



N° D'IMPRIMÉ C71318172

PROCÈS-VERBAL  
DE CONTRÔLE TECHNIQUE



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   |                              | 27/05/2026   |         | 26062550                   |       |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |  |  |        |  |        |  |  |
| <b>(7) RÉSULTAT DU CONTRÔLE</b>   |                              | <b>(6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ</b>  |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |  |  |        |  |        |  |  |
| Défavorable pour défaillances majeures  |                              | <p><b>Défaillances majeures :</b><br/>           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 AVG, AVD<br/>           5.2.3.e.2. PNEUMATIQUES : L'indicateur d'usure de la profondeur des sculptures est atteint AVG, AVD<br/>           6.1.4.a.2. PARE-CHOC, PROTECTION LATÉRALE ET DISPOSITIFS ANTI-ENCASTREMENT ARRIÈRE : Mauvaise fixation ou endommagement susceptible de causer des blessures en cas de contact AVD<br/>           6.2.1.a.2. ÉTAT DE LA CABINE ET DE LA CARROSSERIE : Panneau ou élément mal fixé ou endommagé susceptible de provoquer des blessures G, C</p> <p><b>Défaillances mineures :</b><br/>           1.1.13.a.1. GARNITURES OU PLAQUETTES DE FREINS : Usure importante ARD, ARG<br/>           4.5.2.a.1. RÉGLAGE (FEUX DE BROUILLARD AVANT) : Mauvaise orientation horizontale d'un feu de brouillard avant AVG, AVD<br/>           6.2.1.a.1. ÉTAT DE LA CABINE ET DE LA CARROSSERIE : Panneau ou élément endommagé ARG<br/>           6.2.3.c.1. PORTES ET POIGNÉES DE PORTE : Portière, charnières, serrures ou gâches détériorées ARD, AVD</p> <p><b>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 :</b> 11/09/2024 : 38899 km</p>   |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |  |  |        |  |        |  |  |
| <b>(8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ</b>   |                              |  |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |  |  |        |  |        |  |  |
| 26/07/2026  |                              |  |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |  |  |        |  |        |  |  |
| <b>NATURE DU PROCHAIN CONTRÔLE</b>  |                              |  |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |  |  |        |  |        |  |  |
| Contre-visite   |                              |  |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |  |  |        |  |        |  |  |
| <b>IDENTIFICATION DU CENTRE DE CONTRÔLE</b>   |                              |  |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |  |  |        |  |        |  |  |
| 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                        |                              |  |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |  |  |        |  |        |  |  |
| <b>(9) IDENTIFICATION DU CONTRÔLEUR</b>   |                              |  |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |  |  |        |  |        |  |  |
| N° D'AGRÈMENT : 091C0438  |                              |  |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |  |  |        |  |        |  |  |
| SIGNATURE :   |                              |  |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |  |  |        |  |        |  |  |
| <b>IDENTIFICATION DU VÉHICULE</b>   |                              |  |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |  |  |        |  |        |  |  |
| (2) Immatriculation et pays   | Date d'immatriculation       | Date de 1 <sup>ère</sup> mise en circulation   |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |  |  |        |  |        |  |  |
| FT-468-VC (F)   | 29/10/2020                   | 29/10/2020   |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |  |  |        |  |        |  |  |
| Marque  |                              | Désignation commerciale  |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |  |  |        |  |        |  |  |
| CITROEN   |                              | C5 AIRCROSS  |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |  |  |        |  |        |  |  |
| (1) N° dans la série du type (VIN)  | (5) Catégorie internationale | Genre  |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |  |  |        |  |        |  |  |
| VR7ARHNSKLL083433   | M1                           | VP   |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |  |  |        |  |        |  |  |
| Type/CNIT   |                              | Énergie  |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |  |  |        |  |        |  |  |
| M10CTRVP090C138   |                              | ES   |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |  |  |        |  |        |  |  |
| Document(s) présenté(s)   |                              |  |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |  |  |        |  |        |  |  |
| Photocopie du certificat d'immatriculation visée par un commissaire-priseur ou un huissier de justice |                              |  |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |  |  |        |  |        |  |  |
| <b>(4) KILOMÉTRAGE RELEVÉ</b>   |                              | <b>MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES</b>  |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |  |  |        |  |        |  |  |
| 53655   |                              | <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>+0.7 m/km</td> <td></td> <td></td> </tr> <tr> <td>Dissymétrie suspension (≤ 30%) :</td> <td>8 %</td> <td></td> <td>1 %</td> <td></td> </tr> <tr> <td>Forces verticales :</td> <td colspan="2">858 daN</td> <td colspan="2">594 daN</td> </tr> <tr> <td><b>Frein de service</b></td> <td colspan="4"></td> </tr> <tr> <td>Forces de freinage :</td> <td>342 daN</td> <td>343 daN</td> <td>192 daN</td> <td>190 daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%) :</td> <td>1 %</td> <td></td> <td>2 %</td> <td></td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>342 daN</td> <td>343 daN</td> <td>192 daN</td> <td>190 daN</td> </tr> <tr> <td>Taux d'efficacité global (≥58 %) :</td> <td colspan="4">73 %</td> </tr> <tr> <td><b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :</td> <td colspan="4">23 %</td> </tr> <tr> <td colspan="6"><b>Émissions à l'échappement</b></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>1.022</td> </tr> <tr> <td>Feux de croisement (-2.5 % à -0.5 %) :</td> <td>-3.2 %</td> <td></td> <td>-4.0 %</td> <td></td> <td></td> </tr> <tr> <td>Feux de brouillard avant (-3.5 % à -1.0 %) :</td> <td>-3.6 %</td> <td></td> <td>-4.0 %</td> <td></td> <td></td> </tr> </tbody> </table> |         |                            |       |  | AVANT |  | ARRIERE |  |  | G | D | G | D | Ripage (-8 à +8 m/km) : |  | +0.7 m/km |  |  | Dissymétrie suspension (≤ 30%) : | 8 % |  | 1 % |  | Forces verticales : | 858 daN |  | 594 daN |  | <b>Frein de service</b> |  |  |  |  | Forces de freinage : | 342 daN | 343 daN | 192 daN | 190 daN | Déséquilibre (<20%) : | 1 % |  | 2 % |  | Forces de freinage (efficacité) : | 342 daN | 343 daN | 192 daN | 190 daN | Taux d'efficacité global (≥58 %) : | 73 % |  |  |  | <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) : | 1.022 | Feux de croisement (-2.5 % à -0.5 %) : | -3.2 % |  | -4.0 % |  |  | Feux de brouillard avant (-3.5 % à -1.0 %) : | -3.6 % |  | -4.0 % |  |  |
|   | AVANT                        |  | ARRIERE |                            |       |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |  |  |        |  |        |  |  |
|   | G                            | D  | G       | D                          |       |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |  |  |        |  |        |  |  |
| Ripage (-8 à +8 m/km) :   |                              | +0.7 m/km  |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |  |  |        |  |        |  |  |
| Dissymétrie suspension (≤ 30%) :  | 8 %                          |  | 1 %     |                            |       |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |  |  |        |  |        |  |  |
| Forces verticales :   | 858 daN                      |  | 594 daN |                            |       |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |  |  |        |  |        |  |  |
| <b>Frein de service</b>   |                              |  |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |  |  |        |  |        |  |  |
| Forces de freinage :  | 342 daN                      | 343 daN  | 192 daN | 190 daN                    |       |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |  |  |        |  |        |  |  |
| Déséquilibre (<20%) :   | 1 %                          |  | 2 %     |                            |       |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |  |  |        |  |        |  |  |
| Forces de freinage (efficacité) :   | 342 daN                      | 343 daN  | 192 daN | 190 daN                    |       |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |  |  |        |  |        |  |  |
| Taux d'efficacité global (≥58 %) :  | 73 %                         |  |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |  |  |        |  |        |  |  |
| <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) :     | 1.022 |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |  |  |        |  |        |  |  |
| Feux de croisement (-2.5 % à -0.5 %) :  | -3.2 %                       |  | -4.0 %  |                            |       |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |  |  |        |  |        |  |  |
| Feux de brouillard avant (-3.5 % à -1.0 %) :  | -3.6 %                       |  | -4.0 %  |                            |       |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |  |  |        |  |        |  |  |
| <b>INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE</b>   |                              |  |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |  |  |        |  |        |  |  |
| PROCÈS-VERBAL N° : _____  |                              | DATE : _____   |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |  |  |        |  |        |  |  |
| N° D'AGRÈMENT DU CENTRE : _____   |                              |  |         |                            |       |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |  |                       |     |                                |     |                        |       |  |        |  |        |  |  |  |        |  |        |  |  |