



N° D'IMPRIMÉ C71385110

# PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE



EXEMPLAIRE REMIS A L'USAGER

| NATURE DU CONTRÔLE  |                              | (3) DATE DU CONTRÔLE  | N° DU PROCÈS-VERBAL |         |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
|---|------------------------------|---|---------------------|---------|--|-------|--|---------|--|--|---|---|---|---|-------------------------|--|-----------|--|--|----------------------------------|-----|--|------|--|---------------------|---------|--|---------|--|-------------------------|--|--|--|--|----------------------|---------|---------|---------|---------|-----------------------|-----|--|-----|--|-----------------------------------|---------|---------|---------|---------|------------------------------------|------|--|--|--|---|------|--|--|--|----------------------------------|--|--|--|--|-----------------------|--------|--|--|--|--------------------------------|--------|--|--|--|------------------------|-------|--|--|--|---|--------|--|--------|--|
| Contrôle technique périodique   |                              | 30/04/2026  | 26062012            |         |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
| (7) RÉSULTAT DU CONTRÔLE  |                              | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ  |                     |         |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
| Favorable   |                              | <b>Défaillances mineures :</b><br>1.1.13.a.1. GARNITURES OU PLAQUETTES DE FREINS : Usure importante AVG, AVD<br>1.1.14.a.1. TAMBOURS DE FREINS, DISQUES DE FREINS : Disque ou tambour légèrement usé AVG, AVD<br>3.1.1.a.1. CHAMP DE VISION : Obstruction dans le champ de vision du conducteur affectant la vue frontale ou latérale, hors de la zone de balayage des essuie-glaces du pare-brise AV<br>3.2.1.a.1. ÉTAT DES VITRAGES : Vitrage fissuré ou décoloré AV<br>5.2.3.e.1. PNEUMATIQUES : Usure anormale ou présence d'un corps étranger ARD, ARG<br>5.3.2.a.1. AMORTISSEURS : Mauvaise attache des amortisseurs au châssis ou à l'essieu AVG, AVD<br><br><b>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 :</b> 21/08/2020 : 78486 km / 20/08/2022 : 115248 km / 17/08/2024 : 148314 km  |                     |         |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
| 29/04/2028  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
| NATURE DU PROCHAIN CONTRÔLE   |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
| Contrôle technique périodique   |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
| N° D'AGRÈMENT : S033C324  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
| (9) RAISON SOCIALE : SARL AUTO BILAN BANLIEUE SUD   |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
| (3) COORDONNÉES : 1 CHEMIN DE LA GRANGE<br>33650 MARTILLAC<br>Tél : 0556726262                        |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
| (9) IDENTIFICATION DU CONTRÔLEUR  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
| N° D'AGRÈMENT : 064F1211  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
| SIGNATURE :   |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
|   |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
| IDENTIFICATION DU VÉHICULE  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
| (2) Immatriculation et pays   | Date d'immatriculation       | Date de 1 <sup>ère</sup> mise en circulation  |                     |         |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
| EE-736-EW (F)   | 27/07/2016                   | 27/07/2016  |                     |         |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
| Marque  | Désignation commerciale      |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
| FIAT  | 500                          |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
| (1) N° dans la série du type (VIN)  | (5) Catégorie internationale | Genre   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
| ZFA3120000J635579   | M1                           | VP  |                     |         |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
| Type/CNIT   | Énergie                      |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
| M10FATVP0832052   | ES                           |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
| 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  |                     |         |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
| 173207  |                              | <table border="1"> <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 +8 m/km) :</td> <td></td> <td>-0.4 m/km</td> <td></td> <td></td> </tr> <tr> <td>Dissymétrie suspension (≤ 30%) :</td> <td>3 %</td> <td></td> <td>18 %</td> <td></td> </tr> <tr> <td>Forces verticales :</td> <td colspan="2">663 daN</td> <td colspan="2">394 daN</td> </tr> <tr> <td><b>Frein de service</b></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Forces de freinage :</td> <td>276 daN</td> <td>281 daN</td> <td>147 daN</td> <td>149 daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%) :</td> <td>2 %</td> <td></td> <td>2 %</td> <td></td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>276 daN</td> <td>281 daN</td> <td>147 daN</td> <td>149 daN</td> </tr> <tr> <td>Taux d'efficacité global (≥58 %) :</td> <td colspan="4">80 %</td> </tr> <tr> <td><b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :</td> <td colspan="4">22 %</td> </tr> <tr> <td><b>Émissions à l'échappement</b></td> <td colspan="4"></td> </tr> <tr> <td>CO ralenti (≤0.3 %) :</td> <td colspan="4">0.12 %</td> </tr> <tr> <td>CO ralenti accéléré (≤0.2 %) :</td> <td colspan="4">0.14 %</td> </tr> <tr> <td>Lambda (0.97 à 1.03) :</td> <td colspan="4">1.009</td> </tr> <tr> <td><b>Feux de croisement</b> (-2.5 % à -0.5 %) :</td> <td>-1.9 %</td> <td></td> <td>-2.3 %</td> <td></td> </tr> </tbody> </table> |                     |         |  | AVANT |  | ARRIERE |  |  | G | D | G | D | Ripage (-8 à +8 m/km) : |  | -0.4 m/km |  |  | Dissymétrie suspension (≤ 30%) : | 3 % |  | 18 % |  | Forces verticales : | 663 daN |  | 394 daN |  | <b>Frein de service</b> |  |  |  |  | Forces de freinage : | 276 daN | 281 daN | 147 daN | 149 daN | Déséquilibre (<20%) : | 2 % |  | 2 % |  | Forces de freinage (efficacité) : | 276 daN | 281 daN | 147 daN | 149 daN | Taux d'efficacité global (≥58 %) : | 80 % |  |  |  | <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) : | 22 % |  |  |  | <b>Émissions à l'échappement</b> |  |  |  |  | CO ralenti (≤0.3 %) : | 0.12 % |  |  |  | CO ralenti accéléré (≤0.2 %) : | 0.14 % |  |  |  | Lambda (0.97 à 1.03) : | 1.009 |  |  |  | <b>Feux de croisement</b> (-2.5 % à -0.5 %) : | -1.9 % |  | -2.3 % |  |
|   | AVANT                        |   | ARRIERE             |         |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
|   | G                            | D   | G                   | D       |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
| Ripage (-8 à +8 m/km) :   |                              | -0.4 m/km   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
| Dissymétrie suspension (≤ 30%) :  | 3 %                          |   | 18 %                |         |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
| Forces verticales :   | 663 daN                      |   | 394 daN             |         |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
| <b>Frein de service</b>   |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
| Forces de freinage :  | 276 daN                      | 281 daN   | 147 daN             | 149 daN |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
| Déséquilibre (<20%) :   | 2 %                          |   | 2 %                 |         |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
| Forces de freinage (efficacité) :   | 276 daN                      | 281 daN   | 147 daN             | 149 daN |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
| Taux d'efficacité global (≥58 %) :  | 80 %                         |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
| <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :   | 22 %                         |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
| <b>Émissions à l'échappement</b>  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
| CO ralenti (≤0.3 %) :   | 0.12 %                       |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
| CO ralenti accéléré (≤0.2 %) :  | 0.14 %                       |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
| Lambda (0.97 à 1.03) :  | 1.009                        |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
| <b>Feux de croisement</b> (-2.5 % à -0.5 %) :   | -1.9 %                       |   | -2.3 %              |         |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
| PROCÈS-VERBAL N° :  | DATE :                       |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |
| N° D'AGRÈMENT DU CENTRE :   |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |