



N° D'IMPRIMÉ C72030991

# PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE

EXEMPLAIRE REMIS A L'USAGER

| <b>NATURE DU CONTRÔLE</b><br>Contrôle technique périodique                                                                                                                                                     |      | <b>(3) DATE DU CONTRÔLE</b><br>14/10/2026                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |           | <b>N° DU PROCÈS-VERBAL</b><br>26065474                     |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                                                      |  |  |  |  |                                                      |  |  |  |  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|------------------------------------------------------------|---------|---------|-------|--|---------|--|--|---|---|---|---|-------------------------|-----------|--|--|--|----------------------------------|-----|--|-----|--|---------------------|---------|--|---------|--|------------------|--|--|--|--|----------------------|---------|---------|---------|---------|-----------------------|-----|--|------|--|-----------------------------------|---------|---------|---------|---------|------------------------------------|------|--|--|--|----------------------------------------------------|------|--|--|--|---------------------------|--|--|--|--|------------------------------------------------------|--|--|--|--|------------------------------------------------------|--|--|--|--|
| <b>(7) RÉSULTAT DU CONTRÔLE</b><br>Favorable                                                                                                                                                                   |      | <b>(6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ</b><br><br>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |           |                                                            |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                                                      |  |  |  |  |                                                      |  |  |  |  |
| <b>(8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ</b><br>13/10/2028                                                                                                                                                |      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |           |                                                            |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                                                      |  |  |  |  |                                                      |  |  |  |  |
| <b>NATURE DU PROCHAIN CONTRÔLE</b><br>Contrôle technique périodique                                                                                                                                            |      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |           |                                                            |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                                                      |  |  |  |  |                                                      |  |  |  |  |
| <b>IDENTIFICATION DU CENTRE DE CONTRÔLE</b><br>N° D'AGRÈMENT : S033C324<br>(9) RAISON SOCIALE : SARL AUTO BILAN BANLIEUE SUD<br>(3) COORDONNÉES : 1 CHEMIN DE LA GRANGE<br>33650 MARTILLAC<br>Tél : 0556726262 |      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |           |                                                            |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                                                      |  |  |  |  |                                                      |  |  |  |  |
| <b>(9) IDENTIFICATION DU CONTRÔLEUR</b><br>N° D'AGRÈMENT : 093F1408<br>SIGNATURE :                                           |      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |           |                                                            |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                                                      |  |  |  |  |                                                      |  |  |  |  |
| <b>IDENTIFICATION DU VÉHICULE</b>                                                                                                                                                                              |      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |           |                                                            |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                                                      |  |  |  |  |                                                      |  |  |  |  |
| (2) Immatriculation et pays<br>GK-785-AV (F)                                                                                                                                                                   |      | Date d'immatriculation<br>17/10/2022                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |           | Date de 1 <sup>ère</sup> mise en circulation<br>17/10/2022 |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                                                      |  |  |  |  |                                                      |  |  |  |  |
| Marque<br>OPEL                                                                                                                                                                                                 |      | Désignation commerciale<br>GRANDLAND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |           |                                                            |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                                                      |  |  |  |  |                                                      |  |  |  |  |
| (1) N° dans la série du type (VIN)<br>W0VZCYHZ5N6828278                                                                                                                                                        |      | (5) Catégorie internationale<br>M1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |           | Genre<br>VP                                                |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                                                      |  |  |  |  |                                                      |  |  |  |  |
| Type/CNIT<br>M10PELVP6659380                                                                                                                                                                                   |      | Énergie<br>GO                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |           |                                                            |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                                                      |  |  |  |  |                                                      |  |  |  |  |
| Document(s) présenté(s)<br>Photocopie du certificat d'immatriculation visée par un commissaire-priseur ou un huissier de justice                                                                               |      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |           |                                                            |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                                                      |  |  |  |  |                                                      |  |  |  |  |
| <b>(4) KILOMÉTRAGE RELEVÉ</b><br>111502                                                                                                                                                                        |      | <b>MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |           |                                                            |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                                                      |  |  |  |  |                                                      |  |  |  |  |
| <b>INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE</b><br><br>PROCÈS-VERBAL N° :<br><br>N° D'AGRÈMENT DU CENTRE :<br><br>DATE :                                                                             |      | <table><thead><tr><th></th><th colspan="2">AVANT</th><th colspan="2">ARRIÈRE</th></tr><tr><th></th><th>G</th><th>D</th><th>G</th><th>D</th></tr></thead><tbody><tr><td>Ripage (-8 à +8 m/km) :</td><td colspan="4">+0.1 m/km</td></tr><tr><td>Dissymétrie suspension (≤ 30%) :</td><td colspan="2">1 %</td><td colspan="2">8 %</td></tr><tr><td>Forces verticales :</td><td colspan="2">921 daN</td><td colspan="2">576 daN</td></tr><tr><td>Frein de service</td><td colspan="4"></td></tr><tr><td>Forces de freinage :</td><td>245 daN</td><td>264 daN</td><td>162 daN</td><td>187 daN</td></tr><tr><td>Déséquilibre (&lt;20%) :</td><td colspan="2">8 %</td><td colspan="2">14 %</td></tr><tr><td>Forces de freinage (efficacité) :</td><td>376 daN</td><td>352 daN</td><td>204 daN</td><td>189 daN</td></tr><tr><td>Taux d'efficacité global (≥58 %) :</td><td colspan="4">74 %</td></tr><tr><td>Frein de stationnement Taux d'efficacité (≥18 %) :</td><td colspan="4">23 %</td></tr><tr><td colspan="5">Émissions à l'échappement</td></tr><tr><td colspan="5">Opacité des fumées(0.51 m-1) C1:&lt;0.1 m-1 C2:&lt;0.1 m-1</td></tr><tr><td colspan="5">Feux de croisement (-2.5 % à -0.5 %) : -0.8 % -1.2 %</td></tr></tbody></table> |           |                                                            |         |         | AVANT |  | ARRIÈRE |  |  | G | D | G | D | Ripage (-8 à +8 m/km) : | +0.1 m/km |  |  |  | Dissymétrie suspension (≤ 30%) : | 1 % |  | 8 % |  | Forces verticales : | 921 daN |  | 576 daN |  | Frein de service |  |  |  |  | Forces de freinage : | 245 daN | 264 daN | 162 daN | 187 daN | Déséquilibre (<20%) : | 8 % |  | 14 % |  | Forces de freinage (efficacité) : | 376 daN | 352 daN | 204 daN | 189 daN | Taux d'efficacité global (≥58 %) : | 74 % |  |  |  | Frein de stationnement Taux d'efficacité (≥18 %) : | 23 % |  |  |  | Émissions à l'échappement |  |  |  |  | Opacité des fumées(0.51 m-1) C1:<0.1 m-1 C2:<0.1 m-1 |  |  |  |  | Feux de croisement (-2.5 % à -0.5 %) : -0.8 % -1.2 % |  |  |  |  |
|                                                                                                                                                                                                                |      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | AVANT     |                                                            | ARRIÈRE |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                                                      |  |  |  |  |                                                      |  |  |  |  |
|                                                                                                                                                                                                                |      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | G         | D                                                          | G       | D       |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                                                      |  |  |  |  |                                                      |  |  |  |  |
|                                                                                                                                                                                                                |      | Ripage (-8 à +8 m/km) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | +0.1 m/km |                                                            |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                                                      |  |  |  |  |                                                      |  |  |  |  |
|                                                                                                                                                                                                                |      | Dissymétrie suspension (≤ 30%) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 1 %       |                                                            | 8 %     |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                                                      |  |  |  |  |                                                      |  |  |  |  |
|                                                                                                                                                                                                                |      | Forces verticales :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 921 daN   |                                                            | 576 daN |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                                                      |  |  |  |  |                                                      |  |  |  |  |
|                                                                                                                                                                                                                |      | Frein de service                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |           |                                                            |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                                                      |  |  |  |  |                                                      |  |  |  |  |
|                                                                                                                                                                                                                |      | Forces de freinage :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 245 daN   | 264 daN                                                    | 162 daN | 187 daN |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                                                      |  |  |  |  |                                                      |  |  |  |  |
|                                                                                                                                                                                                                |      | Déséquilibre (<20%) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 8 %       |                                                            | 14 %    |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                                                      |  |  |  |  |                                                      |  |  |  |  |
|                                                                                                                                                                                                                |      | Forces de freinage (efficacité) :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 376 daN   | 352 daN                                                    | 204 daN | 189 daN |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                                                      |  |  |  |  |                                                      |  |  |  |  |
| Taux d'efficacité global (≥58 %) :                                                                                                                                                                             | 74 % |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |           |                                                            |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                                                      |  |  |  |  |                                                      |  |  |  |  |
| Frein de stationnement Taux d'efficacité (≥18 %) :                                                                                                                                                             | 23 % |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |           |                                                            |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                                                      |  |  |  |  |                                                      |  |  |  |  |
| Émissions à l'échappement                                                                                                                                                                                      |      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |           |                                                            |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                                                      |  |  |  |  |                                                      |  |  |  |  |
| Opacité des fumées(0.51 m-1) C1:<0.1 m-1 C2:<0.1 m-1                                                                                                                                                           |      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |           |                                                            |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                                                      |  |  |  |  |                                                      |  |  |  |  |
| Feux de croisement (-2.5 % à -0.5 %) : -0.8 % -1.2 %                                                                                                                                                           |      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |           |                                                            |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |                                                    |      |  |  |  |                           |  |  |  |  |                                                      |  |  |  |  |                                                      |  |  |  |  |