



N° D'IMPRIMÉ C68329371

PROCÈS-VERBAL  
DE CONTRÔLE TECHNIQUE

EXEMPLAIRE REMIS A L'USAGER

| NATURE DU CONTRÔLE  |                              | (3) DATE DU CONTRÔLE   | N° DU PROCÈS-VERBAL |          |  |  |       |  |         |  |   |   |   |   |  |                         |           |  |  |  |  |     |  |  |     |                     |         |  |  |          |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |  |  |                                   |         |         |         |         |  |      |  |  |  |   |  |  |  |  |  |  |  |  |  |
|---|------------------------------|--|---------------------|----------|--|--|-------|--|---------|--|---|---|---|---|--|-------------------------|-----------|--|--|--|--|-----|--|--|-----|---------------------|---------|--|--|----------|------------------|--|--|--|--|----------------------|---------|---------|---------|---------|-----------------------|-----|--|--|--|-----------------------------------|---------|---------|---------|---------|--|------|--|--|--|---|--|--|--|--|--|--|--|--|--|
| Contrôle technique périodique   |                              | 02/02/2026   | 26059884            |          |  |  |       |  |         |  |   |   |   |   |  |                         |           |  |  |  |  |     |  |  |     |                     |         |  |  |          |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |  |  |                                   |         |         |         |         |  |      |  |  |  |   |  |  |  |  |  |  |  |  |  |
| (7) RÉSULTAT DU CONTRÔLE  |                              | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ   |                     |          |  |  |       |  |         |  |   |   |   |   |  |                         |           |  |  |  |  |     |  |  |     |                     |         |  |  |          |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |  |  |                                   |         |         |         |         |  |      |  |  |  |   |  |  |  |  |  |  |  |  |  |
| Défavorable pour défaillances majeures  |                              | Défaillances majeures :<br>4.1.2.a.2. ORIENTATION (FEUX DE CROISEMENT) : L'orientation d'un feu de croisement n'est pas dans les limites prescrites par les exigences AVG, AVD |                     |          |  |  |       |  |         |  |   |   |   |   |  |                         |           |  |  |  |  |     |  |  |     |                     |         |  |  |          |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |  |  |                                   |         |         |         |         |  |      |  |  |  |   |  |  |  |  |  |  |  |  |  |
| (8) LIMITÉ DE VALIDITÉ DU CONTRÔLE RÉALISÉ  |                              | Défaillances mineures :<br>3.4.1.b.1. ESSUIE-GLACE : Balai d'essuie-glace défectueux AR  |                     |          |  |  |       |  |         |  |   |   |   |   |  |                         |           |  |  |  |  |     |  |  |     |                     |         |  |  |          |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |  |  |                                   |         |         |         |         |  |      |  |  |  |   |  |  |  |  |  |  |  |  |  |
| 01/04/2026  |                              |  |                     |          |  |  |       |  |         |  |   |   |   |   |  |                         |           |  |  |  |  |     |  |  |     |                     |         |  |  |          |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |  |  |                                   |         |         |         |         |  |      |  |  |  |   |  |  |  |  |  |  |  |  |  |
| NATURE DU PROCHAIN CONTRÔLE   |                              |  |                     |          |  |  |       |  |         |  |   |   |   |   |  |                         |           |  |  |  |  |     |  |  |     |                     |         |  |  |          |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |  |  |                                   |         |         |         |         |  |      |  |  |  |   |  |  |  |  |  |  |  |  |  |
| Contre-visite   |                              |  |                     |          |  |  |       |  |         |  |   |   |   |   |  |                         |           |  |  |  |  |     |  |  |     |                     |         |  |  |          |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |  |  |                                   |         |         |         |         |  |      |  |  |  |   |  |  |  |  |  |  |  |  |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE  |                              |  |                     |          |  |  |       |  |         |  |   |   |   |   |  |                         |           |  |  |  |  |     |  |  |     |                     |         |  |  |          |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |  |  |                                   |         |         |         |         |  |      |  |  |  |   |  |  |  |  |  |  |  |  |  |
| N° D'AGRÉMENT : 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'AGRÉMENT : 033C1356  |                              |  |                     |          |  |  |       |  |         |  |   |   |   |   |  |                         |           |  |  |  |  |     |  |  |     |                     |         |  |  |          |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |  |  |                                   |         |         |         |         |  |      |  |  |  |   |  |  |  |  |  |  |  |  |  |
| SIGNATURE :   |                              |  |                     |          |  |  |       |  |         |  |   |   |   |   |  |                         |           |  |  |  |  |     |  |  |     |                     |         |  |  |          |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |  |  |                                   |         |         |         |         |  |      |  |  |  |   |  |  |  |  |  |  |  |  |  |
| IDENTIFICATION DU VÉHICULE  |                              |  |                     |          |  |  |       |  |         |  |   |   |   |   |  |                         |           |  |  |  |  |     |  |  |     |                     |         |  |  |          |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |  |  |                                   |         |         |         |         |  |      |  |  |  |   |  |  |  |  |  |  |  |  |  |
| (2) Immatriculation et pays   | Date d'immatriculation       | Date de 1ère mise en circulation   |                     |          |  |  |       |  |         |  |   |   |   |   |  |                         |           |  |  |  |  |     |  |  |     |                     |         |  |  |          |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |  |  |                                   |         |         |         |         |  |      |  |  |  |   |  |  |  |  |  |  |  |  |  |
| GF-592-WZ (F)   | 19/04/2022                   | 19/04/2022   |                     |          |  |  |       |  |         |  |   |   |   |   |  |                         |           |  |  |  |  |     |  |  |     |                     |         |  |  |          |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |  |  |                                   |         |         |         |         |  |      |  |  |  |   |  |  |  |  |  |  |  |  |  |
| Marque  | Désignation commerciale      |  |                     |          |  |  |       |  |         |  |   |   |   |   |  |                         |           |  |  |  |  |     |  |  |     |                     |         |  |  |          |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |  |  |                                   |         |         |         |         |  |      |  |  |  |   |  |  |  |  |  |  |  |  |  |
| BMW   | X3 XDRIVE30E                 |  |                     |          |  |  |       |  |         |  |   |   |   |   |  |                         |           |  |  |  |  |     |  |  |     |                     |         |  |  |          |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |  |  |                                   |         |         |         |         |  |      |  |  |  |   |  |  |  |  |  |  |  |  |  |
| (1) N° dans la série du type (VIN)  | (5) Catégorie internationale | Genre  |                     |          |  |  |       |  |         |  |   |   |   |   |  |                         |           |  |  |  |  |     |  |  |     |                     |         |  |  |          |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |  |  |                                   |         |         |         |         |  |      |  |  |  |   |  |  |  |  |  |  |  |  |  |
| WBA61DP0509L45179   | M1G                          | VP   |                     |          |  |  |       |  |         |  |   |   |   |   |  |                         |           |  |  |  |  |     |  |  |     |                     |         |  |  |          |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |  |  |                                   |         |         |         |         |  |      |  |  |  |   |  |  |  |  |  |  |  |  |  |
| Type/CNIT   | Énergie                      |  |                     |          |  |  |       |  |         |  |   |   |   |   |  |                         |           |  |  |  |  |     |  |  |     |                     |         |  |  |          |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |  |  |                                   |         |         |         |         |  |      |  |  |  |   |  |  |  |  |  |  |  |  |  |
| M1GBMWVWP0915056  | EE                           |  |                     |          |  |  |       |  |         |  |   |   |   |   |  |                         |           |  |  |  |  |     |  |  |     |                     |         |  |  |          |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |  |  |                                   |         |         |         |         |  |      |  |  |  |   |  |  |  |  |  |  |  |  |  |
| Document(s) présenté(s)   |                              |  |                     |          |  |  |       |  |         |  |   |   |   |   |  |                         |           |  |  |  |  |     |  |  |     |                     |         |  |  |          |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |  |  |                                   |         |         |         |         |  |      |  |  |  |   |  |  |  |  |  |  |  |  |  |
