARO | HIS DISPORTIVO | V6 | | | | ABB | | | PEL. | | - C | | | 362.0 | | | | 151 0 | 145.3 | 116.0 | 104.6 | 95.7 | 84.2 | 79.7 | 73.0 | | | | | |
| OV | CAMARO | OOMERTIALE | W | - | | | A | | | PME. | | 80 | | | 390.0 | | | | | | | | 99.2 | 85.9 | 81.0 | 77.1 | | | | | |
| ٥٧ | CAMARO | CONVERTIBLE | W | MP | | | ABO | | | PIEL | | 80 | | | 360.0 | | | | | | | | 90.6 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FT | PREBAD | TRANS AM | 44 | *** | | | ABB | | | ME. | · | 80 | - | | 320.0 340.0 | | | | | 144 0 | 124.5 | 119.6 120.5 | 440.0 | 91.3 | 63 2 | 78.3 77.0 | 70.9 72.5 | | | | |
| PT PT | PRESIDE | TRANS AM CONVERTIBLE | VE | 145 | | | ᄻ | | | PHEL. | | 9Q 9Q | 08 | | 340.0 410.0 | | | | | 144.9 | 134.0 | 140.5 | 112.0 | 91. 3 | 04.2 | 77.W 80.7 | /2.5 | | | | |
| PT | FRENC | CONTRACTOR | v | - | AUI | | ~== | - | | FAIL | 01 | • | | - | -10.0 | | | | | | | | | | | 90.7 | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | _ |
|----------|------------------------|--|-----------|------------|------------|----------------|----------|----------|----------------|-----------|-------------|------------------|------|----------------|-------|----------------|-------|-------|--------------|-------|--------------|--------------|-------|--------------|----------------|--------------|--------------|--------------|--------------|--------------|
| ***** | Descripción | | | | | | | | | | | | | l vı l | 2004 | 2003 | 2002 | 2001 | 2000 | 1900 | 1990 | 1997 | 1996 | 1995 | 1994 | 1993 | 1992 | 1991 | 1980 | 1960 |
| 1 | Caso Secol | | | | | | | | | | | | | | | 70 | | -4.6 | | 1,111 | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| O٧ | CORVETTE | COUPE HARD TOP | VE | 0.00 | AUT | 44 AP | GA. | OB. | FIEL. | 00 | 90 | COR 02 | | 687.0 | | 626.3 | 372.6 | 322.6 | 274.9 | 250.0 | 233.4 | 219.6 | 203.8 | 141.1 | 128.4 | 120.8 | | | | |
| OV | CORVETTE | COUPE H.T. | V | | 9170 | ME AND | - 04 | CS. | PHEL. | OĐ | 00 (| CB 08 | | 687.0 | | 526.3 | 374.5 | 333.0 | 283.2 | | | 226.0 | 208.8 | | | | 103.3 | 96.6 | 95.5 | |
| Ö۷ | CONVETTE | CONVERTIBLE | ve | | eTD | DE AR | - CA | Œ | PIEL | 00 | 90 0 | - | | 6 16.7 | | 554.1 | 360.2 | | 207.0 | | | 232.4 | | 148.4 | 142.1 | 129.3 | 114.0 | 100.9 | | |
| QV. | CORVETTE | CONVERTIBLE | V9 | | ALIT | OR ADS | L CA | Œ | PRÍS. | 00 | FQ (| 08 = | | 815.7 | | 884.1 | 392.0 | 343.1 | 200.5 | 262.9 | 240.0 | 226.1 | | | | | | | | |
| OV. | CORVETTE | CONVERTULE 60 ANIVERSANO | | | ₽TD | | - 04 | | Page. | œ | 99 (| 08 08 | | 617.0 | | | 300.5 | | | | | | | | | | | | | |
| άV | CORVETTE | CHARREST NAMED OF THE STREET, NO. | W | MP | éTD | OR AD | CA | O | PHEL | 00 | 90 0 | OP M | | 617.5 | | | 402.2 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | TRACKER | CONVERTIBLE 4 X 2 | u | MIC | | 66 D/T | | • | TELA | | | - | | 166.0 | | | | | | | 00.2 | 50.4 62.1 | | | | | | | | |
| OE. | TRACKS | CONVERTUBLE 4 X 2 | и | MO | | | | 86 | TELA | | | 80 84 | | 179.0 | | | | | 87.5 | 80.0 | 73.5 | 65.4 | | | | | | | | |
| 4 | TRACKER | OCHVERTIBLE 4 X 4 | и | MO | | 41 D/T | | ** | TELA | | | - | | 174.0 | | | | | | 83.4 | 74.4 80.8 | 70.3 | | | | | | | | |
| 94 | TRACKER | OONVERTIBLE 4 X 4 | LA. | MO | | ## D/T | | 96 | TELA | | | | | 184.0 180.0 | | | | | 83.6 | 03.4 | 6 0.0 | 65.4 | | | | | | | | |
| - | TRACKER | HARD TOP 4X2 | 14 | *** | | 44 D/T | CA CA | - | TELA | | 80 1 | | | 192.0 | | | 101.6 | ₩.0 | 95.0 | 63.4 | 80.9 | 96.7 | | | | | | | | |
| 04 | TRACKER TRACKER | HARD TOP 4X2 HARD TOP LJ. BQ. 4X2 | 14 | 200 | AUT | | -, | - G | PIEL. | | | | | 180.0 | | | 101.0 | | 3 0,0 | | 87.3 | 71.3 | | | | | | | | |
| - | TRACKER | HARD TOP LJ. BQ. 404 | u | MO | | # DT | | 04 | | | | = = | | 187.0 | | | 106.0 | 102 4 | 104 1 | 99.3 | 92.9 | 76.3 | | | 50.5 | 61.2 | 44.0 | | | |
| = | TRACKER | HARD TOP LIJ. BQ. 494 | ū | - MAC | | 64 O/T | | OH. | PEL | | | | | 196.0 | | | | | | | 83.0 | | | | 68.1 | 48.0 | 43.2 | | | |
| - | TRACKER | CONVERTELE 4 X 4 | ū | - | AUT | | | = | TELA | | | | | 179.3 | | | | | 93.7 | 88.1 | • | | | | | | | | | |
| - | TRACKER | HARD TOP LJ. BQ. 4 X E | ū | MO | | 84 D/T | | O# | TELA | 90 | 10 (| G # | - | 196.0 | | 175.5 | 122.4 | 109.4 | | | | | | | | | | | | |
| • | TRACKER | HARD TOP LJ. BO. 4 X 4 | 14 | MO | AUT | 84 D/T | Č٨ | OE | TELA | 00 | 80 (| O P | L-4P | 200.0 | | 180.0 | 124.6 | 112.1 | | | | | | | | | | | | |
| = | TRACKER | HAND TOP LJ. BQ. 4 X 2 | W | MO | AUT | 4 DT | CA | CE | TELA | 00 | | a # | 0.40 | 202.0 | | 101.8 | | | | | | | | | | | | | | |
| • | TRACKER | HAPD TOP LJ. BQ. 4 X 4 | V# | MO | AUT | 84 D/T | OA. | Œ | TELA | 00 | 89 6 | 08 H | Y-40 | 205.0 | | 167.2 | 130.6 | | | | | | | | | | | | | |
| 00 | TRACKER | HARD TOP 4 X 8 2.0 L 127 H.P. | u | MO | AUT | 84 0/7 | GA | 08 | TELA | 00 | 80 0 | OB 84 | A-FF | | 170.1 | | | | | | | | | | | | | | | |
| - | TRACKER | HARD TOP 4 X 2 2.0 L 127 H.P. | и | MO | ALIT | 64 D/T | ÇA | OR | TELA | ф | 00 0 | - | 8-47 | 201.9 | 181.7 | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OV | BLAZER | TIPICA | W | | | 44 D/ 7 | | * | TELA | | | OB 44 | | 218.0 | | | | | | | | | | | | 48.0 | 42.6 | 30.0 | 30.2 | |
| OV | | LUMO . | ** | - | | M D/T | | O# | | | | * | | 226.5 | | | | | | | | | | | | 48.0 48.0 | 48.2 46.1 | 41.6 42.4 | 37.0 30.7 | |
| OV | | IIMO | W | ** | | 84 AB | _ | CE | VELOUR | | | œ | N-MP | 255.8 | | | | | | | | | | | 60.6 | 40.0 | 40.1 | 44.4 | 30.7 | |
| ٥v | ELAZER. | TIPICA | V6 | | | PA AM | | CIL | TILA | | | œ ₩ | | 266.0 260.0 | | | | | | | | | 77.7 | 75.0 | | | | | | |
| OV | BLAZER | BOUPADA | 4 | | | * ** | | OE OE | TELA VELOUP | | | (S) 64 (S) 64 | | 276.0 | | | | | | | 99.6 | 80.5 | 11.7 | 10.0 | , . | | | | | |
| O۷ | MAZER | TP. SQ. 4 X Z LB | Ve. | | AUT | | | OE. | VELOUR | | | | | 201.0 | | | | | | | | 94.9 | | | | | | | | |
| ev ev | SLAZER SLAZER | TP. 8Q. 43.4 L8 TP. 8Q. 43.8 LT | 7 | _ | | == | | OE. | VELOUE | | | ~ ~ | | 262.4 | | | | | | 113.0 | | | | | | | | | | |
| GV GV | BLAZER BLAZER | LJ, SQ, 4 X 2 LT | 74 | = | | 2 A | | œ | | | | œ # | | 200.0 | | | | | | 118.6 | 104.0 | 99.4 | | | | | | | | |
| OV | BLAZER | LJ. SQ. 4X2LT | · · | = | | # A | | Œ | - | | | | | 280.0 | | | | | | | 106.7 | | | | | | | | | |
| GV | GAZER | L), 69, 4 X 4 LT | ve | | , | ed Albi | | - | | | | a # | | 295.0 | | | | | | 125.0 | 111.0 | 102.4 | | | | | | | | |
| ev | BLAZER | D. 60. 4 X 4 LT | V | | AUT | 64 ABI | I OA | 00 | PRE. | ÓΤ | 00 (| OB 86 | | 290.0 | | | | | | | 114.4 | | | | | | | | | |
| ev | TRAL BLAZER | TIPO A 4 X Z LB | ü | | AUT | 94 ABI | - 04 | OR. | TELA | GD | | OB 86 | | 262.0 | | 262.6 | 199.2 | 170.0 | | | | | | | | | | | | |
| Ö۷ | TRAS, SLAZER | TPOB4X2 LT | Ļ | | AUT | M AM | QA | 08 | PREI. | | | CB #4 | | 322.0 | | 200.8 | 235.0 | | | | | | | | | | | | | |
| OV | TRAIL BLAZER | TIPO CLTE 4 X 4 BQ. | us | | | M AM | | CE | PRIL | | | OB M | | 378.0 | | 340.2 | 244.1 | 207.9 | | | | | | | | | | | | |
| ΦV | THAL BLAZER | TIPO D LTZ 4 X 4 BQ. DVD | LØ | | | M VM | | œ | | | | OB #4 | | 384.2 | | 345.6 | | | | | | | | | | | | | | |
| OV | TRAS, SLAZER | TIPO B EXT L6 4 X 2 BQ. | 1.5 | | | H AH | | O# | THE | | | * | | 336.9 | | 303.2 | | | | | | | | | | | | | | |
| Ċ٧ | TRAIL BLAZER | TPO CERT LT 4X 4 BQ. | L | | , | DI AM | | 08 | MEL. | | | OP M | | 404.2 411.2 | | 363.6 370.1 | | | | | | | | | | | | | | |
| ΦV | YRAIL BLAZER | TIPO D EXTLY 4 X 4 GO. DVD | 1.6 | _ | , | | | OB OB | | _ | | | | | 238.4 | B/U.1 | | | | | | | | | | | | | | |
| οv | BOYMOX | TIPO A 4 X 2 EQUIPADO | VE. | 61 64 | | 05 AB1 | | 08 | PEL. | | | C# # | | | 286.4 | | | | | | | | | | | | | | | |
| ٥v | SCILINOX SCILINOX | TIPO B 4 X 2 BQUIPADO TIPO 0 4 X 2 BQUIPADO | V8 | F.4 | | 9 AP | | 98 | PREL | | | | | | 276.0 | | | | | | | | | | | | | | | |
| OV | S-1-1-4-1 | IFOUAL BOTTO | | 7 .7 | ~~! | | _ | | _ | _ | ' | | | | _, | | | | | | | | | | | | | | | |
| QM | GLHOVETTE | VAN | ve | | AUT | 05 D/T | QA. | 08 | TELA | 8 | | OB 97 | | 262.1 | | | | | | | | | | | 64.6 | 80.0 | | 52.6 | 49.4 | |
| OM . | BILHOUETTE | VAN | VB | - | | 86 D/T | | Q | PRIN. | | | CO 17 | | 296.7 | | | | | | | | | | | 66.3 | 84.7 | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OV | SUBLIFIE AN | GHERRA ALIETTERA | V | | STD | | | - | TIBLA | | | - * | | 266.0 | | | | | | | | | | | | | | | 36.7 | 36.0 |
| ΦV | BUBURBAN | PHENIA LLUO | V9 | | | 04 D/T | | - | TELA | | | - | | 272.2 | | | | | | | | | | | | | | | 30.1 | 37.4 40.0 |
| OV | GLIPLITÈAN | SHERIFA BOUTPADA | VŠ | | | 06 D/T | | OR | WILDLE | | | | | 274.0 | | | | | | | | | | | | | | 40.7 | 41.7 | 40.0 |
| av. | SUBURBAN | CURTOM | W | | 910 | 66 D/T | | - | VELOUS | | | | | 360.0 | | | | | | | | 68.6 | 75.9 | 66 .7 | 69.3 67.8 | 58.0 62.4 | 52.4 57.0 | 49.7 53.3 | | |
| OV | | uuo . | VE | ME | ALIT | 86 D/T | | 08 | VELOUP | | | | | 355.0 | | | 234.4 | 201.5 | 180.5 | 146.4 | 100.7 | 94.9 | 66.0 | 75.9 | 07.0 | 94.7 | 87.W | 53.3 | | |
| ٥v | BUBURBAN | CHRYENNE | V | 100 | AUT | 00 O/T | | 0E | ABTORE | | | G ₩ | | 406.0 464.0 | | | 284.5 | | | | 108.7 | 103.0 | 100.3 | 70.0 | | | | | | |
| CV | BURUMAN | CHEVENNE | V\$ | E-17 | AUT | 86 D/T | | OI . | ABTONE | | | | | 255.2 | | | 204.0 | 223.3 | 190.0 | 194.0 | 100.4 | 78.6 | 73.2 | 67.0 | 64.2 | | | | | |
| OV | BILVERADO | CUSTOM | V8 | #3 #3 | AUT | 00 07 | | - | ABTOTE | | | == | | 291.0 | | | | | | | 99.4 | 63.2 | 75.0 | 72.3 | 67.6 | | | | | |
| QV | BLVERADO BLVERADO | LUJO (LUME) | VB | 7.5 7.6 | AUT | 08 07 | | OS. | THE . | | | = = | | 334.0 | | | | | | | 100.3 | 80.8 | 75.9 | , | | | | | | |
| OV DV | BELVERADO SELVERADO | LING (LINGE) | V3 | FJ | AUT | 06 D/T | | × | VELOUE | | | | | 417.0 | | | | | | | 108.5 | 90.5 | | | | | | | | |
| CV CV | BILVERADO | MPRI UUD | V | F.1 | AUT | 05 07 | OA. | - GE | PHEL | | | OB 05 | | 431.0 | | | | | | | 113.9 | | | | | | | | | |
| CV | BOHORA | AUSTERO | V8 | F.f | AUT | QE D/T | | — | TRLA | | | œ ø | | 373.6 | | | | | 155.0 | 136.0 | | | | | | | | | | |
| ٥٧ | BONORA | uuo | VS | F.1 | AUT | OS DT | | OE. | TELA | | | O\$ 06 | | 300.0 | | 349.9 | 212.4 | 194.3 | 164.5 | 144.6 | | | | | | | | | | |
| cv | BONORA | BUMER LLUO | VI | F.) | | 06 D/T | | CE | PHE. | œ | 00 (| OB 04 | | 432.0 | | 300.6 | 221.5 | 206.1 | 167.2 | 149.1 | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | V2 | | | | | | | | _ |
|----------|------------------|---|----------|----------|------------|-------------|--------|------|---------|----------|------|------|-------------|----------------|------|----------------|----------------|-------|-------|-------|----------------|---------------|------|------|------|------|------|------|------|------|
| Marce | Descripción | | | | | | | | | | | | | v1 | 2004 | 2003 | 2002 | 2001 | 2000 | 1999 | 1996 | 1 99 7 | 1006 | 1995 | 1994 | 1883 | 1902 | 1991 | 1880 | 1960 |
| | resident. | | | | | | | | | | | | | | 200- | 2003 | 20.4 | 2001 | | 1272 | ,,,,,, | 177 | 1777 | 1877 | 1777 | | 1111 | 144. | 1777 | 177- |
| CV | AVALANCHE | "A" QUAD DAB LE 63 L 402 R16 | W | F.4 | AL/I | - 64 | DVT C | M ¢ | # 790./ | | | | 06 | 369.0 | | | 224.2 | 178.1 | | | | | | | | | | | | |
| ov | AVALANCHE | "A" QUAD CAB LT 5.3 L 4X4 R17 | W | F.1 | | 04 | | iA C | | | | 9 08 | | 416.7 | | 375.0 | 246.6 | 210.6 | | | | | | | | | | | | |
| ΦV | GLIBLANIAN . | CHEYENNE CANASTILLA | W | 1640 | | - 04 | | M d | | | | | 00 M | 439.0 | | | 234.4 | | | | | | | | | | | | | |
| OV | (MARLETERAN | Pag. A 6.8 L 296 h.p. | W | F.1 | | * | | W 0 | | | | | 07 A | 417.9 | | 370.1 | | | | | | | | | | | | | | |
| ov | GUBURBAN | Peq. 8 8.8 L 296 h.p. DVD | W | F.I | | | ADD C | | | | | | 07 6 | 400.0 | | 422.0 | | | | | | | | | | | | | | |
| Ċ٧ | SUBURBAN | Peq. C 6.3 L 200 h.p. DVD | W | FJ | AUT | 98 | ABO (| W 0 | | • | 0 | | 07 O | 481.9 | | 433.7 | | | | | | | | | | | | | | |
| 60 | CADILLAG | ESCALADS 4 X 3 | w | - | 41.17 | | ABB (| | - | | | | 67 | 860.0 | | 505.1 | 330.1 | 270.2 | | | | | | | | | | | | |
| 80 | CADILLAG | BECALADE 4 X 2 | Va | | ALIT | | A . | | | ŏ | | | | 549.0 | | | 358.9 | 273.0 | | | | | | | | | | | | |
| 00 | OADILLAC | BBOALADE 4 X 4 | | | ALIT | | ARR C | | | ō | | 9 05 | | 679 O | | | 363.7 | 270.1 | | | | | | | | | | | | |
| 00 | CADILLAC | BBOALADB 4 K 4 | ve | - | AUT | | | A 0 | | | | 9 00 | | 550.0 | | 530.1 | 372.1 | 263.6 | | | | | | | | | | | | |
| ∞ | CADELAD | ESCALADE ESV 6.0 L 346 H.P. | w | HAP | AUT | - | A86 0 | M 0 | | • | | - | 64 | 815.0 | | 663.6 | 401.2 | | | | | | | | | | | | | |
| 00 | CADILLAO | ESCALADE BOY 6.0 L 346 H.P.DVD | W | | AUT | • | A85 C | M 0 | PRIOR | 0 | | 9 | - | 606.0 | | | 303.9 | | | | | | | | | | | | | |
| ∞ | CADULAC | ENGALADE BEV 8.3 L (MS HLP.QVD | W | | AUT | | | | | ۰ | _ | | | 869.0 | | | 300.9 | | | | | | | | | | | | | |
| 90 | OADILLAC | 9FX 4 X 2 6.6 L 300 H.P. | 44 | - | AUT | _ | | W 0 | | 0 | | • | | 624.6 | | 472.3 | | | | | | | | | | | | | | |
| 00 | CADELLAG | MMC4 X 4 1.8 L MO H.P. | W | - | ALIT | | AM S | | | 0 | _ | | | 587.6 | | 529.0 577.0 | | | | | | | | | | | | | | |
| 00 00 | CADILLAC | GRX 4 X 4 4.0 L 360 H.P. | V8 | - | AUT | | | M 0 | | 9 | | | 65 Q | 642.0 560.0 | | 520.9 | | | | | | | | | | | | | | |
| - C | CADELAC | BBCALADE EXT B.O.L 146 H.P. ESCALADE EXT B.O.L 346 H.P.DVD | V8 | | | , | | | | | | | 69 A | 606.0 | | 544.5 | | | | | | | | | | | | | | |
| w | WOLLAN. | ESCACAGE EXTERO (SAS H.P.DAD | ** | **** | ~ | _ | | ~ ~ | - | | | | • | 600.0 | | | | | | | | | | | | | | | | |
| Ø٧ | LLENGIA | VAN 3.8 L | w | 1447 | AUT | | A86 C | | TRACE | | , 44 | | | 292.0 | | | | | | | | | | | 62.4 | 57.9 | | | | |
| ٥v | LUMINA | VAN TIPICA 8-4 L | W | | | - | | | | | | • | | 295.0 | | | | | | | | | | 66.0 | 64.2 | | | | | |
| OV | LUMBNA | VAN BOUIFADA 3.4 L | W | | AUT | | A86 C | | TEL/ | | T . | 00 | - | 305.5 | | | | | | | | | | 67.6 | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OV | EXPANSE. | VAN AUSTERO | W | FJ | AUT | - | | | | . 0 | | | - | 260.0 | | 234.0 | | | 117.5 | | 97.0 | 80.5 | | | | | | | | |
| ΦV | DOTES: | WANILLIO | W | F.(| AUT | | ABO 0 | | | | | | | 310.0 | | 279.0 | 162.6 | 154.6 | 133.8 | 113.9 | 106.6 | 94.9 | | | | | | | | |
| ov | (CPR)MA | PARRINGUE | ₩. | e.i | AUT | = | | | | - | | . = | | 340.0 348.0 | | | | | | | 119.3 123.8 | 96.7 | | | | | | | | |
| OV | DPRESS | VAN 12 PAS | V | F.1 | AUT | _ | - | | 1100 | | | | u | 340.0 | | | | | | | 120.0 | WO. / | | | | | | | | |
| OV. | VENTURE | VAN BABE | w | 144 | AUT | - | | | L TEL | | | | 67 | 265.0 | | | 137.3 | 124.0 | 115.2 | 108.3 | 96.3 | 66.8 | 84.2 | | | | | | | |
| OV | VENTURE | VAN LE | W | - | AUT | * | A80 0 | | | | | | | 262.0 | | 235.8 | 172.7 | 155.9 | 136.4 | 119.0 | 103.6 | 66.6 | 86.6 | | | | | | | |
| av | VENTURE | VAN LB | W | | AUT | # | A88 C | A 0 | . PR. | 0 | 9 84 | | g)* | \$19.0 | | | | 167.7 | 139.1 | 124.9 | 109.0 | | | | | | | | | |
| OV | EDO-FRANCE | VAN 15 PAR | V6 | P.S | ALIT | | A86 0 | | | | | - | | 300.0 | | 342.0 | | | 163.0 | 147.0 | 124.0 | | | | | | | | | |
| ٥v | VENTURE: | VAN OORTA | w | | ALIT | | | | | | | | 87 V | 243.0 | | | 147.0 | | 116.7 | | | | | | | | | | | |
| OV | VENTURE | VANLT | ₩. | 1 | AUT | | ABS 0 | | | | | | 47 A | 315.0 | | | 107.6 | 167.5 | | | | | | | | | | | | |
| OV | VENTURE | VAN LT Expendice | w | 4 | ALIT | | | | | . 0 | | | 67 A | 313.0 338.0 | | 281.7 304.2 | | | | | | | | | | | | | | |
| OV | VENTURE | VAN LT Extended DVD | W | | AUT | • | - | | POR. | a | , . | | 97 E | 330.0 | | JUM. 2 | | | | | | | | | | | | | | |
| HO | crvic | COUPE IX-R | L4 | | • | - | ABM C | A 0 | | WR O | | | - | 174.0 | | | | | | 70.9 | 63.1 | 60.3 | 66.6 | | | | | | | |
| HO | OMO | COUPE DUR | <u>.</u> | - | ALIT | | | | | | | | | 180.0 | | | | | | 74.1 | 65.1 | 61.5 | 57.9 | | | | | | | |
| 140 | CIVIC | DEDAN EX-R | u | | eTD. | _ | | | | | | | | 176.0 | | | | | | 74.6 | 88.3 | 81.8 | 50.0 | | | | | | | |
| но | OIVIO | REDAN (DC-R | u | MP | ALIT | • | 480 0 | A 0 | I VILO | MR 0 | 0 | 00 | • | 165.0 | | | | | | 79.1 | 71.3 | 60.2 | 63.6 | | | | | | | |
| HÓ | ÓMO | COUPE BIR 160 H.P. | u | | STD | œ | 48 0 | | | | | (49) | | 183.0 | | | | | | 94.1 | 87.4 | | | | | | | | | |
| HO | OIVIC | BEDAN LX | u | | eTD | | D/T C | | | | | . 08 | | 183.0 | | 165.5 | | | 89.2 | | | | | | | | | | | |
| ю | OIVIO | GEDAN LX | и | Har- | AUT | | | | | | | - 05 | | 105.0 | | | 129.9 | 108.5 | 98.4 | | | | | | | | | | | |
| HD | OMC | COUPE EX | u | | STD | - | | | | | | . 00 | | 180.0 | | | | 108.8 | 97.8 | | | | | | | | | | | |
| HO | OMC | REDAN EX | 14 | | | 84 | MB 0 | | | | | 05 | | 191.6 196.0 | | | 133.8 135.6 | | 101.6 | | | | | | | | | | | |
| HO | CIVIC | COUPS EX | 14 | | | | | | | | | | | 198.0 | | 176.4 | | | 104.5 | | | | | | | | | | | |
| ,~~ | 44.44 | | - | | ~~1 | • | | | | | • | . ~ | | | | | | | | | | | | | | | | | | |
| но | ADDORD | á X | LA | | AUT | 84 | | | I THE | . 0 | | 08 | 06 | 222.0 | | | | | 98.0 | 90.7 | 73.4 | 72.7 | 67.4 | 84.8 | | | | | | |
| HD | AOOORD | EKA | и | - | AUT | 84 | 486 0 | A 0 | TELA | | | | | 226.0 | | | | 120.9 | 108.9 | 93.1 | 79.1 | 78.6 | 60.6 | 57.4 | | | | | | |
| но | ACCORD | DI-A | и | | AĻT | 04 | 486 0 | - | | a | | | | 230.0 | | | | | 124.7 | | | 63.0 | 64.9 | 56.9 | | | | | | |
| HD | ACCORD | SEDAN EX | W | | ALIT | • | | | | | | • | | 245.0 | | | | | 128.4 | 104.9 | 90.4 | 84.1 | | | | | | | | |
| HO | ADDOORD | BEDAN EX-R | W | | AUT | 04 | | | | O | | - | | 278.0 | | | | | 138.9 | 118.0 | 98.8 | 90.4 | | | | | | | | |
| HO | ACCORD | COUPE EX-R | W | | | ** | | | | 01 | | | | 275.0 | | | | 155.3 | 144.0 | 127.1 | 104.5 | 97.0 | | | | | | | | |
| HO | ACCORD | SE FAROS HALOGENO | 14 | - | | • | | | | _ a | | | | 207.0 230.5 | | 207.6 | 187 4 | 142.1 | | | | | | | | | | | | |
| HO | ADDORD ADDORD | EX | L4 L4 | - | AUT | 04 . 84 | MARK 0 | | | OI OI | | | | 250.6 253.5 | | | 100.4 | | | | | | | | | | | | | |
| HO HD | ACCORD | DX DX | 4 | - | AUT | | - | | | | | | | 273.8 | | | 101.7 | | | | | | | | | | | | | |
| HO | ACCORD | EX. | va. | - | | 94 | | | | _ a | | | | 306.5 | | | 194.3 | | | | | | | | | | | | | |
| HO | ACCORD | COUPE EX | W | - | | 66 . | | | | | | | | 311.0 | | 270.0 | | | | | | | | | | | | | | |
| | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MD | CR-V | SPORT 4 X 4 | u | | AUT | D6 . | 486 0 | A 01 | I TELA | • | 0 | 08 | # | 269.0 | | 242,1 | 188.4 | 163.8 | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| но | PILOT | 4X4 | W | *** | AUT | 06 | - | A G | PHEL. | C | | C8 | 00 | 300.5 | | 350.0 | 275.7 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | | | | V2 | | | | | | | | |
|----------|----------------------|--|----------|---|------------|-------------|------|------------|-----------|----------|-------|----------|------------|------|-----------|-----|----------------|----|--------------|--------------|--------------|--------------|--------------|------|------|------|--------------|---------------|--------------|--------------|--------------|--------------|--------------|
| Marce | Departpoión | | | | | | | | | | | | | | | - 1 | V1 20 | 04 | 2003 | 2002 | 2001 | 2000 | 1999 | 1998 | 1997 | | 1996 | 1004 | 1803 | 1992 | 1991 | 1990 | 1980 |
| | | | | | | | | | | | | | | | | _ | 1 | | | | | | | | 144. | | | 17.3 | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HO | COYBORY | MINITAN LUJO | ٧ | | - | ΑЦП | 06 | ARE | OA. | 08 | TELA | ot | | 2 01 | 97 | | 369.6 | ; | 32.6 | 242.8 | 208.2 | 162.6 | 186.6 | | | | | | | | | | |
| но | ODYNAMY | MINIVAN LUJO | ٧ | • | | AUT | | ABI | - | ĊĦ | MG. | æ | 9 84 | 9 04 | 87 | | 365.0 | | | | | | 188.6 | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| M | TRUMU II | AUSTERO | L | 4 | NOR | | | O/T | _ | - | TILA | | | | | | 63.0 | | | | | | | | | | | | | | | 22.2 | 21.4 |
| M | TRURU II | TIPIOO | L | 4 | NOR | STO | _ | Q/T | OA. | - | TELA | | | | | | 85.0 | | | | | | | | | | | | | | | 23.0 | 22.3 |
| M | Tauku s | TIPIOO | Ļ | | NOR | 44.7 | | O/T | BA | • | TELA | - | | | | | 92.1 | | | | | | | | | | | | | | | 24.2 | 23.6 |
| N N | TRURU II TBURU II | mno mno | L | | HOR | | | D/T | GA GA | OE. | TRLA | | | | | | 96.0 98.0 | | | | | | | | | | | | | | | 24.9 25.4 | 23.6 24.6 |
| M | TOURS! H | AUSTRAO | i. | | HOR | | | 0/1 | - | - 2 | THE | | | - | - | | 67.0 | | | | | | | | | | | | | | | 23.5 | 22.7 |
| N | TOURU II | TERRO | L | - | HON. | STE | | OT. | _ | Ξ | TRA | - 5 | | | _ | | 90.0 | | | | | | | | | | | | | | | 24.6 | 23.7 |
| M | TRUPU P | 79700 | į. | • | HOR | AUT | | | <u>~</u> | ä | TRIA | | | | | | 94.0 | | | | | | | | | | | | | | | 26.6 | 24.7 |
| NI. | TOURU S | LINO. | ŭ | • | HOR | | | 01 | - | - GE | TRA | - 6 | | | = | | DD.0 | | | | | | | | | | | | | | | 28.3 | 25.5 |
| N | TIMENU I | шю | ū | 4 | NOR | ΑЛ | | ВТ | - | - | TELA | - | | | _ | | 103.0 | | | | | | | | | | | | | | | 27.0 | 26.4 |
| M | TOURU II | VACCHETA TIPICA | Ū | 4 | NOR | e10 | • | OT. | 04 | • | TRA | - | | | | | 110.0 | | | | | | | | | | | | | | | 29.0 | 27.0 |
| N | TOURU N | VACCHETA TIPICA | Ū | 4 | HOR | AUT | | DIT | OA. | | TIEA | - | | | | | 113.0 | | | | | | | | | | | | | | | 30.2 | 28.6 |
| M | TRUPAU II | VAGONETA LLUO | U | 4 | HOR | 970 | - | D/T | 94 | QQ. | TELA | - | | | | | 110.0 | | | | | | | | | | | | | | | 30.8 | 29.8 |
| M | TOURU N | VARIONETA LLUO | U | 4 | NOR | AUT | - 06 | OT | OA. | 08 | TBLA | - | 4 84 | | | | 110.0 | | | | | | | | | | | | | | | 31.9 | 31.1 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| M | TINUTU | GRETENA I BD 6 BD | U | 4 | 180 | • | • | O/T | 84 | • | TELA | | | | 86 | | 87.0 | | | | | | | | | 22.0 | 29.0 | 27.7 | 24.9 | 23.0 | 22.1 | | |
| M | TOURU | GET • GE II TIPICO | L | • | 60 | STO | | D/T | • | - | TELA | m, | | | _ | | 95.0 | | | | | | | | | | 31.0 | 20.0 | 26.6 | 24.0 | 23.4 | | |
| M | TRUNU | CHET IN CHES IS TRANSCO | U | • | 20 | 410 | | D/T | QΑ | = | TELA | - | | | | | 110.0 | | | | | | | | | | 39.2 | 31.0 | 20.0 | 27.1 | 25.0 | | |
| M | TRUFEL | OUT TIPHOO | υ | - | - | ALIT | | WT | 84 | = | TELA | 01 | | | | | 112.0 | | | | | | | | | | | | | 28.6 | 27.1 | | |
| M | TOURU | GET TIPIOO | U | • | - | ALIT | _ | w | OA. | - | TELA | O | | | _ | | 114.0 | | | | | | | | | | | | | 29.5 | 20,1 | | |
| M | TOURL | GE & GAN ALIENTERO | L | • | - | 910 | | OΥ | * | • | TELA | 94 | | | | | 91.0 | | 62.7 | 69.6 | 84.4 | 40.0 | 42.3 | 30.4 | 30.6 | 34.6 | 20.7 | 27.0 | 26.6 | 24.0 | 23.0 | | |
| M | TRURU | GET TIPIOO | U | - | | em | | 01 | m | | TEA | • | | | | | 108.4 | | 98.0 | 61.6 | 87.9 | 80.4 | 45.6 | 41.6 | 40.0 | 37.6 | 36.2 | 22.0 | 29.6 | 20.0 | 26.1 | | |
| NL MI | TOURU TOURU | GET TIPICO GET TIPICO e GIE H | L L | • | | ALIT | | 740 | 0A | | TELA | ~ | | | | | 117.0 112.0 | | 05.3 | 64.3 66.3 | 60.5 63.4 | 53.1 54.9 | 60.7 62.3 | 44.9 | 42.5 | 40.0 | 37.6 39.2 | \$4.3 36.0 | 31.9 33.6 | 30.6 31.0 | 20.3 20.4 | | |
| M | TRUPLU | GET TIPICO e GIE II | 14 | | | AUT | - | D/T | 8 | # | TEA | - | | - | | | 121.0 | | DO:0 | 73.0 | 84.3 | 58.7 | 64.0 | | | | 40.0 | 38.4 | 34.3 | 31.0 | 30.2 | | |
| N | Title (III) | OM INCO TO I | ŭ | • | = | e10 | | D/T | <u>.</u> | = | TELA | | _ | - | _ | | 115.0 | | UO. V | 78.0 | | 30 .7 | ₩.0 | | | | 40.0 | 30.2 | 37.6 | 36.0 | 34.3 | | |
| M | TOURU | GENTLINO | ŭ | | = | eto | | DIT | <u>~</u> | a | 704 | | | = | _ | | 116.0 | | | | | | | | | | 42.5 | 41.0 | 30.0 | 36.6 | | | |
| NR . | TRURU | GAX LLUO | ū | | _ | AUT | - | O/T | - CA | - | TELA | - | | - | _ | | 117.0 | | | | | | | | | | 44.1 | 41.3 | 50.0 | | | | |
| M | TBURU | ONEX LLLAG | ū | • | _ | AUT | | | ~ | œ | TIBLA | • | | _ | | | 117.8 | | | | | | | | | | 44.0 | 42.4 | | | | | |
| N | TRUPU | GR II PLUI | 14 | | _ | • | | DT | BA. | = | TELA | • | | | | | 107.0 | | 98.3 | 71.3 | 64.0 | | | | | | 71.0 | | | | | | |
| M | TOURU | GO I PLUS | ŭ | | _ | AUT | | DT | 84 | • | TELA | QT | | | | | 117.5 | | 05.6 | 78.6 | 71.1 | | | | | | | | | | | | |
| | | | | | | | | | | | | | | _ | | | | | • • • • | | | | | | | | | | | | | | |
| N | PLATINA | SEDAN C | и | | • | 410 | 64 | рт | BA. | - | TELA | 44 | - | | M | | 94.2 | | 84.0 | 64.0 | 89.5 | | | | | | | | | | | | |
| N | FLATINA | CONTRACTOR OF THE CONTRACTOR O | u | | | 910 | 94 | DIT | QA. | = | TELA | | - 80 | | | | 104.0 | | 93.6 | 71.6 | 64.0 | | | | | | | | | | | | |
| M | PLATINA | GEDAN K | и | | | eто | • | D/T | • | 96 | TELA | OT | - 80 | - | 86 | | 110.2 | | 99.2 | 71.0 | 64.7 | | | | | | | | | | | | |
| H | PLATENA | SEDAN K | и | | | ⊕ TD | | OΤ | QA. | | TELA | OT | | | | | 120.0 | 1 | 09.0 | 78.2 | 69. 6 | | | | | | | | | | | | |
| M | FLATINA | REDAN K PLUB | и | | | €TD | • | ᅋ | | Œ | TELA | OT | | • | | | 124.0 | | | 79.1 | 67.0 | | | | | | | | | | | | |
| N | PLATINA | BEDAN K PLUB | и | | - | *TD | | OΥT | œ | OE | TELA | OT | | - | | | 127.0 | | | 84.7 | 72.5 | | | | | | | | | | | | |
| M | FLATINA | MEDAN A | и | | | 410 | * | ABO | • | 4 | THE | 00 | | 00 | | | 130.7 | | 17.6 | 80.9 | 75.9 | | | | | | | | | | | | |
| M | PLATINA | BEDAN A | u | | - | 670 | _ | 486 | OA. | QE | TELA | | 80 | | | | 142.8 | | 28.8 | 85.6 | 79.8 | | | | | | | | | | | | |
| 14 | PLATINA | COLDAN A | - 14 | | _ | ALT | | *** | * | œ. | TELA | | 60 | | | | 180.0 | | 25.1 | 88.6 | | | | | | | | | | | | | |
| M | PLATINA PLATINA | BEDAN K | LA LA | | | AUT | | * | 94 | OR . | TELA | 00 07 | - | - 00 | | | 147.0 122.0 | | 32.3 08.8 | 95.0 81.4 | | | | | | | | | | | | | |
| N | PLATENA PLATENA | BEDAN K | 14 | | | | | | οA | = | TELA | O7 | | = | _ | | 130.0 | | 17.0 | 81.4 84.7 | | | | | | | | | | | | | |
| Ä | FLATINA | BEDAN K PLUB | 14 | | _ | | | | * | <u>a</u> | TELA | OT. | | = | _ | | 126.0 | | 12.5 | 87.1 | | | | | | | | | | | | | |
| M | PLATINA | GEDAN K PLUG | LA | | | | | | Ã | 0 | TBLA | OT | | = | | | 120.0 | | 19.7 | 90.5 | | | | | | | | | | | | | |
| ~ | | | _ | | _ | , | _ | - | _ | | | | | _ | - | | 0.0 | | | 0 | | | | | | | | | | | | | |
| M | TOUBANE | AUSTERO e de | и | | 80 | 6170 | 86 | wri | 84 | • | TELA | - | 80 | | • | | 119.0 | 1 | 07.1 | 62.3 | 70.6 | 81.5 | 56.0 | 50.6 | 46.1 | 43.4 | 30.0 | 36.2 | 32.5 | | | | |
| M | THURAME | TIPIOO | и | | 80 | 910 | | WT | - | = | TELA | - FM | | | _ | | 139.0 | | 25.1 | 95.9 | 72.3 | 58.9 | 62.1 | 51.9 | 46.8 | 46.1 | 41.7 | 39.1 | 34.0 | 32.3 | | | |
| H | TOURANT | TIPIOO | и | i | E C | 810 | | WT | OA. | • | TELA | ОТ | | | | | 150.0 | | | 104.2 | 80.4 | 71.9 | 84.6 | 84.7 | | | | | | | | | |
| M | TELEFANIK | TIPICO | Į. | | 80 | AUT | | WT | BA. | - | TELA | σ | 80 | - | #4 | | 161.0 | 1 | 35.9 | 103.6 | 83.3 | 71.5 | 64.5 | 56.6 | 49.9 | 40.1 | 43.3 | 42.6 | 36.5 | 34.7 | | | |
| Né | TOURANG | TIPIOO | u | i | 60 | AUT | 86 | WT | QA. | Œ | TELA | OT | 80 | | ** | | 168.0 | t | 42.2 | 109.2 | 86.2 | 73.6 | 60.0 | 60.2 | | | | | | | | | |
| M | THURAME | шио | LA | | ů0 | OTD | * | WT | ĠA. | Œ | TELA | σ | 80 | | • | | 160.0 | | | | | | | | | | | | 38.4 | 32.7 | | | |
| M | TRUBANE | wo | L4 | | 80 | AUT | | WT | OΑ | 06 | TELA | 00 | | 09 | | | 168.0 | | | | | | | | | | | | 26.6 | 38.7 | | | |
| H | TOURANT | BUPER ILLIO | 14 | | 80 | | _ | WT | 04 | œ | TELA | • | | 05 | | | 166.0 | | 49.4 | | 90.4 | 76.1 | 67.6 | 68.4 | 40.0 | 47.5 | 45.2 | 41.4 | 38.1 | 35.0 | | | |
| H | TOLERALE | | L4 | | | AĻT | - | WT | ÇΑ | | PHIL. | 00 | 00 | 08 | • | | 178.0 | 1 | 60.2 | 116.9 | 94.0 | 62.3 | 71.6 | 61.2 | 62.7 | 60.6 | 48.0 | 43.3 | 40.5 | 36.7 | | | |
| | | | | | | | _ | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N | MENTINA | TIPICO GET | 14 | | | | | D/T | | • | TELA | | 80 | | _ | | 102.0 | | | | | | 53.5 | 40.0 | 43.0 | 41,7 | 30.2 | | | | 31.6 | | |
| M | OPENITRA. | TIPIOO GET | и | | ~ | | | D/T | QΑ | | TEA | ~ | - | | | | 105.0 | | | | | | 56.3 | 63.6 | 48.2 | 44.1 | 41.7 | | | | | | |
| N# | OBN/TRA | TIPIOO GAT | 1.0 | | | | * | | • | * | TELA | PM | | • | | | 106.0 | | | | | | 86.3 | 53.9 | 50.2 | 44.0 | 42.5 | | | | 32.9 | | |
| NA NA | MINTRA MINTRA | TIPICO GET | 14 | | | AUT | | | QA OA | ~ | TELA | CT. | | = | | | 110.0 | | | | | | 63.4 | 67.2 | 52.3 | 47.4 | 44.9 | | | | | | |
| ** | SENTRA | LUJO 1 04K | | • | | 410 | 04 | O/T | QA. | (| /ELA | OT | 8 Q | - | 39 | | 112.0 | | | | | | 65.3 | 56.0 | 53.9 | 49.0 | 45.8 | | | | 33.9 | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | $\overline{}$ | | | | | | | | V2 | | | | | | | | $\overline{}$ |
|-------|--------------|--|-----|-------|------|-------------|------|------------|------|----------|--|------|----------|---------------|-------|-------|----------|-------|-------|-------|--------------|-------|-------|-------|------|-------|------|------|------|---------------|
| Marca | Descripción | | | | | | | | | | | | | v1 | 2004 | 2003 | 2002 | 2001 | 2000 | 1000 | 1808 | 1997 | 1995 | 1995 | 1994 | 1003 | 1002 | 1001 | 1880 | 1869 |
| | D000000000 | | | | | | | | | | | | | | | | | | | | | | 1777 | 1111 | | -1111 | | | -777 | |
| ** | CENTRA . | LITIO 3 GBX | и | 14.67 | an. | 04 | | M 0 | 4 1 | BLA | OT 6 | | | 115.0 | | | | | | | | 86.6 | \$0.7 | 47.4 | | | | | | |
| M | MINTRA | LLUO 3 GEX | 4 | 147 | | | | A 0 | | | of 8 | | | 117.0 | | | | | | | | 56.B | 63.1 | 50.7 | | | | | | |
| N | MENTRA | LLUO 1 GAX | 14 | - | AU1 | | | A c | | | CT (| | | 120.0 | | | | | | 66.5 | 63.4 | 56.7 | 53.4 | 50.7 | | | | 36.8 | | |
| N | MINTRA | LLVO 1 04K | 14 | | ΑГЛ | | | DA 0 | | | OT 6 | | | 122.0 | | | | | | | | 69.6 | 86.2 | \$4.0 | | | | | | |
| M | MENTRA | LUJO S GRX | ū | - | ALT | - | | DA O | | | | 9 9 | | 124.0 | | | | | | | | 61.7 | 57.5 | 54.5 | | | | | | |
| N | BENTRA | B LILLIO GOD I RINGO | 4 | | eTC | | | 1A 0 | | | | | | 120.0 | | | | | | 69.5 | 61.3 | 59.6 | 51.5 | 48.2 | | | | | | |
| M | MENTRA | S LUJO GOS 11 FLINES | и | _ | 875 | | | DA 0 | | | | 9 01 | | 129.0 | | | | | | | 62.9 | 01.3 | 84.7 | 63.1 | | | | | | |
| M | SENTRA | ELLUD GOS I RENES | 14 | - | ΑИЛ | | | M 0 | | | | | | 130.0 | | | | | | 73.5 | 65.4 | 62.1 | 65.6 | 51.5 | | | | | | |
| | GENTRA | B LLUO GOD I I RIMED | 14 | - | ALT | - 04 | 486 | × 0 | | | | 0 0 | | 132.0 | | | | | | | 66. 0 | 63.7 | 67.2 | 63.6 | | | | | | |
| No. | BENTRA | XII ALIETTERO | ū | - | em | | | M . | | | | | | 133.9 | | | | 74.1 | 66.4 | | | , | | | | | | | | |
| N | BEDITTA | XX | 14 | - | | 04 | | × : | | | or . | | | 143.9 | | | | 70.0 | 71.9 | | | | | | | | | | | |
| H | MENTHA | NE AURITERO | ü | _ | ΑИП | | | M . | | | | | | 146.0 | | | | 79.3 | 71.0 | | | | | | | | | | | |
| H | OSPITRA. | XX | ū | | AUT | | | × • | | | | | | 163.9 | | | | 83.9 | 78.6 | | | | | | | | | | | |
| M | AMOUTRA . | (SELLINO) | 4 | _ | em | | | M 0 | | | | | | 150.0 | | | | | 75.3 | | | | | | | | | | | |
| M | MINITEA | and tribo | 14 | | 41/1 | | | - O | | | | | | 180.0 | | | | | 79.7 | | | | | | | | | | | |
| M | GENTRA | (NOR LLHO II | 14 | | - | | | × 0 | _ , | | œ i | | | 170.0 | | | | | 80.6 | | | | | | | | | | | |
| 16 | CENTRA | GOOD THE | ū | | | 04 | | × 0 | | | | 9 05 | | 180.0 | | | | | 89.3 | | | | | | | | | | | |
| H | GENTRA | SE SUPER LUGO I RINES | ū | - | eT0 | | | M 0 | | | | | | 137.0 | | | | | 81.2 | | | | | | | | | | | |
| N | BENTRA | SE SUPER LUIO I RINGS | 4 | _ | | | | × 0 | | | ~ • | | | 142.0 | | | | | 82.4 | | | | | | | | | | | |
| M | CONTRA | BE BUFFER LLUO I FOR | ш | - | STO | - | | M 0 | | | | 9 00 | | 140.0 | | | | | 91.2 | | | | | | | | | | | |
| Ä | OSPITTAA | SE SUPER LUXO I I RIG | 14 | - | ALIT | | | × 0 | | | | | | 145.0 | | | | | 81.9 | | | | | | | | | | | |
| N | GENTRA | XII TIPIGO | 14 | | ALIT | | | | | | | | | 144.0 | | | | | 83.3 | | | | | | | | | | | |
| Ñ | MENTRA | COOL RECORT | ū | | aTC | | | × . | | | 07 | | | 169.0 | | 182.1 | 97.6 | 89.5 | | | | | | | | | | | | |
| N | SENTRA | GVE SPORT | 14 | | ALT | | | | | | | | | 180.2 | | 102.2 | 98.9 | 81.2 | | | | | | | | | | | | |
| M | MENTRA | DE R | ū | _ | 670 | | | × . | | | | • • | | 212.0 | | 190.8 | 126.4 | 114.6 | | | | | | | | | | | | |
| M | BERTINA | ur " | ũ | - | ALIT | | | W 0 | | | | 9 00 | | 209.0 | | 100.1 | 122.0 | 0.0 | | | | | | | | | | | | |
| N | SENTRA | and in | ū | - | | 64 | | - a | | | œ i | | | 100.7 | | 180.0 | 100.7 | 97.2 | | | | | | | | | | | | |
| N | DÉNTRA | GAR L1 | ŭ | - | | | | M 0 | | | ~ i | | | 177.5 | | 159.5 | 104.0 | 101.2 | | | | | | | | | | | | |
| N | BENTRA | goge Le | ū | - | | <u> </u> | | | | | œ d | | | 188.0 | | | 111.2 | 101.0 | | | | | | | | | | | | |
| N | GENTRA | 904 14 | ŭ | | | 84 | | × - | | | | | | 197.0 | | | 114.6 | 100.5 | | | | | | | | | | | | |
| | - Contract | | - | _ | ~~. | | | | - " | | ~ . | | _ | | | | | 100.0 | | | | | | | | | | | | |
| H | ALTIMA | BEDAN (DO) | 14 | - | ALIT | | - | M 0 | . 1 | • | 00 8 | | - | 218.0 | | | | | 94.9 | 82.4 | 73.4 | 65.9 | | 66.5 | | | | | | |
| Mi . | ALTIMA | GEDAN SE | и | _ | - | | | . a | | LOUR | œ : | | <u> </u> | 222.0 | | | | | | | | | | 60.2 | | | | | | |
| Ñ | ALTEMA | ORGAN GLE | 4 | - | ALIT | | | M 0 | | | | 0 00 | | 226.0 | | | | | | | | | 63.6 | | | | | | | |
| M | ALTIMA | AMEDIAN OLD | 14 | | | | | A 0 | | | on o | | | 227.0 | | | | | 104.1 | 92.1 | 78.0 | 74.4 | 66.6 | 84.6 | | | | | | |
| M | ALTIMA | BECAN COOLE | ū | - | АПТ | | | A 0 | | _ | œ ö | | | 220.0 | | | | | | | | | | 62.0 | | | | | | |
| N | ALTIMA | BEDAH B | LA | | AUT | | | | | | | 0 08 | | 234.0 | 210 8 | 196.9 | 145.0 | 138.3 | | | | | | | | | | | | |
| W | ALTIMA | MEDAN BL | ū | - | AUT | | | M 0 | | | | Q 08 | | 264.0 | 228.6 | 211.3 | 157.6 | 151.7 | | | | | | | | | | | | |
| M | ALTIMA | DEDAN DE | W | - | | 04 | | A 0 | | | a | | | 294.0 | | 248 9 | 191.1 | 181.8 | | | | | | | | | | | | |
| | ALTEMA | SEDAN B (B) | 14 | _ | | 84 / | | | | | œ • | | | 217.0 | 195.3 | 182.5 | 133.6 | | | | | | | | | | | | | |
| - | | | | | | | | | | | | | | | , | | | | | | | | | | | | | | | |
| | 1-80 | GEDAN LUIO | VE | - | ALIT | 04 | - | M 0 | | | 90 9 | | | 406.0 | | | | | 165.2 | 151.0 | 118.6 | 100.2 | | | | | | | | |
| - | 1-34 | SEDAN LLUO | | | | 94 | | | | | - - - | | | 430.0 | | | 304.6 | 214.4 | | | | | | | | | | | | |
| - | , | | ••• | | | | | | - '' | _ | | | - | 10010 | | | | 4 | | | | | | | | | | | | |
| N | MAXOMA | BEDAN GXE | • | - | ALIT | 94 1 | w 6 | M 0 | | . | œ • | | - | 296.0 | | | | | | | 99.5 | 79.7 | 72.6 | 00.2 | | | | | | |
| ** | MAJOMA | BEDAN GLE-S | Vi. | _ | AUT | | w 6 | | | | | | | 323.1 | | | | | | | 90.4 | 62.4 | 78.0 | 71.8 | 67.3 | | 49.0 | 46.1 | 44.3 | |
| MI | MAXOMA | BEDAN GLE-1 | vi | | AUT | | | w 0 | | | | 9 00 | | 342.4 | | | | | | | 94.6 | 86.9 | 80.6 | 72.6 | | | | | | |
| No. | NUEVO MAXIMA | BEDAN GOTE | VB | | AUT | | - | | | | ∞ • | | | 814.0 | | | 201.0 | 105.7 | 140.0 | 117.8 | | | | | | | | | | |
| , T | NUEVO MAJOMA | SEDAN GLE | w | - | AUT | | | w 0 | , | | - 0 | | | 370.0 | | | 235.0 | 190.5 | | | | | | | | | | | | |
| NI | MUEVO MAJOMA | MEDAN DE | W | - | AUT | | | | | | 00 0 | | | 370.0 | | | 239.5 | 194.9 | 166.5 | | | | | | | | | | | |
| N | MAJORAA | BEDAN GLE-1 | W | | AUT | | | | | | 90 0 | | | B44.0 | | | | | | | 99.2 | 89.5 | 85.0 | | | | | | | |
| NI | MAXIMA | BE TOURING 3.6 L | ve | | AUT | | | × 0 | | | | | | 300.0 | | 356.4 | | | | | | | | | | | | | | |
| N | MAXONA | OR BLITTE MAL | W | - | AUT | | - | | | | | 9 09 | | 412.0 | | 370.0 | | | | | | | | | | | | | | |
| NR. | MAJOMA | OL LIBRARY 3.5 L | V | - | | M / | | | | | | 9 08 | | 370.0 | | 333.0 | | | | | | | | | | | | | | |
| | BAUCIMA | OL Premium 0.5 L | ve | - | | B4 / | | | | | 00 0 | | | 263.0 | | 344.7 | | | | | | | | | | | | | | |
| - | | | | | | / | • | _ | - 1 | | | - | - | | | ••• | | | | | | | | | | | | | | |
| | 0 - 44 | BEDAN LLUO | ve | | ALIT | 44 / | | A 0 | | • | œ o | 9 00 | • | 664 .0 | | 615.6 | 432.2 | 207.2 | 230.8 | 198.9 | 159.1 | 146.4 | 123.6 | 102.4 | 86.0 | 78.8 | | | | |
| - | DX4 4 X2 | SEDAN LLUO | va | - | | H / | | | | | ~ 0 | | | 440.0 | | | | 331.3 | 255.5 | | | | | | | 80.9 | | | | |
| - | 0-46 PREMIUM | BEDAN LLUG MOH.P. PANT. | ve | MP | | 94 / | | , o | | _ | 00 0 | | | 777.0 | | 600.3 | 456.2 | 347.7 | 200.0 | | | | | | | | | | | |
| = | | THE PARTY OF THE P | ••• | | ~~1 | ' | | . • | | _ | J 0 | | - | , | | JJ | - mar. 4 | J | | | | | | | | | | | | |
| N | HIKARI | COUPE TURBO | 14 | TL# | em. | - | VT . | | | B.A | σ. | | | 83.0 | | | | | | | | | | | | | | 27.0 | 26.1 | 24.5 |
| N | HEGARI | COUPE TURBO NINUA | и | TUR | | O 1 | | | | | OT . | | Ä | 94.0 | | | | | | | | | | | | | | 29.2 | 20.3 | 25.6 |
| NI. | HIKARI | COUPE LLUC | 14 | TLER | STD | | | | | | | | 04 | BA 0 | | | | | | | | | | | | | | 26.3 | 27.5 | 25.0 |
| M | HINARI | OOUPE LUIO | 14 | TUR | | 99 (| | | | | | | | 96.5 | | | | | | | | | | | | | | 30.8 | 30.0 | 20.3 |
| N | HECARE | COLFE LUIC | 14 | TUR | | - C | | | | | | | | 98.0 | | | | | | | | | | | | | | 31.7 | 30.6 | 29.2 |
| NI. | HIKARI | COUPE LLUC | 14 | | | | | | | | CT 8 | | | 100.0 | | | | | | | | | | | | | | 32.5 | 31.7 | 30.0 |
| | 10.444 | | - | | | | | | | | | | | | | | | | | | | | | | | | | | 2 | |
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|-------|-----------------------|---------------------|-----|------------|------------|-------------|------------------|-----|-----|----------------|-----|-------------|----------|-----------|----------------|------|-------|-------|-------|-------|--------------|-------|-------|-------|--------------|--------|-------|--------------|------|--------------|---------------|
| Marra | Descripción | | | | | | | | | | | | | | lwl | 2004 | 2003 | 2002 | 2001 | 2000 | 1999 | 1008 | | 1996 | 1008 | 1004 | 1993 | 1007 | 1801 | 1800 | 1050 |
| | Designation. | | | | | | | | | | | | | | | 2004 | 2003 | 2002 | 200, | 4VVV | 7444 | 127 | | | 1999 | 100 | 177 | | | 1717 | . 577 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | THUMU | DEPORTIVO 8000 | u | # C | | | Dr. (| | | TELA | | 90 | | | 110.0 | | | | | | | | | | 43.2 | 41.0 | 47.4 | 36.2 | | | |
| - | TBURU | DEPORTIVO 2000 | u | NEO. | | 02 | | | | | | | | | 114.0 | | | | | | | | | | 46.7 | 45.0 | 40.9 | 36.4 | | | |
| - | THURW | OEPORTIVO ESCO | • | ME. | -11 | | COPY (| • | | TELA | 00 | •• | • | - | 114.0 | | | | | | | | | | 40. 7 | 40.U | 40.8 | <i>0</i> 0.9 | | | |
| | LUCINO | | | | | | | | _ | | _ | | _ | _ | | | | | | | | | | | | | | | | | |
| M | | 96E, LLUO 1 | LA | - | | _ | 4 | | | VILOUR | | | • | _ | 145.0 | | | | | | 57.5 | 54.2 | 49.2 | 43.4 | 41.7 | | | | | | |
| M | LUCINO | GBE, LINO? | LA | - | | 08 | | | | VELOUR | | 80 | _ | | 147.0 | | | | | | | | 60.0 | 45.9 | 43.4 | | | | | | |
| 140 | LUCINO | CHE. LLUO S | u | | eπ | | | | | | | 80 | | | 149.0 | | | | | | | | 52.6 | 47.6 | 46.0 | | | | | | |
| M | LUCINO | 068 , LUJO 1 | и | | AUI | _ | | M C | | METONE | | 80 | | | 150.0 | | | | | | 61.7 | 50.4 | 51.7 | 48.4 | 44.2 | | | | | | |
| M | THOMO | GRE, LLUO E | 1.4 | | AUT | . 05 | ABB C | M 0 | | VELOUR | | | | | 181.0 | | | | | | | | 52.5 | 49.2 | 46.7 | | | | | | |
| M | LUCINO | GOE, LUJO 3 | и | | ΑUT | | | | | ANOTH | | | | | 152.0 | | | | | | | | 63.4 | 80.0 | 48.4 | | | | | | |
| N | LUOMO | GGR, DIEPORTIVO 1 | 1.4 | | 411 | | APP (| W 0 | • | VELOUN | σ | 80 | • | • | 155.0 | | | | | | 60.2 | 61.7 | 54.2 | 50.8 | 45.9 | | | | | | |
| M | LUCRIO | GER, DEPORTIVO 2 | L4 | | 870 | 08 | ABO C | M 0 | • | VELOUR | œ | 80 | • | * | 188.0 | | | | | | | | 56.7 | 62.5 | 48.4 | | | | | | |
| M2 | LUCINO - | GBR, DEPORTIVO 1 | LA | - | AL/1 | | 444 | A 0 | • | VILLOUR | QΤ | 89 | | = | 160.0 | | | | | | 73.4 | 60.0 | 60.4 | 84.2 | 61.7 | | | | | | |
| N | LUCINO | GER, DEPORTIVO 2 | u | | ΑИЛ | . 00 | ABO 5 | A 0 | | VELOUR | 00 | 80 | 00 | 64 | 163.0 | | | | | | | | 60.0 | 66.9 | 54.2 | | | | | | |
| M | LUCINO | GERL DEPORTIVO 8 | LA | | 870 | | A86 C | A 0 | • | | œ | 80 | a | • | 100.0 | | | | | | | | 62.6 | | | | | | | | |
| N | LUOMO | dek, peroktivo s | и | | ALT | | A88 C | A 0 | • | VELOUR | œ | 80 | 08 | # | 169.0 | | | | | | | | 65.9 | | | | | | | | |
| M | ALMERIA | SPORT 1.8 L | u | 1647 | STU | - | A86 0 | W 0 | • | TELA | OT | 80 | • | | 182.8 | | 146.0 | 108.8 | 94.6 | 86.6 | | | | | | | | | | | |
| H | ALMERA | COMPORT 1.8 L | 14 | MP | ALT | 06 | AM (| | • | TRLA | Œ | 40 | | = | 159.0 | | 143.1 | 110.7 | 92.1 | 85.0 | | | | | | | | | | | |
| 10 | ALMERA | COMPORT LAL | 1.4 | • | en: | G | ABG (| A 0 | • | TELA | GT. | 80 | 0 | | 134.0 | | 120.6 | 102.8 | 86.8 | 79.5 | | | | | | | | | | | |
| M | ALMERA | CONVENIENT 1.8 L | u | - | 610 | | ABO C | | | TRIA | at | 90 | <u> </u> | <u></u> | 129.0 | | 116.1 | 80.5 | | | | | | | | | | | | | |
| M | ALMERA | CONVENIENT 1.5 L | ü | | | | | | _ | TELA | | 80 | | _ | 136.0 | | 124.2 | | | | | | | | | | | | | | |
| - | ALMERA | SPORT 1.8 L | u | - | | | A88 0 | | | TELA | | = | | | 167.0 | | 150.3 | | | | | | | | | | | | | | |
| | | | _ | | | - | | | - | | | | _ | | | | | | | | | | | | | | | | | | |
| M | 340 BX | DEPORTIVO GE | 14 | - | em. | | ABB 0 | A 0 | | PER. | ~ | 80 | ~ | - | 233.0 | | | | | | | | 84.7 | | | | | 67.8 | | | |
| M | 840 6X | DEPORTIVO GE | 4 | | ALIT | | | | | _ | | 80 | | | 249.0 | | | | | | | | 88.5 | | | | | 70.6 | | | |
| iii | 340 SX | DEPORTIVO LII | 14 | - | AUT | _ | | | | | | 20 | | | 278.0 | | | | | | | | 90.4 | | | | | | | | |
| N | MURANO | OL WD S.S.L 490 | w | - | | 즓 | | | | | | ~ | | | 360.0 | | 315.0 | | | | | | 0 | | | | | | | | |
| H | HURAHO | 88 AWD 3.5 L 494 | ve | - | | | ARR C | | | | | 00 | | | 370.0 | | 333.0 | | | | | | | | | | | | | | |
| - | more or | M AND 231-04 | • | | ~ | _ | - | | • | _ | ~ | ~ | | - | 370.0 | | 445.0 | | | | | | | | | | | | | | |
| 14 | 980 ZX | DEPORTIVO | ve | TLE | • | - | . | A 0 | | ME. | ~ | 80 | - | - | 420.0 | | | | | | | | | | 120.7 | 120.2 | 111.7 | 107.6 | 95.9 | 99.7 | |
| NI | 600 ZX | DEPORTINO | va | T.O | | = | | | | = | | | | | 424.0 | | | | | | | | | | 100.7 | | 120.5 | 113.4 | 87.0 | 80.6 | |
| M | NOD JX | CONVERTIBLE | ·- | TUR | AUT | | DW 0 | | | | | | | | 435.0 | | | | | | | | | | | 153.9 | | 117.6 | -, | 6 0.0 | |
| N | 600 EX | CONVERTIBLE | 4 | TUR | , | - | | | | | | ñ | | | 430.0 | | | | | | | | | | | 171.3 | 144.0 | 117.0 | | | |
| M | MO I | COUPL TOURNS | | 100 | | = : | | | | _ | | ~ | | | 437.0 | | 393.3 | 244.0 | | | | | | | | 17 1.4 | | | | | |
| NI NI | MO Z | COUPE TOURING | V4 | = | | = : | | | | | | ~ | | | 482.0 | | 406.6 | | | | | | | | | | | | | | |
| - | | COOPE TOURIS | • | | •10 | • | - | | • • | _ | w | - | - | - | 482.0 | | ~ | 304.0 | | | | | | | | | | | | | |
| Mi | IOH VAN | TEPICA | 14 | MOR | _ | 04 | O/T 8 | | | | | 80 | | _ | 120.2 | | | | | | | | | | | | 43.6 | 41.5 | 36.0 | 35.4 | 32.3 |
| M | IOHI VAN | LINO . | 14 | NOR | | M 1 | | | | MELA | | | | | | | | | | | | | | | | | 44.3 | 41.6 | 37.1 | 30.4 | 32.5 |
| Mi. | IOM VAN | LLUO EGUIPADA | 4 | NOR | | 94 | | | | | | 80 | | | 120.6 129.6 | | | | | | | | | | | | 46.1 | 43.4 | 38.9 | 38.0 | 34.3 |
| M | ICHI VAN | LLUO EQUIPADA | й | NOR | | - | | | | TELA | | | | | 120.0 | | | | | | | | | | | | 48,4 | 45.6 | 41,1 | 39.8 | 37.5 |
| - | MATE TARY | THE EGOT NO. | | 1 | ~ | _ | uri 0 | • | | | | | | • | 120.0 | | | | | | | | | | | | | 40.0 | -1,, | 70.0 | 37.0 |
| M | PATHFINDER | XII. 4 X 2 | va. | - | *** | 96 | w 0 | | . 1 | | ~ | 9 0 | | _ | 309.0 | | | | | 180.6 | 137.3 | | 98.6 | 93.0 | | | | | | | |
| , | PATHENDER | 8E 4 K 4 | = | 142 | | | | | | | | 80 | | | 379.0 | | | | | 109.0 | 101.0 | 114.1 | 90.0 | 60.4 | | | | | | | |
| No. | PATHENOER | LEL 4X2 | VB | - | | | | | | | | 80 | | | 370.0 | | | *** | 194.0 | 474.0 | 148.2 | | 100.0 | 97.6 | | | | | | | |
| H | PATHENDER | | V8 | - | | | | | | MEL. | | | | | 378.0 | | | 230.8 | | 184.4 | | | | 100.3 | | | | | | | |
| - | PARTITION. | LE. 4 X 4 | ** | | ~ | - | | | • • | _ | | | | - | #/O.U | | | 200.0 | 414.4 | 187.7 | 102.0 | 122.0 | 107.6 | 100.3 | | | | | | | |
| 14 | URWAN DX | TIPIOA CORTA SA L | | | *** | 04 | VT 6 | | | TELA | _ | | _ | en umatro | 212.0 | | 171.7 | 142.0 | 122.9 | 109.4 | 94.0 | | | | | | | | | | |
| H | URVAN CIX URVAN GL | LLUÓ CORTA 2.4 L | | | ero ero | | אי דעם בי דעם | | | TELA TELA | | | | SP UMMTO | 272.0 220.0 | | 11.17 | 174.0 | 121.0 | 100.4 | 94.0 | | | | | | | | | | |
| M | LIRVAN DX | TEPICA LARGA 2.4 L | | - | STD. | | 97 G | | | TELA | | | | 18 UMATO | 220.0 | | | | r#1.1 | 110.3 | 94.0 99.6 | | | | | | | | | | |
| | | | | - | | T | | | | | | | | | | | | | | | | | | | | | | | | | |
| NI | URVAN OX | TIPIOA LARGA 2.4 L | 4 | | eтD | | MT 0 | | | MBLA . | | | | 18 UTMT3 | 236.0 | | 212.4 | 163.1 | | 116.0 | 94.1 | | | | | | | | | | |
| 141 | URWAN OL | LLUD LARGA 2.4 L | 14 | - | STD | | 27 0 | | | MALA | | | | 18 UMAL | 247.0 | | | 162.1 | 139.1 | 119.0 | 106.3 | | | | | | | | | | |
| M | PATHFINDER | 9E, 4×4 | Ve. | MP | | 64 (| | | | MELA . | | 90 (| | | 300.0 | | | | | | | | 109.4 | | | | | | | | |
| N | URVAN DX | TIPICA CORTA 2.4 L | 14 | - | eTD | | | | | MELA | | ** | | ** | 210.0 | | | | | 109.8 | 94.1 | | | | | | | | | | |
| M | | | 14 | | | 84 (| | | | TELA | | | | 12 | 224.0 | | | | | | 104.9 | | | | | | | | | | |
| M | URVAN DX | | LA | | | 04 (| | | | TELA | | | • | | 230.0 | | | | | | 101.2 | | | | | | | | | | |
| M | URWAN OL | LARGA 2.4L | u | - | TTO | 84 (| NT B | . = | , | TELA . | σ | 90 | 10 | 16 | 235.0 | | | | | | 104.0 | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 141 | | | и | | | | • | | | W.A | | | | M XIMT | 255.0 | | | | 142.8 | | | | | | | | | | | | |
| M | | XE 4 X B CANASTILLA | u | | eTD | es / | | | | | | | | M XML | 269.0 | | | | | 139.2 | 115.7 | | | | | | | | | | |
| NB | | SE 4 X 2 TIPIÇA | W | - | AĻT | . | | | | | | | | M XBAT | 303.0 | | | | | 145.5 | 127.5 | | | | | | | | | | |
| M | K TEMPA | SE 4 X 2 LUJO | W | MP | AUT | 66 / | | | | | 00 | | | M XXIL | 313.0 | | | 249.0 | 169.3 | 147.3 | 130.2 | | | | | | | | | | |
| M | | SE 4 X 4 SUPER LLUO | W | -47 | €TD | | 186 0 | | | | | | | MARKET. | 326.0 | | | 269.4 | | | 137.9 | | | | | | | | | | |
| N | X TERRA | BE 4 X 4 BUPER LLUO | Ve | • | AUT | | me c | | | MIL. | | | | OS XIMAN. | 336.0 | | | 275.7 | 160,0 | 149.1 | 134.7 | | | | | | | | | | |
| N | | 86 4 X 2 | W | ** | AUT | | 186 C | | • | | | | • (| | 200.0 | | | | | | 128.4 | | | | | | | | | | |
| M | | XII 4 X 2 | | | | | | | • | | | 80 (| | | 266.0 | | | | | | 113.0 | | | | | | | | | | |
| N | X TIEFRA | XE 4 X 2 CANASTILLA | ve. | | AUT | 06 / | and or | | . 1 | TELA | OΤ | ••• | 30 (| 06 | 260.0 | | | | | 126.5 | 114.8 | | | | | | | | | | |
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| | | | | | | | | | | | | | | | | | | | | | | | V2 | | | | | | | | _ |
|-----------|---------------------------|--|-----|-------|------|------|-------|-------------|----|----------------|----------|-------------|------|---|----------------|-------|----------------|-------|--------------|-------|-------|-------|------|------|------|------|------|------|------|------|------|
| 44 | Descripción | | | | | | | | | | | | | | v1 | 2004 | 2000 | 2002 | 2004 | 2000 | 1999 | 1996 | 1997 | | 1995 | 1004 | 1003 | 1982 | 1991 | 1990 | 1000 |
| | Detailo | | | | | | | | | | | | | | سعب | | 2003 | 2002 | 2001 | 2000 | 1990 | 1999 | | (900 | 1880 | | 1777 | 1774 | 177 | THY. | 1777 |
| - | E-TRAIL | LE 2.5 L 4 X 2 | ш | 18.65 | | | | | | TELA | ~ | 80 (| - | | 228.0 | | 202.5 | 148.4 | 172 6 | | | | | | | | | | | | |
| | E-TRAIL | OLE ISLAND | И | _ | AU | | ~ | | _ | TELA | | 00 0 | | | 245.0 | | | 168.3 | | | | | | | | | | | | | |
| 111 | X-TRAIL | MLX 3.5 L 4 X 2 | ū | - | AU | | | | œ. | PHEL | | 00 (| | | 257.0 | | 231.3 | | 160.3 | | | | | | | | | | | | |
| N | PATHENDER ARMADA | 6E 4 X 2 S.O L 908 H.P. | Ve | 10.00 | AU | | | | 06 | TELA | | 80 | | | 420.0 | | 375.0 | | | | | | | | | | | | | | |
| N | PATHFINDER ARMADA | SE 4 X 2 PACL ARRASTRE | W | | AU | T 66 | | | 08 | TRLA | | 80 (| | | 430.0 | | 387.0 | | | | | | | | | | | | | | |
| M | PATHERNOUS ARMADA | 88 4 X 2 8.0 L 306 H.P. | VE | - | , AU | T 08 | ABB | 04 | 08 | PEL | 00 | 80 (| | | 440.0 | | 306.0 | | | | | | | | | | | | | | |
| N | PATHFINDER ARMADA | BE 4 X 2 PAQ. ARRABTRE | W | | · AU | T 86 | ABB | ČA (| | 74. | 8 | 80 (| | | 450.0 | | 406.0 | | | | | | | | | | | | | | |
| M | PATH FRIDER AFMADA | 8E 4 X 4 8.6 L 305 H.P. | VB | | ALC: | T pp | ABB | OA (| 9 | PIEL. | 00 | 00 (| 30 A | ₩ | 466.0 | | 438.5 | | | | | | | | | | | | | | |
| M | PATHERNOUS ARMADA | 98 4 X 4 PAO. ARRASTRE | V\$ | 10.00 | AJ. | T (8 | ABB | DA (| 00 | PHIL. | 00 | 00 (| 30 0 | | 4 0 0.0 | | 441.0 | | | | | | | | | | | | | | |
| M | PATHFHIDER AFMANDA | 88 4 X 4 PREMIUM 6.1 L 306 H.P. | V | 10.00 | AU. | τ 🕶 | 4 | CA (| | FIÜ. | ₩, | 00 (| | | 499.0 | | 449.1 | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| M | QUEST | VAN JOE GIE | W | | | 7 🙀 | | | | THE | | 80 (| | | 310.0 | | | | | | | | 67.7 | 79.7 | | | | | | | |
| HE | CLEST | VAN XE GIG | VE | | | 7 84 | | | _ | TELA | | 80 (| | | 312.0 | | | | | | | | | 63.2 | | | | | | | |
| M | QUEST | VAH QXIII | W | | AU | | | | 00 | TELA | | 80 (| | | 315.0 | | | | | | 126.5 | | 90.4 | 85.9 | | | | | | | |
| м | CHIERT | VAN CILIE | W | - | ALI | 7 04 | | | 7 | TR. | | œ (| | | 360.0 | | | | 188.5 | 101.0 | 134.7 | 122.9 | | | | | | | | | |
| H | QUEST | VAN GOOD | V# | *** | | T 04 | | | 08 | PER. | | 00 (| | | 320.0 | | | | | | | | 92.2 | 86.8 | | | | | | | |
| M | CLUEST | VAN 6 3.8 L 240 H.P. | V6 | *** | | | | | _ | P44. | | 00 (| | | 318.0 | | | | | | | | | | | | | | | | |
| H | QUEST | VAN GE & S L BHO H.P. | V# | *** | | | | | | PEL. | | 90 (| | | 369.0 | | | | | | | | | | | | | | | | |
| M | CHUBBIT | VAN BL 3.5 L 340 H.F. | W | *** | AU. | | | CA (| 00 | *** | • | 00 (| | 7 | 449.0 | 404.1 | | | | | | | | | | | | | | | |
| | SPACE STAR | Easter V | LA | | | | | | _ | | | | | | 135.7 | | | \$4.1 | | | | | | | | | | | | | |
| ** | SPACE STAR | FAMILY FAMILY AC | | 147 | | | | | | TELA | | 80 (| | | 140.7 | | 131.4 | 100.6 | | | | | | | | | | | | | |
| | SPACE STAR | FAMILY CONFORT | 1.4 | - | 871 |) #6 | | | | TELA | | 80 (| | | 155.9 | | 140.3 | 102.8 | | | | | | | | | | | | | |
| | LANCER | DE 1.0 L | 14 | | | | | | | TRIA | | 2 | | | 130.0 | | 117.0 | 102.0 | | | | | | | | | | | | | |
| <u> </u> | LANDER | ES 2DL | 14 | | | | | | | TRA | | - C | | - | 141.0 | | 128.9 | | | | | | | | | | | | | | |
| | LANCER | LB &OL | 14 | _ | | | | | | TELA | | 80 | | | 156.0 | | 140.4 | | | | | | | | | | | | | | |
| | - | | - | | | | | | _ | | - | ' | | _ | 100.0 | | , | | | | | | | | | | | | | | |
| 4 | GALANT | ES 3.0 L | V6 | 100 | AUT | . 64 | 488 | CA (| | THEA | 00 | | | | 226.7 | | 206.0 | 142.1 | | | | | | | | | | | | | |
| M | GALANT | LO 8.0 L | VS | 10.00 | | F 04 | | | | TELA | | 99 (| | | 272.9 | | 245.6 | 160.9 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | acuret. | COUPE OT 3.0 L | W | - | AL! | | A BAS | CA (| | TELA | œ | 00 0 | | 8 | 291.0 | | 261.9 | 200.5 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | CUTLANDER | LB 2.4 L SPORTRONIO | 1.4 | | AL/ | | | | | TELA | | 80 (| | | 214.9 | | 193.4 | | | | | | | | | | | | | | |
| - | QUTLANDER | XLE 2.4 L SPORTRONIC | 1.4 | - | | • | | | | TELA | | 00 0 | | | 230.9 | | 207.8 | | | | | | | | | | | | | | |
| 140 | OUTLANDER | XLS PREMIUM E-4 L | и | | | | | | _ | PIEL | | 00 (| | | 246.0 | | 221.4 | | | | | | | | | | | | | | |
| - | ROYARDINE | Operironie 3.0 L 336 h.p. | W | | ALF | | | DA (| * | Mal. | 90 | 00 0 | | • | 340.0 | | 221.4 | | | | | | | | | | | | | | |
| | | | | | _ | | | | | | | | | _ | | | | | | | | | | | | | | | | | |
| 14 | MONTERO | SPORT XLB 3.3 L | W | 14P | | - 06 | | | | TRA | | • | | | 268.4 261.0 | | 241.8 261.0 | 205.7 | | | | | | | | | | | | | |
| MI MB | MONTERO | SPORT XLS TOURING S.S.L. | V# | - | | | | | _ | PRE. | | 90 0 | | | 303.3 | | 273.0 | | | | | | | | | | | | | | |
| - | MONTERO MONTERO | SPORT XLS TOURING SR LIMITED 3.5 L | VB | - | | . OS | | | | PIEL PIEL | | 00 0 | | | 384.4 | | | 274.4 | | | | | | | | | | | | | |
| - | MCM (BAD | CONTRACT OUT C | ~ | _ | - | - | MA. | | - | - | w | ••• | - | • | 304.4 | | a=0.0 | 2/4.4 | | | | | | | | | | | | | |
| FIN | auo | AUTHENTIQUE 1.6 L 110 H.P. | и | | | | WT . | | • | VILOUR | - | | | | 111.0 | | 99.9 | 70.4 | 70.6 | | | | | | | | | | | | |
| RH | one one | AUTHENTIQUE 1.9 L 110 H.P. | й | _ | | | | | | VELOUR | | | | | 112.0 | | 100.8 | 82.3 | 74.8 | | | | | | | | | | | | |
| An | OLIO | AUTHENTIQUE 1.0 L 110 H.P. | 14 | | | 06 | | | | ABTORE | | | | | 133.0 | | 119.7 | 90.2 | 78.4 | | | | | | | | | | | | |
| RM. | OLIO | EXPRESSION 1.8 L 110 H.F. | 14 | - | 875 | | | | | VILOUR | | | | | 130.0 | | 117.0 | 91.1 | 80.0 | | | | | | | | | | | | |
| PON | OLIO | EXPRESSION 1.6 L 110 H.P. | и | - | ALT | 05 | - | DA 6 | = | VELOUR | a | 80 0 | | | 142.0 | | 127.8 | 93.1 | 84.3 | | | | | | | | | | | | |
| RM | ouo . | MTV 1.6 L DM | LA | MP | | 06 | | | | WELDUR | | | | | 131.0 | | 117.9 | 95.1 | | | | | | | | | | | | | |
| FIN | OUO . | MTV 1.6 L DH | Į,A | - | AUT | | - | DA 6 | | VALCUR | 90 | - | | | 143.0 | | 128.7 | 98.0 | | | | | | | | | | | | | |
| PM | ano | NITIALE 1.8 L DH | L4 | 16.6 | ΑЛ | - | - | DA C | = | PIEL. | 00 | 80 0 | | 4 | 160.5 | | 135.5 | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RH | 80890 | AUTHENTIQUE B.O.L. 140 H.P. | 14 | *** | 876 | - | | | - | TELA | | 80 0 | | | 186.0 | | 167.4 | 122.4 | 114.8 | | | | | | | | | | | | |
| 101 | ecieso | AUTHENTIQUE 2.0 L 140 H.F. | и | MP | 670 | - | | | _ | MEL. | | 80 0 | | - | 185.0 | | | | 119.9 | 107.6 | | | | | | | | | | | |
| RM. | BOBNIC | EDOPRESSION 2.0 L 140 H.P. | 1.4 | - | ΑЦП | | - | | | TELA | - | 80 0 | | - | 209.0 | | | 129.9 | 120.2 | 111.2 | | | | | | | | | | | |
| PAN | ecênio | EXPRESSION 2.0 L 140 H.P. | u | MP. | AUT | | | | | PER. | | 99 0 | | | 216.0 | | 196.2 | 133.6 | 125.6 | 117.1 | | | | | | | | | | | |
| RH | ouo | SPORT RE BUL | LA | 14 | 910 | | | | | ARTONY | | | | | 190.0 | | | | 118.1 | | | | | | | | | | | | |
| 191 | | AUTHENTIQUE 2.0 L 172 HJP | и | | | | | | | VILOUR | | | | | 109.5 | | | | 70.1 | | | | | | | | | | | | |
| MH. | | AUTHENTIQUE 2.0 L 172 H.P. | 14 | - | | • | | | | VIII,OUR | | | | | 118.6 | | | | 73.0 | | | | | | | | | | | | |
| for | | AUTHENTIQUE 2.0 L 172 H.P. | L4 | MP | | 04 | | | | ABTON | | | | | 130.0 | | | | 79.7 | | | | | | | | | | | | |
| PEN | 0.00 | EXPRESSION 2.0 L 172 H.P. | 14 | - | | | | M 1 | _ | ABTONY | | | | | 124.0 | | | | 78.9 | | | | | | | | | | | | |
| FON | ouo | EXPRESSION 2.0 L 172 H.P. | 1.4 | | ett | | | | | ABTONE | | | | | 128.0 | | | | 77.8 | | | | | | | | | | | | |
| PH | OLIO OLIO | EDPRESSION 2.0 L 172 H.P. | 1.4 | | | 04 | | | | ABTORN | | | | | 120.0 | | | | 79.7 87.4 | | | | | | | | | | | | |
| MN. | BORNIC | EXPRESSION 2.01 172 H.P. | 4 | ** | AUT | D4 . | | | _ | ABTOTAL | | | | | 140.0 204.0 | | 103.0 | 131.6 | | | | | | | | | | | | | |
| RM RM | BORNC | EXPRESSION 2.01.140 H.P. EXPRESSION 2.01.140 H.P. | 4 | - | | DS . | | | | PHEL | | 80 C | | | 210.0 | | | 139.3 | | | | | | | | | | | | | |
| PEN PEN | OUO | SPORT RESULT SPACE | 14 | - | | 02 | | | | VILLOUR | | | | | 199.0 | | | 135.4 | | | | | | | | | | | | | |
| reri | ··· | | | _ | A10 | . 4 | | _ | - | Address | w | 0 | - 4 | - | 155.0 | | 17 1. 1 | 100.7 | 120.1 | | | | | | | | | | | | |

| A4 | Descripción | | | | | | | | | | | | | V1 | 2004 | | | 2004 | ~~~ | 4000 | 1998 | V2 1997 | 1998 | 1995 | 1994 | 4000 | 1992 | 4004 | 1990 | 1989 |
|------------|------------------------------|--|------------|-------|---------------|-------------|------|-------|--------------|-----------|-------------|----------------|---|----------------|----------------|----------------|----------------|----------------|---------------|------|------|------------|------|------|------|-------|-------|------|------|------|
| | Cescription | | | | | | | | | | | | • | V1 | ALAM | 2003 | 2002 | 2001 | 2000 | 1999 | 1990 | 1997 | 1990 | 1990 | 1994 | 18963 | 19942 | 1991 | 1990 | 1969 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RH | | AUTHENTIQUE 2.0 L 140 H.P. | | - | | 94 / | | | | | | CB 06 | | 164.0 | | | 110.4 | | 93.2 | | | | | | | | | | | |
| (CI) | MIGNE | ALITHUNTIQUE 2.0 L 140 H.P. | F48 | | | 04 A | | | | | | 08 06 | | 174.0 | | 156.6 | 118.6 | 107.3 | 96.6 | | | | | | | | | | | |
| PON Reh | | EXPRESSION 2.0 L 140 H.P. EXPRESSION 2.0 L 140 H.P. | F4R F4R | | STE ALIT | | | | TELA | 80 | | CB 06 | | 179.0 191.0 | | | 119.1 128.6 | 107.4 112.9 | 99.6 104.5 | | | | | | | | | | | |
| TO SERVICE | MICHE | FAR WAY 2.0 L 140 H.P. | F48 | | | 04 4 | | _ | PIELA | 90 | | OS OS | | 176.0 | | 156.4 | 122.6 | 112.0 | 104.0 | | | | | | | | | | | |
| RN | MEGANE | FAR WAY 2.0 L 140 H.P. | 2.00 | | ALT | | | | PER. | œ | | œ # | | 185.0 | | 169.2 | 125.9 | | | | | | | | | | | | | |
| RN | MBQANE # | AUTHENTIQUE 2.0 L 140 H.P. 6 VEL. | F48 | | en. | G A | | | TELA | · | | OB # | | 159.2 | | 143.3 | | | | | | | | | | | | | | |
| RH | MEGANE # | AUTHENTIQUE 2.0 L 140 H.P. 6 VEL. | F48 | - | етс | 06 A | | | TELA | 00 | 80 | CB (# | | 166.2 | | 148.7 | | | | | | | | | | | | | | |
| RH | MÉGANÉ II | AUTHENTIQUE 2.0 L 140 HJF. | F48 | 1 140 | ALI | - | | - 05 | TELA | 00 | 80 | OS 05 | | 177,2 | | 159.5 | | | | | | | | | | | | | | |
| PIN | MEGANE II | EXPRESSION 2.0 L 140 HLP. 6 VEL. | F4R | | 870 | | | | TELA | 00 | | œ # | | 179.2 | | 101.3 | | | | | | | | | | | | | | |
| RN | MRCIANE H | EXPRESSION 2.0 L 140 H.P. | F4R | | AL/I | | | | TEAA | 00 | | QB 08 | | 191.2 192.5 | | 172.1 164.3 | | | | | | | | | | | | | | |
| RN RN | MÉGAME N | AUTHENTIQUE 2.0 L 16 VAL 140 H.P. AUTHENTIQUE 2.0 L 16 VAL 140 H.P. | F-48 | | STU AL/I | | | | TELA | 8 | | GB 64 | | 184.5 | | 175.1 | | | | | | | | | | | | | | |
| 900 | HEIGHNE H | EXPRESSION S.O.L 18 VAL 140 H.P. | FAR | | | D4 A | | _ | TELA | | | œ # | | 196.5 | | 178.9 | | | | | | | | | | | | | | |
| REN | MEGANE # | EDFRESSION 2.0 L 18 VAL 140 H.P. | PAR | | | 94 A | | | | | | OB 66 | | 200.6 | | 107.7 | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FIN | LAGUNA | BEFLINA | VB | 16.67 | | 94 A | | | | | | OB 95 | | 269.0 | | 260.1 | 199.2 | | | | | | | | | | | | | |
| PEN | LAGUNA | GRAND TOUR | W | 140 | | 86 A | | | | | | C# 00 | | 303.0 | | 272.7 | 192.0 | | | | | | | | | | | | | |
| Part . | LAGUNA | BERLINA | VS. | M | | 94 A | | | ME. | 00 | | OB # | | 277.0 | | | 183.5 | | | | | | | | | | | | | |
| RM | LAGUNA | BANND TOUR | W | | AUT | 96 A | | OE. | PIEL | • | -0 | CB 44 | | 292.0 | | | 186.2 | | | | | | | | | | | | | |
| ** | HOUZA STELLA | AUSTERO 1.8 L | 14 | | g Tr | QF 0 | | - | TRLA | 80 | - | | | 108.0 | | | | 66.1 | 62.1 | | | | | | | | | | | |
| ä | MILE STELLA | TIPOO 1.8 L | и | 4.5 | 611 | | | | TELA | - | | = = | | 119.0 | | | | 70.1 | 64.6 | | | | | | | | | | | |
| 4 | MIZA BÎTELLA | LUJO 1.E.L | u | MP | eTO | 60 0 | V 04 | - 02 | TELA | FW | 80 (| | | 120.0 | | | | 71.0 | 66,0 | | | | | | | | | | | |
| OE. | MALIETTS AZION | LUJO RINES 1.8 L | и | | ett | | | | TELA | m | 80 (| | | 122.0 | | | | 73.0 | 67.8 | | | | | | | | | | | |
| 4 | HOZA OTELLA | LLUO RREE 1.8 L | и | - | eπ | | | | TELA | - | 00 1 | | | 122.0 | | | | 74.7 | 69.6 | | | | | | | | | | | |
| • | MATA STELLA | ALAFTERO 1.8 L | и | | eto | | | = | TIRA | | 80 1 | | | 107.0 | | | | 71,9 | 63.6 | | | | | | | | | | | |
| ** | IBIZA STELLA IBIZA STELLA | TIPIOO 1.8 L LUJO 1.8 L | 4 | - | STO STO | 94 D | | 9 | TELA | ~ | 80 1 | = = | | 121.0 123.5 | | | | 73.0 75.0 | 66.4 68.7 | | | | | | | | | | | |
| = | MICA STELLA | LUJO RINES 1.6 L | 4 | - | e113 | # 0 | | | TELA | FM | _ | | | 125.8 | | | | 77.5 | 70.0 | | | | | | | | | | | |
| • | INCLA STELLA | LUJO PINER 1.6 L | 4 | - | eTU | 94 D | | OE | TELA | PM. | 00 1 | | | 120.7 | | | | 79.5 | 72.3 | | | | | | | | | | | |
| - | ₩CZA | SPORT SURF 1.6 L | u | *** | 410 | | v 04 | CE | THE | 00 | 00 (| CB 04 | | 124.0 | | | | 78.6 | | | | | | | | | | | | |
| ee. | MIZA. | SPORT BURF 1.8 L | u | - | etto | 94 0 | | | TELA | 00 | | OB 94 | | 126.2 | | | | 80.4 | | | | | | | | | | | | |
| • | MEZA | UTBLIA 118 HLP. 2.0 L | и | *** | OTD | * * | | • | TELA | - | 80 (| | | 127.0 | | | 84.7 | | | | | | | | | | | | | |
| ** | | STELLA 115 H.P. 2.0 L | LA LA | | \$100 6110 | D4 A | | * | TELA | * | 60 (| | | 129.6 134.8 | | | 85.2 86.9 | | | | | | | | | | | | | |
| = | 영업A 제대 | 8KINO 118 H.P. 2.0 L 8KINO 118 H.P. 2.0 L | 14 | MT | aTD | OE A | | OE. | TELA | 80 | | 08 86 08 86 | | 137.0 | | | 88.6 | | | | | | | | | | | | | |
| = | GCA | 60NO 118 H.P. 2.0 L | 14 | - | STD | | | | TELA | ~ | 80 (| | | 138.2 | | | 89.4 | | | | | | | | | | | | | |
| = | MIZ A | SIGNO 116 H.P. 2.0 L | L4 | ** | eTD | 04 A | | OR | TELA | 00 | 00 (| | | 143.0 | | | 90.4 | | | | | | | | | | | | | |
| • | IBIZA | SPORT 118 H.P. 8.6 L | L | | €TD | DE A | M CA | O | TELA | 00 | og (| 08 64 | | 142.0 | | | 91.3 | | | | | | | | | | | | | |
| = | ODROGRA | BTELLA | 1.4 | 11.00 | eto | 04 O | | - | TELA | 774 | 60 (| | | 128.5 | 113.9 | 98.0 | 90.4 | | | | | | | | | | | | | |
| • | OORDORA | BIGNO | и | - | ATD | | | 06 | POPE. | 00 | 00 0 | | | 171.0 | 144.0 | 122.5 | 94,1 | | | | | | | | | | | | | |
| 6E | CORDOBA BUZA | SPORT CLIMATRONIO STELLA 1.5 L 100 H.P. | U4 | ** | erto erto | 04 D | | 90 | PHEL TELA | OT | | | | 191.0 131.1 | 171.9 118.0 | 142.1 102.9 | 111.2 | | | | | | | | | | | | | |
| = | BUZA | SPORTY 1.8 L 100 H.P. | ū | - | eTD. | 04 D | | = | TELA | 00 | | | | 134.1 | . 10.0 | 120.7 | | | | | | | | | | | | | | |
| | MIZA | BPORTY 1.5 L 100 H.F. | u | - | €TD | | | OE. | TELA | ~ | 00 1 | | | 139.2 | | 126.3 | | | | | | | | | | | | | | |
| 98 | MATE A | SPORT 2.0 L 116 H.P. | L4 | 14.00 | • | 06 A | | 08 | TELA | œ | 00 0 | QS 06 | | 150.4 | 135.4 | 115.6 | | | | | | | | | | | | | | |
| 86 | ##ZA | 8IGNO 2.0 L 115 H.P. | LA | - | €TD | 94 A | - | O | TELA | | 00 0 | | | 149.5 | 134.0 | 113.7 | | | | | | | | | | | | | | |
| | WIZA | PR 1.8 L 180 HLP. | и | TUR | #TD | | | 08 | TELA | | 00 0 | | | 186.9 | 107.3 | | | | | | | | | | | | | | | |
| ** | OORDOBA OORDOBA | STELLA 1.9 L 100 H.P. S VEL STELLA 2.0 L 116 H.P. S VEL | u | M. | eTD OTB | 04 D | | 00 | TELA | | 80 0 | | | 137.0 148.0 | 123.3 133.2 | | | | | | | | | | | | | | | |
| = | OORDOBA OORDOBA | PRESO BOL 116 H.P. 6 VEL | 14 | MT | STD STD | | | OF | TELA | 80 | 00 0 | | | 158.9 | 143.0 | | | | | | | | | | | | | | | |
| ~ | CORDOBA | 81GHO 2.0 L 118 H.P. 8 VBL | ŭ | | | 04 D | | - 08 | TELA | | 00 0 | | | 161.0 | 144.9 | | | | | | | | | | | | | | | |
| 44 | CORDOBA | SPORT MINUS 2.0 L 115 H.P. S VIII. | LA | - | | 04 04 | | CE | TILA | | 99 0 | | | 163.4 | 147.1 | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 41 | COMPOSA | AUSTERO 1.8 L | 1.4 | 140 | | 04 0 | : | 84 | TIMA | | 80 1 | | | 114.0 | | | 70.4 | 67.5 | 62.5 | | | | | | | | | | | |
| 61 68 | DORDOBA CORDOBA | TIPIOO 1.6 L BOURADO 1.6 L | 14 | - | eTD eTD | 04 D4 | | OE OE | TELA | | 80 1 | * * | | 124.7 126.9 | | | 01.6 63.3 | 71.3 72.9 | 67.3 | | | | | | | | | | | |
| • | OORDOBA | HOUPADO 1.6 L LUJO RINES 1.6 L | u | | ATD | 04 D | | CE | TELA | PM | 89 1 | | | 120.4 | | | 85.1 | 73.7 | 68.1 | | | | | | | | | | | |
| = | CORDOBA | LUIO RINEE 1.8 L | ŭ | - | 610 | | | OB. | TELA | PM. | 00 1 | | | 128.0 | | | 00.5 | 75.3 | 60.2 | | | | | | | | | | | |
| | LIBON | 810NO 1,8 L 125 HLP. 5 VEL. | 14 | | ETD | 04 04 | | OE. | TELA | m | | 20 94 | | 179.0 | | 137.2 | 120.7 | 96.4 | 93.4 | | | | | | | | | | | |
| ** | LEON | 81GHO 1.8 L 126 H.P. 8 VBL. | u | - | STD | 04 D | | O. | TELA | má | | OB 06 | | 183.0 | | 141.1 | 124 9 | 101.2 | 98.7 | | | | | | | | | | | |
| | LEON | 8KGNO 1.8 L 126 H.P. 6 VEL. | 4 | HAP | AUT | | | ĊE. | TELA | FM. | | OB 08 | | 193.2 | | | 132.0 | 102.4 | 100.4 | | | | | | | | | | | |
| | LEON | 810NO 1.8 L 125 H.P. 6 VEL | и | B4P | | 04 D/ | | CE, | TELA | | 00 0 | | | 197.0 | | 148.0 | 134.2 | 106.9 | 102.1 | | | | | | | | | | | |
| - | LEON | SPORT 1.6 L 180 H.P. 6 VEL | LA | TUR | •10 | 04 D/ | r UA | OS. | TELA | FM | 80 0 | 09 | | 202.0 | | | 184.0 | 98.9 | 90.5 | | | | | | | | | | | |

| | | | | | | | | | | | | | | | $\overline{}$ | | | | _ | | | _ | | | | | | | | | $\overline{}$ |
|----------|--------------------------------------|--|----------|-------|------------|-------|------------|-----------|------------|-------------|-----|--------------|-------------|---|----------------|-------|-------|----------------|------------------|--------|------|----------|------|--------------|--------------|--------------|------|------|------|------|---------------|
| ***** | | | | | | | | | | | | | | | V1 | 2004 | 2003 | 2002 | 2001 | 2000 | 1000 | 1990 | 1997 | 1998 | 1008 | 1994 | 1993 | 1002 | 1981 | 1990 | 1980 |
| Marca | Descripción | | | | | | | | | | | | | | 4 | 4007 | 4W4 | 6VV4 | guv. | . 4990 | 1777 | TTY | 100/ | 1000 | 1000 | , | 1977 | | - ' | | |
| _ | LEON | 9PORT 1.8 L 180 H.P. 6 VEL | 14 | | | | DV. | | C# | TELA | | 00 6 | | | 205.0 | | | 181 4 | 108.7 | 98.9 | | | | | | | | | | | |
| = | TOLEDO | BROND 1.5 L 125 H.P. | ŭ | 100 | | D 84 | | OA. | 08 | TRIA | | 80 0 | | | 177.6 | | | 120 8 | | 100.7 | | | | | | | | | | | |
| = | TOLEDO | 810NO 1,6 L 126 H.P. | 14 | - | | | | Š. | <u></u> | THA | | 00 0 | | | 198.0 | | | 132.9 | | 102.5 | | | | | | | | | | | |
| = | TOLEDO | BIONO 1.8 L 125 H.P. | 14 | | | | DV. | - CA | œ. | TELA | | 80 0 | | | 215.0 | | | 134.7 | 108.4 | 100.3 | | | | | | | | | | | |
| = | TOLEDO | 80040 1.8 L 125 H.P. | ŭ | - | - A | | | 04 | ã | TELA | | 00 0 | | | 219.0 | | | 140.2 | 114.4 | 104.7 | | | | | | | | | | | |
| = | TOLEDO | SPORT 146 H.P. | - | tu | | D 04 | | 04 | Œ | TEA | | 80 6 | | | 230.0 | | | 151.3 | 118.7 | | | | | | | | | | | | |
| - | TOLEDO | SPOR 148 H.P. | Val | TUE | | | DW | OA . | 0 | TOLA | . – | 00 0 | | | 232.0 | | | 167.3 | 116.6 | | | | | | | | | | | | |
| = | (BOM | CUPRAR 1.8 L 210 H.P. | 14 | 11.0 | | | 488 | | - | TELA | | | | | 286.7 | | 186.2 | | | | | | | | | | | | | | |
| = | TOLEDO | BIONO 1.5 L 125 H.P. | 14 | - | | πы | | - OA | <u>-</u> | - | | 00 0 | | | 220.0 | | | 146.0 | | | | | | | | | | | | | |
| = | LEON | SPORT 1.8 L 180 HLP. | 14 | TUE | | 77 04 | | 64 | œ | = | - | œ c | | | 226.0 | | | 198.6 | | | | | | | | | | | | | |
| = | CORDOBA | STELLA 1.4 L | 14 | | | | | - CA | a | TELA | | 80 6 | | | 139.0 | | | 70.1 | | | | | | | | | | | | | |
| ä | TOLEDO | STELLA 1.5 L 125 H.P. | 14 | | | D M | DV | QA. | OE. | TELA | | 80 4 | | | 176.0 | | | 115.2 | | | | | | | | | | | | | |
| - | TOLEDO | SPORT 1.0 L 100 N.O. | 14 | TUE | | 6 04 | | OA. | a | TELA | | 80 6 | | | 231.0 | | | 122.0 | 118.1 | | | | | | | | | | | | |
| - | TOLEDO | SPORT 1.6 L 160 h.p. | 14 | TU | | D 84 | DW | QA. | 9 | P. | 00 | 00 0 | | , | 234.0 | | | 163.3 | | | | | | | | | | | | | |
| | TOLEDO | 980NO 1.8 L 125 h.s. | 14 | | | | bV | DA. | OE. | TRA | œ | 00 0 | | , | 208.0 | 187.2 | 180.7 | | | | | | | | | | | | | | |
| 96 | TOLEDO | BIGNO 1.8 L 195 h.p. | u | - | | т м | DΥ | GA. | 05 | TELA | 00 | 00 0 | | 1 | 224.0 | 201.6 | 184.8 | | | | | | | | | | | | | | |
| | TOLINO | 880NO 1.8 L, 136 h.p.C/CD | i.a | 10.07 | | T #4 | D/V | OA | œ | TELA | 90 | 00 0 | |) | 228.0 | 205.2 | 100.6 | | | | | | | | | | | | | | |
| # | TOLINO | 81GNO 1.8 L 125 h.p.C/CD | 14 | 144 | | | OV | OA | 06 | PIEL | 00 | 00 0 | | ı | 230.0 | 214.2 | 174.4 | | | | | | | | | | | | | | |
| | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 84 | LIBON | STELLA 1.6 L 125 H.P. | и | 10.05 | | | ₽₩ | | • | TELA | | ** | | | 166.9 | | | 112.0 | | | | | | | | | | | | | |
| 86 | LIEON | TOP SPORT 1.6 L 180 H.P. | LA | 11.0 | | | | CA. | œ | TELA | | 60 (| | | 226.7 | 204.0 | | 149.0 | | | | | | | | | | | | | |
| 66 | LEON | TOP SPORT 1.6 L 180 HJP. | u | TV | | | DW | QA. | 0 | TELA | - | 00 0 | | - | 239.0 | 215.1 | 102.3 | 154.6 | | | | | | | | | | | | | |
| • | LIBÓN | TOP SPORT 1.8 L 180 HLP. | LA | TUE | | | ₩. | OA. | Œ | PAR. | | 99 6 | | | 249.0 | | 190.1 | 160.7 | | | | | | | | | | | | | |
| 44 | LEON | CUPRA R 1.8 L 226 H.P. 6 VEL. | и | TUE | | | 0 ~ | | 0 | THE | | 00 0 | | | 312.0 | | 236.1 | | | | | | | | | | | | | | |
| - | LISON | CUPRAR 1.8 L 225 H.P. 6 VEL. | LA | TUP | 67 | 0 8 | OV. | OA. | æ | PRE. | ОĐ | œ (| - | • | 323.0 | 290.7 | 243.0 | | | | | | | | | | | | | | |
| | | | 1.4 | The | | | | GA | 08 | TELA | | e a c | | | 260.0 | | 200.8 | 168.6 | 142.1 | | | | | | | | | | | | |
| | ALHAMERA 2.0 LTB | VAN STIELLA | 1/8 | 100 | , ,,,, | | ABB | | 9 | 100. | | 80 6 | | | 360.0 | | 200.5 | 202.9 | 172.5 | | | | | | | | | | | | |
| | ALHANISTA S.O LTO | van eport Van eport eglepada | va. | | - | | 7 | 04 | - | = | | <u>~</u> | | | 366.0 | 329.4 | | 209.7 | 100.3 | | | | | | | | | | | | |
| ** | ALHANDRA 3.0 LTB ALHANDRA 8.0 LTB | VAN SPORT A, DICLEMATRONIC | W | W. | | . – | A | - | æ | 7 | _ | 80 (| | _ | 362.0 | 325.8 | | 205.6 | | | | | | | | | | | | | |
| = | ALHANERA | STELLA 1.6 L TIPTRIONIO | LA | 71.0 | | | = | | œ | TELA | | 89 6 | | | 281.0 | | 201.9 | | | | | | | | | | | | | | |
| = | ALHAMERA | STELLA 1.8 L TETRONIO DICUMA | 14 | TUE | | | ABS | | • | TELA | | 80 0 | | | 298.0 | | 215.0 | | | | | | | | | | | | | | |
| _ | | | | | | | | - | | | | | | | | | | | | | | | | | | | | | | | |
| | 6-3 | BEDAN M 2.0 L | L/ | TLE | | D 🛎 | 486 | OA. | 08 | H | 00 | 80 0 | | , | 303.9 | | | | 171.0 | | | | | | | | | | | | |
| - | 44 | GEDAN A 20L | u | TUE | L AL | 7 44 | _ | QA. | ÇE. | PER. | | 80 0 | | | 319.0 | | | | 186.4 | 107.2 | | | | | | | | | | | |
| | S-3 ABRO | GEDAN Q 2.6 L | 14 | TU | l AL | T 00 | - | OA | Œ | PEL | | 90 0 | | | 320.0 | | | | 201,7 | 160.6 | | | | | | | | | | | |
| | 14 | COMMERTIBLE 2.0 L | LA. | TU | | | ABO | | | ME. | | 80 0 | | | 335.0 | | | | 292.9 | 264.6 | | | | | | | | | | | |
| 44 | ы | WAGON II B3 L | 1.4 | TU | | | ABO | | Œ | PIEL. | | * 0 (| | | 208.0 | | | | 220.0 | 206.6 | | | | | | | | | | | |
| 86 | 9-4 ABRO | WAGON G 3.0 L | V | TŲ. | | | A89 | | œ | FEE. | | 60 C | | | 315.0 | | | | 292.0 | 249.7 | | | | | | | | | | | |
| - | н | GEDAN C B.S L | LA | TU | | | A84 | | Q# | PIEL. | | ₩ 0 | - | | 320.0 | | | | 226.6 | 209.0 | | | | | | | | | | | |
| ** | H | BEDAN E 3.0 L | V | TUP | | | ABB | | Œ | Mile. | | 60 0 | | | 324.0 | | | | 264.1 | 224.7 | | | | | | | | | | | |
| 88 | S-6 ABRO | BEDAN Q 2.3 L | L | TUP | | | ABS | | 9 | PIE. | | 00 0 | | | 336.0 | | | | 267.0 | 230.5 | | | | | | | | | | | |
| ** | N | LINEAR OLOTH S.O L | 1.4 | TUF | | | ABO | | 06 | TELA | | 89 0 | | | 316.0 | | 284.4 | | | | | | | | | | | | | | |
| 85 | 94 | LINEAR OLOTH 2.0 L | u | T),F | | | ARR | | | TELA | | ec c | | | 331.0 | | 297.9 | 223.6 | | | | | | | | | | | | | |
| = | 9-3 | LINEAR OLOTH 2.0 L | и | TUF | | | 480 | | œ | PIEL. | _ | 80 0 | | | 349.0 | | 314,1 | 227.6 316.6 | | | | | | | | | | | | | |
| • | 64 | CONVERTELE 2.0 L | 1.4 | T),# | | | ABE | | œ | ME. | | 60 0 | | | 360.0 | | 360.0 | 276.5 | | | | | | | | | | | | | |
| ** | 14 | LIMITAR AMERITO IELEC, 2.3 L | 4 | TUF | | | ABS | | GE . | PIE. | | 80 C | | | 410.0 430.0 | | 367.0 | 297.7 | | | | | | | | | | | | | |
| ** | H | LINEAR D / ASIENTO ELEC. 2.5 L | | TUF | | | ARR | OA OA | OIL OIL | | | 00 0 | | | 489.0 | | 440.1 | 331.3 | | | | | | | | | | | | | |
| ** | H | ABRO MENTRONIC 3.0 L | V9 | TU | | | 484 | OA | 9 | ME. | | 00 0 | | | 379.0 | | 341.1 | | | | | | | | | | | | | | |
| 99 | | Are SENTRONIC 2.0 L 210 H.P. | 4 | TUE | | | | | OE. | Mile. | | 00 0 | | | 305.0 | | 356.5 | | | | | | | | | | | | | | |
