

**PROCÈS-VERBAL**  
**DE CONTRÔLE TECHNIQUE**

N° d'imprimé : **ZA13629082**

| NATURE DU CONTRÔLE  | (3) DATE DU CONTRÔLE         | N° DU PROCÈS-VERBAL                          |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
|---|------------------------------|--|--------|--------|---------|--|---|---|---|---|----------------------|----------|--|--|--|-------------------------------|----|--|----|--|-------------------|--------|--|--------|--|-------------------------|--|--|--|--|--------------------|--------|--------|--------|--------|----------------------|----|----|--|--|---------------------------------|--------|--------|--------|--------|----------------------------------|--|--|-----|--|--|-------------------------------|--|--|--|--|---------------------------|--|--|--|--|---|--|--|--|--|---|-------|-------|--|--|--|-------|-------|--|--|
| Contrôle technique périodique   | 23/01/2026                   | 26000609                                     |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| (7) RÉSULTAT DU CONTRÔLE  |                              |  |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| Défavorable pour défaillances majeures  |                              |  |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| (8) LIMITÉ DE VALIDITÉ DU CONTRÔLE RÉALISÉ  |                              |  |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| 22/03/2026  |                              |  |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| NATURE DU PROCHAIN CONTRÔLE   |                              |  |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| Contre-visite   |                              |  |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE  |                              |  |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| N° D'AGRÉMENT : S031Z123  |                              |  |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| (9) RAISON SOCIALE : AUTO CONTROLE 31   |                              |  |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| (3) COORDONNÉES : ZAC GAROSSOS<br>31700 BEAUZELLE   |                              |  |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| Tel : 05.61.42.27.81  |                              |  |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| (9) IDENTIFICATION DU CONTRÔLEUR  |                              |  |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| N° D'AGRÉMENT : 031Z1541  |                              |  |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| SIGNATURE :   |                              |  |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| IDENTIFICATION DU VÉHICULE  |                              |  |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| (2) Immatriculation et pays Date d'immatriculation  |                              | Date de 1 <sup>ère</sup> mise en circulation |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| FZ-062-ES (F)   | 16/07/2025                   | 11/05/2021                                   |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| Marque  | Désignation commerciale      |  |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| PEUGEOT   | 2008                         |  |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| (1) N° dans la série du type (VIN)  | (5) Catégorie internationale | Genre  |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| VR3USHNSSMJ713155   | M1                           | VP   |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| Type/CNIT   | Énergie                      |  |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| M10PGTVP125S627   | ES                           |  |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| Document(s) présenté(s)   |                              |  |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| Photocopie du certificat d'immatriculation visée par un commissaire-priseur ou un huissier de justice   |                              |  |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| (4) KILOMÉTRAGE RELEVÉ  |                              |  |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| 55862   |                              |  |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE  |                              |  |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| PROCÈS-VERBAL N° :  | DATE :                       |  |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| N° D'AGRÉMENT DU CENTRE :   |                              |  |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ  |                              |  |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| <p><b>DEFAIILLANCES MAJEURES :</b></p> <p>4.1.2.a.2. ORIENTATION (FEUX DE CROISEMENT) : L'orientation d'un feu de croisement n'est pas dans les limites prescrites par les exigences (D, G)</p> <p>7.1.2.b.2. ÉTAT DES CEINTURES DE SÉCURITÉ ET DE LEURS BOUCLES : Ceinture de sécurité endommagée : coupure ou signes de distension (AVG)</p> <p><b>DEFAIILLANCES MINEURES :</b></p> <p>4.5.2.a.1. RÉGLAGE (FEUX DE BROUILLARD AVANT) : Mauvaise orientation horizontale d'un feu de brouillard avant (G, D)</p> <p>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 :<br/>30/06/2025 : 48691km</p>   |                              |  |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES  |                              |  |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">AVANT</th> <th style="text-align: center;">ARRIERE</th> </tr> <tr> <th></th> <th style="text-align: center;">G</th> <th style="text-align: center;">D</th> <th style="text-align: center;">G</th> <th style="text-align: center;">D</th> </tr> </thead> <tbody> <tr> <td>Ripage (-8 à +8m/km)</td> <td colspan="2" style="text-align: center;">-0.6m/km</td> <td colspan="2"></td> </tr> <tr> <td>Dissymétrie suspension (=30%)</td> <td colspan="2" style="text-align: center;">2%</td> <td colspan="2" style="text-align: center;">3%</td> </tr> <tr> <td>Forces verticales</td> <td colspan="2" style="text-align: center;">776daN</td> <td colspan="2" style="text-align: center;">479daN</td> </tr> <tr> <td><b>Frein de service</b></td> <td colspan="2"></td> <td colspan="2"></td> </tr> <tr> <td>Force de freinage:</td> <td style="text-align: center;">247daN</td> <td style="text-align: center;">248daN</td> <td style="text-align: center;">166daN</td> <td style="text-align: center;">167daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%):</td> <td style="text-align: center;">1%</td> <td style="text-align: center;">1%</td> <td colspan="2"></td> </tr> <tr> <td>Force de freinage (efficacité):</td> <td style="text-align: center;">247daN</td> <td style="text-align: center;">248daN</td> <td style="text-align: center;">166daN</td> <td style="text-align: center;">167daN</td> </tr> <tr> <td>Taux d'efficacité global (=58%):</td> <td colspan="2"></td> <td style="text-align: center;">65%</td> <td colspan="2"></td> </tr> <tr> <td><b>Frein de stationnement</b></td> <td colspan="2"></td> <td colspan="2"></td> </tr> <tr> <td>Emissions à l'échappement</td> <td colspan="4"></td> </tr> <tr> <td>CO ralenti (=0.3): 0.13 - CO ralenti accéléré (=0.2): 0 - Lambda (0.97 à 1.03): 1.018</td> <td colspan="4"></td> </tr> <tr> <td><b>Feux de croisement (-2.5% à -0.5%)</b></td> <td style="text-align: center;">-4.0%</td> <td style="text-align: center;">-3.2%</td> <td colspan="2"></td> </tr> <tr> <td><b>Feux de brouillard AV (-3.5% à -1.0%)</b></td> <td style="text-align: center;">-4.0%</td> <td style="text-align: center;">-4.0%</td> <td colspan="2"></td> </tr> </tbody> </table> |                              |  |        | AVANT  | ARRIERE |  | G | D | G | D | Ripage (-8 à +8m/km) | -0.6m/km |  |  |  | Dissymétrie suspension (=30%) | 2% |  | 3% |  | Forces verticales | 776daN |  | 479daN |  | <b>Frein de service</b> |  |  |  |  | Force de freinage: | 247daN | 248daN | 166daN | 167daN | Déséquilibre (<20%): | 1% | 1% |  |  | Force de freinage (efficacité): | 247daN | 248daN | 166daN | 167daN | Taux d'efficacité global (=58%): |  |  | 65% |  |  | <b>Frein de stationnement</b> |  |  |  |  | Emissions à l'échappement |  |  |  |  | CO ralenti (=0.3): 0.13 - CO ralenti accéléré (=0.2): 0 - Lambda (0.97 à 1.03): 1.018 |  |  |  |  | <b>Feux de croisement (-2.5% à -0.5%)</b> | -4.0% | -3.2% |  |  | <b>Feux de brouillard AV (-3.5% à -1.0%)</b> | -4.0% | -4.0% |  |  |
|   | AVANT                        | ARRIERE                                      |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
|   | G                            | D  | G      | D      |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| Ripage (-8 à +8m/km)  | -0.6m/km                     |  |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| Dissymétrie suspension (=30%)   | 2%                           |  | 3%     |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| Forces verticales   | 776daN                       |  | 479daN |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| <b>Frein de service</b>   |                              |  |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| Force de freinage:  | 247daN                       | 248daN                                       | 166daN | 167daN |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| Déséquilibre (<20%):  | 1%                           | 1%   |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| Force de freinage (efficacité):   | 247daN                       | 248daN                                       | 166daN | 167daN |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| Taux d'efficacité global (=58%):  |                              |  | 65%    |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| <b>Frein de stationnement</b>   |                              |  |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| Emissions à l'échappement   |                              |  |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| CO ralenti (=0.3): 0.13 - CO ralenti accéléré (=0.2): 0 - Lambda (0.97 à 1.03): 1.018   |                              |  |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| <b>Feux de croisement (-2.5% à -0.5%)</b>   | -4.0%                        | -3.2%  |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| <b>Feux de brouillard AV (-3.5% à -1.0%)</b>  | -4.0%                        | -4.0%  |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| (9) IDENTIFICATION DU CONTRÔLEUR  |                              |  |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| N° D'AGRÉMENT : S031Z123  |                              |  |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| N° de série : VR3USHNSSMJ713155   |                              |  |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |
| N° d'imprimé : ZA13629082   |                              |  |        |        |         |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                         |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |  |  |     |  |  |                               |  |  |  |  |                           |  |  |  |  |   |  |  |  |  |   |       |       |  |  |  |       |       |  |  |

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