

**N° D'IMPRIMÉ** C72030888

**EXEMPLAIRE REMIS A L'USAGER**

| <b>NATURE DU CONTRÔLE</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <b>(3) DATE DU CONTRÔLE</b>                                                                                                                                                                                 | <b>N° DU PROCÈS-VERBAL</b>                     |         |                        |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                               |     |                                        |     |                        |       |                                      |        |        |  |  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|---------|------------------------|-------|--|-------|--|---------|--|--|---|---|---|---|-------------------------|-----------|--|--|--|------------------------------------------|-----|--|-----|--|---------------------|---------|--|---------|--|------------------|--|--|--|--|----------------------|---------|---------|---------|---------|-----------------------|------|--|------|--|-----------------------------------|---------|---------|---------|---------|--------------------------------------------|------|--|--|--|------------------------------------------------------------|------|--|--|--|---------------------------|--|--|--|--|-------------------------------|-----|----------------------------------------|-----|------------------------|-------|--------------------------------------|--------|--------|--|--|
| Contrôle technique périodique                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 09/10/2026                                                                                                                                                                                                  | 26065396                                       |         |                        |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                               |     |                                        |     |                        |       |                                      |        |        |  |  |
| <b>(7) RÉSULTAT DU CONTRÔLE</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <b>(6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ</b>                                                                                                                                                               |                                                |         |                        |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                               |     |                                        |     |                        |       |                                      |        |        |  |  |
| Favorable                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Défaillances mineures :<br>1.2.1.b.1. PERFORMANCES DU FREIN DE SERVICE : Déséquilibre AV<br><br>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 : 03/12/2025 : 96425 km |                                                |         |                        |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                               |     |                                        |     |                        |       |                                      |        |        |  |  |
| <b>(8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                             |                                                |         |                        |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                               |     |                                        |     |                        |       |                                      |        |        |  |  |
| 08/10/2028                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                             |                                                |         |                        |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                               |     |                                        |     |                        |       |                                      |        |        |  |  |
| <b>NATURE DU PROCHAIN CONTRÔLE</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                             |                                                |         |                        |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                               |     |                                        |     |                        |       |                                      |        |        |  |  |
| Contrôle technique périodique                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                             |                                                |         |                        |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                               |     |                                        |     |                        |       |                                      |        |        |  |  |
| <b>IDENTIFICATION DU CENTRE DE CONTRÔLE</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                             |                                                |         |                        |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                               |     |                                        |     |                        |       |                                      |        |        |  |  |
| N° D'AGRÈMENT : S033C324                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                             |                                                |         |                        |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                               |     |                                        |     |                        |       |                                      |        |        |  |  |
| (9) RAISON SOCIALE : SARL AUTO BILAN BANLIEUE SUD                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                             |                                                |         |                        |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                               |     |                                        |     |                        |       |                                      |        |        |  |  |
| (3) COORDONNÉES : 1 CHEMIN DE LA GRANGE<br>33650 MARTILLAC<br>Tél : 0556726262                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                             |                                                |         |                        |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                               |     |                                        |     |                        |       |                                      |        |        |  |  |
| <b>(9) IDENTIFICATION DU CONTRÔLEUR</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                             |                                                |         |                        |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                               |     |                                        |     |                        |       |                                      |        |        |  |  |
| N° D'AGRÈMENT : 033C1356                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                             |                                                |         |                        |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                               |     |                                        |     |                        |       |                                      |        |        |  |  |
| SIGNATURE :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                             |                                                |         |                        |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                               |     |                                        |     |                        |       |                                      |        |        |  |  |
| <b>IDENTIFICATION DU VÉHICULE</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                             |                                                |         |                        |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                               |     |                                        |     |                        |       |                                      |        |        |  |  |
| (2) Immatriculation et pays<br>GG-386-JC (F)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Date d'immatriculation<br>05/12/2025                                                                                                                                                                        | Date de 1ère mise en circulation<br>02/12/2021 |         |                        |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                               |     |                                        |     |                        |       |                                      |        |        |  |  |
| Marque<br>PEUGEOT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Désignation commerciale<br>3008                                                                                                                                                                             |                                                |         |                        |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                               |     |                                        |     |                        |       |                                      |        |        |  |  |
| (1) N° dans la série du type (VIN)<br>VF3MRHNSMMS221908                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | (5) Catégorie internationale<br>M1                                                                                                                                                                          | Genre<br>VP                                    |         |                        |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                               |     |                                        |     |                        |       |                                      |        |        |  |  |
| Type/CNIT<br>M10PGTVP129J904                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Énergie<br>ES                                                                                                                                                                                               |                                                |         |                        |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                               |     |                                        |     |                        |       |                                      |        |        |  |  |
| Document(s) présenté(s)<br>Photocopie du certificat d'immatriculation visée par un commissaire-priseur ou un huissier de justice                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                             |                                                |         |                        |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                               |     |                                        |     |                        |       |                                      |        |        |  |  |
| <b>(4) KILOMÉTRAGE RELEVÉ</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <b>MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES</b>                                                                                                                                                 |                                                |         |                        |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                               |     |                                        |     |                        |       |                                      |        |        |  |  |
| 99903                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                             |                                                |         |                        |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                               |     |                                        |     |                        |       |                                      |        |        |  |  |
| <b>INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                             |                                                |         |                        |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                               |     |                                        |     |                        |       |                                      |        |        |  |  |
| PROCÈS-VERBAL N° :                      DATE :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                             |                                                |         |                        |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                               |     |                                        |     |                        |       |                                      |        |        |  |  |
| N° D'AGRÈMENT DU CENTRE :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                             |                                                |         |                        |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                               |     |                                        |     |                        |       |                                      |        |        |  |  |
| <table border="1"> <thead> <tr> <th></th> <th colspan="2">AVANT</th> <th colspan="2">ARRIÈRE</th> </tr> <tr> <th></th> <th>G</th> <th>D</th> <th>G</th> <th>D</th> </tr> </thead> <tbody> <tr> <td>Ripage (-8 à +8 m/km) :</td> <td colspan="4">+0.0 m/km</td> </tr> <tr> <td>Dissymétrie suspension (<math>\leq 30\%</math>) :</td> <td colspan="2">4 %</td> <td colspan="2">7 %</td> </tr> <tr> <td>Forces verticales :</td> <td colspan="2">862 daN</td> <td colspan="2">566 daN</td> </tr> <tr> <td>Frein de service</td> <td colspan="4"></td> </tr> <tr> <td>Forces de freinage :</td> <td>246 daN</td> <td>312 daN</td> <td>185 daN</td> <td>167 daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%) :</td> <td colspan="2">22 %</td> <td colspan="2">10 %</td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>246 daN</td> <td>312 daN</td> <td>185 daN</td> <td>167 daN</td> </tr> <tr> <td>Taux d'efficacité global (<math>\geq 58\%</math>) :</td> <td colspan="4">63 %</td> </tr> <tr> <td>Frein de stationnement Taux d'efficacité (<math>\geq 18\%</math>) :</td> <td colspan="4">22 %</td> </tr> <tr> <td>Emissions à l'échappement</td> <td colspan="4"></td> </tr> <tr> <td>CO ralenti (<math>\leq 0.3\%</math>) :</td> <td>0 %</td> <td>CO ralenti accéléré (<math>\leq 0.2\%</math>) :</td> <td>0 %</td> <td>Lambda (0.97 à 1.03) :</td> <td>1.004</td> </tr> <tr> <td>Feux de croisement (-3 % à -0.5 %) :</td> <td>-1.7 %</td> <td colspan="3">-1.4 %</td> </tr> </tbody> </table> |                                                                                                                                                                                                             |                                                |         |                        |       |  | AVANT |  | ARRIÈRE |  |  | G | D | G | D | Ripage (-8 à +8 m/km) : | +0.0 m/km |  |  |  | Dissymétrie suspension ( $\leq 30\%$ ) : | 4 % |  | 7 % |  | Forces verticales : | 862 daN |  | 566 daN |  | Frein de service |  |  |  |  | Forces de freinage : | 246 daN | 312 daN | 185 daN | 167 daN | Déséquilibre (<20%) : | 22 % |  | 10 % |  | Forces de freinage (efficacité) : | 246 daN | 312 daN | 185 daN | 167 daN | Taux d'efficacité global ( $\geq 58\%$ ) : | 63 % |  |  |  | Frein de stationnement Taux d'efficacité ( $\geq 18\%$ ) : | 22 % |  |  |  | Emissions à l'échappement |  |  |  |  | CO ralenti ( $\leq 0.3\%$ ) : | 0 % | CO ralenti accéléré ( $\leq 0.2\%$ ) : | 0 % | Lambda (0.97 à 1.03) : | 1.004 | Feux de croisement (-3 % à -0.5 %) : | -1.7 % | -1.4 % |  |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | AVANT                                                                                                                                                                                                       |                                                | ARRIÈRE |                        |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                               |     |                                        |     |                        |       |                                      |        |        |  |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | G                                                                                                                                                                                                           | D                                              | G       | D                      |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                               |     |                                        |     |                        |       |                                      |        |        |  |  |
| Ripage (-8 à +8 m/km) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | +0.0 m/km                                                                                                                                                                                                   |                                                |         |                        |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                               |     |                                        |     |                        |       |                                      |        |        |  |  |
| Dissymétrie suspension ( $\leq 30\%$ ) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 4 %                                                                                                                                                                                                         |                                                | 7 %     |                        |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                               |     |                                        |     |                        |       |                                      |        |        |  |  |
| Forces verticales :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 862 daN                                                                                                                                                                                                     |                                                | 566 daN |                        |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                               |     |                                        |     |                        |       |                                      |        |        |  |  |
| Frein de service                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                             |                                                |         |                        |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                               |     |                                        |     |                        |       |                                      |        |        |  |  |
| Forces de freinage :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 246 daN                                                                                                                                                                                                     | 312 daN                                        | 185 daN | 167 daN                |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                               |     |                                        |     |                        |       |                                      |        |        |  |  |
| Déséquilibre (<20%) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 22 %                                                                                                                                                                                                        |                                                | 10 %    |                        |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                               |     |                                        |     |                        |       |                                      |        |        |  |  |
| Forces de freinage (efficacité) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 246 daN                                                                                                                                                                                                     | 312 daN                                        | 185 daN | 167 daN                |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                               |     |                                        |     |                        |       |                                      |        |        |  |  |
| Taux d'efficacité global ( $\geq 58\%$ ) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 63 %                                                                                                                                                                                                        |                                                |         |                        |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                               |     |                                        |     |                        |       |                                      |        |        |  |  |
| Frein de stationnement Taux d'efficacité ( $\geq 18\%$ ) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 22 %                                                                                                                                                                                                        |                                                |         |                        |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                               |     |                                        |     |                        |       |                                      |        |        |  |  |
| Emissions à l'échappement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                             |                                                |         |                        |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                               |     |                                        |     |                        |       |                                      |        |        |  |  |
| CO ralenti ( $\leq 0.3\%$ ) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 0 %                                                                                                                                                                                                         | CO ralenti accéléré ( $\leq 0.2\%$ ) :         | 0 %     | Lambda (0.97 à 1.03) : | 1.004 |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                               |     |                                        |     |                        |       |                                      |        |        |  |  |
| Feux de croisement (-3 % à -0.5 %) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | -1.7 %                                                                                                                                                                                                      | -1.4 %                                         |         |                        |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                          |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |      |  |      |  |                                   |         |         |         |         |                                            |      |  |  |  |                                                            |      |  |  |  |                           |  |  |  |  |                               |     |                                        |     |                        |       |                                      |        |        |  |  |