| ** | 6-4 8-3 | VECTOR 2.0 L 210 H.P. VECTOR 2.0 L 210 H.P. | ŭ | TUE | . • | | ~== | | œ. | PIEL. | | 00 0 | | | 399.0 | | 359.1 | | | | | | | | | | | | | | |
| _ | | | _ | | | | | | _ | - | | | | | | | | | | | | | | | | | | | | | |
| VW | GEDAN | GEN BOUPO | u | - | | · | D/T | BA | | TELA | - | 80 1 | . 00 |) | 74.2 | | | 47.1 | 43.2 | | 36.5 | 33.6 | 29.6 | 27.4 | 25.5 | 23.5 | 22.6 | 21.1 | 19.7 | 19.0 | 16.3 |
| vw | BEDAN OL. FIRE | CON BQUIPO | u | 145 | 81 | D . | O/T | BA. | - | TELA | | 80 (| | | 78.0 | | | | | 36.7 | 37.0 | 34.0 | 30.7 | 29.3 | 27.3 | | 23.9 | | | | |
| w | SECAN | UNIFICADO | L4 | - | - | D 00 | DIT | | 96 | TELA | * | 40 8 | | ı | 78.0 | | | | | | 37.2 | | 23.5 | | | | 24.6 | | | | |
| w | BEDAN | , MANE | L4 | M | 87 | | D/T | BA | | TELA | | 80 6 | | | 77.0 | | _ | | | | 37.6 | | | | | | | | | | |
| vw | RECAN | ULTIMA BDICION | L4 | 140 | 6 7 | D 00 | DV | BA | 86 | TELA | œ | FO 0 | | ı | 83.9 | | 76.4 | | | | | | | | | | | | | | |
| | | | | | | | _ | | | | | | | _ | | | | | | | | | | 447 | *** | 47.0 | | | | | |
| w | CHERRY | ATLANTA | 1.4 | - | | | O/T | 84 | • | VELOUR | | | | | 110.0 | | | | | | | | | 44.2 48.1 | 40.3 44.2 | 37.6 40.3 | | | | | |
| w | DERBY | ATLANTA | LA LA | 144 | | D #4 | D/T | QA BA | = | ABTORU | | 80 6 | | | 120.0 110.0 | | | | 66.0 | 61 1 | 57.6 | 52.0 | 40 0 | 0 1 | ₩.4 | -J. 3 | | | | | |
| w | NUIVO DEREY | OEDAN . | 14 | 147 | | | DYT | | = | ABTON | | | | | 114.0 | | | | 69.6 | 65 6 | 61.5 | 56.7 | 60.9 | | | | | | | | |
| W | NUEVO DERBY | BEDAN | C4 | - | •, | | (Jr) | - | - | ARTOOM | | 34 C | | • | 0 | | | | 04 .0 | | 0,,0 | V | | | | | | | | | |
| vw | OOLF. | C MINAN BABICO | 14 | NC* | | | DVT | 84 | • | TELA | 84 | 40 6 | | , | 105.4 | | | | | | | | | | | | | | 26.6 | 27.8 | 24.5 |
| w | 00U* | OL, GL | u | | | | | | | TELA | | 80 | | | 107.0 | | | | | | | | | | | | | | 29.6 | 28.8 | 25.6 |
| *** | | | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | | | V2 | | | | | | | | |
|-----------|----------------------------|--|----------|---|----------|------------|------|------------|----------|----------|-------|---|------|--------------|----------------|----------------|------|------|----------------|--------------|--------------|--------------|--------------|------|------|------|--------------|--------------|--------------|--------------|------|------|
| Marce | Descripción | | | | | | | | | | | | | | | V1 | 2004 | 2003 | 2002 | 2001 | 2000 | 1999 | 1998 | 1997 | 1900 | 1995 | 1994 | 1993 | 1982 | 1991 | 1980 | 1989 |
| w | acu. | OL GL | | | | | | οπ | | - | _ | | | | | 100.0 | | | - | | | | | | | | ' | | • | 30.8 | 30.0 | 26.7 |
| w | 90UF | CLOL | - | À | NOR | | | D/T | - | ** | TEL | | | | | 108.5 | | | | | | | | | | | | | | 32.1 | 30.4 | 27.8 |
| W | gour | OL OL | | 4 | NOF | 911 | | ĐΛ | OA. | 64 | TEL | | | | | 108.0 | | | | | | | | | | | | | | 31.7 | 30.0 | 27.8 |
| w | OOL? | OL. | L | A | NOR | AU. | - 86 | O/T | BA. | - | THE | | 74 | 9 Q (| | 108.0 | | | | | | | | | | | | | | 31.0 | 31.4 | 20.3 |
| W | GOLF | OK. | ı | A | HOR | AL. | 64 | (D/T | ÇΑ | 96 | TEL | | PM | 80 (| | 110.0 | | | | | | | | | | | | | | 32,1 | 31.7 | 28.6 |
| W | OCL" | GTI 2.6 L 115 OP | | 4 | HO | | . 04 | | | | 781 | | - | | - | 112.6 | | | | | | | | | | | | | | 34.4 | 23.0 | 32.0 |
| W | OCU" | GTT 3.9 L 118 CP | | A | NOF | AU. | | 010 | OA. | - | 100 | | | | * * | 113.0 | | | | | | | | | | | | | | 36.0 | 35.2 | 34.4 |
| vw. | MANEYO GOLL. | BARICA 1.8 L AVEL | | 4 | - | ett. | | D/T | #A #A | ** | THE | | | | | 108.0 | | | | | | | | | | | | | | 31.5 | | |
| VW | "NUEVO GOLP" | BABICA I.E L PATE. CL EVEL | | â | = | 670 | | TVD TVD | - | = | TEL | | | | = = | 110.0 114.0 | | | | | | | | | | 40.0 | 36.4 | 34.4 | 31.0 | 31.9 30.2 | | |
| W | MUEVO GOLF | OT 1 ABT | | Ä | - | # TE | | DAT | - 04 | = | TEL | | | | # = | 116.0 | | | | | | | | | | 40.0 | 39.2 | 30.8 | 34.3 | 32.7 | | |
| | | | • | | _ | | | | | | | | | ' | | ,,,,,, | | | | | | | | | | | | | | | | |
| W | TALIEVO GIOLF | OTTY, MI 1.8 L | | A | * | 916 | | p/t | * | 96 | TEL | | OT | 80 (| | 120.0 | | | | | | | 81.7 | 47.0 | 43,4 | 40.6 | | | | | | |
| W | NUEVO GOLF | Offy, MI 1.8 L | L | 4 | | 810 | - 04 | OT | OA. | 86 | TEL | | O۲ | - | | 122.0 | | | | | | | 66.0 | 60.0 | 46.1 | 41.6 | | | | | | |
| W | MUSINO GOLF | GL 1.0 L | L | A | - | 870 | | 101 | 44 | = | | | σī | 89 (| , • | 125.0 | | | | | | | | | | 42,0 | 40.7 | 36.4 | 36.2 | 32.5 | | |
| W | TAUEVO GOLP | GL 1.8 L | L | | - | AU. | | D/T | OA | Œ | TEL | | | | - * | 127.0 | | | | | | | | | | | 41.4 | 40.0 | 37.2 | 23.9 | | |
| w | JAMENO GOTE, | SPORT & VIL., OT | | 4 | - | \$TE | | O/T | QA. | ot | The | | | | | 129.0 | | | | | | | | | | 43.6 | | | | | | |
| ₩ | "NUEVO GOLF" | OL 1.F.L | | 4 | Ξ | #YE | | DAT | QA QA | = | TRA | | | 99 (| | 126.0 120.0 | | | | | | | | | | 45.2 | 43.3 | 41.4 42.8 | 38.6 41.4 | 24.0 35.7 | | |
| AM. | MUSING GODS. | GT 1.8 L GLS 2.0 L | i | | Ξ | AU1 | _ | ושם | 04 | = | TEL | | | ** | == | 134.0 | | | | | | | | | | 46.1 | 43.8 44.2 | 40.1 | 39.4 | 30.7 | | |
| w | HUEVO GOLF | OLS EOL | | Â | 5 | AUT | | O/T | <u>~</u> | - | TEL | | | | | 139.0 | | | | | | | | | | 48.9 | 48.2 | 41.4 | 39.6 | | | |
| w | MUEVO GOLI" | MANHATTAN | ī | | - | 811 | | D/T | - CA | = | T | | | - | | 136.0 | | | | | | | | | | 42.4 | 40.5 | 41.4 | | | | |
| VW. | NUEVO GOLF | ATLANTA | ī | 4 | - | 876 | | DT | QA. | - | TELA | | | | | 137.0 | | | | | | | | | 42.8 | 40.6 | | | | | | |
| VW | THURYO GOLF | CONVERTIBLE | L | A | | BIL | | O/T | GA. | | TELA | | - | 80 (| | 144.0 | | | | | | | 89.0 | 82.6 | 78.1 | 72.1 | | | | | | |
| VW | TACENO GOLF | OOHVERTIBLE | Ĺ | | * | AL/ | | D/T | CA. | - | TEL | | | | | 146.0 | | | | | | | 92.2 | 85.3 | 79.7 | 74.9 | | | | | | |
| VW | 40LF 66H, 4 | GL 1.0 L | L | | | OTE | - | ABG | 64 | - | TELA | | | | * * | 124.0 | | | | 81.0 | 74.0 | 60.1 | | | | | | | | | | |
| ₩ | GOLF GEN. 4 | OL 201 | L | | - | OT | | 4 | CA. | - | THE | | | | * | 128.0 | | | | 67.4 | 70.6 | 73.0 | | | | | | | | | | |
| w | GOLF GEN. 4 GOLF GEN. 4 | GL 10L | L | | = | AUT | | A84 | 04 | 06 | TELA | | | | | 127.0 128.0 | | | | 99.2 | 96.6 90.3 | 74.9 81.0 | | | | | | | | | | |
| w | 90LF 981. 4 | GL 10L GL 20L | | | | AUT | _ | 7 | | = | TELA | | | | | 120.0 | | | | 90.0 | 74.0 | 68.2 | | | | | | | | | | |
| w | GOLF GEN. 4 | OL EOL | ū | | - | | | 700 | | <u>-</u> | 198.4 | | | | | 132.0 | | | | | 79.7 | 74.0 | | | | | | | | | | |
| w | GOLF GEN. 4 | OL 201 | ū | 4 | TUR | | | 486 | | 08 | TELA | | | | | 129.0 | | | | | 87.4 | 70.0 | | | | | | | | | | |
| VW | GOLF GEN. 4 | GL 16 L | L | 4 | TUR | AUT | - 84 | 4 | GA. | 08 | TELA | | gr . | 40 0 | 100 (40 | 134.0 | | | | | 69.3 | 62.6 | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VWV | PONTER | SEDAN AUSTERO | L | | | 610 | | DT | • | - | TELA | _ | - | , | * | 76.0 | | | | | 47.5 | 44.6 | 30.2 | 36.9 | | | | | | | | |
| VW | PORTUR | BEDAN TIPICO | L | | - | # in | | O/T | ΔA | = | YELA | • | _ | | × • | 79.0 | | | | | 63.6 | 46.1 | 41.3 | 39.4 | | | | | | | | |
| w | POINTER POINTER | BEDAN BOUIPADO BEDAN | L | - | = | ero ero | • | OVT | DA BA | = | TELA | _ | | | | 81.0 83.0 | | | | | 66.7 62.8 | 48.0 48.0 | 42.3 41.3 | | | | | | | | | |
| W | POHTER | BEDAN TIPIOO | L | - | Ξ | e TO | - | D/T | OA | = | TELA | | - | | 3 H | 86 .0 | | | | | 87.4 | 50.5 | 45.2 | | | | | | | | | |
| vw | POINTER | BEDAN EQUIPADO | ũ | | - | eto | • | 01 | 64 | 9 | THA | • | | - C | | 88.0 | | | | | 60.2 | 52.2 | 47.1 | | | | | | | | | |
| w | POWTER | DEPORTIVO STI 2.0 L | ū | 4 | | 410 | • | DT | QA. | 95 | TELA | ò | | | * * | 130.0 | | | 85.6 | 77.2 | 70.6 | 65.9 | | | | | | | | | | |
| W | DEPEN | WOLFERLING 1.8 L | L | 4 | 4 | etto | • | 0/7 | 64 | - | TELA | | | 10 | | 108.0 | | | | 71.1 | | | | | | | | | | | | |
| W | DEPREY | WOLFEBURG 1.8 L | U | 4 | • | TIP | 84 | D/T | QΑ | = | TELA | | - | | | 110.0 | | | | 72.5 | | | | | | | | | | | | |
| VW | DIRPORY | WOLFEBURG 2.0 L | L | | ** | eru | 94 | D/T | OΑ | œ | TELA | _ | | | | 112.0 | | | | 74.4 | | | | | | | | | | | | |
| W | DEPREY | ORDAN 2.0 L | V | • | * | AUT | | D/T | • | - | TELA | 9 | | | | 114.0 | | | | | 65.5 | | | | | | | | | | | |
| w | POINTER | OTTY 1.8 L CO H.P. | <i>L</i> | • | - | STO STO | _ | O/T | 64 04 | ** | TELA | | _ | | | 83.9 97.8 | | | 61,8 #0.0 | 47.1 53.6 | | | | | | | | | | | | |
| w. | PORTER PORTER | CITY 1.8 L BO H.P. TRENDLINE 1.8 L BO H.P. | <i>-</i> | • | | STO | - | OVT | DA BA | ~ | TRLA | | - | | | 101.0 | | | ●0.0 | 55.5 55.3 | | | | | | | | | | | | |
| w | POWITER | COMPORTURE 1.8 L SE R.P. | L | | _ | eno. | | D/T | <u>~</u> | = | TELA | | _ | | 3 = | 111.0 | | | | 62.0 | | | | | | | | | | | | |
| w | PONTER | COMPORTUNE 1.8 L 90 H.P. | ū | _ | | 910 | | O/T | OA | • | TELA | ÷ | | | | 114.6 | | | 76.0 | 82.7 | | | | | | | | | | | | |
| w | POWITER | OTTY 1.8 L MI H.P. | Į, | | - | eTC | * | 01 | BA. | ** | TELA | | | 10 (| | 88.9 | | | 50.0 | 50.5 | | | | | | | | | | | | |
| w | POWITER | OTY 1.8 LINE H.P. | Ú | 4 | | ero | 96 | D/T | QA. | - | TELA | • | М 1 | 10 6 | | 100.6 | | | 61.7 | 66.9 | | | | | | | | | | | | |
| w | GIOLF COEN. 4 | EUROPA 1,8 L 198 H.P. | V | | ** | eтD | | D/T | 44 | • | TELA | | | | | 121.5 | | | 82.3 | | | | | | | | | | | | | |
| W | GOLF GEN. 4 | BURCPA 1.8 L 108 H.P. | u | • | ~ | • | | D/T | Q٨ | - | TELA | _ | | | | 142.4 | | | 92.1 | | | | | | | | | | | | | |
| VW | GOLF GEN. 4 | TRENDLINE 1.0 L 100 H.P. | | • | | eπ | | O/T | OA OA | OE OE | TELA | _ | | 10 1 | | 181.4 | | | 90.0 | | | | | | | | | | | | | |
| w | OOLF OWN. 4 GOLF OWN. 4 | COMPORTLINE 1.8 L 105 H.P. | U U | • | <u>.</u> | AUT | | APP | 0A | 08 | TELA | • | | | * * | 166.0 164.0 | | | 105.6 108.6 | | | | | | | | | | | | | |
| VW | POINTER | TRENDLINE 1.9 L 106 H.P. TRENDLINE 1.8 L 80 H.P. | - 1 | | - | MUI. | | ME. | W. | | TELA | | | | | 97.9 | | | /00.0 | 55,4 | | | | | | | | | | | | |
| vw | POHTER | COMPORTUNE 1.8 L 68 H.P. | ŭ | - | - | 9110 | | D/T | <u></u> | <u>-</u> | TELA | , | | | | 120.1 | | | 76.7 | 60,7 | | | | | | | | | | | | |
| VW. | DEPMEY | TRENDLINE 1.8 L | ŭ | | - | eTD. | | | M | • | TELA | | | | | 109.4 | | 88.2 | 72.9 | | | | | | | | | | | | | |
| VW. | OBTERY | SPORTLINE 2.0 L | ū | 4 | | €110 | M | D/T | OA | 08 | TELA | | | ю, | | 126.0 | | | 87.6 | | | | | | | | | | | | | |
| W | DENEY | TRENCLINE 1.9 L | ν | • | | e TO | 04 | Вπ | OA | - | TELA | | • | 19 6 | 10 04 | 120.0 | | | 79.4 | | | | | | | | | | | | | |
| VW | PORTER | *** | L | • | | €TO | ••• | | 84 | • | TELA | • | _ | | | 63.0 | | 70.6 | 52.7 | | | | | | | | | | | | | |
| W | POINTER | M | ν | - | ** | 410 | | DIT | CA | 94 | MILA | | | 10 6 | | 97.6 | | | 54.9 | | | | | | | | | | | | | |
| VW | PONTER | W. | L. | • | MP | •10 | | | 84 | • | TILLA | • | | | | 93.6 | 84.4 | 71.6 | 59.6 | | | | | | | | | | | | | |
| w | PONTER | • | u | • | - | STD | • | D/T | OA. | ** | TELA | | W (| - | . 06 | 106.6 | 95.9 | 74.5 | 63 7 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | $\overline{}$ | | | | | | | | V2 | | | | | | | | $\overline{}$ |
|-----------|-----------------|---|----------|-------|-------------|--------|------------|------|------|------|-------------|--------------|----------------|----------------|-------|-------|-------|-------|------|------|--------------|-------|--------------|--------------|------|--------------|------|--------------|--------------|---------------|
| Merce | Descripción | | | | | | | | | | | | | l va l | 2004 | 2003 | 2002 | 2001 | 2000 | 1988 | 1986 | | 1998 | 1995 | 1994 | 1963 | 1982 | 1991 | 1990 | 1960 |
| | • | | | | | | | | | | | | | | | | | | | | | | | | | | | | 777 | |
| VW | POLO | BARE HR 1.6 L | u | 1 | \$10 | 06 C | ~ • | | 1 | LA. | PM | 6 0 0 | m 06 | 123.3 | 111.0 | 101.9 | 80.4 | | | | | | | | | | | | | |
| w | POLO | COMPORTLINE HB1.6 L | и | 140 | €TL | | | | | LOUR | PM. | eq 6 | a 06 | | 121.6 | | 86.2 | | | | | | | | | | | | | |
| W | POLO | BASE NO 1/6 L | 1.4 | 100 | - | | | | | | | •• | | 127.6 | 114.0 | 102.9 | 69.3 | | | | | | | | | | | | | |
| w | POLO | COMPORTLINE NR 1.6 L | 1.4 | | OTT | | | | | LOUR | | | | 136.7 | 122.1 | 106.6 | 87.2 | | | | | | | | | | | | | |
| w | POLO | COMPORTLINE HB1.6 L | и | 10.00 | ent | | | | | | | 80 6 | | 142.0 | 126.6 | 116.6 | 88.2 | | | | | | | | | | | | | |
| W | DERSY | MT | 1.4 | - | - | | | | | | | 80 8 | | 108.4 | 98.8 | 62.3 | 67.6 | | | | | | | | | | | | | |
| w | DEPSY PORTER | | u | - | 810 | | | | | | | 60 6 | | 120.5 | 100.5 | 84.B | 74.5 | | | | | | | | | | | | | |
| VW | LUPO | OCMPORTUNE 1.8 L 98 H.P. TRENDLINE 1.8 L 99 H.P. | 14 | - | STC STC | | - | | | | | 69 • | | 102.0 | 66.2 | | 73.5 | | | | | | | | | | | | | |
| w | LLPO | TRENDLINE 1.0 L 66 H.P. | 14 | | e TC | | | | | | | 80 e | | 98.0 112.0 | 100.8 | | | | | | | | | | | | | | | |
| w | LUPO | COMPORTUNE 1.6 L 98 H.P. | 14 | | 470 | | | | | | | | | 118.0 | 106.2 | | | | | | | | | | | | | | | |
| w | шео | TRENDLINE 1.6 L 90 H.P. | u | Ξ | ATC | | | | | | | | | 103.3 | 93.0 | | | | | | | | | | | | | | | |
| VW | LUPO | TRENDLAGE 1.5 L CO H.P. | 4 | - | em | | | | | | | | | 113.7 | 102.3 | | | | | | | | | | | | | | | |
| w | LUPO | COMPORTLINE 1.6 L 90 H.P. | LA | - | 875 | | | | | | | | | 119.0 | 107.1 | | | | | | | | | | | | | | | |
| W | QQLFA4 | BURGPA 2.0 L 118 H.P. | L/A | - | ett | 06 D | ~ = | | 1 | | | | | 130.4 | 125.5 | 93.1 | | | | | | | | | | | | | | |
| w | GOLF A 4 | EUROPA 2.0 L 115 H.P. | Lá | 2,00 | 811 | # D | N 04 | | | | | - | | 150.3 | 136.3 | 104.9 | | | | | | | | | | | | | | |
| VW | GOLF A 4 | TRENOLINE 2.0 L 118 H.P. | 14 | MP | eTD | 96 D | ~ 0 | | 1 16 | LA. | a (| 80 F | , . | 157.4 | 141.7 | 108.6 | | | | | | | | | | | | | | |
| w | GOLF A 4 | TRENDLINE 2.01. 116 HLP. | u | | AUT | 06 D | N Q | · a | . 18 | LA. | 07 | | | 169.0 | 182.1 | 114.7 | | | | | | | | | | | | | | |
| w | GOLF A 4 | COMPORTLINE 2.0 L 115 H.P. | и | | eπ | 96 D | N 0/ | L OI | П | LA . | et i | 8 0 G | | 169.3 | 152.4 | 116.1 | | | | | | | | | | | | | | |
| AM. | POINTER | OTTY 1.8 L BO HLP. | L4 | | *10 | | | | | | - | | | 79.1 | 71,2 | | | | | | | | | | | | | | | |
