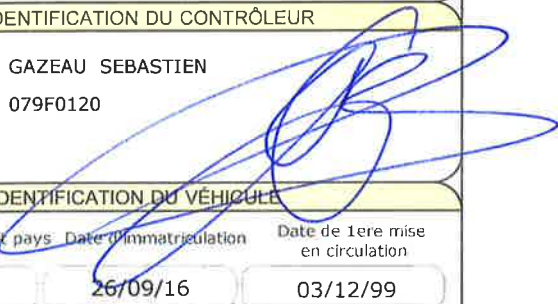




PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE

N° d'imprimé : D 100654424

| NATURE DU CONTRÔLE | (3) DATE DU CONTRÔLE | N° DU PROCÈS-VERBAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Contrôle technique périodique | 14/05/2020 | 20167185 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (7) RÉSULTAT DU CONTRÔLE | | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Favorable | | DÉFAILLANCE(S) MINEURE(S) : 2.1.1.e.1. ÉTAT DU BOÎTIER OU DE LA CRÉMAILLÈRE DE DIRECTION : Manque d'étanchéité 3.2.1.a.1. ÉTAT DES VITRAGES : Vitrage fissuré ou décoloré : AV 6.1.1.g.1. ÉTAT GÉNÉRAL DU CHÂSSIS : Modification ne permettant pas le contrôle d'une partie du châssis : AR 6.2.13.b.1. AUTRES OUVRANTS : Détérioration : D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13/05/2022 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NATURE DU PROCHAIN CONTRÔLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Contrôle technique complémentaire au plus tard le : 13/05/2021 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IDENTIFICATION DU CENTRE DE CONTRÔLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N° D'AGRÈMENT : S079V019 (9) RAISON SOCIALE : AUTO BILAN DU BOCAGE (3) COORDONNÉES : Z. I. N°6 BEL AIR BP 195 79304 BRESSUIRE Tél : 05.49.65.37.36 Fax : 05.49.65.14.18 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (9) IDENTIFICATION DU CONTRÔLEUR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NOM ET PRÉNOM : GAZEAU SEBASTIEN N° D'AGRÈMENT : 079F0120 SIGNATURE :  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IDENTIFICATION DU VÉHICULE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">(2) Immatriculation et pays</td> <td style="width: 15%;">Date d'immatriculation</td> <td colspan="2" style="width: 15%;">Date de 1ère mise en circulation</td> </tr> <tr> <td>DD-922-QL(F)</td> <td>26/09/16</td> <td colspan="2">03/12/99</td> </tr> <tr> <td>Marque</td> <td colspan="3">Désignation commerciale</td> </tr> <tr> <td>CITROEN</td> <td colspan="3">BERLINGO</td> </tr> <tr> <td>(1) N° dans la série du type</td> <td>(5) Catégorie internationale</td> <td colspan="2">Genre</td> </tr> <tr> <td>VF7MBHDZF65408088</td> <td>N1</td> <td colspan="2">CTTE</td> </tr> <tr> <td>Type/CNIT</td> <td colspan="3">Énergie</td> </tr> <tr> <td>MBHDZ</td> <td colspan="3">ES</td> </tr> <tr> <td colspan="4">Document(s) présenté(s)</td> </tr> <tr> <td colspan="4">Certificat d'immatriculation</td> </tr> </table> | | | | (2) Immatriculation et pays | Date d'immatriculation | Date de 1ère mise en circulation | | DD-922-QL(F) | 26/09/16 | 03/12/99 | | Marque | Désignation commerciale | | | CITROEN | BERLINGO | | | (1) N° dans la série du type | (5) Catégorie internationale | Genre | | VF7MBHDZF65408088 | N1 | CTTE | | Type/CNIT | Énergie | | | MBHDZ | ES | | | Document(s) présenté(s) | | | | Certificat d'immatriculation | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (2) Immatriculation et pays | Date d'immatriculation | Date de 1ère mise en circulation | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DD-922-QL(F) | 26/09/16 | 03/12/99 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Marque | Désignation commerciale | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CITROEN | BERLINGO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (1) N° dans la série du type | (5) Catégorie internationale | Genre | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VF7MBHDZF65408088 | N1 | CTTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Type/CNIT | Énergie | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MBHDZ | ES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Document(s) présenté(s) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Certificat d'immatriculation | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (4) KILOMÉTRAGE RELEVÉ | | MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 84057 | | <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2"></th> <th colspan="2" style="text-align: center;">AVANT</th> <th colspan="2" style="text-align: center;">ARRIERE</th> </tr> <tr> <th style="text-align: center;">G</th> <th style="text-align: center;">D</th> <th style="text-align: center;">G</th> <th style="text-align: center;">D</th> </tr> </thead> <tbody> <tr> <td>Ripage (-8 à +8 m/km) :</td> <td colspan="4" style="text-align: center;">+0,2 m/km</td> </tr> <tr> <td>Dissymétrie suspension (≤ 30%) :</td> <td colspan="2" style="text-align: center;">0 %</td> <td colspan="2" style="text-align: center;">10 %</td> </tr> <tr> <td>Forces verticales :</td> <td colspan="2" style="text-align: center;">684 daN</td> <td colspan="2" style="text-align: center;">608 daN</td> </tr> <tr> <td>Frein de service</td> <td colspan="4"></td> </tr> <tr> <td>Forces de freinage (déséquilibre) :</td> <td style="text-align: center;">256 daN</td> <td style="text-align: center;">217 daN</td> <td style="text-align: center;">161 daN</td> <td style="text-align: center;">181 daN</td> </tr> <tr> <td>Déséquilibre (< 20%) :</td> <td colspan="2" style="text-align: center;">16 %</td> <td colspan="2" style="text-align: center;">12 %</td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td style="text-align: center;">256 daN</td> <td style="text-align: center;">217 daN</td> <td style="text-align: center;">161 daN</td> <td style="text-align: center;">181 daN</td> </tr> <tr> <td>Taux d'efficacité globale (≥ 50%) :</td> <td colspan="4" style="text-align: center;">63 %</td> </tr> <tr> <td>Frein de stationnement Taux d'efficacité (≥ 18%) :</td> <td colspan="4" style="text-align: center;">27 %</td> </tr> <tr> <td>Émissions à l'échappement</td> <td colspan="4"></td> </tr> <tr> <td>CO Ralenti (≤ 0,5) : 0.02 CO ralenti accéléré (≤ 0,3) : 0.02 Lambda (0,97 à 1,03) : 1.019</td> <td colspan="4"></td> </tr> <tr> <td>Feux de croisement (-0,5% à -2,5%) :</td> <td style="text-align: center;">-2.4 %</td> <td colspan="3" style="text-align: center;">-2.3 %</td> </tr> </tbody> </table> | | | AVANT | | ARRIERE | | G | D | G | D | Ripage (-8 à +8 m/km) : | +0,2 m/km | | | | Dissymétrie suspension (≤ 30%) : | 0 % | | 10 % | | Forces verticales : | 684 daN | | 608 daN | | Frein de service | | | | | Forces de freinage (déséquilibre) : | 256 daN | 217 daN | 161 daN | 181 daN | Déséquilibre (< 20%) : | 16 % | | 12 % | | Forces de freinage (efficacité) : | 256 daN | 217 daN | 161 daN | 181 daN | Taux d'efficacité globale (≥ 50%) : | 63 % | | | | Frein de stationnement Taux d'efficacité (≥ 18%) : | 27 % | | | | Émissions à l'échappement | | | | | CO Ralenti (≤ 0,5) : 0.02 CO ralenti accéléré (≤ 0,3) : 0.02 Lambda (0,97 à 1,03) : 1.019 | | | | | Feux de croisement (-0,5% à -2,5%) : | -2.4 % | -2.3 % | | |
| | AVANT | | | | ARRIERE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | G | | | D | G | D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ripage (-8 à +8 m/km) : | +0,2 m/km | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dissymétrie suspension (≤ 30%) : | 0 % | | | 10 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forces verticales : | 684 daN | | | 608 daN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Frein de service | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forces de freinage (déséquilibre) : | 256 daN | | | 217 daN | 161 daN | 181 daN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Déséquilibre (< 20%) : | 16 % | | | 12 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forces de freinage (efficacité) : | 256 daN | | | 217 daN | 161 daN | 181 daN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Taux d'efficacité globale (≥ 50%) : | 63 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Frein de stationnement Taux d'efficacité (≥ 18%) : | 27 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Émissions à l'échappement | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CO Ralenti (≤ 0,5) : 0.02 CO ralenti accéléré (≤ 0,3) : 0.02 Lambda (0,97 à 1,03) : 1.019 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Feux de croisement (-0,5% à -2,5%) : | -2.4 % | -2.3 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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