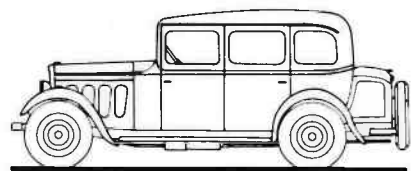
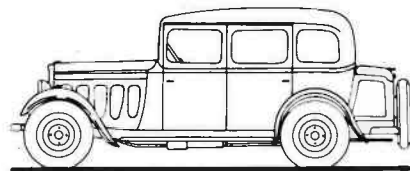


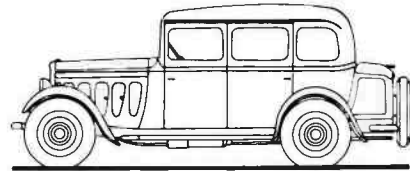
CARROSSERIES 301



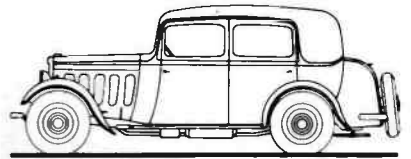
N3L



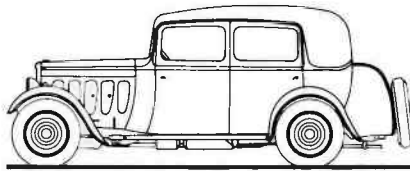
N3L2



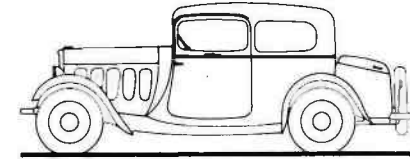
N3E_N3S



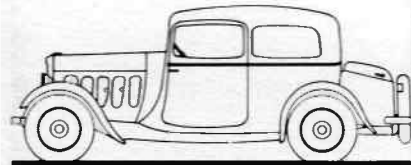
N7L_N7A



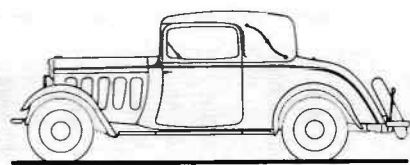
N7S



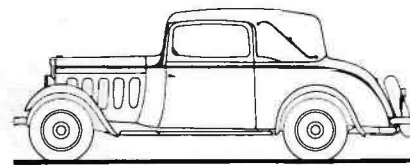
BV2



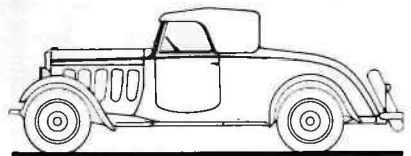
BV3



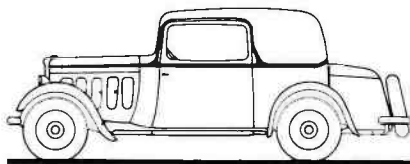
CL2



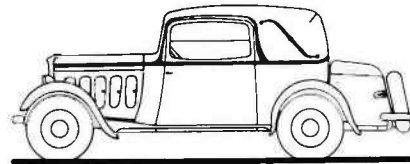
CL3



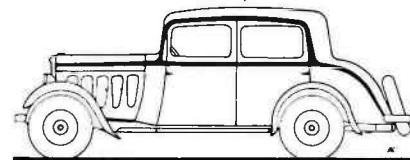
TR2_TR3



CG3



CD3



FC3

301 C

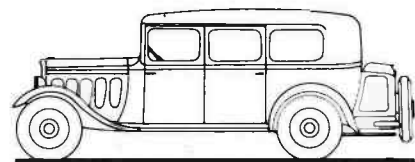
| SYM-BOLE | DESIGNATION DES CARROSSERIES | POIDS | | | ENCOMBREMENT | | |
|----------|---|------------|-------------|-------|--------------|-------|-------|
| | | Châssis nu | Carr. seule | Total | Long. | Larg. | Haut. |
| N3L | Limousine 4 p. 6 gl. pl. étroite auvent droit | 668 | 370 | 1050 | 4,15 | 1,44 | 1,66 |
| N3L2 | Limousine 4 p. 6 gl. 4 pl. étroite auvent incurvé | 668 | 370 | 1050 | 4,15 | 1,57 | 1,66 |
| N3E | Limousine 4 p. 6 gl. 4 pl. élargie auvent incurvé | 661 | 399 | 1060 | 4,15 | 1,57 | 1,66 |
| N3S | Limousine 4 p. 6 gl. 4 pl. élargie auvent incurvé | 661 | 360 | 1021 | 4,00 | 1,57 | 1,65 |
| N7L/N7A | Berline 4 p. 4 gl. 4 pl. grand luxe | 661 | 404 | 1065 | 4,30 | 1,55 | 1,65 |
| N7S | Berline 4 p. 4 gl. 4 pl. série | 661 | 376 | 1037 | 4,17 | 1,55 | 1,65 |
| BV2 | Coach 2 p. 4 gl. 4 pl. luxe (1932) | 661 | 355 | 1016 | 4,16 | 1,55 | 1,65 |
| BV3 | Coach 2 p. 4 gl. 4 pl. luxe (1933) | 661 | 404 | 1065 | | | |
| CL2 | Coupé décapotable 2 p. 2/4 pl. luxe (1932) | 661 | 333 | 994 | 4,21 | 1,55 | 1,60 |
| CL3 | Coupé décapotable 2 p. 2/4 pl. luxe (1933) | 661 | 393 | 1054 | | | |
| TR2 | Roadster 2 p. 2/4 pl. luxe (1932) | 661 | 290 | 951 | 4,21 | 1,55 | 1,56 |
| TR3 | Roadster 2 p. 2/4 pl. luxe (1933) | 661 | 302 | 963 | 4,21 | 1,55 | 1,56 |
| CG3 | Coupé golf 2 p. 4 pl. luxe | 661 | 415 | 1076 | 4,31 | 1,60 | 1,63 |
| CD3 | Coupé décapotable golf 2 p. 4 pl. | 661 | 420 | 1081 | 4,31 | 1,60 | 1,63 |
| FC3 | Berline 4 p. 4 pl. luxe | 661 | 424 | 1085 | 4,31 | 1,58 | 1,65 |

301 M

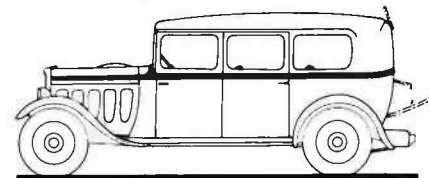
| | | | | | | | |
|-----|--|-----|-----|------|------|------|------|
| N3F | Limousine familiale 6 gl. 6 pl. 1/2 tôle | 685 | 427 | 1112 | 4,45 | 1,57 | 1,67 |
| N3C | Limousine commerciale 6 gl. 6 pl. 1/2 tôle | 685 | 410 | 1095 | 4,05 | 1,57 | 1,67 |

301 T

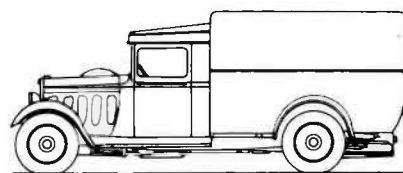
| | | | | | | | |
|----|--------------------|--|--|--|------|------|------|
| L3 | Fourgon | | | | 4,69 | 1,60 | 2,25 |
| B3 | Camionnette bâchée | | | | 4,69 | 1,60 | 2,45 |



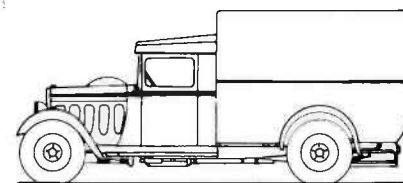
N3F



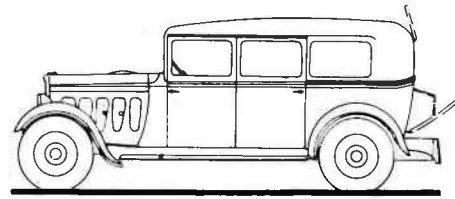
N3C



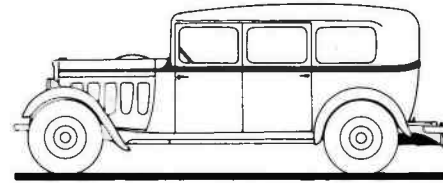
L3



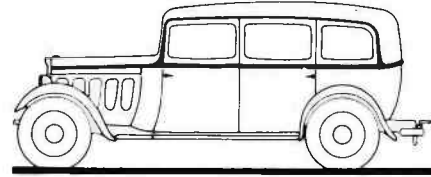
B3



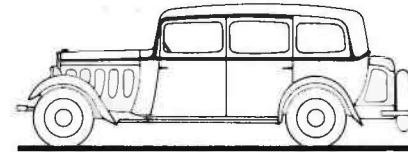
N4C



N4F



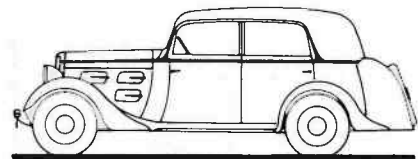
N7C



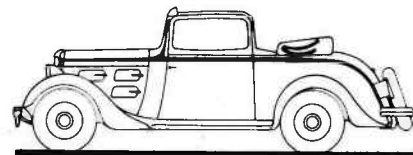
N7F

301 L

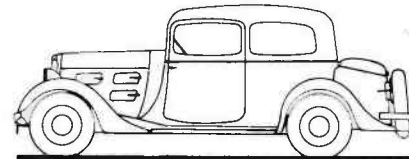
| SYM-BOLE | DESIGNATION DES CARROSSERIES | POIDS | | | ENCOMBREMENT | | |
|----------|------------------------------|------------|-------------|-------------------|--------------|-------|-------|
| | | Châssis nu | Carr. seule | Total | Long. | Larg. | Haut. |
| N4C | Limousine commerciale 6 pl. | 720 | 408 | 1128 { 534 594 | 4,06 | 1,57 | 1,67 |
| N4F | Limousine familiale 6 pl. | 724 | 430 | 1154 | 4,45 | 1,57 | 1,67 |
| N7C | Limousine commerciale 6 pl. | 720 | 446 | 1166 | 4,55 | 1,55 | 1,65 |
| N7F | Limousine familiale 6 pl. | 724 | 469 | 1193 | 4,00 | 1,55 | 1,65 |



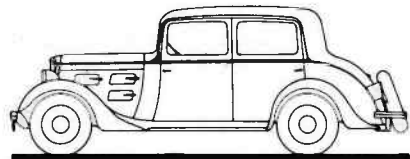
N8L_N8S



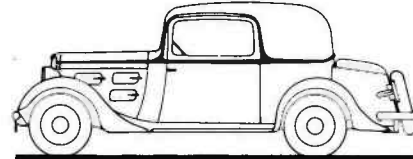
CL4



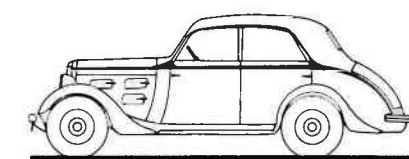
BV4



FC4



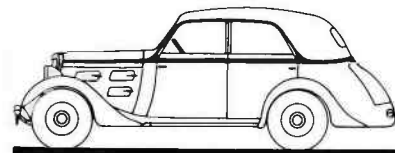
CG4_CG5



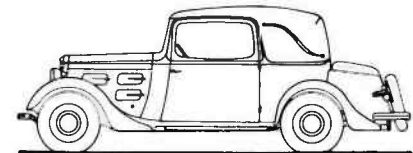
BP4

301 CR

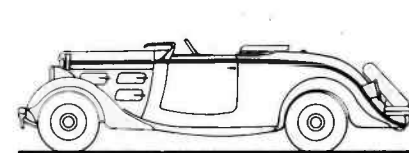
| | | | | | | | |
|-----|--|-----|-----|-------------------|------|------|------|
| N8L | Berline 4 p. 4 pl. luxe | 733 | 376 | 1109 { 497 612 | 4,35 | 1,60 | 1,66 |
| N8S | Berline 4 p. 4 pl. série | 709 | 354 | 1064 { 488 576 | 4,30 | 1,60 | 1,66 |
| CL4 | Coupé décapotable 2 p. 4 pl. luxe | 673 | 451 | 1124 | 4,37 | 1,60 | 1,61 |
| BV4 | Coach 2 p. 4 pl. luxe | 673 | 463 | 1136 | 4,24 | 1,60 | 1,60 |
| FC4 | Berline tourisme 4 p. 4 pl. luxe | 673 | 481 | 1154 | 4,37 | 1,58 | 1,65 |
| CG4 | Coupé golf 2 p. 4 pl. luxe (1933) | 673 | 474 | 1147 | 4,32 | 1,60 | 1,63 |
| BP4 | Berline profilée 4 p. 4 pl. luxe | 673 | 496 | 1169 { 526 643 | 4,41 | 1,60 | 1,64 |
| NP4 | Berline profilée 4 p. 4 pl. luxe | 673 | 498 | 1171 | 4,41 | 1,58 | 1,64 |
| CD4 | Coupé décapotable golf 2 p. 4 pl. luxe | 673 | 478 | 1151 | 4,32 | 1,60 | 1,63 |
| TR4 | Roadster 2 p. 2/4 pl. luxe (1933) | 673 | 358 | 1031 { 494 537 | 4,33 | 1,58 | 1,56 |
| TR5 | Roadster 2 p. 2/4 pl. luxe (1934) | 673 | 358 | 1031 { 494 537 | 4,33 | 1,58 | 1,56 |
| CG5 | Coupé golf 2 p. 4 pl. luxe (1934) | 673 | 474 | 1147 { 512 635 | 4,48 | 1,60 | 1,65 |
| CD5 | Coach décapotable golf 2 p. 4 pl. luxe | 673 | 451 | 1124 { 507 617 | 4,48 | 1,60 | 1,63 |



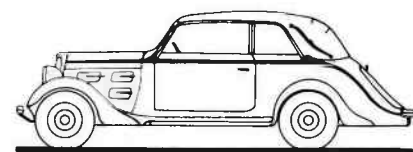
NP4



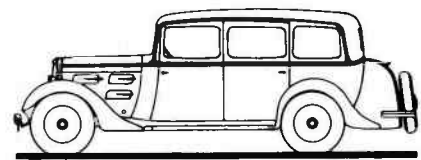
CD4



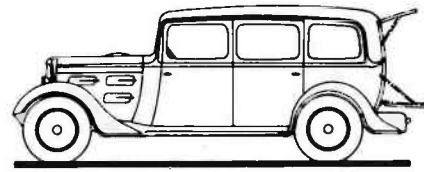
TR4_TR5



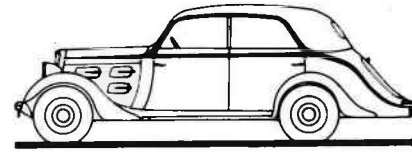
CD5



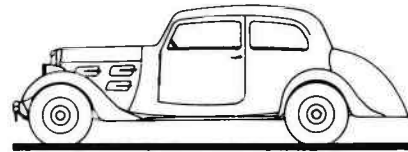
N8F



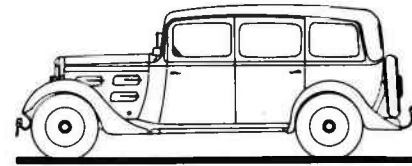
N8C



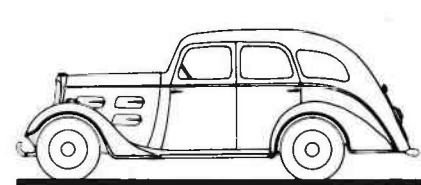
NP5



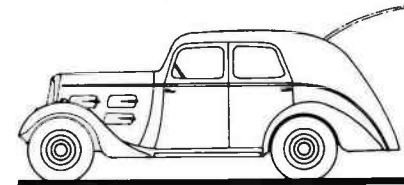
BV5



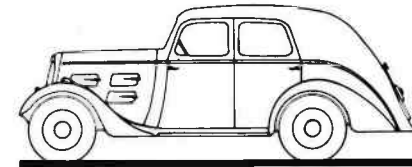
TAXI



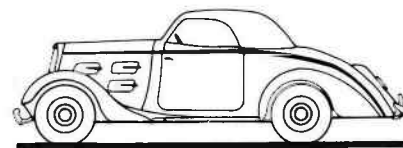
A6L



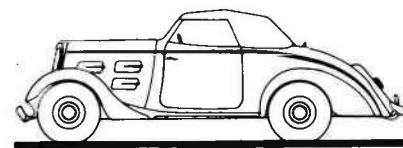
A6C



A6S



CO6



CD6

301 LR

| SYM-BOLE | DESIGNATION DES CARROSSERIES | POIDS | | | ENCOMBREMENT | | |
|----------|---|------------|-------------|-------------------|--------------|-------|-------|
| | | Châssis nu | Carr. seule | Total | Long. | Larg. | Haut. |
| N8F | Limousine familiale 4 p. 6 gl. 7 pl. | 780 | 434 | 1214 { 537 677 | 4,67 | 1,60 | 1,67 |
| N8C | Limousine commerciale 4 p. 6 gl. 7 pl. | 761 | 392 | 1153 { 534 519 | 4,32 | 1,60 | 1,67 |
| NP5 | Berline profilée 4 p. 4 pl. | 719 | 535 | 1254 { 557 697 | 4,80 | 1,60 | 1,67 |
| BV5 | Coach profilé 2 p. 4 pl. | 719 | 485 | 1204 { 557 647 | 4,60 | 1,60 | 1,60 |
| TAXI | Limousine familiale transformable 7 pl. | 719 | 461 | 1180 { 528 652 | 4,67 | 1,60 | 1,67 |

301 D

| | | | | | | | |
|-----|---------------------------------|-----|-----|-------------------|------|------|------|
| A6L | Limousine 4 p. 6 gl. 4 pl. luxe | 652 | 421 | 1073 | 4,28 | 1,50 | 1,62 |
| A6S | Berline 4 p. 4 gl. 4 pl. série | 652 | 395 | 1047 | 4,09 | 1,50 | 1,62 |
| A6C | Berline commerciale 2 pl. | 652 | 388 | 1040 | 4,09 | 1,50 | 1,62 |
| CO6 | Coupé 2/4 pl. | 652 | 362 | 1014 { 495 519 | 4,27 | 1,50 | 1,48 |
| CD6 | Coupé décapotable 2/4 pl. | 652 | 362 | 1014 { 487 527 | 4,27 | 1,50 | 1,48 |