| w | FORTER | CITY 1.8 L 90 H.P. | и | | €TD | | | | | - ' | | - | | 99.0 | 63.7 | | | | | | | | | | | | | | | |
| W | PORTER | OTY 1.9 L 90 H.P. | 4 | MP | | | | | | | - | 80, 8 | | 62.3 | 74.1 | | | | | | | | | | | | | | | |
| W | POINTER | OITY 1.8 L SO H.P. | 1.4 | - | ė. | 64 P | T 0 | . = | 1 | | • | 90 0 | • * | 96.2 | 85.7 | | | | | | | | | | | | | | | |
| 144 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VW | NEW BESTLE | GEDAN BEDAN | 1.4 | | | ## A | | . – | | | | | | 160.0 162.0 | | | | | | | 78.9 | 74.0 | | | | | | | | |
| w | NEW PRETLE | GEDAN | и | - | ATO | 01 A | | | | | | 00 O | | 164.0 | | | | | | | 76.8 78.8 | | | | | | | | | |
| VW | NEW PRETLE | BEAN | 14 | - | ALIT | - A | | | | _ | | | | 170.0 | | | | | | | 70.0 00.7 | 76.2 | | | | | | | | |
| w | NEW METLE | BEDAN | ŭ | Ξ | AUT | | | | | | | | | 176.0 | | | | | | | 81.6 | / 4.2 | | | | | | | | |
| w | NEW METLE | MEDAN | ŭ | | AUT | | | | | | | | | 178.0 | | | | | | | 63.6 | | | | | | | | | |
| w | NEW BOSTLE | GL 160 H.P. | 4 | TUR | emb | | | | | | | 10 0 | | 100.3 | | | | | | 84.7 | | | | | | | | | | |
| vW | NEW MENTLE | QL 180 H.P. | 4 | TUR | | OR A | | | | | | 10 a | | 177.0 | | | | | | 67.4 | | | | | | | | | | |
| W | NEW BRETLE | GLØ 160 H.P. | и | TUR | ent) | ME A | | . = | 1100 | | FM (| 10 O | | 179.0 | | 157.0 | 109.5 | 101.8 | 92.2 | 63.0 | | | | | | | | | | |
| W | HEW BRETLE | GLB 160 H.P. | u | TLE | AUT | 08 AI | | | 1 | A | PM (| | | 203.0 | | 100.7 | 115.2 | 103.7 | 93.2 | 84.5 | | | | | | | | | | |
| VW. | MEW BRETLE | GLX 180 H.P. | 14 | TUR | . e∏D | 44 A | | | - | L | ab (| #0 04 | | 190.0 | | | | 119.5 | 91.3 | 66.5 | | | | | | | | | | |
| w | NEW SEETLE | GLX 180 H.F. | u | TUR | AUT | M A | | | PR | L | 00 (| 10 01 | | 192.0 | | | | 122.4 | 95.1 | 92.2 | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| W | AETTA | BABIOO 4 VIII. | 1.4 | | | | | | | | | 10 10 | | 110.0 | | | | | | | | | | | | | | | | 24 0 |
| w | ATTEL ATTE | BARCO 4 VIII | UI La | NOR | | | | | | | | * | | 112.0 | | | | | | | | | | | | | | | | 25.5 |
| w | ATTA | a. | 4 | NOR | | | | | | | | | | | | | | | | | | | | | | | | 33.0 | 31.4 | 26.2 |
| w | ATTA | œ. | u | NOR | AUT | | | | | | | | | 118.0 118.8 | | | | | | | | | | | | | | 34.5 36.1 | 33.0 34.5 | 29.8 29.0 |
| w | AETTA. | o. | ŭ | NOR | ALIT | 24 0 | | | | | | | | 117.8 | | | | | | | | | | | | | | 37.7 | 35.3 | 30.6 |
| vw | ATTA | FBU 100 CP | 14 | MOR | | 04 D/ | | | | | | | . . | 119.0 | | | | | | | | | | | | | | 34.0 | 32.3 | 28.8 |
| w | -TTA | FBU 100 CP | L | NOR | AUT | 84 D/ | T 04 | 01 | 100 | _ | | | | 120.0 | | | | | | | | | | | | | | 34.9 | 34.0 | 31.8 |
| w | -ATTA | Qu | 14 | NOR | | # 0 | | | | | | M M | | 121.4 | | | | | | | | | | | | | | 34.9 | 32.3 | 30.6 |
| W | ATTE | QL I | 4 | NOR | AUT | 64 D/ | T CA | | | | | | | 122.0 | | | | | | | | | | | | | | 35.3 | 33.2 | 31.5 |
| w. | ATTA | CARAT 100 CP | 4 | HOR | | # O/ | | | | A | OT 6 | 10 M | | 123.0 | | | | | | | | | | | | | | 35.7 | | |
| vw | ATTA | CARAT 100 CP | 1.4 | NOR | ALIT | 94 D/ | T GA | • | . PE | L | OT 8 | 19 | • | 126.0 | | | | | | | | | | | | | | 37.4 | 35.7 | 34.0 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| w | JANESKO METTA: | a. | и | | | 04 D/ | | | | | | 10 00 | | 112.6 | | | | | | | 63.6 | 49.2 | 45.4 | 42.8 | 40.7 | 36.5 | 35.3 | | | |
| w | "AUTVO JETTA" | α. | и | MAP | ¢π) | 04 D/ | | _ | | | | | | 121.5 | | | | | | | 67.8 | 52.3 | 63.2 | 49.6 | | | | | | |
| w | PAURINO ARTTA! | GL. GL BUROPA 1.8 L | 1.4 | MP | | 64 DA | | | | | | | | 124.0 | | | | | | | | 62.4 | 48.0 | 47.0 | 44.3 | 42.5 | 40.7 | | | |
| W | "HUEVO JETTA" | GL GL BUROPA 1.8 L | 14 | 247 | | 04 07 | | | | | | | | 133.6 | | | | | | | | 56.0 | 53.3 | 47.9 | 48.9 | 45.2 | 43.4 | | | |
| w | JANEAN MELLY. | GL, GL BUROPA 1.8 L GL GL BUROPA | 1.4 | | | # 0* | | | | _ | | 9 0 | | 135.0 145.6 | | | | | | | | | 63.0 | 49.3 | 46.2 | 43 8 47.0 | 42.1 | | | |
| VW | MUSEVO JETTA" | OL BURDPA 2.0 L | 4 | - | AUT OTD | M 04 | | | | | | | | 140.0 | | | | | | | 57.9 | 50.6 | 60.6 48.8 | 6 0.6 | 51.3 | 77.0 | 44.3 | | | |
| VW | ANTINO NELLY. | OL EUROPA 2.0 L | 14 | - | | M D | | | 784 | | | | | 144.0 | | | | | | | 61.5 | 52.4 | 40.0 60.2 | | | | | | | |
| w | PALETYO JETTA' | EQUIPADO 2.01 | 4 | | | M 04 | | | | ••• | | 9 9 | | 143.0 | | | | | | | 63.3 | 59.7 | 66.0 | | | | | | | |
| w | "NUEVO JETTA" | EQUIPADO 3.0 L | 4 | - | | M D | | | | | | ~ = | | 148.0 | | | | | | | 68.7 | 00.9 | 59.7 | | | | | | | |
| w | "NUEVO JETTA" | QLS 2.0L | ū | | | 9 0 | | | | | | ~ ~ | | 180.0 | | | | | | | , | 33.0 | | | 45.7 | 40.9 | 43.4 | | | |
| VW | MUEVO JETTA" | OLS ZOL | u | ** | | 04 07 | | | | | | | | 167.0 | | | | | | | | | | | 61.4 | 48.7 | 48.1 | | | |
| w | | QL9 20L | 1.4 | - | #TD | 04 04 | / GA | | | | | Q 00 | | 186.4 | | | | | | | | | | | 53.2 | 51.2 | 45.1 | | | |
| W | 'NUEVO JETTA' | GUB 2.0 L | u | | AUT | 04 04 | / CA | Œ | PHE | L | | | | 160.0 | | | | | | | | | | | 55.4 | 53.0 | 47.7 | | | |
| W | "NUEVO JETTA" | QLX | u | | | 04 024 | | | | | | | | 156.0 | | | | | | | | 64.7 | 67.Đ | 54.4 | | | | | | |
| w | JUNEON TELLY. | GLX | и | | e TD | 04 00 | / QA | œ | TEL | A | от с | 20 66 | 06 | 186.0 | | | | | | | | 66.1 | 61.3 | 56.7 | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| _ | _ | _ | | | | | | | | |
|------------|--------------------|--------------------|-------------------|--------------------|---------|--------------------|---------|---------|--------------------|--------------------|
| Valor de Z | 0 | 0.01 | 9.02 | 0.03 | 0.04 | 0.05 | 0.06 | 0.07 | 0.08 | 0.09 |
| O | 0.5 | 0.50399 | 0.50798 | 0.51197 | 0.51595 | 0.51994 | 0.52302 | 0.5279 | 0.53188 | 0.53586 |
| 0.1 | 0.53983 | 0.5438 | 0.54776 | 0.55172 | 0.55567 | 0.55962 | 0.56356 | 0.56749 | 0.57142 | 0.57535 |
| 0.2 | 0.57926 | 0.58317 | 0.58706 | 0.59095 | 9.59483 | 0.59871 | 0.60257 | 0.80642 | 0.61026 | 0.61409 |
| 0.3 | 0.61791 | 0.62172 | 0.62552 | 0.6293 | 0.63307 | 0.63683 | 0.64058 | 0.64431 | 0.64803 | 0.65173 |
| 0.4 | 0.55542 | 0.6591 | 0.65276 | 0.6564 | 0.67003 | 0.67364 | 0.67724 | 0.68062 | 0.58439 | 0.68793 |
| 0.5 | 0.69146 | 0.60407 | 0.69847 | 0.70194 | 0.7054 | 0.70884 | 0.71226 | 0.71566 | 0.71904 | 0.7224 |
| 0.6 | 0.72575 | 0.72907 | 0.73237 | 0.73565 | 0.73891 | 0.74215 | 0.74537 | 0.74857 | 0.75175 | 0.7549 |
| 0.7 | 0.75804 | 0.76115 | 0.76424 | 0.7673 | 0.77036 | 0.77337 | 0.77637 | 0.77936 | 0.7823 | 0.78524 |
| 0.8 | 0.78814 | 0.79103 | 0.79389 | 0.79673 | 0.79955 | 0.80234 | 0.80511 | 0.80785 | 0.81057 | 0.81327 |
| 0.9 | 0.81594 | 0 81859 | 0.82121 | 0.82361 | 0.82639 | 0.82694 | 0 83147 | 0.83398 | 0.83646 | 0.83891 |
| | 0.84134 | 0.84375 | 0 84614 | 0.84849 | 0.85063 | 0.85314 | 0.85543 | 0.85769 | 0.85993 | 0.86214 |
| 1.1 | 0.88433 | 0.8865 | 0.86864 | 0.87076 | 0.87286 | 0.87493 | 0.87898 | 0.879 | 0.861 | 0.86298 |
| 1.2 | 0.86493 | 0.88686 | 0.86677 | 0.89065 | 0.89251 | 0.89435 | 0.89817 | 0.89796 | 0.89973 | 0.90147 |
| 1.3 | 0.9032 | 0.9049 | 0.90658 | 0.90824 | 0.90988 | 0.91149 | 0.91308 | 0.91466 | 0.91621 | 0.91774 |
| 1.4 | 0.91924 | 0.92073 | 0.9222 | 0.92364 | 0.92507 | 0.92647 | 0.92785 | 0.92922 | 0.93056 | 0.93189 |
| 1.5 | 0.93319 | 0.93448 | 0.93574 | 0.93699 | 0.83822 | 0.83943 | 0.94062 | 0.94179 | 0.94295 | 0.94406 |
| 1.6 | 0.9452 | 0.9463 | 0.94738 | 0.94845 | 0.9495 | 0.95053 | 0.95154 | 0.95254 | 0.95352 | 0.95449 |
| 1.7 | 0.95543 | 0.95637 | 0.95726 | 0.95818 | 0.95907 | 0.95994 | 0.9808 | 0.96164 | 0.96246 | 0.96327 |
| 1.8 | 0.96407 | 0.96485 | 0.96562 | 0.96636 | 0.96/12 | 0.96784 | 0.96866 | 0.06926 | 0.96995 | 0.97062 |
| 1.9 | 0.97128 | 0.97193 | 0.97257 | 0.9732 | 0.97361 | 0.97441 | 0.975 | 0.97558 | 0.97615 | 0.9767 |
| 2 | 0.97725 | 0.97778 | 0.97831 | 0.97882 | 0.97932 | 0.97982 | 0.9603 | 0.98077 | 0.98124 | 0.96169 |
| 2.1 | 0.96214 | 0.98257 | 0.963 | 0.98341 | 0.96362 | 0.98422 | 0.98461 | 0.965 | 0.98537 | 0.98574 |
| 2.2 | 0.9861 | 0.98645 | 0.98679 | 0.98713 | 0.98745 | 0.98778 | 0.96809 | 0.9684 | 0.9687 | 0.98899 |
| 23 | 0.96926 | 0.96956 | 0.98983 | 0.9901 | 0.99036 | 0.99061 | 0.99086 | 0.99111 | 0.99134 | 0.99158 |
| 2.4 | 0.9918 | 0.99202 | 0.99224 | 0.99245 | 0.99266 | 0.99286 | 0.99305 | 0.99324 | 0.99343 | 0.99361 |
| 2.5 | 0.99379 | 0.99396 | 0.99413 | 0.9943 | 0.99445 | 0.99461 | 0.99477 | 0.99492 | 0.99506 | 0.9852 |
| 2.5 2.7 | 0.99534 | 0.99547 | 0.9956 | 0.99573 | 0.99585 | 0.99596 | 0.99609 | 0.99621 | 0.99632 | 0.99643 |
| | 0.99853 | 0.99664 | 0.99674 | 0.99663 | 0.99693 | 0.99702 | 0.99711 | 0.9972 | 0.99726 | 0.99736 |
| 2.8 2.9 | 0.99744 0.99613 | 0.99752 0.99819 | 0.9976 0.99625 | 0.99767 0.99831 | 0.99774 | 0.99781 0.99841 | 0.99788 | 0.99795 | 0.99801 0.99856 | 0.99807 0.99861 |
| 3 | 0.99613 | 0.99869 | 0.99674 | 0.99878 | 0.99682 | 0.99886 | 0.99646 | 0.99651 | 0.99896 | 0.999 |
| 3.1 | 0.99903 | 0.99906 | 0.9891 | 0.99813 | 0.99916 | 0.99918 | 0.98921 | 0.99924 | 0.99926 | 0.99929 |
| 3.1 | 0.99931 | 0.99934 | 0.9891 | 0.99938 | 0.98876 | 0.99942 | 0.99821 | 0.99946 | 0.99948 | 0.9995 |
| 33 | 0.00052 | 0.00003 | 0.99955 | 0.99957 | 0.99268 | 0.9998 | 0.99961 | 0.99982 | 0.89964 | 0.99965 |
| 3.4 | 0.99986 | 0.99968 | 0.99999 | 0.9997 | 0.69971 | 0.00072 | 0.90073 | 0.90074 | 0.90975 | 0.99976 |
| 3.5 | 0.99977 | 0.99978 | 0.99878 | 0.99979 | 0.9998 | 0.99861 | 0.99961 | 0.98982 | 0.99983 | 0.99983 |
| 3.6 | 0.99984 | 0.99985 | 0.99965 | 0.99986 | 0.99086 | 0.99987 | 0.00007 | 0.99988 | 0.99984 | 0.99989 |
| 3.7 | 0.99989 | 0.9999 | 0.9999 | 0.9999 | 0.99991 | 0.99991 | 0.99982 | 0.99982 | 0.99992 | 0.99992 |
| 3.8 | 6.99993 | 0.99993 | 0.99993 | 0.99994 | 0.99994 | 0.99904 | 0.99964 | 0.99996 | 0.99995 | 0.99995 |
| 3.9 | 0.99995 | 0.99995 | 0.99996 | 0.98906 | 0.99996 | 0.99996 | 0.99996 | 0.99966 | 0.99997 | 0.99997 |
| 4 | 0.99997 | 0.96897 | 0 99907 | 0.99997 | 0 90097 | 0 99997 | 0.99998 | 0.99998 | 0.99998 | 0 99998 |

$$P(Z < Z_0) = Area_bajo_la_curva$$

$$P(Z < 4.09) = 1$$

$$P(Z < 4.09) = 1$$

| | | | | | | | | | | _ |
|------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Valor de Z | _ | 0.01 | 0.02 | 9.03 | 0.04 | 0.05 | 0.06 | 0.07 | 0.08 | 0.00 |
| 4 | 0.00003 | 0.00003 | 0.00003 | 0.00003 | 0.00003 | 0.00003 | 0.00002 | 0.00002 | 0.00002 | 0.00002 |
| 3.9 | 0.00005 | 9.00005 | 0.00004 | 0.00004 | 0.00004 | 0.00004 | 0.00004 | 0.00004 | 0.00003 | 0.00003 |
| -3.8 | 0.00007 | 0.00007 | 0.00007 | 0.00006 | 0.00006 | 0.00006 | 0.00008 | 0.00005 | 0.00005 | 0.00005 |
| -3.7 | 0.00011 | 0.0001 | 0.0001 | 0.0001 | 0.00009 | 0.00009 | 0.00008 | 0.00008 | 0.00008 | 0.00008 |
| -3.6 | 0.00016 | 0.00015 | 0.00015 | 0.00014 | 0.00014 | 0.00013 | 0.00013 | 0.00012 | 0.00012 | 0.00011 |
| 3.5 | 0.00023 | 0.00022 | 0.00022 | 0.00021 | 0.0002 | 0.00019 | 0.00019 | 0.00018 | 0.00017 | 0.00017 |
| -3.4 | 0.00034 | 0.00032 | 0.00031 | 0.0003 | 0.00029 | 0.00026 | 0.00027 | 0.00026 | 0.00025 | 0.00024 |
| -3.3 | 9.00048 | 0.00047 | 0.00045 | 0.00043 | 0.00042 | 0.0004 | 0.00039 | 0.00038 | 0.00036 | 0.00035 |
| -3.2 | 0.00009 | 0.00086 | 0.00064 | 0.00062 | 0.0006 | 0.00058 | 0.00056 | 0.00054 | 0.00052 | 0.0005 |
| -3.1 | 0.00097 | 0.00094 | 0.0008 | 0.00067 | 0.00064 | 0.00082 | 0.00079 | 0.00076 | 0.00074 | 0.00071 |
| -3 | 0.00135 | 0.00131 | 0.00126 | 0.00122 | 0.00118 | 0.00114 | 0.00111 | 0.00107 | 0.00104 | 0.001 |
| -2.9 | 0.00187 | 0.00181 | 0.00175 | 0.00169 | 0.00164 | 0.00159 | 0.00154 | 0.00149 | 0.00144 | 0.00138 |
| -28 | 0.00256 | 0.00248 | 0.0024 | 0.00233 | 0.00226 | 0.00219 | 0.00212 | 0.00205 | 0.00199 | 0.00193 |
| -2.7 | 0.00347 | 0.00336 | 0.00326 | 0.00317 | 0.00307 | 0.00298 | 0.00289 | 0.0028 | 0.00272 | 0.00264 |
| -2.6 | 0.00466 | 0.00453 | 0.0044 | 0.00427 | 0.00415 | 0.00402 | 0.00391 | 0.00379 | 0.00368 | 0.00357 |
| -2.5 | 0.00621 | 0.00604 | 0.00567 | 0.0057 | 0.00554 | 0.00539 | 0.00523 | 0.00508 | 0.00494 | 0.0048 |
| -24 | 0.0062 | 0.00796 | 0.00776 | 0.00755 | 0.00734 | 0.00714 | 0.00895 | 0.00675 | 0.00857 | 0.00639 |
| -2.3 | 0.01072 | 0.01044 | 0.01017 | 0.0099 | 0.00964 | 0.00939 | 0.00914 | 0.00869 | 0.00866 | 0.00842 |
| -22 | 0.0139 | 0.01355 | 0.01321 | 0.01267 | 0.01255 | 0.01222 | 0.01191 | 0.0116 | 0.0113 | 0.04101 |
| -2.1 | 0.01786 | 0.01743 | 0.017 | 0.01659 | 0.01618 | 0.01578 | 0.01539 | 0.015 | 0.01463 | 0.01426 |
| -2 | 0.02275 | 0 02222 | 0.02169 | 0.02118 | 0.02068 | 0.02018 | 0.0197 | 0.01923 | 0.01876 | 0.01831 |
| -1.9 | 0.02872 | 0.02807 | 0.02743 | 0.0268 | 0.02619 | 0.02559 | 0.025 | 0.02442 | 0.02385 | 0.0233 |
| -1.0 | 0 03593 | 0 03515 | 0 03430 | 0 03362 | 0.03266 | 0 03216 | 0 03144 | 0.03074 | 0 03605 | 0 02936 |
| -1.7 | 0.04457 | 0.04363 | 0.04272 | 0.04182 | 0.04093 | 0.04006 | 0.0362 | 0.03836 | 0.03754 | 0.03673 |
| -1.6 | 0.0548 | 0.0537 | 0.05262 | 0.05155 | 0.0505 | 0.04947 | 0.04846 | 0.04746 | 0.04648 | 0.04551 |
| -1.5 | 0.09681 | 0.06552 | 0.06426 | 0.06301 | 0.06178 | 0.06057 | 0.05636 | 0.05821 | 0.05705 | 0.05562 |
| -1.4 | 0.00076 | 0.07927 | 0.0778 | 0.07636 | 0.07493 | 0.07353 | 0.07215 | 0.07078 | 0.08944 | 0.06811 |
| -1.3 | 0.0968 | 0.0951 | 0.09342 | 0.09176 | 0.09012 | 0.08851 | 0.08692 | 0.08534 | 0.08379 | 0.08226 |
| -1.2 | 0.11507 | 0.11314 | 0.11123 | 0.10935 | 0.10749 | 0.10565 | 0.10383 | 0.10204 | 0.10027 | 0.09853 |
| -1.1 | 0.13557 | 0.1335 | 0.13136 | 0.12924 | 0.12714 | 0.12507 | 0.12302 | 0.121 | 0.119 | 0.11702 |
| -1 | 0.15896 | 0.15625 | 9.15386 | 0.15151 | 0.14917 | 0.14686 | 0.14457 | 0.14231 | 0.14007 | 0.13786 |
| -0.9 | 0.18400 | D.18141 | 0.17870 | 0.17619 | 0.17361 | 0.17106 | 0.15853 | 0.10002 | 0.18354 | 0.16109 |
| -0.8 | 0.21186 | 0.20897 | 0.20611 | 0.20327 | 0.20045 | 0.19766 | 0.19489 | 0.19215 | 0.18943 | 0.18673 |
| -0.7 | 0.24196 | 0.23685 | 0.23576 | 0.2327 | 0.22965 | 0.22663 | 0.22363 | 0.22065 | 0.2177 | 0.21476 |
| -0.6 | 0.27425 | 0.27093 | 0.26763 | 0.26435 | 0.26109 | 0.25785 | 0.25463 | 0.26143 | 0.24825 | 0.2451 |
| -0.5 | 0.30654 | 0.30503 | 0.30153 | 0.29806 | 0.2946 | 0.29116 | 0.28774 | 0.28434 | 0.28006 | 0.2776 |
| -0.4 | 0.34456 | 0.3409 | 0.33724 | 0.3336 | 0.32997 | 0.32836 | 0.32276 | 0.31918 | 0.31561 | 0.31207 |
| -0.3 | 0.36209 | 0.37828 | 0.37448 | 0.3707 | 0.36693 | 0.36317 | 0.35942 | 0.35569 | 0.35197 | 0.34527 |
