



**PROCÈS-VERBAL  
DE CONTRÔLE TECHNIQUE**

**Auto  
Sécurité**

**Exemplaire conservé par le centre**

**N° D'IMPRIMÉ C 68318557**

| <b>NATURE DU CONTRÔLE</b>   |                         | <b>(3) DATE DU CONTRÔLE</b>   | <b>N° DU PROCÈS-VERBAL</b>       |         |  |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |          |  |  |  |                            |                 |  |  |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |   |  |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |               |  |  |  |   |        |  |  |  |
|---|-------------------------|---|----------------------------------|---------|--|--|-------|--|---------|--|--|---|---|---|---|--------------------------------|-----------|--|--|--|---|----------|--|--|--|----------------------------|-----------------|--|--|--|-------------------------|--|--|--|--|----------------------|---------|---------|---------|---------|-----------------------|------|--|--|--|-----------------------------------|---------|---------|---------|---------|---|--|--|--|--|---|------|--|--|--|----------------------------------|--|--|--|--|------------------------------|-------------------------|--|--|--|---|---------------|--|--|--|---|--------|--|--|--|
| Contrôle technique périodique   |                         | 03/02/2026  | 26250114                         |         |  |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |          |  |  |  |                            |                 |  |  |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |   |  |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |               |  |  |  |   |        |  |  |  |
| <b>(7) RÉSULTAT DU CONTRÔLE</b>   |                         | <b>(6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ</b>   |                                  |         |  |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |          |  |  |  |                            |                 |  |  |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |   |  |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |               |  |  |  |   |        |  |  |  |
| Défavorable pour défaillances majeures  |                         | <b>Défaillances majeures :</b><br>2.1.1.e.2. ÉTAT DU BOÎTIER OU DE LA CRÉMAILLÈRE DE DIRECTION : Manque d'étanchéité : formation de gouttelettes<br>2.1.3.b.2. ÉTAT DE LA TIMONERIE DE DIRECTION : Usure excessive des articulations G<br>4.1.1.b.2. ÉTAT ET FONCTIONNEMENT (PHARES) : Système de projection fortement défectueux ou manquant AVG, AVD<br>4.1.2.a.2. ORIENTATION (FEUX DE CROISEMENT) : L'orientation d'un feu de croisement n'est pas dans les limites prescrites par les exigences AVG, AVD<br>4.5.1.c.2. ÉTAT ET FONCTIONNEMENT (FEUX DE BROUILLARD AVANT ET ARRIÈRE) : Mauvaise fixation : très grand risque de détachement ou d'éblouissement AVG<br>5.2.2.c.2. JANTE : Jante gravement déformée ou usée ARG<br>5.2.3.e.2. PNEUMATIQUES : L'indicateur d'usure de la profondeur des sculptures est atteint AVG, AVD  |                                  |         |  |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |          |  |  |  |                            |                 |  |  |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |   |  |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |               |  |  |  |   |        |  |  |  |
| <b>(8) LIMITÉ DE VALIDITÉ DU CONTRÔLE RÉALISÉ</b>   |                         | 02/04/2026  |                                  |         |  |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |          |  |  |  |                            |                 |  |  |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |   |  |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |               |  |  |  |   |        |  |  |  |
| <b>NATURE DU PROCHAIN CONTRÔLE</b>  |                         | Contre-visite   |                                  |         |  |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |          |  |  |  |                            |                 |  |  |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |   |  |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |               |  |  |  |   |        |  |  |  |
| <b>IDENTIFICATION DU CENTRE DE CONTRÔLE</b>   |                         |   |                                  |         |  |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |          |  |  |  |                            |                 |  |  |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |   |  |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |               |  |  |  |   |        |  |  |  |
| N° D'AGRÉMENT : 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'AGRÉMENT : 083F1066  |                         |   |                                  |         |  |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |          |  |  |  |                            |                 |  |  |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |   |  |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |               |  |  |  |   |        |  |  |  |
| SIGNATURE :   |                         |   |                                  |         |  |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |          |  |  |  |                            |                 |  |  |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |   |  |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |               |  |  |  |   |        |  |  |  |
| <b>IDENTIFICATION DU VÉHICULE</b>   |                         |   |                                  |         |  |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |          |  |  |  |                            |                 |  |  |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |   |  |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |               |  |  |  |   |        |  |  |  |
| (2) Immatriculation et pays   |                         | Date d'immatriculation  | Date de 1ère mise en circulation |         |  |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |          |  |  |  |                            |                 |  |  |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |   |  |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |               |  |  |  |   |        |  |  |  |
| CH-041-DP (F)   |                         | 21/07/2022  | 29/06/2012                       |         |  |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |          |  |  |  |                            |                 |  |  |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |   |  |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |               |  |  |  |   |        |  |  |  |
| Marque  |                         | Désignation commerciale   |                                  |         |  |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |          |  |  |  |                            |                 |  |  |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |   |  |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |               |  |  |  |   |        |  |  |  |
| Dacia   |                         | Sandero   |                                  |         |  |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |          |  |  |  |                            |                 |  |  |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |   |  |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |               |  |  |  |   |        |  |  |  |
| (1) N° dans la série du type (VIN)  |                         | (5) Catégorie internationale  | Genre                            |         |  |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |          |  |  |  |                            |                 |  |  |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |   |  |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |               |  |  |  |   |        |  |  |  |
| UU1BSDBLK47379813   |                         | M1  | VP                               |         |  |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |          |  |  |  |                            |                 |  |  |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |   |  |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |               |  |  |  |   |        |  |  |  |
| Type / CNIT   |                         | Energie   |                                  |         |  |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |          |  |  |  |                            |                 |  |  |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |   |  |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |               |  |  |  |   |        |  |  |  |
| M10DACVP000M454   |                         | GO  |                                  |         |  |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |          |  |  |  |                            |                 |  |  |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |   |  |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |               |  |  |  |   |        |  |  |  |
| 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>   |                                  |         |  |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |          |  |  |  |                            |                 |  |  |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |   |  |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |               |  |  |  |   |        |  |  |  |
| 246123  |                         | <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 (-8 à +8 m/km) :</b></td> <td colspan="4">-0.7 m/km</td> </tr> <tr> <td><b>Dissymétrie suspension (≤ 30%) :</b></td> <td colspan="4">19 % 0 %</td> </tr> <tr> <td><b>Forces verticales :</b></td> <td colspan="4">759 daN 441 daN</td> </tr> <tr> <td><b>Frein de service</b></td> <td colspan="4"></td> </tr> <tr> <td>Forces de freinage :</td> <td>307 daN</td> <td>222 daN</td> <td>163 daN</td> <td>159 daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%) :</td> <td>28 %</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>307 daN</td> <td>222 daN</td> <td>163 daN</td> <td>159 daN</td> </tr> <tr> <td>Taux d'efficacité global (≥58 %) : 70 %</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td><b>Frein de stationnement Taux d'efficacité (≥18 %) :</b></td> <td colspan="4">22 %</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="4">C1:&lt;0.1 m-1 C2:&lt;0.1 m-1</td> </tr> <tr> <td><b>Feux de croisement (-2.5 % à -0.5 %) :</b></td> <td colspan="4">+0.5 % +2.0 %</td> </tr> <tr> <td><b>Feux de brouillard avant (-3.5 % à -1.0 %) :</b></td> <td colspan="4">+2.0 %</td> </tr> </tbody> </table> |                                  |         |  |  | AVANT |  | ARRIERE |  |  | G | D | G | D | <b>Ripage (-8 à +8 m/km) :</b> | -0.7 m/km |  |  |  | <b>Dissymétrie suspension (≤ 30%) :</b> | 19 % 0 % |  |  |  | <b>Forces verticales :</b> | 759 daN 441 daN |  |  |  | <b>Frein de service</b> |  |  |  |  | Forces de freinage : | 307 daN | 222 daN | 163 daN | 159 daN | Déséquilibre (<20%) : | 28 % |  |  |  | Forces de freinage (efficacité) : | 307 daN | 222 daN | 163 daN | 159 daN | Taux d'efficacité global (≥58 %) : 70 % |  |  |  |  | <b>Frein de stationnement Taux d'efficacité (≥18 %) :</b> | 22 % |  |  |  | <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 (-2.5 % à -0.5 %) :</b> | +0.5 % +2.0 % |  |  |  | <b>Feux de brouillard avant (-3.5 % à -1.0 %) :</b> | +2.0 % |  |  |  |
|   | AVANT                   |   | ARRIERE                          |         |  |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |          |  |  |  |                            |                 |  |  |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |   |  |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |               |  |  |  |   |        |  |  |  |
|   | G                       | D   | G                                | D       |  |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |          |  |  |  |                            |                 |  |  |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |   |  |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |               |  |  |  |   |        |  |  |  |
| <b>Ripage (-8 à +8 m/km) :</b>  | -0.7 m/km               |   |                                  |         |  |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |          |  |  |  |                            |                 |  |  |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |   |  |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |               |  |  |  |   |        |  |  |  |
| <b>Dissymétrie suspension (≤ 30%) :</b>   | 19 % 0 %                |   |                                  |         |  |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |          |  |  |  |                            |                 |  |  |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |   |  |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |               |  |  |  |   |        |  |  |  |
| <b>Forces verticales :</b>  | 759 daN 441 daN         |   |                                  |         |  |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |          |  |  |  |                            |                 |  |  |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |   |  |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |               |  |  |  |   |        |  |  |  |
| <b>Frein de service</b>   |                         |   |                                  |         |  |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |          |  |  |  |                            |                 |  |  |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |   |  |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |               |  |  |  |   |        |  |  |  |
| Forces de freinage :  | 307 daN                 | 222 daN   | 163 daN                          | 159 daN |  |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |          |  |  |  |                            |                 |  |  |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |   |  |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |               |  |  |  |   |        |  |  |  |
| Déséquilibre (<20%) :   | 28 %                    |   |                                  |         |  |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |          |  |  |  |                            |                 |  |  |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |   |  |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |               |  |  |  |   |        |  |  |  |
| Forces de freinage (efficacité) :   | 307 daN                 | 222 daN   | 163 daN                          | 159 daN |  |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |          |  |  |  |                            |                 |  |  |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |   |  |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |               |  |  |  |   |        |  |  |  |
| Taux d'efficacité global (≥58 %) : 70 %   |                         |   |                                  |         |  |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |          |  |  |  |                            |                 |  |  |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |   |  |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |               |  |  |  |   |        |  |  |  |
| <b>Frein de stationnement Taux d'efficacité (≥18 %) :</b>   | 22 %                    |   |                                  |         |  |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |          |  |  |  |                            |                 |  |  |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |   |  |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |               |  |  |  |   |        |  |  |  |
| <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 (-2.5 % à -0.5 %) :</b>   | +0.5 % +2.0 %           |   |                                  |         |  |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |          |  |  |  |                            |                 |  |  |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |   |  |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |               |  |  |  |   |        |  |  |  |
| <b>Feux de brouillard avant (-3.5 % à -1.0 %) :</b>   | +2.0 %                  |   |                                  |         |  |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |          |  |  |  |                            |                 |  |  |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |   |  |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |               |  |  |  |   |        |  |  |  |
| <b>INFORMATION SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE</b>  |                         |   |                                  |         |  |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |          |  |  |  |                            |                 |  |  |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |   |  |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |               |  |  |  |   |        |  |  |  |
| PROCÈS-VERBAL N° :  |                         | DATE :  |                                  |         |  |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |          |  |  |  |                            |                 |  |  |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |   |  |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |               |  |  |  |   |        |  |  |  |
| N° D'AGRÉMENT DU CENTRE :   |                         |   |                                  |         |  |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |          |  |  |  |                            |                 |  |  |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |   |  |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |               |  |  |  |   |        |  |  |  |
| <b>CH-041-DP</b>  |                         |   |                                  |         |  |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |          |  |  |  |                            |                 |  |  |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |   |  |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |               |  |  |  |   |        |  |  |  |
| <b>CT:02/04/2026</b>  |                         |   |                                  |         |  |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |          |  |  |  |                            |                 |  |  |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |   |  |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |               |  |  |  |   |        |  |  |  |
| N° D'AGRÉMENT : S013C026  |                         |   |                                  |         |  |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |          |  |  |  |                            |                 |  |  |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |   |  |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |               |  |  |  |   |        |  |  |  |
| N° SÉRIE : UU1BSDBLK47379813  |                         |   |                                  |         |  |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |          |  |  |  |                            |                 |  |  |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |   |  |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |               |  |  |  |   |        |  |  |  |
| N° D'IMPRIMÉ : C68318557  |                         |   |                                  |         |  |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |          |  |  |  |                            |                 |  |  |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |   |  |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |               |  |  |  |   |        |  |  |  |
|   |                         | S013C026<br>26250114<br>XXXXXXXXXX  |                                  |         |  |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |          |  |  |  |                            |                 |  |  |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |   |  |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |               |  |  |  |   |        |  |  |  |