

# CONTRÔLE TECHNIQUE VOLONTAIRE

| NATURE DU CONTRÔLE<br><b>Volontaire total</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                              | (3) DATE DU CONTRÔLE<br><b>21/10/2026</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |         | N° DU PROCÈS-VERBAL<br><b>26063177</b> |  |  |       |  |         |  |  |   |   |   |   |                        |          |  |  |  |                                |    |  |    |  |                     |         |  |         |  |                    |  |  |  |  |                      |        |        |        |        |                      |     |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                         |  |  |  |  |                             |  |  |  |  |                                                                                        |  |  |  |  |                                  |       |       |  |  |
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| (7) RÉSULTAT DU CONTRÔLE<br><b>Favorable</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                              | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |         |                                        |  |  |       |  |         |  |  |   |   |   |   |                        |          |  |  |  |                                |    |  |    |  |                     |         |  |         |  |                    |  |  |  |  |                      |        |        |        |        |                      |     |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                         |  |  |  |  |                             |  |  |  |  |                                                                                        |  |  |  |  |                                  |       |       |  |  |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ<br><b>Non concerné par un contrôle technique volontaire</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                              | Groupe(s) de points contrôlés :<br>Ensemble des points visés par l'arrêté du 18 juin 1991 modifié<br><br><b>Défaillance(s) mineure(s)</b><br>5.3.3.a.1. TUBES DE POUSSEE, JAMBES DE FORCE, TRIANGLES ET BRAS DE SUSPENSION : Détérioration d'un silentbloc de liaison au châssis ou à l'essieu, AVD,AVG.<br>6.2.6.b.1. AUTRES SIEGES : Siège absent lors du contrôle, C.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |         |                                        |  |  |       |  |         |  |  |   |   |   |   |                        |          |  |  |  |                                |    |  |    |  |                     |         |  |         |  |                    |  |  |  |  |                      |        |        |        |        |                      |     |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                         |  |  |  |  |                             |  |  |  |  |                                                                                        |  |  |  |  |                                  |       |       |  |  |
| NATURE DU PROCHAIN CONTRÔLE<br><b>Non concerné par un contrôle technique volontaire</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |         |                                        |  |  |       |  |         |  |  |   |   |   |   |                        |          |  |  |  |                                |    |  |    |  |                     |         |  |         |  |                    |  |  |  |  |                      |        |        |        |        |                      |     |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                         |  |  |  |  |                             |  |  |  |  |                                                                                        |  |  |  |  |                                  |       |       |  |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |         |                                        |  |  |       |  |         |  |  |   |   |   |   |                        |          |  |  |  |                                |    |  |    |  |                     |         |  |         |  |                    |  |  |  |  |                      |        |        |        |        |                      |     |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                         |  |  |  |  |                             |  |  |  |  |                                                                                        |  |  |  |  |                                  |       |       |  |  |
| N° D'AGRÈMENT : S056S033                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |         |                                        |  |  |       |  |         |  |  |   |   |   |   |                        |          |  |  |  |                                |    |  |    |  |                     |         |  |         |  |                    |  |  |  |  |                      |        |        |        |        |                      |     |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                         |  |  |  |  |                             |  |  |  |  |                                                                                        |  |  |  |  |                                  |       |       |  |  |
| (9) RAISON SOCIALE : <b>SO.SEC.AUTO.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |         |                                        |  |  |       |  |         |  |  |   |   |   |   |                        |          |  |  |  |                                |    |  |    |  |                     |         |  |         |  |                    |  |  |  |  |                      |        |        |        |        |                      |     |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                         |  |  |  |  |                             |  |  |  |  |                                                                                        |  |  |  |  |                                  |       |       |  |  |
| (3) COORDONNÉES :<br>Tel. : 0297810617<br>ZI de Kerpont<br>56600 LANESTER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |         |                                        |  |  |       |  |         |  |  |   |   |   |   |                        |          |  |  |  |                                |    |  |    |  |                     |         |  |         |  |                    |  |  |  |  |                      |        |        |        |        |                      |     |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                         |  |  |  |  |                             |  |  |  |  |                                                                                        |  |  |  |  |                                  |       |       |  |  |
