

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

N° d'imprimé : **ZA13627850**

| NATURE DU CONTRÔLE  | (3) DATE DU CONTRÔLE         | N° DU PROCÈS-VERBAL                          |         |        |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
|---|------------------------------|--|---------|--------|--------|---------|--|--|--|---|---|---|---|-----------------------------|--|----------|--|--|--|--------------------------------------|--|----|--|-----|--|--------------------------|--|--------|--|--------|--|-------------------------|--|--|--|--|--|--------------------|--|--------|--------|--------|--------|----------------------|--|----|--|----|--|---------------------------------|--|--------|--------|--------|--------|----------------------------------|--|--|--|-----|--|-------------------------------|--|--|--|--|--|------------------------------------|--|-------|-------|--|--|---------------------------------------|--|-------|-------|--|--|---------------------------------|--|-----|--|--|--|
| Contrôle technique périodique   | 19/12/2025                   | 25010077                                     |         |        |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| <b>(7) RÉSULTAT DU CONTRÔLE</b>   |                              |  |         |        |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| Défavorable pour défaillances majeures  |                              |  |         |        |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| <b>(8) LIMITÉ DE VALIDITÉ DU CONTRÔLE RÉALISÉ</b>   |                              |  |         |        |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| 18/02/2026  |                              |  |         |        |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| <b>NATURE DU PROCHAIN CONTRÔLE</b>  |                              |  |         |        |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| Contre-visite   |                              |  |         |        |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| <b>IDENTIFICATION DU CENTRE DE CONTRÔLE</b>   |                              |  |         |        |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| N° D'AGRÉMENT : S031Z123  |                              |  |         |        |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| <b>(9) RAISON SOCIALE :</b> AUTO CONTROLE 31  |                              |  |         |        |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| (3) COORDONNÉES : ZAC GAROSSOS<br>31700 BEAUZELLE   |                              |  |         |        |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| Tel : 05.61.42.27.81  |                              |  |         |        |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| <b>(9) IDENTIFICATION DU CONTRÔLEUR</b>   |                              |  |         |        |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| N° D'AGRÉMENT : 031Z1522  |                              |  |         |        |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| SIGNATURE :   |                              |  |         |        |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| <b>IDENTIFICATION DU VÉHICULE</b>   |                              |  |         |        |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| (2) Immatriculation et pays Date d'immatriculation  |                              | Date de 1 <sup>ère</sup> mise en circulation |         |        |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| 234 BBX 34 (F)  | 07/04/2008                   | 11/03/2008                                   |         |        |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| Marque  | Désignation commerciale      |  |         |        |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| SKODA   | FABIA                        |  |         |        |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| (1) N° dans la série du type (VIN)  | (5) Catégorie internationale | Genre  |         |        |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| TMBCG65J083098423   | M1                           | VP   |         |        |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| Type/CNIT   | Énergie                      |  |         |        |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| MSK5332E7107  | GO                           |  |         |        |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| Document(s) présenté(s)   |                              |  |         |        |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| Photocopie du certificat d'immatriculation visée par un commissaire-priseur ou un huissier de justice   |                              |  |         |        |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| <b>(4) KILOMÉTRAGE RELEVÉ</b>   |                              |  |         |        |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| 296887  |                              |  |         |        |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| <b>INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE</b>   |                              |  |         |        |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| PROCÈS-VERBAL N° :  | DATE :                       |  |         |        |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| N° D'AGRÉMENT DU CENTRE :   |                              |  |         |        |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| <div style="display: flex; align-items: center; justify-content: space-between;"> <div style="flex: 1;"> <p><b>234 BBX 34</b></p> <p><b>CT : 18/02/2026</b></p> <p>N° d'agrément : S031Z123</p> <p>N° de série : TMBCG65J083098423</p> </div> <div style="flex: 1; text-align: right;"> <p>S031Z123<br/>25010077<br/>XXXXXXX</p> </div> </div>  |                              |  |         |        |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| <b>MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES</b>   |                              |  |         |        |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="width: 15%;"></th> <th style="width: 15%; text-align: center;">AVANT</th> <th style="width: 15%; text-align: center;">ARRIERE</th> <th></th> </tr> <tr> <th></th> <th style="width: 15%;"></th> <th style="width: 15%; text-align: center;">G</th> <th style="width: 15%; text-align: center;">D</th> <th style="width: 15%; text-align: center;">G</th> <th style="width: 15%; text-align: center;">D</th> </tr> </thead> <tbody> <tr> <td><b>Ripage (-8 à +8m/km)</b></td> <td></td> <td style="text-align: center;">-0.9m/km</td> <td></td> <td></td> <td></td> </tr> <tr> <td><b>Dissymétrie suspension (=30%)</b></td> <td></td> <td style="text-align: center;">5%</td> <td></td> <td style="text-align: center;">12%</td> <td></td> </tr> <tr> <td><b>Forces verticales</b></td> <td></td> <td style="text-align: center;">800daN</td> <td></td> <td style="text-align: center;">451daN</td> <td></td> </tr> <tr> <td><b>Frein de service</b></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Force de freinage:</td> <td></td> <td style="text-align: center;">312daN</td> <td style="text-align: center;">286daN</td> <td style="text-align: center;">171daN</td> <td style="text-align: center;">159daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%):</td> <td></td> <td style="text-align: center;">9%</td> <td></td> <td style="text-align: center;">8%</td> <td></td> </tr> <tr> <td>Force de freinage (efficacité):</td> <td></td> <td style="text-align: center;">312daN</td> <td style="text-align: center;">286daN</td> <td style="text-align: center;">171daN</td> <td style="text-align: center;">159daN</td> </tr> <tr> <td>Taux d'efficacité global (=50%):</td> <td></td> <td></td> <td></td> <td style="text-align: center;">74%</td> <td></td> </tr> <tr> <td><b>Frein de stationnement</b></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Feux de croisement (-2.5% à -0.5%)</td> <td></td> <td style="text-align: center;">-1.9%</td> <td style="text-align: center;">-2.9%</td> <td></td> <td></td> </tr> <tr> <td>Feux de brouillard AV (-3.5% à -1.0%)</td> <td></td> <td style="text-align: center;">-4.0%</td> <td style="text-align: center;">-3.3%</td> <td></td> <td></td> </tr> <tr> <td><b>Taux d'efficacité (=18%)</b></td> <td></td> <td style="text-align: center;">23%</td> <td></td> <td></td> <td></td> </tr> </tbody> </table> |                              |  |         |        | AVANT  | ARRIERE |  |  |  | G | D | G | D | <b>Ripage (-8 à +8m/km)</b> |  | -0.9m/km |  |  |  | <b>Dissymétrie suspension (=30%)</b> |  | 5% |  | 12% |  | <b>Forces verticales</b> |  | 800daN |  | 451daN |  | <b>Frein de service</b> |  |  |  |  |  | Force de freinage: |  | 312daN | 286daN | 171daN | 159daN | Déséquilibre (<20%): |  | 9% |  | 8% |  | Force de freinage (efficacité): |  | 312daN | 286daN | 171daN | 159daN | Taux d'efficacité global (=50%): |  |  |  | 74% |  | <b>Frein de stationnement</b> |  |  |  |  |  | Feux de croisement (-2.5% à -0.5%) |  | -1.9% | -2.9% |  |  | Feux de brouillard AV (-3.5% à -1.0%) |  | -4.0% | -3.3% |  |  | <b>Taux d'efficacité (=18%)</b> |  | 23% |  |  |  |
|   |                              | AVANT  | ARRIERE |        |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
|   |                              | G  | D       | G      | D      |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| <b>Ripage (-8 à +8m/km)</b>   |                              | -0.9m/km                                     |         |        |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| <b>Dissymétrie suspension (=30%)</b>  |                              | 5%   |         | 12%    |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| <b>Forces verticales</b>  |                              | 800daN                                       |         | 451daN |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| <b>Frein de service</b>   |                              |  |         |        |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| Force de freinage:  |                              | 312daN                                       | 286daN  | 171daN | 159daN |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| Déséquilibre (<20%):  |                              | 9%   |         | 8%     |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| Force de freinage (efficacité):   |                              | 312daN                                       | 286daN  | 171daN | 159daN |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| Taux d'efficacité global (=50%):  |                              |  |         | 74%    |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| <b>Frein de stationnement</b>   |                              |  |         |        |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| Feux de croisement (-2.5% à -0.5%)  |                              | -1.9%  | -2.9%   |        |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| Feux de brouillard AV (-3.5% à -1.0%)   |                              | -4.0%  | -3.3%   |        |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |
| <b>Taux d'efficacité (=18%)</b>   |                              | 23%  |         |        |        |         |  |  |  |   |   |   |   |                             |  |          |  |  |  |                                      |  |    |  |     |  |                          |  |        |  |        |  |                         |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |  |  |     |  |                               |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |                                 |  |     |  |  |  |