

N° d'imprimé : F066216180 **PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE**

| NATURE DU CONTRÔLE  |                              | (3) DATE DU CONTRÔLE  | N° DU PROCÈS-VERBAL |          |    |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                               |                           |  |     |  |  |  |   |  |  |  |  |  |  |  |  |          |  |          |  |  |   |  |          |  |          |  |  |
|---|------------------------------|---|---------------------|----------|----|---------------|-----|----|-----|-----|----|-----|------------------------|----------|--|--|--|--|--|--------------------------------|----|--|----|--|--|--|-------------------|--------|--|--------|--|--|--|-------------------------|--|--|--|--|--|--|--------------------|--------|--------|--------|--------|--|--|---------------------|----|--|----|--|--|--|--------------------------------|--------|--------|--------|--------|--|--|---------------------------|--|--|--|-----|--|--|-------------------------------|---------------------------|--|-----|--|--|--|---|--|--|--|--|--|--|--|--|----------|--|----------|--|--|---|--|----------|--|----------|--|--|
| Contrôle technique périodique   |                              | 23/07/2025  | 25071923            |          |    |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                               |                           |  |     |  |  |  |   |  |  |  |  |  |  |  |  |          |  |          |  |  |   |  |          |  |          |  |  |
| (7) RÉSULTAT DU CONTRÔLE  |                              | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ  |                     |          |    |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                               |                           |  |     |  |  |  |   |  |  |  |  |  |  |  |  |          |  |          |  |  |   |  |          |  |          |  |  |
| Favorable   |                              | <b>Défaillances mineures</b><br>4.5.2.a.1. RÉGLAGE (FEUX DE BROUILLARD AVANT) : Mauvaise orientation horizontale d'un feu de brouillard avant (D)<br>6.2.1.a.1. ÉTAT DE LA CABINE ET DE LA CARROSSERIE : Panneau ou élément endommagé (ARD)<br>7.1.5.d.1. AIRBAG : Mauvaise configuration du système de désactivation du coussin gonflable passager<br><br>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 : 27/11/2024:84363 Km /  |                     |          |    |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                               |                           |  |     |  |  |  |   |  |  |  |  |  |  |  |  |          |  |          |  |  |   |  |          |  |          |  |  |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ  |                              |   |                     |          |    |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                               |                           |  |     |  |  |  |   |  |  |  |  |  |  |  |  |          |  |          |  |  |   |  |          |  |          |  |  |
| 22/07/2027  |                              |   |                     |          |    |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                               |                           |  |     |  |  |  |   |  |  |  |  |  |  |  |  |          |  |          |  |  |   |  |          |  |          |  |  |
| NATURE DU PROCHAIN CONTRÔLE   |                              |   |                     |          |    |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                               |                           |  |     |  |  |  |   |  |  |  |  |  |  |  |  |          |  |          |  |  |   |  |          |  |          |  |  |
| Contrôle technique complémentaire au plus tard le : 22/07/2026  |                              |   |                     |          |    |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                               |                           |  |     |  |  |  |   |  |  |  |  |  |  |  |  |          |  |          |  |  |   |  |          |  |          |  |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE  |                              |   |                     |          |    |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                               |                           |  |     |  |  |  |   |  |  |  |  |  |  |  |  |          |  |          |  |  |   |  |          |  |          |  |  |
| N° D'AGREMENT : <b>S076F221</b>   |                              |   |                     |          |    |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                               |                           |  |     |  |  |  |   |  |  |  |  |  |  |  |  |          |  |          |  |  |   |  |          |  |          |  |  |
| (9) RAISON SOCIALE : S.N.C.T.A.   |                              |   |                     |          |    |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                               |                           |  |     |  |  |  |   |  |  |  |  |  |  |  |  |          |  |          |  |  |   |  |          |  |          |  |  |
| (3) COORDONNÉES : 161 RUE DU GENERALE DE GAULLE   |                              |   |                     |          |    |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                               |                           |  |     |  |  |  |   |  |  |  |  |  |  |  |  |          |  |          |  |  |   |  |          |  |          |  |  |
| 76770 LE HOULME<br>02.35.75.01.01   |                              |   |                     |          |    |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                               |                           |  |     |  |  |  |   |  |  |  |  |  |  |  |  |          |  |          |  |  |   |  |          |  |          |  |  |
| (9) IDENTIFICATION DU CONTRÔLEUR  |                              |   |                     |          |    |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                               |                           |  |     |  |  |  |   |  |  |  |  |  |  |  |  |          |  |          |  |  |   |  |          |  |          |  |  |
| N° D'AGREMENT : 076F1350  |                              |   |                     |          |    |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                               |                           |  |     |  |  |  |   |  |  |  |  |  |  |  |  |          |  |          |  |  |   |  |          |  |          |  |  |
| SIGNATURE :         |                              |   |                     |          |    |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                               |                           |  |     |  |  |  |   |  |  |  |  |  |  |  |  |          |  |          |  |  |   |  |          |  |          |  |  |
| IDENTIFICATION DU VÉHICULE  |                              |   |                     |          |    |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                               |                           |  |     |  |  |  |   |  |  |  |  |  |  |  |  |          |  |          |  |  |   |  |          |  |          |  |  |
| (2) Immatriculation et pays   | Date d'immatriculation       | Date de 1ère mise en circulation  |                     |          |    |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                               |                           |  |     |  |  |  |   |  |  |  |  |  |  |  |  |          |  |          |  |  |   |  |          |  |          |  |  |
| FV-665-VS (F)   | 14-12-2020                   | 14-12-2020  |                     |          |    |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                               |                           |  |     |  |  |  |   |  |  |  |  |  |  |  |  |          |  |          |  |  |   |  |          |  |          |  |  |
| Marque  | Désignation commerciale      |   |                     |          |    |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                               |                           |  |     |  |  |  |   |  |  |  |  |  |  |  |  |          |  |          |  |  |   |  |          |  |          |  |  |
| CITROEN   | BERLINGO                     |   |                     |          |    |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                               |                           |  |     |  |  |  |   |  |  |  |  |  |  |  |  |          |  |          |  |  |   |  |          |  |          |  |  |
| (1) N° dans la série du type (VIN)  | (5) Catégorie internationale | Genre   |                     |          |    |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                               |                           |  |     |  |  |  |   |  |  |  |  |  |  |  |  |          |  |          |  |  |   |  |          |  |          |  |  |
| VR7EFYHYCLJ899127   | N1                           | CTTE  |                     |          |    |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                               |                           |  |     |  |  |  |   |  |  |  |  |  |  |  |  |          |  |          |  |  |   |  |          |  |          |  |  |
| Type/CNIT   | Énergie                      |   |                     |          |    |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                               |                           |  |     |  |  |  |   |  |  |  |  |  |  |  |  |          |  |          |  |  |   |  |          |  |          |  |  |
| N10CTRCT0779012   | 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  |                     |          |    |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                               |                           |  |     |  |  |  |   |  |  |  |  |  |  |  |  |          |  |          |  |  |   |  |          |  |          |  |  |
| 89199   |                              |   |                     |          |    |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                               |                           |  |     |  |  |  |   |  |  |  |  |  |  |  |  |          |  |          |  |  |   |  |          |  |          |  |  |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE  |                              |   |                     |          |    |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                               |                           |  |     |  |  |  |   |  |  |  |  |  |  |  |  |          |  |          |  |  |   |  |          |  |          |  |  |
|   |                              | <table border="1"> <thead> <tr> <th>M E S U R E S</th> <th>AvG</th> <th>Av</th> <th>AvD</th> <th>ArG</th> <th>Ar</th> <th>ArD</th> </tr> </thead> <tbody> <tr> <td>Ripage (-8 à + 8 m/km)</td> <td colspan="6">+0.1m/km</td> </tr> <tr> <td>Dissymétrie suspension (&lt;=30%)</td> <td colspan="2">4%</td> <td colspan="4">2%</td> </tr> <tr> <td>Forces verticales</td> <td colspan="2">917daN</td> <td colspan="4">606daN</td> </tr> <tr> <td><b>Frein de service</b></td> <td colspan="6"></td> </tr> <tr> <td>Forces de freinage</td> <td>314daN</td> <td>313daN</td> <td>199daN</td> <td>195daN</td> <td colspan="2"></td> </tr> <tr> <td>Déséquilibre (&lt;20%)</td> <td colspan="2">1%</td> <td colspan="2">3%</td> <td colspan="2"></td> </tr> <tr> <td>Force de freinage (efficacité)</td> <td>314daN</td> <td>313daN</td> <td>199daN</td> <td>195daN</td> <td colspan="2"></td> </tr> <tr> <td>Taux d'efficacité (=&gt;50%)</td> <td colspan="3"></td> <td colspan="3">67%</td> </tr> <tr> <td><b>Frein de stationnement</b></td> <td colspan="2">Taux d'efficacité (=&gt;18%)</td> <td colspan="4">18%</td> </tr> <tr> <td colspan="7"><b>Opacité des fumées (0.51m<sup>-1</sup>)</b> C1:0.28 C2:0.18 C3:0.13 Moyenne:0.20</td> </tr> <tr> <td colspan="2"><b>Feux croisement</b> (-2.5% à -0.5%)</td> <td colspan="2">G: -2.2%</td> <td colspan="3">D: -0.9%</td> </tr> <tr> <td colspan="2"><b>Feux de brouillard avant</b> (-3.5% à -1.0%)</td> <td colspan="2">G: -3.0%</td> <td colspan="3">D: -4.0%</td> </tr> </tbody> </table> |                     |          |    | M E S U R E S | AvG | Av | AvD | ArG | Ar | ArD | Ripage (-8 à + 8 m/km) | +0.1m/km |  |  |  |  |  | Dissymétrie suspension (<=30%) | 4% |  | 2% |  |  |  | Forces verticales | 917daN |  | 606daN |  |  |  | <b>Frein de service</b> |  |  |  |  |  |  | Forces de freinage | 314daN | 313daN | 199daN | 195daN |  |  | Déséquilibre (<20%) | 1% |  | 3% |  |  |  | Force de freinage (efficacité) | 314daN | 313daN | 199daN | 195daN |  |  | Taux d'efficacité (=>50%) |  |  |  | 67% |  |  | <b>Frein de stationnement</b> | Taux d'efficacité (=>18%) |  | 18% |  |  |  | <b>Opacité des fumées (0.51m<sup>-1</sup>)</b> C1:0.28 C2:0.18 C3:0.13 Moyenne:0.20 |  |  |  |  |  |  | <b>Feux croisement</b> (-2.5% à -0.5%) |  | G: -2.2% |  | D: -0.9% |  |  | <b>Feux de brouillard avant</b> (-3.5% à -1.0%) |  | G: -3.0% |  | D: -4.0% |  |  |
| M E S U R E S   | AvG                          | Av  | AvD                 | ArG      | Ar | ArD           |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                               |                           |  |     |  |  |  |   |  |  |  |  |  |  |  |  |          |  |          |  |  |   |  |          |  |          |  |  |
| Ripage (-8 à + 8 m/km)  | +0.1m/km                     |   |                     |          |    |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                               |                           |  |     |  |  |  |   |  |  |  |  |  |  |  |  |          |  |          |  |  |   |  |          |  |          |  |  |
| Dissymétrie suspension (<=30%)  | 4%                           |   | 2%                  |          |    |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                               |                           |  |     |  |  |  |   |  |  |  |  |  |  |  |  |          |  |          |  |  |   |  |          |  |          |  |  |
| Forces verticales   | 917daN                       |   | 606daN              |          |    |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                               |                           |  |     |  |  |  |   |  |  |  |  |  |  |  |  |          |  |          |  |  |   |  |          |  |          |  |  |
| <b>Frein de service</b>   |                              |   |                     |          |    |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                               |                           |  |     |  |  |  |   |  |  |  |  |  |  |  |  |          |  |          |  |  |   |  |          |  |          |  |  |
| Forces de freinage  | 314daN                       | 313daN  | 199daN              | 195daN   |    |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                               |                           |  |     |  |  |  |   |  |  |  |  |  |  |  |  |          |  |          |  |  |   |  |          |  |          |  |  |
| Déséquilibre (<20%)   | 1%                           |   | 3%                  |          |    |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                               |                           |  |     |  |  |  |   |  |  |  |  |  |  |  |  |          |  |          |  |  |   |  |          |  |          |  |  |
| Force de freinage (efficacité)  | 314daN                       | 313daN  | 199daN              | 195daN   |    |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                               |                           |  |     |  |  |  |   |  |  |  |  |  |  |  |  |          |  |          |  |  |   |  |          |  |          |  |  |
| Taux d'efficacité (=>50%)   |                              |   |                     | 67%      |    |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                               |                           |  |     |  |  |  |   |  |  |  |  |  |  |  |  |          |  |          |  |  |   |  |          |  |          |  |  |
| <b>Frein de stationnement</b>   | Taux d'efficacité (=>18%)    |   | 18%                 |          |    |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                               |                           |  |     |  |  |  |   |  |  |  |  |  |  |  |  |          |  |          |  |  |   |  |          |  |          |  |  |
| <b>Opacité des fumées (0.51m<sup>-1</sup>)</b> C1:0.28 C2:0.18 C3:0.13 Moyenne:0.20                   |                              |   |                     |          |    |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                               |                           |  |     |  |  |  |   |  |  |  |  |  |  |  |  |          |  |          |  |  |   |  |          |  |          |  |  |
| <b>Feux croisement</b> (-2.5% à -0.5%)  |                              | G: -2.2%  |                     | D: -0.9% |    |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                               |                           |  |     |  |  |  |   |  |  |  |  |  |  |  |  |          |  |          |  |  |   |  |          |  |          |  |  |
| <b>Feux de brouillard avant</b> (-3.5% à -1.0%)   |                              | G: -3.0%  |                     | D: -4.0% |    |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                               |                           |  |     |  |  |  |   |  |  |  |  |  |  |  |  |          |  |          |  |  |   |  |          |  |          |  |  |