



# PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE

N° D'IMPRIMÉ C69178706

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   |           | 07/04/2026  |                                    | 26061440                                     |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                    |  |  |  |  |                              |  |  |        |  |        |  |  |        |  |        |  |
| <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</p> <p><b>Défaillances mineures :</b><br/>4.8.1.b.1. ÉTAT (CATADIOPTRES, MARQUAGE DE VISIBILITÉ RÉFLÉCHISSANT ET PLAQUES RÉFLÉCHISSANTES ARRIÈRE) : Mauvaise fixation du catadioptré ARD<br/>5.2.3.e.1. PNEUMATIQUES : Usure anormale ou présence d'un corps étranger AVG, AVD<br/>6.1.1.a.1. ÉTAT GÉNÉRAL DU CHÂSSIS : Déformation mineure d'un longeron ou d'une traverse D<br/>6.2.1.a.1. ÉTAT DE LA CABINE ET DE LA CARROSSERIE : Panneau ou élément endommagé ARD, AVD<br/>6.2.3.c.1. PORTES ET POIGNÉES DE PORTE : Portière, charnières, serrures ou gâches détériorées AVG, AVD, ARG</p> <p><b>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 :</b> 04/04/2025 : 91255 km</p>   |                                    |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                    |  |  |  |  |                              |  |  |        |  |        |  |  |        |  |        |  |
| <b>(8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ</b>   |           |    |                                    |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                    |  |  |  |  |                              |  |  |        |  |        |  |  |        |  |        |  |
| 06/06/2026  |           |   |                                    |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                    |  |  |  |  |                              |  |  |        |  |        |  |  |        |  |        |  |
| <b>NATURE DU PROCHAIN CONTRÔLE</b>  |           |   |                                    |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                    |  |  |  |  |                              |  |  |        |  |        |  |  |        |  |        |  |
| Contre-visite   |           |   |                                    |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                    |  |  |  |  |                              |  |  |        |  |        |  |  |        |  |        |  |
| <b>IDENTIFICATION DU CENTRE DE CONTRÔLE</b>   |           |   |                                    |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                    |  |  |  |  |                              |  |  |        |  |        |  |  |        |  |        |  |
| N° D'AGRÈMENT : S033C324<br>(9) RAISON SOCIALE : SARL AUTO BILAN BANLIEUE SUD<br>(3) COORDONNÉES : 1 CHEMIN DE LA GRANGE<br>33650 MARTILLAC<br>Tél : 0556726262 |           |   |                                    |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                    |  |  |  |  |                              |  |  |        |  |        |  |  |        |  |        |  |
| <b>(9) IDENTIFICATION DU CONTRÔLEUR</b>   |           |   |                                    |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                    |  |  |  |  |                              |  |  |        |  |        |  |  |        |  |        |  |
| N° D'AGRÈMENT : 033F1011<br>SIGNATURE :                                       |           |   |                                    |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                    |  |  |  |  |                              |  |  |        |  |        |  |  |        |  |        |  |
| <b>IDENTIFICATION DU VÉHICULE</b>   |           |   |                                    |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                    |  |  |  |  |                              |  |  |        |  |        |  |  |        |  |        |  |
| (2) Immatriculation et pays   |           | Date d'immatriculation  |                                    | Date de 1 <sup>ère</sup> mise en circulation |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                    |  |  |  |  |                              |  |  |        |  |        |  |  |        |  |        |  |
| GQ-011-CM (F)   |           | 07/07/2023  |                                    | 12/10/2020                                   |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                    |  |  |  |  |                              |  |  |        |  |        |  |  |        |  |        |  |
| Marque  |           | Désignation commerciale   |                                    |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                    |  |  |  |  |                              |  |  |        |  |        |  |  |        |  |        |  |
| HYUNDAI   |           | I 30  |                                    |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                    |  |  |  |  |                              |  |  |        |  |        |  |  |        |  |        |  |
| (1) N° dans la série du type (VIN)  |           | (5) Catégorie internationale  |                                    | Genre  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                    |  |  |  |  |                              |  |  |        |  |        |  |  |        |  |        |  |
| TMAH251CAMJ136494   |           | M1  |                                    | VP   |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                    |  |  |  |  |                              |  |  |        |  |        |  |  |        |  |        |  |
| Type/CNIT   |           | Énergie   |                                    |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                    |  |  |  |  |                              |  |  |        |  |        |  |  |        |  |        |  |
| M10HMCVP003T212   |           | 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>   |                                    |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                    |  |  |  |  |                              |  |  |        |  |        |  |  |        |  |        |  |
| 112249  |           | <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="4">-1.2 m/km</td> </tr> <tr> <td>Dissymétrie suspension (≤ 30%) :</td> <td colspan="2">4 %</td> <td colspan="2">4 %</td> </tr> <tr> <td>Forces verticales :</td> <td colspan="2">763 daN</td> <td colspan="2">523 daN</td> </tr> <tr> <td><b>Frein de service</b></td> <td colspan="4"></td> </tr> <tr> <td>Forces de freinage :</td> <td>267 daN</td> <td>276 daN</td> <td>174 daN</td> <td>185 daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%) :</td> <td colspan="2">4 %</td> <td colspan="2">7 %</td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>267 daN</td> <td>276 daN</td> <td>174 daN</td> <td>185 daN</td> </tr> <tr> <td>Taux d'efficacité global (≥58 %) :</td> <td colspan="4">70 %</td> </tr> <tr> <td><b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :</td> <td colspan="4">22 %</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 %</td> </tr> <tr> <td></td> <td colspan="2"></td> <td colspan="2">Lambda (0.97 à 1.03) : 1.003</td> </tr> <tr> <td>Feux de croisement (-2.5 % à -0.5 %) :</td> <td colspan="2">-2.6 %</td> <td colspan="2">-3.1 %</td> </tr> <tr> <td>Feux de brouillard avant (-3.5 % à -1.0 %) :</td> <td colspan="2">-2.4 %</td> <td colspan="2">-2.4 %</td> </tr> </tbody> </table> |                                    |  |  |  | AVANT |  | ARRIÈRE |  |  | G | D | G | D | Ripage (-8 à +8 m/km) : | -1.2 m/km |  |  |  | Dissymétrie suspension (≤ 30%) : | 4 % |  | 4 % |  | Forces verticales : | 763 daN |  | 523 daN |  | <b>Frein de service</b> |  |  |  |  | Forces de freinage : | 267 daN | 276 daN | 174 daN | 185 daN | Déséquilibre (<20%) : | 4 % |  | 7 % |  | Forces de freinage (efficacité) : | 267 daN | 276 daN | 174 daN | 185 daN | Taux d'efficacité global (≥58 %) : | 70 % |  |  |  | <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) : | 22 % |  |  |  | <b>Émissions à l'échappement</b> |  |  |  |  | CO ralenti (≤0.3 %) : | 0 % |  | CO ralenti accéléré (≤0.2 %) : 0 % |  |  |  |  | Lambda (0.97 à 1.03) : 1.003 |  | Feux de croisement (-2.5 % à -0.5 %) : | -2.6 % |  | -3.1 % |  | Feux de brouillard avant (-3.5 % à -1.0 %) : | -2.4 % |  | -2.4 % |  |
|   | AVANT     |   | ARRIÈRE                            |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                    |  |  |  |  |                              |  |  |        |  |        |  |  |        |  |        |  |
|   | G         | D   | G                                  | D  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                    |  |  |  |  |                              |  |  |        |  |        |  |  |        |  |        |  |
| Ripage (-8 à +8 m/km) :   | -1.2 m/km |   |                                    |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                    |  |  |  |  |                              |  |  |        |  |        |  |  |        |  |        |  |
| Dissymétrie suspension (≤ 30%) :  | 4 %       |   | 4 %                                |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                    |  |  |  |  |                              |  |  |        |  |        |  |  |        |  |        |  |
| Forces verticales :   | 763 daN   |   | 523 daN                            |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                    |  |  |  |  |                              |  |  |        |  |        |  |  |        |  |        |  |
| <b>Frein de service</b>   |           |   |                                    |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                    |  |  |  |  |                              |  |  |        |  |        |  |  |        |  |        |  |
| Forces de freinage :  | 267 daN   | 276 daN   | 174 daN                            | 185 daN                                      |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                    |  |  |  |  |                              |  |  |        |  |        |  |  |        |  |        |  |
| Déséquilibre (<20%) :   | 4 %       |   | 7 %                                |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                    |  |  |  |  |                              |  |  |        |  |        |  |  |        |  |        |  |
| Forces de freinage (efficacité) :   | 267 daN   | 276 daN   | 174 daN                            | 185 daN                                      |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                    |  |  |  |  |                              |  |  |        |  |        |  |  |        |  |        |  |
| Taux d'efficacité global (≥58 %) :  | 70 %      |   |                                    |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                    |  |  |  |  |                              |  |  |        |  |        |  |  |        |  |        |  |
| <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :   | 22 %      |   |                                    |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                    |  |  |  |  |                              |  |  |        |  |        |  |  |        |  |        |  |
| <b>Émissions à l'échappement</b>  |           |   |                                    |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                    |  |  |  |  |                              |  |  |        |  |        |  |  |        |  |        |  |
| CO ralenti (≤0.3 %) :   | 0 %       |   | CO ralenti accéléré (≤0.2 %) : 0 % |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                    |  |  |  |  |                              |  |  |        |  |        |  |  |        |  |        |  |
|   |           |   | Lambda (0.97 à 1.03) : 1.003       |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                    |  |  |  |  |                              |  |  |        |  |        |  |  |        |  |        |  |
| Feux de croisement (-2.5 % à -0.5 %) :  | -2.6 %    |   | -3.1 %                             |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                    |  |  |  |  |                              |  |  |        |  |        |  |  |        |  |        |  |
| Feux de brouillard avant (-3.5 % à -1.0 %) :  | -2.4 %    |   | -2.4 %                             |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                    |  |  |  |  |                              |  |  |        |  |        |  |  |        |  |        |  |
| <b>INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE</b>   |           |   |                                    |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                    |  |  |  |  |                              |  |  |        |  |        |  |  |        |  |        |  |
| PROCÈS-VERBAL N° :  |           | DATE :  |                                    |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                    |  |  |  |  |                              |  |  |        |  |        |  |  |        |  |        |  |
| N° D'AGRÈMENT DU CENTRE :   |           |   |                                    |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |                                    |  |  |  |  |                              |  |  |        |  |        |  |  |        |  |        |  |