

N° D'IMPRIMÉ T34291019

**EXEMPLAIRE REMIS A L'USAGER**

| NATURE DU CONTRÔLE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | (3) DATE DU CONTRÔLE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | N° DU PROCÈS-VERBAL |         |         |         |   |         |   |                         |           |  |  |  |  |                                          |     |  |  |     |  |                     |         |  |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                             |      |  |  |  |  |                                                             |      |  |  |  |  |                           |  |  |  |  |  |                              |             |             |  |  |  |                                      |        |  |        |  |  |                                              |        |  |        |  |  |
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| Contrôle technique périodique                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 04/11/2025                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 25099091            |         |         |         |   |         |   |                         |           |  |  |  |  |                                          |     |  |  |     |  |                     |         |  |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                             |      |  |  |  |  |                                                             |      |  |  |  |  |                           |  |  |  |  |  |                              |             |             |  |  |  |                                      |        |  |        |  |  |                                              |        |  |        |  |  |
| (7) RÉSULTAT DU CONTRÔLE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                     |         |         |         |   |         |   |                         |           |  |  |  |  |                                          |     |  |  |     |  |                     |         |  |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                             |      |  |  |  |  |                                                             |      |  |  |  |  |                           |  |  |  |  |  |                              |             |             |  |  |  |                                      |        |  |        |  |  |                                              |        |  |        |  |  |
| Défavorable pour défaillances majeures                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Défaillances majeures :<br>6.1.4.a.2. PARE-CHOCS, PROTECTION LATÉRALE ET DISPOSITIFS ANTI-ENCASTREMENT ARRIÈRE : Mauvaise fixation ou endommagement susceptible de causer des blessures en cas de contact AR<br>8.4.1.a.2. PERTES DE LIQUIDES : Fuite excessive de liquide autre que de l'eau susceptible de porter atteinte à l'environnement ou constituant un risque pour la sécurité des autres usagers de la route AV                                                                                                                                                                                                 |                     |         |         |         |   |         |   |                         |           |  |  |  |  |                                          |     |  |  |     |  |                     |         |  |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                             |      |  |  |  |  |                                                             |      |  |  |  |  |                           |  |  |  |  |  |                              |             |             |  |  |  |                                      |        |  |        |  |  |                                              |        |  |        |  |  |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Défaillances mineures :<br>4.5.2.a.1. RÉGLAGE (FEUX DE BROUILLARD AVANT) : Mauvaise orientation horizontale d'un feu de brouillard avant AVG, AVD<br>5.2.3.e.1. PNEUMATIQUES : Usure anormale ou présence d'un corps étranger AVG, AVD<br>5.2.3.h.1. PNEUMATIQUES : Le système de contrôle de la pression des pneumatiques fonctionne mal où le pneumatic est manifestement sous-gonflé AVD<br>8.2.22.c.1. OPACITÉ : Le relevé du système OBD indique une anomalie du dispositif antipollution, sans dysfonctionnement important<br>Code(s) défaut(s) standard(s) relevé(s) concernant le dispositif antipollution : P2413 |                     |         |         |         |   |         |   |                         |           |  |  |  |  |                                          |     |  |  |     |  |                     |         |  |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                             |      |  |  |  |  |                                                             |      |  |  |  |  |                           |  |  |  |  |  |                              |             |             |  |  |  |                                      |        |  |        |  |  |                                              |        |  |        |  |  |
| NATURE DU PROCHAIN CONTRÔLE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |         |         |         |   |         |   |                         |           |  |  |  |  |                                          |     |  |  |     |  |                     |         |  |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                             |      |  |  |  |  |                                                             |      |  |  |  |  |                           |  |  |  |  |  |                              |             |             |  |  |  |                                      |        |  |        |  |  |                                              |        |  |        |  |  |
| Contre-visite                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |         |         |         |   |         |   |                         |           |  |  |  |  |                                          |     |  |  |     |  |                     |         |  |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                             |      |  |  |  |  |                                                             |      |  |  |  |  |                           |  |  |  |  |  |                              |             |             |  |  |  |                                      |        |  |        |  |  |                                              |        |  |        |  |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |         |         |         |   |         |   |                         |           |  |  |  |  |                                          |     |  |  |     |  |                     |         |  |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                             |      |  |  |  |  |                                                             |      |  |  |  |  |                           |  |  |  |  |  |                              |             |             |  |  |  |                                      |        |  |        |  |  |                                              |        |  |        |  |  |
| N° D'AGRÈMENT : S076T114                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |         |         |         |   |         |   |                         |           |  |  |  |  |                                          |     |  |  |     |  |                     |         |  |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                             |      |  |  |  |  |                                                             |      |  |  |  |  |                           |  |  |  |  |  |                              |             |             |  |  |  |                                      |        |  |        |  |  |                                              |        |  |        |  |  |
| (9) RAISON SOCIALE : SASU ANALYSE AUTO BILAN PAVILLY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |         |         |         |   |         |   |                         |           |  |  |  |  |                                          |     |  |  |     |  |                     |         |  |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                             |      |  |  |  |  |                                                             |      |  |  |  |  |                           |  |  |  |  |  |                              |             |             |  |  |  |                                      |        |  |        |  |  |                                              |        |  |        |  |  |
| (3) COORDONNÉES : 18 ALLEE DE LA COTONNIERE<br>76570 PAVILLY<br>Tél : 02 35 92 29 29 - Fax : 02 35 92 29 29                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |         |         |         |   |         |   |                         |           |  |  |  |  |                                          |     |  |  |     |  |                     |         |  |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                             |      |  |  |  |  |                                                             |      |  |  |  |  |                           |  |  |  |  |  |                              |             |             |  |  |  |                                      |        |  |        |  |  |                                              |        |  |        |  |  |
| (9) IDENTIFICATION DU CONTRÔLEUR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |         |         |         |   |         |   |                         |           |  |  |  |  |                                          |     |  |  |     |  |                     |         |  |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                             |      |  |  |  |  |                                                             |      |  |  |  |  |                           |  |  |  |  |  |                              |             |             |  |  |  |                                      |        |  |        |  |  |                                              |        |  |        |  |  |
| N° D'AGRÈMENT : 076T1338                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |         |         |         |   |         |   |                         |           |  |  |  |  |                                          |     |  |  |     |  |                     |         |  |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                             |      |  |  |  |  |                                                             |      |  |  |  |  |                           |  |  |  |  |  |                              |             |             |  |  |  |                                      |        |  |        |  |  |                                              |        |  |        |  |  |
| SIGNATURE :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |         |         |         |   |         |   |                         |           |  |  |  |  |                                          |     |  |  |     |  |                     |         |  |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                             |      |  |  |  |  |                                                             |      |  |  |  |  |                           |  |  |  |  |  |                              |             |             |  |  |  |                                      |        |  |        |  |  |                                              |        |  |        |  |  |
| IDENTIFICATION DU VEHICULE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |         |         |         |   |         |   |                         |           |  |  |  |  |                                          |     |  |  |     |  |                     |         |  |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                             |      |  |  |  |  |                                                             |      |  |  |  |  |                           |  |  |  |  |  |                              |             |             |  |  |  |                                      |        |  |        |  |  |                                              |        |  |        |  |  |
| (2) Immatriculation et pays Date d'immatriculation FZ-825-KX (F) 25/05/2021                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Date de 1ère mise en circulation 25/05/2021                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                     |         |         |         |   |         |   |                         |           |  |  |  |  |                                          |     |  |  |     |  |                     |         |  |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                             |      |  |  |  |  |                                                             |      |  |  |  |  |                           |  |  |  |  |  |                              |             |             |  |  |  |                                      |        |  |        |  |  |                                              |        |  |        |  |  |
| Marque PEUGEOT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Désignation commerciale PARTNER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |         |         |         |   |         |   |                         |           |  |  |  |  |                                          |     |  |  |     |  |                     |         |  |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                             |      |  |  |  |  |                                                             |      |  |  |  |  |                           |  |  |  |  |  |                              |             |             |  |  |  |                                      |        |  |        |  |  |                                              |        |  |        |  |  |
| (1) N° dans la série du type (VIN) VR3EFYHZJMJ593817                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | (5) Catégorie internationale N1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Genre CTTE          |         |         |         |   |         |   |                         |           |  |  |  |  |                                          |     |  |  |     |  |                     |         |  |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                             |      |  |  |  |  |                                                             |      |  |  |  |  |                           |  |  |  |  |  |                              |             |             |  |  |  |                                      |        |  |        |  |  |                                              |        |  |        |  |  |
| Type/CNIT ABSENT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Energie GO                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                     |         |         |         |   |         |   |                         |           |  |  |  |  |                                          |     |  |  |     |  |                     |         |  |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                             |      |  |  |  |  |                                                             |      |  |  |  |  |                           |  |  |  |  |  |                              |             |             |  |  |  |                                      |        |  |        |  |  |                                              |        |  |        |  |  |
| Document(s) présenté(s)<br>Photocopie du certificat d'immatriculation visée par un commissaire-priseur ou un huissier de justice                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |         |         |         |   |         |   |                         |           |  |  |  |  |                                          |     |  |  |     |  |                     |         |  |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                             |      |  |  |  |  |                                                             |      |  |  |  |  |                           |  |  |  |  |  |                              |             |             |  |  |  |                                      |        |  |        |  |  |                                              |        |  |        |  |  |
| (4) KILOMÉTRAGE RELEVÉ                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                     |         |         |         |   |         |   |                         |           |  |  |  |  |                                          |     |  |  |     |  |                     |         |  |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                             |      |  |  |  |  |                                                             |      |  |  |  |  |                           |  |  |  |  |  |                              |             |             |  |  |  |                                      |        |  |        |  |  |                                              |        |  |        |  |  |
| 175932                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |         |         |         |   |         |   |                         |           |  |  |  |  |                                          |     |  |  |     |  |                     |         |  |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                             |      |  |  |  |  |                                                             |      |  |  |  |  |                           |  |  |  |  |  |                              |             |             |  |  |  |                                      |        |  |        |  |  |                                              |        |  |        |  |  |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |         |         |         |   |         |   |                         |           |  |  |  |  |                                          |     |  |  |     |  |                     |         |  |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                             |      |  |  |  |  |                                                             |      |  |  |  |  |                           |  |  |  |  |  |                              |             |             |  |  |  |                                      |        |  |        |  |  |                                              |        |  |        |  |  |
| PROCÈS-VERBAL N° :      DATE :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |         |         |         |   |         |   |                         |           |  |  |  |  |                                          |     |  |  |     |  |                     |         |  |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                             |      |  |  |  |  |                                                             |      |  |  |  |  |                           |  |  |  |  |  |                              |             |             |  |  |  |                                      |        |  |        |  |  |                                              |        |  |        |  |  |
| N° D'AGRÈMENT DU CENTRE :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |         |         |         |   |         |   |                         |           |  |  |  |  |                                          |     |  |  |     |  |                     |         |  |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                             |      |  |  |  |  |                                                             |      |  |  |  |  |                           |  |  |  |  |  |                              |             |             |  |  |  |                                      |        |  |        |  |  |                                              |        |  |        |  |  |
| <table border="1"><thead><tr><th>G</th><th>AVANT</th><th>D</th><th>G</th><th>ARRIERE</th><th>D</th></tr></thead><tbody><tr><td>Ripage (-8 à +8 m/km) :</td><td>+1.0 m/km</td><td></td><td></td><td></td><td></td></tr><tr><td>Dissymétrie suspension (<math>\leq 30\%</math>) :</td><td>3 %</td><td></td><td></td><td>5 %</td><td></td></tr><tr><td>Forces verticales :</td><td>972 daN</td><td></td><td></td><td>658 daN</td><td></td></tr><tr><td>Frein de service</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Forces de freinage :</td><td>288 daN</td><td>297 daN</td><td>202 daN</td><td></td><td>186 daN</td></tr><tr><td>Déséquilibre (&lt;20%) :</td><td></td><td>4 %</td><td></td><td>8 %</td><td></td></tr><tr><td>Forces de freinage (efficacité) :</td><td>288 daN</td><td>297 daN</td><td>202 daN</td><td></td><td>186 daN</td></tr><tr><td>Taux d'efficacité global (<math>\geq 50 \%</math>) :</td><td colspan="5">59 %</td></tr><tr><td>Frein de stationnement Taux d'efficacité (<math>\geq 18 \%</math>) :</td><td colspan="5">18 %</td></tr><tr><td colspan="6">Émissions à l'échappement</td></tr><tr><td>Opacité des fumées(0.51 m-1)</td><td>C1:&lt;0.1 m-1</td><td>C2:&lt;0.1 m-1</td><td colspan="3"></td></tr><tr><td>Feux de croisement (-3 % à -0.5 %) :</td><td>-2.6 %</td><td></td><td>-2.8 %</td><td colspan="2"></td></tr><tr><td>Feux de brouillard avant (-3.5 % à -1.0 %) :</td><td>-4.0 %</td><td></td><td>-4.0 %</td><td colspan="2"></td></tr></tbody></table> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     | G       | AVANT   | D       | G | ARRIERE | D | Ripage (-8 à +8 m/km) : | +1.0 m/km |  |  |  |  | Dissymétrie suspension ( $\leq 30\%$ ) : | 3 % |  |  | 5 % |  | Forces verticales : | 972 daN |  |  | 658 daN |  | Frein de service |  |  |  |  |  | Forces de freinage : | 288 daN | 297 daN | 202 daN |  | 186 daN | Déséquilibre (<20%) : |  | 4 % |  | 8 % |  | Forces de freinage (efficacité) : | 288 daN | 297 daN | 202 daN |  | 186 daN | Taux d'efficacité global ( $\geq 50 \%$ ) : | 59 % |  |  |  |  | Frein de stationnement Taux d'efficacité ( $\geq 18 \%$ ) : | 18 % |  |  |  |  | Émissions à l'échappement |  |  |  |  |  | Opacité des fumées(0.51 m-1) | C1:<0.1 m-1 | C2:<0.1 m-1 |  |  |  | Feux de croisement (-3 % à -0.5 %) : | -2.6 % |  | -2.8 % |  |  | Feux de brouillard avant (-3.5 % à -1.0 %) : | -4.0 % |  | -4.0 % |  |  |
| G                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | AVANT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | D                   | G       | ARRIERE | D       |   |         |   |                         |           |  |  |  |  |                                          |     |  |  |     |  |                     |         |  |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                             |      |  |  |  |  |                                                             |      |  |  |  |  |                           |  |  |  |  |  |                              |             |             |  |  |  |                                      |        |  |        |  |  |                                              |        |  |        |  |  |
| Ripage (-8 à +8 m/km) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | +1.0 m/km                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                     |         |         |         |   |         |   |                         |           |  |  |  |  |                                          |     |  |  |     |  |                     |         |  |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                             |      |  |  |  |  |                                                             |      |  |  |  |  |                           |  |  |  |  |  |                              |             |             |  |  |  |                                      |        |  |        |  |  |                                              |        |  |        |  |  |
| Dissymétrie suspension ( $\leq 30\%$ ) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 3 %                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                     |         | 5 %     |         |   |         |   |                         |           |  |  |  |  |                                          |     |  |  |     |  |                     |         |  |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                             |      |  |  |  |  |                                                             |      |  |  |  |  |                           |  |  |  |  |  |                              |             |             |  |  |  |                                      |        |  |        |  |  |                                              |        |  |        |  |  |
| Forces verticales :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 972 daN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                     |         | 658 daN |         |   |         |   |                         |           |  |  |  |  |                                          |     |  |  |     |  |                     |         |  |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                             |      |  |  |  |  |                                                             |      |  |  |  |  |                           |  |  |  |  |  |                              |             |             |  |  |  |                                      |        |  |        |  |  |                                              |        |  |        |  |  |
| Frein de service                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |         |         |         |   |         |   |                         |           |  |  |  |  |                                          |     |  |  |     |  |                     |         |  |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                             |      |  |  |  |  |                                                             |      |  |  |  |  |                           |  |  |  |  |  |                              |             |             |  |  |  |                                      |        |  |        |  |  |                                              |        |  |        |  |  |
| Forces de freinage :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 288 daN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 297 daN             | 202 daN |         | 186 daN |   |         |   |                         |           |  |  |  |  |                                          |     |  |  |     |  |                     |         |  |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                             |      |  |  |  |  |                                                             |      |  |  |  |  |                           |  |  |  |  |  |                              |             |             |  |  |  |                                      |        |  |        |  |  |                                              |        |  |        |  |  |
| Déséquilibre (<20%) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 4 %                 |         | 8 %     |         |   |         |   |                         |           |  |  |  |  |                                          |     |  |  |     |  |                     |         |  |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                             |      |  |  |  |  |                                                             |      |  |  |  |  |                           |  |  |  |  |  |                              |             |             |  |  |  |                                      |        |  |        |  |  |                                              |        |  |        |  |  |
| Forces de freinage (efficacité) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 288 daN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 297 daN             | 202 daN |         | 186 daN |   |         |   |                         |           |  |  |  |  |                                          |     |  |  |     |  |                     |         |  |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                             |      |  |  |  |  |                                                             |      |  |  |  |  |                           |  |  |  |  |  |                              |             |             |  |  |  |                                      |        |  |        |  |  |                                              |        |  |        |  |  |
| Taux d'efficacité global ( $\geq 50 \%$ ) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 59 %                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                     |         |         |         |   |         |   |                         |           |  |  |  |  |                                          |     |  |  |     |  |                     |         |  |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                             |      |  |  |  |  |                                                             |      |  |  |  |  |                           |  |  |  |  |  |                              |             |             |  |  |  |                                      |        |  |        |  |  |                                              |        |  |        |  |  |
| Frein de stationnement Taux d'efficacité ( $\geq 18 \%$ ) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 18 %                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                     |         |         |         |   |         |   |                         |           |  |  |  |  |                                          |     |  |  |     |  |                     |         |  |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                             |      |  |  |  |  |                                                             |      |  |  |  |  |                           |  |  |  |  |  |                              |             |             |  |  |  |                                      |        |  |        |  |  |                                              |        |  |        |  |  |
| Émissions à l'échappement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |         |         |         |   |         |   |                         |           |  |  |  |  |                                          |     |  |  |     |  |                     |         |  |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                             |      |  |  |  |  |                                                             |      |  |  |  |  |                           |  |  |  |  |  |                              |             |             |  |  |  |                                      |        |  |        |  |  |                                              |        |  |        |  |  |
| Opacité des fumées(0.51 m-1)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | C1:<0.1 m-1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | C2:<0.1 m-1         |         |         |         |   |         |   |                         |           |  |  |  |  |                                          |     |  |  |     |  |                     |         |  |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                             |      |  |  |  |  |                                                             |      |  |  |  |  |                           |  |  |  |  |  |                              |             |             |  |  |  |                                      |        |  |        |  |  |                                              |        |  |        |  |  |
| Feux de croisement (-3 % à -0.5 %) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | -2.6 %                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                     | -2.8 %  |         |         |   |         |   |                         |           |  |  |  |  |                                          |     |  |  |     |  |                     |         |  |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                             |      |  |  |  |  |                                                             |      |  |  |  |  |                           |  |  |  |  |  |                              |             |             |  |  |  |                                      |        |  |        |  |  |                                              |        |  |        |  |  |
| Feux de brouillard avant (-3.5 % à -1.0 %) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | -4.0 %                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                     | -4.0 %  |         |         |   |         |   |                         |           |  |  |  |  |                                          |     |  |  |     |  |                     |         |  |  |         |  |                  |  |  |  |  |  |                      |         |         |         |  |         |                       |  |     |  |     |  |                                   |         |         |         |  |         |                                             |      |  |  |  |  |                                                             |      |  |  |  |  |                           |  |  |  |  |  |                              |             |             |  |  |  |                                      |        |  |        |  |  |                                              |        |  |        |  |  |