

# **ATTESTATION DE CONTRÔLE TECHNIQUE**

N° d'imprimé : **D140015275**

| <b>NATURE DU CONTRÔLE</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |           | <b>(3) DATE DU CONTRÔLE</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |         | <b>N° PROCÈS-VERBAL</b> |  |  |       |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                          |  |  |  |  |                                                         |  |  |  |  |                                  |  |  |  |  |                                                                                               |  |  |  |  |                                     |        |        |  |  |                                         |        |       |  |  |
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| Contrôle technique périodique                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |           | 13/10/2026                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |         | 26191483                |  |  |       |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                          |  |  |  |  |                                                         |  |  |  |  |                                  |  |  |  |  |                                                                                               |  |  |  |  |                                     |        |        |  |  |                                         |        |       |  |  |
| <b>(7) RÉSULTAT du CONTRÔLE</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |           | <b>(6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |         |                         |  |  |       |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                          |  |  |  |  |                                                         |  |  |  |  |                                  |  |  |  |  |                                                                                               |  |  |  |  |                                     |        |        |  |  |                                         |        |       |  |  |
| Défavorable pour défaillances majeures                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |           | <b>DÉFAILLANCE(S) MAJEURE(S) :</b><br>5.3.4.b.2. ROTULES DE SUSPENSION : Capuchon antipoussière manquant ou fêlé : AVD, AVG<br><br><b>DÉFAILLANCE(S) MINEURE(S) :</b><br>1.1.13.a.1. GARNITURES OU PLAQUETTES DE FREINS : Usure importante : ARD, ARG<br>4.5.2.a.1. RÉGLAGE (FEUX DE BROUILLARD AVANT) : Mauvaise orientation horizontale d'un feu de brouillard avant : D, G<br><br>Kilométrages relevés lors des derniers contrôles techniques depuis le 20 mai 2018 :<br>13.05.2026: 91 247 km / 14.05.2024: 76 097 km / 09.05.2022: 51 688 km                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |         |                         |  |  |       |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                          |  |  |  |  |                                                         |  |  |  |  |                                  |  |  |  |  |                                                                                               |  |  |  |  |                                     |        |        |  |  |                                         |        |       |  |  |
| <b>(8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                             |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |         |                         |  |  |       |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                          |  |  |  |  |                                                         |  |  |  |  |                                  |  |  |  |  |                                                                                               |  |  |  |  |                                     |        |        |  |  |                                         |        |       |  |  |
| 12/12/2026                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |         |                         |  |  |       |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                          |  |  |  |  |                                                         |  |  |  |  |                                  |  |  |  |  |                                                                                               |  |  |  |  |                                     |        |        |  |  |                                         |        |       |  |  |
| <b>NATURE DU PROCHAIN CONTRÔLE</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |         |                         |  |  |       |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                          |  |  |  |  |                                                         |  |  |  |  |                                  |  |  |  |  |                                                                                               |  |  |  |  |                                     |        |        |  |  |                                         |        |       |  |  |
| Contre-visite                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |         |                         |  |  |       |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                          |  |  |  |  |                                                         |  |  |  |  |                                  |  |  |  |  |                                                                                               |  |  |  |  |                                     |        |        |  |  |                                         |        |       |  |  |
| <b>IDENTIFICATION DU CENTRE DE CONTRÔLE</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |         |                         |  |  |       |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                          |  |  |  |  |                                                         |  |  |  |  |                                  |  |  |  |  |                                                                                               |  |  |  |  |                                     |        |        |  |  |                                         |        |       |  |  |
| N° D'AGRÈMENT : S094D172<br>(9) RAISON SOCIALE : AUTO CONTROLE CRETEIL<br><br>(3) COORDONNÉES : 6, Rue de la Haute Quinte<br>Carrefour Pompadour<br>94000 CRETEIL<br>Tél : 01.43.99.21.21 Fax: 01.43.99.92.94                                                                                                                                                                                                                                                                                                 |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |         |                         |  |  |       |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                          |  |  |  |  |                                                         |  |  |  |  |                                  |  |  |  |  |                                                                                               |  |  |  |  |                                     |        |        |  |  |                                         |        |       |  |  |
| <b>(9) IDENTIFICATION DU CONTRÔLEUR</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |         |                         |  |  |       |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                          |  |  |  |  |                                                         |  |  |  |  |                                  |  |  |  |  |                                                                                               |  |  |  |  |                                     |        |        |  |  |                                         |        |       |  |  |
| N° D'AGRÈMENT : 094C1282<br>SIGNATURE :                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |         |                         |  |  |       |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                          |  |  |  |  |                                                         |  |  |  |  |                                  |  |  |  |  |                                                                                               |  |  |  |  |                                     |        |        |  |  |                                         |        |       |  |  |
