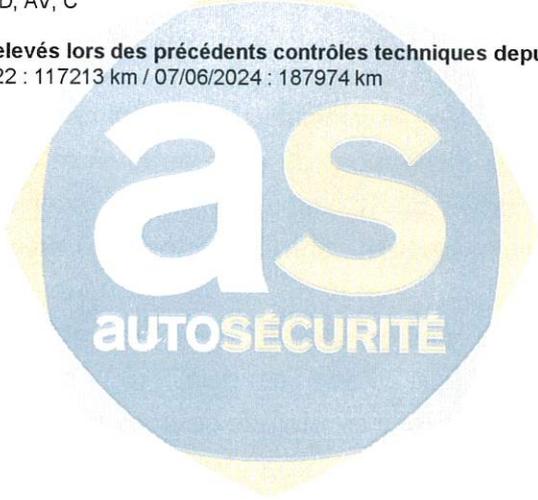




# PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE

N° D'IMPRIMÉ C69696262

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   |                              | 09/10/2025   |         | 25057276                   |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |  |        |        |  |  |  |        |        |  |  |
| <b>(7) RÉSULTAT DU CONTRÔLE</b>   |                              | <b>(6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ</b>  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |  |        |        |  |  |  |        |        |  |  |
| Défavorable pour défaillances majeures  |                              | <p><b>Défaillances majeures :</b><br/>           4.5.1.c.2. ÉTAT ET FONCTIONNEMENT (FEUX DE BROUILLARD AVANT ET ARRIÈRE) : Mauvaise fixation : très grand risque de détachement ou d'éblouissement AVG<br/>           5.2.3.e.2. PNEUMATIQUES : L'indicateur d'usure de la profondeur des sculptures est atteint ARD, ARG</p> <p><b>Défaillances mineures :</b><br/>           3.4.1.b.1. ESSUIE-GLACE : Balai d'essuie-glace défectueux AR<br/>           4.5.2.a.1. RÉGLAGE (FEUX DE BROUILLARD AVANT) : Mauvaise orientation horizontale d'un feu de brouillard avant AVG, AVD<br/>           5.2.3.e.1. PNEUMATIQUES : Usure anormale ou présence d'un corps étranger AVD<br/>           6.1.1.a.1. ÉTAT GÉNÉRAL DU CHÂSSIS : Déformation mineure d'un longeron ou d'une traverse ARD<br/>           6.2.1.a.1. ÉTAT DE LA CABINE ET DE LA CARROSSERIE : Panneau ou élément endommagé ARD, AV, C</p> <p><b>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 :</b> 23/02/2022 : 117213 km / 07/06/2024 : 187974 km</p>   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |  |        |        |  |  |  |        |        |  |  |
| <b>(8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ</b>   |                              |   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |  |        |        |  |  |  |        |        |  |  |
| 08/12/2025  |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |  |        |        |  |  |  |        |        |  |  |
| <b>NATURE DU PROCHAIN CONTRÔLE</b>  |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |  |        |        |  |  |  |        |        |  |  |
| Contre-visite   |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |  |        |        |  |  |  |        |        |  |  |
| <b>IDENTIFICATION DU CENTRE DE CONTRÔLE</b>   |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |  |        |        |  |  |  |        |        |  |  |
| N° D'AGRÉMENT : 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'AGRÉMENT : 033F1011  |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |  |        |        |  |  |  |        |        |  |  |
| SIGNATURE :   |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |  |        |        |  |  |  |        |        |  |  |
|                     |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |  |        |        |  |  |  |        |        |  |  |
| <b>IDENTIFICATION DU VÉHICULE</b>   |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |  |        |        |  |  |  |        |        |  |  |
| (2) Immatriculation et pays   | Date d'immatriculation       | Date de 1 <sup>ère</sup> mise en circulation   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |  |        |        |  |  |  |        |        |  |  |
| EW-664-QC (F)   | 16/04/2018                   | 16/04/2018   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |  |        |        |  |  |  |        |        |  |  |
| Marque  | Désignation commerciale      |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |  |        |        |  |  |  |        |        |  |  |
| CITROEN   | C3                           |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |  |        |        |  |  |  |        |        |  |  |
| (1) N° dans la série du type (VIN)  | (5) Catégorie internationale | Genre  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |  |        |        |  |  |  |        |        |  |  |
| VF7SXBHY6JT563091   | M1                           | VP   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |  |        |        |  |  |  |        |        |  |  |
| Type/CNIT   |                              | Énergie  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |  |        |        |  |  |  |        |        |  |  |
| M10CTRVP0431950   |                              | GO   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |  |        |        |  |  |  |        |        |  |  |
| 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>  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |  |        |        |  |  |  |        |        |  |  |
| 218366  |                              | <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></td> <td>-3.9 m/km</td> <td></td> <td></td> </tr> <tr> <td>Dissymétrie suspension (≤ 30%) :</td> <td>1 %</td> <td></td> <td>19 %</td> <td></td> </tr> <tr> <td>Forces verticales :</td> <td colspan="2">753 daN</td> <td colspan="2">440 daN</td> </tr> <tr> <td><b>Frein de service</b></td> <td colspan="4"></td> </tr> <tr> <td>Forces de freinage :</td> <td>278 daN</td> <td>264 daN</td> <td>181 daN</td> <td>176 daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%) :</td> <td>6 %</td> <td></td> <td>3 %</td> <td></td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>278 daN</td> <td>264 daN</td> <td>181 daN</td> <td>176 daN</td> </tr> <tr> <td>Taux d'efficacité global (≥58 %) :</td> <td colspan="4">75 %</td> </tr> <tr> <td><b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :</td> <td colspan="4">18 %</td> </tr> <tr> <td><b>Émissions à l'échappement</b></td> <td colspan="4"></td> </tr> <tr> <td>Opacité des fumées(0.51 m-1)</td> <td colspan="4">C1:&lt;0.1 m-1 C2:&lt;0.1 m-1</td> </tr> <tr> <td>Feux de croisement (-2.5 % à -0.5 %) :</td> <td>-2.3 %</td> <td>-1.0 %</td> <td></td> <td></td> </tr> <tr> <td>Feux de brouillard avant (-3.5 % à -1.0 %) :</td> <td>-4.0 %</td> <td>-3.9 %</td> <td></td> <td></td> </tr> </tbody> </table> |         |                            |  |  | AVANT |  | ARRIÈRE |  |  | G | D | G | D | Ripage (-8 à +8 m/km) : |  | -3.9 m/km |  |  | Dissymétrie suspension (≤ 30%) : | 1 % |  | 19 % |  | Forces verticales : | 753 daN |  | 440 daN |  | <b>Frein de service</b> |  |  |  |  | Forces de freinage : | 278 daN | 264 daN | 181 daN | 176 daN | Déséquilibre (<20%) : | 6 % |  | 3 % |  | Forces de freinage (efficacité) : | 278 daN | 264 daN | 181 daN | 176 daN | Taux d'efficacité global (≥58 %) : | 75 % |  |  |  | <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) : | 18 % |  |  |  | <b>Émissions à l'échappement</b> |  |  |  |  | Opacité des fumées(0.51 m-1) | C1:<0.1 m-1 C2:<0.1 m-1 |  |  |  | Feux de croisement (-2.5 % à -0.5 %) : | -2.3 % | -1.0 % |  |  | Feux de brouillard avant (-3.5 % à -1.0 %) : | -4.0 % | -3.9 % |  |  |
|   | AVANT                        |  | ARRIÈRE |                            |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |  |        |        |  |  |  |        |        |  |  |
|   | G                            | D  | G       | D                          |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |  |        |        |  |  |  |        |        |  |  |
| Ripage (-8 à +8 m/km) :   |                              | -3.9 m/km  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |  |        |        |  |  |  |        |        |  |  |
| Dissymétrie suspension (≤ 30%) :  | 1 %                          |  | 19 %    |                            |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |  |        |        |  |  |  |        |        |  |  |
| Forces verticales :   | 753 daN                      |  | 440 daN |                            |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |  |        |        |  |  |  |        |        |  |  |
| <b>Frein de service</b>   |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |  |        |        |  |  |  |        |        |  |  |
| Forces de freinage :  | 278 daN                      | 264 daN  | 181 daN | 176 daN                    |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |  |        |        |  |  |  |        |        |  |  |
| Déséquilibre (<20%) :   | 6 %                          |  | 3 %     |                            |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |  |        |        |  |  |  |        |        |  |  |
| Forces de freinage (efficacité) :   | 278 daN                      | 264 daN  | 181 daN | 176 daN                    |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |  |        |        |  |  |  |        |        |  |  |
| Taux d'efficacité global (≥58 %) :  | 75 %                         |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |  |        |        |  |  |  |        |        |  |  |
| <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :   | 18 %                         |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |  |        |        |  |  |  |        |        |  |  |
| <b>Émissions à l'échappement</b>  |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |  |        |        |  |  |  |        |        |  |  |
| Opacité des fumées(0.51 m-1)  | C1:<0.1 m-1 C2:<0.1 m-1      |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |  |        |        |  |  |  |        |        |  |  |
| Feux de croisement (-2.5 % à -0.5 %) :  | -2.3 %                       | -1.0 %   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |  |        |        |  |  |  |        |        |  |  |
| Feux de brouillard avant (-3.5 % à -1.0 %) :  | -4.0 %                       | -3.9 %   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |  |        |        |  |  |  |        |        |  |  |
| <b>INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE</b>   |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |  |        |        |  |  |  |        |        |  |  |
| PROCÈS-VERBAL N° :  |                              | DATE :   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |  |        |        |  |  |  |        |        |  |  |
| N° D'AGRÉMENT DU CENTRE :   |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |  |        |        |  |  |  |        |        |  |  |