

PROCÈS-VERBAL  
DE CONTRÔLE TECHNIQUE

N° d'imprimé : ZA14395533

| NATURE DU CONTRÔLE<br>Contrôle technique périodique                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                               | (3) DATE DU CONTRÔLE<br>24/07/2026                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |         | N° DU PROCÈS-VERBAL<br>26005890 |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |     |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |  |  |     |  |                        |                               |  |  |  |                           |  |  |  |  |                                                    |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|---------------------------------|--|--|-------|--|---------|--|--|---|---|---|---|----------------------|----------|--|--|--|-------------------------------|-----|--|----|--|-------------------|--------|--|--------|--|------------------|--|--|--|--|--------------------|--------|--------|--------|--------|----------------------|----|--|----|--|---------------------------------|--------|--------|--------|--------|----------------------------------|--|--|-----|--|------------------------|-------------------------------|--|--|--|---------------------------|--|--|--|--|----------------------------------------------------|--|--|--|--|------------------------------------|-------|-------|--|--|---------------------------------------|-------|-------|--|--|
| (7) RÉSULTAT DU CONTRÔLE<br>Défavorable pour défaillances majeures                                                                                                                                                                                                                                                                                                                                                                                                                                      |                               | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |         |                                 |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |     |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |  |  |     |  |                        |                               |  |  |  |                           |  |  |  |  |                                                    |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ<br>23/09/2026                                                                                                                                                                                                                                                                                                                                                                                                                                                |                               | DEFAILLANCES MAJEURES :<br>0.1.1.b.2. PLAQUES D'IMMATRICULATION : Inscription manquante ou illisible (AR)<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)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |         |                                 |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |     |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |  |  |     |  |                        |                               |  |  |  |                           |  |  |  |  |                                                    |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| NATURE DU PROCHAIN CONTRÔLE<br>Contre-visite                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                               | DEFAILLANCES MINEURES :<br>1.1.14.a.1. TAMBOURS DE FREINS, DISQUES DE FREINS : Disque ou tambour légèrement usé (ARD, ARG, AVD, AVG)<br>5.3.2.d.1. AMORTISSEURS : Ecart significatif entre la droite et la gauche (AV)<br><br>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 :<br>04/08/2018 : 48805km / 19/08/2020 : 81154km / 18/08/2022 : 110278km / 16/08/2024 : 139192km                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |         |                                 |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |     |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |  |  |     |  |                        |                               |  |  |  |                           |  |  |  |  |                                                    |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE<br>N° D'AGRÈMENT : S031Z123<br><br>(9) RAISON SOCIALE : AUTO CONTROLE 31<br><br>(3) COORDONNÉES : ZAC GAROSSOS<br>31700 BEAUZELLE<br>Tel : 05.61.42.27.81                                                                                                                                                                                                                                                                                                          |                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |         |                                 |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |     |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |  |  |     |  |                        |                               |  |  |  |                           |  |  |  |  |                                                    |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| (9) IDENTIFICATION DU CONTRÔLEUR<br>N° D'AGRÈMENT : 031Z1541<br><br>SIGNATURE :                                                                                                                                                                                                                                                                                                                                                                                                                         |                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |         |                                 |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |     |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |  |  |     |  |                        |                               |  |  |  |                           |  |  |  |  |                                                    |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| IDENTIFICATION DU VÉHICULE<br>(2) Immatriculation et pays Date d'immatriculation Date de 1 <sup>ère</sup> mise en circulation<br>DY-343-DH (F) 15/12/2015 02/07/2014<br>Marque Désignation commerciale<br>CITROEN DS4<br>(1) N° dans la série du type (VIN) (5) Catégorie internationale Genre<br>VF7NX9HD8EY532666 M1 VP<br>Type/CNIT Énergie<br>M10CTRV008G734 GO<br>Document(s) présenté(s)<br>Photocopie du certificat d'immatriculation visée par un commissaire-priseur ou un huissier de justice |                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |         |                                 |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |     |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |  |  |     |  |                        |                               |  |  |  |                           |  |  |  |  |                                                    |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| (4) KILOMÉTRAGE RELEVÉ<br>161430                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                               | MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |         |                                 |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |     |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |  |  |     |  |                        |                               |  |  |  |                           |  |  |  |  |                                                    |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE<br>PROCÈS-VERBAL N° : DATE :<br>N° D'AGRÈMENT DU CENTRE :                                                                                                                                                                                                                                                                                                                                                                                            |                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |         |                                 |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |     |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |  |  |     |  |                        |                               |  |  |  |                           |  |  |  |  |                                                    |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| DY-343-DH<br>CT : 23/09/2026<br>N° d'agrément : S031Z123<br>N° de série : VF7NX9HD8EY532666<br>N° d'imprimé : ZA14395533                                                                                                                                                                                                                                                                                                                                                                                |                               | <table><thead><tr><th></th><th colspan="2">AVANT</th><th colspan="2">ARRIERE</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 +8m/km)</td><td colspan="2">+1.2m/km</td><td></td><td></td></tr><tr><td>Dissymétrie suspension (=30%)</td><td colspan="2">58%</td><td colspan="2">7%</td></tr><tr><td>Forces verticales</td><td colspan="2">866daN</td><td colspan="2">528daN</td></tr><tr><td>Frein de service</td><td></td><td></td><td></td><td></td></tr><tr><td>Force de freinage:</td><td>295daN</td><td>278daN</td><td>189daN</td><td>198daN</td></tr><tr><td>Déséquilibre (&lt;20%):</td><td colspan="2">6%</td><td colspan="2">5%</td></tr><tr><td>Force de freinage (efficacité):</td><td>295daN</td><td>278daN</td><td>189daN</td><td>198daN</td></tr><tr><td>Taux d'efficacité global (=58%):</td><td colspan="2"></td><td colspan="2">68%</td></tr><tr><td>Frein de stationnement</td><td colspan="4">Taux d'efficacité (=18%): 23%</td></tr><tr><td>Emissions à l'échappement</td><td colspan="4"></td></tr><tr><td>Opacité des fumées (0.51m-1) C1: &lt;0.10 - C2: &lt;0.10</td><td colspan="4"></td></tr><tr><td>Feux de croisement (-2.5% à -0.5%)</td><td>-1.6%</td><td>-2.6%</td><td></td><td></td></tr><tr><td>Feux de brouillard AV (-3.5% à -1.0%)</td><td>-2.8%</td><td>-2.8%</td><td></td><td></td></tr></tbody></table> |         |                                 |  |  | AVANT |  | ARRIERE |  |  | G | D | G | D | Ripage (-8 à +8m/km) | +1.2m/km |  |  |  | Dissymétrie suspension (=30%) | 58% |  | 7% |  | Forces verticales | 866daN |  | 528daN |  | Frein de service |  |  |  |  | Force de freinage: | 295daN | 278daN | 189daN | 198daN | Déséquilibre (<20%): | 6% |  | 5% |  | Force de freinage (efficacité): | 295daN | 278daN | 189daN | 198daN | Taux d'efficacité global (=58%): |  |  | 68% |  | Frein de stationnement | Taux d'efficacité (=18%): 23% |  |  |  | Emissions à l'échappement |  |  |  |  | Opacité des fumées (0.51m-1) C1: <0.10 - C2: <0.10 |  |  |  |  | Feux de croisement (-2.5% à -0.5%) | -1.6% | -2.6% |  |  | Feux de brouillard AV (-3.5% à -1.0%) | -2.8% | -2.8% |  |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | AVANT                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | ARRIERE |                                 |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |     |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |  |  |     |  |                        |                               |  |  |  |                           |  |  |  |  |                                                    |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | G                             | D                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | G       | D                               |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |     |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |  |  |     |  |                        |                               |  |  |  |                           |  |  |  |  |                                                    |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Ripage (-8 à +8m/km)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | +1.2m/km                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |         |                                 |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |     |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |  |  |     |  |                        |                               |  |  |  |                           |  |  |  |  |                                                    |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Dissymétrie suspension (=30%)                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 58%                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 7%      |                                 |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |     |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |  |  |     |  |                        |                               |  |  |  |                           |  |  |  |  |                                                    |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Forces verticales                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 866daN                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 528daN  |                                 |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |     |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |  |  |     |  |                        |                               |  |  |  |                           |  |  |  |  |                                                    |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Frein de service                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |         |                                 |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |     |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |  |  |     |  |                        |                               |  |  |  |                           |  |  |  |  |                                                    |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Force de freinage:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 295daN                        | 278daN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 189daN  | 198daN                          |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |     |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |  |  |     |  |                        |                               |  |  |  |                           |  |  |  |  |                                                    |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Déséquilibre (<20%):                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 6%                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 5%      |                                 |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |     |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |  |  |     |  |                        |                               |  |  |  |                           |  |  |  |  |                                                    |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Force de freinage (efficacité):                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 295daN                        | 278daN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 189daN  | 198daN                          |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |     |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |  |  |     |  |                        |                               |  |  |  |                           |  |  |  |  |                                                    |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Taux d'efficacité global (=58%):                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 68%     |                                 |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |     |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |  |  |     |  |                        |                               |  |  |  |                           |  |  |  |  |                                                    |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Frein de stationnement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Taux d'efficacité (=18%): 23% |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |         |                                 |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |     |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |  |  |     |  |                        |                               |  |  |  |                           |  |  |  |  |                                                    |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Emissions à l'échappement                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |         |                                 |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |     |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |  |  |     |  |                        |                               |  |  |  |                           |  |  |  |  |                                                    |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Opacité des fumées (0.51m-1) C1: <0.10 - C2: <0.10                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |         |                                 |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |     |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |  |  |     |  |                        |                               |  |  |  |                           |  |  |  |  |                                                    |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Feux de croisement (-2.5% à -0.5%)                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | -1.6%                         | -2.6%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |         |                                 |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |     |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |  |  |     |  |                        |                               |  |  |  |                           |  |  |  |  |                                                    |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| Feux de brouillard AV (-3.5% à -1.0%)                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | -2.8%                         | -2.8%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |         |                                 |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |     |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |  |  |     |  |                        |                               |  |  |  |                           |  |  |  |  |                                                    |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |
| S031Z123<br>26005890<br>XXXXXXX                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |         |                                 |  |  |       |  |         |  |  |   |   |   |   |                      |          |  |  |  |                               |     |  |    |  |                   |        |  |        |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |  |    |  |                                 |        |        |        |        |                                  |  |  |     |  |                        |                               |  |  |  |                           |  |  |  |  |                                                    |  |  |  |  |                                    |       |       |  |  |                                       |       |       |  |  |