



PROCÈS-VERBAL  
DE CONTRÔLE TECHNIQUE

Auto  
Sécurité

Exemplaire conservé par le centre

N° D'IMPRIMÉ C 63701139

| NATURE DU CONTRÔLE   | (3) DATE DU CONTRÔLE   | N° DU PROCÈS-VERBAL              |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
|--|--|----------------------------------|---------|-----|---------|--|---------|--|--|--|---|---|---|---|---|--------------------------------|-----------|--|--|--|--|---|-----|--|-----|--|--|----------------------------|---------|--|---------|--|--|-------------------------|--|--|--|--|--|----------------------|---------|---------|---------|--|---------|-----------------------|------|--|--|-----|--|-----------------------------------|---------|---------|---------|--|---------|------------------------------------|------|--|--|--|--|---|------|--|--|--|--|----------------------------------|--|--|--|--|--|------------------------------|-------------------------|--|--|--|--|---|--------|--|--|--|--|---|--------|--|--|--|--------|
| Contrôle technique périodique  | 07/11/2024   | 24235539                         |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| (7) RÉSULTAT DU CONTRÔLE   | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ   |                                  |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| Défavorable pour défaillances majeures   | <b>Défaillances majeures :</b><br>3.3.1.b.2. MIROIRS OU DISPOSITIFS RÉTROVISEURS : Miroir ou dispositif inopérant, fortement endommagé ou mal fixé G<br>4.1.1.a.2. ÉTAT ET FONCTIONNEMENT (PHARES) : Lampe/ source lumineuse défectueuse ou manquante : visibilité fortement réduite AVD<br>4.1.2.a.2. ORIENTATION (FEUX DE CROISEMENT) : L'orientation d'un feu de croisement n'est pas dans les limites prescrites par les exigences AVG<br>5.3.2.b.2. AMORTISSEURS : Amortisseur endommagé ou donnant des signes de fuite ou de dysfonctionnement grave ARD |                                  |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ   | <b>Défaillances mineures :</b><br>2.1.3.g.1. ÉTAT DE LA TIMONERIE DE DIRECTION : Capuchon antipoussière endommagé ou détérioré G, D<br>4.1.1.b.1. ÉTAT ET FONCTIONNEMENT (PHARES) : Système de projection légèrement défectueux 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>6.1.1.a.1. ÉTAT GÉNÉRAL DU CHÂSSIS : Déformation mineure d'un longeron ou d'une traverse AR<br>6.2.1.a.1. ÉTAT DE LA CABINE ET DE LA CARROSSERIE : Panneau ou élément endommagé AR       |                                  |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| 06/01/2025   | <b>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 :</b> 05/06/2020 : 101176 km / 22/07/2020 : 102381 km / 29/06/2022 : 119956 km / 25/06/2024 : 144706 km   |                                  |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| NATURE DU PROCHAIN CONTRÔLE  |  |                                  |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| Contre-visite  |  |                                  |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| IDENTIFICATION DU CENTRE DE CONTRÔLE   |  |                                  |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| N° D'AGRÈMENT : S013C026   |  |                                  |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| (9)RAISON SOCIALE : SARL CONTROLE DU GARLABAN  |  |                                  |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| (3) COORDONNÉES : 323 BD VOLTAIRE RN 8<br>13821 LA PENNE S/ H.<br>Tél : 04-91-24-72-98   |  |                                  |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| (9) IDENTITÉ DU CONTRÔLEUR   |  |                                  |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| N° D'AGRÈMENT : 013C1474   |  |                                  |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| SIGNATURE :  |  |                                  |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| IDENTIFICATION DU VÉHICULE   |  |                                  |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| (2) Immatriculation et pays  | Date d'immatriculation   | Date de 1ère mise en circulation |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| DE-494-KE (F)  | 28/03/2014   | 28/03/2014                       |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| Marque   | Désignation commerciale  |                                  |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| PEUGEOT  | 3008   |                                  |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| (1) N° dans la série du type (VIN)   | (5) Catégorie internationale   | Genre                            |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| VF30U9HD8ES038810  | M1   | VP                               |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| Type / CNIT  | Energie  |                                  |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| M10PGTVP007G866  | GO   |                                  |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| Document(s) présenté(s)  |  |                                  |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| Photocopie du certificat d'immatriculation visée par un commissaire-priseur ou un huissier de justice  |  |                                  |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| (4)KILOMÉTRAGE RELEVÉ  | MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES   |                                  |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| 150166   |  |                                  |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| INFORMATION SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE  |  |                                  |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| PROCÈS-VERBAL N° :   | DATE :   |                                  |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| N° D'AGRÈMENT DU CENTRE :  |  |                                  |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| <b>DE-494-KE</b><br><b>CT:06/01/2025</b>   |  |                                  |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| N° D'AGRÈMENT : S013C026   |  |                                  |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| N° SÉRIE : VF30U9HD8ES038810   |  |                                  |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| N° D'IMPRIMÉ : C63701139   |  |                                  |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| S013C026<br>24235539<br>XXXXXXXXXX   |  |                                  |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| <table border="1"><thead><tr><th></th><th colspan="2">AVANT</th><th colspan="2">ARRIERE</th><th></th></tr><tr><th></th><th>G</th><th>D</th><th>G</th><th>D</th><th>D</th></tr></thead><tbody><tr><td><b>Ripage</b> (-8 à +8 m/km) :</td><td colspan="2">-0.1 m/km</td><td colspan="2"></td><td></td></tr><tr><td><b>Dissymétrie suspension</b> (≤ 30%) :</td><td colspan="2">0 %</td><td colspan="2">3 %</td><td></td></tr><tr><td><b>Forces verticales</b> :</td><td colspan="2">914 daN</td><td colspan="2">580 daN</td><td></td></tr><tr><td><b>Frein de service</b></td><td colspan="4"></td><td></td></tr><tr><td>Forces de freinage :</td><td>339 daN</td><td>305 daN</td><td>211 daN</td><td></td><td>197 daN</td></tr><tr><td>Déséquilibre (&lt;20%) :</td><td>11 %</td><td></td><td></td><td>7 %</td><td></td></tr><tr><td>Forces de freinage (efficacité) :</td><td>339 daN</td><td>305 daN</td><td>211 daN</td><td></td><td>197 daN</td></tr><tr><td>Taux d'efficacité global (≥58 %) :</td><td colspan="4">70 %</td><td></td></tr><tr><td><b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :</td><td colspan="4">25 %</td><td></td></tr><tr><td><b>Émissions à l'échappement</b></td><td colspan="4"></td><td></td></tr><tr><td>Opacité des fumées(0.51 m-1)</td><td colspan="2">C1:&lt;0.1 m-1 C2:&lt;0.1 m-1</td><td colspan="2"></td><td></td></tr><tr><td><b>Feux de croisement</b> (-2.5 % à -0.5 %) :</td><td colspan="4">-0.1 %</td><td></td></tr><tr><td><b>Feux de brouillard avant</b> (-3.5 % à -1.0 %) :</td><td colspan="2">+0.6 %</td><td colspan="2"></td><td>+0.8 %</td></tr></tbody></table> |  |                                  |         |     | AVANT   |  | ARRIERE |  |  |  | G | D | G | D | D | <b>Ripage</b> (-8 à +8 m/km) : | -0.1 m/km |  |  |  |  | <b>Dissymétrie suspension</b> (≤ 30%) : | 0 % |  | 3 % |  |  | <b>Forces verticales</b> : | 914 daN |  | 580 daN |  |  | <b>Frein de service</b> |  |  |  |  |  | Forces de freinage : | 339 daN | 305 daN | 211 daN |  | 197 daN | Déséquilibre (<20%) : | 11 % |  |  | 7 % |  | Forces de freinage (efficacité) : | 339 daN | 305 daN | 211 daN |  | 197 daN | Taux d'efficacité global (≥58 %) : | 70 % |  |  |  |  | <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) : | 25 % |  |  |  |  | <b>Émissions à l'échappement</b> |  |  |  |  |  | Opacité des fumées(0.51 m-1) | C1:<0.1 m-1 C2:<0.1 m-1 |  |  |  |  | <b>Feux de croisement</b> (-2.5 % à -0.5 %) : | -0.1 % |  |  |  |  | <b>Feux de brouillard avant</b> (-3.5 % à -1.0 %) : | +0.6 % |  |  |  | +0.8 % |
|  | AVANT  |                                  | ARRIERE |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
|  | G  | D                                | G       | D   | D       |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| <b>Ripage</b> (-8 à +8 m/km) :   | -0.1 m/km  |                                  |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| <b>Dissymétrie suspension</b> (≤ 30%) :  | 0 %  |                                  | 3 %     |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| <b>Forces verticales</b> :   | 914 daN  |                                  | 580 daN |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| <b>Frein de service</b>  |  |                                  |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| Forces de freinage :   | 339 daN  | 305 daN                          | 211 daN |     | 197 daN |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| Déséquilibre (<20%) :  | 11 %   |                                  |         | 7 % |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| Forces de freinage (efficacité) :  | 339 daN  | 305 daN                          | 211 daN |     | 197 daN |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| Taux d'efficacité global (≥58 %) :   | 70 %   |                                  |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :  | 25 %   |                                  |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| <b>Émissions à l'échappement</b>   |  |                                  |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| Opacité des fumées(0.51 m-1)   | C1:<0.1 m-1 C2:<0.1 m-1  |                                  |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| <b>Feux de croisement</b> (-2.5 % à -0.5 %) :  | -0.1 %   |                                  |         |     |         |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |
| <b>Feux de brouillard avant</b> (-3.5 % à -1.0 %) :  | +0.6 %   |                                  |         |     | +0.8 %  |  |         |  |  |  |   |   |   |   |   |                                |           |  |  |  |  |   |     |  |     |  |  |                            |         |  |         |  |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |      |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |                         |  |  |  |  |   |        |  |  |  |  |   |        |  |  |  |        |