



**DUPLICATA DE PROCES-VERBAL DE CONTROLE  
TECHNIQUE N'AYANT PAS DE VALEUR RÉGLEMENTAIRE**

N° d'imprimé : **F065151374**

| <b>NATURE DU CONTROLE</b>   |                              | <b>(3) DATE DU CONTROLE</b>   | <b>N° DU PROCES-VERBAL</b> |        |    |     |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |         |  |  |        |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |     |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |  |  |         |  |         |  |  |  |
|---|------------------------------|---|----------------------------|--------|----|-----|---------------|-----|----|-----|-----|----|-----|------------------------|----------|--|--|--|--|--|--------------------------------|----|--|----|--|--|--|-------------------|---------|--|--|--------|--|--|-------------------------|--|--|--|--|--|--|--------------------|--------|--------|--------|--------|--|--|---------------------|-----|--|----|--|--|--|--------------------------------|--------|--------|--------|--------|--|--|---------------------------|--|--|--|-----|--|--|---|--|--|--|-----|--|--|--|--|--|--|--|--|--|--|---------|--|---------|--|--|--|
| Contrôle technique périodique   |                              | 14/05/2025  | 25068684                   |        |    |     |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |         |  |  |        |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |     |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |  |  |         |  |         |  |  |  |
| <b>(7) RESULTAT DU CONTROLE</b>   |                              | <b>(6) DEFAILLANCES ET NIVEAUX DE GRAVITE</b>   |                            |        |    |     |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |         |  |  |        |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |     |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |  |  |         |  |         |  |  |  |
| Défavorable pour défaillances majeures  |                              | <p><b>Défaillances majeures</b></p> <p>4.1.2.a.2. ORIENTATION (FEUX DE CROISEMENT) : L'orientation d'un feu de croisement n'est pas dans les limites prescrites par les exigences (G,D)</p> <p>4.2.1.b.2. ÉTAT ET FONCTIONNEMENT (FEUX DE POSITION AVANT, ARRIÈRE ET LATÉRAUX, FEUX DE GABARIT, FEUX D'ENCOMBREMENT ET FEUX DE JOUR) : Glace défectueuse (ARD)</p> <p>4.4.1.b.2. ÉTAT ET FONCTIONNEMENT (INDICATEURS DE DIRECTION ET FEUX DE SIGNAL DE DÉTRESSE) : Glace fortement défectueuse (lumière émise affectée) (ARD)</p> <p>8.1.1.b.2. SYSTÈME DE RÉDUCTION DU BRUIT : Un élément du système est desserré, endommagé, mal monté, manquant ou manifestation modifiée d'une manière néfaste au niveau de bruit</p> <p><b>Défaillances mineures</b></p> <p>6.2.1.a.1. ÉTAT DE LA CABINE ET DE LA CARROSSERIE : Panneau ou élément endommagé (AVD,ARG,AR,ARD)</p> <p>8.2.22.c.1. OPACITÉ : Le relevé du système OBD indique une anomalie du dispositif antipollution, sans dysfonctionnement important</p> <p>Code(s) défaut(s) standard(s) relevé (s) concernant le dispositif antipollution : P1505</p> <p>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 : 14/12/2022:67762 Km / 04/01/2024:81298 Km /</p>   |                            |        |    |     |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |         |  |  |        |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |     |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |  |  |         |  |         |  |  |  |
| <b>(8) LIMITE DE VALIDITE DU CONTROLE REALISE</b>   |                              |   |                            |        |    |     |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |         |  |  |        |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |     |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |  |  |         |  |         |  |  |  |
| 13/07/2025  |                              |   |                            |        |    |     |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |         |  |  |        |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |     |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |  |  |         |  |         |  |  |  |
| <b>NATURE DU PROCHAIN CONTROLE</b>  |                              |   |                            |        |    |     |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |         |  |  |        |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |     |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |  |  |         |  |         |  |  |  |
| Contre-visite   |                              |   |                            |        |    |     |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |         |  |  |        |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |     |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |  |  |         |  |         |  |  |  |
| <b>IDENTIFICATION DU CENTRE DE CONTROLE</b>   |                              |   |                            |        |    |     |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |         |  |  |        |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |     |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |  |  |         |  |         |  |  |  |
| N° D'AGREMENT : <b>S076F198</b>   |                              |   |                            |        |    |     |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |         |  |  |        |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |     |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |  |  |         |  |         |  |  |  |
| (9) RAISON SOCIALE :<br>AAB ROUEN   |                              |   |                            |        |    |     |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |         |  |  |        |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |     |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |  |  |         |  |         |  |  |  |
| (3) COORDONNÉES :<br>RUE AMÉDÉE DORMOY  |                              |   |                            |        |    |     |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |         |  |  |        |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |     |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |  |  |         |  |         |  |  |  |
| 76000 ROUEN<br>02.35.63.56.82   |                              |   |                            |        |    |     |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |         |  |  |        |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |     |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |  |  |         |  |         |  |  |  |
| <b>(9) IDENTIFICATION DU CONTROLEUR</b>   |                              |   |                            |        |    |     |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |         |  |  |        |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |     |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |  |  |         |  |         |  |  |  |
| N° D'AGREMENT : 076F1316  |                              |   |                            |        |    |     |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |         |  |  |        |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |     |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |  |  |         |  |         |  |  |  |
| SIGNATURE :   |                              |   |                            |        |    |     |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |         |  |  |        |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |     |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |  |  |         |  |         |  |  |  |
| <b>IDENTIFICATION DU VÉHICULE</b>   |                              |   |                            |        |    |     |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |         |  |  |        |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |     |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |  |  |         |  |         |  |  |  |
| (2) Immatriculation et pays   | Date d'immatriculation       | Date de 1ère mise en circulation  |                            |        |    |     |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |         |  |  |        |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |     |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |  |  |         |  |         |  |  |  |
| FC-869-DF (F)   | 11-03-2022                   | 29-11-2018  |                            |        |    |     |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |         |  |  |        |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |     |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |  |  |         |  |         |  |  |  |
| Marque  | Désignation commerciale      |   |                            |        |    |     |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |         |  |  |        |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |     |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |  |  |         |  |         |  |  |  |
| PEUGEOT   | BOXER                        |   |                            |        |    |     |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |         |  |  |        |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |     |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |  |  |         |  |         |  |  |  |
| (1) N° dans la série du type (VIN)  | (5) Catégorie internationale | Genre   |                            |        |    |     |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |         |  |  |        |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |     |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |  |  |         |  |         |  |  |  |
| VF3YB1MFC12J97012   | N1                           | CTTE  |                            |        |    |     |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |         |  |  |        |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |     |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |  |  |         |  |         |  |  |  |
| Type/CNIT   | Énergie                      |   |                            |        |    |     |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |         |  |  |        |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |     |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |  |  |         |  |         |  |  |  |
| N10PGTCT063U954   | GO                           |   |                            |        |    |     |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |         |  |  |        |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |     |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |  |  |         |  |         |  |  |  |
| Document(s) présenté(s)   |                              |   |                            |        |    |     |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |         |  |  |        |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |     |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |  |  |         |  |         |  |  |  |
| Photocopie du certificat d'immatriculation visée par un commissaire-priseur ou un huissier de justice |                              |   |                            |        |    |     |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |         |  |  |        |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |     |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |  |  |         |  |         |  |  |  |
| <b>(4) KILOMETRAGE RELEVÉ</b>   |                              | <b>MESURES REALISEES ET VALEURS LIMITES CORRESPONDANTES</b>   |                            |        |    |     |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |         |  |  |        |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |     |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |  |  |         |  |         |  |  |  |
| 101255  |                              | <table border="1"> <thead> <tr> <th>M E S U R E S</th> <th>AvG</th> <th>Av</th> <th>AvD</th> <th>ArG</th> <th>Ar</th> <th>ArD</th> </tr> </thead> <tbody> <tr> <td>Ripage (-8 à + 8 m/km)</td> <td colspan="6">-2.8m/km</td> </tr> <tr> <td>Dissymétrie suspension (&lt;=30%)</td> <td colspan="2">4%</td> <td colspan="4">3%</td> </tr> <tr> <td>Forces verticales</td> <td colspan="3">1374daN</td> <td colspan="3">775daN</td> </tr> <tr> <td><b>Frein de service</b></td> <td colspan="6"></td> </tr> <tr> <td>Forces de freinage</td> <td>498daN</td> <td>432daN</td> <td>235daN</td> <td colspan="3">244daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%)</td> <td colspan="2">14%</td> <td colspan="4">4%</td> </tr> <tr> <td>Force de freinage (efficacité)</td> <td>498daN</td> <td>432daN</td> <td>235daN</td> <td colspan="3">244daN</td> </tr> <tr> <td>Taux d'efficacité (=&gt;50%)</td> <td colspan="3"></td> <td colspan="3">65%</td> </tr> <tr> <td><b>Frein de stationnement</b> Taux d'efficacité (=&gt;18%)</td> <td colspan="3"></td> <td colspan="3">20%</td> </tr> <tr> <td><b>Opacité des fumées (0.51m<sup>-1</sup>)</b> C1:&lt;0.10 C2:&lt;0.10</td> <td colspan="6"></td> </tr> <tr> <td><b>Feux croisement (-3.0% à -0.5%)</b></td> <td colspan="2">G:-0.3%</td> <td colspan="4">D:-0.3%</td> </tr> </tbody> </table> |                            |        |    |     | M E S U R E S | AvG | Av | AvD | ArG | Ar | ArD | Ripage (-8 à + 8 m/km) | -2.8m/km |  |  |  |  |  | Dissymétrie suspension (<=30%) | 4% |  | 3% |  |  |  | Forces verticales | 1374daN |  |  | 775daN |  |  | <b>Frein de service</b> |  |  |  |  |  |  | Forces de freinage | 498daN | 432daN | 235daN | 244daN |  |  | Déséquilibre (<20%) | 14% |  | 4% |  |  |  | Force de freinage (efficacité) | 498daN | 432daN | 235daN | 244daN |  |  | Taux d'efficacité (=>50%) |  |  |  | 65% |  |  | <b>Frein de stationnement</b> Taux d'efficacité (=>18%) |  |  |  | 20% |  |  | <b>Opacité des fumées (0.51m<sup>-1</sup>)</b> C1:<0.10 C2:<0.10 |  |  |  |  |  |  | <b>Feux croisement (-3.0% à -0.5%)</b> | G:-0.3% |  | D:-0.3% |  |  |  |
| M E S U R E S   | AvG                          | Av  | AvD                        | ArG    | Ar | ArD |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |         |  |  |        |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |     |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |  |  |         |  |         |  |  |  |
| Ripage (-8 à + 8 m/km)  | -2.8m/km                     |   |                            |        |    |     |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |         |  |  |        |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |     |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |  |  |         |  |         |  |  |  |
| Dissymétrie suspension (<=30%)  | 4%                           |   | 3%                         |        |    |     |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |         |  |  |        |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |     |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |  |  |         |  |         |  |  |  |
| Forces verticales   | 1374daN                      |   |                            | 775daN |    |     |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |         |  |  |        |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |     |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |  |  |         |  |         |  |  |  |
| <b>Frein de service</b>   |                              |   |                            |        |    |     |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |         |  |  |        |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |     |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |  |  |         |  |         |  |  |  |
| Forces de freinage  | 498daN                       | 432daN  | 235daN                     | 244daN |    |     |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |         |  |  |        |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |     |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |  |  |         |  |         |  |  |  |
| Déséquilibre (<20%)   | 14%                          |   | 4%                         |        |    |     |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |         |  |  |        |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |     |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |  |  |         |  |         |  |  |  |
| Force de freinage (efficacité)  | 498daN                       | 432daN  | 235daN                     | 244daN |    |     |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |         |  |  |        |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |     |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |  |  |         |  |         |  |  |  |
| Taux d'efficacité (=>50%)   |                              |   |                            | 65%    |    |     |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |         |  |  |        |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |     |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |  |  |         |  |         |  |  |  |
| <b>Frein de stationnement</b> Taux d'efficacité (=>18%)   |                              |   |                            | 20%    |    |     |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |         |  |  |        |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |     |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |  |  |         |  |         |  |  |  |
| <b>Opacité des fumées (0.51m<sup>-1</sup>)</b> C1:<0.10 C2:<0.10                                      |                              |   |                            |        |    |     |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |         |  |  |        |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |     |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |  |  |         |  |         |  |  |  |
| <b>Feux croisement (-3.0% à -0.5%)</b>  | G:-0.3%                      |   | D:-0.3%                    |        |    |     |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |         |  |  |        |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |     |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |  |  |         |  |         |  |  |  |
| <b>INFORMATIONS SUR LE CONTROLE TECHNIQUE DÉFAVORABLE</b>   |                              |   |                            |        |    |     |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |         |  |  |        |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |     |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |  |  |         |  |         |  |  |  |
|   |                              |   |                            |        |    |     |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |         |  |  |        |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |     |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |   |  |  |  |     |  |  |  |  |  |  |  |  |  |  |         |  |         |  |  |  |

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**CT 13/07/2025**

N° d'agrément : S076F198

N° de série : VF3YB1MFC12J97012

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