

| NATURE DU CONTRÔLE  | (3) DATE DU CONTRÔLE  | N° DU PROCÈS-VERBAL  |         |         |                        |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |  |  |      |  |  |      |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |      |  |                                   |         |  |         |         |  |         |  |      |  |  |  |  |  |  |      |  |  |  |  |  |                                  |  |  |  |  |  |  |                               |     |  |  |        |                        |       |  |        |  |  |        |  |  |  |        |  |  |        |  |  |
|---|---|--|---------|---------|------------------------|---------|---|-------|---|---|---------|---|-------------------------|--|-----------|--|--|--|--|--|--|------|--|--|------|--|---------------------|--|---------|--|--|---------|--|------------------|--|--|--|--|--|--|----------------------|---------|--|---------|---------|--|---------|-----------------------|--|-----|--|--|------|--|-----------------------------------|---------|--|---------|---------|--|---------|--|------|--|--|--|--|--|--|------|--|--|--|--|--|----------------------------------|--|--|--|--|--|--|-------------------------------|-----|--|--|--------|------------------------|-------|--|--------|--|--|--------|--|--|--|--------|--|--|--------|--|--|
| Contrôle technique périodique   | 11/12/2025  | 25058785   |         |         |                        |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |  |  |      |  |  |      |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |      |  |                                   |         |  |         |         |  |         |  |      |  |  |  |  |  |  |      |  |  |  |  |  |                                  |  |  |  |  |  |  |                               |     |  |  |        |                        |       |  |        |  |  |        |  |  |  |        |  |  |        |  |  |
| (7) RÉSULTAT DU CONTRÔLE  | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ  |  |         |         |                        |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |  |  |      |  |  |      |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |      |  |                                   |         |  |         |         |  |         |  |      |  |  |  |  |  |  |      |  |  |  |  |  |                                  |  |  |  |  |  |  |                               |     |  |  |        |                        |       |  |        |  |  |        |  |  |  |        |  |  |        |  |  |
| Défavorable pour défaillances majeures  | <b>Défaillances majeures :</b><br>5.3.4.a.2. ROTULES DE SUSPENSION : Usure excessive AVD  |  |         |         |                        |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |  |  |      |  |  |      |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |      |  |                                   |         |  |         |         |  |         |  |      |  |  |  |  |  |  |      |  |  |  |  |  |                                  |  |  |  |  |  |  |                               |     |  |  |        |                        |       |  |        |  |  |        |  |  |  |        |  |  |        |  |  |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ  | <b>Défaillances mineures :</b><br>1.1.13.a.1. GARNITURES OU PLAQUETTES DE FREINS : Usure importante AVG, AVD<br>4.5.2.a.1. RÉGLAGE (FEUX DE BROUILLARD AVANT) : Mauvaise orientation horizontale d'un feu de brouillard avant AVG, AVD<br>5.3.2.d.1. AMORTISSEURS : Ecart significatif entre la droite et la gauche AR<br>6.1.7.g.1. TRANSMISSION : Capuchon anti-poussière gravement détérioré AVG |  |         |         |                        |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |  |  |      |  |  |      |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |      |  |                                   |         |  |         |         |  |         |  |      |  |  |  |  |  |  |      |  |  |  |  |  |                                  |  |  |  |  |  |  |                               |     |  |  |        |                        |       |  |        |  |  |        |  |  |  |        |  |  |        |  |  |
| 10/02/2026  |   |  |         |         |                        |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |  |  |      |  |  |      |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |      |  |                                   |         |  |         |         |  |         |  |      |  |  |  |  |  |  |      |  |  |  |  |  |                                  |  |  |  |  |  |  |                               |     |  |  |        |                        |       |  |        |  |  |        |  |  |  |        |  |  |        |  |  |
| NATURE DU PROCHAIN CONTRÔLE   |   |  |         |         |                        |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |  |  |      |  |  |      |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |      |  |                                   |         |  |         |         |  |         |  |      |  |  |  |  |  |  |      |  |  |  |  |  |                                  |  |  |  |  |  |  |                               |     |  |  |        |                        |       |  |        |  |  |        |  |  |  |        |  |  |        |  |  |
| Contre-visite   |   |  |         |         |                        |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |  |  |      |  |  |      |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |      |  |                                   |         |  |         |         |  |         |  |      |  |  |  |  |  |  |      |  |  |  |  |  |                                  |  |  |  |  |  |  |                               |     |  |  |        |                        |       |  |        |  |  |        |  |  |  |        |  |  |        |  |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE  | <b>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 :</b> 05/08/2025 : 107851 km   |  |         |         |                        |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |  |  |      |  |  |      |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |      |  |                                   |         |  |         |         |  |         |  |      |  |  |  |  |  |  |      |  |  |  |  |  |                                  |  |  |  |  |  |  |                               |     |  |  |        |                        |       |  |        |  |  |        |  |  |  |        |  |  |        |  |  |
| 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>GB-352-DV (F)  | Date d'immatriculation<br>06/08/2021  | Date de 1 <sup>ère</sup> mise en circulation<br>06/08/2021 |         |         |                        |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |  |  |      |  |  |      |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |      |  |                                   |         |  |         |         |  |         |  |      |  |  |  |  |  |  |      |  |  |  |  |  |                                  |  |  |  |  |  |  |                               |     |  |  |        |                        |       |  |        |  |  |        |  |  |  |        |  |  |        |  |  |
| Marque<br>PEUGEOT   | Désignation commerciale<br>2008   |  |         |         |                        |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |  |  |      |  |  |      |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |      |  |                                   |         |  |         |         |  |         |  |      |  |  |  |  |  |  |      |  |  |  |  |  |                                  |  |  |  |  |  |  |                               |     |  |  |        |                        |       |  |        |  |  |        |  |  |  |        |  |  |        |  |  |
| (1) N° dans la série du type (VIN)<br>VR3USHNSKMJ778586   | (5) Catégorie internationale<br>M1  | Genre<br>VP  |         |         |                        |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |  |  |      |  |  |      |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |      |  |                                   |         |  |         |         |  |         |  |      |  |  |  |  |  |  |      |  |  |  |  |  |                                  |  |  |  |  |  |  |                               |     |  |  |        |                        |       |  |        |  |  |        |  |  |  |        |  |  |        |  |  |
| Type/CNIT<br>M10PGTVP1259608  | Énergie<br>ES   |  |         |         |                        |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |  |  |      |  |  |      |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |      |  |                                   |         |  |         |         |  |         |  |      |  |  |  |  |  |  |      |  |  |  |  |  |                                  |  |  |  |  |  |  |                               |     |  |  |        |                        |       |  |        |  |  |        |  |  |  |        |  |  |        |  |  |
| 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  |  |         |         |                        |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |  |  |      |  |  |      |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |      |  |                                   |         |  |         |         |  |         |  |      |  |  |  |  |  |  |      |  |  |  |  |  |                                  |  |  |  |  |  |  |                               |     |  |  |        |                        |       |  |        |  |  |        |  |  |  |        |  |  |        |  |  |
| 116262  |   |  |         |         |                        |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |  |  |      |  |  |      |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |      |  |                                   |         |  |         |         |  |         |  |      |  |  |  |  |  |  |      |  |  |  |  |  |                                  |  |  |  |  |  |  |                               |     |  |  |        |                        |       |  |        |  |  |        |  |  |  |        |  |  |        |  |  |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE  |   |  |         |         |                        |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |  |  |      |  |  |      |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |      |  |                                   |         |  |         |         |  |         |  |      |  |  |  |  |  |  |      |  |  |  |  |  |                                  |  |  |  |  |  |  |                               |     |  |  |        |                        |       |  |        |  |  |        |  |  |  |        |  |  |        |  |  |
| PROCÈS-VERBAL N° :                      DATE :  |   |  |         |         |                        |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |  |  |      |  |  |      |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |      |  |                                   |         |  |         |         |  |         |  |      |  |  |  |  |  |  |      |  |  |  |  |  |                                  |  |  |  |  |  |  |                               |     |  |  |        |                        |       |  |        |  |  |        |  |  |  |        |  |  |        |  |  |
| N° D'AGRÈMENT DU CENTRE :   |   |  |         |         |                        |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |  |  |      |  |  |      |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |      |  |                                   |         |  |         |         |  |         |  |      |  |  |  |  |  |  |      |  |  |  |  |  |                                  |  |  |  |  |  |  |                               |     |  |  |        |                        |       |  |        |  |  |        |  |  |  |        |  |  |        |  |  |
| <table><thead><tr><th></th><th>G</th><th>AVANT</th><th>D</th><th>G</th><th>ARRIERE</th><th>D</th></tr></thead><tbody><tr><td>Ripage (-8 à +8 m/km) :</td><td></td><td>+0.7 m/km</td><td></td><td></td><td></td><td></td></tr><tr><td>Dissymétrie suspension (<math>\leq 30\%</math>) :</td><td></td><td>16 %</td><td></td><td></td><td>32 %</td><td></td></tr><tr><td>Forces verticales :</td><td></td><td>726 daN</td><td></td><td></td><td>544 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>264 daN</td><td></td><td>268 daN</td><td>211 daN</td><td></td><td>182 daN</td></tr><tr><td>Déséquilibre (&lt;20%) :</td><td></td><td>2 %</td><td></td><td></td><td>14 %</td><td></td></tr><tr><td>Forces de freinage (efficacité) :</td><td>264 daN</td><td></td><td>268 daN</td><td>211 daN</td><td></td><td>182 daN</td></tr><tr><td>Taux d'efficacité global (<math>\geq 58\%</math>) :</td><td colspan="6">72 %</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"><b>Émissions à l'échappement</b></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>0.04 %</td><td>Lambda (0.97 à 1.03) :</td><td>1.021</td></tr><tr><td>Feux de croisement (-2.5 % à -0.5 %) :</td><td>-0.9 %</td><td colspan="2"></td><td>-0.7 %</td><td colspan="2"></td></tr><tr><td>Feux de brouillard avant (-3.5 % à -1.0 %) :</td><td>-3.6 %</td><td colspan="2"></td><td>-3.7 %</td><td colspan="2"></td></tr></tbody></table> |   |  |         |         |                        |         | G | AVANT | D | G | ARRIERE | D | Ripage (-8 à +8 m/km) : |  | +0.7 m/km |  |  |  |  | Dissymétrie suspension ( $\leq 30\%$ ) : |  | 16 % |  |  | 32 % |  | Forces verticales : |  | 726 daN |  |  | 544 daN |  | Frein de service |  |  |  |  |  |  | Forces de freinage : | 264 daN |  | 268 daN | 211 daN |  | 182 daN | Déséquilibre (<20%) : |  | 2 % |  |  | 14 % |  | Forces de freinage (efficacité) : | 264 daN |  | 268 daN | 211 daN |  | 182 daN | Taux d'efficacité global ( $\geq 58\%$ ) : | 72 % |  |  |  |  |  | Frein de stationnement Taux d'efficacité ( $\geq 18\%$ ) : | 18 % |  |  |  |  |  | <b>Émissions à l'échappement</b> |  |  |  |  |  |  | CO ralenti ( $\leq 0.3\%$ ) : | 0 % | CO ralenti accéléré ( $\leq 0.2\%$ ) : |  | 0.04 % | Lambda (0.97 à 1.03) : | 1.021 | Feux de croisement (-2.5 % à -0.5 %) : | -0.9 % |  |  | -0.7 % |  |  | Feux de brouillard avant (-3.5 % à -1.0 %) : | -3.6 % |  |  | -3.7 % |  |  |
|   | G   | AVANT  | D       | G       | ARRIERE                | D       |   |       |   |   |         |   |                         |  |           |  |  |  |  |  |  |      |  |  |      |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |      |  |                                   |         |  |         |         |  |         |  |      |  |  |  |  |  |  |      |  |  |  |  |  |                                  |  |  |  |  |  |  |                               |     |  |  |        |                        |       |  |        |  |  |        |  |  |  |        |  |  |        |  |  |
| Ripage (-8 à +8 m/km) :   |   | +0.7 m/km  |         |         |                        |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |  |  |      |  |  |      |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |      |  |                                   |         |  |         |         |  |         |  |      |  |  |  |  |  |  |      |  |  |  |  |  |                                  |  |  |  |  |  |  |                               |     |  |  |        |                        |       |  |        |  |  |        |  |  |  |        |  |  |        |  |  |
| Dissymétrie suspension ( $\leq 30\%$ ) :  |   | 16 %   |         |         | 32 %                   |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |  |  |      |  |  |      |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |      |  |                                   |         |  |         |         |  |         |  |      |  |  |  |  |  |  |      |  |  |  |  |  |                                  |  |  |  |  |  |  |                               |     |  |  |        |                        |       |  |        |  |  |        |  |  |  |        |  |  |        |  |  |
| Forces verticales :   |   | 726 daN  |         |         | 544 daN                |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |  |  |      |  |  |      |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |      |  |                                   |         |  |         |         |  |         |  |      |  |  |  |  |  |  |      |  |  |  |  |  |                                  |  |  |  |  |  |  |                               |     |  |  |        |                        |       |  |        |  |  |        |  |  |  |        |  |  |        |  |  |
| Frein de service  |   |  |         |         |                        |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |  |  |      |  |  |      |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |      |  |                                   |         |  |         |         |  |         |  |      |  |  |  |  |  |  |      |  |  |  |  |  |                                  |  |  |  |  |  |  |                               |     |  |  |        |                        |       |  |        |  |  |        |  |  |  |        |  |  |        |  |  |
| Forces de freinage :  | 264 daN   |  | 268 daN | 211 daN |                        | 182 daN |   |       |   |   |         |   |                         |  |           |  |  |  |  |  |  |      |  |  |      |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |      |  |                                   |         |  |         |         |  |         |  |      |  |  |  |  |  |  |      |  |  |  |  |  |                                  |  |  |  |  |  |  |                               |     |  |  |        |                        |       |  |        |  |  |        |  |  |  |        |  |  |        |  |  |
| Déséquilibre (<20%) :   |   | 2 %  |         |         | 14 %                   |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |  |  |      |  |  |      |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |      |  |                                   |         |  |         |         |  |         |  |      |  |  |  |  |  |  |      |  |  |  |  |  |                                  |  |  |  |  |  |  |                               |     |  |  |        |                        |       |  |        |  |  |        |  |  |  |        |  |  |        |  |  |
| Forces de freinage (efficacité) :   | 264 daN   |  | 268 daN | 211 daN |                        | 182 daN |   |       |   |   |         |   |                         |  |           |  |  |  |  |  |  |      |  |  |      |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |      |  |                                   |         |  |         |         |  |         |  |      |  |  |  |  |  |  |      |  |  |  |  |  |                                  |  |  |  |  |  |  |                               |     |  |  |        |                        |       |  |        |  |  |        |  |  |  |        |  |  |        |  |  |
| Taux d'efficacité global ( $\geq 58\%$ ) :  | 72 %  |  |         |         |                        |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |  |  |      |  |  |      |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |      |  |                                   |         |  |         |         |  |         |  |      |  |  |  |  |  |  |      |  |  |  |  |  |                                  |  |  |  |  |  |  |                               |     |  |  |        |                        |       |  |        |  |  |        |  |  |  |        |  |  |        |  |  |
| Frein de stationnement Taux d'efficacité ( $\geq 18\%$ ) :  | 18 %  |  |         |         |                        |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |  |  |      |  |  |      |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |      |  |                                   |         |  |         |         |  |         |  |      |  |  |  |  |  |  |      |  |  |  |  |  |                                  |  |  |  |  |  |  |                               |     |  |  |        |                        |       |  |        |  |  |        |  |  |  |        |  |  |        |  |  |
| <b>Émissions à l'échappement</b>  |   |  |         |         |                        |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |  |  |      |  |  |      |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |      |  |                                   |         |  |         |         |  |         |  |      |  |  |  |  |  |  |      |  |  |  |  |  |                                  |  |  |  |  |  |  |                               |     |  |  |        |                        |       |  |        |  |  |        |  |  |  |        |  |  |        |  |  |
| CO ralenti ( $\leq 0.3\%$ ) :   | 0 %   | CO ralenti accéléré ( $\leq 0.2\%$ ) :                     |         | 0.04 %  | Lambda (0.97 à 1.03) : | 1.021   |   |       |   |   |         |   |                         |  |           |  |  |  |  |  |  |      |  |  |      |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |      |  |                                   |         |  |         |         |  |         |  |      |  |  |  |  |  |  |      |  |  |  |  |  |                                  |  |  |  |  |  |  |                               |     |  |  |        |                        |       |  |        |  |  |        |  |  |  |        |  |  |        |  |  |
| Feux de croisement (-2.5 % à -0.5 %) :  | -0.9 %  |  |         | -0.7 %  |                        |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |  |  |      |  |  |      |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |      |  |                                   |         |  |         |         |  |         |  |      |  |  |  |  |  |  |      |  |  |  |  |  |                                  |  |  |  |  |  |  |                               |     |  |  |        |                        |       |  |        |  |  |        |  |  |  |        |  |  |        |  |  |
| Feux de brouillard avant (-3.5 % à -1.0 %) :  | -3.6 %  |  |         | -3.7 %  |                        |         |   |       |   |   |         |   |                         |  |           |  |  |  |  |  |  |      |  |  |      |  |                     |  |         |  |  |         |  |                  |  |  |  |  |  |  |                      |         |  |         |         |  |         |                       |  |     |  |  |      |  |                                   |         |  |         |         |  |         |  |      |  |  |  |  |  |  |      |  |  |  |  |  |                                  |  |  |  |  |  |  |                               |     |  |  |        |                        |       |  |        |  |  |        |  |  |  |        |  |  |        |  |  |