



# PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE



N° D'IMPRIMÉ C71385238

EXEMPLAIRE REMIS A L'USAGER

| NATURE DU CONTRÔLE  |  | (3) DATE DU CONTRÔLE   | N° DU PROCÈS-VERBAL  |         |   |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
|---|--|--|--|---------|---|--|-------|--|---------|--|--|---|---|---|---|-------------------------|--|-----------|--|--|----------------------------------|-----|--|-----|--|---------------------|---------|--|---------|--|-------------------------|--|--|--|--|----------------------|---------|---------|---------|---------|-----------------------|-----|--|-----|--|-----------------------------------|---------|---------|---------|---------|------------------------------------|------|--|--|--|---|------|--|--|--|----------------------------------|--|--|--|--|-----------------------|-----|--|--|--|--|--------|--|--|--|--|--------|--|--------|--|
| Contrôle technique périodique                             |  | 06/05/2026   | 26062115   |         |   |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
| (7) RÉSULTAT DU CONTRÔLE                                  |  | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ   |  |         |   |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
| Défavorable pour défaillances majeures                    |  | <p><b>Défaillances majeures :</b><br/>           4.1.1.a.2. ÉTAT ET FONCTIONNEMENT (PHARES) : Lampe/ source lumineuse défectueuse ou manquante : visibilité fortement réduite AVD<br/>           8.2.12.d.2. ÉMISSIONS GAZEUSES : Le relevé du système OBD indique un dysfonctionnement important<br/>           Code(s) défaut(s) standard(s) relevé(s) concernant le dispositif antipollution : P13C9</p> <p><b>Défaillances mineures :</b><br/>           4.5.2.a.1. RÉGLAGE (FEUX DE BROUILLARD AVANT) : Mauvaise orientation horizontale d'un feu de brouillard avant AVG</p> <p><b>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 :</b> 02/02/2022 : 73850 km / 15/02/2024 : 94834 km / 23/01/2026 : 134775 km</p>  |  |         |   |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ                |  |  |  |         |   |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
| 05/07/2026  |  |  |  |         |   |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
| NATURE DU PROCHAIN CONTRÔLE                               |  |  |  |         |   |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
| Contre-visite   |  |  |  |         |   |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE                      |  |   |  |         |   |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
| N° D'AGRÈMENT :   | S033C324   |  |  |         |   |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
| (9) RAISON SOCIALE :                                      | SARL AUTO BILAN BANLIEUE SUD                                 |  |  |         |   |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
| (3) COORDONNÉES :   | 1 CHEMIN DE LA GRANGE<br>33650 MARTILLAC<br>Tél : 0556726262 |  |  |         |   |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
| (9) IDENTIFICATION DU CONTRÔLEUR                          |  |    |  |         |   |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
| N° D'AGRÈMENT :   | 091C0438   |  |  |         |   |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
| SIGNATURE :   |  |  |  |         |   |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
|   |  |  |  |         |   |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
| IDENTIFICATION DU VÉHICULE                                |  |   |  |         |   |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
| (2) Immatriculation et pays                               | Date d'immatriculation                                       |  |  |         | Date de 1 <sup>ère</sup> mise en circulation  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
| ES-960-QJ (F)   | 11/08/2025   |  |  |         | 11/12/2017  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
| Marque  | Désignation commerciale                                      |  |  |         |   |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
| BMW   | SERIE 2  |  |  |         |   |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
| (1) N° dans la série du type (VIN)                        | (5) Catégorie internationale                                 |  |  |         | Genre   |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
| WBA2X710007A29582   | M1   |  |  |         | VP  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
| Type/CNIT   | Énergie  |  |  |         |   |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
| M10BMWVP0409310   | ES   |  |  |         |   |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
| Document(s) présenté(s)                                   |  |  |  |         | Photocopie du certificat d'immatriculation visée par un commissaire-priseur ou un huissier de justice |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
| (4) KILOMÉTRAGE RELEVÉ                                    |  | MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES   |  |         |   |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
| 139034  |  | <table border="1"> <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>-4.8 m/km</td> <td></td> <td></td> </tr> <tr> <td>Dissymétrie suspension (≤ 30%) :</td> <td>0 %</td> <td></td> <td>5 %</td> <td></td> </tr> <tr> <td>Forces verticales :</td> <td colspan="2">816 daN</td> <td colspan="2">595 daN</td> </tr> <tr> <td><b>Frein de service</b></td> <td colspan="4"></td> </tr> <tr> <td>Forces de freinage :</td> <td>293 daN</td> <td>292 daN</td> <td>196 daN</td> <td>188 daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%) :</td> <td colspan="2">1 %</td> <td colspan="2">5 %</td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>293 daN</td> <td>292 daN</td> <td>196 daN</td> <td>188 daN</td> </tr> <tr> <td>Taux d'efficacité global (≥58 %) :</td> <td colspan="4">68 %</td> </tr> <tr> <td><b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :</td> <td colspan="4">20 %</td> </tr> <tr> <td><b>Émissions à l'échappement</b></td> <td colspan="4"></td> </tr> <tr> <td>CO ralenti (≤0.3 %) :</td> <td colspan="2">0 %</td> <td colspan="2">CO ralenti accéléré (≤0.2 %) : 0.19 % Lambda (0.97 à 1.03) : 1.017</td> </tr> <tr> <td>Feux de croisement (-2.5 % à -0.5 %) :</td> <td colspan="4">-1.8 %</td> </tr> <tr> <td>Feux de brouillard avant (-3.5 % à -1.0 %) :</td> <td colspan="2">-4.0 %</td> <td colspan="2">-2.8 %</td> </tr> </tbody> </table> |  |         |   |  | AVANT |  | ARRIERE |  |  | G | D | G | D | Ripage (-8 à +8 m/km) : |  | -4.8 m/km |  |  | Dissymétrie suspension (≤ 30%) : | 0 % |  | 5 % |  | Forces verticales : | 816 daN |  | 595 daN |  | <b>Frein de service</b> |  |  |  |  | Forces de freinage : | 293 daN | 292 daN | 196 daN | 188 daN | Déséquilibre (<20%) : | 1 % |  | 5 % |  | Forces de freinage (efficacité) : | 293 daN | 292 daN | 196 daN | 188 daN | Taux d'efficacité global (≥58 %) : | 68 % |  |  |  | <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) : | 20 % |  |  |  | <b>Émissions à l'échappement</b> |  |  |  |  | CO ralenti (≤0.3 %) : | 0 % |  | CO ralenti accéléré (≤0.2 %) : 0.19 % Lambda (0.97 à 1.03) : 1.017 |  | Feux de croisement (-2.5 % à -0.5 %) : | -1.8 % |  |  |  | Feux de brouillard avant (-3.5 % à -1.0 %) : | -4.0 % |  | -2.8 % |  |
|   | AVANT  |  | ARRIERE  |         |   |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
|   | G  | D  | G  | D       |   |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
| Ripage (-8 à +8 m/km) :                                   |  | -4.8 m/km  |  |         |   |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
| Dissymétrie suspension (≤ 30%) :                          | 0 %  |  | 5 %  |         |   |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
| Forces verticales :                                       | 816 daN  |  | 595 daN  |         |   |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
| <b>Frein de service</b>                                   |  |  |  |         |   |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
| Forces de freinage :                                      | 293 daN  | 292 daN  | 196 daN  | 188 daN |   |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
| Déséquilibre (<20%) :                                     | 1 %  |  | 5 %  |         |   |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
| Forces de freinage (efficacité) :                         | 293 daN  | 292 daN  | 196 daN  | 188 daN |   |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
| Taux d'efficacité global (≥58 %) :                        | 68 %   |  |  |         |   |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
| <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) : | 20 %   |  |  |         |   |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
| <b>Émissions à l'échappement</b>                          |  |  |  |         |   |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
| CO ralenti (≤0.3 %) :                                     | 0 %  |  | CO ralenti accéléré (≤0.2 %) : 0.19 % Lambda (0.97 à 1.03) : 1.017 |         |   |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
| Feux de croisement (-2.5 % à -0.5 %) :                    | -1.8 %   |  |  |         |   |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
| Feux de brouillard avant (-3.5 % à -1.0 %) :              | -4.0 %   |  | -2.8 %   |         |   |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE        |  |  |  |         |   |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
| PROCÈS-VERBAL N° :  | DATE :   |  |  |         |   |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |
| N° D'AGRÈMENT DU CENTRE :                                 |  |  |  |         |   |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |  |        |  |  |  |  |        |  |        |  |