



# PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE

Auto  
Sécurité

Exemplaire conservé par le centre

N° D'IMPRIMÉ C 65099855

| NATURE DU CONTRÔLE   |                              | (3) DATE DU CONTRÔLE  | N° DU PROCÈS-VERBAL |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
|--|------------------------------|---|---------------------|---------|--|-------|--|---------|--|--|---|---|---|---|-------------------------|-----------|--|--|--|----------------------------------|-----|--|-----|--|---------------------|---------|--|---------|--|-------------------------|--|--|--|--|----------------------|---------|---------|---------|---------|-----------------------|-----|--|------|--|-----------------------------------|---------|---------|---------|---------|------------------------------------|------|--|--|--|---|------|--|--|--|----------------------------------|--|--|--|--|------------------------------|-------------|--|-------------|--|---|--------|--|--------|--|---|--------|--|--------|--|
| Contrôle technique périodique  |                              | 28/08/2025  | 25245156            |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| (7) RÉSULTAT DU CONTRÔLE   |                              | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ  |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| Favorable  |                              | <p><b>Défaillances mineures :</b></p> <p>1.1.14.a.1. TAMBOURS DE FREINS, DISQUES DE FREINS : Disque ou tambour légèrement usé AVG, AVD</p> <p>4.1.1.b.1. ÉTAT ET FONCTIONNEMENT (PHARES) : Système de projection légèrement défectueux AVG, AVD</p> <p>4.7.1.b.1. ÉTAT ET FONCTIONNEMENT (DISPOSITIF D'ÉCLAIRAGE DE LA PLAQUE D'IMMATRICULATION ARRIÈRE) : Source lumineuse partiellement défectueuse</p> <p>5.2.3.e.1. PNEUMATIQUES : Usure anormale ou présence d'un corps étranger AVG, ARD, AVD, ARG</p> <p>5.3.3.a.1. TUBES DE POUSSÉE, JAMBES DE FORCE, TRIANGLES ET BRAS DE SUSPENSION : Détérioration d'un silentbloc de liaison au châssis ou à l'essieu AVG, AVD</p> <p>6.2.10.a.1. GARDE-BOUE, DISPOSITIFS ANTI-PROJECTIONS : Manquants, mal fixés ou gravement rouillés AV</p> <p><b>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 :</b> 26/03/2019 : 150161 km / 18/03/2021 : 183131 km / 03/05/2023 : 221490 km</p> <p>Votre véhicule est concerné par la campagne de rappel portant sur les airbags TAKATA. Veuillez vérifier que votre véhicule a fait l'objet des réparations nécessaires auprès du garagiste / concessionnaire de la marque de votre véhicule. Si tel est le cas, ne pas tenir compte de ce commentaire.</p>  |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ   |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| 27/08/2027   |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| NATURE DU PROCHAIN CONTRÔLE  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| Contrôle technique périodique  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE   |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| N° D'AGRÈMENT : S013C026   |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| (9)RAISON SOCIALE : SARL CONTROLE DU GARLABAN  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| (3) COORDONNÉES : 323 BD VOLTAIRE RN 8<br>13821 LA PENNE S/ H.<br>Tél : 04-91-24-72-98 |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| (9) IDENTITÉ DU CONTRÔLEUR   |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| N° D'AGRÈMENT : 013C0364   |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| SIGNATURE :  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| IDENTIFICATION DU VÉHICULE   |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| (2) Immatriculation et pays  | Date d'immatriculation       | Date de 1ère mise en circulation  |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| CV-683-ZY (F)  | 02/08/2021                   | 19/06/2013  |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| Marque   | Désignation commerciale      |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| CITROEN  | C4                           |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| (1) N° dans la série du type (VIN)   | (5) Catégorie internationale | Genre   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| VF7NC9HD8DY563209  | M1                           | VP  |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| Type / CNIT  | Energie                      |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| M10CTRVP005T944  | GO                           |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| Document(s) présenté(s)  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| Certificat d'immatriculation   |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| (4)KILOMÉTRAGE RELEVÉ  |                              | MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES  |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| 265191   |                              | <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">+5.5 m/km</td> </tr> <tr> <td>Dissymétrie suspension (≤ 30%) :</td> <td colspan="2">0 %</td> <td colspan="2">4 %</td> </tr> <tr> <td>Forces verticales :</td> <td colspan="2">857 daN</td> <td colspan="2">493 daN</td> </tr> <tr> <td><b>Frein de service</b></td> <td colspan="4"></td> </tr> <tr> <td>Forces de freinage :</td> <td>322 daN</td> <td>303 daN</td> <td>180 daN</td> <td>200 daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%) :</td> <td colspan="2">6 %</td> <td colspan="2">10 %</td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>322 daN</td> <td>303 daN</td> <td>180 daN</td> <td>200 daN</td> </tr> <tr> <td>Taux d'efficacité global (≥58 %) :</td> <td colspan="4">74 %</td> </tr> <tr> <td><b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :</td> <td colspan="4">23 %</td> </tr> <tr> <td><b>Émissions à l'échappement</b></td> <td colspan="4"></td> </tr> <tr> <td>Opacité des fumées(0.51 m-1)</td> <td colspan="2">C1:&lt;0.1 m-1</td> <td colspan="2">C2:&lt;0.1 m-1</td> </tr> <tr> <td><b>Feux de croisement</b> (-2.5 % à -0.5 %) :</td> <td colspan="2">-0.7 %</td> <td colspan="2">-1.0 %</td> </tr> <tr> <td><b>Feux de brouillard avant</b> (-3.5 % à -1.0 %) :</td> <td colspan="2">-3.0 %</td> <td colspan="2">-1.4 %</td> </tr> </tbody> </table> |                     |         |  | AVANT |  | ARRIERE |  |  | G | D | G | D | Ripage (-8 à +8 m/km) : | +5.5 m/km |  |  |  | Dissymétrie suspension (≤ 30%) : | 0 % |  | 4 % |  | Forces verticales : | 857 daN |  | 493 daN |  | <b>Frein de service</b> |  |  |  |  | Forces de freinage : | 322 daN | 303 daN | 180 daN | 200 daN | Déséquilibre (<20%) : | 6 % |  | 10 % |  | Forces de freinage (efficacité) : | 322 daN | 303 daN | 180 daN | 200 daN | Taux d'efficacité global (≥58 %) : | 74 % |  |  |  | <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) : | 23 % |  |  |  | <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> (-2.5 % à -0.5 %) : | -0.7 % |  | -1.0 % |  | <b>Feux de brouillard avant</b> (-3.5 % à -1.0 %) : | -3.0 % |  | -1.4 % |  |
|  | AVANT                        |   | ARRIERE             |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
|  | G                            | D   | G                   | D       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| Ripage (-8 à +8 m/km) :  | +5.5 m/km                    |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| Dissymétrie suspension (≤ 30%) :   | 0 %                          |   | 4 %                 |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| Forces verticales :  | 857 daN                      |   | 493 daN             |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| <b>Frein de service</b>  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| Forces de freinage :   | 322 daN                      | 303 daN   | 180 daN             | 200 daN |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| Déséquilibre (<20%) :  | 6 %                          |   | 10 %                |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| Forces de freinage (efficacité) :  | 322 daN                      | 303 daN   | 180 daN             | 200 daN |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| Taux d'efficacité global (≥58 %) :   | 74 %                         |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :                              | 23 %                         |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| <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> (-2.5 % à -0.5 %) :  | -0.7 %                       |   | -1.0 %              |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| <b>Feux de brouillard avant</b> (-3.5 % à -1.0 %) :                                    | -3.0 %                       |   | -1.4 %              |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| INFORMATION SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE                                      |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| PROCÈS-VERBAL N° :   |                              | DATE :  |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| N° D'AGRÈMENT DU CENTRE :  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| <p><b>CV-683-ZY</b></p> <p><b>CT:27/08/2027</b></p>                                    |                              | <p><b>S013C026</b></p> <p><b>A : 27/08/2027</b></p> <p><b>CV-683-ZY</b></p>   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| N° D'AGRÈMENT : S013C026   |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| N° SÉRIE : VF7NC9HD8DY563209   |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |
| N° D'IMPRIMÉ : C65099855   |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |        |  |   |        |  |        |  |