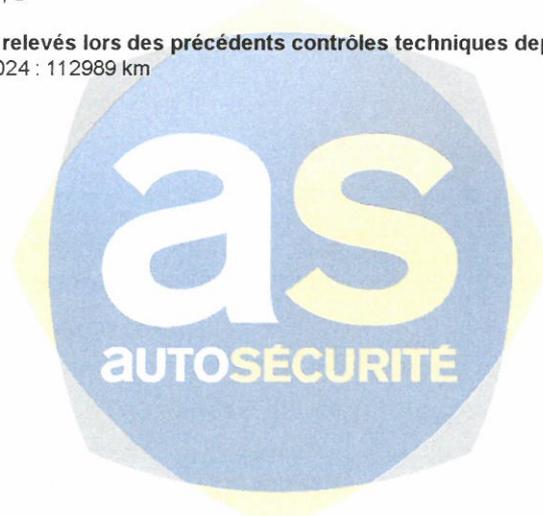


# PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE



N° D'IMPRIMÉ C64087511

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   |                         | 14/02/2025  |         | 25034133                                     |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |
| <b>(7) RÉSULTAT DU CONTRÔLE</b>   |                         | <b>(6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ</b>   |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |
| Défavorable pour défaillances majeures  |                         | <p><b>Défaillances majeures :</b><br/>           4.4.1 a.2. ÉTAT ET FONCTIONNEMENT (INDICATEURS DE DIRECTION ET FEUX DE SIGNAL DE DÉTRESSE) : Source lumineuse défectueuse ou manquante : visibilité fortement réduite ARD<br/>           4.4.1 b.2. ÉTAT ET FONCTIONNEMENT (INDICATEURS DE DIRECTION ET FEUX DE SIGNAL DE DÉTRESSE) : Glace fortement défectueuse (lumière émise affectée) ARD<br/>           7.12.1 e.2. CONTRÔLE ÉLECTRONIQUE DE STABILITÉ : L'indicateur de dysfonctionnement fait état d'une défaillance du système</p> <p><b>Défaillances mineures :</b><br/>           2.7.1 a.1. RIPAGE : Ripage excessif<br/>           6.2.1 a.1. ÉTAT DE LA CABINE ET DE LA CARROSSERIE : Panneau ou élément endommagé G, D</p> <p><b>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 :</b> 20/11/2024 : 112989 km</p>   |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |
| <b>(8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ</b>   |                         |    |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |
| 13/04/2025  |                         |   |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |
| <b>NATURE DU PROCHAIN CONTRÔLE</b>  |                         |   |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |
| Contre-visite   |                         |   |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |
| <b>IDENTIFICATION DU CENTRE DE CONTRÔLE</b>   |                         |   |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |
| N° D'AGRÉMENT : S006C169<br>(9) RAISON SOCIALE : SAS AUTO BILAN SLV<br>(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'AGRÉMENT : 006C1158<br>SIGNATURE :   |                         |   |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |
| <b>IDENTIFICATION DU VÉHICULE</b>   |                         |   |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |
| (2) Immatriculation et pays   |                         | Date d'immatriculation  |         | Date de 1 <sup>ère</sup> mise en circulation |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |
| FR-420-KV (F)   |                         | 13/12/2021  |         | 17/07/2020                                   |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |
| Marque  |                         | Désignation commerciale   |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |
| RENAULT   |                         | ESPACE  |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |
| (1) N° dans la série du type (VIN)  |                         | (5) Catégorie internationale  |         | Genre  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |
| VF1RFC00265035561   |                         | M1  |         | VP   |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |
| Type/CNIT   |                         | Énergie   |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |
| M10RENVPA66F156   |                         | 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>   |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |
| 121104  |                         | <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>Ripage (-8 à +8 m/km) :</td> <td colspan="4">+9.0 m/km</td> </tr> <tr> <td>Dissymétrie suspension (≤ 30%) :</td> <td colspan="2">10 %</td> <td colspan="2">5 %</td> </tr> <tr> <td>Forces verticales :</td> <td colspan="2">1082 daN</td> <td colspan="2">821 daN</td> </tr> <tr> <td><b>Frein de service</b></td> <td colspan="4"></td> </tr> <tr> <td>Forces de freinage :</td> <td>392 daN</td> <td>385 daN</td> <td>265 daN</td> <td>282 daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%) :</td> <td colspan="2">2 %</td> <td colspan="2">7 %</td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>392 daN</td> <td>385 daN</td> <td>265 daN</td> <td>282 daN</td> </tr> <tr> <td>Taux d'efficacité global (≥58 %) :</td> <td colspan="4">69 %</td> </tr> <tr> <td><b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :</td> <td colspan="4">19 %</td> </tr> <tr> <td><b>Émissions à l'échappement</b></td> <td colspan="4"></td> </tr> <tr> <td>Opacité des fumées(0.34 m-1)</td> <td colspan="2">C1:&lt;0.1 m-1 C2:&lt;0.1 m-1</td> <td colspan="2"></td> </tr> <tr> <td><b>Feux de croisement</b> (-2.5 % à -0.5 %) :</td> <td colspan="2">-1.4 %</td> <td colspan="2">-0.7 %</td> </tr> </tbody> </table> |         |  |  |  | AVANT |  | ARRIERE |  |  | G | D | G | D | Ripage (-8 à +8 m/km) : | +9.0 m/km |  |  |  | Dissymétrie suspension (≤ 30%) : | 10 % |  | 5 % |  | Forces verticales : | 1082 daN |  | 821 daN |  | <b>Frein de service</b> |  |  |  |  | Forces de freinage : | 392 daN | 385 daN | 265 daN | 282 daN | Déséquilibre (<20%) : | 2 % |  | 7 % |  | Forces de freinage (efficacité) : | 392 daN | 385 daN | 265 daN | 282 daN | Taux d'efficacité global (≥58 %) : | 69 % |  |  |  | <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) : | 19 % |  |  |  | <b>Émissions à l'échappement</b> |  |  |  |  | Opacité des fumées(0.34 m-1) | C1:<0.1 m-1 C2:<0.1 m-1 |  |  |  | <b>Feux de croisement</b> (-2.5 % à -0.5 %) : | -1.4 % |  | -0.7 % |  |
|   | AVANT                   |   | ARRIERE |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |
|   | G                       | D   | G       | D  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |
| Ripage (-8 à +8 m/km) :   | +9.0 m/km               |   |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |
| Dissymétrie suspension (≤ 30%) :  | 10 %                    |   | 5 %     |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |
| Forces verticales :   | 1082 daN                |   | 821 daN |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |
| <b>Frein de service</b>   |                         |   |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |
| Forces de freinage :  | 392 daN                 | 385 daN   | 265 daN | 282 daN                                      |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |
| Déséquilibre (<20%) :   | 2 %                     |   | 7 %     |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |
| Forces de freinage (efficacité) :   | 392 daN                 | 385 daN   | 265 daN | 282 daN                                      |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |
| Taux d'efficacité global (≥58 %) :  | 69 %                    |   |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |
| <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :   | 19 %                    |   |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |
| <b>Émissions à l'échappement</b>  |                         |   |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |
| Opacité des fumées(0.34 m-1)  | C1:<0.1 m-1 C2:<0.1 m-1 |   |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |
| <b>Feux de croisement</b> (-2.5 % à -0.5 %) :   | -1.4 %                  |   | -0.7 %  |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |
| <b>INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE</b>   |                         |   |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |
| PROCÈS-VERBAL N° :  |                         | DATE :  |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |
| N° D'AGRÉMENT DU CENTRE :   |                         |   |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |          |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |                         |  |  |  |   |        |  |        |  |