N° d'imprimé : F051751814 **PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE**

| NATURE DU CONTRÔLE | (3) DATE DU CONTRÔLE | N° DU PROCÈS-VERBAL |
|-----------------------------------|----------------------|---------------------|
| Contrôle technique complémentaire | 15/12/2021 | 21014286 |

| (7) RÉSULTAT DU CONTRÔLE | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ |
|--------------------------|--|
| Favorable | Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 : 23/05/2018:54066 Km / 29/07/2020:68707 Km / 14/10/2021:72406 Km / |

| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ |
|--|
| 28/07/2022 |

| NATURE DU PROCHAIN CONTRÔLE |
|-------------------------------|
| Contrôle technique périodique |

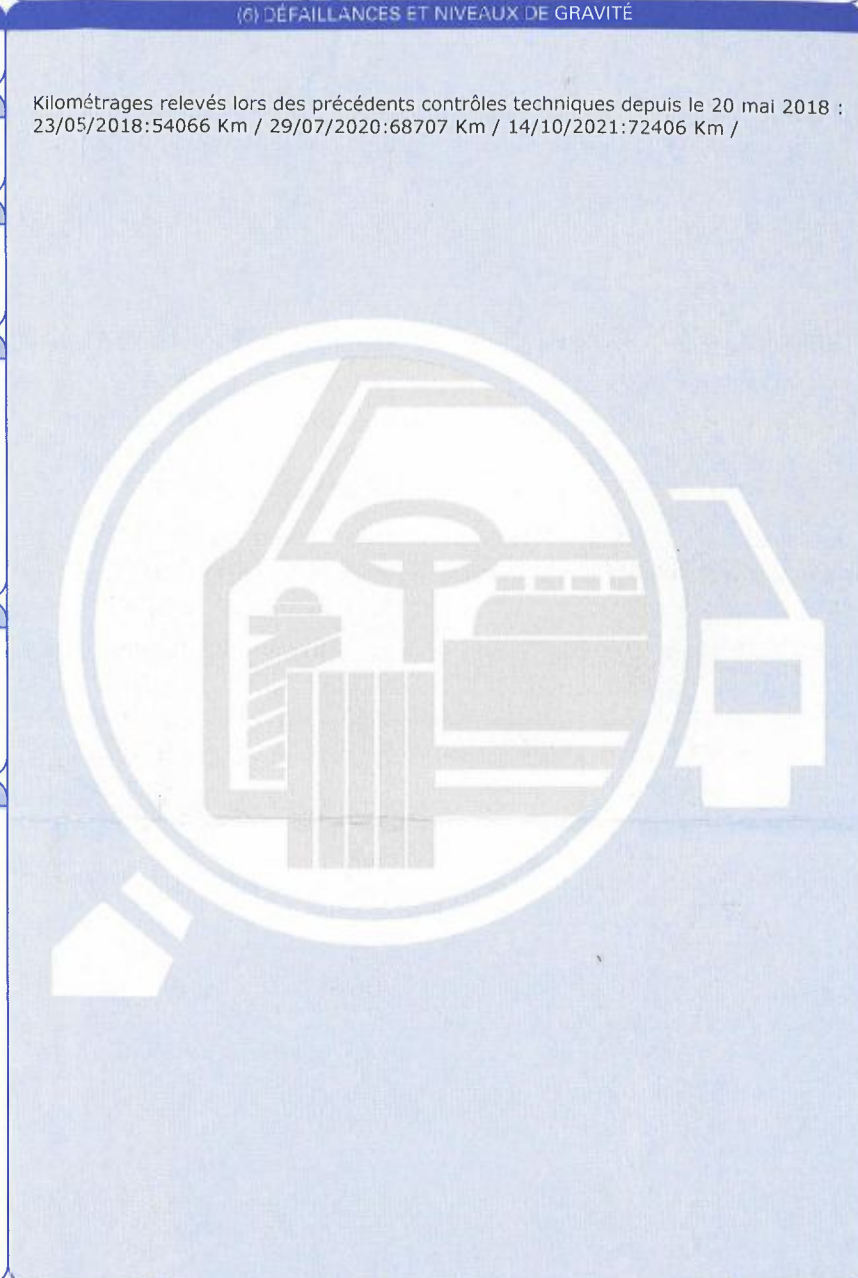
| IDENTIFICATION DU CENTRE DE CONTRÔLE |
|---|
| N° D'AGREMENT : S038F328 |
| (9) RAISON SOCIALE : GO CT |
| (3) COORDONNÉES : 9 RUE DE L'INDUSTRIE ZA CHAMP SAINT ANGE 38760 VARCES ALLIERES ET RISSET 04.76.75.15.20 |

| (9) IDENTIFICATION DU CONTRÔLEUR |
|------------------------------------|
| NOM ET PRENOM : MAANANE Abdelhamid |
| N° D'AGREMENT : 038Z1288 |
| SIGNATURE : |

| IDENTIFICATION DU VÉHICULE | | |
|------------------------------------|------------------------------|----------------------------------|
| (2) Immatriculation et pays | Date d'immatriculation | Date de 1ère mise en circulation |
| AS-128-MN (F) | 22-03-2019 | 20-05-2010 |
| Marque | Désignation commerciale | |
| CITROEN | BERLINGO | |
| (1) N° dans la série du type (VIN) | (5) Catégorie internationale | Genre |
| VF7GB9HWCAN513286 | N1 | CTTE |
| Type/CNIT | Energie | |
| GB9HWC | GO | |
| Document(s) présenté(s) | | |
| Certificat d'immatriculation | | |

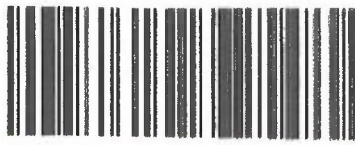
| (4) KILOMÉTRAGE RELEVÉ |
|------------------------|
| 72666 |

| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE |
|--|
| |



| MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES |
|--|
|--|

Opacité des fumées ($\leq 1.50m^{-1}$) C1:<0.10 C2:<0.10

meteoN° d'imprimé : F046449574 - **PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE**

