



N° d'imprimé : F066740344 **PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE**

| NATURE DU CONTRÔLE                                                                                                                            | (3) DATE DU CONTRÔLE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | N° DU PROCÈS-VERBAL                            |               |        |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |  |        |  |  |                  |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                        |                           |  |  |     |  |  |                                 |          |  |          |  |  |  |
|-----------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|---------------|--------|----|-----|-----|----|-----|------------------------|----------|--|--|--|--|--|--------------------------------|----|--|----|--|--|--|-------------------|--------|--|--|--------|--|--|------------------|--|--|--|--|--|--|--------------------|--------|--------|--------|--------|--|--|---------------------|----|--|----|--|--|--|--------------------------------|--------|--------|--------|--------|--|--|---------------------------|--|--|--|-----|--|--|------------------------|---------------------------|--|--|-----|--|--|---------------------------------|----------|--|----------|--|--|--|
| Contrôle technique périodique                                                                                                                 | 09/09/2025                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 25029881                                       |               |        |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |  |        |  |  |                  |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                        |                           |  |  |     |  |  |                                 |          |  |          |  |  |  |
| (7) RÉSULTAT DU CONTRÔLE                                                                                                                      | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                |               |        |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |  |        |  |  |                  |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                        |                           |  |  |     |  |  |                                 |          |  |          |  |  |  |
| Défavorable pour défaillances majeures                                                                                                        | <b>Défaillances majeures</b><br>0.4.1.a.2. ÉTAT DE PRÉSENTATION DU VÉHICULE : Etat du véhicule ne permettant pas la vérification des points de contrôle<br>1.1.14.a.2. TAMBOURS DE FREINS, DISQUES DE FREINS : Disque ou tambour usé (AVG,AVD)<br>3.2.1.a.2. ÉTAT DES VITRAGES : Vitrage fissuré ou décoloré, à l'intérieur de la zone de balayage des essuie-glaces ou de vision des rétroviseurs (AV)<br>4.3.1.a.2. ÉTAT ET FONCTIONNEMENT (FEUX STOP) : Source lumineuse défectueuse ou manquante : visibilité fortement réduite (AR)<br>5.2.3.d.2. PNEUMATIQUES : Pneumatique gravement endommagé, entaillé ou montage inadapté (ARG,ARD)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                |               |        |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |  |        |  |  |                  |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                        |                           |  |  |     |  |  |                                 |          |  |          |  |  |  |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ                                                                                                    | <b>Défaillances mineures</b><br>2.7.1.a.1. RIPAGE : Ripage excessif<br>5.2.3.e.1. PNEUMATIQUES : Usure anormale ou présence d'un corps étranger (AVG,AVD)<br>6.2.1.a.1. ÉTAT DE LA CABINE ET DE LA CARROSSERIE : Panneau ou élément endommagé (ARG)<br>7.7.1.a.1. AVERTISSEUR SONORE : Ne fonctionne pas correctement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                |               |        |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |  |        |  |  |                  |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                        |                           |  |  |     |  |  |                                 |          |  |          |  |  |  |
| 08/11/2025                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                |               |        |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |  |        |  |  |                  |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                        |                           |  |  |     |  |  |                                 |          |  |          |  |  |  |
| NATURE DU PROCHAIN CONTRÔLE                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                |               |        |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |  |        |  |  |                  |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                        |                           |  |  |     |  |  |                                 |          |  |          |  |  |  |
| Contre-visite                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                |               |        |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |  |        |  |  |                  |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                        |                           |  |  |     |  |  |                                 |          |  |          |  |  |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                |               |        |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |  |        |  |  |                  |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                        |                           |  |  |     |  |  |                                 |          |  |          |  |  |  |
| N° D'AGREMENT : S059F508<br>(9) RAISON SOCIALE : HDF CT<br>(3) COORDONNÉES : 141 CHEMIN DE L'ARBRE DE GUISE<br>59113 SECLIN<br>03.20.62.83.35 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                |               |        |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |  |        |  |  |                  |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                        |                           |  |  |     |  |  |                                 |          |  |          |  |  |  |
| (9) IDENTIFICATION DU CONTRÔLEUR                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                |               |        |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |  |        |  |  |                  |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                        |                           |  |  |     |  |  |                                 |          |  |          |  |  |  |
| N° D'AGREMENT : 062S1345<br>SIGNATURE :                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                |               |        |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |  |        |  |  |                  |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                        |                           |  |  |     |  |  |                                 |          |  |          |  |  |  |
| IDENTIFICATION DU VÉHICULE                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                |               |        |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |  |        |  |  |                  |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                        |                           |  |  |     |  |  |                                 |          |  |          |  |  |  |
| (2) Immatriculation et pays<br>FT-291-VZ (F)                                                                                                  | Date d'immatriculation<br>30-10-2020                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Date de 1ère mise en circulation<br>30-10-2020 |               |        |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |  |        |  |  |                  |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                        |                           |  |  |     |  |  |                                 |          |  |          |  |  |  |
| Marque<br>RENAULT                                                                                                                             | Désignation commerciale<br>KANGOO                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                |               |        |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |  |        |  |  |                  |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                        |                           |  |  |     |  |  |                                 |          |  |          |  |  |  |
| (1) N° dans la série du type (VIN)<br>VF1WF000065956730                                                                                       | (5) Catégorie internationale<br>N1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Genre<br>CTTE                                  |               |        |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |  |        |  |  |                  |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                        |                           |  |  |     |  |  |                                 |          |  |          |  |  |  |
| Type/CNIT<br>N10RENTA768109                                                                                                                   | Énergie<br>GO                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                |               |        |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |  |        |  |  |                  |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                        |                           |  |  |     |  |  |                                 |          |  |          |  |  |  |
| Document(s) présenté(s)<br>Photocopie du certificat d'immatriculation visée par un commissaire-priseur ou un huissier de justice              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                |               |        |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |  |        |  |  |                  |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                        |                           |  |  |     |  |  |                                 |          |  |          |  |  |  |
| (4) KILOMÉTRAGE RELEVÉ                                                                                                                        | MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                |               |        |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |  |        |  |  |                  |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                        |                           |  |  |     |  |  |                                 |          |  |          |  |  |  |
| 130002                                                                                                                                        | <table><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">-8.4m/km</td></tr><tr><td>Dissymétrie suspension (&lt;=30%)</td><td colspan="2">0%</td><td colspan="4">6%</td></tr><tr><td>Forces verticales</td><td colspan="3">919daN</td><td colspan="3">593daN</td></tr><tr><td>Frein de service</td><td colspan="6"></td></tr><tr><td>Forces de freinage</td><td>274daN</td><td>301daN</td><td>185daN</td><td colspan="3">184daN</td></tr><tr><td>Déséquilibre (&lt;20%)</td><td colspan="2">9%</td><td colspan="2">1%</td><td colspan="2"></td></tr><tr><td>Force de freinage (efficacité)</td><td>274daN</td><td>301daN</td><td>185daN</td><td colspan="3">184daN</td></tr><tr><td>Taux d'efficacité (=&gt;50%)</td><td colspan="3"></td><td colspan="3">62%</td></tr><tr><td>Frein de stationnement</td><td colspan="3">Taux d'efficacité (=&gt;18%)</td><td colspan="3">20%</td></tr><tr><td>Feux croisement (-3.0% à -0.5%)</td><td colspan="2">G: -1.2%</td><td colspan="4">D: -1.2%</td></tr></tbody></table> |                                                | M E S U R E S | AvG    | Av | AvD | ArG | Ar | ArD | Ripage (-8 à + 8 m/km) | -8.4m/km |  |  |  |  |  | Dissymétrie suspension (<=30%) | 0% |  | 6% |  |  |  | Forces verticales | 919daN |  |  | 593daN |  |  | Frein de service |  |  |  |  |  |  | Forces de freinage | 274daN | 301daN | 185daN | 184daN |  |  | Déséquilibre (<20%) | 9% |  | 1% |  |  |  | Force de freinage (efficacité) | 274daN | 301daN | 185daN | 184daN |  |  | Taux d'efficacité (=>50%) |  |  |  | 62% |  |  | Frein de stationnement | Taux d'efficacité (=>18%) |  |  | 20% |  |  | Feux croisement (-3.0% à -0.5%) | G: -1.2% |  | D: -1.2% |  |  |  |
| M E S U R E S                                                                                                                                 | AvG                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Av                                             | AvD           | ArG    | Ar | ArD |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |  |        |  |  |                  |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                        |                           |  |  |     |  |  |                                 |          |  |          |  |  |  |
| Ripage (-8 à + 8 m/km)                                                                                                                        | -8.4m/km                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                |               |        |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |  |        |  |  |                  |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                        |                           |  |  |     |  |  |                                 |          |  |          |  |  |  |
| Dissymétrie suspension (<=30%)                                                                                                                | 0%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                | 6%            |        |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |  |        |  |  |                  |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                        |                           |  |  |     |  |  |                                 |          |  |          |  |  |  |
| Forces verticales                                                                                                                             | 919daN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                |               | 593daN |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |  |        |  |  |                  |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                        |                           |  |  |     |  |  |                                 |          |  |          |  |  |  |
| Frein de service                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                |               |        |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |  |        |  |  |                  |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                        |                           |  |  |     |  |  |                                 |          |  |          |  |  |  |
| Forces de freinage                                                                                                                            | 274daN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 301daN                                         | 185daN        | 184daN |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |  |        |  |  |                  |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                        |                           |  |  |     |  |  |                                 |          |  |          |  |  |  |
| Déséquilibre (<20%)                                                                                                                           | 9%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                | 1%            |        |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |  |        |  |  |                  |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                        |                           |  |  |     |  |  |                                 |          |  |          |  |  |  |
| Force de freinage (efficacité)                                                                                                                | 274daN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 301daN                                         | 185daN        | 184daN |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |  |        |  |  |                  |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                        |                           |  |  |     |  |  |                                 |          |  |          |  |  |  |
| Taux d'efficacité (=>50%)                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                |               | 62%    |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |  |        |  |  |                  |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                        |                           |  |  |     |  |  |                                 |          |  |          |  |  |  |
| Frein de stationnement                                                                                                                        | Taux d'efficacité (=>18%)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                |               | 20%    |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |  |        |  |  |                  |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                        |                           |  |  |     |  |  |                                 |          |  |          |  |  |  |
| Feux croisement (-3.0% à -0.5%)                                                                                                               | G: -1.2%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                | D: -1.2%      |        |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |  |        |  |  |                  |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                        |                           |  |  |     |  |  |                                 |          |  |          |  |  |  |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                |               |        |    |     |     |    |     |                        |          |  |  |  |  |  |                                |    |  |    |  |  |  |                   |        |  |  |        |  |  |                  |  |  |  |  |  |  |                    |        |        |        |        |  |  |                     |    |  |    |  |  |  |                                |        |        |        |        |  |  |                           |  |  |  |     |  |  |                        |                           |  |  |     |  |  |                                 |          |  |          |  |  |  |