



# PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE



N° D'IMPRIMÉ C71385096

EXEMPLAIRE REMIS A L'USAGER

| <b>NATURE DU CONTRÔLE</b>   |                              | <b>(3) DATE DU CONTRÔLE</b>  |         | <b>N° DU PROCÈS-VERBAL</b> |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
|---|------------------------------|--|---------|----------------------------|--|--|-------|--|---------|--|--|---|---|---|---|-------------------------|-----------|--|--|--|----------------------------------|-----|--|-----|--|---------------------|---------|--|---------|--|-------------------------|--|--|--|--|----------------------|---------|---------|---------|---------|-----------------------|------|--|------|--|-----------------------------------|---------|---------|---------|---------|------------------------------------|------|--|--|--|---|------|--|--|--|----------------------------------|--|--|--|--|---|--|--|--|--|--|--|--|--|--|
| Contrôle technique périodique   |                              | 29/04/2026   |         | 26061993                   |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
| <b>(7) RÉSULTAT DU CONTRÔLE</b>   |                              | <b>(6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ</b>  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
| Défavorable pour défaillances majeures  |                              | <p><b>Défaillances majeures :</b><br/>8.4.1.a.2. PERTES DE LIQUIDES : Fuite excessive de liquide autre que de l'eau susceptible de porter atteinte à l'environnement ou constituant un risque pour la sécurité des autres usagers de la route AV</p> <p><b>Défaillances mineures :</b><br/>1.1.13.a.1. GARNITURES OU PLAQUETTES DE FREINS : Usure importante ARD<br/>1.2.1.b.1. PERFORMANCES DU FREIN DE SERVICE : Déséquilibre AR<br/>5.2.3.e.1. PNEUMATIQUES : Usure anormale ou présence d'un corps étranger ARD, ARG<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 : P1351</p> <p><b>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 :</b> 13/11/2019 : 185405 km / 19/11/2021 : 208252 km / 09/07/2024 : 227687 km</p>   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
| <b>(8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ</b>   |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
| 28/06/2026  |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
| <b>NATURE DU PROCHAIN CONTRÔLE</b>  |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
| Contre-visite   |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
| <b>IDENTIFICATION DU CENTRE DE CONTRÔLE</b>   |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
| N° D'AGRÈMENT : S033C324  |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
| (9) RAISON SOCIALE : SARL AUTO BILAN BANLIEUE SUD   |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
| (3) COORDONNÉES : 1 CHEMIN DE LA GRANGE<br>33650 MARTILLAC<br>Tél : 0556726262                        |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
| <b>(9) IDENTIFICATION DU CONTRÔLEUR</b>   |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
| N° D'AGRÈMENT : 091C0438  |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
| SIGNATURE :   |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
| <b>IDENTIFICATION DU VÉHICULE</b>   |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
| (2) Immatriculation et pays   | Date d'immatriculation       | Date de 1 <sup>ère</sup> mise en circulation   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
| 251 CEE 44 (F)  | 06/11/2007                   | 06/11/2007   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
| Marque  | Désignation commerciale      |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
| PEUGEOT   | 307                          |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
| (1) N° dans la série du type (VIN)  | (5) Catégorie internationale | Genre  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
| VF33C9HXC85105268   | M1                           | VP   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
| Type/CNIT   | Énergie                      |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
| MPE5212MP176  | GO                           |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
| Document(s) présenté(s)   |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
| Photocopie du certificat d'immatriculation visée par un commissaire-priseur ou un huissier de justice |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
| <b>(4) KILOMÉTRAGE RELEVÉ</b>   |                              | <b>MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES</b>  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
| 245354  |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
| <b>INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE</b>   |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
| PROCÈS-VERBAL N° :  |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
| DATE :  |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
| N° D'AGRÈMENT DU CENTRE :   |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
|   |                              | <table border="1"> <thead> <tr> <th></th> <th colspan="2">AVANT</th> <th colspan="2">ARRIERE</th> </tr> <tr> <th></th> <th>G</th> <th>D</th> <th>G</th> <th>D</th> </tr> </thead> <tbody> <tr> <td>Ripage (-8 à +8 m/km) :</td> <td colspan="2">+3.9 m/km</td> <td colspan="2"></td> </tr> <tr> <td>Dissymétrie suspension (≤ 30%) :</td> <td colspan="2">2 %</td> <td colspan="2">0 %</td> </tr> <tr> <td>Forces verticales :</td> <td colspan="2">790 daN</td> <td colspan="2">505 daN</td> </tr> <tr> <td><b>Frein de service</b></td> <td colspan="4"></td> </tr> <tr> <td>Forces de freinage :</td> <td>338 daN</td> <td>300 daN</td> <td>201 daN</td> <td>149 daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%) :</td> <td colspan="2">12 %</td> <td colspan="2">26 %</td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>338 daN</td> <td>300 daN</td> <td>201 daN</td> <td>149 daN</td> </tr> <tr> <td>Taux d'efficacité global (≥50 %) :</td> <td colspan="4">76 %</td> </tr> <tr> <td><b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :</td> <td colspan="4">24 %</td> </tr> <tr> <td colspan="5"><b>Émissions à l'échappement</b></td> </tr> <tr> <td colspan="5">Opacité des fumées(1.8 m-1) C1:0.81 m-1 C2:0.72 m-1</td> </tr> <tr> <td colspan="5"><b>Feux de croisement</b> (-2.5 % à -0.5 %) : -2.1 %      -2.2 %</td> </tr> </tbody> </table> |         |                            |  |  | AVANT |  | ARRIERE |  |  | G | D | G | D | Ripage (-8 à +8 m/km) : | +3.9 m/km |  |  |  | Dissymétrie suspension (≤ 30%) : | 2 % |  | 0 % |  | Forces verticales : | 790 daN |  | 505 daN |  | <b>Frein de service</b> |  |  |  |  | Forces de freinage : | 338 daN | 300 daN | 201 daN | 149 daN | Déséquilibre (<20%) : | 12 % |  | 26 % |  | Forces de freinage (efficacité) : | 338 daN | 300 daN | 201 daN | 149 daN | Taux d'efficacité global (≥50 %) : | 76 % |  |  |  | <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) : | 24 % |  |  |  | <b>Émissions à l'échappement</b> |  |  |  |  | Opacité des fumées(1.8 m-1) C1:0.81 m-1 C2:0.72 m-1 |  |  |  |  | <b>Feux de croisement</b> (-2.5 % à -0.5 %) : -2.1 %      -2.2 % |  |  |  |  |
|   | AVANT                        |  | ARRIERE |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
|   | G                            | D  | G       | D                          |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
| Ripage (-8 à +8 m/km) :   | +3.9 m/km                    |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
| Dissymétrie suspension (≤ 30%) :  | 2 %                          |  | 0 %     |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
| Forces verticales :   | 790 daN                      |  | 505 daN |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
| <b>Frein de service</b>   |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
| Forces de freinage :  | 338 daN                      | 300 daN  | 201 daN | 149 daN                    |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
| Déséquilibre (<20%) :   | 12 %                         |  | 26 %    |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
| Forces de freinage (efficacité) :   | 338 daN                      | 300 daN  | 201 daN | 149 daN                    |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
| Taux d'efficacité global (≥50 %) :  | 76 %                         |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
| <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :   | 24 %                         |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
| <b>Émissions à l'échappement</b>  |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
| Opacité des fumées(1.8 m-1) C1:0.81 m-1 C2:0.72 m-1   |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
| <b>Feux de croisement</b> (-2.5 % à -0.5 %) : -2.1 %      -2.2 %                                      |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |