

**N° D'IMPRIMÉ** C65265454

EXEMPLAIRE REMIS A L'USAGER

| NATURE DU CONTRÔLE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | (3) DATE DU CONTRÔLE                                                                                                                                                                                                                                                | N° DU PROCÈS-VERBAL                                        |         |         |         |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                              |             |             |  |  |  |  |                                        |        |  |  |        |  |  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|---------|---------|---------|---------|---|-------|---|---|---------|---|-------------------------|--|-----------|--|--|--|--|------------------------------------------|--|-----|--|--|-----|--|---------------------|--|---------|--|--|---------|--|------------------|--|--|--|--|--|--|----------------------|---------|--|---------|---------|--|---------|-----------------------|--|-----|--|--|-----|--|-----------------------------------|---------|--|---------|---------|--|---------|--------------------------------------------|------|--|--|--|--|--|------------------------------------------------------------|------|--|--|--|--|--|---------------------------|--|--|--|--|--|--|------------------------------|-------------|-------------|--|--|--|--|----------------------------------------|--------|--|--|--------|--|--|
| Contrôle technique périodique                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 29/10/2025                                                                                                                                                                                                                                                          | 25057775                                                   |         |         |         |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                              |             |             |  |  |  |  |                                        |        |  |  |        |  |  |
| (7) RÉSULTAT DU CONTRÔLE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ                                                                                                                                                                                                                              |                                                            |         |         |         |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                              |             |             |  |  |  |  |                                        |        |  |  |        |  |  |
| Défavorable pour défaillances majeures                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <b>Défaillances majeures :</b><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 AVD                                                                                    |                                                            |         |         |         |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                              |             |             |  |  |  |  |                                        |        |  |  |        |  |  |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <b>Défaillances mineures :</b><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 : P2448 P0102 |                                                            |         |         |         |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                              |             |             |  |  |  |  |                                        |        |  |  |        |  |  |
| 28/12/2025                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 : 13/10/2023 : 131371 km                                                                                                                                                        |                                                            |         |         |         |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                              |             |             |  |  |  |  |                                        |        |  |  |        |  |  |
| NATURE DU PROCHAIN CONTRÔLE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                     |                                                            |         |         |         |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                              |             |             |  |  |  |  |                                        |        |  |  |        |  |  |
| Contre-visite                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                     |                                                            |         |         |         |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                              |             |             |  |  |  |  |                                        |        |  |  |        |  |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                     |                                                            |         |         |         |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                              |             |             |  |  |  |  |                                        |        |  |  |        |  |  |
| N° D'AGRÈMENT : S033C324                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                     |                                                            |         |         |         |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                              |             |             |  |  |  |  |                                        |        |  |  |        |  |  |
| (9) RAISON SOCIALE : SARL AUTO BILAN BANLIEUE SUD                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                     |                                                            |         |         |         |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                              |             |             |  |  |  |  |                                        |        |  |  |        |  |  |
| (3) COORDONNÉES : 1 CHEMIN DE LA GRANGE<br>33650 MARTILLAC<br>Tél : 0556726262                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                     |                                                            |         |         |         |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                              |             |             |  |  |  |  |                                        |        |  |  |        |  |  |
| (9) IDENTIFICATION DU CONTRÔLEUR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                     |                                                            |         |         |         |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                              |             |             |  |  |  |  |                                        |        |  |  |        |  |  |
| N° D'AGRÈMENT : 033F1011                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                     |                                                            |         |         |         |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                              |             |             |  |  |  |  |                                        |        |  |  |        |  |  |
| SIGNATURE :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                     |                                                            |         |         |         |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                              |             |             |  |  |  |  |                                        |        |  |  |        |  |  |
| IDENTIFICATION DU VÉHICULE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                     |                                                            |         |         |         |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                              |             |             |  |  |  |  |                                        |        |  |  |        |  |  |
| (2) Immatriculation et pays<br>FL-468-FM (F)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Date d'immatriculation<br>30/10/2019                                                                                                                                                                                                                                | Date de 1 <sup>ère</sup> mise en circulation<br>30/10/2019 |         |         |         |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                              |             |             |  |  |  |  |                                        |        |  |  |        |  |  |
| Marque<br>PEUGEOT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Désignation commerciale<br>308                                                                                                                                                                                                                                      |                                                            |         |         |         |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                              |             |             |  |  |  |  |                                        |        |  |  |        |  |  |
| (1) N° dans la série du type (VIN)<br>VF3LBYHYPKS423040                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | (5) Catégorie internationale<br>M1                                                                                                                                                                                                                                  | Genre<br>VASP                                              |         |         |         |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                              |             |             |  |  |  |  |                                        |        |  |  |        |  |  |
| Type/CNIT<br>M10PGTVP080L349                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Énergie<br>GO                                                                                                                                                                                                                                                       |                                                            |         |         |         |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                              |             |             |  |  |  |  |                                        |        |  |  |        |  |  |
| Document(s) présenté(s)<br>Photocopie du certificat d'immatriculation visée par un commissaire-priseur ou un huissier de justice                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                     |                                                            |         |         |         |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                              |             |             |  |  |  |  |                                        |        |  |  |        |  |  |
| (4) KILOMÉTRAGE RELEVÉ                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES                                                                                                                                                                                                                |                                                            |         |         |         |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                              |             |             |  |  |  |  |                                        |        |  |  |        |  |  |
| 134644                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                     |                                                            |         |         |         |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                              |             |             |  |  |  |  |                                        |        |  |  |        |  |  |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                     |                                                            |         |         |         |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                              |             |             |  |  |  |  |                                        |        |  |  |        |  |  |
| PROCÈS-VERBAL N° :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | DATE :                                                                                                                                                                                                                                                              |                                                            |         |         |         |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                              |             |             |  |  |  |  |                                        |        |  |  |        |  |  |
| N° D'AGRÈMENT DU CENTRE :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                     |                                                            |         |         |         |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                              |             |             |  |  |  |  |                                        |        |  |  |        |  |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                     |                                                            |         |         |         |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                              |             |             |  |  |  |  |                                        |        |  |  |        |  |  |
| <table><thead><tr><th></th><th>G</th><th>AVANT</th><th>D</th><th>G</th><th>ARRIERE</th><th>D</th></tr></thead><tbody><tr><td>Ripage (-8 à +8 m/km) :</td><td></td><td>+0.3 m/km</td><td></td><td></td><td></td><td></td></tr><tr><td>Dissymétrie suspension (<math>\leq 30\%</math>) :</td><td></td><td>6 %</td><td></td><td></td><td>1 %</td><td></td></tr><tr><td>Forces verticales :</td><td></td><td>814 daN</td><td></td><td></td><td>498 daN</td><td></td></tr><tr><td>Frein de service</td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Forces de freinage :</td><td>251 daN</td><td></td><td>262 daN</td><td>152 daN</td><td></td><td>156 daN</td></tr><tr><td>Déséquilibre (&lt;20%) :</td><td></td><td>4 %</td><td></td><td></td><td>3 %</td><td></td></tr><tr><td>Forces de freinage (efficacité) :</td><td>251 daN</td><td></td><td>262 daN</td><td>152 daN</td><td></td><td>156 daN</td></tr><tr><td>Taux d'efficacité global (<math>\geq 58\%</math>) :</td><td colspan="6">62 %</td></tr><tr><td>Frein de stationnement Taux d'efficacité (<math>\geq 18\%</math>) :</td><td colspan="6">21 %</td></tr><tr><td>Émissions à l'échappement</td><td colspan="5"></td><td></td></tr><tr><td>Opacité des fumées(0.51 m-1)</td><td>C1:&lt;0.1 m-1</td><td>C2:&lt;0.1 m-1</td><td colspan="3"></td><td></td></tr><tr><td>Feux de croisement (-2.5 % à -0.5 %) :</td><td>-1.1 %</td><td></td><td></td><td>-3.3 %</td><td colspan="2"></td></tr></tbody></table> |                                                                                                                                                                                                                                                                     |                                                            |         |         |         |         | G | AVANT | D | G | ARRIERE | D | Ripage (-8 à +8 m/km) : |  | +0.3 m/km |  |  |  |  | Dissymétrie suspension ( $\leq 30\%$ ) : |  | 6 % |  |  | 1 % |  | Forces verticales : |  | 814 daN |  |  | 498 daN |  | Frein de service |  |  |  |  |  |  | Forces de freinage : | 251 daN |  | 262 daN | 152 daN |  | 156 daN | Déséquilibre (<20%) : |  | 4 % |  |  | 3 % |  | Forces de freinage (efficacité) : | 251 daN |  | 262 daN | 152 daN |  | 156 daN | Taux d'efficacité global ( $\geq 58\%$ ) : | 62 % |  |  |  |  |  | Frein de stationnement Taux d'efficacité ( $\geq 18\%$ ) : | 21 % |  |  |  |  |  | Émissions à l'échappement |  |  |  |  |  |  | Opacité des fumées(0.51 m-1) | C1:<0.1 m-1 | C2:<0.1 m-1 |  |  |  |  | Feux de croisement (-2.5 % à -0.5 %) : | -1.1 % |  |  | -3.3 % |  |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | G                                                                                                                                                                                                                                                                   | AVANT                                                      | D       | G       | ARRIERE | D       |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                              |             |             |  |  |  |  |                                        |        |  |  |        |  |  |
| Ripage (-8 à +8 m/km) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                     | +0.3 m/km                                                  |         |         |         |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                              |             |             |  |  |  |  |                                        |        |  |  |        |  |  |
| Dissymétrie suspension ( $\leq 30\%$ ) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                     | 6 %                                                        |         |         | 1 %     |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                              |             |             |  |  |  |  |                                        |        |  |  |        |  |  |
| Forces verticales :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                     | 814 daN                                                    |         |         | 498 daN |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                              |             |             |  |  |  |  |                                        |        |  |  |        |  |  |
| Frein de service                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                     |                                                            |         |         |         |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                              |             |             |  |  |  |  |                                        |        |  |  |        |  |  |
| Forces de freinage :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 251 daN                                                                                                                                                                                                                                                             |                                                            | 262 daN | 152 daN |         | 156 daN |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                              |             |             |  |  |  |  |                                        |        |  |  |        |  |  |
| Déséquilibre (<20%) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                     | 4 %                                                        |         |         | 3 %     |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                              |             |             |  |  |  |  |                                        |        |  |  |        |  |  |
| Forces de freinage (efficacité) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 251 daN                                                                                                                                                                                                                                                             |                                                            | 262 daN | 152 daN |         | 156 daN |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                              |             |             |  |  |  |  |                                        |        |  |  |        |  |  |
| Taux d'efficacité global ( $\geq 58\%$ ) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 62 %                                                                                                                                                                                                                                                                |                                                            |         |         |         |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                              |             |             |  |  |  |  |                                        |        |  |  |        |  |  |
| Frein de stationnement Taux d'efficacité ( $\geq 18\%$ ) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 21 %                                                                                                                                                                                                                                                                |                                                            |         |         |         |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                              |             |             |  |  |  |  |                                        |        |  |  |        |  |  |
| Émissions à l'échappement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                     |                                                            |         |         |         |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                              |             |             |  |  |  |  |                                        |        |  |  |        |  |  |
| Opacité des fumées(0.51 m-1)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | C1:<0.1 m-1                                                                                                                                                                                                                                                         | C2:<0.1 m-1                                                |         |         |         |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                              |             |             |  |  |  |  |                                        |        |  |  |        |  |  |
| Feux de croisement (-2.5 % à -0.5 %) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | -1.1 %                                                                                                                                                                                                                                                              |                                                            |         | -3.3 %  |         |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                              |             |             |  |  |  |  |                                        |        |  |  |        |  |  |