| NATURE DU CONTRÔLE | | (3) DATE DU CONTRÔLE | N° DU PROCÈS-VERBAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|------------------------------|--|---------------------|----------|--------|---------------|-----|----|-----|-----|----|-----|------------------------|--|----------|--|--|--|--|-------------------------------|--|----|--|--|----|--|-------------------|--|--------|--|--|--------|--|-------------------------|--|--|--|--|--|--|--------------------|--------|--------|--|--------|--|-------|---------------------|--|----|--|--|-----|--|--------------------------------|--------|--------|--|--------|--|--------|--------------------------|--|--|--|-----|--|--|--|--|--|--|-----|--|--|---|--|--|--|--|--|--|--|--|----------|--|----------|--|--|
| Contrôle technique périodique | | 29/07/2020 | 20008078 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (7) RESULTAT DU CONTRÔLE | | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Favorable | | Défaillances mineures 1.2.1.b.1. PERFORMANCES DU FREIN DE SERVICE : Déséquilibre (AR) <i>E. DOR</i> <i>SIP le 26/08/2020</i> <i>GEMAPI</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28/07/2022 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NATURE DU PROCHAIN CONTRÔLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Contrôle technique complémentaire au plus tard le : 28/07/2021 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IDENTIFICATION DU CENTRE DE CONTRÔLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N° D'AGREMENT : S038F318 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (9) RAISON SOCIALE : RHONE ALPES CONTROL ET DEVELOPPEMENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (3) COORDONNÉES : | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 RUE DU BEAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ZI SUD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38400 ST MARTIN D HERES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0476009181 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (9) IDENTIFICATION DU CONTRÔLEUR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NOM ET PRENOM : MURAT Laurent | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N° D'AGREMENT : 038C1091 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SIGNATURE : | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IDENTIFICATION DU VÉHICULE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (2) Immatriculation et pays | Date d'immatriculation | Date de 1ère mise en circulation | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AS-128-MN (F) | 22-03-2019 | 20-05-2010 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Marque | Désignation commerciale | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CITROEN | BERLINGO FG600 16HDI | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (1) N° dans la série du type (VIN) | (5) Catégorie internationale | Genre | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VF7GB9HWCAN513286 | N1 | CTTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Type/CNIT | Energie | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GB9HWC | GO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Document(s) présenté(s) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Certificat d'immatriculation | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (4) KILOMÉTRAGE RELEVÉ | | MÉSORÉS RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 68707 | | <table border="1"> <thead> <tr> <th>M E S U R E S</th> <th>AvG</th> <th>Av</th> <th>AvD</th> <th>ArG</th> <th>Ar</th> <th>ArD</th> </tr> </thead> <tbody> <tr> <td>Ripage (-8 à + 8 m/km)</td> <td></td> <td colspan="2">-0.9m/km</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Dissymétrie suspension (≤30%)</td> <td></td> <td>8%</td> <td></td> <td></td> <td>3%</td> <td></td> </tr> <tr> <td>Forces verticales</td> <td></td> <td colspan="2">747daN</td> <td></td> <td colspan="2">483daN</td> </tr> <tr> <td>Frein de service</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Forces de freinage</td> <td>204daN</td> <td>205daN</td> <td></td> <td>111daN</td> <td></td> <td>83daN</td> </tr> <tr> <td>Déséquilibre (<20%)</td> <td></td> <td>1%</td> <td></td> <td></td> <td>26%</td> <td></td> </tr> <tr> <td>Force de freinage (efficacité)</td> <td>188daN</td> <td>232daN</td> <td></td> <td>111daN</td> <td></td> <td>124daN</td> </tr> <tr> <td>Taux d'efficacité (≥50%)</td> <td></td> <td></td> <td></td> <td>53%</td> <td></td> <td></td> </tr> <tr> <td>Frein de stationnement Taux d'efficacité (≥18%)</td> <td></td> <td></td> <td></td> <td>19%</td> <td></td> <td></td> </tr> <tr> <td>Opacité des fumées (≤1.50m⁻¹) C1:<0.10 C2:<0.10</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Feux croisement (-2.5% à -0.5%)</td> <td></td> <td>G: -0.6%</td> <td></td> <td>D: -0.6%</td> <td></td> <td></td> </tr> </tbody> </table> | | | | M E S U R E S | AvG | Av | AvD | ArG | Ar | ArD | Ripage (-8 à + 8 m/km) | | -0.9m/km | | | | | Dissymétrie suspension (≤30%) | | 8% | | | 3% | | Forces verticales | | 747daN | | | 483daN | | Frein de service | | | | | | | Forces de freinage | 204daN | 205daN | | 111daN | | 83daN | Déséquilibre (<20%) | | 1% | | | 26% | | Force de freinage (efficacité) | 188daN | 232daN | | 111daN | | 124daN | Taux d'efficacité (≥50%) | | | | 53% | | | Frein de stationnement Taux d'efficacité (≥18%) | | | | 19% | | | Opacité des fumées (≤1.50m ⁻¹) C1:<0.10 C2:<0.10 | | | | | | | Feux croisement (-2.5% à -0.5%) | | G: -0.6% | | D: -0.6% | | |
| M E S U R E S | AvG | Av | AvD | ArG | Ar | ArD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ripage (-8 à + 8 m/km) | | -0.9m/km | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dissymétrie suspension (≤30%) | | 8% | | | 3% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forces verticales | | 747daN | | | 483daN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Frein de service | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forces de freinage | 204daN | 205daN | | 111daN | | 83daN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Déséquilibre (<20%) | | 1% | | | 26% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Force de freinage (efficacité) | 188daN | 232daN | | 111daN | | 124daN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Taux d'efficacité (≥50%) | | | | 53% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Frein de stationnement Taux d'efficacité (≥18%) | | | | 19% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Opacité des fumées (≤1.50m ⁻¹) C1:<0.10 C2:<0.10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Feux croisement (-2.5% à -0.5%) | | G: -0.6% | | D: -0.6% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |