

**PROCÈS-VERBAL**  
**DE CONTRÔLE TECHNIQUE**

N° d'imprimé : **ZA13628050**

| NATURE DU CONTRÔLE<br>Contrôle technique périodique   | (3) DATE DU CONTRÔLE<br>07/01/2026 | N° DU PROCÈS-VERBAL<br>26000092 |         |        |         |  |   |   |   |   |                             |           |  |  |  |                                      |    |  |    |  |                          |         |  |         |  |   |        |        |        |        |                                 |    |  |    |  |                                  |        |        |        |        |  |     |  |  |  |                               |                               |  |  |  |  |  |  |  |  |   |       |       |  |  |
|---|------------------------------------|---------------------------------|---------|--------|---------|--|---|---|---|---|-----------------------------|-----------|--|--|--|--------------------------------------|----|--|----|--|--------------------------|---------|--|---------|--|---|--------|--------|--------|--------|---------------------------------|----|--|----|--|----------------------------------|--------|--------|--------|--------|--|-----|--|--|--|-------------------------------|-------------------------------|--|--|--|--|--|--|--|--|---|-------|-------|--|--|
| (7) RÉSULTAT DU CONTRÔLE<br>Défavorable pour défaillances majeures  |                                    |                                 |         |        |         |  |   |   |   |   |                             |           |  |  |  |                                      |    |  |    |  |                          |         |  |         |  |   |        |        |        |        |                                 |    |  |    |  |                                  |        |        |        |        |  |     |  |  |  |                               |                               |  |  |  |  |  |  |  |  |   |       |       |  |  |
| (8) LIMITÉ DE VALIDITÉ DU CONTRÔLE RÉALISÉ<br>06/03/2026  |                                    |                                 |         |        |         |  |   |   |   |   |                             |           |  |  |  |                                      |    |  |    |  |                          |         |  |         |  |   |        |        |        |        |                                 |    |  |    |  |                                  |        |        |        |        |  |     |  |  |  |                               |                               |  |  |  |  |  |  |  |  |   |       |       |  |  |
| NATURE DU PROCHAIN CONTRÔLE<br>Contre-visite  |                                    |                                 |         |        |         |  |   |   |   |   |                             |           |  |  |  |                                      |    |  |    |  |                          |         |  |         |  |   |        |        |        |        |                                 |    |  |    |  |                                  |        |        |        |        |  |     |  |  |  |                               |                               |  |  |  |  |  |  |  |  |   |       |       |  |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE<br>N° D'AGRÉMENT : S031Z123  |                                    |                                 |         |        |         |  |   |   |   |   |                             |           |  |  |  |                                      |    |  |    |  |                          |         |  |         |  |   |        |        |        |        |                                 |    |  |    |  |                                  |        |        |        |        |  |     |  |  |  |                               |                               |  |  |  |  |  |  |  |  |   |       |       |  |  |
| (9) RAISON SOCIALE : AUTO CONTROLE 31   |                                    |                                 |         |        |         |  |   |   |   |   |                             |           |  |  |  |                                      |    |  |    |  |                          |         |  |         |  |   |        |        |        |        |                                 |    |  |    |  |                                  |        |        |        |        |  |     |  |  |  |                               |                               |  |  |  |  |  |  |  |  |   |       |       |  |  |
| (3) COORDONNÉES : ZAC GAROSSOS<br>31700 BEAUXELLE<br>Tel : 05.61.42.27.81   |                                    |                                 |         |        |         |  |   |   |   |   |                             |           |  |  |  |                                      |    |  |    |  |                          |         |  |         |  |   |        |        |        |        |                                 |    |  |    |  |                                  |        |        |        |        |  |     |  |  |  |                               |                               |  |  |  |  |  |  |  |  |   |       |       |  |  |
| (9) IDENTIFICATION DU CONTRÔLEUR<br>N° D'AGRÉMENT : 031Z1352  |                                    |                                 |         |        |         |  |   |   |   |   |                             |           |  |  |  |                                      |    |  |    |  |                          |         |  |         |  |   |        |        |        |        |                                 |    |  |    |  |                                  |        |        |        |        |  |     |  |  |  |                               |                               |  |  |  |  |  |  |  |  |   |       |       |  |  |
| SIGNATURE :   |                                    |                                 |         |        |         |  |   |   |   |   |                             |           |  |  |  |                                      |    |  |    |  |                          |         |  |         |  |   |        |        |        |        |                                 |    |  |    |  |                                  |        |        |        |        |  |     |  |  |  |                               |                               |  |  |  |  |  |  |  |  |   |       |       |  |  |
| IDENTIFICATION DU VÉHICULE<br>(2) Immatriculation et pays Date d'immatriculation      Date de 1 <sup>ère</sup> mise en circulation<br>CN-589-TR (F)      11/12/2012      11/12/2012   |                                    |                                 |         |        |         |  |   |   |   |   |                             |           |  |  |  |                                      |    |  |    |  |                          |         |  |         |  |   |        |        |        |        |                                 |    |  |    |  |                                  |        |        |        |        |  |     |  |  |  |                               |                               |  |  |  |  |  |  |  |  |   |       |       |  |  |
| Marque      Désignation commerciale<br>MERCEDES BENZ      CLASSE M  |                                    |                                 |         |        |         |  |   |   |   |   |                             |           |  |  |  |                                      |    |  |    |  |                          |         |  |         |  |   |        |        |        |        |                                 |    |  |    |  |                                  |        |        |        |        |  |     |  |  |  |                               |                               |  |  |  |  |  |  |  |  |   |       |       |  |  |
| (1) N° dans la série du type (VIN)      (5) Catégorie internationale      Genre<br>WDC1660241A137854      M1      VP  |                                    |                                 |         |        |         |  |   |   |   |   |                             |           |  |  |  |                                      |    |  |    |  |                          |         |  |         |  |   |        |        |        |        |                                 |    |  |    |  |                                  |        |        |        |        |  |     |  |  |  |                               |                               |  |  |  |  |  |  |  |  |   |       |       |  |  |
| Type/CNIT      Énergie<br>M1GMCVDVPR04S998      GO  |                                    |                                 |         |        |         |  |   |   |   |   |                             |           |  |  |  |                                      |    |  |    |  |                          |         |  |         |  |   |        |        |        |        |                                 |    |  |    |  |                                  |        |        |        |        |  |     |  |  |  |                               |                               |  |  |  |  |  |  |  |  |   |       |       |  |  |
| Document(s) présenté(s)   |                                    |                                 |         |        |         |  |   |   |   |   |                             |           |  |  |  |                                      |    |  |    |  |                          |         |  |         |  |   |        |        |        |        |                                 |    |  |    |  |                                  |        |        |        |        |  |     |  |  |  |                               |                               |  |  |  |  |  |  |  |  |   |       |       |  |  |
| Photocopie du certificat d'immatriculation visée par un commissaire-priseur ou un huissier de justice   |                                    |                                 |         |        |         |  |   |   |   |   |                             |           |  |  |  |                                      |    |  |    |  |                          |         |  |         |  |   |        |        |        |        |                                 |    |  |    |  |                                  |        |        |        |        |  |     |  |  |  |                               |                               |  |  |  |  |  |  |  |  |   |       |       |  |  |
| (4) KILOMÉTRAGE RELEVÉ<br>243791  |                                    |                                 |         |        |         |  |   |   |   |   |                             |           |  |  |  |                                      |    |  |    |  |                          |         |  |         |  |   |        |        |        |        |                                 |    |  |    |  |                                  |        |        |        |        |  |     |  |  |  |                               |                               |  |  |  |  |  |  |  |  |   |       |       |  |  |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE<br>PROCÈS-VERBAL N° :      DATE :<br>N° D'AGRÉMENT DU CENTRE :   |                                    |                                 |         |        |         |  |   |   |   |   |                             |           |  |  |  |                                      |    |  |    |  |                          |         |  |         |  |   |        |        |        |        |                                 |    |  |    |  |                                  |        |        |        |        |  |     |  |  |  |                               |                               |  |  |  |  |  |  |  |  |   |       |       |  |  |
| <b>CN-589-TR</b><br><b>CT : 06/03/2026</b><br><b>N° d'agrément :</b> S031Z123<br><b>N° de série :</b> WDC1660241A137854<br><b>N° d'imprimé :</b> ZA13628050   |                                    |                                 |         |        |         |  |   |   |   |   |                             |           |  |  |  |                                      |    |  |    |  |                          |         |  |         |  |   |        |        |        |        |                                 |    |  |    |  |                                  |        |        |        |        |  |     |  |  |  |                               |                               |  |  |  |  |  |  |  |  |   |       |       |  |  |
| <b>MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES</b> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">AVANT</th> <th style="text-align: center;">ARRIERE</th> </tr> <tr> <th></th> <th style="text-align: center;">G</th> <th style="text-align: center;">D</th> <th style="text-align: center;">G</th> <th style="text-align: center;">D</th> </tr> </thead> <tbody> <tr> <td><b>Ripage (-8 à +8m/km)</b></td> <td style="text-align: center;">-10.9m/km</td> <td></td> <td></td> <td></td> </tr> <tr> <td><b>Dissymétrie suspension (=30%)</b></td> <td style="text-align: center;">4%</td> <td></td> <td style="text-align: center;">1%</td> <td></td> </tr> <tr> <td><b>Forces verticales</b></td> <td style="text-align: center;">1180daN</td> <td></td> <td style="text-align: center;">1039daN</td> <td></td> </tr> <tr> <td><b>Frein de service</b><br/>Force de freinage:<br/>Déséquilibre (&lt;20%):</td> <td style="text-align: center;">416daN</td> <td style="text-align: center;">416daN</td> <td style="text-align: center;">365daN</td> <td style="text-align: center;">366daN</td> </tr> <tr> <td>Force de freinage (efficacité):</td> <td style="text-align: center;">0%</td> <td></td> <td style="text-align: center;">1%</td> <td></td> </tr> <tr> <td>Taux d'efficacité global (=58%):</td> <td style="text-align: center;">416daN</td> <td style="text-align: center;">416daN</td> <td style="text-align: center;">365daN</td> <td style="text-align: center;">366daN</td> </tr> <tr> <td></td> <td style="text-align: center;">70%</td> <td></td> <td></td> <td></td> </tr> <tr> <td><b>Frein de stationnement</b></td> <td colspan="4" style="text-align: center;">Taux d'efficacité (=18%): 19%</td> </tr> <tr> <td><b>Emissions à l'échappement</b><br/>Opacité des fumées (0.50m-1) C1: &lt;0.10 - C2: &lt;0.10</td> <td colspan="4"></td> </tr> <tr> <td><b>Feux de croisement (-2.5% à -0.5%)</b></td> <td style="text-align: center;">-0.9%</td> <td style="text-align: center;">-0.7%</td> <td colspan="2"></td> </tr> </tbody> </table> |                                    |                                 |         | AVANT  | ARRIERE |  | G | D | G | D | <b>Ripage (-8 à +8m/km)</b> | -10.9m/km |  |  |  | <b>Dissymétrie suspension (=30%)</b> | 4% |  | 1% |  | <b>Forces verticales</b> | 1180daN |  | 1039daN |  | <b>Frein de service</b><br>Force de freinage:<br>Déséquilibre (<20%): | 416daN | 416daN | 365daN | 366daN | Force de freinage (efficacité): | 0% |  | 1% |  | Taux d'efficacité global (=58%): | 416daN | 416daN | 365daN | 366daN |  | 70% |  |  |  | <b>Frein de stationnement</b> | Taux d'efficacité (=18%): 19% |  |  |  | <b>Emissions à l'échappement</b><br>Opacité des fumées (0.50m-1) C1: <0.10 - C2: <0.10 |  |  |  |  | <b>Feux de croisement (-2.5% à -0.5%)</b> | -0.9% | -0.7% |  |  |
|   | AVANT                              | ARRIERE                         |         |        |         |  |   |   |   |   |                             |           |  |  |  |                                      |    |  |    |  |                          |         |  |         |  |   |        |        |        |        |                                 |    |  |    |  |                                  |        |        |        |        |  |     |  |  |  |                               |                               |  |  |  |  |  |  |  |  |   |       |       |  |  |
|   | G                                  | D                               | G       | D      |         |  |   |   |   |   |                             |           |  |  |  |                                      |    |  |    |  |                          |         |  |         |  |   |        |        |        |        |                                 |    |  |    |  |                                  |        |        |        |        |  |     |  |  |  |                               |                               |  |  |  |  |  |  |  |  |   |       |       |  |  |
| <b>Ripage (-8 à +8m/km)</b>   | -10.9m/km                          |                                 |         |        |         |  |   |   |   |   |                             |           |  |  |  |                                      |    |  |    |  |                          |         |  |         |  |   |        |        |        |        |                                 |    |  |    |  |                                  |        |        |        |        |  |     |  |  |  |                               |                               |  |  |  |  |  |  |  |  |   |       |       |  |  |
| <b>Dissymétrie suspension (=30%)</b>  | 4%                                 |                                 | 1%      |        |         |  |   |   |   |   |                             |           |  |  |  |                                      |    |  |    |  |                          |         |  |         |  |   |        |        |        |        |                                 |    |  |    |  |                                  |        |        |        |        |  |     |  |  |  |                               |                               |  |  |  |  |  |  |  |  |   |       |       |  |  |
| <b>Forces verticales</b>  | 1180daN                            |                                 | 1039daN |        |         |  |   |   |   |   |                             |           |  |  |  |                                      |    |  |    |  |                          |         |  |         |  |   |        |        |        |        |                                 |    |  |    |  |                                  |        |        |        |        |  |     |  |  |  |                               |                               |  |  |  |  |  |  |  |  |   |       |       |  |  |
| <b>Frein de service</b><br>Force de freinage:<br>Déséquilibre (<20%):   | 416daN                             | 416daN                          | 365daN  | 366daN |         |  |   |   |   |   |                             |           |  |  |  |                                      |    |  |    |  |                          |         |  |         |  |   |        |        |        |        |                                 |    |  |    |  |                                  |        |        |        |        |  |     |  |  |  |                               |                               |  |  |  |  |  |  |  |  |   |       |       |  |  |
| Force de freinage (efficacité):   | 0%                                 |                                 | 1%      |        |         |  |   |   |   |   |                             |           |  |  |  |                                      |    |  |    |  |                          |         |  |         |  |   |        |        |        |        |                                 |    |  |    |  |                                  |        |        |        |        |  |     |  |  |  |                               |                               |  |  |  |  |  |  |  |  |   |       |       |  |  |
| Taux d'efficacité global (=58%):  | 416daN                             | 416daN                          | 365daN  | 366daN |         |  |   |   |   |   |                             |           |  |  |  |                                      |    |  |    |  |                          |         |  |         |  |   |        |        |        |        |                                 |    |  |    |  |                                  |        |        |        |        |  |     |  |  |  |                               |                               |  |  |  |  |  |  |  |  |   |       |       |  |  |
|   | 70%                                |                                 |         |        |         |  |   |   |   |   |                             |           |  |  |  |                                      |    |  |    |  |                          |         |  |         |  |   |        |        |        |        |                                 |    |  |    |  |                                  |        |        |        |        |  |     |  |  |  |                               |                               |  |  |  |  |  |  |  |  |   |       |       |  |  |
| <b>Frein de stationnement</b>   | Taux d'efficacité (=18%): 19%      |                                 |         |        |         |  |   |   |   |   |                             |           |  |  |  |                                      |    |  |    |  |                          |         |  |         |  |   |        |        |        |        |                                 |    |  |    |  |                                  |        |        |        |        |  |     |  |  |  |                               |                               |  |  |  |  |  |  |  |  |   |       |       |  |  |
| <b>Emissions à l'échappement</b><br>Opacité des fumées (0.50m-1) C1: <0.10 - C2: <0.10  |                                    |                                 |         |        |         |  |   |   |   |   |                             |           |  |  |  |                                      |    |  |    |  |                          |         |  |         |  |   |        |        |        |        |                                 |    |  |    |  |                                  |        |        |        |        |  |     |  |  |  |                               |                               |  |  |  |  |  |  |  |  |   |       |       |  |  |
| <b>Feux de croisement (-2.5% à -0.5%)</b>   | -0.9%                              | -0.7%                           |         |        |         |  |   |   |   |   |                             |           |  |  |  |                                      |    |  |    |  |                          |         |  |         |  |   |        |        |        |        |                                 |    |  |    |  |                                  |        |        |        |        |  |     |  |  |  |                               |                               |  |  |  |  |  |  |  |  |   |       |       |  |  |