



PROCÈS-VERBAL  
DE CONTRÔLE TECHNIQUE

Auto  
Sécurité

Exemplaire conservé par le centre

N° D'IMPRIMÉ C 68678856

| NATURE DU CONTRÔLE   |                         | (3) DATE DU CONTRÔLE   |         | N° DU PROCÈS-VERBAL              |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
|--|-------------------------|--|---------|----------------------------------|--|--|-------|--|---------|--|--|---|---|---|---|-------------------------|--|-----------|--|--|----------------------------------|--|-----|--|-----|---------------------|--|---------|--|---------|------------------|--|--|--|--|----------------------|---------|---------|---------|---------|-----------------------|--|-----|--|-----|-----------------------------------|---------|---------|---------|---------|------------------------------------|------|--|--|--|--|------|--|--|--|---------------------------|--|--|--|--|------------------------------|-------------------------|--|--|--|--|--------|--|--------|--|--|--------|--|--------|--|
| Contrôle technique périodique  |                         | 31/12/2025   |         | 25249164                         |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| (7) RÉSULTAT DU CONTRÔLE   |                         | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ   |         |                                  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Favorable  |                         | <b>Défaillances mineures :</b><br>6.2.1.a.1. ÉTAT DE LA CABINE ET DE LA CARROSSERIE : Panneau ou élément endommagé D<br>6.2.3.c.1. PORTES ET POIGNÉES DE PORTE : Portière, charnières, serrures ou gâches détériorées ARD, AVD<br><br><b>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 :</b> 21/05/2024 : 77162 km / 03/12/2025 : 98809 km |         |                                  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ   |                         |  |         |                                  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| 30/12/2027   |                         |  |         |                                  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| NATURE DU PROCHAIN CONTRÔLE  |                         |  |         |                                  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Contrôle technique complémentaire au plus tard le : 30/12/2026   |                         |  |         |                                  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE   |                         |  |         |                                  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| N° D'AGRÈMENT : S013C026   |                         |  |         |                                  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| (9)RAISON SOCIALE : SARL CONTROLE DU GARLABAN  |                         |  |         |                                  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| (3) COORDONNÉES : 323 BD VOLTAIRE RN 8<br>13821 LA PENNE S/ H.<br>Tél : 04-91-24-72-98   |                         |  |         |                                  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| (9) IDENTITÉ DU CONTRÔLEUR   |                         |  |         |                                  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| N° D'AGRÈMENT : 013C0416   |                         |  |         |                                  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| SIGNATURE :  |                         |  |         |                                  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| IDENTIFICATION DU VÉHICULE   |                         |  |         |                                  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| (2) Immatriculation et pays  |                         | Date d'immatriculation   |         | Date de 1ère mise en circulation |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| FQ-714-AW (F)  |                         | 27/05/2020   |         | 27/05/2020                       |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Marque   |                         | Désignation commerciale  |         |                                  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| PEUGEOT  |                         | PARTNER  |         |                                  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| (1) N° dans la série du type (VIN)   |                         | (5) Catégorie internationale   |         | Genre                            |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| VR3EFYHYCLN519720  |                         | N1   |         | CTTE                             |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Type / CNIT  |                         | Energie  |         |                                  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| N10PGTCT082B758  |                         | GO   |         |                                  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Document(s) présenté(s)  |                         |  |         |                                  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Certificat d'immatriculation   |                         |  |         |                                  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| (4)KILOMÉTRAGE RELEVÉ  |                         |  |         |                                  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| 098814   |                         |  |         |                                  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| INFORMATION SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE  |                         |  |         |                                  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| PROCÈS-VERBAL N° : DATE :  |                         |  |         |                                  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| N° D'AGRÈMENT DU CENTRE :  |                         |  |         |                                  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| <div><div><div>FQ-714-AW</div><div>CT:30/12/2027</div><div>POLLU:30/12/2026</div><div>N° D'AGRÈMENT : S013C026</div><div>N° SÉRIE : VR3EFYHYCLN519720</div><div>N° D'IMPRIMÉ : C68678856</div></div><div><div>S013C026</div><div>A : 30/12/2027</div><div>POLLU:30/12/2026</div><div>FQ-714-AW</div></div></div>   |                         |  |         |                                  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES   |                         |  |         |                                  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| <table><thead><tr><th></th><th colspan="2">AVANT</th><th colspan="2">ARRIERE</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></td><td>-1.8 m/km</td><td></td><td></td></tr><tr><td>Dissymétrie suspension (≤ 30%) :</td><td></td><td>3 %</td><td></td><td>1 %</td></tr><tr><td>Forces verticales :</td><td></td><td>902 daN</td><td></td><td>665 daN</td></tr><tr><td>Frein de service</td><td></td><td></td><td></td><td></td></tr><tr><td>Forces de freinage :</td><td>328 daN</td><td>302 daN</td><td>286 daN</td><td>284 daN</td></tr><tr><td>Déséquilibre (&lt;20%) :</td><td></td><td>8 %</td><td></td><td>1 %</td></tr><tr><td>Forces de freinage (efficacité) :</td><td>328 daN</td><td>302 daN</td><td>286 daN</td><td>284 daN</td></tr><tr><td>Taux d'efficacité global (≥50 %) :</td><td colspan="4">76 %</td></tr><tr><td>Frein de stationnement Taux d'efficacité (≥18 %) :</td><td colspan="4">32 %</td></tr><tr><td>Émissions à l'échappement</td><td></td><td></td><td></td><td></td></tr><tr><td>Opacité des fumées(0.51 m-1)</td><td colspan="4">C1:&lt;0.1 m-1 C2:&lt;0.1 m-1</td></tr><tr><td>Feux de croisement (-2.5 % à -0.5 %) :</td><td colspan="2">-0.8 %</td><td colspan="2">-0.9 %</td></tr><tr><td>Feux de brouillard avant (-3.5 % à -1.0 %) :</td><td colspan="2">-2.4 %</td><td colspan="2">-2.4 %</td></tr></tbody></table> |                         |  |         |                                  |  |  | AVANT |  | ARRIERE |  |  | G | D | G | D | Ripage (-8 à +8 m/km) : |  | -1.8 m/km |  |  | Dissymétrie suspension (≤ 30%) : |  | 3 % |  | 1 % | Forces verticales : |  | 902 daN |  | 665 daN | Frein de service |  |  |  |  | Forces de freinage : | 328 daN | 302 daN | 286 daN | 284 daN | Déséquilibre (<20%) : |  | 8 % |  | 1 % | Forces de freinage (efficacité) : | 328 daN | 302 daN | 286 daN | 284 daN | Taux d'efficacité global (≥50 %) : | 76 % |  |  |  | Frein de stationnement Taux d'efficacité (≥18 %) : | 32 % |  |  |  | Émissions à l'échappement |  |  |  |  | Opacité des fumées(0.51 m-1) | C1:<0.1 m-1 C2:<0.1 m-1 |  |  |  | Feux de croisement (-2.5 % à -0.5 %) : | -0.8 % |  | -0.9 % |  | Feux de brouillard avant (-3.5 % à -1.0 %) : | -2.4 % |  | -2.4 % |  |
|  | AVANT                   |  | ARRIERE |                                  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
|  | G                       | D  | G       | D                                |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Ripage (-8 à +8 m/km) :  |                         | -1.8 m/km  |         |                                  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Dissymétrie suspension (≤ 30%) :   |                         | 3 %  |         | 1 %                              |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Forces verticales :  |                         | 902 daN  |         | 665 daN                          |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Frein de service   |                         |  |         |                                  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Forces de freinage :   | 328 daN                 | 302 daN  | 286 daN | 284 daN                          |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Déséquilibre (<20%) :  |                         | 8 %  |         | 1 %                              |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Forces de freinage (efficacité) :  | 328 daN                 | 302 daN  | 286 daN | 284 daN                          |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Taux d'efficacité global (≥50 %) :   | 76 %                    |  |         |                                  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Frein de stationnement Taux d'efficacité (≥18 %) :   | 32 %                    |  |         |                                  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Émissions à l'échappement  |                         |  |         |                                  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Opacité des fumées(0.51 m-1)   | C1:<0.1 m-1 C2:<0.1 m-1 |  |         |                                  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Feux de croisement (-2.5 % à -0.5 %) :   | -0.8 %                  |  | -0.9 %  |                                  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Feux de brouillard avant (-3.5 % à -1.0 %) :   | -2.4 %                  |  | -2.4 %  |                                  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |  |     |  |     |                     |  |         |  |         |                  |  |  |  |  |                      |         |         |         |         |                       |  |     |  |     |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |                           |  |  |  |  |                              |                         |  |  |  |  |        |  |        |  |  |        |  |        |  |