

**N° D'IMPRIMÉ** C71031485

**EXEMPLAIRE REMIS A L'USAGER**

| NATURE DU CONTRÔLE                                                                                                               | (3) DATE DU CONTRÔLE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | N° DU PROCÈS-VERBAL                                        |         |         |                              |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |          |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                               |     |                                        |  |     |                              |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
|----------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|---------|---------|------------------------------|---------|---|-------|---|---|---------|---|-------------------------|--|-----------|--|--|--|--|------------------------------------------|--|-----|--|--|-----|--|---------------------|--|----------|--|--|---------|--|------------------|--|--|--|--|--|--|----------------------|---------|--|---------|---------|--|---------|-----------------------|--|-----|--|--|-----|--|-----------------------------------|---------|--|---------|---------|--|---------|--------------------------------------------|------|--|--|--|--|--|------------------------------------------------------------|------|--|--|--|--|--|---------------------------|--|--|--|--|--|--|-------------------------------|-----|----------------------------------------|--|-----|------------------------------|--|----------------------------------------|--------|--|--------|--|--|--|----------------------------------------------|--------|--|--------|--|--|--|
| Contrôle technique périodique                                                                                                    | 10/08/2026                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 26064134                                                   |         |         |                              |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |          |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                               |     |                                        |  |     |                              |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| (7) RÉSULTAT DU CONTRÔLE                                                                                                         | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                            |         |         |                              |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |          |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                               |     |                                        |  |     |                              |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| Défavorable pour défaillances majeures                                                                                           | <b>Défaillances majeures :</b><br>5.2.3.d.2. PNEUMATIQUES : Pneumatique gravement endommagé, entaillé ou montage inadapté AVG, AVD<br>5.2.3.e.2. PNEUMATIQUES : L'indicateur d'usure de la profondeur des sculptures est atteint ARD                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                            |         |         |                              |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |          |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                               |     |                                        |  |     |                              |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ                                                                                       | <b>Défaillances mineures :</b><br>4.5.2.a.1. RÉGLAGE (FEUX DE BROUILLARD AVANT) : Mauvaise orientation horizontale d'un feu de brouillard avant AVG, AVD<br>5.2.3.e.1. PNEUMATIQUES : Usure anormale ou présence d'un corps étranger ARG<br>8.2.12.d.1. ÉMISSIONS GAZEUSES : Le relevé du système OBD indique une anomalie du dispositif antipollution, sans dysfonctionnement important<br>Code(s) défaut(s) standard(s) relevé(s) concernant le dispositif antipollution : P12F3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                            |         |         |                              |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |          |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                               |     |                                        |  |     |                              |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| 09/10/2026                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                            |         |         |                              |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |          |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                               |     |                                        |  |     |                              |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| NATURE DU PROCHAIN CONTRÔLE                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                            |         |         |                              |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |          |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                               |     |                                        |  |     |                              |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| Contre-visite                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                            |         |         |                              |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |          |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                               |     |                                        |  |     |                              |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                            |         |         |                              |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |          |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                               |     |                                        |  |     |                              |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| N° D'AGRÈMENT : S033C324                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                            |         |         |                              |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |          |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                               |     |                                        |  |     |                              |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| (9) RAISON SOCIALE : SARL AUTO BILAN BANLIEUE SUD                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                            |         |         |                              |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |          |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                               |     |                                        |  |     |                              |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| (3) COORDONNÉES : 1 CHEMIN DE LA GRANGE<br>33650 MARTILLAC<br>Tél : 0556726262                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                            |         |         |                              |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |          |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                               |     |                                        |  |     |                              |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| (9) IDENTIFICATION DU CONTRÔLEUR                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                            |         |         |                              |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |          |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                               |     |                                        |  |     |                              |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| N° D'AGRÈMENT : 033F1011                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                            |         |         |                              |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |          |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                               |     |                                        |  |     |                              |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| SIGNATURE :                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                            |         |         |                              |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |          |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                               |     |                                        |  |     |                              |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| IDENTIFICATION DU VÉHICULE                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                            |         |         |                              |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |          |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                               |     |                                        |  |     |                              |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| (2) Immatriculation et pays<br>GL-104-AV (F)                                                                                     | Date d'immatriculation<br>09/12/2022                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Date de 1 <sup>ère</sup> mise en circulation<br>09/12/2022 |         |         |                              |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |          |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                               |     |                                        |  |     |                              |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| Marque<br>CITROEN                                                                                                                | Désignation commerciale<br>C5 AIRCROSS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                            |         |         |                              |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |          |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                               |     |                                        |  |     |                              |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| (1) N° dans la série du type (VIN)<br>VR7A4DGZSNL061195                                                                          | (5) Catégorie internationale<br>M1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Genre<br>VP                                                |         |         |                              |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |          |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                               |     |                                        |  |     |                              |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| Type/CNIT<br>M10CTRVP191B485                                                                                                     | Énergie<br>EE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                            |         |         |                              |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |          |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                               |     |                                        |  |     |                              |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| Document(s) présenté(s)<br>Photocopie du certificat d'immatriculation visée par un commissaire-priseur ou un huissier de justice |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                            |         |         |                              |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |          |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                               |     |                                        |  |     |                              |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| (4) KILOMÉTRAGE RELEVÉ                                                                                                           | MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                            |         |         |                              |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |          |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                               |     |                                        |  |     |                              |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| 129790                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                            |         |         |                              |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |          |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                               |     |                                        |  |     |                              |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                            |         |         |                              |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |          |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                               |     |                                        |  |     |                              |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| PROCÈS-VERBAL N° :<br><br>N° D'AGRÈMENT DU CENTRE :                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                            |         |         |                              |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |          |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                               |     |                                        |  |     |                              |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| DATE :                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                            |         |         |                              |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |          |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                               |     |                                        |  |     |                              |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
|                                                                                                                                  | <table><thead><tr><th></th><th>G</th><th>AVANT</th><th>D</th><th>G</th><th>ARRIERE</th><th>D</th></tr></thead><tbody><tr><td>Ripage (-8 à +8 m/km) :</td><td></td><td>-2.2 m/km</td><td></td><td></td><td></td><td></td></tr><tr><td>Dissymétrie suspension (<math>\leq 30\%</math>) :</td><td></td><td>6 %</td><td></td><td></td><td>6 %</td><td></td></tr><tr><td>Forces verticales :</td><td></td><td>1050 daN</td><td></td><td></td><td>816 daN</td><td></td></tr><tr><td>Frein de service</td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Forces de freinage :</td><td>306 daN</td><td></td><td>316 daN</td><td>266 daN</td><td></td><td>254 daN</td></tr><tr><td>Déséquilibre (&lt;20%) :</td><td></td><td>4 %</td><td></td><td></td><td>5 %</td><td></td></tr><tr><td>Forces de freinage (efficacité) :</td><td>306 daN</td><td></td><td>316 daN</td><td>266 daN</td><td></td><td>254 daN</td></tr><tr><td>Taux d'efficacité global (<math>\geq 58\%</math>) :</td><td colspan="6">61 %</td></tr><tr><td>Frein de stationnement Taux d'efficacité (<math>\geq 18\%</math>) :</td><td colspan="6">18 %</td></tr><tr><td colspan="7">Émissions à l'échappement</td></tr><tr><td>CO ralenti (<math>\leq 0.3\%</math>) :</td><td>0 %</td><td colspan="2">CO ralenti accéléré (<math>\leq 0.2\%</math>) :</td><td>0 %</td><td colspan="2">Lambda (0.97 à 1.03) : 1.005</td></tr><tr><td>Feux de croisement (-2.5 % à -0.5 %) :</td><td>-2.1 %</td><td></td><td>-2.0 %</td><td></td><td></td><td></td></tr><tr><td>Feux de brouillard avant (-3.5 % à -1.0 %) :</td><td>-4.0 %</td><td></td><td>-4.0 %</td><td></td><td></td><td></td></tr></tbody></table> |                                                            |         |         |                              |         | G | AVANT | D | G | ARRIERE | D | Ripage (-8 à +8 m/km) : |  | -2.2 m/km |  |  |  |  | Dissymétrie suspension ( $\leq 30\%$ ) : |  | 6 % |  |  | 6 % |  | Forces verticales : |  | 1050 daN |  |  | 816 daN |  | Frein de service |  |  |  |  |  |  | Forces de freinage : | 306 daN |  | 316 daN | 266 daN |  | 254 daN | Déséquilibre (<20%) : |  | 4 % |  |  | 5 % |  | Forces de freinage (efficacité) : | 306 daN |  | 316 daN | 266 daN |  | 254 daN | Taux d'efficacité global ( $\geq 58\%$ ) : | 61 % |  |  |  |  |  | Frein de stationnement Taux d'efficacité ( $\geq 18\%$ ) : | 18 % |  |  |  |  |  | Émissions à l'échappement |  |  |  |  |  |  | CO ralenti ( $\leq 0.3\%$ ) : | 0 % | CO ralenti accéléré ( $\leq 0.2\%$ ) : |  | 0 % | Lambda (0.97 à 1.03) : 1.005 |  | Feux de croisement (-2.5 % à -0.5 %) : | -2.1 % |  | -2.0 % |  |  |  | Feux de brouillard avant (-3.5 % à -1.0 %) : | -4.0 % |  | -4.0 % |  |  |  |
|                                                                                                                                  | G                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | AVANT                                                      | D       | G       | ARRIERE                      | D       |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |          |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                               |     |                                        |  |     |                              |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| Ripage (-8 à +8 m/km) :                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | -2.2 m/km                                                  |         |         |                              |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |          |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                               |     |                                        |  |     |                              |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| Dissymétrie suspension ( $\leq 30\%$ ) :                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 6 %                                                        |         |         | 6 %                          |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |          |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                               |     |                                        |  |     |                              |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| Forces verticales :                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 1050 daN                                                   |         |         | 816 daN                      |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |          |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                               |     |                                        |  |     |                              |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| Frein de service                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                            |         |         |                              |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |          |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                               |     |                                        |  |     |                              |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| Forces de freinage :                                                                                                             | 306 daN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                            | 316 daN | 266 daN |                              | 254 daN |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |          |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                               |     |                                        |  |     |                              |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| Déséquilibre (<20%) :                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 4 %                                                        |         |         | 5 %                          |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |          |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                               |     |                                        |  |     |                              |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| Forces de freinage (efficacité) :                                                                                                | 306 daN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                            | 316 daN | 266 daN |                              | 254 daN |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |          |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                               |     |                                        |  |     |                              |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| Taux d'efficacité global ( $\geq 58\%$ ) :                                                                                       | 61 %                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                            |         |         |                              |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |          |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                               |     |                                        |  |     |                              |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| Frein de stationnement Taux d'efficacité ( $\geq 18\%$ ) :                                                                       | 18 %                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                            |         |         |                              |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |          |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                               |     |                                        |  |     |                              |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| Émissions à l'échappement                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                            |         |         |                              |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |          |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                               |     |                                        |  |     |                              |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| CO ralenti ( $\leq 0.3\%$ ) :                                                                                                    | 0 %                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | CO ralenti accéléré ( $\leq 0.2\%$ ) :                     |         | 0 %     | Lambda (0.97 à 1.03) : 1.005 |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |          |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                               |     |                                        |  |     |                              |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| Feux de croisement (-2.5 % à -0.5 %) :                                                                                           | -2.1 %                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                            | -2.0 %  |         |                              |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |          |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                               |     |                                        |  |     |                              |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |
| Feux de brouillard avant (-3.5 % à -1.0 %) :                                                                                     | -4.0 %                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                            | -4.0 %  |         |                              |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |                                          |  |     |  |  |     |  |                     |  |          |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |     |  |                                   |         |  |         |         |  |         |                                            |      |  |  |  |  |  |                                                            |      |  |  |  |  |  |                           |  |  |  |  |  |  |                               |     |                                        |  |     |                              |  |                                        |        |  |        |  |  |  |                                              |        |  |        |  |  |  |