

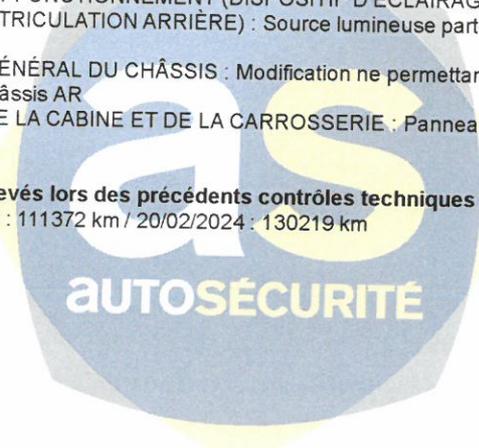


N° D'IMPRIMÉ C67262597

# PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE



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  |                              | 22/04/2025   | 25034963                   |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <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/>           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 AVD<br/>           5.2.3.d.2. PNEU : Pneumatique gravement endommagé, entaillé ou montage inadapté ARD, ARG</p> <p><b>Défaillances mineures :</b><br/>           1.1.14.a.1. TAMBOURS DE FREINS, DISQUES DE FREINS : Disque ou tambour légèrement usé AVG, AVD<br/>           3.2.1.a.1. ÉTAT DES VITRAGES : Vitrage fissuré ou décoloré AV<br/>           4.5.1.c.1. ÉTAT ET FONCTIONNEMENT (FEUX DE BROUILLARD AVANT ET ARRIÈRE) : Mauvaise fixation AVD<br/>           4.5.2.a.1. RÉGLAGE (FEUX DE BROUILLARD AVANT) : Mauvaise orientation horizontale d'un feu de brouillard avant AVG, AVD<br/>           4.7.1.b.1. ÉTAT ET FONCTIONNEMENT (DISPOSITIF D'ÉCLAIRAGE DE LA PLAQUE D'IMMATRICULATION ARRIÈRE) : Source lumineuse partiellement défectueuse<br/>           6.1.1.g.1. ÉTAT GÉNÉRAL DU CHÂSSIS : Modification ne permettant pas le contrôle d'une partie du châssis AR<br/>           6.2.1.a.1. ÉTAT DE LA CABINE ET DE LA CARROSSERIE : Panneau ou élément endommagé D</p> <p><b>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 :</b> 13/02/2023 : 111372 km / 20/02/2024 : 130219 km</p>   |                            |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <b>(8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ</b>  |                              |   |                            |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |   |        |  |        |  |
| 21/06/2025   |                              |  |                            |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <b>NATURE DU PROCHAIN CONTRÔLE</b>   |                              |  |                            |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Contre-visite  |                              |  |                            |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <b>IDENTIFICATION DU CENTRE DE CONTRÔLE</b>  |                              |  |                            |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |   |        |  |        |  |
| N° D'AGRÈMENT : 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'AGRÈMENT : 006C1158   |                              |  |                            |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |   |        |  |        |  |
| SIGNATURE :  |                              |  |                            |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |   |        |  |        |  |
|                          |                              |  |                            |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <b>IDENTIFICATION DU VÉHICULE</b>  |                              |  |                            |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |   |        |  |        |  |
| (2) Immatriculation et pays  | Date d'immatriculation       | Date de 1 <sup>ère</sup> mise en circulation   |                            |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |   |        |  |        |  |
| FG-940-JD (F)  | 24/06/2024                   | 22/05/2019   |                            |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Marque   | Désignation commerciale      |  |                            |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |   |        |  |        |  |
| CITROEN  | BERLINGO                     |  |                            |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |   |        |  |        |  |
| (1) N° dans la série du type (VIN)   | (5) Catégorie internationale | Genre  |                            |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |   |        |  |        |  |
| VR7EFBHYBJJ827430  | N1                           | CTTE   |                            |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Type/CNIT  | Énergie                      |  |                            |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |   |        |  |        |  |
| N10CTRCT069N422  | GO                           |  |                            |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |   |        |  |        |  |
| 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>  |                            |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |   |        |  |        |  |
| 149071   |                              | <table border="1"> <thead> <tr> <th></th> <th colspan="2">AVANT</th> <th colspan="2">ARRIÈRE</th> </tr> <tr> <th></th> <th>G</th> <th>D</th> <th>G</th> <th>D</th> </tr> </thead> <tbody> <tr> <td>Ripage (-8 à +8 m/km) :</td> <td colspan="4">+0.1 m/km</td> </tr> <tr> <td>Dissymétrie suspension (≤ 30%) :</td> <td colspan="2">4 %</td> <td colspan="2">4 %</td> </tr> <tr> <td>Forces verticales :</td> <td colspan="2">827 daN</td> <td colspan="2">581 daN</td> </tr> <tr> <td><b>Frein de service</b></td> <td colspan="4"></td> </tr> <tr> <td>Forces de freinage :</td> <td>348 daN</td> <td>353 daN</td> <td>205 daN</td> <td>225 daN</td> </tr> <tr> <td>Déséquilibre (≤20%) :</td> <td colspan="2">2 %</td> <td colspan="2">9 %</td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>348 daN</td> <td>353 daN</td> <td>205 daN</td> <td>225 daN</td> </tr> <tr> <td>Taux d'efficacité global (≥50 %) :</td> <td colspan="4">80 %</td> </tr> <tr> <td><b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :</td> <td colspan="4">24 %</td> </tr> <tr> <td colspan="5"><b>Émissions à l'échappement</b></td> </tr> <tr> <td>Opacité des fumées(0.51 m-1)</td> <td colspan="4">C1:&lt;0.1 m-1 C2:&lt;0.1 m-1</td> </tr> <tr> <td><b>Feux de croisement</b> (-3 % à -0.5 %) :</td> <td colspan="2">-0.8 %</td> <td colspan="2">-0.2 %</td> </tr> <tr> <td><b>Feux de brouillard avant</b> (-3.5 % à -1.0 %) :</td> <td colspan="2">+2.0 %</td> <td colspan="2">+2.0 %</td> </tr> </tbody> </table> |                            |         |  | AVANT |  | ARRIÈRE |  |  | G | D | G | D | Ripage (-8 à +8 m/km) : | +0.1 m/km |  |  |  | Dissymétrie suspension (≤ 30%) : | 4 % |  | 4 % |  | Forces verticales : | 827 daN |  | 581 daN |  | <b>Frein de service</b> |  |  |  |  | Forces de freinage : | 348 daN | 353 daN | 205 daN | 225 daN | Déséquilibre (≤20%) : | 2 % |  | 9 % |  | Forces de freinage (efficacité) : | 348 daN | 353 daN | 205 daN | 225 daN | Taux d'efficacité global (≥50 %) : | 80 % |  |  |  | <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) : | 24 % |  |  |  | <b>Émissions à l'échappement</b> |  |  |  |  | Opacité des fumées(0.51 m-1) | C1:<0.1 m-1 C2:<0.1 m-1 |  |  |  | <b>Feux de croisement</b> (-3 % à -0.5 %) : | -0.8 % |  | -0.2 % |  | <b>Feux de brouillard avant</b> (-3.5 % à -1.0 %) : | +2.0 % |  | +2.0 % |  |
|  | AVANT                        |  | ARRIÈRE                    |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |   |        |  |        |  |
|  | G                            | D  | G                          | D       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Ripage (-8 à +8 m/km) :  | +0.1 m/km                    |  |                            |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Dissymétrie suspension (≤ 30%) :   | 4 %                          |  | 4 %                        |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Forces verticales :  | 827 daN                      |  | 581 daN                    |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <b>Frein de service</b>  |                              |  |                            |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Forces de freinage :   | 348 daN                      | 353 daN  | 205 daN                    | 225 daN |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Déséquilibre (≤20%) :  | 2 %                          |  | 9 %                        |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Forces de freinage (efficacité) :  | 348 daN                      | 353 daN  | 205 daN                    | 225 daN |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Taux d'efficacité global (≥50 %) :   | 80 %                         |  |                            |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :  | 24 %                         |  |                            |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <b>Émissions à l'échappement</b>   |                              |  |                            |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Opacité des fumées(0.51 m-1)   | C1:<0.1 m-1 C2:<0.1 m-1      |  |                            |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <b>Feux de croisement</b> (-3 % à -0.5 %) :  | -0.8 %                       |  | -0.2 %                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <b>Feux de brouillard avant</b> (-3.5 % à -1.0 %) :  | +2.0 %                       |  | +2.0 %                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <b>INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE</b>  |                              |  |                            |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |   |        |  |        |  |
| PROCÈS-VERBAL N° :   |                              | DATE :   |                            |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |   |        |  |        |  |
| N° D'AGRÈMENT DU CENTRE :  |                              |  |                            |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |   |        |  |        |  |