



**PROCÈS-VERBAL  
DE CONTRÔLE TECHNIQUE**

Auto  
Sécurité

Exemplaire conservé par le centre

N° D'IMPRIMÉ C 68318656

| NATURE DU CONTRÔLE  |  | (3) DATE DU CONTRÔLE  | N° DU PROCÈS-VERBAL |        |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
|---|--|---|---------------------|--------|---------|--|--|-------|---------|--|--|--|---|---|---|---|--|-------------------------|-----------|--|--|--|--|--|-----|--|--|--|-----|---------------------|---------|--|--|--|---------|------------------|--|--|--|--|--|----------------------|---------|---------|---------|--|---------|----------------------------|-----|--|--|--|------|-----------------------------------|---------|---------|---------|--|---------|--|------|--|--|--|--|--|------|--|--|--|--|---------------------------|--|--|--|--|--|-----------------------------------|--|------------------------|-------|--|--|---|--|--|--|--------|--|---|--|--|--|--------|--|
| Contrôle technique périodique   |  | 05/02/2026  | 26250213            |        |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| (7) RÉSULTAT DU CONTRÔLE  |  | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ  |                     |        |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| Favorable   |  | <b>Défaillances mineures :</b><br>1.1.14.a.1. TAMBOURS DE FREINS, DISQUES DE FREINS : Disque ou tambour légèrement usé AVG, AVD<br>3.3.1.b.1. MIROIRS OU DISPOSITIFS RÉTROVISEURS : Miroir ou dispositif légèrement endommagé ou mal fixé G<br>4.4.1.b.1. ÉTAT ET FONCTIONNEMENT (INDICATEURS DE DIRECTION ET FEUX DE SIGNAL DE DÉTRESSE) : Glace légèrement défectueuse (pas d'influence sur la lumière émise) G<br>4.5.2.a.1. RÉGLAGE (FEUX DE BROUILLARD AVANT) : Mauvaise orientation horizontale d'un feu de brouillard avant AVG, AVD<br>5.2.3.e.1. PNEUMATIQUES : Usure anormale ou présence d'un corps étranger AVG, AVD  |                     |        |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| (8) LIMITÉ DE VALIDITÉ DU CONTRÔLE RÉALISÉ  |  | 04/02/2028  |                     |        |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| NATURE DU PROCHAIN CONTRÔLE   |  | Contrôle technique périodique   |                     |        |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE  |  |   |                     |        |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| 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                      |  |   |                     |        |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 : 08/07/2025 : 75427 km |  |   |                     |        |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| (9) IDENTITÉ DU CONTRÔLEUR  |  |   |                     |        |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| N° D'AGRÉMENT : 013C1474  |  |   |                     |        |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| SIGNATURE :   |  |   |                     |        |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| IDENTIFICATION DU VÉHICULE  |  |   |                     |        |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| (2) Immatriculation et pays   | Date d'immatriculation                     | Date de 1ère mise en circulation  |                     |        |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| GA-447-EB (F)   | 19/10/2021                                 | 22/06/2021  |                     |        |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| Marque  | Désignation commerciale                    |   |                     |        |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| CITROEN   | C3   |   |                     |        |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| (1) N° dans la série du type (VIN)  | (5) Catégorie internationale               | Genre   |                     |        |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| VF7SXHMRVLT608287   | M1   | VP  |                     |        |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| Type / CNIT   | Energie                                    |   |                     |        |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| M10CTRVP080A958   | ES   |   |                     |        |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| Document(s) présenté(s)   |  |   |                     |        |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| Certificat d'immatriculation  |  |   |                     |        |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| (4) KILOMÉTRAGE RELEVÉ  |  | MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES  |                     |        |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| 87170   |  | <table border="1"> <thead> <tr> <th></th> <th>AVANT</th> <th colspan="3">ARRIERE</th> <th></th> </tr> <tr> <th>G</th> <th>D</th> <th>G</th> <th>D</th> <th></th> </tr> </thead> <tbody> <tr> <td>Ripage (-8 à +8 m/km) :</td> <td>+0.6 m/km</td> <td colspan="3"></td> <td></td> </tr> <tr> <td>Dissymétrie suspension (<math>\leq 30\%</math>) :</td> <td>3 %</td> <td colspan="3"></td> <td>9 %</td> </tr> <tr> <td>Forces verticales :</td> <td>670 daN</td> <td colspan="3"></td> <td>431 daN</td> </tr> <tr> <td>Frein de service</td> <td></td> <td colspan="3"></td> <td></td> </tr> <tr> <td>Forces de freinage :</td> <td>232 daN</td> <td>230 daN</td> <td>173 daN</td> <td></td> <td>157 daN</td> </tr> <tr> <td>Déséquilibre (<math>&lt;20\%</math>) :</td> <td>1 %</td> <td colspan="3"></td> <td>10 %</td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>232 daN</td> <td>230 daN</td> <td>173 daN</td> <td></td> <td>157 daN</td> </tr> <tr> <td>Taux d'efficacité global (<math>\geq 58\%</math>) :</td> <td>71 %</td> <td colspan="3"></td> <td></td> </tr> <tr> <td>Frein de stationnement Taux d'efficacité (<math>\geq 18\%</math>) :</td> <td>28 %</td> <td colspan="3"></td> <td></td> </tr> <tr> <td>Émissions à l'échappement</td> <td></td> <td colspan="3"></td> <td></td> </tr> <tr> <td>CO ralenti (<math>\leq 0.3\%</math>) : 0 %</td> <td>CO ralenti accéléré (<math>\leq 0.2\%</math>) : 0 %</td> <td>Lambda (0.97 à 1.03) :</td> <td colspan="3">1.022</td> </tr> <tr> <td>Feux de croisement (-2.5 % à -0.5 %) : -0.7 %</td> <td colspan="3"></td> <td>-1.3 %</td> <td></td> </tr> <tr> <td>Feux de brouillard avant (-3.5 % à -1.0 %) : +2.0 %</td> <td colspan="3"></td> <td>+2.0 %</td> <td></td> </tr> </tbody> </table> |                     |        |         |  |  | AVANT | ARRIERE |  |  |  | G | D | G | D |  | Ripage (-8 à +8 m/km) : | +0.6 m/km |  |  |  |  | Dissymétrie suspension ( $\leq 30\%$ ) : | 3 % |  |  |  | 9 % | Forces verticales : | 670 daN |  |  |  | 431 daN | Frein de service |  |  |  |  |  | Forces de freinage : | 232 daN | 230 daN | 173 daN |  | 157 daN | Déséquilibre ( $<20\%$ ) : | 1 % |  |  |  | 10 % | Forces de freinage (efficacité) : | 232 daN | 230 daN | 173 daN |  | 157 daN | Taux d'efficacité global ( $\geq 58\%$ ) : | 71 % |  |  |  |  | Frein de stationnement Taux d'efficacité ( $\geq 18\%$ ) : | 28 % |  |  |  |  | Émissions à l'échappement |  |  |  |  |  | CO ralenti ( $\leq 0.3\%$ ) : 0 % | CO ralenti accéléré ( $\leq 0.2\%$ ) : 0 % | Lambda (0.97 à 1.03) : | 1.022 |  |  | Feux de croisement (-2.5 % à -0.5 %) : -0.7 % |  |  |  | -1.3 % |  | Feux de brouillard avant (-3.5 % à -1.0 %) : +2.0 % |  |  |  | +2.0 % |  |
|   | AVANT                                      | ARRIERE   |                     |        |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| G   | D  | G   | D                   |        |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| Ripage (-8 à +8 m/km) :   | +0.6 m/km                                  |   |                     |        |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| Dissymétrie suspension ( $\leq 30\%$ ) :  | 3 %  |   |                     |        | 9 %     |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| Forces verticales :   | 670 daN                                    |   |                     |        | 431 daN |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| Frein de service  |  |   |                     |        |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| Forces de freinage :  | 232 daN                                    | 230 daN   | 173 daN             |        | 157 daN |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| Déséquilibre ( $<20\%$ ) :  | 1 %  |   |                     |        | 10 %    |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| Forces de freinage (efficacité) :   | 232 daN                                    | 230 daN   | 173 daN             |        | 157 daN |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| Taux d'efficacité global ( $\geq 58\%$ ) :  | 71 %                                       |   |                     |        |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| Frein de stationnement Taux d'efficacité ( $\geq 18\%$ ) :  | 28 %                                       |   |                     |        |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| Émissions à l'échappement   |  |   |                     |        |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| CO ralenti ( $\leq 0.3\%$ ) : 0 %   | CO ralenti accéléré ( $\leq 0.2\%$ ) : 0 % | Lambda (0.97 à 1.03) :  | 1.022               |        |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| Feux de croisement (-2.5 % à -0.5 %) : -0.7 %   |  |   |                     | -1.3 % |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| Feux de brouillard avant (-3.5 % à -1.0 %) : +2.0 %   |  |   |                     | +2.0 % |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| INFORMATION SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE   |  |   |                     |        |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| PROCÈS-VERBAL N° :  |  | DATE :  |                     |        |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| N° D'AGRÉMENT DU CENTRE :   |  |   |                     |        |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| GA-447-EB   |  |   |                     |        |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| CT:04/02/2028   |  |   |                     |        |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| N° D'AGRÉMENT : S013C026  |  |   |                     |        |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| N° SÉRIE : VF7SXHMRVLT608287  |  |   |                     |        |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
| N° D'IMPRIMÉ : C68318656  |  |   |                     |        |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |
|   |  | S013C026<br>A : 04/02/2028<br>GA-447-EB   |                     |        |         |  |  |       |         |  |  |  |   |   |   |   |  |                         |           |  |  |  |  |  |     |  |  |  |     |                     |         |  |  |  |         |                  |  |  |  |  |  |                      |         |         |         |  |         |                            |     |  |  |  |      |                                   |         |         |         |  |         |  |      |  |  |  |  |  |      |  |  |  |  |                           |  |  |  |  |  |                                   |  |                        |       |  |  |   |  |  |  |        |  |   |  |  |  |        |  |