



# PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE

Auto  
Sécurité

Exemplaire conservé par le centre

N° D'IMPRIMÉ C 63701097

| <b>NATURE DU CONTRÔLE</b>  |             | <b>(3) DATE DU CONTRÔLE</b>  |   | <b>N° DU PROCÈS-VERBAL</b>       |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
|--|-------------|------------------------------|---|----------------------------------|---------|--|-------|--|---------|--|--|--|---|---|---|---|---|--------------------------------|--|-----------|--|--|--|---|-----|--|--|------|--|----------------------------|---------|--|--|---------|--|-------------------------|--|--|--|--|--|----------------------|---------|---------|---------|--|---------|-----------------------|-----|--|--|-----|--|-----------------------------------|---------|---------|---------|--|---------|------------------------------------|------|--|--|--|--|---|------|--|--|--|--|----------------------------------|--|--|--|--|--|------------------------------|-------------|-------------|--|--|--|---|--------|--|--------|--|--|---|--------|--|--------|--|--|
| Contrôle technique périodique  |             | 06/11/2024                   |   | 24235497                         |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| <b>(7) RÉSULTAT DU CONTRÔLE</b>  |             |                              | <b>(6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ</b>   |                                  |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| Défavorable pour défaillances majeures   |             |                              | <b>Défaillances majeures :</b><br>5.3.2.b.2. AMORTISSEURS : Amortisseur endommagé ou donnant des signes de fuite ou de dysfonctionnement grave ARG  |                                  |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| <b>(8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ</b>                                      |             |                              | <b>Défaillances mineures :</b>  |                                  |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| 05/01/2025   |             |                              | 1.1.14.a.1. TAMBOURS DE FREINS, DISQUES DE FREINS : Disque ou tambour légèrement usé AVG, AVD<br>2.3.1.a.1. JEU DANS LA DIRECTION : Jeu anormal<br>4.5.2.a.1. RÉGLAGE (FEUX DE BROUILLARD AVANT) : Mauvaise orientation horizontale d'un feu de brouillard avant AVG<br>5.3.2.c.1. AMORTISSEURS : Protection défectueuse AVG, AVD<br>5.3.2.d.1. AMORTISSEURS : Ecart significatif entre la droite et la gauche AR   |                                  |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| <b>NATURE DU PROCHAIN CONTRÔLE</b>   |             |                              |   |                                  |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| Contre-visite  |             |                              |   |                                  |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| <b>IDENTIFICATION DU CENTRE DE CONTRÔLE</b>  |             |                              |   |                                  |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| N° D'AGRÈMENT : S013C026   |             |                              |   |                                  |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| (9)RAISON SOCIALE : SARL CONTROLE DU GARLABAN  |             |                              |   |                                  |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| (3) COORDONNÉES : 323 BD VOLTAIRE RN 8<br>13821 LA PENNE S/ H.<br>Tél : 04-91-24-72-98 |             |                              |   |                                  |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| <b>(9) IDENTITÉ DU CONTRÔLEUR</b>  |             |                              |   |                                  |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| N° D'AGRÈMENT : 013C0364   |             |                              |   |                                  |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| SIGNATURE :  |             |                              |   |                                  |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| <b>IDENTIFICATION DU VÉHICULE</b>  |             |                              |   |                                  |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| (2) Immatriculation et pays  |             | Date d'immatriculation       |   | Date de 1ère mise en circulation |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| ET-242-ZY (F)  |             | 13/02/2018                   |   | 13/02/2018                       |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| Marque   |             | Désignation commerciale      |   |                                  |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| RENAULT  |             | CLIO                         |   |                                  |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| (1) N° dans la série du type (VIN)   |             | (5) Catégorie internationale |   | Genre                            |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| VF15RBJ0D60095558  |             | M1                           |   | VASP                             |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| Type / CNIT  |             |                              | Energie   |                                  |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| M10RENV538K406   |             |                              | GO  |                                  |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| Document(s) présenté(s)  |             |                              |   |                                  |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| Certificat d'immatriculation   |             |                              |   |                                  |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| <b>(4)KILOMÉTRAGE RELEVÉ</b>   |             |                              | <b>MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES</b>   |                                  |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| 123899   |             |                              | <table border="1"> <thead> <tr> <th></th> <th colspan="2">AVANT</th> <th colspan="2">ARRIERE</th> <th></th> </tr> <tr> <th></th> <th>G</th> <th>D</th> <th>G</th> <th>D</th> <th>D</th> </tr> </thead> <tbody> <tr> <td><b>Ripage</b> (-8 à +8 m/km) :</td> <td></td> <td>-2.2 m/km</td> <td></td> <td></td> <td></td> </tr> <tr> <td><b>Dissymétrie suspension</b> (≤ 30%) :</td> <td>1 %</td> <td></td> <td></td> <td>50 %</td> <td></td> </tr> <tr> <td><b>Forces verticales</b> :</td> <td>820 daN</td> <td></td> <td></td> <td>429 daN</td> <td></td> </tr> <tr> <td><b>Frein de service</b></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Forces de freinage :</td> <td>315 daN</td> <td>313 daN</td> <td>155 daN</td> <td></td> <td>154 daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%) :</td> <td>1 %</td> <td></td> <td></td> <td>1 %</td> <td></td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>315 daN</td> <td>313 daN</td> <td>155 daN</td> <td></td> <td>154 daN</td> </tr> <tr> <td>Taux d'efficacité global (≥58 %) :</td> <td colspan="5">75 %</td> </tr> <tr> <td><b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :</td> <td colspan="5">21 %</td> </tr> <tr> <td><b>Émissions à l'échappement</b></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Opacité des fumées(0.51 m-1)</td> <td>C1:&lt;0.1 m-1</td> <td>C2:&lt;0.1 m-1</td> <td></td> <td></td> <td></td> </tr> <tr> <td><b>Feux de croisement</b> (-2.5 % à -0.5 %) :</td> <td>-1.4 %</td> <td></td> <td>-0.8 %</td> <td></td> <td></td> </tr> <tr> <td><b>Feux de brouillard avant</b> (-3.5 % à -1.0 %) :</td> <td>-4.0 %</td> <td></td> <td>-2.9 %</td> <td></td> <td></td> </tr> </tbody> </table> |                                  |         |  | AVANT |  | ARRIERE |  |  |  | G | D | G | D | D | <b>Ripage</b> (-8 à +8 m/km) : |  | -2.2 m/km |  |  |  | <b>Dissymétrie suspension</b> (≤ 30%) : | 1 % |  |  | 50 % |  | <b>Forces verticales</b> : | 820 daN |  |  | 429 daN |  | <b>Frein de service</b> |  |  |  |  |  | Forces de freinage : | 315 daN | 313 daN | 155 daN |  | 154 daN | Déséquilibre (<20%) : | 1 % |  |  | 1 % |  | Forces de freinage (efficacité) : | 315 daN | 313 daN | 155 daN |  | 154 daN | Taux d'efficacité global (≥58 %) : | 75 % |  |  |  |  | <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) : | 21 % |  |  |  |  | <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</b> (-2.5 % à -0.5 %) : | -1.4 % |  | -0.8 % |  |  | <b>Feux de brouillard avant</b> (-3.5 % à -1.0 %) : | -4.0 % |  | -2.9 % |  |  |
|  | AVANT       |                              | ARRIERE   |                                  |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
|  | G           | D                            | G   | D                                | D       |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| <b>Ripage</b> (-8 à +8 m/km) :   |             | -2.2 m/km                    |   |                                  |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| <b>Dissymétrie suspension</b> (≤ 30%) :  | 1 %         |                              |   | 50 %                             |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| <b>Forces verticales</b> :   | 820 daN     |                              |   | 429 daN                          |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| <b>Frein de service</b>  |             |                              |   |                                  |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| Forces de freinage :   | 315 daN     | 313 daN                      | 155 daN   |                                  | 154 daN |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| Déséquilibre (<20%) :  | 1 %         |                              |   | 1 %                              |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| Forces de freinage (efficacité) :  | 315 daN     | 313 daN                      | 155 daN   |                                  | 154 daN |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| Taux d'efficacité global (≥58 %) :   | 75 %        |                              |   |                                  |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :                              | 21 %        |                              |   |                                  |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| <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</b> (-2.5 % à -0.5 %) :  | -1.4 %      |                              | -0.8 %  |                                  |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| <b>Feux de brouillard avant</b> (-3.5 % à -1.0 %) :                                    | -4.0 %      |                              | -2.9 %  |                                  |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| <b>INFORMATION SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE</b>                               |             |                              |   |                                  |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| PROCÈS-VERBAL N° :   |             |                              | DATE :  |                                  |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| N° D'AGRÈMENT DU CENTRE :  |             |                              |   |                                  |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| <b>ET-242-ZY</b>   |             |                              |   |                                  |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| <b>CT:05/01/2025</b>   |             |                              |   |                                  |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| N° D'AGRÈMENT : S013C026   |             |                              | S013C026  |                                  |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| N° SÉRIE : VF15RBJ0D60095558   |             |                              | S : 05/01/2025  |                                  |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |
| N° D'IMPRIMÉ : C63701097   |             |                              | ET-242-ZY   |                                  |         |  |       |  |         |  |  |  |   |   |   |   |   |                                |  |           |  |  |  |   |     |  |  |      |  |                            |         |  |  |         |  |                         |  |  |  |  |  |                      |         |         |         |  |         |                       |     |  |  |     |  |                                   |         |         |         |  |         |                                    |      |  |  |  |  |   |      |  |  |  |  |                                  |  |  |  |  |  |                              |             |             |  |  |  |   |        |  |        |  |  |   |        |  |        |  |  |