



# PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE



N° D'IMPRIMÉ C71382079

EXEMPLAIRE REMIS A L'USAGER

| NATURE DU CONTRÔLE  | (3) DATE DU CONTRÔLE   | N° DU PROCÈS-VERBAL                          |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
|---|--|--|---------|---------|--|-------|--|---------|--|--|---|---|---|---|-------------------------|-----------|--|--|--|----------------------------------|-----|--|-----|--|---------------------|---------|--|---------|--|-------------------------|--|--|--|--|----------------------|---------|---------|---------|---------|-----------------------|------|--|-----|--|-----------------------------------|---------|---------|---------|---------|------------------------------------|------|--|--|--|---|------|--|--|--|--|--------|--|--------|--|
| Contrôle technique périodique   | 07/05/2026   | 26108197                                     |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| (7) RÉSULTAT DU CONTRÔLE  | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ   |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| Défavorable pour défaillances majeures  | <p><b>Défaillances majeures :</b><br/>           2.6.1.c.2. DIRECTION ASSISTÉE ÉLECTRONIQUE : L'assistance ne fonctionne pas<br/>           4.1.2.a.2. ORIENTATION (FEUX DE CROISEMENT) : L'orientation d'un feu de croisement n'est pas dans les limites prescrites par les exigences AVG, AVD<br/>           5.2.3.d.2. PNEUMATIQUES : Pneumatique gravement endommagé, entaillé ou montage inadapté AVG, AVD<br/>           8.2.12.d.2. ÉMISSIONS GAZEUSES : Le relevé du système OBD indique un dysfonctionnement important<br/>           Code(s) défaut(s) standard(s) relevé(s) concernant le dispositif antipollution : P0A8D P0562 P068A</p> <p><b>Défaillances mineures :</b><br/>           3.5.1.a.1. LAVE-GLACE DU PARE-BRISE : Mauvais fonctionnement<br/>           5.2.3.e.1. PNEUMATIQUES : Usure anormale ou présence d'un corps étranger ARD, ARG</p> <p>Afin de faciliter les campagnes de rappel « graves », vos données de contact ont été collectées. Pour exercer vos droits d'accès, rectification ou suppression de vos données, veuillez consulter le site internet <a href="http://www.utac-otc.com">www.utac-otc.com</a>, rubrique « infos pratiques ».</p>                             |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ  |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| 06/07/2026  |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| NATURE DU PROCHAIN CONTRÔLE   |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| Contre-visite   |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE  |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| N° D'AGRÈMENT : S013C326  |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| (9) RAISON SOCIALE : CTA DES ESTROUBLANS  |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| (3) COORDONNÉES : 20 AVENUE DE LONDRES<br>ZI LES ESTROUBLANS<br>13127 VITROLLES<br>Tél : 04.42.79.64.33 |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| (9) IDENTIFICATION DU CONTRÔLEUR  |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| N° D'AGRÈMENT : 013C1635  |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| SIGNATURE :   |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| IDENTIFICATION DU VÉHICULE  |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| (2) Immatriculation et pays   | Date d'immatriculation   | Date de 1 <sup>ère</sup> mise en circulation |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| GH-463-XH (F)   | 05/08/2022   | 05/08/2022                                   |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| Marque  | Désignation commerciale  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| AUDI  | Q3 SPORTBACK E-TRON  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| (1) N° dans la série du type (VIN)  | (5) Catégorie internationale   | Genre  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| WAUZZZF3XP1002357   | M1   | VP   |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| Type/CNIT   | Énergie  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| M10AUDVP097P766   | EE   |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| Document(s) présenté(s)   |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| Photocopie du certificat d'immatriculation visée par un commissaire-priseur ou un huissier de justice   |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| (4) KILOMÉTRAGE RELEVÉ  | MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES   |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| 19688   |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE  |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| PROCÈS-VERBAL N° :  | DATE :   |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| N° D'AGRÈMENT DU CENTRE :   |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
|   | <table border="1"> <thead> <tr> <th></th> <th colspan="2">AVANT</th> <th colspan="2">ARRIÈRE</th> </tr> <tr> <th></th> <th>G</th> <th>D</th> <th>G</th> <th>D</th> </tr> </thead> <tbody> <tr> <td>Ripage (-8 à +8 m/km) :</td> <td colspan="4">+0.3 m/km</td> </tr> <tr> <td>Dissymétrie suspension (≤ 30%) :</td> <td colspan="2">1 %</td> <td colspan="2">4 %</td> </tr> <tr> <td>Forces verticales :</td> <td colspan="2">984 daN</td> <td colspan="2">825 daN</td> </tr> <tr> <td><b>Frein de service</b></td> <td colspan="4"></td> </tr> <tr> <td>Forces de freinage :</td> <td>361 daN</td> <td>328 daN</td> <td>275 daN</td> <td>272 daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%) :</td> <td colspan="2">10 %</td> <td colspan="2">2 %</td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>361 daN</td> <td>328 daN</td> <td>275 daN</td> <td>272 daN</td> </tr> <tr> <td>Taux d'efficacité global (≥58 %) :</td> <td colspan="4">68 %</td> </tr> <tr> <td><b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :</td> <td colspan="4">25 %</td> </tr> <tr> <td>Feux de croisement (-2.5 % à -0.5 %) :</td> <td colspan="2">-2.7 %</td> <td colspan="2">-3.3 %</td> </tr> </tbody> </table> |  |         |         |  | AVANT |  | ARRIÈRE |  |  | G | D | G | D | Ripage (-8 à +8 m/km) : | +0.3 m/km |  |  |  | Dissymétrie suspension (≤ 30%) : | 1 % |  | 4 % |  | Forces verticales : | 984 daN |  | 825 daN |  | <b>Frein de service</b> |  |  |  |  | Forces de freinage : | 361 daN | 328 daN | 275 daN | 272 daN | Déséquilibre (<20%) : | 10 % |  | 2 % |  | Forces de freinage (efficacité) : | 361 daN | 328 daN | 275 daN | 272 daN | Taux d'efficacité global (≥58 %) : | 68 % |  |  |  | <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) : | 25 % |  |  |  | Feux de croisement (-2.5 % à -0.5 %) : | -2.7 % |  | -3.3 % |  |
|   | AVANT  |  | ARRIÈRE |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
|   | G  | D  | G       | D       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| Ripage (-8 à +8 m/km) :   | +0.3 m/km  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| Dissymétrie suspension (≤ 30%) :  | 1 %  |  | 4 %     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| Forces verticales :   | 984 daN  |  | 825 daN |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| <b>Frein de service</b>   |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| Forces de freinage :  | 361 daN  | 328 daN                                      | 275 daN | 272 daN |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| Déséquilibre (<20%) :   | 10 %   |  | 2 %     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| Forces de freinage (efficacité) :   | 361 daN  | 328 daN                                      | 275 daN | 272 daN |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| Taux d'efficacité global (≥58 %) :  | 68 %   |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :   | 25 %   |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| Feux de croisement (-2.5 % à -0.5 %) :  | -2.7 %   |  | -3.3 %  |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |