

PROCÈS-VERBAL  
DE CONTRÔLE TECHNIQUE

N° d'imprimé : ZA13967785

| NATURE DU CONTRÔLE  |  | (3) DATE DU CONTRÔLE          |  | N° DU PROCÈS-VERBAL |  |         |        |        |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
|---|--|-------------------------------|--|---------------------|--|---------|--------|--------|--|---------|--|--|--|---|---|---|---|----------------------|--|----------|--|--|--|-------------------------------|--|----|--|----|--|-------------------|--|--------|--|--------|--|------------------|--|--|--|--|--|--------------------|--|--------|--------|--------|--------|----------------------|--|----|--|----|--|---------------------------------|--|--------|--------|--------|--------|----------------------------------|--|-----|--|--|--|------------------------|--|-------------------------------|--|--|--|---------------------------|--|--|--|--|--|--|--|--|--|--|--|------------------------------------|--|-------|-------|--|--|---------------------------------------|--|-------|-------|--|--|
| Contrôle technique périodique   |  | 11/12/2025                    |  | 25009881            |  |         |        |        |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
| (7) RÉSULTAT DU CONTRÔLE  |  |                               | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ   |                     |  |         |        |        |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
| Défavorable pour défaillances majeures  |  |                               | <b>DEFAILLANCES MAJEURES :</b><br><br>0.1.1.b.2. PLAQUES D'IMMATRICULATION : Inscription manquante ou illisible (AV)<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 (D)<br>5.2.3.d.2. PNEUMATIQUES : Pneumatique gravement endommagé ou entaillé ou montage inadapté (AVG, AVD)<br>5.3.1.b.2. RESSORTS ET STABILISATEURS : Un élément de ressort ou de stabilisateur est endommagé ou fendu (AVG, AVD)<br>8.2.22.a.2. OPACITÉ : L'opacité dépasse la valeur de réception ou les mesures sont instables<br><br><b>DEFAILLANCES MINEURES :</b><br><br>3.3.1.b.1. MIROIRS OU DISPOSITIFS RÉTROVISEURS : Miroir ou dispositif légèrement endommagé ou mal fixé (D)<br>3.4.1.b.1. ESSUIE-GLACE : Balai d'essuie-glace défectueux (AR)<br>4.1.1.b.1. ÉTAT ET FONCTIONNEMENT (PHARES) : Système de projection légèrement défectueux (AVG, AVD)<br>4.5.2.a.1. RÉGLAGE (FEUX DE BROUILLARD AVANT) : Mauvaise orientation horizontale d'un feu de brouillard avant (G, D)<br>4.7.1.b.1. ÉTAT ET FONCTIONNEMENT (DISPOSITIF D'ÉCLAIRAGE DE LA PLAQUE D'IMMATRICULATION ARRIÈRE) : Source lumineuse partiellement défectueuse<br>5.2.3.e.1. PNEUMATIQUES : Usure anormale ou présence d'un corps étranger (ARG, ARD)<br>5.3.2.c.1. AMORTISSEURS : Protection défectueuse (ARG)<br>6.2.1.a.1. ÉTAT DE LA CABINE ET DE LA CARROSSERIE : Panneau ou élément endommagé (ARD, AVG)<br>8.2.22.c.1. OPACITÉ : Le relevé du système OBD indique une anomalie du dispositif antipollution, sans dysfonctionnement important<br>Code(s) défaillance(s) standard(s) relevé(s) concernant le dispositif antipollution : P14A7<br><br>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 :<br>12/07/2018 : 279510km / 24/07/2018 : 279523km / 09/06/2021 : 293996km / 13/06/2022 : 297603km / 07/06/2024 : 313077km / / |                     |  |         |        |        |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ  |  |                               |  |                     |  |         |        |        |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
| 10/02/2026  |  |                               |  |                     |  |         |        |        |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
| NATURE DU PROCHAIN CONTRÔLE   |  |                               |  |                     |  |         |        |        |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
| Contre-visite   |  |                               |  |                     |  |         |        |        |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE  |  |                               | <b>MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES</b>  |                     |  |         |        |        |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
| N° D'AGRÈMENT : S031Z123  |  |                               |  |                     |  |         |        |        |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
| (9) RAISON SOCIALE : AUTO CONTROLE 31   |  |                               |  |                     |  |         |        |        |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
| (3) COORDONNÉES : ZAC GAROSSOS<br>31700 BEAUZELLE<br>Tel : 05.61.42.27.81                             |  |                               |  |                     |  |         |        |        |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
| (9) IDENTIFICATION DU CONTRÔLEUR  |  |                               | <table><thead><tr><th colspan="2"></th><th colspan="2">AVANT</th><th colspan="2">ARRIÈRE</th></tr><tr><th colspan="2"></th><th>G</th><th>D</th><th>G</th><th>D</th></tr></thead><tbody><tr><td colspan="2">Ripage (-8 à +8m/km)</td><td colspan="2">-0.8m/km</td><td colspan="2"></td></tr><tr><td colspan="2">Dissymétrie suspension (=30%)</td><td colspan="2">1%</td><td colspan="2">1%</td></tr><tr><td colspan="2">Forces verticales</td><td colspan="2">994daN</td><td colspan="2">925daN</td></tr><tr><td colspan="2">Frein de service</td><td colspan="4"></td></tr><tr><td colspan="2">Force de freinage:</td><td>350daN</td><td>332daN</td><td>290daN</td><td>294daN</td></tr><tr><td colspan="2">Déséquilibre (&lt;20%):</td><td colspan="2">6%</td><td colspan="2">2%</td></tr><tr><td colspan="2">Force de freinage (efficacité):</td><td>350daN</td><td>332daN</td><td>290daN</td><td>294daN</td></tr><tr><td colspan="2">Taux d'efficacité global (=50%):</td><td colspan="4">65%</td></tr><tr><td colspan="2">Frein de stationnement</td><td colspan="4">Taux d'efficacité (=18%): 24%</td></tr><tr><td colspan="2">Emissions à l'échappement</td><td colspan="4"></td></tr><tr><td colspan="2">Opacité des fumées (0.50m-1) C3: 01.01 - C4: 01.07 - C5: 01.02 - Moyenne: 1.04</td><td colspan="4"></td></tr><tr><td colspan="2">Feux de croisement (-2.5% à -0.5%)</td><td>-0.8%</td><td>+0.7%</td><td colspan="2"></td></tr><tr><td colspan="2">Feux de brouillard AV (-3.5% à -1.0%)</td><td>+0.1%</td><td>+1.6%</td><td colspan="2"></td></tr></tbody></table>   |                     |  |         |        | AVANT  |  | ARRIÈRE |  |  |  | G | D | G | D | Ripage (-8 à +8m/km) |  | -0.8m/km |  |  |  | Dissymétrie suspension (=30%) |  | 1% |  | 1% |  | Forces verticales |  | 994daN |  | 925daN |  | Frein de service |  |  |  |  |  | Force de freinage: |  | 350daN | 332daN | 290daN | 294daN | Déséquilibre (<20%): |  | 6% |  | 2% |  | Force de freinage (efficacité): |  | 350daN | 332daN | 290daN | 294daN | Taux d'efficacité global (=50%): |  | 65% |  |  |  | Frein de stationnement |  | Taux d'efficacité (=18%): 24% |  |  |  | Emissions à l'échappement |  |  |  |  |  | Opacité des fumées (0.50m-1) C3: 01.01 - C4: 01.07 - C5: 01.02 - Moyenne: 1.04 |  |  |  |  |  | Feux de croisement (-2.5% à -0.5%) |  | -0.8% | +0.7% |  |  | Feux de brouillard AV (-3.5% à -1.0%) |  | +0.1% | +1.6% |  |  |
|   |  | AVANT                         |  |                     |  | ARRIÈRE |        |        |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
|   |  | G                             |  |                     |  | D       | G      | D      |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
| Ripage (-8 à +8m/km)  |  | -0.8m/km                      |  |                     |  |         |        |        |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
| Dissymétrie suspension (=30%)   |  | 1%                            |  |                     |  | 1%      |        |        |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
| Forces verticales   |  | 994daN                        |  |                     |  | 925daN  |        |        |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
| Frein de service  |  |                               |  |                     |  |         |        |        |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
| Force de freinage:  |  | 350daN                        |  |                     |  | 332daN  | 290daN | 294daN |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
| Déséquilibre (<20%):  |  | 6%                            |  |                     |  | 2%      |        |        |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
| Force de freinage (efficacité):   |  | 350daN                        |  |                     |  | 332daN  | 290daN | 294daN |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
| Taux d'efficacité global (=50%):  |  | 65%                           |  |                     |  |         |        |        |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
| Frein de stationnement  |  | Taux d'efficacité (=18%): 24% |  |                     |  |         |        |        |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
| Emissions à l'échappement   |  |                               |  |                     |  |         |        |        |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
| Opacité des fumées (0.50m-1) C3: 01.01 - C4: 01.07 - C5: 01.02 - Moyenne: 1.04                        |  |                               |  |                     |  |         |        |        |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
| Feux de croisement (-2.5% à -0.5%)  |  | -0.8%                         | +0.7%  |                     |  |         |        |        |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
| Feux de brouillard AV (-3.5% à -1.0%)   |  | +0.1%                         | +1.6%  |                     |  |         |        |        |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
| N° D'AGRÈMENT : 031Z1522  |  |                               |  |                     |  |         |        |        |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
| SIGNATURE :   |  |                               |  |                     |  |         |        |        |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
| IDENTIFICATION DU VÉHICULE  |  |                               |  |                     |  |         |        |        |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
| (2) Immatriculation et pays Date d'immatriculation Date de 1 <sup>ère</sup> mise en circulation       |  |                               |  |                     |  |         |        |        |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
| BA-568-FN (F) 17/06/2022 07/02/2006   |  |                               |  |                     |  |         |        |        |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
| Marque Désignation commerciale  |  |                               |  |                     |  |         |        |        |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
| INCONNUE SERIE X  |  |                               |  |                     |  |         |        |        |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
| (1) N° dans la série du type (VIN) (5) Catégorie internationale Genre                                 |  |                               |  |                     |  |         |        |        |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
| WBAPD51040WD65244 M1 VP   |  |                               |  |                     |  |         |        |        |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
| Type/CNIT Énergie   |  |                               |  |                     |  |         |        |        |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
| MBM8942KR083 GO   |  |                               |  |                     |  |         |        |        |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
| Document(s) présenté(s)   |  |                               |  |                     |  |         |        |        |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
| Photocopie du certificat d'immatriculation visée par un commissaire-priseur ou un huissier de justice |  |                               |  |                     |  |         |        |        |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
| (4) KILOMÉTRAGE RELEVÉ  |  |                               |  |                     |  |         |        |        |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
| 327046  |  |                               |  |                     |  |         |        |        |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE  |  |                               |  |                     |  |         |        |        |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
| PROCÈS-VERBAL N° : DATE :   |  |                               |  |                     |  |         |        |        |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |
| N° D'AGRÈMENT DU CENTRE :   |  |                               |  |                     |  |         |        |        |  |         |  |  |  |   |   |   |   |                      |  |          |  |  |  |                               |  |    |  |    |  |                   |  |        |  |        |  |                  |  |  |  |  |  |                    |  |        |        |        |        |                      |  |    |  |    |  |                                 |  |        |        |        |        |                                  |  |     |  |  |  |                        |  |                               |  |  |  |                           |  |  |  |  |  |  |  |  |  |  |  |                                    |  |       |       |  |  |                                       |  |       |       |  |  |

**BA-568-FN**

CT : 10/02/2026

N° d'agrément : S031Z123

N° de série : WBAPD51040WD65244

N° d'imprimé : ZA13967785

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