


## PROCÈS-VERBAL

## DE CONTRÔLE TECHNIQUE

N° d'imprimé : D140127304

| NATURE DU CONTRÔLE  | (3) DATE DU CONTRÔLE  | N° DU PROCÈS-VERBAL              |         |         |  |       |  |         |  |   |   |   |   |                        |           |  |  |  |   |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                                     |        |        |  |  |
|---|---|----------------------------------|---------|---------|--|-------|--|---------|--|---|---|---|---|------------------------|-----------|--|--|--|---|-----|--|-----|--|--------------------|---------|--|---------|--|------------------|--|--|--|--|-------------------------------------|---------|---------|---------|---------|-----------------------------|-----|--|-----|--|-----------------------------------|---------|---------|---------|---------|--|--|--|--|--|---|--|--|--|--|-------------------------------------|--------|--------|--|--|
| Contrôle technique périodique   | 20/05/2026  | 26177817                         |         |         |  |       |  |         |  |   |   |   |   |                        |           |  |  |  |   |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                                     |        |        |  |  |
| (7) RÉSULTAT DU CONTRÔLE  | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ  |                                  |         |         |  |       |  |         |  |   |   |   |   |                        |           |  |  |  |   |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                                     |        |        |  |  |
| Favorable   | <b>DÉFAILLANCE(S) MINEURE(S) :</b>  |                                  |         |         |  |       |  |         |  |   |   |   |   |                        |           |  |  |  |   |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                                     |        |        |  |  |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ  | 5.2.3.e.1. PNEUMATIQUES : Usure anormale ou présence d'un corps étranger: AVD   |                                  |         |         |  |       |  |         |  |   |   |   |   |                        |           |  |  |  |   |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                                     |        |        |  |  |
| 19/05/2028  | 7.13.2.h.1. ETAT (ECALL) : Le système signale une défaillance via l'interface électronique du véhicule  |                                  |         |         |  |       |  |         |  |   |   |   |   |                        |           |  |  |  |   |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                                     |        |        |  |  |
| NATURE DU PROCHAIN CONTRÔLE   | Kilométrages relevés lors des derniers contrôles techniques depuis le 20 mai 2018 :   |                                  |         |         |  |       |  |         |  |   |   |   |   |                        |           |  |  |  |   |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                                     |        |        |  |  |
| Contrôle technique périodique   | 19.03.2026: 21 670 km   |                                  |         |         |  |       |  |         |  |   |   |   |   |                        |           |  |  |  |   |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                                     |        |        |  |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE  |   |                                  |         |         |  |       |  |         |  |   |   |   |   |                        |           |  |  |  |   |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                                     |        |        |  |  |
| N° D'AGRÈMENT : S044V033  |   |                                  |         |         |  |       |  |         |  |   |   |   |   |                        |           |  |  |  |   |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                                     |        |        |  |  |
| (9) RAISON SOCIALE : C.T.A. DU SUD LOIRE  |   |                                  |         |         |  |       |  |         |  |   |   |   |   |                        |           |  |  |  |   |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                                     |        |        |  |  |
| (3) COORDONNÉES : 119, route de la Gare   |   |                                  |         |         |  |       |  |         |  |   |   |   |   |                        |           |  |  |  |   |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                                     |        |        |  |  |
| 44120 VERTOU  |   |                                  |         |         |  |       |  |         |  |   |   |   |   |                        |           |  |  |  |   |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                                     |        |        |  |  |
| Tél : 02.40.33.48.45 Fax: 02.40.33.22.07  |   |                                  |         |         |  |       |  |         |  |   |   |   |   |                        |           |  |  |  |   |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                                     |        |        |  |  |
| (9) IDENTIFICATION DU CONTRÔLEUR  |   |                                  |         |         |  |       |  |         |  |   |   |   |   |                        |           |  |  |  |   |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                                     |        |        |  |  |
| N° D'AGRÈMENT : 044D1062  |   |                                  |         |         |  |       |  |         |  |   |   |   |   |                        |           |  |  |  |   |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                                     |        |        |  |  |
| SIGNATURE :   |   |                                  |         |         |  |       |  |         |  |   |   |   |   |                        |           |  |  |  |   |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                                     |        |        |  |  |
| IDENTIFICATION DU VÉHICULE  |   |                                  |         |         |  |       |  |         |  |   |   |   |   |                        |           |  |  |  |   |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                                     |        |        |  |  |
| (2) Immatriculation et pays   | Date d'immatriculation  | Date de 1ere mise en circulation |         |         |  |       |  |         |  |   |   |   |   |                        |           |  |  |  |   |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                                     |        |        |  |  |
| GF-987-RQ(F)  | 06/04/2022  | 06/04/2022                       |         |         |  |       |  |         |  |   |   |   |   |                        |           |  |  |  |   |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                                     |        |        |  |  |
| Marque  | Désignation commerciale   |                                  |         |         |  |       |  |         |  |   |   |   |   |                        |           |  |  |  |   |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                                     |        |        |  |  |
| FIAT  | 500   |                                  |         |         |  |       |  |         |  |   |   |   |   |                        |           |  |  |  |   |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                                     |        |        |  |  |
| (1) N° dans la série du type (VIN)  | (5) Catégorie internationale  | Genre                            |         |         |  |       |  |         |  |   |   |   |   |                        |           |  |  |  |   |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                                     |        |        |  |  |
| ZFAEFAC49NX069235   | M1  | VP                               |         |         |  |       |  |         |  |   |   |   |   |                        |           |  |  |  |   |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                                     |        |        |  |  |
| Type/CNIT   | Énergie   |                                  |         |         |  |       |  |         |  |   |   |   |   |                        |           |  |  |  |   |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                                     |        |        |  |  |
| M10FATVP237V049   | EL  |                                  |         |         |  |       |  |         |  |   |   |   |   |                        |           |  |  |  |   |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                                     |        |        |  |  |
| 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  |                                  |         |         |  |       |  |         |  |   |   |   |   |                        |           |  |  |  |   |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                                     |        |        |  |  |
| 22128   |   |                                  |         |         |  |       |  |         |  |   |   |   |   |                        |           |  |  |  |   |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                                     |        |        |  |  |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE  |   |                                  |         |         |  |       |  |         |  |   |   |   |   |                        |           |  |  |  |   |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                                     |        |        |  |  |
|   | <table border="1"> <thead> <tr> <th rowspan="2"></th> <th colspan="2">AVANT</th> <th colspan="2">ARRIERE</th> </tr> <tr> <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">-4.1 m/km</td> </tr> <tr> <td>Dissymétrie suspension (<math>\leq 30\%</math>):</td> <td colspan="2">9 %</td> <td colspan="2">2 %</td> </tr> <tr> <td>Force verticales :</td> <td colspan="2">817 daN</td> <td colspan="2">590 daN</td> </tr> <tr> <td>Frein de service</td> <td colspan="4"></td> </tr> <tr> <td>Forces de freinage (déséquilibre) :</td> <td>304 daN</td> <td>317 daN</td> <td>210 daN</td> <td>204 daN</td> </tr> <tr> <td>Déséquilibre (<math>&lt; 20\%</math>) :</td> <td colspan="2">4 %</td> <td colspan="2">4 %</td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>304 daN</td> <td>317 daN</td> <td>210 daN</td> <td>204 daN</td> </tr> <tr> <td>Taux d'efficacité globale (<math>\geq 58\%</math>) : 73 %</td> <td colspan="4"></td> </tr> <tr> <td>Frein de stationnement Taux d'efficacité (<math>\geq 18\%</math>) : 28 %</td> <td colspan="4"></td> </tr> <tr> <td>Feux de croisement (-0,5% à -2,5%):</td> <td>-1.0 %</td> <td colspan="2">-1.2 %</td> <td></td> </tr> </tbody> </table> |                                  |         |         |  | AVANT |  | ARRIERE |  | G | D | G | D | Ripage (-8 à +8 m/km): | -4.1 m/km |  |  |  | Dissymétrie suspension ( $\leq 30\%$ ): | 9 % |  | 2 % |  | Force verticales : | 817 daN |  | 590 daN |  | Frein de service |  |  |  |  | Forces de freinage (déséquilibre) : | 304 daN | 317 daN | 210 daN | 204 daN | Déséquilibre ( $< 20\%$ ) : | 4 % |  | 4 % |  | Forces de freinage (efficacité) : | 304 daN | 317 daN | 210 daN | 204 daN | Taux d'efficacité globale ( $\geq 58\%$ ) : 73 % |  |  |  |  | Frein de stationnement Taux d'efficacité ( $\geq 18\%$ ) : 28 % |  |  |  |  | Feux de croisement (-0,5% à -2,5%): | -1.0 % | -1.2 % |  |  |
|   | AVANT   |                                  | ARRIERE |         |  |       |  |         |  |   |   |   |   |                        |           |  |  |  |   |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                                     |        |        |  |  |
|   | G   | D                                | G       | D       |  |       |  |         |  |   |   |   |   |                        |           |  |  |  |   |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                                     |        |        |  |  |
| Ripage (-8 à +8 m/km):  | -4.1 m/km   |                                  |         |         |  |       |  |         |  |   |   |   |   |                        |           |  |  |  |   |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                                     |        |        |  |  |
| Dissymétrie suspension ( $\leq 30\%$ ):   | 9 %   |                                  | 2 %     |         |  |       |  |         |  |   |   |   |   |                        |           |  |  |  |   |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                                     |        |        |  |  |
| Force verticales :  | 817 daN   |                                  | 590 daN |         |  |       |  |         |  |   |   |   |   |                        |           |  |  |  |   |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                                     |        |        |  |  |
| Frein de service  |   |                                  |         |         |  |       |  |         |  |   |   |   |   |                        |           |  |  |  |   |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                                     |        |        |  |  |
| Forces de freinage (déséquilibre) :   | 304 daN   | 317 daN                          | 210 daN | 204 daN |  |       |  |         |  |   |   |   |   |                        |           |  |  |  |   |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                                     |        |        |  |  |
| Déséquilibre ( $< 20\%$ ) :   | 4 %   |                                  | 4 %     |         |  |       |  |         |  |   |   |   |   |                        |           |  |  |  |   |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                                     |        |        |  |  |
| Forces de freinage (efficacité) :   | 304 daN   | 317 daN                          | 210 daN | 204 daN |  |       |  |         |  |   |   |   |   |                        |           |  |  |  |   |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                                     |        |        |  |  |
| Taux d'efficacité globale ( $\geq 58\%$ ) : 73 %  |   |                                  |         |         |  |       |  |         |  |   |   |   |   |                        |           |  |  |  |   |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                                     |        |        |  |  |
| Frein de stationnement Taux d'efficacité ( $\geq 18\%$ ) : 28 %                                       |   |                                  |         |         |  |       |  |         |  |   |   |   |   |                        |           |  |  |  |   |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                                     |        |        |  |  |
| Feux de croisement (-0,5% à -2,5%):   | -1.0 %  | -1.2 %                           |         |         |  |       |  |         |  |   |   |   |   |                        |           |  |  |  |   |     |  |     |  |                    |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                             |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                                     |        |        |  |  |