



# PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE

N° D'IMPRIMÉ C69696054

EXEMPLAIRE REMIS A L'USAGER

| NATURE DU CONTRÔLE  |                              | (3) DATE DU CONTRÔLE  | N° DU PROCÈS-VERBAL |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |
|---|------------------------------|---|---------------------|---------|--|-------|--|---------|--|--|---|---|---|---|-------------------------|-----------|--|--|--|----------------------------------|-----|--|-----|--|---------------------|---------|--|---------|--|------------------|--|--|--|--|----------------------|---------|---------|---------|---------|-----------------------|-----|--|-----|--|-----------------------------------|---------|---------|---------|---------|------------------------------------|------|--|--|--|--|------|--|--|--|--|--------|--|--------|--|
| Contrôle technique périodique   |                              | 26/09/2025  | 25057007            |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |
| (7) RÉSULTAT DU CONTRÔLE  |                              | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ  |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |
| Défavorable pour défaillances majeures  |                              | <b>Défaillances majeures :</b><br>8.2.22.e.2. OPACITÉ : Contrôle impossible des émissions à l'échappement<br><br><b>Défaillances mineures :</b><br>0.3.1.a.1. PLAQUE CONSTRUCTEUR : Manquant ou introuvable<br>3.3.1.b.1. MIROIRS OU DISPOSITIFS RÉTROVISEURS : Miroir ou dispositif légèrement endommagé ou mal fixé G<br>6.2.1.a.1. ÉTAT DE LA CABINE ET DE LA CARROSSERIE : Panneau ou élément endommagé AVG, ARD, ARG<br>6.2.13.b.1. AUTRES OUVRANTS : Détérioration AR   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ  |                              | <b>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 :</b><br>03/11/2021 : 44744 km / 19/11/2021 : 45278 km / 29/03/2023 : 73544 km / 27/04/2023 : 75757 km / 11/04/2025 : 101789 km / 02/06/2025 : 103737 km   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |
| 25/11/2025  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |
| NATURE DU PROCHAIN CONTRÔLE   |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |
| Contre-visite   |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |
| N° D'AGRÈMENT : S033C324  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |
| (9) RAISON SOCIALE : SARL AUTO BILAN BANLIEUE SUD   |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |
| (3) COORDONNÉES : 1 CHEMIN DE LA GRANGE<br>33650 MARTILLAC<br>Tél : 0556726262                        |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |
| (9) IDENTIFICATION DU CONTRÔLEUR  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |
| N° D'AGRÈMENT : 033C1356  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |
| SIGNATURE :   |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |
| IDENTIFICATION DU VÉHICULE  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |
| (2) Immatriculation et pays   | Date d'immatriculation       | Date de 1 <sup>ère</sup> mise en circulation  |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |
| ES-075-BQ (F)   | 31/05/2023                   | 17/11/2017  |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |
| Marque  | Désignation commerciale      |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |
| FIAT  | FIORINO                      |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |
| (1) N° dans la série du type (VIN)  | (5) Catégorie internationale | Genre   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |
| ZFA22500006H74924   | N1                           | CTTE  |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |
| Type/CNIT   | Énergie                      |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |
| N10FATCT096T124   | GO                           |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |
| Document(s) présenté(s)   |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |
| Photocopie du certificat d'immatriculation visée par un commissaire-priseur ou un huissier de justice |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |
| (4) KILOMÉTRAGE RELEVÉ  |                              | MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES  |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |
| 110135  |                              | <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="2">+0.5 m/km</td> <td></td> <td></td> </tr> <tr> <td>Dissymétrie suspension (≤ 30%) :</td> <td colspan="2">2 %</td> <td colspan="2">2 %</td> </tr> <tr> <td>Forces verticales :</td> <td colspan="2">795 daN</td> <td colspan="2">472 daN</td> </tr> <tr> <td>Frein de service</td> <td colspan="4"></td> </tr> <tr> <td>Forces de freinage :</td> <td>296 daN</td> <td>299 daN</td> <td>157 daN</td> <td>169 daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%) :</td> <td colspan="2">1 %</td> <td colspan="2">8 %</td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>296 daN</td> <td>299 daN</td> <td>157 daN</td> <td>169 daN</td> </tr> <tr> <td>Taux d'efficacité global (≥50 %) :</td> <td colspan="4">72 %</td> </tr> <tr> <td>Frein de stationnement Taux d'efficacité (≥18 %) :</td> <td colspan="4">23 %</td> </tr> <tr> <td>Feux de croisement (-2.5 % à -0.5 %) :</td> <td colspan="2">-0.9 %</td> <td colspan="2">-0.6 %</td> </tr> </tbody> </table> |                     |         |  | AVANT |  | ARRIERE |  |  | G | D | G | D | Ripage (-8 à +8 m/km) : | +0.5 m/km |  |  |  | Dissymétrie suspension (≤ 30%) : | 2 % |  | 2 % |  | Forces verticales : | 795 daN |  | 472 daN |  | Frein de service |  |  |  |  | Forces de freinage : | 296 daN | 299 daN | 157 daN | 169 daN | Déséquilibre (<20%) : | 1 % |  | 8 % |  | Forces de freinage (efficacité) : | 296 daN | 299 daN | 157 daN | 169 daN | Taux d'efficacité global (≥50 %) : | 72 % |  |  |  | Frein de stationnement Taux d'efficacité (≥18 %) : | 23 % |  |  |  | Feux de croisement (-2.5 % à -0.5 %) : | -0.9 % |  | -0.6 % |  |
|   | AVANT                        |   | ARRIERE             |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |
|   | G                            | D   | G                   | D       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |
| Ripage (-8 à +8 m/km) :   | +0.5 m/km                    |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |
| Dissymétrie suspension (≤ 30%) :  | 2 %                          |   | 2 %                 |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |
| Forces verticales :   | 795 daN                      |   | 472 daN             |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |
| Frein de service  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |
| Forces de freinage :  | 296 daN                      | 299 daN   | 157 daN             | 169 daN |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |
| Déséquilibre (<20%) :   | 1 %                          |   | 8 %                 |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |
| Forces de freinage (efficacité) :   | 296 daN                      | 299 daN   | 157 daN             | 169 daN |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |
| Taux d'efficacité global (≥50 %) :  | 72 %                         |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |
| Frein de stationnement Taux d'efficacité (≥18 %) :  | 23 %                         |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |
| Feux de croisement (-2.5 % à -0.5 %) :  | -0.9 %                       |   | -0.6 %              |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |
| PROCÈS-VERBAL N° :  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |
| DATE :  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |
| N° D'AGRÈMENT DU CENTRE :   |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |  |      |  |  |  |  |        |  |        |  |

