

**N° D'IMPRIMÉ** C72551445

EXEMPLAIRE REMIS A L'USAGER

| NATURE DU CONTRÔLE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | (3) DATE DU CONTRÔLE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | N° DU PROCÈS-VERBAL                                     |         |         |         |         |   |         |   |                         |  |           |  |  |  |  |                                  |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |      |  |  |     |  |                                   |         |  |         |         |  |         |                                    |      |  |  |  |  |  |                                                    |      |  |  |  |  |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|---------|---------|---------|---------|---|---------|---|-------------------------|--|-----------|--|--|--|--|----------------------------------|--|-----|--|--|-----|--|---------------------|--|---------|--|--|---------|--|------------------|--|--|--|--|--|--|----------------------|---------|--|---------|---------|--|---------|-----------------------|--|------|--|--|-----|--|-----------------------------------|---------|--|---------|---------|--|---------|------------------------------------|------|--|--|--|--|--|----------------------------------------------------|------|--|--|--|--|--|----------------------------------------|--------|--|--------|--|--|--|----------------------------------------------|--------|--|--------|--|--|--|
| Contrôle technique périodique                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 08/10/2026                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 26065366                                                |         |         |         |         |   |         |   |                         |  |           |  |  |  |  |                                  |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |      |  |  |     |  |                                   |         |  |         |         |  |         |                                    |      |  |  |  |  |  |                                                    |      |  |  |  |  |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| (7) RÉSULTAT DU CONTRÔLE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                         |         |         |         |         |   |         |   |                         |  |           |  |  |  |  |                                  |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |      |  |  |     |  |                                   |         |  |         |         |  |         |                                    |      |  |  |  |  |  |                                                    |      |  |  |  |  |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| Défavorable pour défaillances majeures                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <b>Défaillances majeures :</b><br>8.2.22.e.2. OPACITÉ : Contrôle impossible des émissions à l'échappement<br><br><b>Défaillances mineures :</b><br>4.5.2.a.1. RÉGLAGE (FEUX DE BROUILLARD AVANT) : Mauvaise orientation horizontale d'un feu de brouillard avant AVG<br>8.2.22.c.1. OPACITÉ : Le relevé du système OBD indique une anomalie du dispositif antipollution, sans dysfonctionnement important<br>Code(s) défaut(s) standard(s) relevé(s) concernant le dispositif antipollution : P0121<br><br><b>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 :</b> 16/12/2020 : 78036 km / 07/01/2023 : 108647 km / 01/02/2025 : 143098 km |                                                         |         |         |         |         |   |         |   |                         |  |           |  |  |  |  |                                  |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |      |  |  |     |  |                                   |         |  |         |         |  |         |                                    |      |  |  |  |  |  |                                                    |      |  |  |  |  |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                         |         |         |         |         |   |         |   |                         |  |           |  |  |  |  |                                  |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |      |  |  |     |  |                                   |         |  |         |         |  |         |                                    |      |  |  |  |  |  |                                                    |      |  |  |  |  |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| 07/12/2026                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                         |         |         |         |         |   |         |   |                         |  |           |  |  |  |  |                                  |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |      |  |  |     |  |                                   |         |  |         |         |  |         |                                    |      |  |  |  |  |  |                                                    |      |  |  |  |  |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| NATURE DU PROCHAIN CONTRÔLE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                         |         |         |         |         |   |         |   |                         |  |           |  |  |  |  |                                  |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |      |  |  |     |  |                                   |         |  |         |         |  |         |                                    |      |  |  |  |  |  |                                                    |      |  |  |  |  |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| Contre-visite                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                         |         |         |         |         |   |         |   |                         |  |           |  |  |  |  |                                  |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |      |  |  |     |  |                                   |         |  |         |         |  |         |                                    |      |  |  |  |  |  |                                                    |      |  |  |  |  |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                         |         |         |         |         |   |         |   |                         |  |           |  |  |  |  |                                  |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |      |  |  |     |  |                                   |         |  |         |         |  |         |                                    |      |  |  |  |  |  |                                                    |      |  |  |  |  |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| N° D'AGRÉMENT : S033C324                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                         |         |         |         |         |   |         |   |                         |  |           |  |  |  |  |                                  |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |      |  |  |     |  |                                   |         |  |         |         |  |         |                                    |      |  |  |  |  |  |                                                    |      |  |  |  |  |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| (9) RAISON SOCIALE : SARL AUTO BILAN BANLIEUE SUD                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                         |         |         |         |         |   |         |   |                         |  |           |  |  |  |  |                                  |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |      |  |  |     |  |                                   |         |  |         |         |  |         |                                    |      |  |  |  |  |  |                                                    |      |  |  |  |  |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| (3) COORDONNÉES : 1 CHEMIN DE LA GRANGE<br>33650 MARTILLAC<br>Tél : 0556726262                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                         |         |         |         |         |   |         |   |                         |  |           |  |  |  |  |                                  |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |      |  |  |     |  |                                   |         |  |         |         |  |         |                                    |      |  |  |  |  |  |                                                    |      |  |  |  |  |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| (9) IDENTIFICATION DU CONTRÔLEUR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                         |         |         |         |         |   |         |   |                         |  |           |  |  |  |  |                                  |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |      |  |  |     |  |                                   |         |  |         |         |  |         |                                    |      |  |  |  |  |  |                                                    |      |  |  |  |  |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| N° D'AGRÉMENT : 033C1356                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                         |         |         |         |         |   |         |   |                         |  |           |  |  |  |  |                                  |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |      |  |  |     |  |                                   |         |  |         |         |  |         |                                    |      |  |  |  |  |  |                                                    |      |  |  |  |  |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| SIGNATURE :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                         |         |         |         |         |   |         |   |                         |  |           |  |  |  |  |                                  |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |      |  |  |     |  |                                   |         |  |         |         |  |         |                                    |      |  |  |  |  |  |                                                    |      |  |  |  |  |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| IDENTIFICATION DU VÉHICULE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                         |         |         |         |         |   |         |   |                         |  |           |  |  |  |  |                                  |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |      |  |  |     |  |                                   |         |  |         |         |  |         |                                    |      |  |  |  |  |  |                                                    |      |  |  |  |  |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| (2) Immatriculation et pays FS-771-TV (F)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Date d'immatriculation 06/01/2021                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Date de 1 <sup>ère</sup> mise en circulation 11/04/2013 |         |         |         |         |   |         |   |                         |  |           |  |  |  |  |                                  |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |      |  |  |     |  |                                   |         |  |         |         |  |         |                                    |      |  |  |  |  |  |                                                    |      |  |  |  |  |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| Marque AUDI                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Désignation commerciale Q3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                         |         |         |         |         |   |         |   |                         |  |           |  |  |  |  |                                  |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |      |  |  |     |  |                                   |         |  |         |         |  |         |                                    |      |  |  |  |  |  |                                                    |      |  |  |  |  |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| (1) N° dans la série du type (VIN) WAUZZZ8U1DR090881                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | (5) Catégorie internationale M1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Genre VP                                                |         |         |         |         |   |         |   |                         |  |           |  |  |  |  |                                  |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |      |  |  |     |  |                                   |         |  |         |         |  |         |                                    |      |  |  |  |  |  |                                                    |      |  |  |  |  |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| Type/CNIT M10AUDVP007P370                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Énergie GO                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                         |         |         |         |         |   |         |   |                         |  |           |  |  |  |  |                                  |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |      |  |  |     |  |                                   |         |  |         |         |  |         |                                    |      |  |  |  |  |  |                                                    |      |  |  |  |  |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| Document(s) présenté(s)<br>Photocopie du certificat d'immatriculation visée par un commissaire-priseur ou un huissier de justice                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                         |         |         |         |         |   |         |   |                         |  |           |  |  |  |  |                                  |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |      |  |  |     |  |                                   |         |  |         |         |  |         |                                    |      |  |  |  |  |  |                                                    |      |  |  |  |  |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| (4) KILOMÉTRAGE RELEVÉ                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                         |         |         |         |         |   |         |   |                         |  |           |  |  |  |  |                                  |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |      |  |  |     |  |                                   |         |  |         |         |  |         |                                    |      |  |  |  |  |  |                                                    |      |  |  |  |  |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| 175106                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                         |         |         |         |         |   |         |   |                         |  |           |  |  |  |  |                                  |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |      |  |  |     |  |                                   |         |  |         |         |  |         |                                    |      |  |  |  |  |  |                                                    |      |  |  |  |  |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                         |         |         |         |         |   |         |   |                         |  |           |  |  |  |  |                                  |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |      |  |  |     |  |                                   |         |  |         |         |  |         |                                    |      |  |  |  |  |  |                                                    |      |  |  |  |  |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| PROCÈS-VERBAL N° :                      DATE :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                         |         |         |         |         |   |         |   |                         |  |           |  |  |  |  |                                  |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |      |  |  |     |  |                                   |         |  |         |         |  |         |                                    |      |  |  |  |  |  |                                                    |      |  |  |  |  |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| N° D'AGRÉMENT DU CENTRE :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                         |         |         |         |         |   |         |   |                         |  |           |  |  |  |  |                                  |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |      |  |  |     |  |                                   |         |  |         |         |  |         |                                    |      |  |  |  |  |  |                                                    |      |  |  |  |  |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| <div></div> <table><thead><tr><th></th><th>G</th><th>AVANT</th><th>D</th><th>G</th><th>ARRIERE</th><th>D</th></tr></thead><tbody><tr><td>Ripage (-8 à +8 m/km) :</td><td></td><td>-0.5 m/km</td><td></td><td></td><td></td><td></td></tr><tr><td>Dissymétrie suspension (≤ 30%) :</td><td></td><td>2 %</td><td></td><td></td><td>9 %</td><td></td></tr><tr><td>Forces verticales :</td><td></td><td>998 daN</td><td></td><td></td><td>660 daN</td><td></td></tr><tr><td>Frein de service</td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Forces de freinage :</td><td>360 daN</td><td></td><td>303 daN</td><td>206 daN</td><td></td><td>215 daN</td></tr><tr><td>Déséquilibre (&lt;20%) :</td><td></td><td>16 %</td><td></td><td></td><td>5 %</td><td></td></tr><tr><td>Forces de freinage (efficacité) :</td><td>360 daN</td><td></td><td>303 daN</td><td>206 daN</td><td></td><td>215 daN</td></tr><tr><td>Taux d'efficacité global (≥58 %) :</td><td colspan="6">65 %</td></tr><tr><td>Frein de stationnement Taux d'efficacité (≥18 %) :</td><td colspan="6">25 %</td></tr><tr><td>Feux de croisement (-2.5 % à -0.5 %) :</td><td>-1.1 %</td><td></td><td>-1.5 %</td><td></td><td></td><td></td></tr><tr><td>Feux de brouillard avant (-3.5 % à -1.0 %) :</td><td>-0.7 %</td><td></td><td>-1.4 %</td><td></td><td></td><td></td></tr></tbody></table> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                         |         | G       | AVANT   | D       | G | ARRIERE | D | Ripage (-8 à +8 m/km) : |  | -0.5 m/km |  |  |  |  | Dissymétrie suspension (≤ 30%) : |  | 2 % |  |  | 9 % |  | Forces verticales : |  | 998 daN |  |  | 660 daN |  | Frein de service |  |  |  |  |  |  | Forces de freinage : | 360 daN |  | 303 daN | 206 daN |  | 215 daN | Déséquilibre (<20%) : |  | 16 % |  |  | 5 % |  | Forces de freinage (efficacité) : | 360 daN |  | 303 daN | 206 daN |  | 215 daN | Taux d'efficacité global (≥58 %) : | 65 % |  |  |  |  |  | Frein de stationnement Taux d'efficacité (≥18 %) : | 25 % |  |  |  |  |  | Feux de croisement (-2.5 % à -0.5 %) : | -1.1 % |  | -1.5 % |  |  |  | Feux de brouillard avant (-3.5 % à -1.0 %) : | -0.7 % |  | -1.4 % |  |  |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | G                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | AVANT                                                   | D       | G       | ARRIERE | D       |   |         |   |                         |  |           |  |  |  |  |                                  |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |      |  |  |     |  |                                   |         |  |         |         |  |         |                                    |      |  |  |  |  |  |                                                    |      |  |  |  |  |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| Ripage (-8 à +8 m/km) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | -0.5 m/km                                               |         |         |         |         |   |         |   |                         |  |           |  |  |  |  |                                  |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |      |  |  |     |  |                                   |         |  |         |         |  |         |                                    |      |  |  |  |  |  |                                                    |      |  |  |  |  |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| Dissymétrie suspension (≤ 30%) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 2 %                                                     |         |         | 9 %     |         |   |         |   |                         |  |           |  |  |  |  |                                  |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |      |  |  |     |  |                                   |         |  |         |         |  |         |                                    |      |  |  |  |  |  |                                                    |      |  |  |  |  |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| Forces verticales :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 998 daN                                                 |         |         | 660 daN |         |   |         |   |                         |  |           |  |  |  |  |                                  |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |      |  |  |     |  |                                   |         |  |         |         |  |         |                                    |      |  |  |  |  |  |                                                    |      |  |  |  |  |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| Frein de service                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                         |         |         |         |         |   |         |   |                         |  |           |  |  |  |  |                                  |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |      |  |  |     |  |                                   |         |  |         |         |  |         |                                    |      |  |  |  |  |  |                                                    |      |  |  |  |  |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| Forces de freinage :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 360 daN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                         | 303 daN | 206 daN |         | 215 daN |   |         |   |                         |  |           |  |  |  |  |                                  |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |      |  |  |     |  |                                   |         |  |         |         |  |         |                                    |      |  |  |  |  |  |                                                    |      |  |  |  |  |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| Déséquilibre (<20%) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 16 %                                                    |         |         | 5 %     |         |   |         |   |                         |  |           |  |  |  |  |                                  |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |      |  |  |     |  |                                   |         |  |         |         |  |         |                                    |      |  |  |  |  |  |                                                    |      |  |  |  |  |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| Forces de freinage (efficacité) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 360 daN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                         | 303 daN | 206 daN |         | 215 daN |   |         |   |                         |  |           |  |  |  |  |                                  |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |      |  |  |     |  |                                   |         |  |         |         |  |         |                                    |      |  |  |  |  |  |                                                    |      |  |  |  |  |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| Taux d'efficacité global (≥58 %) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 65 %                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                         |         |         |         |         |   |         |   |                         |  |           |  |  |  |  |                                  |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |      |  |  |     |  |                                   |         |  |         |         |  |         |                                    |      |  |  |  |  |  |                                                    |      |  |  |  |  |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| Frein de stationnement Taux d'efficacité (≥18 %) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 25 %                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                         |         |         |         |         |   |         |   |                         |  |           |  |  |  |  |                                  |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |      |  |  |     |  |                                   |         |  |         |         |  |         |                                    |      |  |  |  |  |  |                                                    |      |  |  |  |  |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| Feux de croisement (-2.5 % à -0.5 %) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | -1.1 %                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                         | -1.5 %  |         |         |         |   |         |   |                         |  |           |  |  |  |  |                                  |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |      |  |  |     |  |                                   |         |  |         |         |  |         |                                    |      |  |  |  |  |  |                                                    |      |  |  |  |  |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| Feux de brouillard avant (-3.5 % à -1.0 %) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | -0.7 %                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                         | -1.4 %  |         |         |         |   |         |   |                         |  |           |  |  |  |  |                                  |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |      |  |  |     |  |                                   |         |  |         |         |  |         |                                    |      |  |  |  |  |  |                                                    |      |  |  |  |  |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |