

PROCÈS-VERBAL  
DE CONTRÔLE TECHNIQUE

N° d'imprimé : ZA13628976

| NATURE DU CONTRÔLE   |                               | (3) DATE DU CONTRÔLE  |         | N° DU PROCÈS-VERBAL                          |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
|--|-------------------------------|---|---------|--|--|--|-------|--|---------|--|--|---|---|---|---|----------------------|----------|--|--|--|-------------------------------|----|--|----|--|-------------------|--------|--|--------|--|------------------|--|--|--|--|--------------------|--------|--------|--------|--------|----------------------|----|--|----|--|---------------------------------|--------|--------|--------|--------|----------------------------------|-----|--|--|--|------------------------|-------------------------------|--|--|--|---------------------------|--|--|--|--|--|--|--|--|--|------------------------------------|-------|-------|--|--|---------------------------------------|-------|-------|--|--|
| Contrôle technique périodique  |                               | 21/01/2026  |         | 26000504                                     |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| (7) RÉSULTAT DU CONTRÔLE   |                               | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ  |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Défavorable pour défaillances majeures   |                               | <b>DÉFAILLANCES MAJEURES :</b><br><br>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 (G, D)<br>5.3.4.b.2. ROTULES DE SUSPENSION : Capuchon antipoussière manquant ou fêlé (AVD, AVG)<br><br><b>DÉFAILLANCES MINEURES :</b><br><br>1.1.14.a.1. TAMBOURS DE FREINS, DISQUES DE FREINS : Disque ou tambour légèrement usé (AVG, AVD)<br>4.1.1.b.1. ÉTAT ET FONCTIONNEMENT (PHARES) : Système de projection légèrement défectueux (AVG, AVD)<br>4.5.2.a.1. RÉGLAGE (FEUX DE BROUILLARD AVANT) : Mauvaise orientation horizontale d'un feu de brouillard avant (D, G)<br>5.2.3.e.1. PNEUMATIQUES : Usure anormale ou présence d'un corps étranger (AVG, AVD)<br>8.2.22.c.1. OPACITÉ : Le relevé du système OBD indique une anomalie du dispositif antipollution, sans dysfonctionnement important<br>Code(s) défaillance(s) standard(s) relevé(s) concernant le dispositif antipollution : P0380<br><br>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 :<br>05/05/2020 : 112932km / 25/05/2020 : 113106km / 05/07/2021 : 122697km / 21/07/2023 : 173597km /<br>23/06/2025 : 224738km  |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ   |                               |   |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| 20/03/2026   |                               |   |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| NATURE DU PROCHAIN CONTRÔLE  |                               |   |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Contre-visite  |                               |   |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE   |                               |   |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| N° D'AGRÈMENT : S031Z123   |                               |   |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| (9) RAISON SOCIALE : AUTO CONTROLE 31  |                               |   |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| (3) COORDONNÉES : ZAC GAROSSOS<br>31700 BEAUZELLE<br>Tel : 05.61.42.27.81  |                               |   |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| (9) IDENTIFICATION DU CONTRÔLEUR   |                               |   |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| N° D'AGRÈMENT : 031F1384   |                               |   |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| SIGNATURE :  |                               |   |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| IDENTIFICATION DU VÉHICULE   |                               |   |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| (2) Immatriculation et pays  |                               | Date d'immatriculation  |         | Date de 1 <sup>ère</sup> mise en circulation |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| EC-829-GP (F)  |                               | 09/07/2021  |         | 19/05/2016                                   |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Marque   |                               | Désignation commerciale   |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| NISSAN   |                               | QASHQAI   |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| (1) N° dans la série du type (VIN)   |                               | (5) Catégorie internationale  |         | Genre  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| SJNFAAJ11U1619746  |                               | M1  |         | VP   |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Type/CNIT  |                               | Énergie   |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| M10NSSVP026D048  |                               | GO  |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Document(s) présenté(s)  |                               |   |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Photocopie du certificat d'immatriculation visée par un commissaire-priseur ou un huissier de justice                    |                               |   |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| (4) KILOMÉTRAGE RELEVÉ   |                               | MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES  |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| 239804   |                               |   |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE   |                               |   |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| PROCÈS-VERBAL N° :<br>N° D'AGRÈMENT DU CENTRE :  |                               | DATE :  |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| EC-829-GP<br>CT : 20/03/2026<br>N° d'agrément : S031Z123<br>N° de série : SJNFAAJ11U1619746<br>N° d'imprimé : ZA13628976 |                               | <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 +8m/km)</td><td colspan="4">-2.0m/km</td></tr><tr><td>Dissymétrie suspension (=30%)</td><td colspan="2">2%</td><td colspan="2">1%</td></tr><tr><td>Forces verticales</td><td colspan="2">872daN</td><td colspan="2">534daN</td></tr><tr><td>Frein de service</td><td colspan="4"></td></tr><tr><td>Force de freinage:</td><td>346daN</td><td>356daN</td><td>202daN</td><td>212daN</td></tr><tr><td>Déséquilibre (&lt;20%):</td><td colspan="2">3%</td><td colspan="2">5%</td></tr><tr><td>Force de freinage (efficacité):</td><td>346daN</td><td>356daN</td><td>202daN</td><td>212daN</td></tr><tr><td>Taux d'efficacité global (=58%):</td><td colspan="4">79%</td></tr><tr><td>Frein de stationnement</td><td colspan="4">Taux d'efficacité (=18%): 19%</td></tr><tr><td>Emissions à l'échappement</td><td colspan="4"></td></tr><tr><td>Opacité des fumées (0.51m-1) C1: &lt;0.10 - C2: &lt;0.10</td><td colspan="4"></td></tr><tr><td>Feux de croisement (-2.5% à -0.5%)</td><td>-3.2%</td><td>-3.3%</td><td colspan="2"></td></tr><tr><td>Feux de brouillard AV (-3.5% à -1.0%)</td><td>-4.0%</td><td>-4.0%</td><td colspan="2"></td></tr></tbody></table> |         |  |  |  | AVANT |  | ARRIÈRE |  |  | G | D | G | D | Ripage (-8 à +8m/km) | -2.0m/km |  |  |  | Dissymétrie suspension (=30%) | 2% |  | 1% |  | Forces verticales | 872daN |  | 534daN |  | Frein de service |  |  |  |  | Force de freinage: | 346daN | 356daN | 202daN | 212daN | Déséquilibre (<20%): | 3% |  | 5% |  | Force de freinage (efficacité): | 346daN | 356daN | 202daN | 212daN | Taux d'efficacité global (=58%): | 79% |  |  |  | Frein de stationnement | Taux d'efficacité (=18%): 19% |  |  |  | Emissions à l'échappement |  |  |  |  | Opacité des fumées (0.51m-1) C1: <0.10 - C2: <0.10 |  |  |  |  | Feux de croisement (-2.5% à -0.5%) | -3.2% | -3.3% |  |  | Feux de brouillard AV (-3.5% à -1.0%) | -4.0% | -4.0% |  |  |
|  | AVANT                         |   | ARRIÈRE |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
|  | G                             | D   | G       | D  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Ripage (-8 à +8m/km)   | -2.0m/km                      |   |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Dissymétrie suspension (=30%)  | 2%                            |   | 1%      |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Forces verticales  | 872daN                        |   | 534daN  |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Frein de service   |                               |   |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Force de freinage:   | 346daN                        | 356daN  | 202daN  | 212daN                                       |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Déséquilibre (<20%):   | 3%                            |   | 5%      |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Force de freinage (efficacité):  | 346daN                        | 356daN  | 202daN  | 212daN                                       |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Taux d'efficacité global (=58%):   | 79%                           |   |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Frein de stationnement   | Taux d'efficacité (=18%): 19% |   |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Emissions à l'échappement  |                               |   |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Opacité des fumées (0.51m-1) C1: <0.10 - C2: <0.10   |                               |   |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Feux de croisement (-2.5% à -0.5%)   | -3.2%                         | -3.3%   |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Feux de brouillard AV (-3.5% à -1.0%)  | -4.0%                         | -4.0%   |         |  |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |    |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |