

N° d'imprimé: F064481852 **PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE**

| NATURE DU CONTRÔLE  |                              | (3) DATE DU CONTRÔLE   | N° DU PROCÈS-VERBAL |        |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                               |    |  |     |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |     |  |  |  |                                       |        |        |        |  |  |  |                          |  |  |     |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |                                 |         |  |         |  |  |  |  |         |  |         |  |  |  |
|---|------------------------------|--|---------------------|--------|---------------|-----|----|-----|-----|----|-----|------------------------|----------|--|--|--|--|--|-------------------------------|----|--|-----|--|--|--|-------------------|--------|--|--------|--|--|--|-------------------------|--|--|--|--|--|--|--------------------|--------|--------|--------|--------|--|--|---------------------|----|--|-----|--|--|--|---------------------------------------|--------|--------|--------|--|--|--|--------------------------|--|--|-----|--|--|--|--|--|--|-----|--|--|--|--|--|--|--|--|--|--|---------------------------------|---------|--|---------|--|--|--|--|---------|--|---------|--|--|--|
| Contrôle technique périodique   |                              | 17/03/2025   | 25062080            |        |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                               |    |  |     |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |     |  |  |  |                                       |        |        |        |  |  |  |                          |  |  |     |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |                                 |         |  |         |  |  |  |  |         |  |         |  |  |  |
| (7) RESULTAT DU CONTRÔLE  |                              | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ   |                     |        |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                               |    |  |     |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |     |  |  |  |                                       |        |        |        |  |  |  |                          |  |  |     |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |                                 |         |  |         |  |  |  |  |         |  |         |  |  |  |
| Favorable   |                              | <p><b>Défaillances mineures</b></p> <p>4.1.1.b.1. <b>ÉTAT ET FONCTIONNEMENT (PHARES)</b> : Système de projection légèrement défectueux (AVG,AVD)</p> <p>4.5.2.a.1. <b>RÉGLAGE (FEUX DE BROUILLARD AVANT)</b> : Mauvaise orientation horizontale d'un feu de brouillard avant (G,D)</p> <p>5.3.2.a.1. <b>AMORTISSEURS</b> : Mauvaise attache des amortisseurs au châssis ou à l'essieu (AVD)</p> <p>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 : 08/03/2019:179651 Km / 08/03/2021:190066 Km / 06/03/2023:199991 Km /</p>  |                     |        |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                               |    |  |     |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |     |  |  |  |                                       |        |        |        |  |  |  |                          |  |  |     |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |                                 |         |  |         |  |  |  |  |         |  |         |  |  |  |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ  |                              |  |                     |        |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                               |    |  |     |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |     |  |  |  |                                       |        |        |        |  |  |  |                          |  |  |     |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |                                 |         |  |         |  |  |  |  |         |  |         |  |  |  |
| 16/03/2027  |                              |  |                     |        |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                               |    |  |     |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |     |  |  |  |                                       |        |        |        |  |  |  |                          |  |  |     |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |                                 |         |  |         |  |  |  |  |         |  |         |  |  |  |
| NATURE DU PROCHAIN CONTRÔLE   |                              |  |                     |        |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                               |    |  |     |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |     |  |  |  |                                       |        |        |        |  |  |  |                          |  |  |     |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |                                 |         |  |         |  |  |  |  |         |  |         |  |  |  |
| Contrôle technique périodique   |                              |  |                     |        |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                               |    |  |     |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |     |  |  |  |                                       |        |        |        |  |  |  |                          |  |  |     |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |                                 |         |  |         |  |  |  |  |         |  |         |  |  |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE  |                              |  |                     |        |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                               |    |  |     |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |     |  |  |  |                                       |        |        |        |  |  |  |                          |  |  |     |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |                                 |         |  |         |  |  |  |  |         |  |         |  |  |  |
| N° D'AGREMENT : <b>S017F101</b>   |                              |  |                     |        |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                               |    |  |     |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |     |  |  |  |                                       |        |        |        |  |  |  |                          |  |  |     |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |                                 |         |  |         |  |  |  |  |         |  |         |  |  |  |
| (9) RAISON SOCIALE :<br>AUTOVISION PENAUD.A   |                              |  |                     |        |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                               |    |  |     |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |     |  |  |  |                                       |        |        |        |  |  |  |                          |  |  |     |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |                                 |         |  |         |  |  |  |  |         |  |         |  |  |  |
| (3) COORDONNÉES :<br>ZONE COMMERCIALE<br>JEAN PHILIPPE RAMEAU<br>17700 SURGERES<br>05.46.29.91.35 |                              |  |                     |        |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                               |    |  |     |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |     |  |  |  |                                       |        |        |        |  |  |  |                          |  |  |     |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |                                 |         |  |         |  |  |  |  |         |  |         |  |  |  |
| (9) IDENTIFICATION DU CONTRÔLEUR  |                              |  |                     |        |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                               |    |  |     |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |     |  |  |  |                                       |        |        |        |  |  |  |                          |  |  |     |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |                                 |         |  |         |  |  |  |  |         |  |         |  |  |  |
| N° D'AGREMENT : 017F1245  |                              |  |                     |        |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                               |    |  |     |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |     |  |  |  |                                       |        |        |        |  |  |  |                          |  |  |     |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |                                 |         |  |         |  |  |  |  |         |  |         |  |  |  |
| SIGNATURE :   |                              |  |                     |        |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                               |    |  |     |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |     |  |  |  |                                       |        |        |        |  |  |  |                          |  |  |     |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |                                 |         |  |         |  |  |  |  |         |  |         |  |  |  |
| IDENTIFICATION DU VÉHICULE  |                              |  |                     |        |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                               |    |  |     |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |     |  |  |  |                                       |        |        |        |  |  |  |                          |  |  |     |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |                                 |         |  |         |  |  |  |  |         |  |         |  |  |  |
| (2) Immatriculation et pays   | Date d'immatriculation       | Date de 1ère mise en circulation   |                     |        |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                               |    |  |     |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |     |  |  |  |                                       |        |        |        |  |  |  |                          |  |  |     |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |                                 |         |  |         |  |  |  |  |         |  |         |  |  |  |
| CZ-254-KE (F)   | 10-10-2013                   | 18-04-2003   |                     |        |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                               |    |  |     |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |     |  |  |  |                                       |        |        |        |  |  |  |                          |  |  |     |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |                                 |         |  |         |  |  |  |  |         |  |         |  |  |  |
| Marque  | Désignation commerciale      |  |                     |        |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                               |    |  |     |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |     |  |  |  |                                       |        |        |        |  |  |  |                          |  |  |     |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |                                 |         |  |         |  |  |  |  |         |  |         |  |  |  |
| RENAULT   | KANGOO                       |  |                     |        |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                               |    |  |     |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |     |  |  |  |                                       |        |        |        |  |  |  |                          |  |  |     |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |                                 |         |  |         |  |  |  |  |         |  |         |  |  |  |
| (1) N° dans la série du type (VIN)  | (5) Catégorie internationale | Genre  |                     |        |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                               |    |  |     |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |     |  |  |  |                                       |        |        |        |  |  |  |                          |  |  |     |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |                                 |         |  |         |  |  |  |  |         |  |         |  |  |  |
| VF1KC08EF28204258   | M1                           | VP   |                     |        |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                               |    |  |     |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |     |  |  |  |                                       |        |        |        |  |  |  |                          |  |  |     |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |                                 |         |  |         |  |  |  |  |         |  |         |  |  |  |
| Type/CNIT   | Énergie                      |  |                     |        |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                               |    |  |     |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |     |  |  |  |                                       |        |        |        |  |  |  |                          |  |  |     |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |                                 |         |  |         |  |  |  |  |         |  |         |  |  |  |
| MRE5112KC136  | GO                           |  |                     |        |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                               |    |  |     |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |     |  |  |  |                                       |        |        |        |  |  |  |                          |  |  |     |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |                                 |         |  |         |  |  |  |  |         |  |         |  |  |  |
| Document(s) présenté(s)   |                              |  |                     |        |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                               |    |  |     |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |     |  |  |  |                                       |        |        |        |  |  |  |                          |  |  |     |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |                                 |         |  |         |  |  |  |  |         |  |         |  |  |  |
| Certificat d'immatriculation  |                              |  |                     |        |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                               |    |  |     |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |     |  |  |  |                                       |        |        |        |  |  |  |                          |  |  |     |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |                                 |         |  |         |  |  |  |  |         |  |         |  |  |  |
| (4) KILOMÉTRAGE RELEVÉ  |                              | MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES   |                     |        |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                               |    |  |     |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |     |  |  |  |                                       |        |        |        |  |  |  |                          |  |  |     |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |                                 |         |  |         |  |  |  |  |         |  |         |  |  |  |
| 208234  |                              | <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">-5.7m/km</td> </tr> <tr> <td>Dissymétrie suspension (≤30%)</td> <td colspan="2">4%</td> <td colspan="4">10%</td> </tr> <tr> <td>Forces verticales</td> <td colspan="2">712daN</td> <td colspan="4">528daN</td> </tr> <tr> <td><b>Frein de service</b></td> <td colspan="6"></td> </tr> <tr> <td>Forces de freinage</td> <td>238daN</td> <td>232daN</td> <td>161daN</td> <td colspan="3">142daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%)</td> <td colspan="2">3%</td> <td colspan="4">12%</td> </tr> <tr> <td>Force de freinage (efficacité) 238daN</td> <td>232daN</td> <td>161daN</td> <td colspan="4">142daN</td> </tr> <tr> <td>Taux d'efficacité (≥50%)</td> <td colspan="2"></td> <td colspan="4">62%</td> </tr> <tr> <td><b>Frein de stationnement</b> Taux d'efficacité (≥18%)</td> <td colspan="2"></td> <td colspan="4">25%</td> </tr> <tr> <td><b>Opacité des fumées</b> (3.00m<sup>-1</sup>) C1:0.23 C2:0.28</td> <td colspan="6"></td> </tr> <tr> <td>Feux croisement (-2.5% à -0.5%)</td> <td colspan="2">G:-0.7%</td> <td colspan="4">D:-1.6%</td> </tr> <tr> <td>Feux de brouillard avant (-3.5% à -1.0%)</td> <td colspan="2">G:-4.0%</td> <td colspan="4">D:-4.0%</td> </tr> </tbody> </table> |                     |        | M E S U R E S | AvG | Av | AvD | ArG | Ar | ArD | Ripage (-8 à + 8 m/km) | -5.7m/km |  |  |  |  |  | Dissymétrie suspension (≤30%) | 4% |  | 10% |  |  |  | Forces verticales | 712daN |  | 528daN |  |  |  | <b>Frein de service</b> |  |  |  |  |  |  | Forces de freinage | 238daN | 232daN | 161daN | 142daN |  |  | Déséquilibre (<20%) | 3% |  | 12% |  |  |  | Force de freinage (efficacité) 238daN | 232daN | 161daN | 142daN |  |  |  | Taux d'efficacité (≥50%) |  |  | 62% |  |  |  | <b>Frein de stationnement</b> Taux d'efficacité (≥18%) |  |  | 25% |  |  |  | <b>Opacité des fumées</b> (3.00m <sup>-1</sup> ) C1:0.23 C2:0.28 |  |  |  |  |  |  | Feux croisement (-2.5% à -0.5%) | G:-0.7% |  | D:-1.6% |  |  |  | Feux de brouillard avant (-3.5% à -1.0%) | G:-4.0% |  | D:-4.0% |  |  |  |
| M E S U R E S   | AvG                          | Av   | AvD                 | ArG    | Ar            | ArD |    |     |     |    |     |                        |          |  |  |  |  |  |                               |    |  |     |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |     |  |  |  |                                       |        |        |        |  |  |  |                          |  |  |     |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |                                 |         |  |         |  |  |  |  |         |  |         |  |  |  |
| Ripage (-8 à + 8 m/km)  | -5.7m/km                     |  |                     |        |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                               |    |  |     |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |     |  |  |  |                                       |        |        |        |  |  |  |                          |  |  |     |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |                                 |         |  |         |  |  |  |  |         |  |         |  |  |  |
| Dissymétrie suspension (≤30%)   | 4%                           |  | 10%                 |        |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                               |    |  |     |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |     |  |  |  |                                       |        |        |        |  |  |  |                          |  |  |     |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |                                 |         |  |         |  |  |  |  |         |  |         |  |  |  |
| Forces verticales   | 712daN                       |  | 528daN              |        |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                               |    |  |     |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |     |  |  |  |                                       |        |        |        |  |  |  |                          |  |  |     |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |                                 |         |  |         |  |  |  |  |         |  |         |  |  |  |
| <b>Frein de service</b>   |                              |  |                     |        |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                               |    |  |     |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |     |  |  |  |                                       |        |        |        |  |  |  |                          |  |  |     |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |                                 |         |  |         |  |  |  |  |         |  |         |  |  |  |
| Forces de freinage  | 238daN                       | 232daN   | 161daN              | 142daN |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                               |    |  |     |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |     |  |  |  |                                       |        |        |        |  |  |  |                          |  |  |     |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |                                 |         |  |         |  |  |  |  |         |  |         |  |  |  |
| Déséquilibre (<20%)   | 3%                           |  | 12%                 |        |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                               |    |  |     |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |     |  |  |  |                                       |        |        |        |  |  |  |                          |  |  |     |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |                                 |         |  |         |  |  |  |  |         |  |         |  |  |  |
| Force de freinage (efficacité) 238daN   | 232daN                       | 161daN   | 142daN              |        |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                               |    |  |     |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |     |  |  |  |                                       |        |        |        |  |  |  |                          |  |  |     |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |                                 |         |  |         |  |  |  |  |         |  |         |  |  |  |
| Taux d'efficacité (≥50%)  |                              |  | 62%                 |        |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                               |    |  |     |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |     |  |  |  |                                       |        |        |        |  |  |  |                          |  |  |     |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |                                 |         |  |         |  |  |  |  |         |  |         |  |  |  |
| <b>Frein de stationnement</b> Taux d'efficacité (≥18%)  |                              |  | 25%                 |        |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                               |    |  |     |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |     |  |  |  |                                       |        |        |        |  |  |  |                          |  |  |     |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |                                 |         |  |         |  |  |  |  |         |  |         |  |  |  |
| <b>Opacité des fumées</b> (3.00m <sup>-1</sup> ) C1:0.23 C2:0.28                                  |                              |  |                     |        |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                               |    |  |     |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |     |  |  |  |                                       |        |        |        |  |  |  |                          |  |  |     |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |                                 |         |  |         |  |  |  |  |         |  |         |  |  |  |
| Feux croisement (-2.5% à -0.5%)   | G:-0.7%                      |  | D:-1.6%             |        |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                               |    |  |     |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |     |  |  |  |                                       |        |        |        |  |  |  |                          |  |  |     |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |                                 |         |  |         |  |  |  |  |         |  |         |  |  |  |
| Feux de brouillard avant (-3.5% à -1.0%)  | G:-4.0%                      |  | D:-4.0%             |        |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                               |    |  |     |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |     |  |  |  |                                       |        |        |        |  |  |  |                          |  |  |     |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |                                 |         |  |         |  |  |  |  |         |  |         |  |  |  |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE  |                              |  |                     |        |               |     |    |     |     |    |     |                        |          |  |  |  |  |  |                               |    |  |     |  |  |  |                   |        |  |        |  |  |  |                         |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |     |  |  |  |                                       |        |        |        |  |  |  |                          |  |  |     |  |  |  |  |  |  |     |  |  |  |  |  |  |  |  |  |  |                                 |         |  |         |  |  |  |  |         |  |         |  |  |  |