| <b>IDENTIFICATION DU VÉHICULE</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |         |                         |  |  |       |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                          |  |  |  |  |                                                         |  |  |  |  |                                  |  |  |  |  |                                                                                               |  |  |  |  |                                     |        |        |  |  |                                         |        |       |  |  |
| (2) Immatriculation et pays Date d'immatriculation Date de 1ère mise en circulation<br><div>FC-425-EM(F) 30/11/2018 14/05/2018</div> <div>Marque Désignation commerciale</div> <div>RENAULT KADJAR</div> <div>(1) N° dans la série du type (VIN) (5) Catégorie internationale Genre</div> <div>VF1RFE00560202164 M1 VP</div> <div>Type/CNIT Énergie</div> <div>M10RENV574T318 ES</div> <div>Document(s) présenté(s)</div> <div>Copie du certificat d'immatriculation visée par un vendeur professionnel</div> |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |         |                         |  |  |       |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                          |  |  |  |  |                                                         |  |  |  |  |                                  |  |  |  |  |                                                                                               |  |  |  |  |                                     |        |        |  |  |                                         |        |       |  |  |
| <b>(4) KILOMÉTRAGE RELEVÉ</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |           | <b>MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |         |                         |  |  |       |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                          |  |  |  |  |                                                         |  |  |  |  |                                  |  |  |  |  |                                                                                               |  |  |  |  |                                     |        |        |  |  |                                         |        |       |  |  |
| 92947                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |           | <table border="1"> <thead> <tr> <th></th> <th colspan="2">AVANT</th> <th colspan="2">ARRIÈRE</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="2">+1.6 m/km</td> <td colspan="2"></td> </tr> <tr> <td>Dissymétrie suspension (≤ 30%):</td> <td colspan="2">3 %</td> <td colspan="2">1 %</td> </tr> <tr> <td>Force verticales :</td> <td colspan="2">907 daN</td> <td colspan="2">602 daN</td> </tr> <tr> <td>Frein de service</td> <td colspan="4"></td> </tr> <tr> <td>Forces de freinage (déséquilibre) :</td> <td>271 daN</td> <td>300 daN</td> <td>242 daN</td> <td>260 daN</td> </tr> <tr> <td>Déséquilibre (&lt; 20%) :</td> <td colspan="2">10 %</td> <td colspan="2">8 %</td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>271 daN</td> <td>300 daN</td> <td>242 daN</td> <td>260 daN</td> </tr> <tr> <td>Taux d'efficacité globale (≥ 58%) : 70 %</td> <td colspan="4"></td> </tr> <tr> <td>Frein de stationnement Taux d'efficacité (≥ 18%) : 20 %</td> <td colspan="4"></td> </tr> <tr> <td colspan="5"><b>Émissions à l'échappement</b></td> </tr> <tr> <td>CO Ralenti (≤ 0,3%) : 0.00% CO ralenti accéléré (≤ 0,2%) : 0.00% Lambda (0,97 à 1,03) : 1.011</td> <td colspan="4"></td> </tr> <tr> <td>Feux de croisement (-0,5% à -2,5%):</td> <td>-2.3 %</td> <td>-2.4 %</td> <td colspan="2"></td> </tr> <tr> <td>Feux de brouillard avant (-3.5% à -1%):</td> <td>-4.0 %</td> <td>2.0 %</td> <td colspan="2"></td> </tr> </tbody> </table> |         |                         |  |  | AVANT |  | ARRIÈRE |  |  | G | D | G | D | Ripage (-8 à +8 m/km): | +1.6 m/km |  |  |  | Dissymétrie suspension (≤ 30%): | 3 % |  | 1 % |  | Force verticales : | 907 daN |  | 602 daN |  | Frein de service |  |  |  |  | Forces de freinage (déséquilibre) : | 271 daN | 300 daN | 242 daN | 260 daN | Déséquilibre (< 20%) : | 10 % |  | 8 % |  | Forces de freinage (efficacité) : | 271 daN | 300 daN | 242 daN | 260 daN | Taux d'efficacité globale (≥ 58%) : 70 % |  |  |  |  | Frein de stationnement Taux d'efficacité (≥ 18%) : 20 % |  |  |  |  | <b>Émissions à l'échappement</b> |  |  |  |  | CO Ralenti (≤ 0,3%) : 0.00% CO ralenti accéléré (≤ 0,2%) : 0.00% Lambda (0,97 à 1,03) : 1.011 |  |  |  |  | Feux de croisement (-0,5% à -2,5%): | -2.3 % | -2.4 % |  |  | Feux de brouillard avant (-3.5% à -1%): | -4.0 % | 2.0 % |  |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | AVANT     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | ARRIÈRE |                         |  |  |       |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                          |  |  |  |  |                                                         |  |  |  |  |                                  |  |  |  |  |                                                                                               |  |  |  |  |                                     |        |        |  |  |                                         |        |       |  |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | G         | D                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | G       | D                       |  |  |       |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                          |  |  |  |  |                                                         |  |  |  |  |                                  |  |  |  |  |                                                                                               |  |  |  |  |                                     |        |        |  |  |                                         |        |       |  |  |
| Ripage (-8 à +8 m/km):                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | +1.6 m/km |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |         |                         |  |  |       |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                          |  |  |  |  |                                                         |  |  |  |  |                                  |  |  |  |  |                                                                                               |  |  |  |  |                                     |        |        |  |  |                                         |        |       |  |  |
| Dissymétrie suspension (≤ 30%):                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 3 %       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 1 %     |                         |  |  |       |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                          |  |  |  |  |                                                         |  |  |  |  |                                  |  |  |  |  |                                                                                               |  |  |  |  |                                     |        |        |  |  |                                         |        |       |  |  |
| Force verticales :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 907 daN   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 602 daN |                         |  |  |       |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                          |  |  |  |  |                                                         |  |  |  |  |                                  |  |  |  |  |                                                                                               |  |  |  |  |                                     |        |        |  |  |                                         |        |       |  |  |
| Frein de service                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |         |                         |  |  |       |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                          |  |  |  |  |                                                         |  |  |  |  |                                  |  |  |  |  |                                                                                               |  |  |  |  |                                     |        |        |  |  |                                         |        |       |  |  |
| Forces de freinage (déséquilibre) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 271 daN   | 300 daN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 242 daN | 260 daN                 |  |  |       |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                          |  |  |  |  |                                                         |  |  |  |  |                                  |  |  |  |  |                                                                                               |  |  |  |  |                                     |        |        |  |  |                                         |        |       |  |  |
| Déséquilibre (< 20%) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 10 %      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 8 %     |                         |  |  |       |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                          |  |  |  |  |                                                         |  |  |  |  |                                  |  |  |  |  |                                                                                               |  |  |  |  |                                     |        |        |  |  |                                         |        |       |  |  |
| Forces de freinage (efficacité) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 271 daN   | 300 daN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 242 daN | 260 daN                 |  |  |       |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                          |  |  |  |  |                                                         |  |  |  |  |                                  |  |  |  |  |                                                                                               |  |  |  |  |                                     |        |        |  |  |                                         |        |       |  |  |
| Taux d'efficacité globale (≥ 58%) : 70 %                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |         |                         |  |  |       |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                          |  |  |  |  |                                                         |  |  |  |  |                                  |  |  |  |  |                                                                                               |  |  |  |  |                                     |        |        |  |  |                                         |        |       |  |  |
| Frein de stationnement Taux d'efficacité (≥ 18%) : 20 %                                                                                                                                                                                                                                                                                                                                                                                                                                                       |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |         |                         |  |  |       |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                          |  |  |  |  |                                                         |  |  |  |  |                                  |  |  |  |  |                                                                                               |  |  |  |  |                                     |        |        |  |  |                                         |        |       |  |  |
| <b>Émissions à l'échappement</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |         |                         |  |  |       |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                          |  |  |  |  |                                                         |  |  |  |  |                                  |  |  |  |  |                                                                                               |  |  |  |  |                                     |        |        |  |  |                                         |        |       |  |  |
| CO Ralenti (≤ 0,3%) : 0.00% CO ralenti accéléré (≤ 0,2%) : 0.00% Lambda (0,97 à 1,03) : 1.011                                                                                                                                                                                                                                                                                                                                                                                                                 |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |         |                         |  |  |       |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                          |  |  |  |  |                                                         |  |  |  |  |                                  |  |  |  |  |                                                                                               |  |  |  |  |                                     |        |        |  |  |                                         |        |       |  |  |
| Feux de croisement (-0,5% à -2,5%):                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | -2.3 %    | -2.4 %                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |         |                         |  |  |       |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                          |  |  |  |  |                                                         |  |  |  |  |                                  |  |  |  |  |                                                                                               |  |  |  |  |                                     |        |        |  |  |                                         |        |       |  |  |
| Feux de brouillard avant (-3.5% à -1%):                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | -4.0 %    | 2.0 %                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |         |                         |  |  |       |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                          |  |  |  |  |                                                         |  |  |  |  |                                  |  |  |  |  |                                                                                               |  |  |  |  |                                     |        |        |  |  |                                         |        |       |  |  |
| <b>INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                     |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |         |                         |  |  |       |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                          |  |  |  |  |                                                         |  |  |  |  |                                  |  |  |  |  |                                                                                               |  |  |  |  |                                     |        |        |  |  |                                         |        |       |  |  |
| <b>NOM ET SIGNATURE DE LA PERSONNE AYANT DEMANDÉ L'ATTESTATION</b>                                                                                                                                                                                                                                                                                                                                                                                                                                            |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |         |                         |  |  |       |  |         |  |  |   |   |   |   |                        |           |  |  |  |                                 |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |      |  |     |  |                                   |         |         |         |         |                                          |  |  |  |  |                                                         |  |  |  |  |                                  |  |  |  |  |                                                                                               |  |  |  |  |                                     |        |        |  |  |                                         |        |       |  |  |