



# PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE

Auto  
Sécurité

Exemplaire conservé par le centre

N° D'IMPRIMÉ C 65886963

| <b>NATURE DU CONTRÔLE</b>   |         | <b>(3) DATE DU CONTRÔLE</b>    |   | <b>N° DU PROCÈS-VERBAL</b>   |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
|---|---------|--------------------------------|---|------------------------------|--|--|-------|--|---------|--|--|---|---|---|---|--------------------------------|--|-----------|--|--|---|-----|--|------|--|----------------------------|---------|--|---------|--|-------------------------|--|--|--|--|----------------------|---------|---------|---------|---------|-----------------------|--|------|-----|--|-----------------------------------|---------|---------|---------|---------|------------------------------------|------|--|--|--|---|------|--|--|--|----------------------------------|--|--|--|--|-----------------------|-----|--------------------------------|--------|------------------------------|---|--------|--|--------|--|---|--------|--|--------|--|
| Contrôle technique périodique   |         | 17/07/2025                     |   | 25243879                     |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
| <b>(7) RÉSULTAT DU CONTRÔLE</b>   |         |                                | <b>(6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ</b>   |                              |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
| Défavorable pour défaillances majeures  |         |                                | <b>Défaillances majeures :</b><br>1.1.14.a.2. TAMBOURS DE FREINS, DISQUES DE FREINS : Disque ou tambour usé AVG, AVD<br>5.2.3.d.2. PNEUMATIQUES : Pneumatique gravement endommagé, entaillé ou montage inadapté AVG, AVD<br><br><b>Défaillances mineures :</b><br>3.4.1.b.1. ESSUIE-GLACE : Balai d'essuie-glace défectueux AR<br><br><b>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 :</b> 25/05/2023 : 28507 km  |                              |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
| <b>(8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ</b>   |         |                                |   |                              |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
| 16/09/2025  |         |                                |   |                              |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
| <b>NATURE DU PROCHAIN CONTRÔLE</b>  |         |                                |   |                              |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
| Contre-visite   |         |                                |   |                              |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
| <b>IDENTIFICATION DU CENTRE DE CONTRÔLE</b>   |         |                                |   |                              |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
| 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                |         |                                |   |                              |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
| <b>(9) IDENTITÉ DU CONTRÔLEUR</b>   |         |                                |   |                              |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
| N° D'AGRÈMENT : 013C1610  |         |                                |   |                              |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
| SIGNATURE :   |         |                                |   |                              |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
| <b>IDENTIFICATION DU VÉHICULE</b>   |         |                                |   |                              |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
| (2) Immatriculation et pays   |         | Date d'immatriculation         | Date de 1ère mise en circulation  |                              |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
| FG-738-NE (F)   |         | 28/05/2019                     | 28/05/2019  |                              |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
| Marque  |         | Désignation commerciale        |   |                              |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
| CITROEN   |         | C3 AIRCROSS                    |   |                              |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
| (1) N° dans la série du type (VIN)  |         | (5) Catégorie internationale   | Genre   |                              |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
| VF72RHMRC4355744  |         | M1                             | VP  |                              |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
| Type / CNIT   |         | Energie                        |   |                              |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
| M10CTRVP069T492   |         | ES                             |   |                              |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
| Document(s) présenté(s)   |         |                                |   |                              |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
| Photocopie du certificat d'immatriculation visée par un commissaire-priseur ou un huissier de justice |         |                                |   |                              |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
| <b>(4) KILOMÉTRAGE RELEVÉ</b>   |         |                                | <b>MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES</b>   |                              |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
| 040859  |         |                                | <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><b>Ripage</b> (-8 à +8 m/km) :</td> <td></td> <td>-7.0 m/km</td> <td></td> <td></td> </tr> <tr> <td><b>Dissymétrie suspension</b> (≤ 30%) :</td> <td>1 %</td> <td></td> <td>14 %</td> <td></td> </tr> <tr> <td><b>Forces verticales</b> :</td> <td>693 daN</td> <td></td> <td>470 daN</td> <td></td> </tr> <tr> <td><b>Frein de service</b></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Forces de freinage :</td> <td>238 daN</td> <td>212 daN</td> <td>169 daN</td> <td>155 daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%) :</td> <td></td> <td>11 %</td> <td>9 %</td> <td></td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>238 daN</td> <td>212 daN</td> <td>169 daN</td> <td>155 daN</td> </tr> <tr> <td>Taux d'efficacité global (≥58 %) :</td> <td colspan="4">66 %</td> </tr> <tr> <td><b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :</td> <td colspan="4">19 %</td> </tr> <tr> <td><b>Émissions à l'échappement</b></td> <td colspan="4"></td> </tr> <tr> <td>CO ralenti (≤0.3 %) :</td> <td>0 %</td> <td>CO ralenti accéléré (≤0.2 %) :</td> <td>0.02 %</td> <td>Lambda (0.97 à 1.03) : 0.997</td> </tr> <tr> <td><b>Feux de croisement</b> (-2.5 % à -0.5 %) :</td> <td>-2.0 %</td> <td></td> <td>-1.3 %</td> <td></td> </tr> <tr> <td><b>Feux de brouillard avant</b> (-3.5 % à -1.0 %) :</td> <td>-2.8 %</td> <td></td> <td>-2.8 %</td> <td></td> </tr> </tbody> </table> |                              |  |  | AVANT |  | ARRIERE |  |  | G | D | G | D | <b>Ripage</b> (-8 à +8 m/km) : |  | -7.0 m/km |  |  | <b>Dissymétrie suspension</b> (≤ 30%) : | 1 % |  | 14 % |  | <b>Forces verticales</b> : | 693 daN |  | 470 daN |  | <b>Frein de service</b> |  |  |  |  | Forces de freinage : | 238 daN | 212 daN | 169 daN | 155 daN | Déséquilibre (<20%) : |  | 11 % | 9 % |  | Forces de freinage (efficacité) : | 238 daN | 212 daN | 169 daN | 155 daN | Taux d'efficacité global (≥58 %) : | 66 % |  |  |  | <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) : | 19 % |  |  |  | <b>Émissions à l'échappement</b> |  |  |  |  | CO ralenti (≤0.3 %) : | 0 % | CO ralenti accéléré (≤0.2 %) : | 0.02 % | Lambda (0.97 à 1.03) : 0.997 | <b>Feux de croisement</b> (-2.5 % à -0.5 %) : | -2.0 % |  | -1.3 % |  | <b>Feux de brouillard avant</b> (-3.5 % à -1.0 %) : | -2.8 % |  | -2.8 % |  |
|   | AVANT   |                                | ARRIERE   |                              |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
|   | G       | D                              | G   | D                            |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
| <b>Ripage</b> (-8 à +8 m/km) :  |         | -7.0 m/km                      |   |                              |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
| <b>Dissymétrie suspension</b> (≤ 30%) :   | 1 %     |                                | 14 %  |                              |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
| <b>Forces verticales</b> :  | 693 daN |                                | 470 daN   |                              |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
| <b>Frein de service</b>   |         |                                |   |                              |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
| Forces de freinage :  | 238 daN | 212 daN                        | 169 daN   | 155 daN                      |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
| Déséquilibre (<20%) :   |         | 11 %                           | 9 %   |                              |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
| Forces de freinage (efficacité) :   | 238 daN | 212 daN                        | 169 daN   | 155 daN                      |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
| Taux d'efficacité global (≥58 %) :  | 66 %    |                                |   |                              |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
| <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :   | 19 %    |                                |   |                              |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
| <b>Émissions à l'échappement</b>  |         |                                |   |                              |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
| CO ralenti (≤0.3 %) :   | 0 %     | CO ralenti accéléré (≤0.2 %) : | 0.02 %  | Lambda (0.97 à 1.03) : 0.997 |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
| <b>Feux de croisement</b> (-2.5 % à -0.5 %) :   | -2.0 %  |                                | -1.3 %  |                              |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
| <b>Feux de brouillard avant</b> (-3.5 % à -1.0 %) :   | -2.8 %  |                                | -2.8 %  |                              |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
| <b>INFORMATION SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE</b>  |         |                                |   |                              |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
| PROCÈS-VERBAL N° : DATE :   |         |                                |   |                              |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
| N° D'AGRÈMENT DU CENTRE :   |         |                                |   |                              |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
| <b>FG-738-NE</b><br><b>CT:16/09/2025</b>  |         |                                |   |                              |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |
| N° D'AGRÈMENT : S013C026<br>N° SÉRIE : VF72RHMRC4355744<br>N° D'IMPRIMÉ : C65886963                   |         |                                | S013C026<br>25243879<br>XXXXXXXXXX  |                              |  |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |  |      |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |        |                              |   |        |  |        |  |   |        |  |        |  |