

PROCÈS-VERBAL
DE CONTRÔLE TECHNIQUE

N° d'imprimé : **Z A 13967517**

| NATURE DU CONTRÔLE Contrôle technique périodique | (3) DATE DU CONTRÔLE 02/12/2025 | N° DU PROCÈS-VERBAL 25009620 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| (7) RÉSULTAT DU CONTRÔLE Défavorable pour défaillances majeures | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (8) LIMITÉ DE VALIDITÉ DU CONTRÔLE RÉALISÉ 01/02/2026 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NATURE DU PROCHAIN CONTRÔLE Contre-visite | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IDENTIFICATION DU CENTRE DE CONTRÔLE N° D'AGRÉMENT : S031Z123 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (9) RAISON SOCIALE : AUTO CONTROLE 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (3) COORDONNÉES : ZAC GAROSSOS 31700 BEAUZELLE Tel : 05.61.42.27.81 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (9) IDENTIFICATION DU CONTRÔLEUR N° D'AGRÉMENT : 031Z1541 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SIGNATURE : | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IDENTIFICATION DU VÉHICULE (2) Immatriculation et pays Date d'immatriculation Date de 1 ^{ère} mise en circulation GC-997-GW (F) 08/10/2021 08/10/2021 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Marque Désignation commerciale CITROEN C5 AIRCROSS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (1) N° dans la série du type (VIN) (5) Catégorie internationale Genre VR7A4DGZSML047667 M1 VP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Type/CNIT Énergie M10CTRVP1193222 EE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Document(s) présenté(s) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Photocopie du certificat d'immatriculation visée par un commissaire-priseur ou un huissier de justice | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (4) KILOMÉTRAGE RELEVÉ 117991 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE PROCÈS-VERBAL N° : DATE : N° D'AGRÉMENT DU CENTRE : | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div style="flex: 1;"> GC-997-GW CT : 01/02/2026 N° d'agrément : S031Z123 N° de série : VR7A4DGZSML047667 </div> <div style="flex: 1; text-align: right;"> S031Z123 25009620 XXXXXXX </div> </div> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES <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>G</th> <th>D</th> <th>G</th> <th>D</th> </tr> </thead> <tbody> <tr> <td>Ripage (-8 à +8m/km)</td> <td style="text-align: center;">-6.2m/km</td> <td></td> <td></td> </tr> <tr> <td>Dissymétrie suspension (=30%)</td> <td style="text-align: center;">3%</td> <td style="text-align: center;">2%</td> </tr> <tr> <td>Forces verticales</td> <td style="text-align: center;">1024daN</td> <td style="text-align: center;">813daN</td> </tr> <tr> <td>Frein de service Force de freinage:</td> <td style="text-align: center;">372daN</td> <td style="text-align: center;">338daN</td> <td style="text-align: center;">283daN</td> </tr> <tr> <td>Déséquilibre (<20%):</td> <td style="text-align: center;">10%</td> <td style="text-align: center;">5%</td> </tr> <tr> <td>Force de freinage (efficacité):</td> <td style="text-align: center;">372daN</td> <td style="text-align: center;">338daN</td> <td style="text-align: center;">269daN</td> </tr> <tr> <td>Taux d'efficacité global (=58%):</td> <td style="text-align: center;">68%</td> <td></td> <td></td> </tr> <tr> <td>Frein de stationnement</td> <td colspan="3" style="text-align: center;">Taux d'efficacité (=18%): 26%</td> </tr> <tr> <td>Emissions à l'échappement CO ralenti (=0.3): 0 - CO ralenti accéléré (=0.2): 0.11 - Lambda (0.97 à 1.03): 1.004</td> <td colspan="3"></td> </tr> <tr> <td>Feux de croisement (-2.5% à -0.5%)</td> <td style="text-align: center;">-2.9%</td> <td style="text-align: center;">-1.0%</td> <td></td> </tr> <tr> <td>Feux de brouillard AV (-3.5% à -1.0%)</td> <td style="text-align: center;">-4.0%</td> <td style="text-align: center;">-4.0%</td> <td></td> </tr> </tbody> </table> | | | | AVANT | ARRIERE | G | D | G | D | Ripage (-8 à +8m/km) | -6.2m/km | | | Dissymétrie suspension (=30%) | 3% | 2% | Forces verticales | 1024daN | 813daN | Frein de service Force de freinage: | 372daN | 338daN | 283daN | Déséquilibre (<20%): | 10% | 5% | Force de freinage (efficacité): | 372daN | 338daN | 269daN | Taux d'efficacité global (=58%): | 68% | | | Frein de stationnement | Taux d'efficacité (=18%): 26% | | | Emissions à l'échappement CO ralenti (=0.3): 0 - CO ralenti accéléré (=0.2): 0.11 - Lambda (0.97 à 1.03): 1.004 | | | | Feux de croisement (-2.5% à -0.5%) | -2.9% | -1.0% | | Feux de brouillard AV (-3.5% à -1.0%) | -4.0% | -4.0% | |
| | AVANT | ARRIERE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| G | D | G | D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ripage (-8 à +8m/km) | -6.2m/km | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Forces verticales | 1024daN | 813daN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Frein de service Force de freinage: | 372daN | 338daN | 283daN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Déséquilibre (<20%): | 10% | 5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Taux d'efficacité global (=58%): | 68% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Frein de stationnement | Taux d'efficacité (=18%): 26% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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