



# PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE



N° D'IMPRIMÉ C 69178689

EXEMPLAIRE REMIS A L'USAGER

| <b>NATURE DU CONTRÔLE</b>   |           | <b>(3) DATE DU CONTRÔLE</b>  |   | <b>N° DU PROCÈS-VERBAL</b>                   |  |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
|---|-----------|------------------------------|---|--|--|--|-------|--|---------|--|---|---|---|---|-------------------------|-----------|--|--|--|----------------------------------|-----|--|-----|--|---------------------|---------|--|---------|--|-------------------------|--|--|--|--|----------------------|---------|---------|---------|---------|-----------------------|------|--|--|--|-----------------------------------|---------|---------|---------|---------|------------------------------------|------|--|--|--|---|------|--|--|--|--|--------|--|--------|--|
| Contrôle technique périodique   |           | 03/04/2026                   |   | 26061411                                     |  |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| <b>(7) RÉSULTAT DU CONTRÔLE</b>   |           |                              | <b>(6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ</b>   |  |  |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| Défavorable pour défaillances majeures  |           |                              | <p><b>Défaillances majeures :</b><br/>                 2.1.3.b.2. ÉTAT DE LA TIMONERIE DE DIRECTION : Usure excessive des articulations D<br/>                 4.1.2.a.2. ORIENTATION (FEUX DE CROISEMENT) : L'orientation d'un feu de croisement n'est pas dans les limites prescrites par les exigences AVG, AVD<br/>                 5.2.3.d.2. PNEUMATIQUES : Pneumatique gravement endommagé, entaillé ou montage inadapté AVG, ARD, AVD, ARG</p>   |  |  |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| <b>(8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ</b>   |           |                              |   |  |  |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| 02/06/2026  |           |                              |   |  |  |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| <b>NATURE DU PROCHAIN CONTRÔLE</b>  |           |                              |   |  |  |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| Contre-visite   |           |                              |   |  |  |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| <b>IDENTIFICATION DU CENTRE DE CONTRÔLE</b>   |           |                              |   |  |  |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| N° D'AGRÈMENT : S033C324  |           |                              |   |  |  |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| (9) RAISON SOCIALE : SARL AUTO BILAN BANLIEUE SUD   |           |                              |   |  |  |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| (3) COORDONNÉES : 1 CHEMIN DE LA GRANGE<br>33650 MARTILLAC<br>Tél : 0556726262                        |           |                              |   |  |  |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| <b>(9) IDENTIFICATION DU CONTRÔLEUR</b>   |           |                              |   |  |  |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| N° D'AGRÈMENT : 033F1011  |           |                              |   |  |  |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| SIGNATURE :         |           |                              |   |  |  |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| <b>IDENTIFICATION DU VÉHICULE</b>   |           |                              |   |  |  |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| (2) Immatriculation et pays   |           | Date d'immatriculation       |   | Date de 1 <sup>ère</sup> mise en circulation |  |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| GE-113-SM (F)   |           | 17/02/2022                   |   | 17/02/2022                                   |  |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| Marque  |           | Désignation commerciale      |   |  |  |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| TESLA   |           | MODEL 3                      |   |  |  |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| (1) N° dans la série du type (VIN)  |           | (5) Catégorie internationale |   | Genre  |  |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| LRW3E7FR2NC500418   |           | M1                           |   | VP   |  |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| Type/CNIT   |           |                              | Énergie   |  |  |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| M10TSLVP000M763   |           |                              | EL  |  |  |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| Document(s) présenté(s)   |           |                              |   |  |  |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| Photocopie du certificat d'immatriculation visée par un commissaire-priseur ou un huissier de justice |           |                              |   |  |  |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| <b>(4) KILOMÉTRAGE RELEVÉ</b>   |           |                              | <b>MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES</b>   |  |  |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| 101044  |           |                              | <table border="1"> <thead> <tr> <th rowspan="2"></th> <th colspan="2">AVANT</th> <th colspan="2">ARRIERE</th> </tr> <tr> <th>G</th> <th>D</th> <th>G</th> <th>D</th> </tr> </thead> <tbody> <tr> <td>Ripage (-8 à +8 m/km) :</td> <td colspan="4">-0.6 m/km</td> </tr> <tr> <td>Dissymétrie suspension (≤ 30%) :</td> <td colspan="2">6 %</td> <td colspan="2">3 %</td> </tr> <tr> <td>Forces verticales :</td> <td colspan="2">878 daN</td> <td colspan="2">932 daN</td> </tr> <tr> <td><b>Frein de service</b></td> <td colspan="4"></td> </tr> <tr> <td>Forces de freinage :</td> <td>373 daN</td> <td>324 daN</td> <td>358 daN</td> <td>352 daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%) :</td> <td colspan="4">14 %</td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>373 daN</td> <td>324 daN</td> <td>358 daN</td> <td>352 daN</td> </tr> <tr> <td>Taux d'efficacité global (≥58 %) :</td> <td colspan="4">77 %</td> </tr> <tr> <td><b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :</td> <td colspan="4">41 %</td> </tr> <tr> <td>Feux de croisement (-2.5 % à -0.5 %) :</td> <td colspan="2">-0.1 %</td> <td colspan="2">+0.4 %</td> </tr> </tbody> </table> |  |  |  | AVANT |  | ARRIERE |  | G | D | G | D | Ripage (-8 à +8 m/km) : | -0.6 m/km |  |  |  | Dissymétrie suspension (≤ 30%) : | 6 % |  | 3 % |  | Forces verticales : | 878 daN |  | 932 daN |  | <b>Frein de service</b> |  |  |  |  | Forces de freinage : | 373 daN | 324 daN | 358 daN | 352 daN | Déséquilibre (<20%) : | 14 % |  |  |  | Forces de freinage (efficacité) : | 373 daN | 324 daN | 358 daN | 352 daN | Taux d'efficacité global (≥58 %) : | 77 % |  |  |  | <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) : | 41 % |  |  |  | Feux de croisement (-2.5 % à -0.5 %) : | -0.1 % |  | +0.4 % |  |
|   | AVANT     |                              | ARRIERE   |  |  |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
|   | G         | D                            | G   | D  |  |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| Ripage (-8 à +8 m/km) :   | -0.6 m/km |                              |   |  |  |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| Dissymétrie suspension (≤ 30%) :  | 6 %       |                              | 3 %   |  |  |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| Forces verticales :   | 878 daN   |                              | 932 daN   |  |  |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| <b>Frein de service</b>   |           |                              |   |  |  |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| Forces de freinage :  | 373 daN   | 324 daN                      | 358 daN   | 352 daN                                      |  |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| Déséquilibre (<20%) :   | 14 %      |                              |   |  |  |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| Forces de freinage (efficacité) :   | 373 daN   | 324 daN                      | 358 daN   | 352 daN                                      |  |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| Taux d'efficacité global (≥58 %) :  | 77 %      |                              |   |  |  |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :   | 41 %      |                              |   |  |  |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| Feux de croisement (-2.5 % à -0.5 %) :  | -0.1 %    |                              | +0.4 %  |  |  |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| <b>INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE</b>   |           |                              |   |  |  |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| PROCÈS-VERBAL N° :  |           | DATE :                       |   |  |  |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |
| N° D'AGRÈMENT DU CENTRE :   |           |                              |   |  |  |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |  |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |  |        |  |        |  |