



# PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE

N° D'IMPRIMÉ C 68564254

EXEMPLAIRE REMIS A L'USAGER

| <b>NATURE DU CONTRÔLE</b>  |                              | <b>(3) DATE DU CONTRÔLE</b>   |         | <b>N° DU PROCÈS-VERBAL</b> |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
|--|------------------------------|---|---------|----------------------------|-------|--|-------|--|---------|--|--|---|---|---|---|-------------------------|-----------|--|--|--|----------------------------------|------|--|------|--|---------------------|---------|--|---------|--|-------------------------|--|--|--|--|----------------------|---------|---------|---------|---------|-----------------------|-----|--|-----|--|-----------------------------------|---------|---------|---------|---------|------------------------------------|------|--|--|--|---|------|--|--|--|----------------------------------|--|--|--|--|-----------------------|-----|--------------------------------|-----|------------------------|-------|--|--------|--|--------|--|
| Contrôle technique périodique  |                              | 10/12/2025  |         | 25038220                   |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
| <b>(7) RÉSULTAT DU CONTRÔLE</b>  |                              | <b>(6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ</b>   |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
| Défavorable pour défaillances majeures   |                              | <p><b>Défaillances majeures :</b></p> <p>4.1.2.a.2. ORIENTATION (FEUX DE CROISEMENT) : L'orientation d'un feu de croisement n'est pas dans les limites prescrites par les exigences AVD</p> <p>5.2.3.d.2. PNEUMATIQUES : Pneumatique gravement endommagé, entaillé ou montage inadapté AVG, AVD</p> <p>5.2.3.e.2. PNEUMATIQUES : L'indicateur d'usure de la profondeur des sculptures est atteint AVG, AVD</p> <p>6.1.2.a.2. TUYAUX D'ÉCHAPPEMENT ET SILENCIEUX : Mauvaise fixation ou manque d'étanchéité du système d'échappement</p> <p>6.2.3.a.2. PORTES ET POIGNÉES DE PORTE : Une portière ne s'ouvre ou ne se ferme pas correctement AVG</p> <p><b>Défaillances mineures :</b></p> <p>3.4.1.b.1. ESSUIE-GLACE : Balai d'essuie-glace défectueux AR</p> <p>4.8.1.a.1. ÉTAT (CATADIOPTRES, MARQUAGE DE VISIBILITÉ RÉFLÉCHISSANT ET PLAQUES RÉFLÉCHISSANTES ARRIÈRE) : Catadioptré défectueux ou endommagé ARD, ARG</p> <p>6.2.1.a.1. ÉTAT DE LA CABINE ET DE LA CARROSSERIE : Panneau ou élément endommagé G, AV, AR, D</p> <p><b>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 :</b> 05/07/2018 : 105477 km / 29/07/2020 : 125093 km / 03/09/2020 : 126564 km / 25/07/2022 : 140114 km / 16/07/2024 : 156039 km / 27/08/2024 : 156998 km</p>  |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
| <b>(8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ</b>  |                              |   |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
| 09/02/2026   |                              |   |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
| <b>NATURE DU PROCHAIN CONTRÔLE</b>   |                              |   |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
| Contre-visite  |                              |   |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
| <b>IDENTIFICATION DU CENTRE DE CONTRÔLE</b>  |                              |   |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
| N° D'AGRÉMENT : S006C169   |                              |   |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
| (9) RAISON SOCIALE SAS AUTO BILAN SLV  |                              |   |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
| (3) COORDONNÉES 55 RUE CLAUDE BERNARD<br>ZI SECTEUR C7<br>06700 SAINT LAURENT DU VAR<br>Tél : 0492042020 |                              |   |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
| <b>(9) IDENTIFICATION DU CONTRÔLEUR</b>  |                              |   |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
| N° D'AGRÉMENT : 006C1209   |                              |   |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
| SIGNATURE :  |                              |   |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
| <b>IDENTIFICATION DU VÉHICULE</b>  |                              |   |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
| (2) Immatriculation et pays  | Date d'immatriculation       | Date de 1 <sup>ère</sup> mise en circulation  |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
| AT-094-LG (F)  | 29/12/2020                   | 07/06/2010  |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
| Marque   |                              | Désignation commerciale   |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
| LANCIA   |                              | LANCIA Y  |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
| (1) N° dans la série du type (VIN)   | (5) Catégorie internationale | Genre   |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
| ZLA84300003296181  | M1                           | VP  |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
| Type/CNIT  |                              | Énergie   |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
| M10LNCVP0008067  |                              | ES  |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
| Document(s) présenté(s)  |                              |   |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
| Copie du certificat d'immatriculation visée par un vendeur professionnel                                 |                              |   |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
| <b>(4) KILOMÉTRAGE RELEVÉ</b>  |                              | <b>MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES</b>   |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
| 165027   |                              |   |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
| <b>INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE</b>  |                              |   |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
| PROCÈS-VERBAL N° :   |                              | DATE :  |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
| N° D'AGRÉMENT DU CENTRE :  |                              |   |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
|  |                              | <table border="1"> <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">+3.0 m/km</td> <td colspan="2"></td> </tr> <tr> <td>Dissymétrie suspension (≤ 30%) :</td> <td colspan="2">22 %</td> <td colspan="2">17 %</td> </tr> <tr> <td>Forces verticales :</td> <td colspan="2">679 daN</td> <td colspan="2">417 daN</td> </tr> <tr> <td><b>Frein de service</b></td> <td colspan="4"></td> </tr> <tr> <td>Forces de freinage :</td> <td>285 daN</td> <td>278 daN</td> <td>148 daN</td> <td>152 daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%) :</td> <td colspan="2">3 %</td> <td colspan="2">3 %</td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>285 daN</td> <td>278 daN</td> <td>148 daN</td> <td>152 daN</td> </tr> <tr> <td>Taux d'efficacité global (≥50 %) :</td> <td colspan="4">78 %</td> </tr> <tr> <td><b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :</td> <td colspan="4">23 %</td> </tr> <tr> <td><b>Émissions à l'échappement</b></td> <td colspan="4"></td> </tr> <tr> <td>CO ralenti (≤0.3 %) :</td> <td>0 %</td> <td>CO ralenti accéléré (≤0.2 %) :</td> <td>0 %</td> <td>Lambda (0.97 à 1.03) :</td> <td>1.015</td> </tr> <tr> <td>Feux de croisement (-2.5 % à -0.5 %) :</td> <td colspan="2">-2.1 %</td> <td colspan="2">-4.0 %</td> </tr> </tbody> </table> |         |                            |       |  | AVANT |  | ARRIÈRE |  |  | G | D | G | D | Ripage (-8 à +8 m/km) : | +3.0 m/km |  |  |  | Dissymétrie suspension (≤ 30%) : | 22 % |  | 17 % |  | Forces verticales : | 679 daN |  | 417 daN |  | <b>Frein de service</b> |  |  |  |  | Forces de freinage : | 285 daN | 278 daN | 148 daN | 152 daN | Déséquilibre (<20%) : | 3 % |  | 3 % |  | Forces de freinage (efficacité) : | 285 daN | 278 daN | 148 daN | 152 daN | Taux d'efficacité global (≥50 %) : | 78 % |  |  |  | <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) : | 23 % |  |  |  | <b>Émissions à l'échappement</b> |  |  |  |  | CO ralenti (≤0.3 %) : | 0 % | CO ralenti accéléré (≤0.2 %) : | 0 % | Lambda (0.97 à 1.03) : | 1.015 | Feux de croisement (-2.5 % à -0.5 %) : | -2.1 % |  | -4.0 % |  |
|  | AVANT                        |   | ARRIÈRE |                            |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
|  | G                            | D   | G       | D                          |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
| Ripage (-8 à +8 m/km) :  | +3.0 m/km                    |   |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
| Dissymétrie suspension (≤ 30%) :   | 22 %                         |   | 17 %    |                            |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
| Forces verticales :  | 679 daN                      |   | 417 daN |                            |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
| <b>Frein de service</b>  |                              |   |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
| Forces de freinage :   | 285 daN                      | 278 daN   | 148 daN | 152 daN                    |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
| Déséquilibre (<20%) :  | 3 %                          |   | 3 %     |                            |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
| Forces de freinage (efficacité) :  | 285 daN                      | 278 daN   | 148 daN | 152 daN                    |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
| Taux d'efficacité global (≥50 %) :   | 78 %                         |   |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
| <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :  | 23 %                         |   |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
| <b>Émissions à l'échappement</b>   |                              |   |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
| CO ralenti (≤0.3 %) :  | 0 %                          | CO ralenti accéléré (≤0.2 %) :  | 0 %     | Lambda (0.97 à 1.03) :     | 1.015 |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |
| Feux de croisement (-2.5 % à -0.5 %) :   | -2.1 %                       |   | -4.0 %  |                            |       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |