


| <b>NATURE DU CONTRÔLE</b><br><b>Volontaire total</b>  | <b>(3) DATE DU CONTRÔLE</b><br><b>30/03/2026</b>  | <b>N° DU PROCÈS-VERBAL</b><br><b>26036803</b> |          |        |  |       |  |         |  |  |   |   |   |   |                               |  |  |  |  |  |  |  |          |  |                                       |  |  |    |    |                            |  |  |        |        |                           |  |  |  |  |                      |        |        |        |        |                      |  |     |  |    |                                   |        |        |        |        |                            |     |  |  |  |  |  |  |  |  |                                    |  |  |  |  |   |  |  |  |  |   |       |       |  |  |
|---|---|---|----------|--------|--|-------|--|---------|--|--|---|---|---|---|-------------------------------|--|--|--|--|--|--|--|----------|--|---------------------------------------|--|--|----|----|----------------------------|--|--|--------|--------|---------------------------|--|--|--|--|----------------------|--------|--------|--------|--------|----------------------|--|-----|--|----|-----------------------------------|--------|--------|--------|--------|----------------------------|-----|--|--|--|--|--|--|--|--|------------------------------------|--|--|--|--|---|--|--|--|--|---|-------|-------|--|--|
| <b>(7) RÉSULTAT DU CONTRÔLE</b><br>Défavorable pour défaillances majeures   | <b>(6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ</b>   |   |          |        |  |       |  |         |  |  |   |   |   |   |                               |  |  |  |  |  |  |  |          |  |                                       |  |  |    |    |                            |  |  |        |        |                           |  |  |  |  |                      |        |        |        |        |                      |  |     |  |    |                                   |        |        |        |        |                            |     |  |  |  |  |  |  |  |  |                                    |  |  |  |  |   |  |  |  |  |   |       |       |  |  |
| <b>(8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ</b><br><b>Non concerné par un contrôle technique volontaire</b>   | Groupe(s) de points contrôlés :<br>Ensemble des points visés par l'arrêté du 18 juin 1991 modifié<br><br><b>Défaillance(s) majeure(s)</b><br>8.2.12.c.2. EMISSIONS GAZEUSES : Coefficient lambda hors tolérances ou non conforme aux spécifications du constructeur<br>8.2.12.d.2. EMISSIONS GAZEUSES : Le relevé du système OBD indique un dysfonctionnement important<br>Code(s) défaut(s) standard(s) relevé(s) concernant le dispositif antipollution : P0562   |   |          |        |  |       |  |         |  |  |   |   |   |   |                               |  |  |  |  |  |  |  |          |  |                                       |  |  |    |    |                            |  |  |        |        |                           |  |  |  |  |                      |        |        |        |        |                      |  |     |  |    |                                   |        |        |        |        |                            |     |  |  |  |  |  |  |  |  |                                    |  |  |  |  |   |  |  |  |  |   |       |       |  |  |
| <b>NATURE DU PROCHAIN CONTRÔLE</b><br><b>Non concerné par un contrôle technique volontaire</b>  |   |   |          |        |  |       |  |         |  |  |   |   |   |   |                               |  |  |  |  |  |  |  |          |  |                                       |  |  |    |    |                            |  |  |        |        |                           |  |  |  |  |                      |        |        |        |        |                      |  |     |  |    |                                   |        |        |        |        |                            |     |  |  |  |  |  |  |  |  |                                    |  |  |  |  |   |  |  |  |  |   |       |       |  |  |
| <b>IDENTIFICATION DU CENTRE DE CONTRÔLE</b>   |   |   |          |        |  |       |  |         |  |  |   |   |   |   |                               |  |  |  |  |  |  |  |          |  |                                       |  |  |    |    |                            |  |  |        |        |                           |  |  |  |  |                      |        |        |        |        |                      |  |     |  |    |                                   |        |        |        |        |                            |     |  |  |  |  |  |  |  |  |                                    |  |  |  |  |   |  |  |  |  |   |       |       |  |  |
| N° D'AGRÈMENT : S013S227  |   |   |          |        |  |       |  |         |  |  |   |   |   |   |                               |  |  |  |  |  |  |  |          |  |                                       |  |  |    |    |                            |  |  |        |        |                           |  |  |  |  |                      |        |        |        |        |                      |  |     |  |    |                                   |        |        |        |        |                            |     |  |  |  |  |  |  |  |  |                                    |  |  |  |  |   |  |  |  |  |   |       |       |  |  |
| (9) RAISON SOCIALE : <b>MARIGNANE AUTO BILAN</b>  |   |   |          |        |  |       |  |         |  |  |   |   |   |   |                               |  |  |  |  |  |  |  |          |  |                                       |  |  |    |    |                            |  |  |        |        |                           |  |  |  |  |                      |        |        |        |        |                      |  |     |  |    |                                   |        |        |        |        |                            |     |  |  |  |  |  |  |  |  |                                    |  |  |  |  |   |  |  |  |  |   |       |       |  |  |
| (3) COORDONNÉES :<br>Tel. : 0442888800<br>Espace Carthage<br>13700 MARIGNANE  |   |   |          |        |  |       |  |         |  |  |   |   |   |   |                               |  |  |  |  |  |  |  |          |  |                                       |  |  |    |    |                            |  |  |        |        |                           |  |  |  |  |                      |        |        |        |        |                      |  |     |  |    |                                   |        |        |        |        |                            |     |  |  |  |  |  |  |  |  |                                    |  |  |  |  |   |  |  |  |  |   |       |       |  |  |
| <b>(9) IDENTIFICATION DU CONTRÔLEUR</b>   |   |   |          |        |  |       |  |         |  |  |   |   |   |   |                               |  |  |  |  |  |  |  |          |  |                                       |  |  |    |    |                            |  |  |        |        |                           |  |  |  |  |                      |        |        |        |        |                      |  |     |  |    |                                   |        |        |        |        |                            |     |  |  |  |  |  |  |  |  |                                    |  |  |  |  |   |  |  |  |  |   |       |       |  |  |
| N° D'AGRÈMENT : 013S1061  |   |   |          |        |  |       |  |         |  |  |   |   |   |   |                               |  |  |  |  |  |  |  |          |  |                                       |  |  |    |    |                            |  |  |        |        |                           |  |  |  |  |                      |        |        |        |        |                      |  |     |  |    |                                   |        |        |        |        |                            |     |  |  |  |  |  |  |  |  |                                    |  |  |  |  |   |  |  |  |  |   |       |       |  |  |
| SIGNATURE :<br>  |   |   |          |        |  |       |  |         |  |  |   |   |   |   |                               |  |  |  |  |  |  |  |          |  |                                       |  |  |    |    |                            |  |  |        |        |                           |  |  |  |  |                      |        |        |        |        |                      |  |     |  |    |                                   |        |        |        |        |                            |     |  |  |  |  |  |  |  |  |                                    |  |  |  |  |   |  |  |  |  |   |       |       |  |  |
| <b>IDENTIFICATION DU VÉHICULE</b>   |   |   |          |        |  |       |  |         |  |  |   |   |   |   |                               |  |  |  |  |  |  |  |          |  |                                       |  |  |    |    |                            |  |  |        |        |                           |  |  |  |  |                      |        |        |        |        |                      |  |     |  |    |                                   |        |        |        |        |                            |     |  |  |  |  |  |  |  |  |                                    |  |  |  |  |   |  |  |  |  |   |       |       |  |  |
| (2) Immatriculation et pays Date d'immatriculation  | Date de 1 <sup>ère</sup> mise en circulation  |   |          |        |  |       |  |         |  |  |   |   |   |   |                               |  |  |  |  |  |  |  |          |  |                                       |  |  |    |    |                            |  |  |        |        |                           |  |  |  |  |                      |        |        |        |        |                      |  |     |  |    |                                   |        |        |        |        |                            |     |  |  |  |  |  |  |  |  |                                    |  |  |  |  |   |  |  |  |  |   |       |       |  |  |
| GW-866-GT (F) 10/04/2024  | 10/04/2024  |   |          |        |  |       |  |         |  |  |   |   |   |   |                               |  |  |  |  |  |  |  |          |  |                                       |  |  |    |    |                            |  |  |        |        |                           |  |  |  |  |                      |        |        |        |        |                      |  |     |  |    |                                   |        |        |        |        |                            |     |  |  |  |  |  |  |  |  |                                    |  |  |  |  |   |  |  |  |  |   |       |       |  |  |
| Marque  | Designation commerciale   |   |          |        |  |       |  |         |  |  |   |   |   |   |                               |  |  |  |  |  |  |  |          |  |                                       |  |  |    |    |                            |  |  |        |        |                           |  |  |  |  |                      |        |        |        |        |                      |  |     |  |    |                                   |        |        |        |        |                            |     |  |  |  |  |  |  |  |  |                                    |  |  |  |  |   |  |  |  |  |   |       |       |  |  |
| AUDI  | A3 SPORTBACK  |   |          |        |  |       |  |         |  |  |   |   |   |   |                               |  |  |  |  |  |  |  |          |  |                                       |  |  |    |    |                            |  |  |        |        |                           |  |  |  |  |                      |        |        |        |        |                      |  |     |  |    |                                   |        |        |        |        |                            |     |  |  |  |  |  |  |  |  |                                    |  |  |  |  |   |  |  |  |  |   |       |       |  |  |
| (1) N° dans la série du type (VIN)  | (5) Catégorie internationale  | Genre   |          |        |  |       |  |         |  |  |   |   |   |   |                               |  |  |  |  |  |  |  |          |  |                                       |  |  |    |    |                            |  |  |        |        |                           |  |  |  |  |                      |        |        |        |        |                      |  |     |  |    |                                   |        |        |        |        |                            |     |  |  |  |  |  |  |  |  |                                    |  |  |  |  |   |  |  |  |  |   |       |       |  |  |
| WAUZZZGY8RA122610   | M1  | VP  |          |        |  |       |  |         |  |  |   |   |   |   |                               |  |  |  |  |  |  |  |          |  |                                       |  |  |    |    |                            |  |  |        |        |                           |  |  |  |  |                      |        |        |        |        |                      |  |     |  |    |                                   |        |        |        |        |                            |     |  |  |  |  |  |  |  |  |                                    |  |  |  |  |   |  |  |  |  |   |       |       |  |  |
| Type/CNIT   | Énergie   |   |          |        |  |       |  |         |  |  |   |   |   |   |                               |  |  |  |  |  |  |  |          |  |                                       |  |  |    |    |                            |  |  |        |        |                           |  |  |  |  |                      |        |        |        |        |                      |  |     |  |    |                                   |        |        |        |        |                            |     |  |  |  |  |  |  |  |  |                                    |  |  |  |  |   |  |  |  |  |   |       |       |  |  |
| M10AUDVP1016937   | ES  |   |          |        |  |       |  |         |  |  |   |   |   |   |                               |  |  |  |  |  |  |  |          |  |                                       |  |  |    |    |                            |  |  |        |        |                           |  |  |  |  |                      |        |        |        |        |                      |  |     |  |    |                                   |        |        |        |        |                            |     |  |  |  |  |  |  |  |  |                                    |  |  |  |  |   |  |  |  |  |   |       |       |  |  |
| Document(s) présent(s)<br>Fiche d'identification du véhicule établie par les services de l'Etat en charge de l'immatriculation des véhicules  |   |   |          |        |  |       |  |         |  |  |   |   |   |   |                               |  |  |  |  |  |  |  |          |  |                                       |  |  |    |    |                            |  |  |        |        |                           |  |  |  |  |                      |        |        |        |        |                      |  |     |  |    |                                   |        |        |        |        |                            |     |  |  |  |  |  |  |  |  |                                    |  |  |  |  |   |  |  |  |  |   |       |       |  |  |
| <b>(4) KILOMÉTRAGE RELEVÉ</b><br>2030   | <b>MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES</b>   |   |          |        |  |       |  |         |  |  |   |   |   |   |                               |  |  |  |  |  |  |  |          |  |                                       |  |  |    |    |                            |  |  |        |        |                           |  |  |  |  |                      |        |        |        |        |                      |  |     |  |    |                                   |        |        |        |        |                            |     |  |  |  |  |  |  |  |  |                                    |  |  |  |  |   |  |  |  |  |   |       |       |  |  |
| <b>MENTIONS LÉGALES</b>   |   |   |          |        |  |       |  |         |  |  |   |   |   |   |                               |  |  |  |  |  |  |  |          |  |                                       |  |  |    |    |                            |  |  |        |        |                           |  |  |  |  |                      |        |        |        |        |                      |  |     |  |    |                                   |        |        |        |        |                            |     |  |  |  |  |  |  |  |  |                                    |  |  |  |  |   |  |  |  |  |   |       |       |  |  |
| - Les points de contrôle sont définis à l'annexe I de l'arrêté du 18 juin 1991 modifié.<br>- Les valeurs limites prises en compte correspondent aux valeurs limites applicables au véhicule contrôlé (date de mise en circulation, caractéristiques techniques).<br>- En cas de litige, les voies de recours amiables sont affichées dans votre centre de contrôle technique.<br>- Le contrôle technique d'un véhicule n'exonère pas son propriétaire de l'obligation de maintenir le véhicule en bon état de marche et en état satisfaisant d'entretien conformément aux dispositions du code de la route et des textes pris pour son application (art. 1er de l'arrêté du 18 juin 1991 modifié).<br>- Vous disposez d'un droit d'accès et de rectification des informations nominatives vous concernant. Vous pouvez exercer ce droit en vous adressant au centre ayant édité le présent procès-verbal. | <table style="width:100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th colspan="2" style="text-align:center;">AVANT</th> <th colspan="2" style="text-align:center;">ARRIERE</th> </tr> <tr> <th></th> <th style="text-align:center;">G</th> <th style="text-align:center;">D</th> <th style="text-align:center;">G</th> <th style="text-align:center;">D</th> </tr> </thead> <tbody> <tr> <td><b>Ripage</b> (-8 à + 8m/km):</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td align="center">+1.4m/Km</td> <td></td> </tr> <tr> <td><b>Dissymétrie suspension</b> (≤30%):</td> <td></td> <td></td> <td align="center">1%</td> <td align="center">1%</td> </tr> <tr> <td><b>Forces verticales</b> :</td> <td></td> <td></td> <td align="center">818daN</td> <td align="center">557daN</td> </tr> <tr> <td><b>Frein de service</b> :</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Forces de freinage :</td> <td align="center">274daN</td> <td align="center">249daN</td> <td align="center">172daN</td> <td align="center">186daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%):</td> <td></td> <td align="center">10%</td> <td></td> <td align="center">8%</td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td align="center">274daN</td> <td align="center">249daN</td> <td align="center">172daN</td> <td align="center">186daN</td> </tr> <tr> <td>Taux d'efficacité (≥ 58%):</td> <td align="center">64%</td> <td></td> <td></td> <td></td> </tr> <tr> <td><b>Frein de stationnement</b> : Taux d'efficacité (≥ 18%): 22%</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td><b>Emissions à l'échappement</b> :</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>CO ralenti (≤ 0,3%): 0.00% CO ralenti accéléré (≤ 0,2%): 0.00% Lambda (0.97 à 1.03) : 1.043</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td><b>Feux de croisement</b> (-2,5% à -0,5%)</td> <td align="center">-1.1%</td> <td align="center">-1.1%</td> <td></td> <td></td> </tr> </tbody> </table> |   |          |        |  | AVANT |  | ARRIERE |  |  | G | D | G | D | <b>Ripage</b> (-8 à + 8m/km): |  |  |  |  |  |  |  | +1.4m/Km |  | <b>Dissymétrie suspension</b> (≤30%): |  |  | 1% | 1% | <b>Forces verticales</b> : |  |  | 818daN | 557daN | <b>Frein de service</b> : |  |  |  |  | Forces de freinage : | 274daN | 249daN | 172daN | 186daN | Déséquilibre (<20%): |  | 10% |  | 8% | Forces de freinage (efficacité) : | 274daN | 249daN | 172daN | 186daN | Taux d'efficacité (≥ 58%): | 64% |  |  |  | <b>Frein de stationnement</b> : Taux d'efficacité (≥ 18%): 22% |  |  |  |  | <b>Emissions à l'échappement</b> : |  |  |  |  | CO ralenti (≤ 0,3%): 0.00% CO ralenti accéléré (≤ 0,2%): 0.00% Lambda (0.97 à 1.03) : 1.043 |  |  |  |  | <b>Feux de croisement</b> (-2,5% à -0,5%) | -1.1% | -1.1% |  |  |
|   | AVANT   |   | ARRIERE  |        |  |       |  |         |  |  |   |   |   |   |                               |  |  |  |  |  |  |  |          |  |                                       |  |  |    |    |                            |  |  |        |        |                           |  |  |  |  |                      |        |        |        |        |                      |  |     |  |    |                                   |        |        |        |        |                            |     |  |  |  |  |  |  |  |  |                                    |  |  |  |  |   |  |  |  |  |   |       |       |  |  |
|   | G   | D   | G        | D      |  |       |  |         |  |  |   |   |   |   |                               |  |  |  |  |  |  |  |          |  |                                       |  |  |    |    |                            |  |  |        |        |                           |  |  |  |  |                      |        |        |        |        |                      |  |     |  |    |                                   |        |        |        |        |                            |     |  |  |  |  |  |  |  |  |                                    |  |  |  |  |   |  |  |  |  |   |       |       |  |  |
| <b>Ripage</b> (-8 à + 8m/km):   |   |   |          |        |  |       |  |         |  |  |   |   |   |   |                               |  |  |  |  |  |  |  |          |  |                                       |  |  |    |    |                            |  |  |        |        |                           |  |  |  |  |                      |        |        |        |        |                      |  |     |  |    |                                   |        |        |        |        |                            |     |  |  |  |  |  |  |  |  |                                    |  |  |  |  |   |  |  |  |  |   |       |       |  |  |
|   |   |   | +1.4m/Km |        |  |       |  |         |  |  |   |   |   |   |                               |  |  |  |  |  |  |  |          |  |                                       |  |  |    |    |                            |  |  |        |        |                           |  |  |  |  |                      |        |        |        |        |                      |  |     |  |    |                                   |        |        |        |        |                            |     |  |  |  |  |  |  |  |  |                                    |  |  |  |  |   |  |  |  |  |   |       |       |  |  |
| <b>Dissymétrie suspension</b> (≤30%):   |   |   | 1%       | 1%     |  |       |  |         |  |  |   |   |   |   |                               |  |  |  |  |  |  |  |          |  |                                       |  |  |    |    |                            |  |  |        |        |                           |  |  |  |  |                      |        |        |        |        |                      |  |     |  |    |                                   |        |        |        |        |                            |     |  |  |  |  |  |  |  |  |                                    |  |  |  |  |   |  |  |  |  |   |       |       |  |  |
| <b>Forces verticales</b> :  |   |   | 818daN   | 557daN |  |       |  |         |  |  |   |   |   |   |                               |  |  |  |  |  |  |  |          |  |                                       |  |  |    |    |                            |  |  |        |        |                           |  |  |  |  |                      |        |        |        |        |                      |  |     |  |    |                                   |        |        |        |        |                            |     |  |  |  |  |  |  |  |  |                                    |  |  |  |  |   |  |  |  |  |   |       |       |  |  |
| <b>Frein de service</b> :   |   |   |          |        |  |       |  |         |  |  |   |   |   |   |                               |  |  |  |  |  |  |  |          |  |                                       |  |  |    |    |                            |  |  |        |        |                           |  |  |  |  |                      |        |        |        |        |                      |  |     |  |    |                                   |        |        |        |        |                            |     |  |  |  |  |  |  |  |  |                                    |  |  |  |  |   |  |  |  |  |   |       |       |  |  |
| Forces de freinage :  | 274daN  | 249daN  | 172daN   | 186daN |  |       |  |         |  |  |   |   |   |   |                               |  |  |  |  |  |  |  |          |  |                                       |  |  |    |    |                            |  |  |        |        |                           |  |  |  |  |                      |        |        |        |        |                      |  |     |  |    |                                   |        |        |        |        |                            |     |  |  |  |  |  |  |  |  |                                    |  |  |  |  |   |  |  |  |  |   |       |       |  |  |
| Déséquilibre (<20%):  |   | 10%   |          | 8%     |  |       |  |         |  |  |   |   |   |   |                               |  |  |  |  |  |  |  |          |  |                                       |  |  |    |    |                            |  |  |        |        |                           |  |  |  |  |                      |        |        |        |        |                      |  |     |  |    |                                   |        |        |        |        |                            |     |  |  |  |  |  |  |  |  |                                    |  |  |  |  |   |  |  |  |  |   |       |       |  |  |
| Forces de freinage (efficacité) :   | 274daN  | 249daN  | 172daN   | 186daN |  |       |  |         |  |  |   |   |   |   |                               |  |  |  |  |  |  |  |          |  |                                       |  |  |    |    |                            |  |  |        |        |                           |  |  |  |  |                      |        |        |        |        |                      |  |     |  |    |                                   |        |        |        |        |                            |     |  |  |  |  |  |  |  |  |                                    |  |  |  |  |   |  |  |  |  |   |       |       |  |  |
| Taux d'efficacité (≥ 58%):  | 64%   |   |          |        |  |       |  |         |  |  |   |   |   |   |                               |  |  |  |  |  |  |  |          |  |                                       |  |  |    |    |                            |  |  |        |        |                           |  |  |  |  |                      |        |        |        |        |                      |  |     |  |    |                                   |        |        |        |        |                            |     |  |  |  |  |  |  |  |  |                                    |  |  |  |  |   |  |  |  |  |   |       |       |  |  |
| <b>Frein de stationnement</b> : Taux d'efficacité (≥ 18%): 22%  |   |   |          |        |  |       |  |         |  |  |   |   |   |   |                               |  |  |  |  |  |  |  |          |  |                                       |  |  |    |    |                            |  |  |        |        |                           |  |  |  |  |                      |        |        |        |        |                      |  |     |  |    |                                   |        |        |        |        |                            |     |  |  |  |  |  |  |  |  |                                    |  |  |  |  |   |  |  |  |  |   |       |       |  |  |
| <b>Emissions à l'échappement</b> :  |   |   |          |        |  |       |  |         |  |  |   |   |   |   |                               |  |  |  |  |  |  |  |          |  |                                       |  |  |    |    |                            |  |  |        |        |                           |  |  |  |  |                      |        |        |        |        |                      |  |     |  |    |                                   |        |        |        |        |                            |     |  |  |  |  |  |  |  |  |                                    |  |  |  |  |   |  |  |  |  |   |       |       |  |  |
| CO ralenti (≤ 0,3%): 0.00% CO ralenti accéléré (≤ 0,2%): 0.00% Lambda (0.97 à 1.03) : 1.043   |   |   |          |        |  |       |  |         |  |  |   |   |   |   |                               |  |  |  |  |  |  |  |          |  |                                       |  |  |    |    |                            |  |  |        |        |                           |  |  |  |  |                      |        |        |        |        |                      |  |     |  |    |                                   |        |        |        |        |                            |     |  |  |  |  |  |  |  |  |                                    |  |  |  |  |   |  |  |  |  |   |       |       |  |  |
| <b>Feux de croisement</b> (-2,5% à -0,5%)   | -1.1%   | -1.1%   |          |        |  |       |  |         |  |  |   |   |   |   |                               |  |  |  |  |  |  |  |          |  |                                       |  |  |    |    |                            |  |  |        |        |                           |  |  |  |  |                      |        |        |        |        |                      |  |     |  |    |                                   |        |        |        |        |                            |     |  |  |  |  |  |  |  |  |                                    |  |  |  |  |   |  |  |  |  |   |       |       |  |  |