



**PROCÈS-VERBAL  
DE CONTRÔLE TECHNIQUE**

**Auto  
Sécurité**

**Exemplaire conservé par le centre**

**N° D'IMPRIMÉ C 6867886**

| <b>NATURE DU CONTRÔLE</b>  |                                       | <b>(3) DATE DU CONTRÔLE</b>   | <b>N° DU PROCÈS-VERBAL</b>       |         |         |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |
|--|---------------------------------------|---|----------------------------------|---------|---------|--|--|--|-------|---------|--|--|--|--|---|---|---|---|--|--------------------------------|-----------|--|--|--|--|---|-----|--|--|--|-----|----------------------------|---------|--|--|--|---------|-------------------------|--|--|--|--|--|----------------------|---------|--|---------|---------|---------|-----------------------|------|--|--|--|-----|-----------------------------------|---------|--|---------|---------|---------|---|--|--|--|--|--|-------------------------------|----------------------------------|--|--|--|--|----------------------------------|--|--|--|--|--|------------------------------|---------------------------------------|--|--|--|--|------------------------------|--|--|--|--|--|--|--------|--|--|--|--|--|--------|--|--|--|--|
| Contrôle technique périodique  |                                       | 02/01/2026  | 26249194                         |         |         |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |
| <b>(7) RÉSULTAT DU CONTRÔLE</b>  |                                       | <b>(6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ</b>   |                                  |         |         |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |
| 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 AVG</p>  |                                  |         |         |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |
| <b>(8) LIMITÉ DE VALIDITÉ DU CONTRÔLE RÉALISÉ</b>                                      |                                       | <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<br/>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>   |                                  |         |         |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |
| <b>NATURE DU PROCHAIN CONTRÔLE</b>   |                                       | <p>01/03/2026</p> <p><b>Contre-visite</b></p>   |                                  |         |         |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |
| <b>IDENTIFICATION DU CENTRE DE CONTRÔLE</b>  |                                       |   |                                  |         |         |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |
| N° D'AGRÉMENT : S013C026   |                                       | Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 : 27/05/2019 : 65829 km / 27/05/2019 : 65835 km / 27/05/2021 : 86500 km / 30/05/2023 : 112646 km / 20/05/2025 : 138445 km   |                                  |         |         |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |
| (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'AGRÉMENT : 013C0364   |                                       |   |                                  |         |         |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |
| SIGNATURE :  |                                       |   |                                  |         |         |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |
| <b>IDENTIFICATION DU VÉHICULE</b>  |                                       |   |                                  |         |         |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |
| (2) Immatriculation et pays  |                                       | Date d'immatriculation  | Date de 1ère mise en circulation |         |         |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |
| DS-075-EA (F)  |                                       | 08/06/2015  | 08/06/2015                       |         |         |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |
| Marque   |                                       | Désignation commerciale   |                                  |         |         |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |
| CITROEN  |                                       | C4 PICASSO  |                                  |         |         |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |
| (1) N° dans la série du type (VIN)   |                                       | (5) Catégorie internationale  | Genre                            |         |         |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |
| VF73DHNYMFJ700692  |                                       | M1  | VP                               |         |         |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |
| Type / CNIT  |                                       | Energie   |                                  |         |         |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |
| M10CTRVP035L130  |                                       | ES  |                                  |         |         |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |
| Document(s) présenté(s)  |                                       |   |                                  |         |         |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |
| Certificat d'immatriculation   |                                       |   |                                  |         |         |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |
| <b>(4) KILOMÉTRAGE RELEVÉ</b>  |                                       | <b>MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES</b>   |                                  |         |         |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |
| 147800   |                                       | <table border="1"> <thead> <tr> <th></th> <th>AVANT</th> <th colspan="3">ARRIÈRE</th> <th></th> </tr> <tr> <th></th> <th>G</th> <th>D</th> <th>G</th> <th>D</th> <th></th> </tr> </thead> <tbody> <tr> <td><b>Ripage (-8 à +8 m/km) :</b></td> <td colspan="4">+1.3 m/km</td> <td></td> </tr> <tr> <td><b>Dissymétrie suspension (≤ 30%) :</b></td> <td colspan="4">1 %</td> <td>4 %</td> </tr> <tr> <td><b>Forces verticales :</b></td> <td colspan="4">868 daN</td> <td>549 daN</td> </tr> <tr> <td><b>Frein de service</b></td> <td colspan="5"></td> </tr> <tr> <td>Forces de freinage :</td> <td>328 daN</td> <td></td> <td>295 daN</td> <td>202 daN</td> <td>190 daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%) :</td> <td colspan="4">11 %</td> <td>6 %</td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>328 daN</td> <td></td> <td>295 daN</td> <td>202 daN</td> <td>190 daN</td> </tr> <tr> <td>Taux d'efficacité global (≥58 %) : 71 %</td> <td colspan="5"></td> </tr> <tr> <td><b>Frein de stationnement</b></td> <td colspan="5">Taux d'efficacité (≥18 %) : 21 %</td> </tr> <tr> <td><b>Émissions à l'échappement</b></td> <td colspan="5"></td> </tr> <tr> <td>CO ralenti (≤0.3 %) : 0.12 %</td> <td colspan="5">CO ralenti accéléré (≤0.2 %) : 0.01 %</td> </tr> <tr> <td colspan="6">Lambda (0.97 à 1.03) : 1.009</td> </tr> <tr> <td><b>Feux de croisement</b> (-2.5 % à -0.5 %) : +1.2 %</td> <td colspan="5">-0.8 %</td> </tr> <tr> <td><b>Feux de brouillard avant</b> (-3.5 % à -1.0 %) : -0.4 %</td> <td colspan="5">-0.6 %</td> </tr> </tbody> </table> |                                  |         |         |  |  |  | AVANT | ARRIÈRE |  |  |  |  | G | D | G | D |  | <b>Ripage (-8 à +8 m/km) :</b> | +1.3 m/km |  |  |  |  | <b>Dissymétrie suspension (≤ 30%) :</b> | 1 % |  |  |  | 4 % | <b>Forces verticales :</b> | 868 daN |  |  |  | 549 daN | <b>Frein de service</b> |  |  |  |  |  | Forces de freinage : | 328 daN |  | 295 daN | 202 daN | 190 daN | Déséquilibre (<20%) : | 11 % |  |  |  | 6 % | Forces de freinage (efficacité) : | 328 daN |  | 295 daN | 202 daN | 190 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 %) : 0.12 % | CO ralenti accéléré (≤0.2 %) : 0.01 % |  |  |  |  | Lambda (0.97 à 1.03) : 1.009 |  |  |  |  |  | <b>Feux de croisement</b> (-2.5 % à -0.5 %) : +1.2 % | -0.8 % |  |  |  |  | <b>Feux de brouillard avant</b> (-3.5 % à -1.0 %) : -0.4 % | -0.6 % |  |  |  |  |
|  | AVANT                                 | ARRIÈRE   |                                  |         |         |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |
|  | G                                     | D   | G                                | D       |         |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |
| <b>Ripage (-8 à +8 m/km) :</b>   | +1.3 m/km                             |   |                                  |         |         |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |
| <b>Dissymétrie suspension (≤ 30%) :</b>  | 1 %                                   |   |                                  |         | 4 %     |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |
| <b>Forces verticales :</b>   | 868 daN                               |   |                                  |         | 549 daN |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |
| <b>Frein de service</b>  |                                       |   |                                  |         |         |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |
| Forces de freinage :   | 328 daN                               |   | 295 daN                          | 202 daN | 190 daN |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |
| Déséquilibre (<20%) :  | 11 %                                  |   |                                  |         | 6 %     |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |
| Forces de freinage (efficacité) :  | 328 daN                               |   | 295 daN                          | 202 daN | 190 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 %) : 0.12 %   | CO ralenti accéléré (≤0.2 %) : 0.01 % |   |                                  |         |         |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |
| Lambda (0.97 à 1.03) : 1.009   |                                       |   |                                  |         |         |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |
| <b>Feux de croisement</b> (-2.5 % à -0.5 %) : +1.2 %                                   | -0.8 %                                |   |                                  |         |         |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |
| <b>Feux de brouillard avant</b> (-3.5 % à -1.0 %) : -0.4 %                             | -0.6 %                                |   |                                  |         |         |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |
| <b>INFORMATION SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE</b>                               |                                       |   |                                  |         |         |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |
| PROCÈS-VERBAL N° :   |                                       | DATE :  |                                  |         |         |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |
| N° D'AGRÉMENT DU CENTRE :  |                                       |   |                                  |         |         |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |
| <b>DS-075-EA</b>   |                                       |   |                                  |         |         |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |
| <b>CT:01/03/2026</b>   |                                       |   |                                  |         |         |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |
| N° D'AGRÉMENT : S013C026   |                                       |   |                                  |         |         |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |
| N° SÉRIE : VF73DHNYMFJ700692   |                                       |   |                                  |         |         |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |
| N° D'IMPRIMÉ : C6867886  |                                       |   |                                  |         |         |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |
|  |                                       | S013C026<br>S : 01/03/2026<br>DS-075-EA   |                                  |         |         |  |  |  |       |         |  |  |  |  |   |   |   |   |  |                                |           |  |  |  |  |   |     |  |  |  |     |                            |         |  |  |  |         |                         |  |  |  |  |  |                      |         |  |         |         |         |                       |      |  |  |  |     |                                   |         |  |         |         |         |   |  |  |  |  |  |                               |                                  |  |  |  |  |                                  |  |  |  |  |  |                              |                                       |  |  |  |  |                              |  |  |  |  |  |  |        |  |  |  |  |  |        |  |  |  |  |