| Photocopie du certificat d'immatriculation visée par un commissaire-priseur ou un huissier de justice   |                              |  |                     |          |  |  |       |  |         |  |   |   |   |   |  |                         |           |  |  |  |  |     |  |  |     |                     |         |  |  |          |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |  |  |                                   |         |         |         |         |  |      |  |  |  |   |  |  |  |  |  |  |  |  |  |
| (4) KILOMÉTRAGE RELEVÉ  |                              |  |                     |          |  |  |       |  |         |  |   |   |   |   |  |                         |           |  |  |  |  |     |  |  |     |                     |         |  |  |          |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |  |  |                                   |         |         |         |         |  |      |  |  |  |   |  |  |  |  |  |  |  |  |  |
| 39662   |                              |  |                     |          |  |  |       |  |         |  |   |   |   |   |  |                         |           |  |  |  |  |     |  |  |     |                     |         |  |  |          |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |  |  |                                   |         |         |         |         |  |      |  |  |  |   |  |  |  |  |  |  |  |  |  |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE  |                              |  |                     |          |  |  |       |  |         |  |   |   |   |   |  |                         |           |  |  |  |  |     |  |  |     |                     |         |  |  |          |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |  |  |                                   |         |         |         |         |  |      |  |  |  |   |  |  |  |  |  |  |  |  |  |
| PROCÈS-VERBAL N° :  | DATE :                       |  |                     |          |  |  |       |  |         |  |   |   |   |   |  |                         |           |  |  |  |  |     |  |  |     |                     |         |  |  |          |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |  |  |                                   |         |         |         |         |  |      |  |  |  |   |  |  |  |  |  |  |  |  |  |
| N° D'AGRÉMENT DU CENTRE :   |                              |  |                     |          |  |  |       |  |         |  |   |   |   |   |  |                         |           |  |  |  |  |     |  |  |     |                     |         |  |  |          |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |  |  |                                   |         |         |         |         |  |      |  |  |  |   |  |  |  |  |  |  |  |  |  |
| <table border="1"> <thead> <tr> <th></th> <th>AVANT</th> <th></th> <th>ARRIERE</th> <th></th> </tr> <tr> <th>G</th> <th>D</th> <th>G</th> <th>D</th> <th></th> </tr> </thead> <tbody> <tr> <td>Ripage (-8 à +8 m/km) :</td> <td>+0.5 m/km</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Dissymétrie suspension (<math>\leq 30\%</math>) :</td> <td>6 %</td> <td></td> <td></td> <td>0 %</td> </tr> <tr> <td>Forces verticales :</td> <td>981 daN</td> <td></td> <td></td> <td>1100 daN</td> </tr> <tr> <td>Frein de service</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Forces de freinage :</td> <td>340 daN</td> <td>352 daN</td> <td>392 daN</td> <td>401 daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%) :</td> <td>4 %</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>340 daN</td> <td>352 daN</td> <td>392 daN</td> <td>401 daN</td> </tr> <tr> <td>Taux d'efficacité global (<math>\geq 58\%</math>) :</td> <td>71 %</td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="5">Frein de stationnement Taux d'efficacité (<math>\geq 18\%</math>) : 36 %</td> </tr> <tr> <td colspan="5">Feux de croisement (-2.5 % à -0.5 %) : -0.2 % +0.0 %</td> </tr> </tbody> </table> |                              |  |                     |          |  |  | AVANT |  | ARRIERE |  | G | D | G | D |  | Ripage (-8 à +8 m/km) : | +0.5 m/km |  |  |  | Dissymétrie suspension ( $\leq 30\%$ ) : | 6 % |  |  | 0 % | Forces verticales : | 981 daN |  |  | 1100 daN | Frein de service |  |  |  |  | Forces de freinage : | 340 daN | 352 daN | 392 daN | 401 daN | Déséquilibre (<20%) : | 4 % |  |  |  | Forces de freinage (efficacité) : | 340 daN | 352 daN | 392 daN | 401 daN | Taux d'efficacité global ( $\geq 58\%$ ) : | 71 % |  |  |  | Frein de stationnement Taux d'efficacité ( $\geq 18\%$ ) : 36 % |  |  |  |  | Feux de croisement (-2.5 % à -0.5 %) : -0.2 % +0.0 % |  |  |  |  |
|   | AVANT                        |  | ARRIERE             |          |  |  |       |  |         |  |   |   |   |   |  |                         |           |  |  |  |  |     |  |  |     |                     |         |  |  |          |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |  |  |                                   |         |         |         |         |  |      |  |  |  |   |  |  |  |  |  |  |  |  |  |
| G   | D                            | G  | D                   |          |  |  |       |  |         |  |   |   |   |   |  |                         |           |  |  |  |  |     |  |  |     |                     |         |  |  |          |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |  |  |                                   |         |         |         |         |  |      |  |  |  |   |  |  |  |  |  |  |  |  |  |
| Ripage (-8 à +8 m/km) :   | +0.5 m/km                    |  |                     |          |  |  |       |  |         |  |   |   |   |   |  |                         |           |  |  |  |  |     |  |  |     |                     |         |  |  |          |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |  |  |                                   |         |         |         |         |  |      |  |  |  |   |  |  |  |  |  |  |  |  |  |
| Dissymétrie suspension ( $\leq 30\%$ ) :  | 6 %                          |  |                     | 0 %      |  |  |       |  |         |  |   |   |   |   |  |                         |           |  |  |  |  |     |  |  |     |                     |         |  |  |          |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |  |  |                                   |         |         |         |         |  |      |  |  |  |   |  |  |  |  |  |  |  |  |  |
| Forces verticales :   | 981 daN                      |  |                     | 1100 daN |  |  |       |  |         |  |   |   |   |   |  |                         |           |  |  |  |  |     |  |  |     |                     |         |  |  |          |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |  |  |                                   |         |         |         |         |  |      |  |  |  |   |  |  |  |  |  |  |  |  |  |
| Frein de service  |                              |  |                     |          |  |  |       |  |         |  |   |   |   |   |  |                         |           |  |  |  |  |     |  |  |     |                     |         |  |  |          |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |  |  |                                   |         |         |         |         |  |      |  |  |  |   |  |  |  |  |  |  |  |  |  |
| Forces de freinage :  | 340 daN                      | 352 daN  | 392 daN             | 401 daN  |  |  |       |  |         |  |   |   |   |   |  |                         |           |  |  |  |  |     |  |  |     |                     |         |  |  |          |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |  |  |                                   |         |         |         |         |  |      |  |  |  |   |  |  |  |  |  |  |  |  |  |
| Déséquilibre (<20%) :   | 4 %                          |  |                     |          |  |  |       |  |         |  |   |   |   |   |  |                         |           |  |  |  |  |     |  |  |     |                     |         |  |  |          |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |  |  |                                   |         |         |         |         |  |      |  |  |  |   |  |  |  |  |  |  |  |  |  |
| Forces de freinage (efficacité) :   | 340 daN                      | 352 daN  | 392 daN             | 401 daN  |  |  |       |  |         |  |   |   |   |   |  |                         |           |  |  |  |  |     |  |  |     |                     |         |  |  |          |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |  |  |                                   |         |         |         |         |  |      |  |  |  |   |  |  |  |  |  |  |  |  |  |
| Taux d'efficacité global ( $\geq 58\%$ ) :  | 71 %                         |  |                     |          |  |  |       |  |         |  |   |   |   |   |  |                         |           |  |  |  |  |     |  |  |     |                     |         |  |  |          |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |  |  |                                   |         |         |         |         |  |      |  |  |  |   |  |  |  |  |  |  |  |  |  |
| Frein de stationnement Taux d'efficacité ( $\geq 18\%$ ) : 36 %   |                              |  |                     |          |  |  |       |  |         |  |   |   |   |   |  |                         |           |  |  |  |  |     |  |  |     |                     |         |  |  |          |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |  |  |                                   |         |         |         |         |  |      |  |  |  |   |  |  |  |  |  |  |  |  |  |
| Feux de croisement (-2.5 % à -0.5 %) : -0.2 % +0.0 %  |                              |  |                     |          |  |  |       |  |         |  |   |   |   |   |  |                         |           |  |  |  |  |     |  |  |     |                     |         |  |  |          |                  |  |  |  |  |                      |         |         |         |         |                       |     |  |  |  |                                   |         |         |         |         |  |      |  |  |  |   |  |  |  |  |  |  |  |  |  |

