



# PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE



N° D'IMPRIMÉ C 61495191

EXEMPLAIRE REMIS A L'USAGER

| NATURE DU CONTRÔLE   | (3) DATE DU CONTRÔLE   | N° DU PROCÈS-VERBAL                          |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
|--|--|--|---------|---------|--|--|-------|--|---------|--|--|---|---|---|---|-------------------------|-----------|--|--|--|----------------------------------|------|--|-----|--|---------------------|---------|--|---------|--|-------------------------|--|--|--|--|----------------------|---------|---------|---------|---------|-----------------------|-----|--|------|--|-----------------------------------|---------|---------|---------|---------|------------------------------------|------|--|--|--|---|------|--|--|--|---|--------|--|--------|--|
| Contrôle technique périodique  | 29/07/2024   | 24081129                                     |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| (7) RÉSULTAT DU CONTRÔLE   | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ   |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Favorable  | <p><b>Défaillances mineures :</b><br/>           4.6.1.b.1. ÉTAT ET FONCTIONNEMENT (FEU DE MARCHÉ ARRIÈRE) : Glace défectueuse ARD<br/>           4.15.6.b.1. CÂBLE DE CHARGE : Essai non réalisé</p> <p><b>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 :</b> 28/01/2019 : 11821 km / 25/01/2021 : 18979 km / 18/08/2021 : 20517 km / 17/08/2023 : 21619 km</p>  |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ                                   |  |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| 28/07/2026   |  |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| NATURE DU PROCHAIN CONTRÔLE  |  |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Contrôle technique périodique  |  |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE   |  |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| N° D'AGRÈMENT : S033C091   |  |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| (9) RAISON SOCIALE : SARL BORDEAUX CONTROLE TECHNIQUE                        |  |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| (3) COORDONNÉES : 154 RUE D'ORNANO<br>33000 BORDEAUX<br>Tél : 05 56 96 40 00 |  |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| (9) IDENTIFICATION DU CONTRÔLEUR   |  |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| N° D'AGRÈMENT : 033C1433   |  |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| SIGNATURE :  |  |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| IDENTIFICATION DU VÉHICULE   |  |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| (2) Immatriculation et pays  | Date d'immatriculation   | Date de 1 <sup>ère</sup> mise en circulation |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| DN-334-EQ (F)  | 08/09/2021   | 13/01/2015                                   |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Marque   | Désignation commerciale  |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| RENAULT  | ZOE  |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| (1) N° dans la série du type (VIN)   | (5) Catégorie internationale   | Genre  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| VF1AGVYA052057797  | M1   | VP   |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Type/CNIT  | Énergie  |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| M10RENV026P789   | EL   |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Document(s) présent(s)   | Certificat d'immatriculation   |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| (4) KILOMÉTRAGE RELEVÉ   | MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES   |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| 22506  | <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">+1.8 m/km</td> </tr> <tr> <td>Dissymétrie suspension (≤ 30%) :</td> <td colspan="2">14 %</td> <td colspan="2">0 %</td> </tr> <tr> <td>Forces verticales :</td> <td colspan="2">941 daN</td> <td colspan="2">640 daN</td> </tr> <tr> <td><b>Frein de service</b></td> <td colspan="4"></td> </tr> <tr> <td>Forces de freinage :</td> <td>345 daN</td> <td>349 daN</td> <td>261 daN</td> <td>233 daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%) :</td> <td colspan="2">2 %</td> <td colspan="2">11 %</td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>345 daN</td> <td>349 daN</td> <td>261 daN</td> <td>233 daN</td> </tr> <tr> <td>Taux d'efficacité global (≥58 %) :</td> <td colspan="4">75 %</td> </tr> <tr> <td><b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :</td> <td colspan="4">22 %</td> </tr> <tr> <td><b>Feux de croisement</b> (-2.5 % à -0.5 %) :</td> <td colspan="2">-1.1 %</td> <td colspan="2">-0.8 %</td> </tr> </tbody> </table> |  |         |         |  |  | AVANT |  | ARRIÈRE |  |  | G | D | G | D | Ripage (-8 à +8 m/km) : | +1.8 m/km |  |  |  | Dissymétrie suspension (≤ 30%) : | 14 % |  | 0 % |  | Forces verticales : | 941 daN |  | 640 daN |  | <b>Frein de service</b> |  |  |  |  | Forces de freinage : | 345 daN | 349 daN | 261 daN | 233 daN | Déséquilibre (<20%) : | 2 % |  | 11 % |  | Forces de freinage (efficacité) : | 345 daN | 349 daN | 261 daN | 233 daN | Taux d'efficacité global (≥58 %) : | 75 % |  |  |  | <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) : | 22 % |  |  |  | <b>Feux de croisement</b> (-2.5 % à -0.5 %) : | -1.1 % |  | -0.8 % |  |
|  | AVANT  |  | ARRIÈRE |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
|  | G  | D  | G       | D       |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Ripage (-8 à +8 m/km) :  | +1.8 m/km  |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Dissymétrie suspension (≤ 30%) :   | 14 %   |  | 0 %     |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Forces verticales :  | 941 daN  |  | 640 daN |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| <b>Frein de service</b>  |  |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Forces de freinage :   | 345 daN  | 349 daN                                      | 261 daN | 233 daN |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Déséquilibre (<20%) :  | 2 %  |  | 11 %    |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Forces de freinage (efficacité) :  | 345 daN  | 349 daN                                      | 261 daN | 233 daN |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Taux d'efficacité global (≥58 %) :   | 75 %   |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :                    | 22 %   |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| <b>Feux de croisement</b> (-2.5 % à -0.5 %) :                                | -1.1 %   |  | -0.8 %  |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE                           |  |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| PROCÈS-VERBAL N° :   | DATE :   |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| N° D'AGRÈMENT DU CENTRE :  |  |  |         |         |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |

