



PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE

N° d'imprimé : D 123128645

| NATURE DU CONTRÔLE Contrôle technique périodique | (3) DATE DU CONTRÔLE 27/02/2024 | N° DU PROCÈS-VERBAL 24110909 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| (7) RÉSULTAT DU CONTRÔLE Favorable | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ DÉFAILLANCE(S) MINEURE(S) : 5.3.2.c.1. AMORTISSEURS : Protection défectueuse : AVG 6.2.1.a.1. ÉTAT DE LA CABINE ET DE LA CARROSSERIE : Panneau ou élément endommagé : ARD Kilométrages relevés lors des derniers contrôles techniques depuis le 20 mai 2018 : 10.08.2023:187 469 km / 18.08.2021:164 683 km / 17.07.2019:137 227 km | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ 26/02/2026 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NATURE DU PROCHAIN CONTRÔLE Contrôle technique périodique | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IDENTIFICATION DU CENTRE DE CONTRÔLE N° D'AGRÈMENT : S031D294 (9) RAISON SOCIALE : AUTO BILAN FRANCE (3) COORDONNÉES : 66, Avenue des Etats Unis 31200 TOULOUSE Tél : 05.34.40.84.09 Fax : 05.34.40.86.67 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (9) IDENTIFICATION DU CONTRÔLEUR NOM ET PRÉNOM : non renseignés N° D'AGRÈMENT : 031D1199 SIGNATURE : | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IDENTIFICATION DU VÉHICULE (2) Immatriculation et pays Date d'immatriculation Date de 1ere mise en circulation <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border: 1px solid black; padding: 2px;">CW-647-ZG(F)</td> <td style="border: 1px solid black; padding: 2px;">16/07/13</td> <td style="border: 1px solid black; padding: 2px;">16/07/13</td> </tr> <tr> <td style="text-align: center; font-size: 8px;">Marque</td> <td colspan="2" style="text-align: center; font-size: 8px;">Désignation commerciale</td> </tr> <tr> <td style="border: 1px solid black; padding: 2px; text-align: center;">RENAULT</td> <td colspan="2" style="border: 1px solid black; padding: 2px; text-align: center;">CLIO</td> </tr> </table> (1) N° dans la série du type (VIN) (5) Catégorie internationale Genre <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border: 1px solid black; padding: 2px;">VF15R7A0H49529420</td> <td style="border: 1px solid black; padding: 2px; text-align: center;">M1</td> <td style="border: 1px solid black; padding: 2px; text-align: center;">VP</td> </tr> <tr> <td style="text-align: center; font-size: 8px;">Type/CNIT</td> <td colspan="2" style="text-align: center; font-size: 8px;">Énergie</td> </tr> <tr> <td style="border: 1px solid black; padding: 2px; text-align: center;">M10RENV3159909</td> <td colspan="2" style="border: 1px solid black; padding: 2px; text-align: center;">ES</td> </tr> </table> Document(s) présenté(s) Certificat d'immatriculation | CW-647-ZG(F) | 16/07/13 | 16/07/13 | Marque | Désignation commerciale | | RENAULT | CLIO | | VF15R7A0H49529420 | M1 | VP | Type/CNIT | Énergie | | M10RENV3159909 | ES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CW-647-ZG(F) | 16/07/13 | 16/07/13 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Marque | Désignation commerciale | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RENAULT | CLIO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VF15R7A0H49529420 | M1 | VP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Type/CNIT | Énergie | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| M10RENV3159909 | ES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (4) KILOMÉTRAGE RELEVÉ 191231 | MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE | <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;">-0.9 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;">9 %</td> </tr> <tr> <td>Forces verticales :</td> <td colspan="2" style="text-align: center;">725 daN</td> <td colspan="2" style="text-align: center;">444 daN</td> </tr> <tr> <td>Frein de service</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Forces de freinage (déséquilibre) :</td> <td style="text-align: center;">241 daN</td> <td style="text-align: center;">231 daN</td> <td style="text-align: center;">152 daN</td> <td style="text-align: center;">148 daN</td> </tr> <tr> <td>Déséquilibre (< 20%) :</td> <td colspan="2" style="text-align: center;">5 %</td> <td colspan="2" style="text-align: center;">3 %</td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td style="text-align: center;">241 daN</td> <td style="text-align: center;">231 daN</td> <td style="text-align: center;">152 daN</td> <td style="text-align: center;">148 daN</td> </tr> <tr> <td>Taux d'efficacité globale (≥ 58%) :</td> <td colspan="4" style="text-align: center;">66 %</td> </tr> <tr> <td>Frein de stationnement Taux d'efficacité (≥ 18%) :</td> <td colspan="4" style="text-align: center;">21 %</td> </tr> <tr> <td>Émissions à l'échappement</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>CO Ralenti (≤ 0,3) : 0.01 CO ralenti accéléré (≤ 0,2) : 0.08 Lambda (0,97 à 1,03) : 0.995</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Feux de croisement (-0,5% à -2,5%) :</td> <td style="text-align: center;">-1.4 %</td> <td colspan="3" style="text-align: center;">-1.4 %</td> </tr> </tbody> </table> | | | AVANT | | ARRIERE | | G | D | G | D | Ripage (-8 à +8 m/km) : | -0.9 m/km | | | | Dissymétrie suspension (≤ 30%) : | 0 % | | 9 % | | Forces verticales : | 725 daN | | 444 daN | | Frein de service | | | | | Forces de freinage (déséquilibre) : | 241 daN | 231 daN | 152 daN | 148 daN | Déséquilibre (< 20%) : | 5 % | | 3 % | | Forces de freinage (efficacité) : | 241 daN | 231 daN | 152 daN | 148 daN | Taux d'efficacité globale (≥ 58%) : | 66 % | | | | Frein de stationnement Taux d'efficacité (≥ 18%) : | 21 % | | | | Émissions à l'échappement | | | | | CO Ralenti (≤ 0,3) : 0.01 CO ralenti accéléré (≤ 0,2) : 0.08 Lambda (0,97 à 1,03) : 0.995 | | | | | Feux de croisement (-0,5% à -2,5%) : | -1.4 % | -1.4 % | | |
| | AVANT | | | ARRIERE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | G | D | G | D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ripage (-8 à +8 m/km) : | -0.9 m/km | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dissymétrie suspension (≤ 30%) : | 0 % | | 9 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Frein de service | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forces de freinage (déséquilibre) : | 241 daN | 231 daN | 152 daN | 148 daN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Déséquilibre (< 20%) : | 5 % | | 3 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forces de freinage (efficacité) : | 241 daN | 231 daN | 152 daN | 148 daN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Taux d'efficacité globale (≥ 58%) : | 66 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Frein de stationnement Taux d'efficacité (≥ 18%) : | 21 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Émissions à l'échappement | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Feux de croisement (-0,5% à -2,5%) : | -1.4 % | -1.4 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |