



N° D'IMPRIMÉ CV60653638

PROCÈS-VERBAL DE CONTRÔLE VOLONTAIRE D'UN VÉHICULE AUTOMOBILE



EXEMPLAIRE REMIS A L'USAGER

| TYPE DE CONTÔLE VOLONTAIRE | DATE DU CONTRÔLE | N° DU PROCÈS-VERBAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Contrôle volontaire total | 16/04/2026 | 26010757 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FONCTIONS CONTRÔLÉES | DÉFAILLANCES CONSTATÉES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ensemble des points visés par l'annexe 1 de l'arrêté du 18 juin 1991 modifié. | <p>Défaillances mineures : 3.2.1.a.1. ÉTAT DES VITRAGES : Vitrage fissuré ou décoloré AV 4.4.1.b.1. ÉTAT ET FONCTIONNEMENT (INDICATEURS DE DIRECTION ET FEUX DE SIGNAL DE DÉTRESSE) : Glace légèrement défectueuse (pas d'influence sur la lumière émise) G 5.3.3.a.1. TUBES DE POUSSÉE, JAMBES DE FORCE, TRIANGLES ET BRAS DE SUSPENSION : Déterioration d'un silentbloc de liaison au châssis ou à l'essieu AVG, AVD 6.1.1.a.1. ÉTAT GÉNÉRAL DU CHÂSSIS : Déformation mineure d'un longeron ou d'une traverse D 6.2.10.a.1. GARDE-BOUE, DISPOSITIFS ANTI-PROJECTIONS : Manquants, mal fixés ou gravement rouillés AVD</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IDENTIFICATION DU CENTRE DE CONTRÔLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N° D'AGRÈMENT : S033C324 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RAISON SOCIALE : SARL AUTO BILAN BANLIEUE SUD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| COORDONNÉES : 1 CHEMIN DE LA GRANGE 33650 MARTILLAC Tél : 0556726262 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IDENTIFICATION DU CONTRÔLEUR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N° D'AGRÈMENT : 033F1011 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SIGNATURE : | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IDENTIFICATION DU VÉHICULE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Immatriculation et pays : GL-708-EN (F) | Date d'immatriculation : 20/12/2022 | Date de 1 ^{ère} mise en circulation : 20/12/2022 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Marque : PEUGEOT | Désignation commerciale : 308 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N° dans la série du type (VIN) : VR3FBYHZLNY597613 | Catégorie internationale : M1 | Genre : VP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Type/CNIT : M10PGTVP1761269 | Énergie : GO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Document(s) présenté(s) : | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fiche d'identification du véhicule établie par les services de l'Etat en charge de l'immatriculation des véhicules | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| KILOMÉTRAGE RELEVÉ | MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 162683 | <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="4">-0.1 m/km</td> </tr> <tr> <td>Dissymétrie suspension (≤ 30%) :</td> <td colspan="2">4 %</td> <td colspan="2">2 %</td> </tr> <tr> <td>Forces verticales :</td> <td colspan="2">880 daN</td> <td colspan="2">528 daN</td> </tr> <tr> <td>Frein de service</td> <td colspan="4"></td> </tr> <tr> <td>Forces de freinage :</td> <td>293 daN</td> <td>333 daN</td> <td>163 daN</td> <td>160 daN</td> </tr> <tr> <td>Déséquilibre (<20%) :</td> <td colspan="2">13 %</td> <td colspan="2">2 %</td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>293 daN</td> <td>333 daN</td> <td>163 daN</td> <td>160 daN</td> </tr> <tr> <td>Taux d'efficacité global (≥58 %) :</td> <td colspan="4">67 %</td> </tr> <tr> <td>Frein de stationnement Taux d'efficacité (≥18 %) :</td> <td colspan="4">19 %</td> </tr> <tr> <td colspan="5">Émissions à l'échappement</td> </tr> <tr> <td>Opacité des fumées(0.51 m-1)</td> <td colspan="4">C1:<0.1 m-1 C2:<0.1 m-1</td> </tr> <tr> <td>Feux de croisement (-2.5 % à -0.5 %) :</td> <td colspan="2">-1.3 %</td> <td colspan="2">-2.0 %</td> </tr> </tbody> </table> | | | AVANT | | ARRIERE | | | G | D | G | D | Ripage (-8 à +8 m/km) : | -0.1 m/km | | | | Dissymétrie suspension (≤ 30%) : | 4 % | | 2 % | | Forces verticales : | 880 daN | | 528 daN | | Frein de service | | | | | Forces de freinage : | 293 daN | 333 daN | 163 daN | 160 daN | Déséquilibre (<20%) : | 13 % | | 2 % | | Forces de freinage (efficacité) : | 293 daN | 333 daN | 163 daN | 160 daN | Taux d'efficacité global (≥58 %) : | 67 % | | | | Frein de stationnement Taux d'efficacité (≥18 %) : | 19 % | | | | Émissions à l'échappement | | | | | Opacité des fumées(0.51 m-1) | C1:<0.1 m-1 C2:<0.1 m-1 | | | | Feux de croisement (-2.5 % à -0.5 %) : | -1.3 % | | -2.0 % | |
| | AVANT | | ARRIERE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | G | D | G | D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ripage (-8 à +8 m/km) : | -0.1 m/km | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dissymétrie suspension (≤ 30%) : | 4 % | | 2 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forces verticales : | 880 daN | | 528 daN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Frein de service | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forces de freinage : | 293 daN | 333 daN | 163 daN | 160 daN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Déséquilibre (<20%) : | 13 % | | 2 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forces de freinage (efficacité) : | 293 daN | 333 daN | 163 daN | 160 daN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Taux d'efficacité global (≥58 %) : | 67 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Frein de stationnement Taux d'efficacité (≥18 %) : | 19 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Émissions à l'échappement | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Opacité des fumées(0.51 m-1) | C1:<0.1 m-1 C2:<0.1 m-1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Feux de croisement (-2.5 % à -0.5 %) : | -1.3 % | | -2.0 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



INFORMATIONS IMPORTANTES AU VERSO