




## PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE

N° d'imprimé : D 129701179

| NATURE DU CONTRÔLE   | (3) DATE DU CONTRÔLE  | N° DU PROCÈS-VERBAL |          |               |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                           |  |  |  |  |   |          |            |          |               |                                      |        |        |  |  |  |        |        |  |  |
|--|---|---------------------|----------|---------------|--|-------|--|---------|--|---|---|---|---|-------------------------|-----------|--|--|--|----------------------------------|------|--|-----|--|---------------------|---------|--|---------|--|------------------|--|--|--|--|-------------------------------------|---------|---------|---------|---------|------------------------|-----|--|-----|--|-----------------------------------|---------|---------|---------|---------|--|--|--|--|--|---|--|--|--|--|---------------------------|--|--|--|--|---|----------|------------|----------|---------------|--------------------------------------|--------|--------|--|--|--|--------|--------|--|--|
| Contrôle technique périodique  | 07/03/2025  | 25075059            |          |               |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                           |  |  |  |  |   |          |            |          |               |                                      |        |        |  |  |  |        |        |  |  |
| (7) RÉSULTAT DU CONTRÔLE   | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ  |                     |          |               |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                           |  |  |  |  |   |          |            |          |               |                                      |        |        |  |  |  |        |        |  |  |
| Favorable  | <b>DÉFAILLANCE(S) MINEURE(S) :</b><br>1.1.13.a.1. <del>CARNITURES</del> OU PLAQUETTES DE FREINS : Usure importante : AVD, AVG<br>1.1.14.a.1. <del>TAMBOURS DE FREINS</del> , DISQUES DE FREINS : Disque ou tambour légèrement usé : AVD, AVG<br>4.5.2.a.1. RÉGLAGE (FEUX DE BROUILLARD AVANT) : Mauvaise orientation horizontale d'un feu de brouillard avant : D, G <i>Trop bas</i><br>5.3.2.c.1. AMORTISSEURS : Protection défectueuse : AVD, AVG<br>6.2.13.b.1. AUTRES OUVRANTS : Détérioration : AV <i>Vicin</i>  |                     |          |               |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                           |  |  |  |  |   |          |            |          |               |                                      |        |        |  |  |  |        |        |  |  |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ   |   |                     |          |               |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                           |  |  |  |  |   |          |            |          |               |                                      |        |        |  |  |  |        |        |  |  |
| 06/03/2027   |   |                     |          |               |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                           |  |  |  |  |   |          |            |          |               |                                      |        |        |  |  |  |        |        |  |  |
| NATURE DU PROCHAIN CONTRÔLE  |   |                     |          |               |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                           |  |  |  |  |   |          |            |          |               |                                      |        |        |  |  |  |        |        |  |  |
| Contrôle technique périodique  |   |                     |          |               |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                           |  |  |  |  |   |          |            |          |               |                                      |        |        |  |  |  |        |        |  |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE   |   |                     |          |               |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                           |  |  |  |  |   |          |            |          |               |                                      |        |        |  |  |  |        |        |  |  |
| N° D'AGRÈMENT : S079D063<br>(9) RAISON SOCIALE : DUHAMEL STEPHANE<br><br>(3) COORDONNÉES : BRIOUX AUTO CONTROLE<br>Z.I. La Mine d'Or<br>79170 BRIOUX SUR BOUTONNE<br>Tél : 05.49.07.48.48 Fax : 05.49.07.48.48   | Kilométrages relevés lors des derniers contrôles techniques depuis le 20 mai 2018 :<br>26.09.2023: 69 380 km / 18.09.2023: 69 369 km / 16.09.2021: 61 046 km<br>16.09.2019: 53 075 km   |                     |          |               |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                           |  |  |  |  |   |          |            |          |               |                                      |        |        |  |  |  |        |        |  |  |
| (9) IDENTIFICATION DU CONTRÔLEUR   |   |                     |          |               |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                           |  |  |  |  |   |          |            |          |               |                                      |        |        |  |  |  |        |        |  |  |
| N° D'AGRÈMENT : 079D0109<br>SIGNATURE :    |   |                     |          |               |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                           |  |  |  |  |   |          |            |          |               |                                      |        |        |  |  |  |        |        |  |  |
| IDENTIFICATION DU VÉHICULE   |   |                     |          |               |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                           |  |  |  |  |   |          |            |          |               |                                      |        |        |  |  |  |        |        |  |  |
| (2) Immatriculation et pays Date d'immatriculation Date de 1ere mise en circulation<br>DD-770-EH(F) 19/02/2014 19/02/2014<br>Marque Désignation commerciale<br>RENAULT CLIO<br>(1) N° dans la série du type (VIN) (5) Catégorie internationale Genre<br>VF15RJL0H50369377 M1 VP<br>Type/CNIT Énergie<br>M10RENV382H789 GO<br>Document(s) présenté(s)<br>Certificat d'immatriculation |   |                     |          |               |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                           |  |  |  |  |   |          |            |          |               |                                      |        |        |  |  |  |        |        |  |  |
| (4) KILOMÉTRAGE RELEVÉ   | MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES  |                     |          |               |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                           |  |  |  |  |   |          |            |          |               |                                      |        |        |  |  |  |        |        |  |  |
| 77009  |   |                     |          |               |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                           |  |  |  |  |   |          |            |          |               |                                      |        |        |  |  |  |        |        |  |  |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE   |   |                     |          |               |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                           |  |  |  |  |   |          |            |          |               |                                      |        |        |  |  |  |        |        |  |  |
|  | <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;">ARRIÈRE</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 +8 m/km) :</td> <td colspan="4" style="text-align: center;">-0.8 m/km</td> </tr> <tr> <td>Dissymétrie suspension (≤ 30%) :</td> <td colspan="2" style="text-align: center;">10 %</td> <td colspan="2" style="text-align: center;">4 %</td> </tr> <tr> <td>Forces verticales :</td> <td colspan="2" style="text-align: center;">784 daN</td> <td colspan="2" style="text-align: center;">442 daN</td> </tr> <tr> <td>Frein de service</td> <td colspan="4"></td> </tr> <tr> <td>Forces de freinage (déséquilibre) :</td> <td style="text-align: center;">261 daN</td> <td style="text-align: center;">248 daN</td> <td style="text-align: center;">159 daN</td> <td style="text-align: center;">161 daN</td> </tr> <tr> <td>Déséquilibre (&lt; 20%) :</td> <td colspan="2" style="text-align: center;">5 %</td> <td colspan="2" style="text-align: center;">2 %</td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td style="text-align: center;">261 daN</td> <td style="text-align: center;">248 daN</td> <td style="text-align: center;">159 daN</td> <td style="text-align: center;">161 daN</td> </tr> <tr> <td>Taux d'efficacité globale (≥ 58%) : 67 %</td> <td colspan="4"></td> </tr> <tr> <td>Frein de stationnement Taux d'efficacité (≥ 18%) : 21 %</td> <td colspan="4"></td> </tr> <tr> <td>Émissions à l'échappement</td> <td colspan="4"></td> </tr> <tr> <td>Opacité des fumées (0.51m<sup>-1</sup>) :</td> <td style="text-align: center;">C2: 0.23</td> <td style="text-align: center;">C3: &lt; 0.10</td> <td style="text-align: center;">C4: 0.24</td> <td style="text-align: center;">Moyenne: 0.18</td> </tr> <tr> <td>Feux de croisement (-0,5% à -2,5%) :</td> <td style="text-align: center;">-0.8 %</td> <td colspan="3" style="text-align: center;">-0.7 %</td> </tr> <tr> <td>Feux de brouillard avant (-3,5% à -1%) :</td> <td style="text-align: center;">-4.0 %</td> <td colspan="3" style="text-align: center;">-4.0 %</td> </tr> </tbody> </table> |                     |          |               |  | AVANT |  | ARRIÈRE |  | G | D | G | D | Ripage (-8 à +8 m/km) : | -0.8 m/km |  |  |  | Dissymétrie suspension (≤ 30%) : | 10 % |  | 4 % |  | Forces verticales : | 784 daN |  | 442 daN |  | Frein de service |  |  |  |  | Forces de freinage (déséquilibre) : | 261 daN | 248 daN | 159 daN | 161 daN | Déséquilibre (< 20%) : | 5 % |  | 2 % |  | Forces de freinage (efficacité) : | 261 daN | 248 daN | 159 daN | 161 daN | Taux d'efficacité globale (≥ 58%) : 67 % |  |  |  |  | Frein de stationnement Taux d'efficacité (≥ 18%) : 21 % |  |  |  |  | Émissions à l'échappement |  |  |  |  | Opacité des fumées (0.51m <sup>-1</sup> ) : | C2: 0.23 | C3: < 0.10 | C4: 0.24 | Moyenne: 0.18 | Feux de croisement (-0,5% à -2,5%) : | -0.8 % | -0.7 % |  |  | Feux de brouillard avant (-3,5% à -1%) : | -4.0 % | -4.0 % |  |  |
|  | AVANT   |                     | ARRIÈRE  |               |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                           |  |  |  |  |   |          |            |          |               |                                      |        |        |  |  |  |        |        |  |  |
|  | G   | D                   | G        | D             |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                           |  |  |  |  |   |          |            |          |               |                                      |        |        |  |  |  |        |        |  |  |
| Ripage (-8 à +8 m/km) :  | -0.8 m/km   |                     |          |               |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                           |  |  |  |  |   |          |            |          |               |                                      |        |        |  |  |  |        |        |  |  |
| Dissymétrie suspension (≤ 30%) :   | 10 %  |                     | 4 %      |               |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                           |  |  |  |  |   |          |            |          |               |                                      |        |        |  |  |  |        |        |  |  |
| Forces verticales :  | 784 daN   |                     | 442 daN  |               |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                           |  |  |  |  |   |          |            |          |               |                                      |        |        |  |  |  |        |        |  |  |
| Frein de service   |   |                     |          |               |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                           |  |  |  |  |   |          |            |          |               |                                      |        |        |  |  |  |        |        |  |  |
| Forces de freinage (déséquilibre) :  | 261 daN   | 248 daN             | 159 daN  | 161 daN       |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                           |  |  |  |  |   |          |            |          |               |                                      |        |        |  |  |  |        |        |  |  |
| Déséquilibre (< 20%) :   | 5 %   |                     | 2 %      |               |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                           |  |  |  |  |   |          |            |          |               |                                      |        |        |  |  |  |        |        |  |  |
| Forces de freinage (efficacité) :  | 261 daN   | 248 daN             | 159 daN  | 161 daN       |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                           |  |  |  |  |   |          |            |          |               |                                      |        |        |  |  |  |        |        |  |  |
| Taux d'efficacité globale (≥ 58%) : 67 %   |   |                     |          |               |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                           |  |  |  |  |   |          |            |          |               |                                      |        |        |  |  |  |        |        |  |  |
| Frein de stationnement Taux d'efficacité (≥ 18%) : 21 %  |   |                     |          |               |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                           |  |  |  |  |   |          |            |          |               |                                      |        |        |  |  |  |        |        |  |  |
| Émissions à l'échappement  |   |                     |          |               |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                           |  |  |  |  |   |          |            |          |               |                                      |        |        |  |  |  |        |        |  |  |
| Opacité des fumées (0.51m <sup>-1</sup> ) :  | C2: 0.23  | C3: < 0.10          | C4: 0.24 | Moyenne: 0.18 |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                           |  |  |  |  |   |          |            |          |               |                                      |        |        |  |  |  |        |        |  |  |
| Feux de croisement (-0,5% à -2,5%) :   | -0.8 %  | -0.7 %              |          |               |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                           |  |  |  |  |   |          |            |          |               |                                      |        |        |  |  |  |        |        |  |  |
| Feux de brouillard avant (-3,5% à -1%) :   | -4.0 %  | -4.0 %              |          |               |  |       |  |         |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                  |  |  |  |  |                                     |         |         |         |         |                        |     |  |     |  |                                   |         |         |         |         |  |  |  |  |  |   |  |  |  |  |                           |  |  |  |  |   |          |            |          |               |                                      |        |        |  |  |  |        |        |  |  |