

N° D'IMPRIMÉ C64725302

**EXEMPLAIRE REMIS A L'USAGER**

| NATURE DU CONTRÔLE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | (3) DATE DU CONTRÔLE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | N° DU PROCÈS-VERBAL                                     |          |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |      |  |     |  |                     |          |  |          |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                                                     |  |  |  |  |                                        |        |        |  |  |
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| Contrôle technique périodique                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 15/11/2024                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 24073799                                                |          |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |      |  |     |  |                     |          |  |          |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                                                     |  |  |  |  |                                        |        |        |  |  |
| (7) RÉSULTAT DU CONTRÔLE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                         |          |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |      |  |     |  |                     |          |  |          |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                                                     |  |  |  |  |                                        |        |        |  |  |
| Favorable                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <b>Défaillances mineures :</b><br>2.1.1.e.1. ÉTAT DU BOÎTIER OU DE LA CRÉMAILLÈRE DE DIRECTION : Manque d'étanchéité<br>4.1.1.b.1. ÉTAT ET FONCTIONNEMENT (PHARES) : Système de projection légèrement défectueux AVG, AVD<br>4.3.1.b.1. ÉTAT ET FONCTIONNEMENT (FEUX STOP) : Glace légèrement défectueuse (pas d'influence sur la lumière émise) AR<br>4.7.1.b.1. ÉTAT ET FONCTIONNEMENT (DISPOSITIF D'ÉCLAIRAGE DE LA PLAQUE D'IMMATRICULATION ARRIÈRE) : Source lumineuse partiellement défectueuse<br>5.3.2.d.1. AMORTISSEURS : Ecart significatif entre la droite et la gauche AV<br>6.1.8.a.1. SUPPORT DE MOTEUR : Anomalie de fixation<br>6.2.1.a.1. ÉTAT DE LA CABINE ET DE LA CARROSSERIE : Panneau ou élément endommagé ARD, ARG<br>6.2.3.c.1. PORTES ET POIGNÉES DE PORTE : Portière, charnières, serrures ou gâches détériorées D<br>6.2.5.a.1. SIÈGE CONDUCTEUR : Siège défectueux<br>6.2.13.b.1. AUTRES OUVRANTS : Détérioration AR<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 : P0380 |                                                         |          |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |      |  |     |  |                     |          |  |          |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                                                     |  |  |  |  |                                        |        |        |  |  |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 : 29/11/2018 : 179178 km / 20/12/2019 : 183914 km / 30/09/2022 : 196721 km / 08/11/2022 : 197926 km                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                         |          |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |      |  |     |  |                     |          |  |          |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                                                     |  |  |  |  |                                        |        |        |  |  |
| 14/11/2026                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                         |          |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |      |  |     |  |                     |          |  |          |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                                                     |  |  |  |  |                                        |        |        |  |  |
| NATURE DU PROCHAIN CONTRÔLE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                         |          |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |      |  |     |  |                     |          |  |          |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                                                     |  |  |  |  |                                        |        |        |  |  |
| Contrôle technique complémentaire au plus tard le :<br>14/11/2025                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                         |          |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |      |  |     |  |                     |          |  |          |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                                                     |  |  |  |  |                                        |        |        |  |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                         |          |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |      |  |     |  |                     |          |  |          |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                                                     |  |  |  |  |                                        |        |        |  |  |
| N° D'AGRÈMENT : S082C099                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                         |          |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |      |  |     |  |                     |          |  |          |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                                                     |  |  |  |  |                                        |        |        |  |  |
| (9) RAISON SOCIALE : SAS CASTEL CONTROLE AUTO                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                         |          |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |      |  |     |  |                     |          |  |          |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                                                     |  |  |  |  |                                        |        |        |  |  |
| (3) COORDONNÉES : Z.I. DU BARRAUQUET<br>IMP ROBERT BREVI<br>82100 CASTELSARRASIN<br>Tél : 05.63.32.51.48                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                         |          |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |      |  |     |  |                     |          |  |          |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                                                     |  |  |  |  |                                        |        |        |  |  |
| (9) IDENTIFICATION DU CONTRÔLEUR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                         |          |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |      |  |     |  |                     |          |  |          |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                                                     |  |  |  |  |                                        |        |        |  |  |
| N° D'AGRÈMENT : 082S1055                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                         |          |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |      |  |     |  |                     |          |  |          |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                                                     |  |  |  |  |                                        |        |        |  |  |
| SIGNATURE :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                         |          |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |      |  |     |  |                     |          |  |          |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                                                     |  |  |  |  |                                        |        |        |  |  |
| IDENTIFICATION DU VÉHICULE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                         |          |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |      |  |     |  |                     |          |  |          |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                                                     |  |  |  |  |                                        |        |        |  |  |
| (2) Immatriculation et pays AC-932-RZ (F)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Date d'immatriculation 04/09/2009                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Date de 1 <sup>ère</sup> mise en circulation 04/09/2009 |          |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |      |  |     |  |                     |          |  |          |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                                                     |  |  |  |  |                                        |        |        |  |  |
| Marque RENAULT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Désignation commerciale MASTER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                         |          |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |      |  |     |  |                     |          |  |          |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                                                     |  |  |  |  |                                        |        |        |  |  |
| (1) N° dans la série du type (VIN) VF1FDC2E641690605                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | (5) Catégorie internationale N1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Genre CTTE                                              |          |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |      |  |     |  |                     |          |  |          |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                                                     |  |  |  |  |                                        |        |        |  |  |
| Type/CNIT FDC2E6                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Énergie GO                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                         |          |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |      |  |     |  |                     |          |  |          |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                                                     |  |  |  |  |                                        |        |        |  |  |
| Document(s) présenté(s)<br>Certificat d'immatriculation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                         |          |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |      |  |     |  |                     |          |  |          |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                                                     |  |  |  |  |                                        |        |        |  |  |
| (4) KILOMÉTRAGE RELEVÉ                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                         |          |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |      |  |     |  |                     |          |  |          |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                                                     |  |  |  |  |                                        |        |        |  |  |
| 206922                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                         |          |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |      |  |     |  |                     |          |  |          |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                                                     |  |  |  |  |                                        |        |        |  |  |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                         |          |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |      |  |     |  |                     |          |  |          |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                                                     |  |  |  |  |                                        |        |        |  |  |
| PROCÈS-VERBAL N° :<br><br>N° D'AGRÈMENT DU CENTRE :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                         |          |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |      |  |     |  |                     |          |  |          |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                                                     |  |  |  |  |                                        |        |        |  |  |
| DATE :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                         |          |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |      |  |     |  |                     |          |  |          |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                                                     |  |  |  |  |                                        |        |        |  |  |
| <table><thead><tr><th></th><th colspan="2">AVANT</th><th colspan="2">ARRIÈRE</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">+7.9 m/km</td><td colspan="2"></td></tr><tr><td>Dissymétrie suspension (<math>\leq 30\%</math>) :</td><td colspan="2">42 %</td><td colspan="2">2 %</td></tr><tr><td>Forces verticales :</td><td colspan="2">1284 daN</td><td colspan="2">1075 daN</td></tr><tr><td>Frein de service</td><td colspan="4"></td></tr><tr><td>Forces de freinage :</td><td>427 daN</td><td>450 daN</td><td>374 daN</td><td>371 daN</td></tr><tr><td>Déséquilibre (&lt;20%) :</td><td colspan="2">6 %</td><td colspan="2">1 %</td></tr><tr><td>Forces de freinage (efficacité) :</td><td>427 daN</td><td>450 daN</td><td>374 daN</td><td>371 daN</td></tr><tr><td>Taux d'efficacité global (<math>\geq 50\%</math>) :</td><td colspan="4">68 %</td></tr><tr><td>Frein de stationnement Taux d'efficacité (<math>\geq 18\%</math>) :</td><td colspan="4">31 %</td></tr><tr><td colspan="5">Émissions à l'échappement</td></tr><tr><td colspan="5">Opacité des fumées(1.5 m-1) C1:0.15 m-1 C2:0.14 m-1</td></tr><tr><td>Feux de croisement (-2.5 % à -0.5 %) :</td><td>-1.3 %</td><td colspan="3">-1.3 %</td></tr></tbody></table> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                         |          |         |  | AVANT |  | ARRIÈRE |  |  | G | D | G | D | Ripage (-8 à +8 m/km) : | +7.9 m/km |  |  |  | Dissymétrie suspension ( $\leq 30\%$ ) : | 42 % |  | 2 % |  | Forces verticales : | 1284 daN |  | 1075 daN |  | Frein de service |  |  |  |  | Forces de freinage : | 427 daN | 450 daN | 374 daN | 371 daN | Déséquilibre (<20%) : | 6 % |  | 1 % |  | Forces de freinage (efficacité) : | 427 daN | 450 daN | 374 daN | 371 daN | Taux d'efficacité global ( $\geq 50\%$ ) : | 68 % |  |  |  | Frein de stationnement Taux d'efficacité ( $\geq 18\%$ ) : | 31 % |  |  |  | Émissions à l'échappement |  |  |  |  | Opacité des fumées(1.5 m-1) C1:0.15 m-1 C2:0.14 m-1 |  |  |  |  | Feux de croisement (-2.5 % à -0.5 %) : | -1.3 % | -1.3 % |  |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | AVANT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                         | ARRIÈRE  |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |      |  |     |  |                     |          |  |          |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                                                     |  |  |  |  |                                        |        |        |  |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | G                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | D                                                       | G        | D       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |      |  |     |  |                     |          |  |          |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                                                     |  |  |  |  |                                        |        |        |  |  |
| Ripage (-8 à +8 m/km) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | +7.9 m/km                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                         |          |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |      |  |     |  |                     |          |  |          |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                                                     |  |  |  |  |                                        |        |        |  |  |
| Dissymétrie suspension ( $\leq 30\%$ ) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 42 %                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                         | 2 %      |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |      |  |     |  |                     |          |  |          |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                                                     |  |  |  |  |                                        |        |        |  |  |
| Forces verticales :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 1284 daN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                         | 1075 daN |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |      |  |     |  |                     |          |  |          |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                                                     |  |  |  |  |                                        |        |        |  |  |
| Frein de service                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                         |          |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |      |  |     |  |                     |          |  |          |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                                                     |  |  |  |  |                                        |        |        |  |  |
| Forces de freinage :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 427 daN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 450 daN                                                 | 374 daN  | 371 daN |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |      |  |     |  |                     |          |  |          |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                                                     |  |  |  |  |                                        |        |        |  |  |
| Déséquilibre (<20%) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 6 %                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                         | 1 %      |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |      |  |     |  |                     |          |  |          |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                                                     |  |  |  |  |                                        |        |        |  |  |
| Forces de freinage (efficacité) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 427 daN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 450 daN                                                 | 374 daN  | 371 daN |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |      |  |     |  |                     |          |  |          |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                                                     |  |  |  |  |                                        |        |        |  |  |
| Taux d'efficacité global ( $\geq 50\%$ ) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 68 %                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                         |          |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |      |  |     |  |                     |          |  |          |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                                                     |  |  |  |  |                                        |        |        |  |  |
| Frein de stationnement Taux d'efficacité ( $\geq 18\%$ ) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 31 %                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                         |          |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |      |  |     |  |                     |          |  |          |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                                                     |  |  |  |  |                                        |        |        |  |  |
| Émissions à l'échappement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                         |          |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |      |  |     |  |                     |          |  |          |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                                                     |  |  |  |  |                                        |        |        |  |  |
| Opacité des fumées(1.5 m-1) C1:0.15 m-1 C2:0.14 m-1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                         |          |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |      |  |     |  |                     |          |  |          |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                                                     |  |  |  |  |                                        |        |        |  |  |
| Feux de croisement (-2.5 % à -0.5 %) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | -1.3 %                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | -1.3 %                                                  |          |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |      |  |     |  |                     |          |  |          |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                                                     |  |  |  |  |                                        |        |        |  |  |