| (9) IDENTIFICATION DU CONTRÔLEUR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |         |                                        |  |  |       |  |         |  |  |   |   |   |   |                        |          |  |  |  |                                |    |  |    |  |                     |         |  |         |  |                    |  |  |  |  |                      |        |        |        |        |                      |     |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                         |  |  |  |  |                             |  |  |  |  |                                                                                        |  |  |  |  |                                  |       |       |  |  |
| N° D'AGRÈMENT : 078T1076                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |         |                                        |  |  |       |  |         |  |  |   |   |   |   |                        |          |  |  |  |                                |    |  |    |  |                     |         |  |         |  |                    |  |  |  |  |                      |        |        |        |        |                      |     |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                         |  |  |  |  |                             |  |  |  |  |                                                                                        |  |  |  |  |                                  |       |       |  |  |
| SIGNATURE :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |         |                                        |  |  |       |  |         |  |  |   |   |   |   |                        |          |  |  |  |                                |    |  |    |  |                     |         |  |         |  |                    |  |  |  |  |                      |        |        |        |        |                      |     |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                         |  |  |  |  |                             |  |  |  |  |                                                                                        |  |  |  |  |                                  |       |       |  |  |
| IDENTIFICATION DU VÉHICULE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |         |                                        |  |  |       |  |         |  |  |   |   |   |   |                        |          |  |  |  |                                |    |  |    |  |                     |         |  |         |  |                    |  |  |  |  |                      |        |        |        |        |                      |     |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                         |  |  |  |  |                             |  |  |  |  |                                                                                        |  |  |  |  |                                  |       |       |  |  |
| (2) Immatriculation et pays Date d'immatriculation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                              | Date de 1 <sup>ère</sup> mise en circulation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |         |                                        |  |  |       |  |         |  |  |   |   |   |   |                        |          |  |  |  |                                |    |  |    |  |                     |         |  |         |  |                    |  |  |  |  |                      |        |        |        |        |                      |     |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                         |  |  |  |  |                             |  |  |  |  |                                                                                        |  |  |  |  |                                  |       |       |  |  |
| GN-627-NC (F) 25/04/2023                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                              | 25/04/2023                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |         |                                        |  |  |       |  |         |  |  |   |   |   |   |                        |          |  |  |  |                                |    |  |    |  |                     |         |  |         |  |                    |  |  |  |  |                      |        |        |        |        |                      |     |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                         |  |  |  |  |                             |  |  |  |  |                                                                                        |  |  |  |  |                                  |       |       |  |  |
| Marque                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                              | Désignation commerciale                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |         |                                        |  |  |       |  |         |  |  |   |   |   |   |                        |          |  |  |  |                                |    |  |    |  |                     |         |  |         |  |                    |  |  |  |  |                      |        |        |        |        |                      |     |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                         |  |  |  |  |                             |  |  |  |  |                                                                                        |  |  |  |  |                                  |       |       |  |  |
| VOLKSWAGEN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                              | CALIFORNIA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |         |                                        |  |  |       |  |         |  |  |   |   |   |   |                        |          |  |  |  |                                |    |  |    |  |                     |         |  |         |  |                    |  |  |  |  |                      |        |        |        |        |                      |     |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                         |  |  |  |  |                             |  |  |  |  |                                                                                        |  |  |  |  |                                  |       |       |  |  |
| (1) N° dans la série du type (VIN)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | (5) Catégorie internationale | Genre                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |         |                                        |  |  |       |  |         |  |  |   |   |   |   |                        |          |  |  |  |                                |    |  |    |  |                     |         |  |         |  |                    |  |  |  |  |                      |        |        |        |        |                      |     |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                         |  |  |  |  |                             |  |  |  |  |                                                                                        |  |  |  |  |                                  |       |       |  |  |
| WVZZZ7HZPH045105                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | M1                           | VASP                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |         |                                        |  |  |       |  |         |  |  |   |   |   |   |                        |          |  |  |  |                                |    |  |    |  |                     |         |  |         |  |                    |  |  |  |  |                      |        |        |        |        |                      |     |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                         |  |  |  |  |                             |  |  |  |  |                                                                                        |  |  |  |  |                                  |       |       |  |  |
| Type/CNIT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Énergie                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |         |                                        |  |  |       |  |         |  |  |   |   |   |   |                        |          |  |  |  |                                |    |  |    |  |                     |         |  |         |  |                    |  |  |  |  |                      |        |        |        |        |                      |     |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                         |  |  |  |  |                             |  |  |  |  |                                                                                        |  |  |  |  |                                  |       |       |  |  |
| M10VWGVXS584031                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | GO                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |         |                                        |  |  |       |  |         |  |  |   |   |   |   |                        |          |  |  |  |                                |    |  |    |  |                     |         |  |         |  |                    |  |  |  |  |                      |        |        |        |        |                      |     |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                         |  |  |  |  |                             |  |  |  |  |                                                                                        |  |  |  |  |                                  |       |       |  |  |
| Document(s) présenté(s)<br>Photocopie du certificat d'immatriculation visée par un commissaire-priseur ou un huissier de justice                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |         |                                        |  |  |       |  |         |  |  |   |   |   |   |                        |          |  |  |  |                                |    |  |    |  |                     |         |  |         |  |                    |  |  |  |  |                      |        |        |        |        |                      |     |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                         |  |  |  |  |                             |  |  |  |  |                                                                                        |  |  |  |  |                                  |       |       |  |  |
| (4) KILOMÉTRAGE RELEVÉ<br><b>51561</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                              | MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |         |                                        |  |  |       |  |         |  |  |   |   |   |   |                        |          |  |  |  |                                |    |  |    |  |                     |         |  |         |  |                    |  |  |  |  |                      |        |        |        |        |                      |     |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                         |  |  |  |  |                             |  |  |  |  |                                                                                        |  |  |  |  |                                  |       |       |  |  |
| MENTIONS LÉGALES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                              | <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 + 8m/km):</td> <td colspan="2">+0.2m/Km</td> <td colspan="2"></td> </tr> <tr> <td>Dissymétrie suspension (≤30%):</td> <td colspan="2">8%</td> <td colspan="2">2%</td> </tr> <tr> <td>Forces verticales :</td> <td colspan="2">1416daN</td> <td colspan="2">1150daN</td> </tr> <tr> <td>Frein de service :</td> <td colspan="4"></td> </tr> <tr> <td>Forces de freinage :</td> <td>459daN</td> <td>397daN</td> <td>391daN</td> <td>358daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%):</td> <td colspan="2">14%</td> <td colspan="2">9%</td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>459daN</td> <td>397daN</td> <td>391daN</td> <td>358daN</td> </tr> <tr> <td>Taux d'efficacité (≥ 58%):</td> <td colspan="2">62%</td> <td colspan="2"></td> </tr> <tr> <td>Frein de stationnement : Taux d'efficacité (≥ 18%): 28%</td> <td colspan="4"></td> </tr> <tr> <td>Emissions à l'échappement :</td> <td colspan="4"></td> </tr> <tr> <td>Opacité des fumées (0.50m-1): C2: &lt;0.10m-1 C3: &lt;0.10m-1 C4: &lt;0.10m-1 Moyenne: &lt;0.10m-1</td> <td colspan="4"></td> </tr> <tr> <td>Feux de croisement (-3% à -0.5%)</td> <td>-1.2%</td> <td>-1.5%</td> <td colspan="2"></td> </tr> </tbody> </table> |         |                                        |  |  | AVANT |  | ARRIÈRE |  |  | G | D | G | D | Ripage (-8 à + 8m/km): | +0.2m/Km |  |  |  | Dissymétrie suspension (≤30%): | 8% |  | 2% |  | Forces verticales : | 1416daN |  | 1150daN |  | Frein de service : |  |  |  |  | Forces de freinage : | 459daN | 397daN | 391daN | 358daN | Déséquilibre (<20%): | 14% |  | 9% |  | Forces de freinage (efficacité) : | 459daN | 397daN | 391daN | 358daN | Taux d'efficacité (≥ 58%): | 62% |  |  |  | Frein de stationnement : Taux d'efficacité (≥ 18%): 28% |  |  |  |  | Emissions à l'échappement : |  |  |  |  | Opacité des fumées (0.50m-1): C2: <0.10m-1 C3: <0.10m-1 C4: <0.10m-1 Moyenne: <0.10m-1 |  |  |  |  | Feux de croisement (-3% à -0.5%) | -1.2% | -1.5% |  |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | AVANT                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | ARRIÈRE |                                        |  |  |       |  |         |  |  |   |   |   |   |                        |          |  |  |  |                                |    |  |    |  |                     |         |  |         |  |                    |  |  |  |  |                      |        |        |        |        |                      |     |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                         |  |  |  |  |                             |  |  |  |  |                                                                                        |  |  |  |  |                                  |       |       |  |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | G                            | D                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | G       | D                                      |  |  |       |  |         |  |  |   |   |   |   |                        |          |  |  |  |                                |    |  |    |  |                     |         |  |         |  |                    |  |  |  |  |                      |        |        |        |        |                      |     |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                         |  |  |  |  |                             |  |  |  |  |                                                                                        |  |  |  |  |                                  |       |       |  |  |
| Ripage (-8 à + 8m/km):                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | +0.2m/Km                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |         |                                        |  |  |       |  |         |  |  |   |   |   |   |                        |          |  |  |  |                                |    |  |    |  |                     |         |  |         |  |                    |  |  |  |  |                      |        |        |        |        |                      |     |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                         |  |  |  |  |                             |  |  |  |  |                                                                                        |  |  |  |  |                                  |       |       |  |  |
| Dissymétrie suspension (≤30%):                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 8%                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 2%      |                                        |  |  |       |  |         |  |  |   |   |   |   |                        |          |  |  |  |                                |    |  |    |  |                     |         |  |         |  |                    |  |  |  |  |                      |        |        |        |        |                      |     |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                         |  |  |  |  |                             |  |  |  |  |                                                                                        |  |  |  |  |                                  |       |       |  |  |
| Forces verticales :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 1416daN                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 1150daN |                                        |  |  |       |  |         |  |  |   |   |   |   |                        |          |  |  |  |                                |    |  |    |  |                     |         |  |         |  |                    |  |  |  |  |                      |        |        |        |        |                      |     |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                         |  |  |  |  |                             |  |  |  |  |                                                                                        |  |  |  |  |                                  |       |       |  |  |
| Frein de service :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |         |                                        |  |  |       |  |         |  |  |   |   |   |   |                        |          |  |  |  |                                |    |  |    |  |                     |         |  |         |  |                    |  |  |  |  |                      |        |        |        |        |                      |     |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                         |  |  |  |  |                             |  |  |  |  |                                                                                        |  |  |  |  |                                  |       |       |  |  |
| Forces de freinage :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 459daN                       | 397daN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 391daN  | 358daN                                 |  |  |       |  |         |  |  |   |   |   |   |                        |          |  |  |  |                                |    |  |    |  |                     |         |  |         |  |                    |  |  |  |  |                      |        |        |        |        |                      |     |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                         |  |  |  |  |                             |  |  |  |  |                                                                                        |  |  |  |  |                                  |       |       |  |  |
| Déséquilibre (<20%):                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 14%                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 9%      |                                        |  |  |       |  |         |  |  |   |   |   |   |                        |          |  |  |  |                                |    |  |    |  |                     |         |  |         |  |                    |  |  |  |  |                      |        |        |        |        |                      |     |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                         |  |  |  |  |                             |  |  |  |  |                                                                                        |  |  |  |  |                                  |       |       |  |  |
| Forces de freinage (efficacité) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 459daN                       | 397daN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 391daN  | 358daN                                 |  |  |       |  |         |  |  |   |   |   |   |                        |          |  |  |  |                                |    |  |    |  |                     |         |  |         |  |                    |  |  |  |  |                      |        |        |        |        |                      |     |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                         |  |  |  |  |                             |  |  |  |  |                                                                                        |  |  |  |  |                                  |       |       |  |  |
| Taux d'efficacité (≥ 58%):                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 62%                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |         |                                        |  |  |       |  |         |  |  |   |   |   |   |                        |          |  |  |  |                                |    |  |    |  |                     |         |  |         |  |                    |  |  |  |  |                      |        |        |        |        |                      |     |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                         |  |  |  |  |                             |  |  |  |  |                                                                                        |  |  |  |  |                                  |       |       |  |  |
| Frein de stationnement : Taux d'efficacité (≥ 18%): 28%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |         |                                        |  |  |       |  |         |  |  |   |   |   |   |                        |          |  |  |  |                                |    |  |    |  |                     |         |  |         |  |                    |  |  |  |  |                      |        |        |        |        |                      |     |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                         |  |  |  |  |                             |  |  |  |  |                                                                                        |  |  |  |  |                                  |       |       |  |  |
| Emissions à l'échappement :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |         |                                        |  |  |       |  |         |  |  |   |   |   |   |                        |          |  |  |  |                                |    |  |    |  |                     |         |  |         |  |                    |  |  |  |  |                      |        |        |        |        |                      |     |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                         |  |  |  |  |                             |  |  |  |  |                                                                                        |  |  |  |  |                                  |       |       |  |  |
| Opacité des fumées (0.50m-1): C2: <0.10m-1 C3: <0.10m-1 C4: <0.10m-1 Moyenne: <0.10m-1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |         |                                        |  |  |       |  |         |  |  |   |   |   |   |                        |          |  |  |  |                                |    |  |    |  |                     |         |  |         |  |                    |  |  |  |  |                      |        |        |        |        |                      |     |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                         |  |  |  |  |                             |  |  |  |  |                                                                                        |  |  |  |  |                                  |       |       |  |  |
| Feux de croisement (-3% à -0.5%)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | -1.2%                        | -1.5%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |         |                                        |  |  |       |  |         |  |  |   |   |   |   |                        |          |  |  |  |                                |    |  |    |  |                     |         |  |         |  |                    |  |  |  |  |                      |        |        |        |        |                      |     |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                         |  |  |  |  |                             |  |  |  |  |                                                                                        |  |  |  |  |                                  |       |       |  |  |
| - Les points de contrôle sont définis à l'annexe I de l'arrêté du 18 juin 1991 modifié.<br>- Les valeurs limites prises en compte correspondent aux valeurs limites applicables au véhicule contrôlé (date de mise en circulation, caractéristiques techniques).<br>- En cas de litige, les voies de recours amiables sont affichées dans votre centre de contrôle technique.<br>- Le contrôle technique d'un véhicule n'exonère pas son propriétaire de l'obligation de maintenir le véhicule en bon état de marche et en état satisfaisant d'entretien conformément aux dispositions du code de la route et des textes pris pour son application (art. 1er de l'arrêté du 18 juin 1991 modifié).<br>- Vous disposez d'un droit d'accès et de rectification des informations nominatives vous concernant. Vous pouvez exercer ce droit en vous adressant au centre ayant édité le présent procès-verbal. |                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |         |                                        |  |  |       |  |         |  |  |   |   |   |   |                        |          |  |  |  |                                |    |  |    |  |                     |         |  |         |  |                    |  |  |  |  |                      |        |        |        |        |                      |     |  |    |  |                                   |        |        |        |        |                            |     |  |  |  |                                                         |  |  |  |  |                             |  |  |  |  |                                                                                        |  |  |  |  |                                  |       |       |  |  |