



# PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE

N° D'IMPRIMÉ C70768051

EXEMPLAIRE REMIS A L'USAGER

| NATURE DU CONTRÔLE   | (3) DATE DU CONTRÔLE   | N° DU PROCÈS-VERBAL  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
|--|--|--|---------|---------|--|-------|--|---------|--|--|---|---|---|---|-------------------------|-----------|--|--|--|----------------------------------|------|--|-----|--|---------------------|---------|--|---------|--|-------------------------|--|--|--|--|----------------------|---------|---------|---------|---------|-----------------------|-----|--|-----|--|-----------------------------------|---------|---------|---------|---------|------------------------------------|------|--|--|--|---|------|--|--|--|----------------------------------|--|--|--|--|-----------------------|-----|--|--|--|--------------------------------|--------|--|--|--|------------------------|-------|--|--|--|--|--------|--|--------|--|--|--------|--|--------|--|
| Contrôle technique périodique  | 24/06/2026   | 26041234   |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| (7) RÉSULTAT DU CONTRÔLE   | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ   |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Défavorable pour défaillances majeures   | <p><b>Défaillances majeures :</b><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/>           6.2.5.a.2. SIÈGE CONDUCTEUR : Structure du siège défectueuse<br/>           8.2.12.d.2. ÉMISSIONS GAZEUSES : Le relevé du système OBD indique un dysfonctionnement important<br/>           Code(s) défaut(s) standard(s) relevé(s) concernant le dispositif antipollution : P0420</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>  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ   |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| 23/08/2026   |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| NATURE DU PROCHAIN CONTRÔLE  |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Contre-visite  |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE   |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| 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 |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| (9) IDENTIFICATION DU CONTRÔLEUR   |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| N° D'AGRÈMENT : 006C1259   |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| SIGNATURE :              |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| IDENTIFICATION DU VÉHICULE   |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| (2) Immatriculation et pays<br>GC-608-PH (F)   | Date d'immatriculation<br>25/10/2021   | Date de 1 <sup>ère</sup> mise en circulation<br>25/10/2021 |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Marque<br>DACIA  | Désignation commerciale<br>DUSTER  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| (1) N° dans la série du type (VIN)<br>VF1HJD20068299745  | (5) Catégorie internationale<br>M1   | Genre<br>VP  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Type/CNIT<br>M10DACVP002J122   | Énergie<br>EG  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Document(s) présenté(s)<br>Copie du certificat d'immatriculation visée par un vendeur professionnel        |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| (4) KILOMÉTRAGE RELEVÉ   | MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES   |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| 97747  | <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="4">-1.1 m/km</td> </tr> <tr> <td>Dissymétrie suspension (≤ 30%) :</td> <td colspan="2">10 %</td> <td colspan="2">0 %</td> </tr> <tr> <td>Forces verticales :</td> <td colspan="2">770 daN</td> <td colspan="2">555 daN</td> </tr> <tr> <td><b>Frein de service</b></td> <td colspan="4"></td> </tr> <tr> <td>Forces de freinage :</td> <td>268 daN</td> <td>275 daN</td> <td>203 daN</td> <td>197 daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%) :</td> <td colspan="2">3 %</td> <td colspan="2">3 %</td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>268 daN</td> <td>275 daN</td> <td>203 daN</td> <td>197 daN</td> </tr> <tr> <td>Taux d'efficacité global (≥58 %) :</td> <td colspan="4">71 %</td> </tr> <tr> <td><b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :</td> <td colspan="4">21 %</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 %</td> </tr> <tr> <td>CO ralenti accéléré (≤0.2 %) :</td> <td colspan="4">0.01 %</td> </tr> <tr> <td>Lambda (0.97 à 1.03) :</td> <td colspan="4">0.989</td> </tr> <tr> <td>Feux de croisement (-2.5 % à -0.5 %) :</td> <td colspan="2">-0.5 %</td> <td colspan="2">+1.6 %</td> </tr> <tr> <td>Feux de brouillard avant (-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) : | -1.1 m/km |  |  |  | Dissymétrie suspension (≤ 30%) : | 10 % |  | 0 % |  | Forces verticales : | 770 daN |  | 555 daN |  | <b>Frein de service</b> |  |  |  |  | Forces de freinage : | 268 daN | 275 daN | 203 daN | 197 daN | Déséquilibre (<20%) : | 3 % |  | 3 % |  | Forces de freinage (efficacité) : | 268 daN | 275 daN | 203 daN | 197 daN | Taux d'efficacité global (≥58 %) : | 71 % |  |  |  | <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) : | 21 % |  |  |  | <b>Émissions à l'échappement</b> |  |  |  |  | CO ralenti (≤0.3 %) : | 0 % |  |  |  | CO ralenti accéléré (≤0.2 %) : | 0.01 % |  |  |  | Lambda (0.97 à 1.03) : | 0.989 |  |  |  | Feux de croisement (-2.5 % à -0.5 %) : | -0.5 % |  | +1.6 % |  | Feux de brouillard avant (-3.5 % à -1.0 %) : | -4.0 % |  | -3.9 % |  |
|  | AVANT  |  | ARRIERE |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
|  | G  | D  | G       | D       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Ripage (-8 à +8 m/km) :  | -1.1 m/km  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Dissymétrie suspension (≤ 30%) :   | 10 %   |  | 0 %     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Forces verticales :  | 770 daN  |  | 555 daN |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| <b>Frein de service</b>  |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Forces de freinage :   | 268 daN  | 275 daN  | 203 daN | 197 daN |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Déséquilibre (<20%) :  | 3 %  |  | 3 %     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Forces de freinage (efficacité) :  | 268 daN  | 275 daN  | 203 daN | 197 daN |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Taux d'efficacité global (≥58 %) :   | 71 %   |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :  | 21 %   |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| <b>Émissions à l'échappement</b>   |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| CO ralenti (≤0.3 %) :  | 0 %  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| CO ralenti accéléré (≤0.2 %) :   | 0.01 %   |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Lambda (0.97 à 1.03) :   | 0.989  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Feux de croisement (-2.5 % à -0.5 %) :   | -0.5 %   |  | +1.6 %  |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Feux de brouillard avant (-3.5 % à -1.0 %) :   | -4.0 %   |  | -3.9 %  |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE   |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| PROCÈS-VERBAL N° :   | DATE :   |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |
| N° D'AGRÈMENT DU CENTRE :  |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |  |        |  |        |  |

