



N° D'IMPRIMÉ C 63099006

# PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE



EXEMPLAIRE REMIS A L'USAGER

| NATURE DU CONTRÔLE   | (3) DATE DU CONTRÔLE  | N° DU PROCÈS-VERBAL                                       |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
|--|---|---|---------|---------|--|-------|--|---------|--|--|---|---|---|---|-------------------------|-----------|--|--|--|----------------------------------|-----|--|-----|--|---------------------|---------|--|---------|--|------------------|--|--|--|--|----------------------|---------|---------|---------|---------|-----------------------|-----|--|-----|--|-----------------------------------|---------|---------|---------|---------|------------------------------------|------|--|--|--|--|------|--|--|--|---------------------------|--|--|--|--|-----------------------|--------|--|--|--|--------------------------------|--------|--|--|--|------------------------|-------|--|--|--|--|--------|--|--------|--|--|--------|--|--------|--|
| Contrôle technique périodique  | 28/01/2025  | 25238084  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| (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>5.2.3.d.2. PNEU : Pneumatique gravement endommagé, entaillé ou montage inadapté AVG, ARD, AVD, ARG<br><br><b>Défaillances mineures :</b><br>5.3.2.c.1. AMORTISSEURS : Protection défectueuse AVG, AVD<br>6.2.1.a.1. ÉTAT DE LA CABINE ET DE LA CARROSSERIE : Panneau ou élément endommagé G, C<br>6.2.13.b.1. AUTRES OUVRANTS : Détérioration AR<br><br><b>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 :</b> 07/04/2021 : 45198 km / 19/04/2023 : 88695 km  |   |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ   |   |   |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| 27/03/2025   |   |   |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| 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) IDENTIFICATION DU CONTRÔLEUR   |   |   |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| N° D'AGRÈMENT : 013C0416   |   |   |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| SIGNATURE :  |   |   |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| IDENTIFICATION DU VÉHICULE   |   |   |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| (2) Immatriculation et pays : DF-903-MH (F)  | Date d'immatriculation : 17/05/2018   | Date de 1 <sup>ère</sup> mise en circulation : 05/05/2014 |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Marque : RENAULT   | Désignation commerciale : CLIO  |   |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| (1) N° dans la série du type (VIN) : VF15R0G0H50424675   | (5) Catégorie internationale : M1   | Genre : VP  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Type/CNIT : M10RENV168S820   | Énergie : ES  |   |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Document(s) présenté(s) : Certificat d'immatriculation   |   |   |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| (4) KILOMÉTRAGE RELEVÉ   | MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES  |   |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| 128493   |   |   |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE   |   |   |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| PROCÈS-VERBAL N° : _____   | DATE : _____  |   |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| N° D'AGRÈMENT DU CENTRE : _____  |   |   |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
|  | <table border="0"> <thead> <tr> <th></th> <th colspan="2">AVANT</th> <th colspan="2">ARRIÈRE</th> </tr> <tr> <th></th> <th>G</th> <th>D</th> <th>G</th> <th>D</th> </tr> </thead> <tbody> <tr> <td>Ripage (-8 à +8 m/km) :</td> <td colspan="4">-3.0 m/km</td> </tr> <tr> <td>Dissymétrie suspension (≤ 30%) :</td> <td colspan="2">4 %</td> <td colspan="2">1 %</td> </tr> <tr> <td>Forces verticales :</td> <td colspan="2">707 daN</td> <td colspan="2">462 daN</td> </tr> <tr> <td>Frein de service</td> <td colspan="4"></td> </tr> <tr> <td>Forces de freinage :</td> <td>226 daN</td> <td>243 daN</td> <td>182 daN</td> <td>181 daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%) :</td> <td colspan="2">7 %</td> <td colspan="2">1 %</td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>226 daN</td> <td>243 daN</td> <td>182 daN</td> <td>181 daN</td> </tr> <tr> <td>Taux d'efficacité global (≥58 %) :</td> <td colspan="4">71 %</td> </tr> <tr> <td>Frein de stationnement Taux d'efficacité (≥18 %) :</td> <td colspan="4">26 %</td> </tr> <tr> <td>Émissions à l'échappement</td> <td colspan="4"></td> </tr> <tr> <td>CO ralenti (≤0.3 %) :</td> <td colspan="4">0.11 %</td> </tr> <tr> <td>CO ralenti accéléré (≤0.2 %) :</td> <td colspan="4">0.20 %</td> </tr> <tr> <td>Lambda (0.97 à 1.03) :</td> <td colspan="4">1.029</td> </tr> <tr> <td>Feux de croisement (-2.5 % à -0.5 %) :</td> <td colspan="2">-0.9 %</td> <td colspan="2">-0.6 %</td> </tr> <tr> <td>Feux de brouillard avant (-3.5 % à -1.0 %) :</td> <td colspan="2">-1.5 %</td> <td colspan="2">-1.0 %</td> </tr> </tbody> </table> |   |         |         |  | AVANT |  | ARRIÈRE |  |  | G | D | G | D | Ripage (-8 à +8 m/km) : | -3.0 m/km |  |  |  | Dissymétrie suspension (≤ 30%) : | 4 % |  | 1 % |  | Forces verticales : | 707 daN |  | 462 daN |  | Frein de service |  |  |  |  | Forces de freinage : | 226 daN | 243 daN | 182 daN | 181 daN | Déséquilibre (<20%) : | 7 % |  | 1 % |  | Forces de freinage (efficacité) : | 226 daN | 243 daN | 182 daN | 181 daN | Taux d'efficacité global (≥58 %) : | 71 % |  |  |  | Frein de stationnement Taux d'efficacité (≥18 %) : | 26 % |  |  |  | Émissions à l'échappement |  |  |  |  | CO ralenti (≤0.3 %) : | 0.11 % |  |  |  | CO ralenti accéléré (≤0.2 %) : | 0.20 % |  |  |  | Lambda (0.97 à 1.03) : | 1.029 |  |  |  | Feux de croisement (-2.5 % à -0.5 %) : | -0.9 % |  | -0.6 % |  | Feux de brouillard avant (-3.5 % à -1.0 %) : | -1.5 % |  | -1.0 % |  |
|  | AVANT   |   | ARRIÈRE |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
|  | G   | D   | G       | D       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Ripage (-8 à +8 m/km) :  | -3.0 m/km   |   |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Dissymétrie suspension (≤ 30%) :   | 4 %   |   | 1 %     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Forces verticales :  | 707 daN   |   | 462 daN |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Frein de service   |   |   |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Forces de freinage :   | 226 daN   | 243 daN   | 182 daN | 181 daN |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Déséquilibre (<20%) :  | 7 %   |   | 1 %     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Forces de freinage (efficacité) :  | 226 daN   | 243 daN   | 182 daN | 181 daN |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Taux d'efficacité global (≥58 %) :   | 71 %  |   |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Frein de stationnement Taux d'efficacité (≥18 %) :   | 26 %  |   |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Émissions à l'échappement  |   |   |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| CO ralenti (≤0.3 %) :  | 0.11 %  |   |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| CO ralenti accéléré (≤0.2 %) :   | 0.20 %  |   |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Lambda (0.97 à 1.03) :   | 1.029   |   |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Feux de croisement (-2.5 % à -0.5 %) :   | -0.9 %  |   | -0.6 %  |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Feux de brouillard avant (-3.5 % à -1.0 %) :   | -1.5 %  |   | -1.0 %  |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |

