



N° d'imprimé : D140905164

**PROCÈS-VERBAL  
DE CONTRÔLE TECHNIQUE**

| NATURE DU CONTRÔLE                                                                                                                                                                                                                                                                                                                                                                                                                                                | (3) DATE DU CONTRÔLE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | N° DU PROCÈS-VERBAL |         |         |  |         |  |  |   |   |   |   |                        |            |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |      |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|---------|---------|--|---------|--|--|---|---|---|---|------------------------|------------|--|--|--|---------------------------------|-----|--|------|--|--------------------|---------|--|---------|--|------------------|--|--|--|--|-------------------------------------|---------|---------|---------|---------|------------------------|-----|--|------|--|-----------------------------------|---------|---------|---------|---------|-------------------------------------|------|--|--|--|----------------------------------------------------|------|--|--|--|---------------------------|--|--|--|--|-----------------------|-------------------------------------------------------------------------|--|--|--|-------------------------------------|--------|--------|--|--|
| Contrôle technique périodique                                                                                                                                                                                                                                                                                                                                                                                                                                     | 19/10/2026                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 26180634            |         |         |  |         |  |  |   |   |   |   |                        |            |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |      |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |
| (7) RÉSULTAT DU CONTRÔLE                                                                                                                                                                                                                                                                                                                                                                                                                                          | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                     |         |         |  |         |  |  |   |   |   |   |                        |            |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |      |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |
| Favorable                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <b>DÉFAILLANCE(S) MINEURE(S) :</b><br>1.1.13.a.1. GARNITURES OU PLAQUETTES DE FREINS : Usure importante : AVD, AVG<br>1.1.14.a.1. TAMBOURS DE FREINS, DISQUES DE FREINS : Disque ou tambour légèrement usé: AVD, AVG<br>2.7.1.a.1. RIPAGE : Ripage excessif : AV<br>Kilométrages relevés lors des derniers contrôles techniques depuis le 20 mai 2018 :<br>12.03.2026: 55 892 km                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                     |         |         |  |         |  |  |   |   |   |   |                        |            |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |      |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                     |         |         |  |         |  |  |   |   |   |   |                        |            |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |      |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |
| 18/10/2028                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                     |         |         |  |         |  |  |   |   |   |   |                        |            |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |      |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |
| 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 : 044D1062<br>SIGNATURE :                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                     |         |         |  |         |  |  |   |   |   |   |                        |            |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |      |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |
| IDENTIFICATION DU VÉHICULE                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                     |         |         |  |         |  |  |   |   |   |   |                        |            |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |      |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |
| (2) Immatriculation et pays Date d'immatriculation Date de 1ère mise en circulation<br>GF-305-PH(F) 25/03/2026 31/03/2022<br>Marque Désignation commerciale<br>RENAULT CAPTUR<br>(1) N° dans la série du type (VIN) (5) Catégorie internationale Genre<br>VF1RJB00768962241 M1 VP<br>Type/CNIT Énergie<br>M10RENVDPD886395 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                     |         |         |  |         |  |  |   |   |   |   |                        |            |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |      |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |
| 68855                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                     |         |         |  |         |  |  |   |   |   |   |                        |            |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |      |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |
| 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="2">-15.6 m/km</td><td></td><td></td></tr><tr><td>Dissymétrie suspension (≤ 30%):</td><td colspan="2">1 %</td><td colspan="2">12 %</td></tr><tr><td>Force verticales :</td><td colspan="2">762 daN</td><td colspan="2">536 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>313 daN</td><td>300 daN</td><td>169 daN</td><td>196 daN</td></tr><tr><td>Déséquilibre (&lt; 20%) :</td><td colspan="2">5 %</td><td colspan="2">14 %</td></tr><tr><td>Forces de freinage (efficacité) :</td><td>313 daN</td><td>300 daN</td><td>169 daN</td><td>196 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">35 %</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">0.00% CO ralenti accéléré (≤ 0,2%) : 0.00% Lambda (0,97 à 1,03) : 1.000</td></tr><tr><td>Feux de croisement (-0,5% à -2,5%):</td><td>-0.9 %</td><td>-0.9 %</td><td></td><td></td></tr></tbody></table> |                     |         | AVANT   |  | ARRIÈRE |  |  | G | D | G | D | Ripage (-8 à +8 m/km): | -15.6 m/km |  |  |  | Dissymétrie suspension (≤ 30%): | 1 % |  | 12 % |  | Force verticales : | 762 daN |  | 536 daN |  | Frein de service |  |  |  |  | Forces de freinage (déséquilibre) : | 313 daN | 300 daN | 169 daN | 196 daN | Déséquilibre (< 20%) : | 5 % |  | 14 % |  | Forces de freinage (efficacité) : | 313 daN | 300 daN | 169 daN | 196 daN | Taux d'efficacité globale (≥ 58%) : | 75 % |  |  |  | Frein de stationnement Taux d'efficacité (≥ 18%) : | 35 % |  |  |  | Émissions à l'échappement |  |  |  |  | CO Ralenti (≤ 0,3%) : | 0.00% CO ralenti accéléré (≤ 0,2%) : 0.00% Lambda (0,97 à 1,03) : 1.000 |  |  |  | Feux de croisement (-0,5% à -2,5%): | -0.9 % | -0.9 % |  |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | AVANT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                     | ARRIÈRE |         |  |         |  |  |   |   |   |   |                        |            |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |      |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | G                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | D                   | G       | D       |  |         |  |  |   |   |   |   |                        |            |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |      |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |
| Ripage (-8 à +8 m/km):                                                                                                                                                                                                                                                                                                                                                                                                                                            | -15.6 m/km                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                     |         |         |  |         |  |  |   |   |   |   |                        |            |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |      |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |
| Dissymétrie suspension (≤ 30%):                                                                                                                                                                                                                                                                                                                                                                                                                                   | 1 %                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                     | 12 %    |         |  |         |  |  |   |   |   |   |                        |            |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |      |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |
| Force verticales :                                                                                                                                                                                                                                                                                                                                                                                                                                                | 762 daN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     | 536 daN |         |  |         |  |  |   |   |   |   |                        |            |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |      |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |
| Frein de service                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                     |         |         |  |         |  |  |   |   |   |   |                        |            |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |      |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |
| Forces de freinage (déséquilibre) :                                                                                                                                                                                                                                                                                                                                                                                                                               | 313 daN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 300 daN             | 169 daN | 196 daN |  |         |  |  |   |   |   |   |                        |            |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |      |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |
| Déséquilibre (< 20%) :                                                                                                                                                                                                                                                                                                                                                                                                                                            | 5 %                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                     | 14 %    |         |  |         |  |  |   |   |   |   |                        |            |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |      |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |
| Forces de freinage (efficacité) :                                                                                                                                                                                                                                                                                                                                                                                                                                 | 313 daN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 300 daN             | 169 daN | 196 daN |  |         |  |  |   |   |   |   |                        |            |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |      |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |
| Taux d'efficacité globale (≥ 58%) :                                                                                                                                                                                                                                                                                                                                                                                                                               | 75 %                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                     |         |         |  |         |  |  |   |   |   |   |                        |            |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |      |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |
| Frein de stationnement Taux d'efficacité (≥ 18%) :                                                                                                                                                                                                                                                                                                                                                                                                                | 35 %                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                     |         |         |  |         |  |  |   |   |   |   |                        |            |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |      |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |
| Émissions à l'échappement                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                     |         |         |  |         |  |  |   |   |   |   |                        |            |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |      |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |
| CO Ralenti (≤ 0,3%) :                                                                                                                                                                                                                                                                                                                                                                                                                                             | 0.00% CO ralenti accéléré (≤ 0,2%) : 0.00% Lambda (0,97 à 1,03) : 1.000                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |         |         |  |         |  |  |   |   |   |   |                        |            |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |      |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |
| Feux de croisement (-0,5% à -2,5%):                                                                                                                                                                                                                                                                                                                                                                                                                               | -0.9 %                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | -0.9 %              |         |         |  |         |  |  |   |   |   |   |                        |            |  |  |  |                                 |     |  |      |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |      |  |                                   |         |         |         |         |                                     |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                       |                                                                         |  |  |  |                                     |        |        |  |  |