



# PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE

Sécuritest

Exemplaire conservé par le centre

N° D'IMPRIMÉ T 29009767

| NATURE DU CONTRÔLE  |                              | (3) DATE DU CONTRÔLE  | N° DU PROCÈS-VERBAL |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
|---|------------------------------|---|---------------------|---------|--|-------|--|---------|--|--|---|---|---|---|--------------------------------|--|-----------|--|--|---|-----|--|------|--|----------------------------|----------|--|---------|--|-------------------------|--|--|--|--|----------------------|---------|---------|---------|---------|-----------------------|-----|--|-----|--|-----------------------------------|---------|---------|---------|---------|------------------------------------|------|--|--|--|---|------|--|--|--|---|--------|--|--------|--|---|--------|--|--------|--|
| Contrôle technique périodique   |                              | 07/10/2025  | 25298021            |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
| (7) RÉSULTAT DU CONTRÔLE  |                              | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Défavorable pour défaillances majeures  |                              | <b>Défaillances majeures :</b><br>8.2.22.c.2. OPACITÉ : Le relevé du système OBD indique un dysfonctionnement important<br>Code(s) défaut(s) standard(s) relevé(s) concernant le dispositif antipollution : P20BE<br>8.2.22.e.2. OPACITÉ : Contrôle impossible des émissions à l'échappement<br><br><b>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 :</b> 15/07/2025 : 147963 km   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
| 06/12/2025  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
| NATURE DU PROCHAIN CONTRÔLE   |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Contre-visite   |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
| N° D'AGRÈMENT : S062T100  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
| (9)RAISON SOCIALE : SARL CONTROLAUTO  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
| (3) COORDONNÉES : AVENUE GEORGES WASHINGTON<br>62400 BETHUNE<br>Tél : 0321020210 - Fax : 0321021818   |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
| (9) IDENTITÉ DU CONTRÔLEUR  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
| N° D'AGRÈMENT : 062T1397  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
| SIGNATURE :   |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
| IDENTIFICATION DU VÉHICULE  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
| (2) Immatriculation et pays   | Date d'immatriculation       | Date de 1ère mise en circulation  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
| GB-854-EH (F)   | 10/08/2021                   | 10/08/2021  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Marque  | Désignation commerciale      |   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
| FORD  | TRANSIT                      |   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
| (1) N° dans la série du type (VIN)  | (5) Catégorie internationale | Genre   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
| WF0AXXTTRALY56480   | N1                           | CTTE  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Type / CNIT   | Energie                      |   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
| FEDBKFB1BFYG3WTDSAACAMPA  | GO                           |   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
| 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  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
| 157029  |                              | <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><b>Ripage</b> (-8 à +8 m/km) :</td> <td></td> <td>-2.0 m/km</td> <td></td> <td></td> </tr> <tr> <td><b>Dissymétrie suspension</b> (≤ 30%) :</td> <td>4 %</td> <td></td> <td>21 %</td> <td></td> </tr> <tr> <td><b>Forces verticales</b> :</td> <td>1374 daN</td> <td></td> <td>797 daN</td> <td></td> </tr> <tr> <td><b>Frein de service</b></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Forces de freinage :</td> <td>463 daN</td> <td>446 daN</td> <td>266 daN</td> <td>256 daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%) :</td> <td>4 %</td> <td></td> <td>4 %</td> <td></td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>463 daN</td> <td>446 daN</td> <td>266 daN</td> <td>256 daN</td> </tr> <tr> <td>Taux d'efficacité global (≥50 %) :</td> <td colspan="4">65 %</td> </tr> <tr> <td><b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :</td> <td colspan="4">19 %</td> </tr> <tr> <td><b>Feux de croisement</b> (-2.5 % à -0.5 %) :</td> <td>-1.7 %</td> <td></td> <td>-1.8 %</td> <td></td> </tr> <tr> <td><b>Feux de brouillard avant</b> (-3.5 % à -1.0 %) :</td> <td>-1.8 %</td> <td></td> <td>-1.8 %</td> <td></td> </tr> </tbody> </table> |                     |         |  | AVANT |  | ARRIERE |  |  | G | D | G | D | <b>Ripage</b> (-8 à +8 m/km) : |  | -2.0 m/km |  |  | <b>Dissymétrie suspension</b> (≤ 30%) : | 4 % |  | 21 % |  | <b>Forces verticales</b> : | 1374 daN |  | 797 daN |  | <b>Frein de service</b> |  |  |  |  | Forces de freinage : | 463 daN | 446 daN | 266 daN | 256 daN | Déséquilibre (<20%) : | 4 % |  | 4 % |  | Forces de freinage (efficacité) : | 463 daN | 446 daN | 266 daN | 256 daN | Taux d'efficacité global (≥50 %) : | 65 % |  |  |  | <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) : | 19 % |  |  |  | <b>Feux de croisement</b> (-2.5 % à -0.5 %) : | -1.7 % |  | -1.8 % |  | <b>Feux de brouillard avant</b> (-3.5 % à -1.0 %) : | -1.8 % |  | -1.8 % |  |
|   | AVANT                        |   | ARRIERE             |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
|   | G                            | D   | G                   | D       |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <b>Ripage</b> (-8 à +8 m/km) :  |                              | -2.0 m/km   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <b>Dissymétrie suspension</b> (≤ 30%) :   | 4 %                          |   | 21 %                |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <b>Forces verticales</b> :  | 1374 daN                     |   | 797 daN             |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <b>Frein de service</b>   |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Forces de freinage :  | 463 daN                      | 446 daN   | 266 daN             | 256 daN |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Déséquilibre (<20%) :   | 4 %                          |   | 4 %                 |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Forces de freinage (efficacité) :   | 463 daN                      | 446 daN   | 266 daN             | 256 daN |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Taux d'efficacité global (≥50 %) :  | 65 %                         |   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :   | 19 %                         |   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <b>Feux de croisement</b> (-2.5 % à -0.5 %) :   | -1.7 %                       |   | -1.8 %              |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <b>Feux de brouillard avant</b> (-3.5 % à -1.0 %) :   | -1.8 %                       |   | -1.8 %              |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
| INFORMATION SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE   |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
| PROCÈS-VERBAL N° :  |                              | DATE :  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
| N° D'AGRÈMENT DU CENTRE :   |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <b>GB-854-EH</b><br><b>CT:06/12/2025</b>  |                              | <b>S062T100</b><br><b>25298021</b><br><b>XXXXXXXXXX</b>   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
| N° D'AGRÈMENT : S062T100  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
| N° SÉRIE : WF0AXXTTRALY56480  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |
| N° D'IMPRIMÉ : T29009767  |                              |   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |      |  |                            |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |   |        |  |        |  |