



N° d'imprimé : D140905235

**PROCÈS-VERBAL  
DE CONTRÔLE TECHNIQUE**

| NATURE DU CONTRÔLE                                                                                                                                                                                                                                                                                                                                                                                                                                                   | (3) DATE DU CONTRÔLE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | N° DU PROCÈS-VERBAL |          |               |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                         |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |      |  |                                   |         |         |         |         |                                                  |  |  |  |  |                                                                 |  |  |  |  |                           |  |  |  |  |                                             |          |          |          |               |                                   |        |        |  |  |                                         |        |        |  |  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|----------|---------------|--|---------|--|--|---|---|---|---|------------------------|-----------|--|--|--|-----------------------------------------|-----|--|-----|--|--------------------|---------|--|---------|--|------------------|--|--|--|--|-------------------------------------|---------|---------|---------|---------|-----------------------------|-----|--|------|--|-----------------------------------|---------|---------|---------|---------|--------------------------------------------------|--|--|--|--|-----------------------------------------------------------------|--|--|--|--|---------------------------|--|--|--|--|---------------------------------------------|----------|----------|----------|---------------|-----------------------------------|--------|--------|--|--|-----------------------------------------|--------|--------|--|--|
| Contrôle technique périodique                                                                                                                                                                                                                                                                                                                                                                                                                                        | 22/10/2026                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 26180704            |          |               |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                         |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |      |  |                                   |         |         |         |         |                                                  |  |  |  |  |                                                                 |  |  |  |  |                           |  |  |  |  |                                             |          |          |          |               |                                   |        |        |  |  |                                         |        |        |  |  |
| (7) RÉSULTAT DU CONTRÔLE                                                                                                                                                                                                                                                                                                                                                                                                                                             | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |          |               |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                         |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |      |  |                                   |         |         |         |         |                                                  |  |  |  |  |                                                                 |  |  |  |  |                           |  |  |  |  |                                             |          |          |          |               |                                   |        |        |  |  |                                         |        |        |  |  |
| Favorable                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <b>DÉFAILLANCE(S) MINEURE(S) :</b><br>4.5.2.a.1. RÉGLAGE (FEUX DE BROUILLARD AVANT) : Mauvaise orientation horizontale d'un feu de brouillard avant : D<br>4.7.1.b.1. ÉTAT ET FONCTIONNEMENT (DISPOSITIF D'ÉCLAIRAGE DE LA PLAQUE D'IMMATRICULATION ARRIÈRE) : Source lumineuse partiellement défectueuse<br>6.1.1.g.1. ÉTAT GÉNÉRAL DU CHÂSSIS : Modification ne permettant pas le contrôle d'une partie du châssis: AR, ARD, ARG<br>Kilométrages relevés lors des derniers contrôles techniques depuis le 20 mai 2018 :<br>19.06.2026: 117 179 km                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                     |          |               |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                         |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |      |  |                                   |         |         |         |         |                                                  |  |  |  |  |                                                                 |  |  |  |  |                           |  |  |  |  |                                             |          |          |          |               |                                   |        |        |  |  |                                         |        |        |  |  |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                     |          |               |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                         |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |      |  |                                   |         |         |         |         |                                                  |  |  |  |  |                                                                 |  |  |  |  |                           |  |  |  |  |                                             |          |          |          |               |                                   |        |        |  |  |                                         |        |        |  |  |
| 21/10/2028                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                     |          |               |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                         |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |      |  |                                   |         |         |         |         |                                                  |  |  |  |  |                                                                 |  |  |  |  |                           |  |  |  |  |                                             |          |          |          |               |                                   |        |        |  |  |                                         |        |        |  |  |
| NATURE DU PROCHAIN CONTRÔLE                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                     |          |               |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                         |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |      |  |                                   |         |         |         |         |                                                  |  |  |  |  |                                                                 |  |  |  |  |                           |  |  |  |  |                                             |          |          |          |               |                                   |        |        |  |  |                                         |        |        |  |  |
| Contrôle technique complémentaire au plus tard le :<br>21/10/2027                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                     |          |               |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                         |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |      |  |                                   |         |         |         |         |                                                  |  |  |  |  |                                                                 |  |  |  |  |                           |  |  |  |  |                                             |          |          |          |               |                                   |        |        |  |  |                                         |        |        |  |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                     |          |               |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                         |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |      |  |                                   |         |         |         |         |                                                  |  |  |  |  |                                                                 |  |  |  |  |                           |  |  |  |  |                                             |          |          |          |               |                                   |        |        |  |  |                                         |        |        |  |  |
| N° D'AGRÈMENT : S044V033<br>(9) RAISON SOCIALE : C.T.A. DU SUD LOIRE<br>(3) COORDONNÉES : 119, route de la Gare<br><br>44120 VERTOU<br>Tél : 02.40.33.48.45 Fax: 02.40.33.22.07                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                     |          |               |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                         |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |      |  |                                   |         |         |         |         |                                                  |  |  |  |  |                                                                 |  |  |  |  |                           |  |  |  |  |                                             |          |          |          |               |                                   |        |        |  |  |                                         |        |        |  |  |
| (9) IDENTIFICATION DU CONTRÔLEUR                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                     |          |               |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                         |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |      |  |                                   |         |         |         |         |                                                  |  |  |  |  |                                                                 |  |  |  |  |                           |  |  |  |  |                                             |          |          |          |               |                                   |        |        |  |  |                                         |        |        |  |  |
| N° D'AGRÈMENT : 044D1062<br>SIGNATURE :                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                     |          |               |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                         |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |      |  |                                   |         |         |         |         |                                                  |  |  |  |  |                                                                 |  |  |  |  |                           |  |  |  |  |                                             |          |          |          |               |                                   |        |        |  |  |                                         |        |        |  |  |
| IDENTIFICATION DU VÉHICULE                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                     |          |               |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                         |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |      |  |                                   |         |         |         |         |                                                  |  |  |  |  |                                                                 |  |  |  |  |                           |  |  |  |  |                                             |          |          |          |               |                                   |        |        |  |  |                                         |        |        |  |  |
| (2) Immatriculation et pays Date d'immatriculation Date de 1ère mise en circulation<br>GD-257-KZ(F) 08/12/2021 08/12/2021<br>Marque Désignation commerciale<br>CITROEN BERLINGO<br>(1) N° dans la série du type (VIN) (5) Catégorie internationale Genre<br>VR7EFYHT2MN550230 N1 CTTE<br>Type/CNIT Énergie<br>N10CTRCT173D671 GO<br>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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                     |          |               |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                         |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |      |  |                                   |         |         |         |         |                                                  |  |  |  |  |                                                                 |  |  |  |  |                           |  |  |  |  |                                             |          |          |          |               |                                   |        |        |  |  |                                         |        |        |  |  |
| 122970                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                     |          |               |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                         |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |      |  |                                   |         |         |         |         |                                                  |  |  |  |  |                                                                 |  |  |  |  |                           |  |  |  |  |                                             |          |          |          |               |                                   |        |        |  |  |                                         |        |        |  |  |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                     |          |               |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                         |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |      |  |                                   |         |         |         |         |                                                  |  |  |  |  |                                                                 |  |  |  |  |                           |  |  |  |  |                                             |          |          |          |               |                                   |        |        |  |  |                                         |        |        |  |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <table><thead><tr><th></th><th colspan="2">AVANT</th><th colspan="2">ARRIÈRE</th></tr><tr><th></th><th>G</th><th>D</th><th>G</th><th>D</th></tr></thead><tbody><tr><td>Ripage (-8 à +8 m/km):</td><td colspan="4">+3.2 m/km</td></tr><tr><td>Dissymétrie suspension (<math>\leq 30\%</math>):</td><td colspan="2">1 %</td><td colspan="2">2 %</td></tr><tr><td>Force verticales :</td><td colspan="2">895 daN</td><td colspan="2">625 daN</td></tr><tr><td>Frein de service</td><td colspan="4"></td></tr><tr><td>Forces de freinage (déséquilibre) :</td><td>353 daN</td><td>358 daN</td><td>218 daN</td><td>243 daN</td></tr><tr><td>Déséquilibre (<math>&lt; 20\%</math>) :</td><td colspan="2">2 %</td><td colspan="2">11 %</td></tr><tr><td>Forces de freinage (efficacité) :</td><td>353 daN</td><td>358 daN</td><td>218 daN</td><td>243 daN</td></tr><tr><td>Taux d'efficacité globale (<math>\geq 50\%</math>) : 77 %</td><td colspan="4"></td></tr><tr><td>Frein de stationnement Taux d'efficacité (<math>\geq 18\%</math>) : 21 %</td><td colspan="4"></td></tr><tr><td>Émissions à l'échappement</td><td colspan="4"></td></tr><tr><td>Opacité des fumées (0.51m<sup>-1</sup>) :</td><td>C2: 0.36</td><td>C3: 0.38</td><td>C4: 0.47</td><td>Moyenne: 0.41</td></tr><tr><td>Feux de croisement (-0.5% à -3%):</td><td>-1.4 %</td><td>-1.0 %</td><td colspan="2"></td></tr><tr><td>Feux de brouillard avant (-3.5% à -1%):</td><td>-1.4 %</td><td>-0.7 %</td><td colspan="2"></td></tr></tbody></table> |                     |          | AVANT         |  | ARRIÈRE |  |  | G | D | G | D | Ripage (-8 à +8 m/km): | +3.2 m/km |  |  |  | Dissymétrie suspension ( $\leq 30\%$ ): | 1 % |  | 2 % |  | Force verticales : | 895 daN |  | 625 daN |  | Frein de service |  |  |  |  | Forces de freinage (déséquilibre) : | 353 daN | 358 daN | 218 daN | 243 daN | Déséquilibre ( $< 20\%$ ) : | 2 % |  | 11 % |  | Forces de freinage (efficacité) : | 353 daN | 358 daN | 218 daN | 243 daN | Taux d'efficacité globale ( $\geq 50\%$ ) : 77 % |  |  |  |  | Frein de stationnement Taux d'efficacité ( $\geq 18\%$ ) : 21 % |  |  |  |  | Émissions à l'échappement |  |  |  |  | Opacité des fumées (0.51m <sup>-1</sup> ) : | C2: 0.36 | C3: 0.38 | C4: 0.47 | Moyenne: 0.41 | Feux de croisement (-0.5% à -3%): | -1.4 % | -1.0 % |  |  | Feux de brouillard avant (-3.5% à -1%): | -1.4 % | -0.7 % |  |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | AVANT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                     | ARRIÈRE  |               |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                         |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |      |  |                                   |         |         |         |         |                                                  |  |  |  |  |                                                                 |  |  |  |  |                           |  |  |  |  |                                             |          |          |          |               |                                   |        |        |  |  |                                         |        |        |  |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | G                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | D                   | G        | D             |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                         |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |      |  |                                   |         |         |         |         |                                                  |  |  |  |  |                                                                 |  |  |  |  |                           |  |  |  |  |                                             |          |          |          |               |                                   |        |        |  |  |                                         |        |        |  |  |
| Ripage (-8 à +8 m/km):                                                                                                                                                                                                                                                                                                                                                                                                                                               | +3.2 m/km                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                     |          |               |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                         |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |      |  |                                   |         |         |         |         |                                                  |  |  |  |  |                                                                 |  |  |  |  |                           |  |  |  |  |                                             |          |          |          |               |                                   |        |        |  |  |                                         |        |        |  |  |
| Dissymétrie suspension ( $\leq 30\%$ ):                                                                                                                                                                                                                                                                                                                                                                                                                              | 1 %                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                     | 2 %      |               |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                         |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |      |  |                                   |         |         |         |         |                                                  |  |  |  |  |                                                                 |  |  |  |  |                           |  |  |  |  |                                             |          |          |          |               |                                   |        |        |  |  |                                         |        |        |  |  |
| Force verticales :                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 895 daN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                     | 625 daN  |               |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                         |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |      |  |                                   |         |         |         |         |                                                  |  |  |  |  |                                                                 |  |  |  |  |                           |  |  |  |  |                                             |          |          |          |               |                                   |        |        |  |  |                                         |        |        |  |  |
| Frein de service                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                     |          |               |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                         |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |      |  |                                   |         |         |         |         |                                                  |  |  |  |  |                                                                 |  |  |  |  |                           |  |  |  |  |                                             |          |          |          |               |                                   |        |        |  |  |                                         |        |        |  |  |
| Forces de freinage (déséquilibre) :                                                                                                                                                                                                                                                                                                                                                                                                                                  | 353 daN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 358 daN             | 218 daN  | 243 daN       |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                         |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |      |  |                                   |         |         |         |         |                                                  |  |  |  |  |                                                                 |  |  |  |  |                           |  |  |  |  |                                             |          |          |          |               |                                   |        |        |  |  |                                         |        |        |  |  |
| Déséquilibre ( $< 20\%$ ) :                                                                                                                                                                                                                                                                                                                                                                                                                                          | 2 %                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                     | 11 %     |               |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                         |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |      |  |                                   |         |         |         |         |                                                  |  |  |  |  |                                                                 |  |  |  |  |                           |  |  |  |  |                                             |          |          |          |               |                                   |        |        |  |  |                                         |        |        |  |  |
| Forces de freinage (efficacité) :                                                                                                                                                                                                                                                                                                                                                                                                                                    | 353 daN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 358 daN             | 218 daN  | 243 daN       |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                         |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |      |  |                                   |         |         |         |         |                                                  |  |  |  |  |                                                                 |  |  |  |  |                           |  |  |  |  |                                             |          |          |          |               |                                   |        |        |  |  |                                         |        |        |  |  |
| Taux d'efficacité globale ( $\geq 50\%$ ) : 77 %                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                     |          |               |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                         |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |      |  |                                   |         |         |         |         |                                                  |  |  |  |  |                                                                 |  |  |  |  |                           |  |  |  |  |                                             |          |          |          |               |                                   |        |        |  |  |                                         |        |        |  |  |
| Frein de stationnement Taux d'efficacité ( $\geq 18\%$ ) : 21 %                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                     |          |               |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                         |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |      |  |                                   |         |         |         |         |                                                  |  |  |  |  |                                                                 |  |  |  |  |                           |  |  |  |  |                                             |          |          |          |               |                                   |        |        |  |  |                                         |        |        |  |  |
| Émissions à l'échappement                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                     |          |               |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                         |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |      |  |                                   |         |         |         |         |                                                  |  |  |  |  |                                                                 |  |  |  |  |                           |  |  |  |  |                                             |          |          |          |               |                                   |        |        |  |  |                                         |        |        |  |  |
| Opacité des fumées (0.51m <sup>-1</sup> ) :                                                                                                                                                                                                                                                                                                                                                                                                                          | C2: 0.36                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | C3: 0.38            | C4: 0.47 | Moyenne: 0.41 |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                         |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |      |  |                                   |         |         |         |         |                                                  |  |  |  |  |                                                                 |  |  |  |  |                           |  |  |  |  |                                             |          |          |          |               |                                   |        |        |  |  |                                         |        |        |  |  |
| Feux de croisement (-0.5% à -3%):                                                                                                                                                                                                                                                                                                                                                                                                                                    | -1.4 %                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | -1.0 %              |          |               |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                         |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |      |  |                                   |         |         |         |         |                                                  |  |  |  |  |                                                                 |  |  |  |  |                           |  |  |  |  |                                             |          |          |          |               |                                   |        |        |  |  |                                         |        |        |  |  |
| Feux de brouillard avant (-3.5% à -1%):                                                                                                                                                                                                                                                                                                                                                                                                                              | -1.4 %                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | -0.7 %              |          |               |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                         |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |      |  |                                   |         |         |         |         |                                                  |  |  |  |  |                                                                 |  |  |  |  |                           |  |  |  |  |                                             |          |          |          |               |                                   |        |        |  |  |                                         |        |        |  |  |