

## PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE

**AUTOSUR**

N° d'imprimé : S 641140037

[illegible]



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| NATURE DU CONTRÔLE                                                                                    |                              | (3) DATE DU CONTRÔLE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | N° DU PROCÈS-VERBAL |        |  |       |  |         |  |  |   |   |   |   |                        |  |          |  |  |                                |     |  |    |  |                     |        |  |        |  |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                     |     |  |  |  |                                    |       |       |  |  |
|-------------------------------------------------------------------------------------------------------|------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|--------|--|-------|--|---------|--|--|---|---|---|---|------------------------|--|----------|--|--|--------------------------------|-----|--|----|--|---------------------|--------|--|--------|--|--------------------|--|--|--|--|----------------------|--------|--------|--------|--------|----------------------|----|--|----|--|-----------------------------------|--------|--------|--------|--------|----------------------------|-----|--|--|--|-----------------------------------------------------|-----|--|--|--|------------------------------------|-------|-------|--|--|
| Contrôle technique périodique                                                                         |                              | 18/09/2026                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 26094917            |        |  |       |  |         |  |  |   |   |   |   |                        |  |          |  |  |                                |     |  |    |  |                     |        |  |        |  |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                     |     |  |  |  |                                    |       |       |  |  |
| (7) RÉSULTAT DU CONTRÔLE                                                                              |                              | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                     |        |  |       |  |         |  |  |   |   |   |   |                        |  |          |  |  |                                |     |  |    |  |                     |        |  |        |  |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                     |     |  |  |  |                                    |       |       |  |  |
| Défavorable pour défaillances critiques                                                               |                              | Suite du procès-verbal                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                     |        |  |       |  |         |  |  |   |   |   |   |                        |  |          |  |  |                                |     |  |    |  |                     |        |  |        |  |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                     |     |  |  |  |                                    |       |       |  |  |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ                                                            |                              | <b>Défaillance(s) majeure(s)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                     |        |  |       |  |         |  |  |   |   |   |   |                        |  |          |  |  |                                |     |  |    |  |                     |        |  |        |  |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                     |     |  |  |  |                                    |       |       |  |  |
| 18/09/2026                                                                                            |                              | 6.1.4.a.2. PARE-CHOC, PROTECTION LATÉRALE ET DISPOSITIFS ANTI-ENCASTREMENT ARRIÈRE : Mauvaise fixation ou endommagement susceptible de causer des blessures en cas de contact, AV,AR.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                     |        |  |       |  |         |  |  |   |   |   |   |                        |  |          |  |  |                                |     |  |    |  |                     |        |  |        |  |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                     |     |  |  |  |                                    |       |       |  |  |
| NATURE DU PROCHAIN CONTRÔLE                                                                           |                              | 6.1.5.b.2. SUPPORT DE ROUE DE SECOURS (LE CAS ECHEANT) : Support fêlé ou mal fixé                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                     |        |  |       |  |         |  |  |   |   |   |   |                        |  |          |  |  |                                |     |  |    |  |                     |        |  |        |  |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                     |     |  |  |  |                                    |       |       |  |  |
| Contre visite                                                                                         |                              | 6.2.1.a.2. ETAT DE LA CABINE ET DE LA CARROSSERIE : Panneau ou élément mal fixé ou endommagé susceptible de provoquer des blessures, AVG,ARG.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                     |        |  |       |  |         |  |  |   |   |   |   |                        |  |          |  |  |                                |     |  |    |  |                     |        |  |        |  |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                     |     |  |  |  |                                    |       |       |  |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE                                                                  |                              | 6.2.13.a.2. AUTRES OUVRANTS : Un ouvrant est susceptible de s'ouvrir inopinément ou ne reste pas fermé, AV.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                     |        |  |       |  |         |  |  |   |   |   |   |                        |  |          |  |  |                                |     |  |    |  |                     |        |  |        |  |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                     |     |  |  |  |                                    |       |       |  |  |
| N° D'AGRÈMENT : S013S227                                                                              |                              | 7.12.1.e.2. CONTRÔLE ELECTRONIQUE DE STABILITE : L'indicateur de dysfonctionnement fait état d'une défaillance du système                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                     |        |  |       |  |         |  |  |   |   |   |   |                        |  |          |  |  |                                |     |  |    |  |                     |        |  |        |  |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                     |     |  |  |  |                                    |       |       |  |  |
| (9) RAISON SOCIALE : MARIGNANE AUTO BILAN                                                             |                              | 8.2.22.c.2. OPACITE : Le relevé du système OBD indique un dysfonctionnement important                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                     |        |  |       |  |         |  |  |   |   |   |   |                        |  |          |  |  |                                |     |  |    |  |                     |        |  |        |  |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                     |     |  |  |  |                                    |       |       |  |  |
| (3) COORDONNÉES :<br>Tel. : 0442888800<br>Espace Carthage<br>13700 MARIGNANE                          |                              | Code(s) défaut(s) standard(s) relevé(s) concernant le dispositif antipollution : P1481 P0071 P0101 P242F                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                     |        |  |       |  |         |  |  |   |   |   |   |                        |  |          |  |  |                                |     |  |    |  |                     |        |  |        |  |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                     |     |  |  |  |                                    |       |       |  |  |
| (9) IDENTIFICATION DU CONTRÔLEUR                                                                      |                              | 8.2.22.e.2. OPACITE : Contrôle impossible des émissions à l'échappement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                     |        |  |       |  |         |  |  |   |   |   |   |                        |  |          |  |  |                                |     |  |    |  |                     |        |  |        |  |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                     |     |  |  |  |                                    |       |       |  |  |
| N° D'AGRÈMENT : 013S1363                                                                              |                              | 8.4.1.a.2. PERTES DE LIQUIDES : Fuite excessive de liquide autre que de l'eau susceptible de porter atteinte à l'environnement ou constituant un risque pour la sécurité des autres usagers de la route, AV.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                     |        |  |       |  |         |  |  |   |   |   |   |                        |  |          |  |  |                                |     |  |    |  |                     |        |  |        |  |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                     |     |  |  |  |                                    |       |       |  |  |
| SIGNATURE :                                                                                           |                              | <b>Défaillance(s) mineure(s)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                     |        |  |       |  |         |  |  |   |   |   |   |                        |  |          |  |  |                                |     |  |    |  |                     |        |  |        |  |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                     |     |  |  |  |                                    |       |       |  |  |
|                                                                                                       |                              | 5.2.3.i.1. PNEUMATIQUES : La pression des pneumatiques est anormale ou incontrôlable, AVG,ARG,AVD,ARD.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                     |        |  |       |  |         |  |  |   |   |   |   |                        |  |          |  |  |                                |     |  |    |  |                     |        |  |        |  |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                     |     |  |  |  |                                    |       |       |  |  |
| IDENTIFICATION DU VÉHICULE                                                                            |                              | 6.1.1.a.1. ETAT GENERAL DU CHASSIS : Déformation mineure d'un longeron ou d'une traverse, AR.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                     |        |  |       |  |         |  |  |   |   |   |   |                        |  |          |  |  |                                |     |  |    |  |                     |        |  |        |  |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                     |     |  |  |  |                                    |       |       |  |  |
| (2) Immatriculation et pays                                                                           | Date d'immatriculation       | Date de 1 <sup>ère</sup> mise en circulation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                     |        |  |       |  |         |  |  |   |   |   |   |                        |  |          |  |  |                                |     |  |    |  |                     |        |  |        |  |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                     |     |  |  |  |                                    |       |       |  |  |
| FF-538-QT (F)                                                                                         | 24/04/2019                   | 24/04/2019                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                     |        |  |       |  |         |  |  |   |   |   |   |                        |  |          |  |  |                                |     |  |    |  |                     |        |  |        |  |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                     |     |  |  |  |                                    |       |       |  |  |
| Marque                                                                                                | Désignation commerciale      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                     |        |  |       |  |         |  |  |   |   |   |   |                        |  |          |  |  |                                |     |  |    |  |                     |        |  |        |  |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                     |     |  |  |  |                                    |       |       |  |  |
| RENAULT                                                                                               | KANGOO                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                     |        |  |       |  |         |  |  |   |   |   |   |                        |  |          |  |  |                                |     |  |    |  |                     |        |  |        |  |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                     |     |  |  |  |                                    |       |       |  |  |
| (1) N° dans la série du type (VIN)                                                                    | (5) Catégorie internationale | Genre                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                     |        |  |       |  |         |  |  |   |   |   |   |                        |  |          |  |  |                                |     |  |    |  |                     |        |  |        |  |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                     |     |  |  |  |                                    |       |       |  |  |
| VF1FWT2K362956434                                                                                     | N1                           | CTTE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                     |        |  |       |  |         |  |  |   |   |   |   |                        |  |          |  |  |                                |     |  |    |  |                     |        |  |        |  |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                     |     |  |  |  |                                    |       |       |  |  |
| Type/CNIT                                                                                             | Énergie                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                     |        |  |       |  |         |  |  |   |   |   |   |                        |  |          |  |  |                                |     |  |    |  |                     |        |  |        |  |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                     |     |  |  |  |                                    |       |       |  |  |
| N10RENT551J195                                                                                        | GO                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                     |        |  |       |  |         |  |  |   |   |   |   |                        |  |          |  |  |                                |     |  |    |  |                     |        |  |        |  |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                     |     |  |  |  |                                    |       |       |  |  |
| Document(s) présenté(s)                                                                               |                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                     |        |  |       |  |         |  |  |   |   |   |   |                        |  |          |  |  |                                |     |  |    |  |                     |        |  |        |  |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                     |     |  |  |  |                                    |       |       |  |  |
| Photocopie du certificat d'immatriculation visée par un commissaire-priseur ou un huissier de justice |                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                     |        |  |       |  |         |  |  |   |   |   |   |                        |  |          |  |  |                                |     |  |    |  |                     |        |  |        |  |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                     |     |  |  |  |                                    |       |       |  |  |
| (4) KILOMÉTRAGE RELEVÉ                                                                                |                              | MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                     |        |  |       |  |         |  |  |   |   |   |   |                        |  |          |  |  |                                |     |  |    |  |                     |        |  |        |  |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                     |     |  |  |  |                                    |       |       |  |  |
| 148135                                                                                                |                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                     |        |  |       |  |         |  |  |   |   |   |   |                        |  |          |  |  |                                |     |  |    |  |                     |        |  |        |  |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                     |     |  |  |  |                                    |       |       |  |  |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE                                                    |                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                     |        |  |       |  |         |  |  |   |   |   |   |                        |  |          |  |  |                                |     |  |    |  |                     |        |  |        |  |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                     |     |  |  |  |                                    |       |       |  |  |
| 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 + 8m/km):</td> <td></td> <td>-5.5m/Km</td> <td></td> <td></td> </tr> <tr> <td>Dissymétrie suspension (≤30%):</td> <td>11%</td> <td></td> <td>1%</td> <td></td> </tr> <tr> <td>Forces verticales :</td> <td>924daN</td> <td></td> <td>530daN</td> <td></td> </tr> <tr> <td>Frein de service :</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Forces de freinage :</td> <td>316daN</td> <td>325daN</td> <td>188daN</td> <td>176daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%):</td> <td>3%</td> <td></td> <td>7%</td> <td></td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>316daN</td> <td>325daN</td> <td>188daN</td> <td>176daN</td> </tr> <tr> <td>Taux d'efficacité (≥ 50%):</td> <td>69%</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Frein de stationnement : Taux d'efficacité (≥ 18%):</td> <td>19%</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Feux de croisement (-2,5% à -0,5%)</td> <td>-4,0%</td> <td>-4,0%</td> <td></td> <td></td> </tr> </tbody> </table> |                     |        |  | AVANT |  | ARRIÈRE |  |  | G | D | G | D | Ripage (-8 à + 8m/km): |  | -5.5m/Km |  |  | Dissymétrie suspension (≤30%): | 11% |  | 1% |  | Forces verticales : | 924daN |  | 530daN |  | Frein de service : |  |  |  |  | Forces de freinage : | 316daN | 325daN | 188daN | 176daN | Déséquilibre (<20%): | 3% |  | 7% |  | Forces de freinage (efficacité) : | 316daN | 325daN | 188daN | 176daN | Taux d'efficacité (≥ 50%): | 69% |  |  |  | Frein de stationnement : Taux d'efficacité (≥ 18%): | 19% |  |  |  | Feux de croisement (-2,5% à -0,5%) | -4,0% | -4,0% |  |  |
|                                                                                                       | AVANT                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | ARRIÈRE             |        |  |       |  |         |  |  |   |   |   |   |                        |  |          |  |  |                                |     |  |    |  |                     |        |  |        |  |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                     |     |  |  |  |                                    |       |       |  |  |
|                                                                                                       | G                            | D                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | G                   | D      |  |       |  |         |  |  |   |   |   |   |                        |  |          |  |  |                                |     |  |    |  |                     |        |  |        |  |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                     |     |  |  |  |                                    |       |       |  |  |
| Ripage (-8 à + 8m/km):                                                                                |                              | -5.5m/Km                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                     |        |  |       |  |         |  |  |   |   |   |   |                        |  |          |  |  |                                |     |  |    |  |                     |        |  |        |  |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                     |     |  |  |  |                                    |       |       |  |  |
| Dissymétrie suspension (≤30%):                                                                        | 11%                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 1%                  |        |  |       |  |         |  |  |   |   |   |   |                        |  |          |  |  |                                |     |  |    |  |                     |        |  |        |  |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                     |     |  |  |  |                                    |       |       |  |  |
| Forces verticales :                                                                                   | 924daN                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 530daN              |        |  |       |  |         |  |  |   |   |   |   |                        |  |          |  |  |                                |     |  |    |  |                     |        |  |        |  |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                     |     |  |  |  |                                    |       |       |  |  |
| Frein de service :                                                                                    |                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                     |        |  |       |  |         |  |  |   |   |   |   |                        |  |          |  |  |                                |     |  |    |  |                     |        |  |        |  |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                     |     |  |  |  |                                    |       |       |  |  |
| Forces de freinage :                                                                                  | 316daN                       | 325daN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 188daN              | 176daN |  |       |  |         |  |  |   |   |   |   |                        |  |          |  |  |                                |     |  |    |  |                     |        |  |        |  |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                     |     |  |  |  |                                    |       |       |  |  |
| Déséquilibre (<20%):                                                                                  | 3%                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 7%                  |        |  |       |  |         |  |  |   |   |   |   |                        |  |          |  |  |                                |     |  |    |  |                     |        |  |        |  |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                     |     |  |  |  |                                    |       |       |  |  |
| Forces de freinage (efficacité) :                                                                     | 316daN                       | 325daN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 188daN              | 176daN |  |       |  |         |  |  |   |   |   |   |                        |  |          |  |  |                                |     |  |    |  |                     |        |  |        |  |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                     |     |  |  |  |                                    |       |       |  |  |
| Taux d'efficacité (≥ 50%):                                                                            | 69%                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                     |        |  |       |  |         |  |  |   |   |   |   |                        |  |          |  |  |                                |     |  |    |  |                     |        |  |        |  |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                     |     |  |  |  |                                    |       |       |  |  |
| Frein de stationnement : Taux d'efficacité (≥ 18%):                                                   | 19%                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                     |        |  |       |  |         |  |  |   |   |   |   |                        |  |          |  |  |                                |     |  |    |  |                     |        |  |        |  |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                     |     |  |  |  |                                    |       |       |  |  |
| Feux de croisement (-2,5% à -0,5%)                                                                    | -4,0%                        | -4,0%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                     |        |  |       |  |         |  |  |   |   |   |   |                        |  |          |  |  |                                |     |  |    |  |                     |        |  |        |  |                    |  |  |  |  |                      |        |        |        |        |                      |    |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                     |     |  |  |  |                                    |       |       |  |  |

N° d'agrément :  
N° de série :  
N° d'imprimé : S641140038