



# PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE

Auto  
Sécurité

Exemplaire conservé par le centre

N° D'IMPRIMÉ C 69183756

| NATURE DU CONTRÔLE  |                              | (3) DATE DU CONTRÔLE  | N° DU PROCÈS-VERBAL |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
|---|------------------------------|---|---------------------|---------|--|-------|--|---------|--|--|---|---|---|---|-------------------------|-----------|--|--|--|----------------------------------|-----|--|------|--|---------------------|---------|--|---------|--|-------------------------|--|--|--|--|----------------------|---------|---------|---------|---------|-----------------------|-----|--|-----|--|-----------------------------------|---------|---------|---------|---------|------------------------------------|------|--|--|--|---|------|--|--|--|----------------------------------|--|--|--|--|------------------------------|-------------|--|-------------|--|---|--------|--|--|--|---|--------|--|--------|--|
| Contrôle technique périodique   |                              | 15/04/2026  | 26252507            |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| (7) RÉSULTAT DU CONTRÔLE  |                              | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ  |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| Défavorable pour défaillances majeures  |                              | <p><b>Défaillances majeures :</b></p> <p>1.1.13.a.2. GARNITURES OU PLAQUETTES DE FREINS : Usure excessive (marque minimale atteinte) ARD, ARG</p> <p>2.3.1.a.2. JEU DANS LA DIRECTION : Jeu excessif</p> <p>3.3.1.b.2. MIROIRS OU DISPOSITIFS RÉTROVISEURS : Miroir ou dispositif inopérant, fortement endommagé ou mal fixé D</p> <p>4.1.1.a.2. ÉTAT ET FONCTIONNEMENT (PHARES) : Lampe/ source lumineuse défectueuse ou manquante : visibilité fortement réduite AVG</p> <p>5.2.3.d.2. PNEUMATIQUES : Pneumatique gravement endommagé, entaillé ou montage inadapté AVG, AVD</p> <p>6.2.3.a.2. PORTES ET POIGNÉES DE PORTE : Une portière ne s'ouvre ou ne se ferme pas correctement AVG</p> <p><b>Défaillances mineures :</b></p> <p>4.5.2.a.1. RÉGLAGE (FEUX DE BROUILLARD AVANT) : Mauvaise orientation horizontale d'un feu de brouillard avant AVG, AVD</p> <p>5.2.3.i.1. PNEUMATIQUES : La pression des pneumatiques est anormale ou incontrôlable AVD</p> <p>8.2.22.c.1. OPACITÉ : Le relevé du système OBD indique une anomalie du dispositif antipollution, sans dysfonctionnement important</p> <p>Code(s) défaut(s) standard(s) relevé(s) concernant le dispositif antipollution : P0087</p> <p><b>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 :</b> 22/09/2020 : 115748 km / 31/10/2023 : 172304 km</p>   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| 14/06/2026  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| NATURE DU PROCHAIN CONTRÔLE   |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| Contre-visite   |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| N° D'AGRÈMENT : S013C026  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| (9)RAISON SOCIALE : SARL CONTROLE DU GARLABAN   |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| (3) COORDONNÉES : 323 BD VOLTAIRE RN 8<br>13821 LA PENNE S/ H.<br>Tél : 04-91-24-72-98                |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| (9) IDENTITÉ DU CONTRÔLEUR  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| N° D'AGRÈMENT : 013C1610  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| SIGNATURE :   |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| IDENTIFICATION DU VÉHICULE  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| (2) Immatriculation et pays   | Date d'immatriculation       | Date de 1ère mise en circulation  |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| CP-327-AA (F)   | 08/04/2017                   | 18/12/2012  |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| Marque  |                              | Désignation commerciale   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| LAND ROVER  |                              | RANGE ROVER EVOQUE  |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| (1) N° dans la série du type (VIN)  | (5) Catégorie internationale | Genre   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| SALVA2BE4DH734583   | M1                           | VP  |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| Type / CNIT   |                              | Energie   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| M1GLDRVP0002270   |                              | GO  |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| Document(s) présenté(s)   |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| Photocopie du certificat d'immatriculation visée par un commissaire-priseur ou un huissier de justice |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| (4)KILOMÉTRAGE RELEVÉ   |                              | MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES  |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| 192554  |                              | <table border="1"> <thead> <tr> <th></th> <th colspan="2">AVANT</th> <th colspan="2">ARRIERE</th> </tr> <tr> <th></th> <th>G</th> <th>D</th> <th>G</th> <th>D</th> </tr> </thead> <tbody> <tr> <td>Ripage (-8 à +8 m/km) :</td> <td colspan="4">-4.4 m/km</td> </tr> <tr> <td>Dissymétrie suspension (≤ 30%) :</td> <td colspan="2">2 %</td> <td colspan="2">25 %</td> </tr> <tr> <td>Forces verticales :</td> <td colspan="2">864 daN</td> <td colspan="2">754 daN</td> </tr> <tr> <td><b>Frein de service</b></td> <td colspan="4"></td> </tr> <tr> <td>Forces de freinage :</td> <td>385 daN</td> <td>377 daN</td> <td>108 daN</td> <td>110 daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%) :</td> <td colspan="2">3 %</td> <td colspan="2">2 %</td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>385 daN</td> <td>377 daN</td> <td>108 daN</td> <td>110 daN</td> </tr> <tr> <td>Taux d'efficacité global (≥58 %) :</td> <td colspan="4">60 %</td> </tr> <tr> <td><b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :</td> <td colspan="4">25 %</td> </tr> <tr> <td><b>Émissions à l'échappement</b></td> <td colspan="4"></td> </tr> <tr> <td>Opacité des fumées(0.52 m-1)</td> <td colspan="2">C1:&lt;0.1 m-1</td> <td colspan="2">C2:&lt;0.1 m-1</td> </tr> <tr> <td><b>Feux de croisement</b> (-2.5 % à -0.5 %) :</td> <td colspan="2">-0.8 %</td> <td colspan="2"></td> </tr> <tr> <td><b>Feux de brouillard avant</b> (-3.5 % à -1.0 %) :</td> <td colspan="2">-4.0 %</td> <td colspan="2">-4.0 %</td> </tr> </tbody> </table> |                     |         |  | AVANT |  | ARRIERE |  |  | G | D | G | D | Ripage (-8 à +8 m/km) : | -4.4 m/km |  |  |  | Dissymétrie suspension (≤ 30%) : | 2 % |  | 25 % |  | Forces verticales : | 864 daN |  | 754 daN |  | <b>Frein de service</b> |  |  |  |  | Forces de freinage : | 385 daN | 377 daN | 108 daN | 110 daN | Déséquilibre (<20%) : | 3 % |  | 2 % |  | Forces de freinage (efficacité) : | 385 daN | 377 daN | 108 daN | 110 daN | Taux d'efficacité global (≥58 %) : | 60 % |  |  |  | <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) : | 25 % |  |  |  | <b>Émissions à l'échappement</b> |  |  |  |  | Opacité des fumées(0.52 m-1) | C1:<0.1 m-1 |  | C2:<0.1 m-1 |  | <b>Feux de croisement</b> (-2.5 % à -0.5 %) : | -0.8 % |  |  |  | <b>Feux de brouillard avant</b> (-3.5 % à -1.0 %) : | -4.0 % |  | -4.0 % |  |
|   | AVANT                        |   | ARRIERE             |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
|   | G                            | D   | G                   | D       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| Ripage (-8 à +8 m/km) :   | -4.4 m/km                    |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| Dissymétrie suspension (≤ 30%) :  | 2 %                          |   | 25 %                |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| Forces verticales :   | 864 daN                      |   | 754 daN             |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| <b>Frein de service</b>   |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| Forces de freinage :  | 385 daN                      | 377 daN   | 108 daN             | 110 daN |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| Déséquilibre (<20%) :   | 3 %                          |   | 2 %                 |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| Forces de freinage (efficacité) :   | 385 daN                      | 377 daN   | 108 daN             | 110 daN |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| Taux d'efficacité global (≥58 %) :  | 60 %                         |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :   | 25 %                         |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| <b>Émissions à l'échappement</b>  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| Opacité des fumées(0.52 m-1)  | C1:<0.1 m-1                  |   | C2:<0.1 m-1         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| <b>Feux de croisement</b> (-2.5 % à -0.5 %) :   | -0.8 %                       |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| <b>Feux de brouillard avant</b> (-3.5 % à -1.0 %) :   | -4.0 %                       |   | -4.0 %              |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| INFORMATION SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE   |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| PROCÈS-VERBAL N° :  |                              | DATE :  |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| N° D'AGRÈMENT DU CENTRE :   |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| <p><b>CP-327-AA</b></p> <p><b>CT:14/06/2026</b></p>   |                              | <p><b>S013C026</b></p> <p><b>26252507</b></p> <p><b>XXXXXXXXXX</b></p>  |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| N° D'AGRÈMENT : S013C026  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| N° SÉRIE : SALVA2BE4DH734583  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |
| N° D'IMPRIMÉ : C69183756  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |      |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |  |             |  |   |        |  |  |  |   |        |  |        |  |