| -0.2 | 0.420/4 | 0.41683 | 0.41294 | 0.40905 | 0.40517 | 0.40129 | 0.39/43 | 0.39358 | 0.38974 | 0.36581 |
| -0.1 | 0.46017 | 0.4562 | 0.45224 | 0.44828 | 0.11133 | 0.44038 | 0.43644 | 0.43251 | 0.42658 | 0.42465 |
| 0 | 0.5 | 0.49601 | 0.49202 | 0.45003 | 0.48405 | 0.48006 | 0.47606 | 0.4721 | 0.46612 | 0.46414 |

$$P(Z < Z_0) = Area_bajo_la_curva$$

$$P(Z > -4.09) = 0$$

| | | | | Table de l | فأخسطا باهاذ | T student | | | | | Americ 12 |
|---------|-----------|-----------|-----------|------------|--------------|-----------|-----------|-----------|-----------|-----------|-------------|
| | 2COLAS | gi> | | | | _ | | | | | |
| l/a | σ | 1 | 2 | 3 | 4 | - 5 | 6 | 7 | 8 | 9 | 10 |
| 10 | 0.1 | 6.3137486 | 2.9199873 | 2.353333 | 2 1318465 | 2.0150492 | 1.9431809 | 1.8945775 | 1.8585483 | 1.8331139 | 1.812461505 |
| 35 | 8.86 | 12,76615 | 4.3020557 | 3.1634493 | 2.7794000 | 2.5705776 | 2.4490136 | 2.3646226 | 2.3000068 | 2.2021509 | 2.229139238 |
| 46 | 0.025 | 25.451862 | 8 2053732 | 4.1765452 | 3.4854064 | 3.1633963 | 2.9688817 | 2.8412433 | 2.7516307 | 2.6860103 | 2.633769327 |
| 50 | 0.02 | 31.820984 | 6.9845486 | 4.5407086 | 3.7469363 | 3.3640303 | 3.142668 | 2.9979492 | 2.8084678 | 24214345 | 2.7637725 |
| 100 | 0.01 | 63.065806 | 9.9249643 | 5.5408477 | 4.0040005 | 4.0321174 | 3.7074278 | 3.400481 | 3 3653606 | 3.2498426 | 3.169261516 |
| 200 | 0.005 | 127.32111 | 14.089164 | 7.4531999 | 5.5075307 | 4.7733162 | 4.3168257 | 4.0293626 | 3.8325379 | 3.6896361 | 3.581371857 |
| 1000 | 0.00% | 636 57761 | 31.600775 | 12.124429 | 8.6100772 | 8.866604 | 5.9587182 | 5.4080736 | 5.0413855 | 4.7606662 | 4.58678368 |
| 2000 | 0.0005 | 1273.1562 | 44.703484 | 16.326085 | 10.305064 | 7.9758137 | 6.7881774 | 6.0615364 | 5.6170393 | 5.2910764 | 5.048932508 |
| 10000 | 0.00001 | 6370.5444 | 100.1368 | 28.014183 | 15.534461 | 11.175871 | 9.0003951 | 7.8883022 | 7.1199611 | 6.5037638 | 6.211921573 |
| 20000 | 0.00005 | 12864.795 | 141.26301 | 35.315752 | 18.514693 | 12.869504 | 10.263175 | 8.7823719 | 7.8610493 | 7.21775 | 6.751401892 |
| 100000 | 0.00001 | 63476.563 | 314.71252 | 00,795736 | 27.71616 | 17.661393 | 13.660057 | 11,175871 | 9.7002006 | 6.626638 | 8.158385754 |
| 200000 | | | | | | 20.663602 | | | | | 8.791685104 |
| | 0.000001 | | | | | 26 610229 | | | | | 10,72683606 |
| 2000000 | 0.0000003 | _ | | | | 36.146973 | | | | | 11,92092898 |
| | | gi> | | | | | | | | | |
| I/a | o | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 10 | 0.1 | | | | | 1.753051 | | | | | |
| 28 | | | | | | 2.1314509 | | | | | 2.000962478 |
| 40 | | | | | | 2.4806782 | | | | 2.433444 | 2.423112164 |
| 50 | | | | | | 2.8024827 | | | | 2.639482 | 2.527976903 |
| 100 | | | | | | 2946/266 | | | | | 2.845335985 |
| 200 | | | | | | 3 2880407 | | | | 3.1737 | 3.15340003 |
| 1000 | | | | | | | | | | | 3.849563656 |
| 2000 | | | | | | 4.07279 | | | | | |
| | | | | - | _ | 4.4167973 | | | | | 4.146131667 |
| 10000 | | | | | | 5.2386896 | | | | | 4.838220775 |
| 20000 | | | | | | 5.6065619 | | | | | 5.140900612 |
| 100000 | | | | | | 6.519258 | | | | | 5.848705769 |
| 200000 | | _ | | | | 8 92904 | | | | | 6.163981895 |
| | | | | | | 7.7486038 | | | | | 8.854534149 |
| 2000000 | 0.0000005 | 10.726836 | 9 5367432 | 9.5367432 | 8 9408967 | 8.3446503 | 8.3446603 | 8 3445503 | 7.7400036 | 7 7499038 | 7.152557373 |
| | | | | | | | | | | | |
| i/a | a | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| 10 | | | | | | 1.7081402 | | | | | 1.697260359 |
| 25 | | | | - | | 2.0595371 | | | | | 2.042276353 |
| 49 | | | | | | 2.3846133 | | | | | 2.359595769 |
| 50 | | | | | | 2.4851033 | | | | | 2.45726368 |
| 100 | | | | | | 2.7874376 | | | | | 2.74998456 |
| 200 | | - | | | | 3.078203 | | | | | 3.02976151 |
| 1000 | | | | | | 3.7251448 | | | | | 3.84598236 |
| 2000 | 0.0005 | 4.1094608 | 4.0708646 | 4.0474687 | 4.0200942 | 3.996530 | 3.9744191 | 3.9540464 | 3.5345379 | 3.9170006 | 3.901659511 |
| 10000 | 0.0001 | 4.7848897 | 4.7357753 | 4.0030658 | 4.6542646 | 4.61936 | 4.5867637 | 4.5564957 | 4.5306643 | 4.505273 | 4.48198989 |
| 20000 | 0.00005 | 5.075708 | 5.0190207 | 4.9732825 | 4.9206964 | 4.0847909 | 4.847534 | 4.6142377 | 4.7823414 | 4.7544017 | 4.731118679 |
| 100000 | 0.00001 | 5.7742 | 5.6906942 | 5.6251884 | 5.568309 | 5.5134298 | 5.4675503 | 5.4202974 | 5.364418 | 5.3271651 | 5.200912224 |
| 200000 | 0.000005 | 5.0722232 | 5.9977174 | 5.9232116 | 5.8457053 | 5.7742 | 5.7369471 | 5.6624413 | 5.6251884 | 5.5879354 | 5.550682545 |
| 1000000 | 0.000001 | 6.8545341 | 6.7955225 | 6.5565109 | 6.5565109 | 6.5565109 | 6.2564877 | 6.2584877 | 8.2684877 | 6.2584877 | 6.109478089 |
| 2000000 | 0.0000005 | 7.1525574 | 7.1525574 | 7.1525574 | 7.1525574 | 6.5565109 | 6.5565109 | 6.5565109 | 6.5585109 | 8.5565109 | 6.556510925 |

Table de Distribución T student Anexo 12 200LA 175 0.1 1.6638521 1.6759054 1.6706485 1.6669151 1.6641252 1.6619806 1.6602348 1.6571357 1.6550757 1.653608887 8.85 2.8210746 2.8005500 2.8002972 1.9044355 1.900054 1.9000729 1.9030717 1.9791241 1.973 0.025 2.328934 2.3109169 2.299046 2.2906352 2.2843687 2.2795211 2.2756558 2.2687254 2.2641234 2 260849215 51 0.02 2.4232577 2.403267 2.3901157 2.3808025 2.3738721 2.368497 2.3642133 2.3665553 2.3514622 2.347842383 100 0.01 2.7044553 2.6777886 2.660272 2.6479029 2.6386968 2.6315683 2.6256931 2.6157431 2.6090129 2.604210749 200 0.005 2.9711737 2.9369767 2.9145667 2.8987415 2.8969545 2.6778659 2.6706563 2.6577051 2.8491559 2 843080438 1000 0.001 3.5508584 3.4958521 3.4601544 3.4349796 3.4163531 3.4019467 3.3904507 3.370078 3.3565448 3.346940503 0.0005 3.7884458 3.722982 3.6807614 3.6507845 3.6286658 3.6117854 3.5863978 3.5742414 3.5582343 3.547174656 0.0001 4.3213367 4.2282045 4.1686327 4.1269232 4.095491 4.072208 4.0535815 4.0198211 3.9977022 3 981404008 20000 0.00005 4.5448542 4.4377521 4.3702312 4.3213367 4.2667405 4.2608008 4.239646 4.2002648 4.1769617 4.158355298 100000 0.000005 5.0477684 4.9173832 4.8242509 4.7683716 4.7124922 4.6752393 4.6566129 4.6007335 4.5727936 200000 0.000005 5.2526593 5.1036477 5.0291419 4.9646361 4.8967567 4.8426774 4.6242509 4.7683716 4.7311167 4.544854164 4 712492228 1000000 0 000001 5.8114529 5.8624413 5.5134295 5.384416 5.384418 5.2154064 5.2154064 5.2154064 5.0663948 5.066394806 2000000 0.0000005 5.9604645 5.9604645 5.6624413 5.6624413 5.364418 5.364418 5.364418 5.364418 5.364418 5.36441803 9~ 275 300 325 350 0.1 1.6525087 1.6516537 1.6509716 1.6504146 1.6499484 1.6495551 1.6492486 1.6489275 1.6486729 tó 1.648245416 2 8.05 1.9718837 1.9705858 1.9694971 1.9666286 1.967991 1.9672916 1.9667641 1.9663634 1.9659137 0.025 | 2.2584027 | 2.2565018 | 2.254983 | 2.2537461 | 2.2527082 | 2.2518361 | 2.2510803 | 2.2504365 | 2.2498716 4 2.248925739 0.02 23451321 2.3430403 2.3413577 2.3399843 2.3388384 2.3378743 2.3370467 2.3383282 2.3357097 51 2.334663805 0.01 2.6006273 2.5978625 2.5958433 2.5838243 2.5923146 2.5910413 2.5899489 2.589004 2.5861673 2 586803021 200 0.005 2.8384996 2.8349677 2.8321665 2.8296746 2.8279464 2.8283457 2.8249269 2.8237264 2.8227078 2.820961527 0.005 3.3396101 3.3342803 3.3299148 3.3262768 3.3232209 3.3207471 3.3185843 3.3186725 3.3150718 0.0005 3.5387347 3.5320409 3.5288022 3.5227276 3.5182362 3.5183248 3.5137065 3.5113771 3.5053389 100 3.312306944 2000 3 506429493 0.0001 3.9887825 3.9616134 3.9546285 3.9488077 3.9441511 3.9394945 3.936002 3.9325086 3.9301813 10000 3 925524652 0.00005 4.1443855 4.1360722 4.1280873 4.1211024 4.1184458 4.1117822 4.1071326 4.1024759 4.1001478 4.095491022 9.80001 4.5262277 4.5262277 4.5076013 4.6076013 4.4666746 4.4669746 4.4766746 4.4796616 4.4703464 A 47/1348358 200000 0.000005 4.6636658 4.6752363 4.6566129 4.6566129 4.6566129 4.6375664 4.6375664 4.6376664 4.6376664 4,61935997 1000000 0.000001 5.0853948 5.0853948 5.0853948 5.0863948 5.0863948 4.991889 4.991889 4.991889 4.991889 4.917383194 2000000 0.0000005 5.364418 5.364418 5.0053940 5.0063940 5.0063940 5.0063940 5.0063940 5.0063940 **a** ->

| 1.66 | | | 1.6473973 | 1.6472018 | 1 6470335 | 4 4 4 4 4 4 4 | 4 844 | 3 8 55 55 | | |
|--------|--|--|--|--|--|--|---|---|--|---|
| _ | 1.9847177 | 1 04/2007 | | | | 1.040000 | 1.6467607 | 1.6463787 | 1.645617 | 1.645362318 |
| 0.00 | | | 1.9636265 | 1.9636218 | 1.963350 | 1.9631307 | 1.9629351 | 1.9623304 | 1.9611525 | 1.98075888 |
| | 2.2401709 | 2.2475524 | 2.2470431 | 2.2466066 | 2 2462336 | 2.2459153 | 2.2456334 | 2.2447784 | 2.2430959 | 2.242531991 |
| 0.02 | 2.3336271 | 2.3331449 | 2.3325611 | 2.332099 | 2.3316696 | 2.331326 | 2.3310167 | 2.33008 | 2.3282155 | 2.327597031 |
| 0.01 | 2.5858834 | 2.5848021 | 2.5840563 | 2.5834197 | 2.582874 | 2.5824011 | 2.5819827 | 2.5807458 | 2.5782902 | 2.577471605 |
| 0.005 | 2.8195427 | 28184149 | 2.8174891 | 2.8198687 | 2.8159775 | 2.815359 | 2.8148497 | 2.8132854 | 2.8101567 | 2.809101716 |
| 0.001 | 3.3101242 | 3.3082324 | 3.3067772 | 3.3056131 | 3.3044489 | 3.3036758 | 3.3027027 | 3.3002289 | 3.2954267 | 3.293626012 |
| 1.0005 | 3.5038101 | 3.5017729 | 3.5000267 | 3.4662604 | 3.4971163 | 3.4959521 | 3.495079 | 3.4921686 | 3.4863479 | 3.484601621 |
| 10001 | 3.9220322 | 3.9197039 | 3.9162114 | 3.9150473 | 3.912719 | 3.0115548 | 3.9103907 | 3.9068982 | 3.8987491 | 3.895256868 |
| 0005 | 4.0908344 | 4.0885061 | 4.0861778 | 4.0638498 | 4.0815212 | 4.0791829 | 4.0791029 | 4.0745363 | 4.085223 | 4.080568425 |
| 00001 | 4.4610351 | 4.4610351 | 4.4517219 | 4.4517219 | 4.4517219 | 4.4517219 | 4.4517219 | 4.4424087 | 4.4330955 | 4.423762229 |
| 00003 | 4.61936 | 4.61936 | 4.61936 | 4.6007335 | 4.6007335 | 4.6007335 | 4.6007335 | 4.5821071 | 4.5821071 | 4.582107087 |
| 00001 | 4.0173632 | 4.9173632 | 4.9173832 | 4.9173632 | 4.9173832 | 4.0173632 | 4.9173632 | 4.9173832 | 4.9173832 | 4.917383194 |
| 00005 | 5.0663946 | 5.0663946 | 5.0663948 | 5.0883948 | 5.0053948 | 5.0983948 | 5.0063048 | 5.0883948 | 5.0663948 | 5.086394806 |
| | 600 600 600 600 600 600 600 600 600 600 | 0.02 2.538271 0.01 2.585834 0.005 2.8196427 0.001 3.3101242 0.0001 3.5038101 0.0001 3.8223322 0.005 4.661936 0.0001 4.61936 | 0.02 2.5338271 2.3331449 0.01 2.5858034 2.5848021 0.005 2.8195427 2.8184149 0.001 3.5191642 3.3082824 0.0001 3.503810 3.5017729 0.0005 4.8008344 4.0866081 0.0001 4.4610361 4.4610361 0.0005 4.61936 4.61936 | 0.02 2.3338271 2.3331449 2.3329511 0.01 2.5859034 2.5848021 2.5840563 0.005 2.8198427 2.8184149 2.8174891 0.001 3.3101242 3.3082229 3.3067772 0.6005 3.5038101 3.5017729 3.50062772 0.6005 3.8028322 3.9197039 3.9182114 0.0005 4.8008344 4.0885081 4.0881778 0.0001 4.4610361 4.4610361 4.4617219 0.0005 4.610361 4.610361 4.4617219 0.0005 4.610361 4.610361 4.611936 | 0.02 2.3336271 2.3331449 2.3328611 2.332869 0.01 2.5858034 2.5848021 2.5840653 2.5834197 0.005 2.8198427 2.8184149 2.8174894 2.8186687 0.001 3.3101242 3.302323 3.3067772 3.3068131 0.005 3.503810 3.5017729 3.500627 3.486280 0.001 3.822322 3.9197039 3.902214 3.9150473 0.005 4.8008344 4.0865681 4.0861778 4.0836498 0.001 4.4610351 4.4610361 4.4517219 4.4517219 0.005 4.61936 4.61936 4.81936 4.6907336 0.0001 4.9173632 4.9173832 4.9173832 4.9173832 | 0.02 2.3336271 2.3331449 2.3328611 2.332089 2.3316866 0.01 2.5858034 2.5848021 2.5840653 2.5834197 2.582874 0.005 2.8198427 2.8184149 2.8174894 2.8188687 2.8159775 0.001 3.3101342 3.302329 3.3067772 3.3056131 3.3044489 6.6005 3.5038101 3.5017729 3.500673 3.462504 3.497163 0.0001 3.8220322 3.9197039 3.9162114 3.9150473 3.912719 0.0005 4.6903344 4.0865681 4.0861778 4.0836485 4.0815212 0.0001 4.4610351 4.4610351 4.4517219 4.4517219 4.4517219 4.617363 4.61036 4.61936 4.61936 4.61936 4.61938 4. | 0.02 2.3336271 2.3331449 2.3328611 2.332060 2.3316666 2.331326 0.01 2.5656034 2.5648021 2.584063 2.5634197 2.582674 2.5824011 0.005 2.8195427 2.8184149 2.8174691 2.8180687 2.8159775 2.815369 0.001 3.3101342 3.302324 3.3057772 3.3056131 3.3044489 3.3036758 0.005 3.503610 3.5017729 3.500237 3.465204 3.4971163 3.4956621 0.0001 3.822032 3.9197039 3.9162114 3.9150473 3.912719 3.9115548 0.005 4.6908344 4.0866661 4.0861778 4.0838486 4.0815212 4.0791829 0.0001 4.4610351 4.4610351 4.4517219 4.4517219 4.4517219 4.4517219 0.0005 4.61936 4.61936 4.81936 4.6007336 4.6007336 4.6007336 4.6007336 4.6007336 4.9173632 4.9173632 4.9173632 4.9173632 4.9173632 | 0.02 2.3336271 2.3331449 2.3328611 2.332660 2.3316666 2.331326 2.3310167 0.01 2.5856034 2.5848021 2.584063 2.5834197 2.582674 2.5824011 2.5819827 0.005 2.8195427 2.8184149 2.6174691 2.6185667 2.8159775 2.018369 2.8148497 0.001 3.5101342 3.3082324 3.50067772 3.3056131 3.3044489 3.3036798 3.3027027 0.001 3.5036101 3.5017729 3.5036131 3.944489 3.3036798 3.4962027 0.001 3.822022 3.9197039 3.9162144 3.9150473 3.912719 3.9115547 3.912719 3.9115547 3.9115548 3.9103907 0.001 4.6903844 4.086661 4.0867779 4.0836486 4.0815212 4.0791829 4.0791829 4.0791829 4.0791829 4.0791829 4.0791829 4.077219 4.4517219 4.4517219 4.4517219 4.4617218 4.6007335 4.6007335 4.6007335 4.0007335 4.0007335 4.077 | 0.02 2.3336271 2.3331449 2.3328611 2.332060 2.3316866 2.331326 2.3310167 2.33006 0.01 2.5858034 2.5848021 2.584063 2.5834197 2.582874 2.5824011 2.5819827 2.5819827 2.5819827 2.5819827 2.5819827 2.5819827 2.5819827 2.5819827 2.5819827 2.5819827 2.5819827 2.5819827 2.58198775 2.015369 2.51448497 2.513254 2.513254 2.58192772 3.3056713 3.3044489 3.3036798 3.3027027 3.3002289 3.60037 3.4616564 3.591501 3.5917729 3.500267 3.465047 3.917193 3.9165621 3.465079 3.4621686 0.0001 3.502322 3.917729 3.9022144 3.9150473 3.912719 3.9165621 3.9163621 3.9163622 3.9169822 3.9169822 3.9169822 4.0791629 4.0791629 4.0745353 4.0016214 4.4517219 4.4517219 4.4517219 4.4517219 4.4517219 4.4517219 4.4517219 4.4517219 4.4517219 4.6173632 | 0.02 2.5336271 2.3331449 2.3329611 2.332099 2.3316806 2.331326 2.3310167 2.33000 2.3282155 0.01 2.5858034 2.5848021 2.5840663 2.5824197 2.582874 2.5824011 2.5619827 2.5007466 2.5762902 0.005 2.8195477 2.8184149 2.8174801 2.8186687 2.8159775 2.815369 2.8148497 2.613264 2.8101567 0.001 3.3361242 3.3062324 3.3062772 3.3062613 3.304449 3.3027027 3.3002289 3.2854267 0.005 3.5033101 3.5017729 3.5002027 3.3002287 3.4663479 3.4627614 3.46779163 3.4656621 3.4663479 3.462364 3.812779 3.9118548 3.9109007 3.0062682 3.8887491 0.005 4.0006344 4.086661 4.0861778 4.0856465 4.0816212 4.0791829 4.079629 4.0745351 4.085223 0.005 4.6610351 4.4610351 4.4517219 4.4517219 4.4617219 4.45107219 4.4530 |