




N° D'IMPRIMÉ C64087572

# PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE



EXEMPLAIRE REMIS A L'USAGER

| <b>NATURE DU CONTRÔLE</b>  |                              | <b>(3) DATE DU CONTRÔLE</b>  |         | <b>N° DU PROCÈS-VERBAL</b> |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
|--|------------------------------|--|---------|----------------------------|--|--|-------|--|---------|--|--|---|---|---|---|-------------------------|-----------|--|--|--|----------------------------------|-----|--|-----|--|---------------------|---------|--|---------|--|-------------------------|--|--|--|--|----------------------|---------|---------|---------|---------|-----------------------|-----|--|-----|--|-----------------------------------|---------|---------|---------|---------|------------------------------------|------|--|--|--|---|------|--|--|--|---|--------|--|--------|--|
| Contrôle technique périodique  |                              | 19/02/2025   |         | 25034194                   |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| <b>(7) RÉSULTAT DU CONTRÔLE</b>  |                              | <b>(6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ</b>  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Défavorable pour défaillances majeures   |                              | <p><b>Défaillances majeures :</b><br/>           3.3.1.b.2. MIROIRS OU DISPOSITIFS RÉTROVISEURS : Miroir ou dispositif inopérant, fortement endommagé ou mal fixé G<br/>           4.7.1.b.2. ÉTAT ET FONCTIONNEMENT (DISPOSITIF D'ÉCLAIRAGE DE LA PLAQUE D'IMMATRICULATION ARRIÈRE) : Source lumineuse défectueuse<br/>           7.1.5.c.2. AIRBAG : Coussin gonflable manifestement inopérant<br/>           8.2.22.e.2. OPACITÉ : Contrôle impossible des émissions à l'échappement</p> <p><b>Défaillances mineures :</b><br/>           8.2.22.c.1. OPACITÉ : Le relevé du système OBD indique une anomalie du dispositif antipollution, sans dysfonctionnement important<br/>           Code(s) défaut(s) standard(s) relevé(s) concernant le dispositif antipollution : P0380</p> <p><b>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 :</b><br/>           07/05/2019 : 121311 km / 05/05/2020 : 133853 km / 30/04/2021 : 145347 km / 03/05/2022 : 154326 km / 28/04/2023 : 166486 km / 02/05/2024 : 175336 km</p>  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| <b>(8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ</b>  |                              |   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| 18/04/2025   |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| <b>NATURE DU PROCHAIN CONTRÔLE</b>   |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Contre-visite  |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| <b>IDENTIFICATION DU CENTRE DE CONTRÔLE</b>  |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| N° D'AGRÈMENT : S006C169   |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| (9) RAISON SOCIALE : SAS AUTO BILAN SLV  |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| (3) COORDONNÉES : 55 RUE CLAUDE BERNARD<br>ZI SECTEUR C7<br>06700 SAINT LAURENT DU VAR<br>Tél : 0492042020 |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| <b>(9) IDENTIFICATION DU CONTRÔLEUR</b>  |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| N° D'AGRÈMENT : 006C1158   |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| SIGNATURE :              |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| <b>IDENTIFICATION DU VÉHICULE</b>  |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| (2) Immatriculation et pays  | Date d'immatriculation       | Date de 1 <sup>ère</sup> mise en circulation   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| CG-261-MM (F)  | 15/06/2012                   | 15/06/2012   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Marque   | Désignation commerciale      |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| RENAULT  | KANGOO                       |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| (1) N° dans la série du type (VIN)   | (5) Catégorie internationale | Genre  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| VF1FW14F547559657  | N1                           | CTTE   |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Type/CNIT  | Énergie                      |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| N10RENC019M694   | GO                           |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Document(s) présenté(s)  |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Copie du certificat d'immatriculation visée par un vendeur professionnel                                   |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| <b>(4) KILOMÉTRAGE RELEVÉ</b>  |                              | <b>MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES</b>  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| 176860   |                              | <table border="1"> <thead> <tr> <th></th> <th colspan="2">AVANT</th> <th colspan="2">ARRIÈRE</th> </tr> <tr> <th></th> <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">-7.7 m/km</td> </tr> <tr> <td>Dissymétrie suspension (≤ 30%) :</td> <td colspan="2">0 %</td> <td colspan="2">0 %</td> </tr> <tr> <td>Forces verticales :</td> <td colspan="2">790 daN</td> <td colspan="2">583 daN</td> </tr> <tr> <td><b>Frein de service</b></td> <td colspan="4"></td> </tr> <tr> <td>Forces de freinage :</td> <td>299 daN</td> <td>296 daN</td> <td>188 daN</td> <td>186 daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%) :</td> <td colspan="2">2 %</td> <td colspan="2">2 %</td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>299 daN</td> <td>296 daN</td> <td>188 daN</td> <td>186 daN</td> </tr> <tr> <td>Taux d'efficacité global (≥50 %) :</td> <td colspan="4">70 %</td> </tr> <tr> <td><b>Frein de stationnement Taux d'efficacité (≥18 %) :</b></td> <td colspan="4">23 %</td> </tr> <tr> <td><b>Feux de croisement (-2.5 % à -0.5 %) :</b></td> <td colspan="2">-1.8 %</td> <td colspan="2">-2.1 %</td> </tr> </tbody> </table> |         |                            |  |  | AVANT |  | ARRIÈRE |  |  | G | D | G | D | Ripage (-8 à +8 m/km) : | -7.7 m/km |  |  |  | Dissymétrie suspension (≤ 30%) : | 0 % |  | 0 % |  | Forces verticales : | 790 daN |  | 583 daN |  | <b>Frein de service</b> |  |  |  |  | Forces de freinage : | 299 daN | 296 daN | 188 daN | 186 daN | Déséquilibre (<20%) : | 2 % |  | 2 % |  | Forces de freinage (efficacité) : | 299 daN | 296 daN | 188 daN | 186 daN | Taux d'efficacité global (≥50 %) : | 70 % |  |  |  | <b>Frein de stationnement Taux d'efficacité (≥18 %) :</b> | 23 % |  |  |  | <b>Feux de croisement (-2.5 % à -0.5 %) :</b> | -1.8 % |  | -2.1 % |  |
|  | AVANT                        |  | ARRIÈRE |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
|  | G                            | D  | G       | D                          |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Ripage (-8 à +8 m/km) :  | -7.7 m/km                    |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Dissymétrie suspension (≤ 30%) :   | 0 %                          |  | 0 %     |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Forces verticales :  | 790 daN                      |  | 583 daN |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| <b>Frein de service</b>  |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Forces de freinage :   | 299 daN                      | 296 daN  | 188 daN | 186 daN                    |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Déséquilibre (<20%) :  | 2 %                          |  | 2 %     |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Forces de freinage (efficacité) :  | 299 daN                      | 296 daN  | 188 daN | 186 daN                    |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Taux d'efficacité global (≥50 %) :   | 70 %                         |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| <b>Frein de stationnement Taux d'efficacité (≥18 %) :</b>  | 23 %                         |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| <b>Feux de croisement (-2.5 % à -0.5 %) :</b>  | -1.8 %                       |  | -2.1 %  |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| <b>INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE</b>  |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| PROCÈS-VERBAL N° : DATE :  |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| N° D'AGRÈMENT DU CENTRE :  |                              |  |         |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |