



N° d'imprimé : D140905036

PROCÈS-VERBAL  
DE CONTRÔLE TECHNIQUE

| NATURE DU CONTRÔLE                                                                                                                                                                                                                                                                                                                                                                                                                                           | (3) DATE DU CONTRÔLE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | N° DU PROCÈS-VERBAL |         |         |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |                                         |        |        |  |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|---------|---------|--|---------|--|--|---|---|---|---|------------------------|-----------|--|--|--|---------------------------------|-----|--|------|--|--------------------|---------|--|---------|--|------------------|--|--|--|--|-------------------------------------|---------|---------|---------|---------|------------------------|------|--|-----|--|-----------------------------------|---------|---------|---------|---------|-------------------------------------|------|--|--|--|----------------------------------------------------|------|--|--|--|---------------------------|--|--|--|--|-----------------------|-------------------------------------------------------------------------|--|--|--|-------------------------------------|--------|--------|--|--|-----------------------------------------|--------|--------|--|--|
| Contrôle technique périodique                                                                                                                                                                                                                                                                                                                                                                                                                                | 09/10/2026                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 26180508            |         |         |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |                                         |        |        |  |  |
| (7) RÉSULTAT DU CONTRÔLE                                                                                                                                                                                                                                                                                                                                                                                                                                     | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                     |         |         |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |                                         |        |        |  |  |
| Favorable                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <b>DÉFAILLANCE(S) MINEURE(S) :</b><br>1.1.14.a.1. TAMBOURS DE FREINS, DISQUES DE FREINS : Disque ou tambour légèrement usé: AVD, AVG<br>4.5.2.a.1. RÉGLAGE (FEUX DE BROUILLARD AVANT) : Mauvaise orientation horizontale d'un feu de brouillard avant : D, G<br>Kilométrages relevés lors des derniers contrôles techniques depuis le 20 mai 2018 :<br>09.06.2026: 37 053 km / 28.05.2024: 30 226 km                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                     |         |         |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |                                         |        |        |  |  |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                     |         |         |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |                                         |        |        |  |  |
| 08/10/2028                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                     |         |         |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |                                         |        |        |  |  |
| NATURE DU PROCHAIN CONTRÔLE                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                     |         |         |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |                                         |        |        |  |  |
| Contrôle technique périodique                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                     |         |         |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |                                         |        |        |  |  |
| 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>44120 VERTOU<br>Tél : 02.40.33.48.45 Fax: 02.40.33.22.07                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                     |         |         |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |                                         |        |        |  |  |
| (9) IDENTIFICATION DU CONTRÔLEUR                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                     |         |         |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |                                         |        |        |  |  |
| N° D'AGRÈMENT : 044D1192<br>SIGNATURE :                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                     |         |         |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |                                         |        |        |  |  |
| IDENTIFICATION DU VÉHICULE                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                     |         |         |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |                                         |        |        |  |  |
| (2) Immatriculation et pays Date d'immatriculation Date de 1ère mise en circulation<br>FN-369-SJ(F) 14/02/2020 14/02/2020<br>Marque Désignation commerciale<br>CITROEN C3<br>(1) N° dans la série du type (VIN) (5) Catégorie internationale Genre<br>VF7SXHMRVLT511311 M1 VP<br>Type/CNIT Énergie<br>M10CTRVP076J607 ES<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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                     |         |         |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |                                         |        |        |  |  |
| 37720                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                     |         |         |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |                                         |        |        |  |  |
| 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">+4.8 m/km</td></tr><tr><td>Dissymétrie suspension (≤ 30%):</td><td colspan="2">0 %</td><td colspan="2">24 %</td></tr><tr><td>Force verticales :</td><td colspan="2">680 daN</td><td colspan="2">439 daN</td></tr><tr><td>Frein de service</td><td></td><td></td><td></td><td></td></tr><tr><td>Forces de freinage (déséquilibre) :</td><td>307 daN</td><td>263 daN</td><td>134 daN</td><td>145 daN</td></tr><tr><td>Déséquilibre (&lt; 20%) :</td><td colspan="2">15 %</td><td colspan="2">8 %</td></tr><tr><td>Forces de freinage (efficacité) :</td><td>307 daN</td><td>263 daN</td><td>134 daN</td><td>145 daN</td></tr><tr><td>Taux d'efficacité globale (≥ 58%) :</td><td colspan="4">75 %</td></tr><tr><td>Frein de stationnement Taux d'efficacité (≥ 18%) :</td><td colspan="4">27 %</td></tr><tr><td>Émissions à l'échappement</td><td></td><td></td><td></td><td></td></tr><tr><td>CO Ralenti (≤ 0,3%) :</td><td colspan="4">0.06% CO ralenti accéléré (≤ 0,2%) : 0.06% Lambda (0,97 à 1,03) : 1.007</td></tr><tr><td>Feux de croisement (-0,5% à -2,5%):</td><td>-1.3 %</td><td>-1.1 %</td><td></td><td></td></tr><tr><td>Feux de brouillard avant (-3.5% à -1%):</td><td>-4.0 %</td><td>-4.0 %</td><td></td><td></td></tr></tbody></table> |                     |         | AVANT   |  | ARRIÈRE |  |  | G | D | G | D | Ripage (-8 à +8 m/km): | +4.8 m/km |  |  |  | Dissymétrie suspension (≤ 30%): | 0 % |  | 24 % |  | Force verticales : | 680 daN |  | 439 daN |  | Frein de service |  |  |  |  | Forces de freinage (déséquilibre) : | 307 daN | 263 daN | 134 daN | 145 daN | Déséquilibre (< 20%) : | 15 % |  | 8 % |  | Forces de freinage (efficacité) : | 307 daN | 263 daN | 134 daN | 145 daN | Taux d'efficacité globale (≥ 58%) : | 75 % |  |  |  | Frein de stationnement Taux d'efficacité (≥ 18%) : | 27 % |  |  |  | Émissions à l'échappement |  |  |  |  | CO Ralenti (≤ 0,3%) : | 0.06% CO ralenti accéléré (≤ 0,2%) : 0.06% Lambda (0,97 à 1,03) : 1.007 |  |  |  | Feux de croisement (-0,5% à -2,5%): | -1.3 % | -1.1 % |  |  | Feux de brouillard avant (-3.5% à -1%): | -4.0 % | -4.0 % |  |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                              | AVANT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                     | ARRIÈRE |         |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |                                         |        |        |  |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                              | G                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | D                   | G       | D       |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |                                         |        |        |  |  |
| Ripage (-8 à +8 m/km):                                                                                                                                                                                                                                                                                                                                                                                                                                       | +4.8 m/km                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                     |         |         |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |                                         |        |        |  |  |
| Dissymétrie suspension (≤ 30%):                                                                                                                                                                                                                                                                                                                                                                                                                              | 0 %                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                     | 24 %    |         |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |                                         |        |        |  |  |
| Force verticales :                                                                                                                                                                                                                                                                                                                                                                                                                                           | 680 daN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                     | 439 daN |         |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |                                         |        |        |  |  |
| Frein de service                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                     |         |         |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |                                         |        |        |  |  |
| Forces de freinage (déséquilibre) :                                                                                                                                                                                                                                                                                                                                                                                                                          | 307 daN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 263 daN             | 134 daN | 145 daN |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |                                         |        |        |  |  |
| Déséquilibre (< 20%) :                                                                                                                                                                                                                                                                                                                                                                                                                                       | 15 %                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                     | 8 %     |         |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |                                         |        |        |  |  |
| Forces de freinage (efficacité) :                                                                                                                                                                                                                                                                                                                                                                                                                            | 307 daN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 263 daN             | 134 daN | 145 daN |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |                                         |        |        |  |  |
| Taux d'efficacité globale (≥ 58%) :                                                                                                                                                                                                                                                                                                                                                                                                                          | 75 %                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                     |         |         |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |                                         |        |        |  |  |
| Frein de stationnement Taux d'efficacité (≥ 18%) :                                                                                                                                                                                                                                                                                                                                                                                                           | 27 %                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                     |         |         |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |                                         |        |        |  |  |
| Émissions à l'échappement                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                     |         |         |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |                                         |        |        |  |  |
| CO Ralenti (≤ 0,3%) :                                                                                                                                                                                                                                                                                                                                                                                                                                        | 0.06% CO ralenti accéléré (≤ 0,2%) : 0.06% Lambda (0,97 à 1,03) : 1.007                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                     |         |         |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |                                         |        |        |  |  |
| Feux de croisement (-0,5% à -2,5%):                                                                                                                                                                                                                                                                                                                                                                                                                          | -1.3 %                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | -1.1 %              |         |         |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |                                         |        |        |  |  |
| Feux de brouillard avant (-3.5% à -1%):                                                                                                                                                                                                                                                                                                                                                                                                                      | -4.0 %                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | -4.0 %              |         |         |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |                                         |        |        |  |  |