



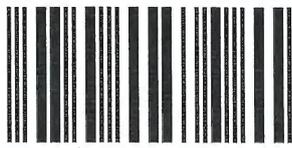
# PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE



N° D'IMPRIMÉ C 61202615

EXEMPLAIRE REMIS A L'USAGER

| NATURE DU CONTRÔLE  | (3) DATE DU CONTRÔLE   | N° DU PROCÈS-VERBAL                          |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
|---|--|--|---------|---------|--|--|-------|--|---------|--|--|---|---|---|---|-------------------------|-----------|--|--|--|----------------------------------|------|--|-----|--|---------------------|---------|--|---------|--|-------------------------|--|--|--|--|----------------------|---------|---------|---------|---------|-----------------------|------|--|-----|--|-----------------------------------|---------|---------|---------|---------|------------------------------------|------|--|--|--|---|------|--|--|--|----------------------------------|--|--|--|--|---|--|--|--|--|--|--------|--|--------|--|--|--------|--|--------|--|
| Contrôle technique périodique   | 04/06/2024   | 24110276                                     |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
| (7) RÉSULTAT DU CONTRÔLE  | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ   |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Défavorable pour défaillances majeures  | <p><b>Défaillances majeures :</b><br/>           3.4.1.b.2. ESSUIE-GLACE : Balai d'essuie-glace manquant ou manifestement défectueux AR<br/>           4.4.1.b.2. ÉTAT ET FONCTIONNEMENT (INDICATEURS DE DIRECTION ET FEUX DE SIGNAL DE DÉTRESSE) : Glace fortement défectueuse (lumière émise affectée) G</p> <p><b>Défaillances mineures :</b><br/>           4.5.2.a.1. RÉGLAGE (FEUX DE BROUILLARD AVANT) : Mauvaise orientation horizontale d'un feu de brouillard avant AVD<br/>           5.2.3.e.1. PNEU : Usure anormale ou présence d'un corps étranger ARD, ARG</p> <p><b>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 :</b> 04/05/2020 : 47584 km / 02/05/2022 : 56683 km</p>   |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ  |   |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
| 03/08/2024  |  |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
| NATURE DU PROCHAIN CONTRÔLE   |  |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Contre-visite   |  |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE  |  |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
| N° D'AGRÈMENT : S016C053  |  |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
| (9) RAISON SOCIALE : SARL AUTO BILAN 16   |  |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
| (3) COORDONNÉES : ZAC LES MONTAGNES<br>248 RUE DE L'ENTRAIT<br>16430 CHAMPNIERS<br>TÉL : 05.45.69.86.31 |  |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
| (9) IDENTIFICATION DU CONTRÔLEUR  |  |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
| N° D'AGRÈMENT : 016F1039  |  |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
| SIGNATURE :   |    |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
| IDENTIFICATION DU VÉHICULE  |  |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
| (2) Immatriculation et pays   | Date d'immatriculation   | Date de 1 <sup>ère</sup> mise en circulation |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
| AK-451-WY (F)   | 26/09/2016   | 01/02/2010                                   |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Marque  | Désignation commerciale  |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
| RENAULT   | MODUS  |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
| (1) N° dans la série du type (VIN)  | (5) Catégorie internationale   | Genre  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
| VF1JPOFFH42667525   | M1   | VP   |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Type/CNIT   | Énergie  |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
| M10RENV001B255  | GO   |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Document(s) présenté(s)   | Certificat d'immatriculation   |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
| (4) KILOMÉTRAGE RELEVÉ  |  |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
| 061921  |  |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE  | MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES   |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
| PROCÈS-VERBAL N° :  |  |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
| DATE :  |  |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
| N° D'AGRÈMENT DU CENTRE :   |  |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
|   | <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">-1.6 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">785 daN</td> <td colspan="2">465 daN</td> </tr> <tr> <td><b>Frein de service</b></td> <td colspan="4"></td> </tr> <tr> <td>Forces de freinage :</td> <td>336 daN</td> <td>299 daN</td> <td>202 daN</td> <td>204 daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%) :</td> <td colspan="2">12 %</td> <td colspan="2">1 %</td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>336 daN</td> <td>299 daN</td> <td>202 daN</td> <td>204 daN</td> </tr> <tr> <td>Taux d'efficacité global (≥50 %) :</td> <td colspan="4">83 %</td> </tr> <tr> <td><b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :</td> <td colspan="4">22 %</td> </tr> <tr> <td><b>Émissions à l'échappement</b></td> <td colspan="4"></td> </tr> <tr> <td>Opacité des fumées(1.5 m-1) C1:0.11 m-1 C2:&lt;0.1 m-1</td> <td colspan="4"></td> </tr> <tr> <td>Feux de croisement (-2.5 % à -0.5 %) :</td> <td colspan="2">-2.3 %</td> <td colspan="2">-0.9 %</td> </tr> <tr> <td>Feux de brouillard avant (-3.5 % à -1.0 %) :</td> <td colspan="2">-1.2 %</td> <td colspan="2">+0.1 %</td> </tr> </tbody> </table> |  |         |         |  |  | AVANT |  | ARRIÈRE |  |  | G | D | G | D | Ripage (-8 à +8 m/km) : | -1.6 m/km |  |  |  | Dissymétrie suspension (≤ 30%) : | 10 % |  | 5 % |  | Forces verticales : | 785 daN |  | 465 daN |  | <b>Frein de service</b> |  |  |  |  | Forces de freinage : | 336 daN | 299 daN | 202 daN | 204 daN | Déséquilibre (<20%) : | 12 % |  | 1 % |  | Forces de freinage (efficacité) : | 336 daN | 299 daN | 202 daN | 204 daN | Taux d'efficacité global (≥50 %) : | 83 % |  |  |  | <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) : | 22 % |  |  |  | <b>Émissions à l'échappement</b> |  |  |  |  | Opacité des fumées(1.5 m-1) C1:0.11 m-1 C2:<0.1 m-1 |  |  |  |  | Feux de croisement (-2.5 % à -0.5 %) : | -2.3 % |  | -0.9 % |  | Feux de brouillard avant (-3.5 % à -1.0 %) : | -1.2 % |  | +0.1 % |  |
|   | AVANT  |  | ARRIÈRE |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
|   | G  | D  | G       | D       |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Ripage (-8 à +8 m/km) :   | -1.6 m/km  |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Dissymétrie suspension (≤ 30%) :  | 10 %   |  | 5 %     |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Forces verticales :   | 785 daN  |  | 465 daN |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
| <b>Frein de service</b>   |  |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Forces de freinage :  | 336 daN  | 299 daN                                      | 202 daN | 204 daN |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Déséquilibre (<20%) :   | 12 %   |  | 1 %     |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Forces de freinage (efficacité) :   | 336 daN  | 299 daN                                      | 202 daN | 204 daN |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Taux d'efficacité global (≥50 %) :  | 83 %   |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
| <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :   | 22 %   |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
| <b>Émissions à l'échappement</b>  |  |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Opacité des fumées(1.5 m-1) C1:0.11 m-1 C2:<0.1 m-1   |  |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Feux de croisement (-2.5 % à -0.5 %) :  | -2.3 %   |  | -0.9 %  |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |
| Feux de brouillard avant (-3.5 % à -1.0 %) :  | -1.2 %   |  | +0.1 %  |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |      |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |   |  |  |  |  |  |        |  |        |  |  |        |  |        |  |



# PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE



N° D'IMPRIMÉ C61173617

EXEMPLAIRE REMIS A L'USAGER

|   |                              |   |                            |   |  |       |  |         |  |  |   |   |   |   |
|---|------------------------------|---|----------------------------|---|--|-------|--|---------|--|--|---|---|---|---|
| <b>NATURE DU CONTRÔLE</b>   |                              | <b>(3) DATE DU CONTRÔLE</b>   | <b>N° DU PROCÈS-VERBAL</b> |   |  |       |  |         |  |  |   |   |   |   |
| Contre-visite   |                              | 21/06/2024  | 24110579                   |   |  |       |  |         |  |  |   |   |   |   |
| <b>(7) RÉSULTAT DU CONTRÔLE</b>   |                              | <b>(6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ</b>   |                            |   |  |       |  |         |  |  |   |   |   |   |
| Favorable   |                              | La connaissance de l'ensemble des défaillances constatées sur ce véhicule nécessite de disposer également du procès-verbal de contrôle technique périodique.          |                            |   |  |       |  |         |  |  |   |   |   |   |
| <b>(8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ</b>   |                              | Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 : 04/05/2020 : 47584 km / 02/05/2022 : 56683 km / 04/06/2024 : 61921 km           |                            |   |  |       |  |         |  |  |   |   |   |   |
| 03/06/2026  |                              |   |                            |   |  |       |  |         |  |  |   |   |   |   |
| <b>NATURE DU PROCHAIN CONTRÔLE</b>  |                              |   |                            |   |  |       |  |         |  |  |   |   |   |   |
| Contrôle technique périodique   |                              |   |                            |   |  |       |  |         |  |  |   |   |   |   |
| <b>IDENTIFICATION DU CENTRE DE CONTRÔLE</b>   |                              |   |                            |   |  |       |  |         |  |  |   |   |   |   |
| N° D'AGRÉMENT : S016C053  |                              |   |                            |   |  |       |  |         |  |  |   |   |   |   |
| (9) RAISON SOCIALE : SARL AUTO BILAN 16   |                              |   |                            |   |  |       |  |         |  |  |   |   |   |   |
| (3) COORDONNÉES : ZAC LES MONTAGNES<br>248 RUE DE L'ENTRAIT<br>16430 CHAMPNIERS<br>Tél : 05.45.69.86.31 |                              |   |                            |   |  |       |  |         |  |  |   |   |   |   |
| <b>(9) IDENTIFICATION DU CONTRÔLEUR</b>   |                              |   |                            |   |  |       |  |         |  |  |   |   |   |   |
| N° D'AGRÉMENT : 016F1039  |                              |   |                            |   |  |       |  |         |  |  |   |   |   |   |
| SIGNATURE :           |                              |   |                            |   |  |       |  |         |  |  |   |   |   |   |
| <b>IDENTIFICATION DU VÉHICULE</b>   |                              |   |                            |   |  |       |  |         |  |  |   |   |   |   |
| (2) Immatriculation et pays   | Date d'immatriculation       | Date de 1 <sup>ère</sup> mise en circulation  |                            |   |  |       |  |         |  |  |   |   |   |   |
| AK-451-WY (F)   | 26/09/2016                   | 01/02/2010  |                            |   |  |       |  |         |  |  |   |   |   |   |
| Marque  | Désignation commerciale      |   |                            |   |  |       |  |         |  |  |   |   |   |   |
| RENAULT   | MODUS                        |   |                            |   |  |       |  |         |  |  |   |   |   |   |
| (1) N° dans la série du type (VIN)  | (5) Catégorie internationale | Genre   |                            |   |  |       |  |         |  |  |   |   |   |   |
| VF1JP0FFH42667525   | M1                           | VP  |                            |   |  |       |  |         |  |  |   |   |   |   |
| Type/CNIT   | Énergie                      |   |                            |   |  |       |  |         |  |  |   |   |   |   |
| M10RENV001B255  | GO                           |   |                            |   |  |       |  |         |  |  |   |   |   |   |
| Document(s) présenté(s)   |                              |   |                            |   |  |       |  |         |  |  |   |   |   |   |
| Certificat d'immatriculation  |                              |   |                            |   |  |       |  |         |  |  |   |   |   |   |
| <b>(4) KILOMÉTRAGE RELEVÉ</b>   |                              | <b>MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES</b>   |                            |   |  |       |  |         |  |  |   |   |   |   |
| 062132  |                              | <table border="0"> <tr> <td></td> <td>AVANT</td> <td></td> <td>ARRIERE</td> <td></td> </tr> <tr> <td></td> <td>G</td> <td>D</td> <td>G</td> <td>D</td> </tr> </table> |                            |   |  | AVANT |  | ARRIERE |  |  | G | D | G | D |
|   | AVANT                        |   | ARRIERE                    |   |  |       |  |         |  |  |   |   |   |   |
|   | G                            | D   | G                          | D |  |       |  |         |  |  |   |   |   |   |
| <b>INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE</b>   |                              |   |                            |   |  |       |  |         |  |  |   |   |   |   |
| PROCÈS-VERBAL N° : 24110276      DATE : 04/06/2024  |                              |   |                            |   |  |       |  |         |  |  |   |   |   |   |
| N° D'AGRÉMENT DU CENTRE : S016C053  |                              |   |                            |   |  |       |  |         |  |  |   |   |   |   |

