
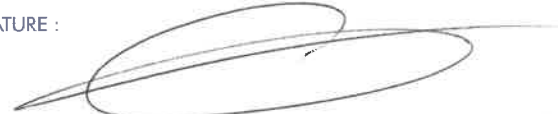




# PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE

N° D'IMPRIMÉ C70520207

EXEMPLAIRE REMIS A L'USAGER

| <b>NATURE DU CONTRÔLE</b>  |                              | <b>(3) DATE DU CONTRÔLE</b>   |         | <b>N° DU PROCÈS-VERBAL</b> |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
|--|------------------------------|---|---------|----------------------------|--|--|-------|--|---------|--|--|---|---|---|---|-------------------------|-----------|--|--|--|----------------------------------|------|--|-----|--|---------------------|---------|--|---------|--|-------------------------|--|--|--|--|----------------------|---------|---------|---------|---------|-----------------------|-----|--|-----|--|-----------------------------------|---------|---------|---------|---------|------------------------------------|------|--|--|--|---|------|--|--|--|----------------------------------|--|--|--|--|-----------------------|--------|--|--|--|--------------------------------|--------|--|--|--|------------------------|-------|--|--|--|---|--------|--|--------|--|---|--------|--|--------|--|
| Contrôle technique périodique  |                              | 03/06/2026  |         | 26040847                   |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <b>(7) RÉSULTAT DU CONTRÔLE</b>  |                              | <b>(6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ</b>   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Défavorable pour défaillances majeures   |                              | <p><b>Défaillances majeures :</b><br/>           1.1.13.a.2. GARNITURES OU PLAQUETTES DE FREINS : Usure excessive (marque minimale atteinte) AVG, AVD<br/>           1.1.14.a.2. TAMBOURS DE FREINS, DISQUES DE FREINS : Disque ou tambour usé AVG, AVD</p> <p><b>Défaillances mineures :</b><br/>           4.5.2.a.1. RÉGLAGE (FEUX DE BROUILLARD AVANT) : Mauvaise orientation horizontale d'un feu de brouillard avant AVG, AVD</p> <p><b>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 :</b> 04/09/2018 : 38100 km / 29/09/2020 : 59004 km / 29/09/2022 : 76645 km / 25/09/2024 : 86807 km</p>   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <b>(8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ</b>  |                              |    |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| 02/08/2026   |                              |   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <b>NATURE DU PROCHAIN CONTRÔLE</b>   |                              |   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Contre-visite  |                              |   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <b>IDENTIFICATION DU CENTRE DE CONTRÔLE</b>  |                              |   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| N° D'AGRÉMENT : S006C169   |                              |   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| (9) RAISON SOCIALE : SAS AUTO BILAN SLV  |                              |   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| (3) COORDONNÉES : 55 RUE CLAUDE BERNARD<br>ZI SECTEUR C7<br>06700 SAINT LAURENT DU VAR<br>Tél : 0492042020 |                              |   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <b>(9) IDENTIFICATION DU CONTRÔLEUR</b>  |                              |   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| N° D'AGRÉMENT : 006C1158   |                              |   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| SIGNATURE :  |                              |   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
|                           |                              |   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <b>IDENTIFICATION DU VÉHICULE</b>  |                              |   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| (2) Immatriculation et pays  | Date d'immatriculation       | Date de 1 <sup>ère</sup> mise en circulation  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| DJ-682-XD (F)  | 08/08/2016                   | 05/09/2014  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Marque   | Désignation commerciale      |   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| PEUGEOT  | 108                          |   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| (1) N° dans la série du type (VIN)   | (5) Catégorie internationale | Genre   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| VF3PAHMTBER251068  | M1                           | VP  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Type/CNIT  | Énergie                      |   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| M10PGTVP015F663  | ES                           |   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Document(s) présenté(s)  |                              |   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Copie du certificat d'immatriculation visée par un vendeur professionnel                                   |                              |   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <b>(4) KILOMÉTRAGE RELEVÉ</b>  |                              | <b>MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES</b>   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| 94712  |                              | <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 colspan="2">+0.7 m/km</td> <td colspan="2"></td> </tr> <tr> <td>Dissymétrie suspension (≤ 30%) :</td> <td colspan="2">19 %</td> <td colspan="2">3 %</td> </tr> <tr> <td>Forces verticales :</td> <td colspan="2">588 daN</td> <td colspan="2">370 daN</td> </tr> <tr> <td><b>Frein de service</b></td> <td colspan="4"></td> </tr> <tr> <td>Forces de freinage :</td> <td>212 daN</td> <td>224 daN</td> <td>144 daN</td> <td>148 daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%) :</td> <td colspan="2">6 %</td> <td colspan="2">3 %</td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>212 daN</td> <td>224 daN</td> <td>144 daN</td> <td>148 daN</td> </tr> <tr> <td>Taux d'efficacité global (≥58 %) :</td> <td colspan="4">75 %</td> </tr> <tr> <td><b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :</td> <td colspan="4">26 %</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">0.10 %</td> </tr> <tr> <td>CO ralenti accéléré (≤0.2 %) :</td> <td colspan="4">0.06 %</td> </tr> <tr> <td>Lambda (0.97 à 1.03) :</td> <td colspan="4">0.987</td> </tr> <tr> <td><b>Feux de croisement</b> (-2.5 % à -0.5 %) :</td> <td colspan="2">-1.4 %</td> <td colspan="2">-0.7 %</td> </tr> <tr> <td><b>Feux de brouillard avant</b> (-3.5 % à -1.0 %) :</td> <td colspan="2">-4.0 %</td> <td colspan="2">-3.9 %</td> </tr> </tbody> </table> |         |                            |  |  | AVANT |  | ARRIERE |  |  | G | D | G | D | Ripage (-8 à +8 m/km) : | +0.7 m/km |  |  |  | Dissymétrie suspension (≤ 30%) : | 19 % |  | 3 % |  | Forces verticales : | 588 daN |  | 370 daN |  | <b>Frein de service</b> |  |  |  |  | Forces de freinage : | 212 daN | 224 daN | 144 daN | 148 daN | Déséquilibre (<20%) : | 6 % |  | 3 % |  | Forces de freinage (efficacité) : | 212 daN | 224 daN | 144 daN | 148 daN | Taux d'efficacité global (≥58 %) : | 75 % |  |  |  | <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) : | 26 % |  |  |  | <b>Émissions à l'échappement</b> |  |  |  |  | CO ralenti (≤0.3 %) : | 0.10 % |  |  |  | CO ralenti accéléré (≤0.2 %) : | 0.06 % |  |  |  | Lambda (0.97 à 1.03) : | 0.987 |  |  |  | <b>Feux de croisement</b> (-2.5 % à -0.5 %) : | -1.4 % |  | -0.7 % |  | <b>Feux de brouillard avant</b> (-3.5 % à -1.0 %) : | -4.0 % |  | -3.9 % |  |
|  | AVANT                        |   | ARRIERE |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
|  | G                            | D   | G       | D                          |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Ripage (-8 à +8 m/km) :  | +0.7 m/km                    |   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Dissymétrie suspension (≤ 30%) :   | 19 %                         |   | 3 %     |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Forces verticales :  | 588 daN                      |   | 370 daN |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <b>Frein de service</b>  |                              |   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Forces de freinage :   | 212 daN                      | 224 daN   | 144 daN | 148 daN                    |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Déséquilibre (<20%) :  | 6 %                          |   | 3 %     |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Forces de freinage (efficacité) :  | 212 daN                      | 224 daN   | 144 daN | 148 daN                    |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Taux d'efficacité global (≥58 %) :   | 75 %                         |   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :  | 26 %                         |   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <b>Émissions à l'échappement</b>   |                              |   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| CO ralenti (≤0.3 %) :  | 0.10 %                       |   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| CO ralenti accéléré (≤0.2 %) :   | 0.06 %                       |   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Lambda (0.97 à 1.03) :   | 0.987                        |   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <b>Feux de croisement</b> (-2.5 % à -0.5 %) :  | -1.4 %                       |   | -0.7 %  |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <b>Feux de brouillard avant</b> (-3.5 % à -1.0 %) :  | -4.0 %                       |   | -3.9 %  |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <b>INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE</b>  |                              |   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| PROCÈS-VERBAL N° :   | DATE :                       |   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| N° D'AGRÉMENT DU CENTRE :  |                              |   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |        |  |  |  |                                |        |  |  |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |