

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

N° d'imprimé : **ZA13629209**

| NATURE DU CONTRÔLE   | (3) DATE DU CONTRÔLE | N° DU PROCÈS-VERBAL                                 |  |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
|--|----------------------|---|--|--|-------|---------|---|---|---|---|----------------------|----------|--|--|-------------------------------|----|--|----|-------------------|--------|--|--------|-------------------------|--|--|--|--------------------|--------|--------|--------|----------------------|----|--|----|---------------------------------|--------|--------|--------|----------------------------------|--|--|-----|-------------------------------|--|--|--|---------------------------|-----|--|--|---|-------|-------|--|
| Contrôle technique périodique  | 27/01/2026           | 26000734  |  |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| (7) RÉSULTAT DU CONTRÔLE   |                      |   |  |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| Favorable  |                      |   |  |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| (8) LIMITÉ DE VALIDITÉ DU CONTRÔLE RÉALISÉ   |                      |   |  |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| 26/01/2028   |                      |   |  |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ   |                      |   |  |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 :<br>11/09/2025 : 29408km / 03/11/2025 : 29599km |                      |   |  |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| NATURE DU PROCHAIN CONTRÔLE  |                      |   |  |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| Contrôle technique périodique  |                      |   |  |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE   |                      |   |  |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| N° D'AGRÉMENT : S031Z123   |                      |   |  |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| (9) RAISON SOCIALE : AUTO CONTROLE 31  |                      |   |  |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| (3) COORDONNÉES : ZAC GAROSSOS<br>31700 BEAUXELLE  |                      |   |  |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| Tel : 05.61.42.27.81   |                      |   |  |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| (9) IDENTIFICATION DU CONTRÔLEUR   |                      |   |  |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| N° D'AGRÉMENT : 031Z1478   |                      |   |  |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| SIGNATURE :  |                      |   |  |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| IDENTIFICATION DU VÉHICULE   |                      |   |  |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| (2) Immatriculation et pays Date d'immatriculation   |                      | Date de 1 <sup>ère</sup> mise en circulation        |  |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| GC-293-DE (F)  | 29/11/2024           | 30/09/2021  |  |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| Marque   |                      | Désignation commerciale                             |  |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| OPEL   | CORSA                |   |  |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| (1) N° dans la série du type (VIN)   |                      | (5) Catégorie internationale                        | Genre  |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| VXKUHZKXZM4107804  | M1                   | VP  | Énergie  |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| Type/CNIT  |                      | Document(s) présenté(s)                             |  |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| M10PELVP629R034  |                      | EL  |  |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| Photocopie du certificat d'immatriculation visée par un commissaire-priseur ou un huissier de justice                                |                      |   |  |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| (4) KILOMÉTRAGE RELEVÉ   |                      |   | MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES   |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| 33996  |                      |   | <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;"></th> <th style="width: 25%; text-align: center;">AVANT</th> <th style="width: 25%; text-align: center;">ARRIERE</th> </tr> <tr> <th style="text-align: left;">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>Ripage (-8 à +8m/km)</td> <td style="text-align: center;">-1.0m/km</td> <td></td> <td></td> </tr> <tr> <td>Dissymétrie suspension (=30%)</td> <td style="text-align: center;">4%</td> <td></td> <td style="text-align: center;">3%</td> </tr> <tr> <td>Forces verticales</td> <td style="text-align: center;">831daN</td> <td></td> <td style="text-align: center;">649daN</td> </tr> <tr> <td><b>Frein de service</b></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Force de freinage:</td> <td style="text-align: center;">273daN</td> <td style="text-align: center;">254daN</td> <td style="text-align: center;">224daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%):</td> <td style="text-align: center;">7%</td> <td></td> <td style="text-align: center;">1%</td> </tr> <tr> <td>Force de freinage (efficacité):</td> <td style="text-align: center;">273daN</td> <td style="text-align: center;">254daN</td> <td style="text-align: center;">223daN</td> </tr> <tr> <td>Taux d'efficacité global (=58%):</td> <td></td> <td></td> <td style="text-align: center;">65%</td> </tr> <tr> <td><b>Frein de stationnement</b></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Taux d'efficacité (=18%):</td> <td style="text-align: center;">26%</td> <td></td> <td></td> </tr> <tr> <td><b>Feux de croisement</b> (-2.5% à -0.5%)</td> <td style="text-align: center;">-1.5%</td> <td style="text-align: center;">-0.8%</td> <td></td> </tr> </tbody> </table> |  | AVANT | ARRIERE | G | D | G | D | Ripage (-8 à +8m/km) | -1.0m/km |  |  | Dissymétrie suspension (=30%) | 4% |  | 3% | Forces verticales | 831daN |  | 649daN | <b>Frein de service</b> |  |  |  | Force de freinage: | 273daN | 254daN | 224daN | Déséquilibre (<20%): | 7% |  | 1% | Force de freinage (efficacité): | 273daN | 254daN | 223daN | Taux d'efficacité global (=58%): |  |  | 65% | <b>Frein de stationnement</b> |  |  |  | Taux d'efficacité (=18%): | 26% |  |  | <b>Feux de croisement</b> (-2.5% à -0.5%) | -1.5% | -0.8% |  |
|  | AVANT                | ARRIERE   |  |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| G  | D                    | G   | D  |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| Ripage (-8 à +8m/km)   | -1.0m/km             |   |  |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| Dissymétrie suspension (=30%)  | 4%                   |   | 3%   |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| Forces verticales  | 831daN               |   | 649daN   |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| <b>Frein de service</b>  |                      |   |  |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| Force de freinage:   | 273daN               | 254daN  | 224daN   |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| Déséquilibre (<20%):   | 7%                   |   | 1%   |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| Force de freinage (efficacité):  | 273daN               | 254daN  | 223daN   |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| Taux d'efficacité global (=58%):   |                      |   | 65%  |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| <b>Frein de stationnement</b>  |                      |   |  |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| Taux d'efficacité (=18%):  | 26%                  |   |  |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| <b>Feux de croisement</b> (-2.5% à -0.5%)  | -1.5%                | -0.8%   |  |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE   |                      |   |  |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| PROCÈS-VERBAL N° :   |                      | DATE :  |  |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| N° D'AGRÉMENT DU CENTRE :  |                      |   |  |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| <b>GC-293-DE</b><br><b>CT : 26/01/2028</b>   |                      | <b>S031Z123</b><br><b>26000734</b><br><b>XXXXXX</b> |  |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |
| N° d'imprimé : <b>ZA13629209</b>   |                      |   |  |  |       |         |   |   |   |   |                      |          |  |  |                               |    |  |    |                   |        |  |        |                         |  |  |  |                    |        |        |        |                      |    |  |    |                                 |        |        |        |                                  |  |  |     |                               |  |  |  |                           |     |  |  |   |       |       |  |