



**PROCÈS-VERBAL
DE CONTRÔLE TECHNIQUE**

AUTOSUR

N° d'imprimé : **S 630800438**

| NATURE DU CONTRÔLE | (3) DATE DU CONTRÔLE | N° DU PROCÈS-VERBAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|--|--|---------------|------------|------------|--------|-------------------------|--|---------|--------|---|------------------------------------|------------------------------|----------|-------------------|----|------|---|---------|--|----------------|----|---------------------|-------------------------|--|--------|-------------------------------|---------------------------|--|--|--|--|----------------------|--------|--------|--------|--------|-----------------------|----|--|----|--|-----------------------------------|--------|--------|--------|--------|------------------------------------|-----|--|--|--|--|--|--|--|--|------------------------------------|--|--|--|--|---|--|--|--|--|---|-------|-------|--|--|---|-------|-------|--|--|
| Contrôle technique périodique | 14/10/2024 | 24069882 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (7) RÉSULTAT DU CONTRÔLE | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Favorable | <p>Défaillance(s) mineure(s) 4.5.2.a.1. REGLAGE (FEUX DE BROUILLARD AVANT) : Mauvaise orientation horizontale d'un feu de brouillard avant, AVG,AVD.</p> <p><u>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 :</u> 04/03/2020 : 15449km / 19/07/2022 : 17457km /</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13/10/2026 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NATURE DU PROCHAIN CONTRÔLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Contrôle technique complémentaire au plus tard le : 13/10/2025 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IDENTIFICATION DU CENTRE DE CONTRÔLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N° D'AGRÉMENT : S092S034 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (9) RAISON SOCIALE : ACTION CONTROLE TECHNIQUE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (3) COORDONNÉES : Tel. : 0146010505 192 AV DU GENERAL DE GAULLE 92140 CLAMART | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (9) IDENTIFICATION DU CONTRÔLEUR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N° D'AGRÉMENT : 091S1336 SIGNATURE : | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IDENTIFICATION DU VÉHICULE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border: 1px solid black; padding: 2px;">(2) Immatriculation et pays</td> <td style="border: 1px solid black; padding: 2px;">Date d'immatriculation</td> <td style="border: 1px solid black; padding: 2px;">Date de 1^{ère} mise en circulation</td> </tr> <tr> <td style="border: 1px solid black; padding: 2px;">DD-657-VX (F)</td> <td style="border: 1px solid black; padding: 2px;">05/02/2016</td> <td style="border: 1px solid black; padding: 2px;">11/03/2014</td> </tr> <tr> <td style="border: 1px solid black; padding: 2px;">Marque</td> <td colspan="2" style="border: 1px solid black; padding: 2px;">Désignation commerciale</td> </tr> <tr> <td style="border: 1px solid black; padding: 2px;">RENAULT</td> <td colspan="2" style="border: 1px solid black; padding: 2px;">KANGOO</td> </tr> <tr> <td style="border: 1px solid black; padding: 2px;">(1) N° dans la série du type (VIN)</td> <td style="border: 1px solid black; padding: 2px;">(5) Catégorie internationale</td> <td style="border: 1px solid black; padding: 2px;">Genre</td> </tr> <tr> <td style="border: 1px solid black; padding: 2px;">VF1FW58M550562986</td> <td style="border: 1px solid black; padding: 2px;">N1</td> <td style="border: 1px solid black; padding: 2px;">CTTE</td> </tr> <tr> <td style="border: 1px solid black; padding: 2px;">Type/CNIT</td> <td colspan="2" style="border: 1px solid black; padding: 2px;">Énergie</td> </tr> <tr> <td style="border: 1px solid black; padding: 2px;">N10RENT3764912</td> <td colspan="2" style="border: 1px solid black; padding: 2px;">GO</td> </tr> <tr> <td colspan="3" style="border: 1px solid black; padding: 2px;">Document(s) présenté(s)</td> </tr> <tr> <td colspan="3" style="border: 1px solid black; padding: 2px;">Certificat d'immatriculation.</td> </tr> </table> | (2) Immatriculation et pays | Date d'immatriculation | Date de 1 ^{ère} mise en circulation | DD-657-VX (F) | 05/02/2016 | 11/03/2014 | Marque | Désignation commerciale | | RENAULT | KANGOO | | (1) N° dans la série du type (VIN) | (5) Catégorie internationale | Genre | VF1FW58M550562986 | N1 | CTTE | Type/CNIT | Énergie | | N10RENT3764912 | GO | | Document(s) présenté(s) | | | Certificat d'immatriculation. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (2) Immatriculation et pays | Date d'immatriculation | Date de 1 ^{ère} mise en circulation | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DD-657-VX (F) | 05/02/2016 | 11/03/2014 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Marque | Désignation commerciale | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RENAULT | KANGOO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (1) N° dans la série du type (VIN) | (5) Catégorie internationale | Genre | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VF1FW58M550562986 | N1 | CTTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Type/CNIT | Énergie | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N10RENT3764912 | GO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Document(s) présenté(s) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Certificat d'immatriculation. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (4) KILOMÉTRAGE RELEVÉ | MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22209 | <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2"></th> <th colspan="2" style="text-align: center;">AVANT</th> <th colspan="2" style="text-align: center;">ARRIERE</th> </tr> <tr> <th style="text-align: center;">G</th> <th style="text-align: center;">D</th> <th style="text-align: center;">G</th> <th style="text-align: center;">D</th> </tr> </thead> <tbody> <tr> <td>Ripage (-8 à + 8m/km):</td> <td style="text-align: center;">+3.2m/Km</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Dissymétrie suspension ($\leq 30\%$):</td> <td style="text-align: center;">2%</td> <td></td> <td style="text-align: center;">7%</td> <td></td> </tr> <tr> <td>Forces verticales :</td> <td style="text-align: center;">914daN</td> <td></td> <td style="text-align: center;">598daN</td> <td></td> </tr> <tr> <td>Frein de service :</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Forces de freinage :</td> <td style="text-align: center;">321daN</td> <td style="text-align: center;">330daN</td> <td style="text-align: center;">200daN</td> <td style="text-align: center;">213daN</td> </tr> <tr> <td>Déséquilibre (< 20%):</td> <td style="text-align: center;">3%</td> <td></td> <td style="text-align: center;">7%</td> <td></td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td style="text-align: center;">321daN</td> <td style="text-align: center;">330daN</td> <td style="text-align: center;">200daN</td> <td style="text-align: center;">213daN</td> </tr> <tr> <td>Taux d'efficacité ($\geq 50\%$):</td> <td style="text-align: center;">70%</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Frein de stationnement : Taux d'efficacité ($\geq 18\%$): 25%</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Emissions à l'échappement :</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Opacité des fumées (0.51m-1): C1: <0.10m-1 C2: <0.10m-1</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Feux de croisement (-2.5% à -0.5%)</td> <td style="text-align: center;">-0.9%</td> <td style="text-align: center;">-1.2%</td> <td></td> <td></td> </tr> <tr> <td>Feux de brouillard avant (-3.5% à -1.0%)</td> <td style="text-align: center;">-3.7%</td> <td style="text-align: center;">-4.0%</td> <td></td> <td></td> </tr> </tbody> </table> | | | | | AVANT | | ARRIERE | | G | D | G | D | Ripage (-8 à + 8m/km): | +3.2m/Km | | | | Dissymétrie suspension ($\leq 30\%$): | 2% | | 7% | | Forces verticales : | 914daN | | 598daN | | Frein de service : | | | | | Forces de freinage : | 321daN | 330daN | 200daN | 213daN | Déséquilibre (< 20%): | 3% | | 7% | | Forces de freinage (efficacité) : | 321daN | 330daN | 200daN | 213daN | Taux d'efficacité ($\geq 50\%$): | 70% | | | | Frein de stationnement : Taux d'efficacité ($\geq 18\%$): 25% | | | | | Emissions à l'échappement : | | | | | Opacité des fumées (0.51m-1): C1: <0.10m-1 C2: <0.10m-1 | | | | | Feux de croisement (-2.5% à -0.5%) | -0.9% | -1.2% | | | Feux de brouillard avant (-3.5% à -1.0%) | -3.7% | -4.0% | | |
| | AVANT | | ARRIERE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | G | D | G | D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ripage (-8 à + 8m/km): | +3.2m/Km | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dissymétrie suspension ($\leq 30\%$): | 2% | | 7% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forces verticales : | 914daN | | 598daN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Frein de service : | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forces de freinage : | 321daN | 330daN | 200daN | 213daN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Déséquilibre (< 20%): | 3% | | 7% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forces de freinage (efficacité) : | 321daN | 330daN | 200daN | 213daN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Taux d'efficacité ($\geq 50\%$): | 70% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Frein de stationnement : Taux d'efficacité ($\geq 18\%$): 25% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Emissions à l'échappement : | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Opacité des fumées (0.51m-1): C1: <0.10m-1 C2: <0.10m-1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Feux de croisement (-2.5% à -0.5%) | -0.9% | -1.2% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Feux de brouillard avant (-3.5% à -1.0%) | -3.7% | -4.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PROCÈS-VERBAL N° : N° D'AGRÉMENT DU CENTRE : | DATE : | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |