



N° D'IMPRIMÉ C71318245

# PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE



EXEMPLAIRE REMIS A L'USAGER

| <b>NATURE DU CONTRÔLE</b>  |                              | <b>(3) DATE DU CONTRÔLE</b>  |   | <b>N° DU PROCÈS-VERBAL</b> |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |        |  |  |
|--|------------------------------|--|---|----------------------------|--|--|-------|--|---------|--|--|---|---|---|---|-------------------------|-----------|--|--|--|----------------------------------|-----|--|-----|--|---------------------|---------|--|---------|--|-------------------------|--|--|--|--|----------------------|---------|---------|---------|---------|-----------------------|-----|--|-----|--|-----------------------------------|---------|---------|---------|---------|------------------------------------|------|--|--|--|---|------|--|--|--|---|--------|--------|--|--|
| Contrôle technique périodique  |                              | 03/06/2026   |   | 26062668                   |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |        |  |  |
| <b>(7) RÉSULTAT DU CONTRÔLE</b>  |                              | <b>(6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ</b>  |   |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |        |  |  |
| Défavorable pour défaillances majeures   |                              | <p><b>Défaillances majeures :</b><br/>           4.8.1.a.2. ÉTAT (CATADIOPTRES, MARQUAGE DE VISIBILITÉ RÉFLÉCHISSANT ET PLAQUES RÉFLÉCHISSANTES ARRIÈRE) : Catadiopre défectueux ou endommagé : fonction réfléchissante affectée ARG<br/>           6.1.4.a.2. PARE-CHOCS, PROTECTION LATÉRALE ET DISPOSITIFS ANTI-ENCASTREMENT ARRIÈRE : Mauvaise fixation ou endommagement susceptible de causer des blessures en cas de contact ARG<br/>           8.2.12.d.2. ÉMISSIONS GAZEUSES : Le relevé du système OBD indique un dysfonctionnement important<br/>           8.2.12.f.2. ÉMISSIONS GAZEUSES : Contrôle impossible des émissions à l'échappement</p> <p><b>Défaillances mineures :</b><br/>           3.5.1.a.1. LAVE-GLACE DU PARE-BRISE : Mauvais fonctionnement<br/>           5.2.3.e.1. PNEUMATIQUES : Usure anormale ou présence d'un corps étranger ARD, ARG<br/>           6.1.1.a.1. ÉTAT GÉNÉRAL DU CHÂSSIS : Déformation mineure d'un longeron ou d'une traverse G<br/>           6.2.1.a.1. ÉTAT DE LA CABINE ET DE LA CARROSSERIE : Panneau ou élément endommagé ARD<br/>           6.2.3.c.1. PORTES ET POIGNÉES DE PORTE : Portière, charnières, serrures ou gâches détériorées AVD, ARG<br/>           6.2.6.a.1. AUTRES SIÈGES : Sièges défectueux ou mal fixés (pièces auxiliaires) ARD, AR, ARG</p> |   |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |        |  |  |
| <b>(8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ</b>  |                              |  |   |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |        |  |  |
| 02/08/2026   |                              |  |   |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |        |  |  |
| <b>NATURE DU PROCHAIN CONTRÔLE</b>   |                              |  |   |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |        |  |  |
| Contre-visite  |                              |  |   |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |        |  |  |
| <b>IDENTIFICATION DU CENTRE DE CONTRÔLE</b>  |                              |  |   |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |        |  |  |
| N° D'AGRÈMENT : S033C324   |                              |  |   |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |        |  |  |
| (9) RAISON SOCIALE : SARL AUTO BILAN BANLIEUE SUD  |                              |  |   |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |        |  |  |
| (3) COORDONNÉES : 1 CHEMIN DE LA GRANGE<br>33650 MARTILLAC<br>Tél : 0556726262   |                              |  |   |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |        |  |  |
| <b>(9) IDENTIFICATION DU CONTRÔLEUR</b>  |                              |  |   |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |        |  |  |
| N° D'AGRÈMENT : 033C1356   |                              |  |   |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |        |  |  |
| SIGNATURE :  |                              |  |   |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |        |  |  |
| <b>IDENTIFICATION DU VÉHICULE</b>  |                              |  |   |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |        |  |  |
| (2) Immatriculation et pays  | Date d'immatriculation       | Date de 1 <sup>ère</sup> mise en circulation   |   |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |        |  |  |
| FZ-428-PZ (F)  | 11/10/2024                   | 31/05/2021   |   |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |        |  |  |
| Marque   | Désignation commerciale      |  |   |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |        |  |  |
| RENAULT  | CLIO E-TECH HYBRID           |  |   |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |        |  |  |
| (1) N° dans la série du type (VIN)   | (5) Catégorie internationale | Genre  |   |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |        |  |  |
| VF1RJA00567354721  | M1                           | VP   |   |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |        |  |  |
| Type/CNIT  |                              | Énergie  |   |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |        |  |  |
| M10RENVDPD230400   |                              | EH   |   |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |        |  |  |
| Document(s) présenté(s)  |                              |  |   |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |        |  |  |
| Photocopie du certificat d'immatriculation visée par un commissaire-priseur ou un huissier de justice  |                              |  |   |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |        |  |  |
| <b>(4) KILOMÉTRAGE RELEVÉ</b>  |                              |  | <b>MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES</b> |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |        |  |  |
| 110925   |                              |  |   |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |        |  |  |
| <b>INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE</b>  |                              |  |   |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |        |  |  |
| 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">+0.2 m/km</td> </tr> <tr> <td>Dissymétrie suspension (≤ 30%) :</td> <td colspan="2">6 %</td> <td colspan="2">3 %</td> </tr> <tr> <td>Forces verticales :</td> <td colspan="2">787 daN</td> <td colspan="2">501 daN</td> </tr> <tr> <td><b>Frein de service</b></td> <td colspan="4"></td> </tr> <tr> <td>Forces de freinage :</td> <td>247 daN</td> <td>231 daN</td> <td>195 daN</td> <td>183 daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%) :</td> <td colspan="2">7 %</td> <td colspan="2">7 %</td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>247 daN</td> <td>231 daN</td> <td>195 daN</td> <td>183 daN</td> </tr> <tr> <td>Taux d'efficacité global (≥58 %) :</td> <td colspan="4">66 %</td> </tr> <tr> <td><b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :</td> <td colspan="4">24 %</td> </tr> <tr> <td><b>Feux de croisement</b> (-2.5 % à -0.5 %) :</td> <td>-1.8 %</td> <td colspan="3">-1.9 %</td> </tr> </tbody> </table> |                              |  |   |                            |  |  | AVANT |  | ARRIÈRE |  |  | G | D | G | D | Ripage (-8 à +8 m/km) : | +0.2 m/km |  |  |  | Dissymétrie suspension (≤ 30%) : | 6 % |  | 3 % |  | Forces verticales : | 787 daN |  | 501 daN |  | <b>Frein de service</b> |  |  |  |  | Forces de freinage : | 247 daN | 231 daN | 195 daN | 183 daN | Déséquilibre (<20%) : | 7 % |  | 7 % |  | Forces de freinage (efficacité) : | 247 daN | 231 daN | 195 daN | 183 daN | Taux d'efficacité global (≥58 %) : | 66 % |  |  |  | <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) : | 24 % |  |  |  | <b>Feux de croisement</b> (-2.5 % à -0.5 %) : | -1.8 % | -1.9 % |  |  |
|  | AVANT                        |  | ARRIÈRE   |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |        |  |  |
|  | G                            | D  | G   | D                          |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |        |  |  |
| Ripage (-8 à +8 m/km) :  | +0.2 m/km                    |  |   |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |        |  |  |
| Dissymétrie suspension (≤ 30%) :   | 6 %                          |  | 3 %   |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |        |  |  |
| Forces verticales :  | 787 daN                      |  | 501 daN   |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |        |  |  |
| <b>Frein de service</b>  |                              |  |   |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |        |  |  |
| Forces de freinage :   | 247 daN                      | 231 daN  | 195 daN   | 183 daN                    |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |        |  |  |
| Déséquilibre (<20%) :  | 7 %                          |  | 7 %   |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |        |  |  |
| Forces de freinage (efficacité) :  | 247 daN                      | 231 daN  | 195 daN   | 183 daN                    |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |        |  |  |
| Taux d'efficacité global (≥58 %) :   | 66 %                         |  |   |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |        |  |  |
| <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :  | 24 %                         |  |   |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |        |  |  |
| <b>Feux de croisement</b> (-2.5 % à -0.5 %) :  | -1.8 %                       | -1.9 %   |   |                            |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |        |  |  |