



N° D'IMPRIMÉ CV60658062

PROCÈS-VERBAL DE CONTRÔLE VOLONTAIRE D'UN VÉHICULE AUTOMOBILE



EXEMPLAIRE REMIS A L'USAGER

| TYPE DE CONTRÔLE VOLONTAIRE | DATE DU CONTRÔLE | N° DU PROCÈS-VERBAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Contrôle volontaire total | 03/06/2026 | 26010881 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FONCTIONS CONTRÔLÉES | DÉFAILLANCES CONSTATÉES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ensemble des points visés par l'annexe 1 de l'arrêté du 18 juin 1991 modifié. | <p>Défaillances majeures : (Soumis à contre-visite en cas de contrôle réglementaire) 1.1.13.a.2. GARNITURES OU PLAQUETTES DE FREINS : Usure excessive (marque minimale atteinte) AVG, AVD</p> <p>Défaillances mineures : 1.1.14.a.1. TAMBOURS DE FREINS, DISQUES DE FREINS : Disque ou tambour légèrement usé AVG, AVD</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IDENTIFICATION DU CENTRE DE CONTRÔLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N° D'AGRÈMENT : S033C324 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RAISON SOCIALE : SARL AUTO BILAN BANLIEUE SUD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| COORDONNÉES : 1 CHEMIN DE LA GRANGE 33650 MARTILLAC Tél : 0556726262 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IDENTIFICATION DU CONTRÔLEUR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N° D'AGRÈMENT : 091C0438 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SIGNATURE : | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IDENTIFICATION DU VÉHICULE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Immatriculation et pays : GY-494-FK (F) | Date d'immatriculation : 15/07/2024 | Date de 1 ^{ère} mise en circulation : 15/07/2024 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Marque : KIA | Désignation commerciale : XCEED | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N° dans la série du type (VIN) : U5YH7F15GSL193548 | Catégorie internationale : M1 | Genre : VP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Type/CNIT : M10K1AVP004P614 | Énergie : ES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Document(s) présenté(s) : Photocopie du certificat d'immatriculation visée par un commissaire-priseur ou un huissier de justice | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| KILOMÉTRAGE RELEVÉ | MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 105519 | <table border="1"> <thead> <tr> <th></th> <th colspan="2">AVANT</th> <th colspan="2">ARRIERE</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">+1.6 m/km</td> </tr> <tr> <td>Dissymétrie suspension (≤ 30%) :</td> <td colspan="2">10 %</td> <td colspan="2">4 %</td> </tr> <tr> <td>Forces verticales :</td> <td colspan="2">871 daN</td> <td colspan="2">579 daN</td> </tr> <tr> <td>Frein de service</td> <td colspan="4"></td> </tr> <tr> <td>Forces de freinage :</td> <td>359 daN</td> <td>329 daN</td> <td>159 daN</td> <td>189 daN</td> </tr> <tr> <td>Déséquilibre (<20%) :</td> <td colspan="2">9 %</td> <td colspan="2">16 %</td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>359 daN</td> <td>329 daN</td> <td>159 daN</td> <td>189 daN</td> </tr> <tr> <td>Taux d'efficacité global (≥58 %) :</td> <td colspan="4">71 %</td> </tr> <tr> <td>Frein de stationnement Taux d'efficacité (≥18 %) :</td> <td colspan="4">19 %</td> </tr> <tr> <td>Emissions à l'échappement</td> <td colspan="4"></td> </tr> <tr> <td>CO ralenti (≤0.3 %) :</td> <td colspan="2">0.25 %</td> <td colspan="2">CO ralenti accéléré (≤0.2 %) : 0.20 %</td> </tr> <tr> <td colspan="5">Lambda (0.97 à 1.03) : 1.020</td> </tr> <tr> <td>Feux de croisement (-2.5 % à -0.5 %) :</td> <td colspan="2">-2.2 %</td> <td colspan="2">-1.1 %</td> </tr> <tr> <td>Feux de brouillard avant (-3.5 % à -1.0 %) :</td> <td colspan="2">-2.5 %</td> <td colspan="2">-2.6 %</td> </tr> </tbody> </table> | | | AVANT | | ARRIERE | | | G | D | G | D | Ripage (-8 à +8 m/km) : | +1.6 m/km | | | | Dissymétrie suspension (≤ 30%) : | 10 % | | 4 % | | Forces verticales : | 871 daN | | 579 daN | | Frein de service | | | | | Forces de freinage : | 359 daN | 329 daN | 159 daN | 189 daN | Déséquilibre (<20%) : | 9 % | | 16 % | | Forces de freinage (efficacité) : | 359 daN | 329 daN | 159 daN | 189 daN | Taux d'efficacité global (≥58 %) : | 71 % | | | | Frein de stationnement Taux d'efficacité (≥18 %) : | 19 % | | | | Emissions à l'échappement | | | | | CO ralenti (≤0.3 %) : | 0.25 % | | CO ralenti accéléré (≤0.2 %) : 0.20 % | | Lambda (0.97 à 1.03) : 1.020 | | | | | Feux de croisement (-2.5 % à -0.5 %) : | -2.2 % | | -1.1 % | | Feux de brouillard avant (-3.5 % à -1.0 %) : | -2.5 % | | -2.6 % | |
| | AVANT | | ARRIERE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | G | D | G | D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ripage (-8 à +8 m/km) : | +1.6 m/km | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dissymétrie suspension (≤ 30%) : | 10 % | | 4 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forces verticales : | 871 daN | | 579 daN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Frein de service | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forces de freinage : | 359 daN | 329 daN | 159 daN | 189 daN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Déséquilibre (<20%) : | 9 % | | 16 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forces de freinage (efficacité) : | 359 daN | 329 daN | 159 daN | 189 daN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Taux d'efficacité global (≥58 %) : | 71 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Frein de stationnement Taux d'efficacité (≥18 %) : | 19 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Emissions à l'échappement | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CO ralenti (≤0.3 %) : | 0.25 % | | CO ralenti accéléré (≤0.2 %) : 0.20 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lambda (0.97 à 1.03) : 1.020 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Feux de croisement (-2.5 % à -0.5 %) : | -2.2 % | | -1.1 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Feux de brouillard avant (-3.5 % à -1.0 %) : | -2.5 % | | -2.6 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



INFORMATIONS IMPORTANTES AU VERSO