



# PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE

Securitest

Exemplaire conservé par le centre

N° D'IMPRIMÉ T 92359315

| NATURE DU CONTRÔLE  |                              | (3) DATE DU CONTRÔLE   | N° DU PROCÈS-VERBAL |                  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
|---|------------------------------|--|---------------------|------------------|--|-------|--|---------|--|--|---|---|---|---|-------------------------|--|-----------|--|--|--|-----|--|-----|--|---------------------|---------|--|---------|--|-------------------------|--|--|--|--|----------------------|---------|---------|---------|---------|-----------------------|-----|--|-----|--|-----------------------------------|---------|---------|---------|---------|--|------|--|--|--|---|------|--|--|--|----------------------------------|--|--|--|--|------------------------------|------------|-------------|-------------|------------------|--|---|--|--|--|---|--------|--|--------|--|---|--------|--|--------|--|
| Contrôle technique périodique   |                              | 08/01/2025   | 25015977            |                  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
| (7) RÉSULTAT DU CONTRÔLE  |                              | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ   |                     |                  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Défavorable pour défaillances majeures  |                              | <b>Défaillances majeures :</b><br>3.2.1.c.2. ÉTAT DES VITRAGES : Vitrage dans un état inacceptable AVG, AVD<br>4.1.2.a.2. ORIENTATION (FEUX DE CROISEMENT) : L'orientation d'un feu de croisement n'est pas dans les limites prescrites par les exigences AVG, AVD<br>5.2.3.d.2. PNEU : Pneumatique gravement endommagé, entaillé ou montage inadapté ARG<br><br><b>Défaillances mineures :</b><br>3.2.1.a.1. ÉTAT DES VITRAGES : Vitrage fissuré ou décoloré AV<br>4.5.2.a.1. RÉGLAGE (FEUX DE BROUILLARD AVANT) : Mauvaise orientation horizontale d'un feu de brouillard avant AVD<br>4.7.1.b.1. ÉTAT ET FONCTIONNEMENT (DISPOSITIF D'ÉCLAIRAGE DE LA PLAQUE D'IMMATRICULATION ARRIÈRE) : Source lumineuse partiellement défectueuse<br>8.2.22.c.1. OPACITÉ : Le relevé du système OBD indique une anomalie du dispositif antipollution, sans dysfonctionnement important<br>Code(s) défaut(s) standard(s) relevé(s) concernant le dispositif antipollution : P0380 P0470   |                     |                  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ  |                              | <b>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 :</b> 19/08/2020 : 189875 km / 07/09/2022 : 227065 km   |                     |                  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
| 07/03/2025  |                              |  |                     |                  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
| NATURE DU PROCHAIN CONTRÔLE   |                              |  |                     |                  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Contre-visite   |                              |  |                     |                  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE  |                              |  |                     |                  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
| N° D'AGRÈMENT : S084T149  |                              |  |                     |                  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
| (9)RAISON SOCIALE : SARL VERIFAUTO  |                              |  |                     |                  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
| (3) COORDONNÉES : 300 A QUAI DES ENTREPRISES<br>84660 MAUBEC<br>Tél : 0490768002                      |                              |  |                     |                  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
| (9) IDENTITÉ DU CONTRÔLEUR  |                              |  |                     |                  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
| N° D'AGRÈMENT : 084C1118  |                              |  |                     |                  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
| SIGNATURE :   |                              |  |                     |                  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
| IDENTIFICATION DU VÉHICULE  |                              |  |                     |                  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
| (2) Immatriculation et pays   | Date d'immatriculation       | Date de 1ère mise en circulation   |                     |                  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
| BZ-757-EF (F)   | 21/05/2015                   | 19/12/2011   |                     |                  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Marque  | Désignation commerciale      |  |                     |                  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
| RENAULT   | MEGANE                       |  |                     |                  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
| (1) N° dans la série du type (VIN)  | (5) Catégorie internationale | Genre  |                     |                  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
| VF1DZ8G0646327311   | M1                           | VP   |                     |                  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Type / CNIT   | Energie                      |  |                     |                  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
| M10RENV007T073  | 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   |                     |                  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
| 273305  |                              | <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></td> <td>-1.1 m/km</td> <td></td> <td></td> </tr> <tr> <td>Dissymétrie suspension (<math>\leq 30\%</math>) :</td> <td>2 %</td> <td></td> <td>5 %</td> <td></td> </tr> <tr> <td>Forces verticales :</td> <td>861 daN</td> <td></td> <td>505 daN</td> <td></td> </tr> <tr> <td><b>Frein de service</b></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Forces de freinage :</td> <td>365 daN</td> <td>338 daN</td> <td>232 daN</td> <td>222 daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%) :</td> <td>8 %</td> <td></td> <td>5 %</td> <td></td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>365 daN</td> <td>338 daN</td> <td>232 daN</td> <td>222 daN</td> </tr> <tr> <td>Taux d'efficacité global (<math>\geq 50\%</math>) :</td> <td colspan="4">84 %</td> </tr> <tr> <td><b>Frein de stationnement</b> Taux d'efficacité (<math>\geq 18\%</math>) :</td> <td colspan="4">24 %</td> </tr> <tr> <td><b>Émissions à l'échappement</b></td> <td colspan="4"></td> </tr> <tr> <td>Opacité des fumées(0.51 m-1)</td> <td>C2:0.1 m-1</td> <td>C3:&lt;0.1 m-1</td> <td>C4:&lt;0.1 m-1</td> <td>Moyenne:&lt;0.1 m-1</td> </tr> <tr> <td></td> <td>1</td> <td></td> <td></td> <td></td> </tr> <tr> <td><b>Feux de croisement</b> (-2.5 % à -0.5 %) :</td> <td>-4.0 %</td> <td></td> <td>-2.8 %</td> <td></td> </tr> <tr> <td><b>Feux de brouillard avant</b> (-3.5 % à -1.0 %) :</td> <td>-1.9 %</td> <td></td> <td>+2.0 %</td> <td></td> </tr> </tbody> </table> |                     |                  |  | AVANT |  | ARRIERE |  |  | G | D | G | D | Ripage (-8 à +8 m/km) : |  | -1.1 m/km |  |  | Dissymétrie suspension ( $\leq 30\%$ ) : | 2 % |  | 5 % |  | Forces verticales : | 861 daN |  | 505 daN |  | <b>Frein de service</b> |  |  |  |  | Forces de freinage : | 365 daN | 338 daN | 232 daN | 222 daN | Déséquilibre (<20%) : | 8 % |  | 5 % |  | Forces de freinage (efficacité) : | 365 daN | 338 daN | 232 daN | 222 daN | Taux d'efficacité global ( $\geq 50\%$ ) : | 84 % |  |  |  | <b>Frein de stationnement</b> Taux d'efficacité ( $\geq 18\%$ ) : | 24 % |  |  |  | <b>Émissions à l'échappement</b> |  |  |  |  | Opacité des fumées(0.51 m-1) | C2:0.1 m-1 | C3:<0.1 m-1 | C4:<0.1 m-1 | Moyenne:<0.1 m-1 |  | 1 |  |  |  | <b>Feux de croisement</b> (-2.5 % à -0.5 %) : | -4.0 % |  | -2.8 % |  | <b>Feux de brouillard avant</b> (-3.5 % à -1.0 %) : | -1.9 % |  | +2.0 % |  |
|   | AVANT                        |  | ARRIERE             |                  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
|   | G                            | D  | G                   | D                |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Ripage (-8 à +8 m/km) :   |                              | -1.1 m/km  |                     |                  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Dissymétrie suspension ( $\leq 30\%$ ) :  | 2 %                          |  | 5 %                 |                  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Forces verticales :   | 861 daN                      |  | 505 daN             |                  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <b>Frein de service</b>   |                              |  |                     |                  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Forces de freinage :  | 365 daN                      | 338 daN  | 232 daN             | 222 daN          |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Déséquilibre (<20%) :   | 8 %                          |  | 5 %                 |                  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Forces de freinage (efficacité) :   | 365 daN                      | 338 daN  | 232 daN             | 222 daN          |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Taux d'efficacité global ( $\geq 50\%$ ) :  | 84 %                         |  |                     |                  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <b>Frein de stationnement</b> Taux d'efficacité ( $\geq 18\%$ ) :                                     | 24 %                         |  |                     |                  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <b>Émissions à l'échappement</b>  |                              |  |                     |                  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Opacité des fumées(0.51 m-1)  | C2:0.1 m-1                   | C3:<0.1 m-1  | C4:<0.1 m-1         | Moyenne:<0.1 m-1 |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
|   | 1                            |  |                     |                  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <b>Feux de croisement</b> (-2.5 % à -0.5 %) :   | -4.0 %                       |  | -2.8 %              |                  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <b>Feux de brouillard avant</b> (-3.5 % à -1.0 %) :   | -1.9 %                       |  | +2.0 %              |                  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
| INFORMATION SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE   |                              |  |                     |                  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
| PROCÈS-VERBAL N° :  | DATE :                       |  |                     |                  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
| N° D'AGRÈMENT DU CENTRE :   |                              |  |                     |                  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <b>BZ-757-EF</b><br><b>CT:07/03/2025</b>  |                              |  |                     |                  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |
| N° D'AGRÈMENT : S084T149<br>N° SÉRIE : VF1DZ8G0646327311<br>N° D'IMPRIMÉ : T92359315                  |                              | <div style="border: 1px solid black; padding: 5px; text-align: center;"> <b>S084T149</b><br/> <b>25015977</b><br/> <b>XXXXXXXXXX</b> </div>  |                     |                  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |  |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |            |             |             |                  |  |   |  |  |  |   |        |  |        |  |   |        |  |        |  |