

**PROCÈS-VERBAL**  
**DE CONTRÔLE TECHNIQUE**

N° d'imprimé : **Z A 13967649**

| NATURE DU CONTRÔLE<br>Contrôle technique périodique  | (3) DATE DU CONTRÔLE<br>08/12/2025 | N° DU PROCÈS-VERBAL<br>25009749 |  |        |  |  |  |       |         |  |  |   |   |   |   |                      |          |  |  |  |                               |             |  |  |  |                   |                    |  |  |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |  |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |
|--|------------------------------------|---------------------------------|--|--------|--|--|--|-------|---------|--|--|---|---|---|---|----------------------|----------|--|--|--|-------------------------------|-------------|--|--|--|-------------------|--------------------|--|--|--|------------------|--|--|--|--|--------------------|--------|--------|--------|--------|----------------------|----|----|--|--|---------------------------------|--------|--------|--------|--------|----------------------------------|-----|--|--|--|------------------------|--|--|--|--|---------------------------|--|--|--|--|--|--|--|--|--|------------------------------------|-------|-------|--|--|
| (7) RÉSULTAT DU CONTRÔLE<br>Défavorable pour défaillances majeures   |                                    |                                 |  |        |  |  |  |       |         |  |  |   |   |   |   |                      |          |  |  |  |                               |             |  |  |  |                   |                    |  |  |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |  |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |
| (8) LIMITÉ DE VALIDITÉ DU CONTRÔLE RÉALISÉ<br>07/02/2026   |                                    |                                 |  |        |  |  |  |       |         |  |  |   |   |   |   |                      |          |  |  |  |                               |             |  |  |  |                   |                    |  |  |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |  |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |
| NATURE DU PROCHAIN CONTRÔLE<br>Contre-visite   |                                    |                                 |  |        |  |  |  |       |         |  |  |   |   |   |   |                      |          |  |  |  |                               |             |  |  |  |                   |                    |  |  |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |  |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE<br>N° D'AGRÉMENT : S031Z123   |                                    |                                 |  |        |  |  |  |       |         |  |  |   |   |   |   |                      |          |  |  |  |                               |             |  |  |  |                   |                    |  |  |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |  |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |
| (9) RAISON SOCIALE : AUTO CONTROLE 31<br>(3) COORDONNÉES : ZAC GAROSSOS<br>31700 BEAUZELLE<br>Tel : 05.61.42.27.81   |                                    |                                 |  |        |  |  |  |       |         |  |  |   |   |   |   |                      |          |  |  |  |                               |             |  |  |  |                   |                    |  |  |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |  |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |
| (9) IDENTIFICATION DU CONTRÔLEUR<br>N° D'AGRÉMENT : 031Z1352<br>SIGNATURE :  |                                    |                                 |  |        |  |  |  |       |         |  |  |   |   |   |   |                      |          |  |  |  |                               |             |  |  |  |                   |                    |  |  |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |  |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |
| IDENTIFICATION DU VÉHICULE<br>(2) Immatriculation et pays Date d'immatriculation      Date de 1 <sup>ère</sup> mise en circulation<br>FA-150-PV (F)      11/07/2023      25/09/2018<br>Marque      Désignation commerciale<br>RENAULT      CLIO<br>(1) N° dans la série du type (VIN)      (5) Catégorie internationale      Genre<br>VF1R9800061114352      M1      VP<br>Type/CNIT      Énergie<br>M10RENP603N732      GO<br>Document(s) présenté(s)<br>Photocopie du certificat d'immatriculation visée par un commissaire-priseur ou un huissier de justice  |                                    |                                 |  |        |  |  |  |       |         |  |  |   |   |   |   |                      |          |  |  |  |                               |             |  |  |  |                   |                    |  |  |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |  |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |
| (4) KILOMÉTRAGE RELEVÉ<br>165983   |                                    |                                 |  |        |  |  |  |       |         |  |  |   |   |   |   |                      |          |  |  |  |                               |             |  |  |  |                   |                    |  |  |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |  |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE<br>PROCÈS-VERBAL N° :      DATE :<br>N° D'AGRÉMENT DU CENTRE :  |                                    |                                 |  |        |  |  |  |       |         |  |  |   |   |   |   |                      |          |  |  |  |                               |             |  |  |  |                   |                    |  |  |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |  |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |
| <div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="flex: 1;"> <b>FA-150-PV</b><br/> <b>CT : 07/02/2026</b><br/>           N° d'agrément : S031Z123<br/>           N° de série : VF1R9800061114352         </div> <div style="flex: 1; border: 1px solid black; padding: 5px; margin-top: 10px;">           S031Z123<br/>           25009749<br/>           XXXXXX         </div> </div>   |                                    |                                 |  |        |  |  |  |       |         |  |  |   |   |   |   |                      |          |  |  |  |                               |             |  |  |  |                   |                    |  |  |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |  |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |
| <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="4" style="text-align: center;">MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES</th> </tr> <tr> <th></th> <th style="text-align: center;">AVANT</th> <th style="text-align: center;">ARRIERE</th> <th></th> </tr> <tr> <th></th> <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 colspan="4" style="text-align: center;">+2.6m/km</td> </tr> <tr> <td>Dissymétrie suspension (=30%)</td> <td colspan="4" style="text-align: center;">4%      15%</td> </tr> <tr> <td>Forces verticales</td> <td colspan="4" style="text-align: center;">749daN      406daN</td> </tr> <tr> <td>Frein de service</td> <td colspan="4"></td> </tr> <tr> <td>Force de freinage:</td> <td style="text-align: center;">269daN</td> <td style="text-align: center;">254daN</td> <td style="text-align: center;">153daN</td> <td style="text-align: center;">167daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%):</td> <td style="text-align: center;">6%</td> <td colspan="3" style="text-align: center;">9%</td> </tr> <tr> <td>Force de freinage (efficacité):</td> <td style="text-align: center;">269daN</td> <td style="text-align: center;">254daN</td> <td style="text-align: center;">153daN</td> <td style="text-align: center;">167daN</td> </tr> <tr> <td>Taux d'efficacité global (=58%):</td> <td colspan="4" style="text-align: center;">72%</td> </tr> <tr> <td>Frein de stationnement</td> <td colspan="4"></td> </tr> <tr> <td>Emissions à l'échappement</td> <td colspan="4"></td> </tr> <tr> <td>Opacité des fumées (0.51m-1) C2: 00.15 - C3: &lt;0.10 - C4: &lt;0.10 - Moyenne: 0.10</td> <td colspan="4"></td> </tr> <tr> <td>Feux de croisement (-2.5% à -0.5%)</td> <td style="text-align: center;">-1.5%</td> <td style="text-align: center;">-1.4%</td> <td colspan="2"></td> </tr> </tbody> </table> |                                    |                                 | MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES |        |  |  |  | AVANT | ARRIERE |  |  | G | D | G | D | Ripage (-8 à +8m/km) | +2.6m/km |  |  |  | Dissymétrie suspension (=30%) | 4%      15% |  |  |  | Forces verticales | 749daN      406daN |  |  |  | Frein de service |  |  |  |  | Force de freinage: | 269daN | 254daN | 153daN | 167daN | Déséquilibre (<20%): | 6% | 9% |  |  | Force de freinage (efficacité): | 269daN | 254daN | 153daN | 167daN | Taux d'efficacité global (=58%): | 72% |  |  |  | Frein de stationnement |  |  |  |  | Emissions à l'échappement |  |  |  |  | Opacité des fumées (0.51m-1) C2: 00.15 - C3: <0.10 - C4: <0.10 - Moyenne: 0.10 |  |  |  |  | Feux de croisement (-2.5% à -0.5%) | -1.5% | -1.4% |  |  |
| MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES   |                                    |                                 |  |        |  |  |  |       |         |  |  |   |   |   |   |                      |          |  |  |  |                               |             |  |  |  |                   |                    |  |  |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |  |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |
|  | AVANT                              | ARRIERE                         |  |        |  |  |  |       |         |  |  |   |   |   |   |                      |          |  |  |  |                               |             |  |  |  |                   |                    |  |  |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |  |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |
|  | G                                  | D                               | G  | D      |  |  |  |       |         |  |  |   |   |   |   |                      |          |  |  |  |                               |             |  |  |  |                   |                    |  |  |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |  |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |
| Ripage (-8 à +8m/km)   | +2.6m/km                           |                                 |  |        |  |  |  |       |         |  |  |   |   |   |   |                      |          |  |  |  |                               |             |  |  |  |                   |                    |  |  |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |  |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |
| Dissymétrie suspension (=30%)  | 4%      15%                        |                                 |  |        |  |  |  |       |         |  |  |   |   |   |   |                      |          |  |  |  |                               |             |  |  |  |                   |                    |  |  |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |  |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |
| Forces verticales  | 749daN      406daN                 |                                 |  |        |  |  |  |       |         |  |  |   |   |   |   |                      |          |  |  |  |                               |             |  |  |  |                   |                    |  |  |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |  |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |
| Frein de service   |                                    |                                 |  |        |  |  |  |       |         |  |  |   |   |   |   |                      |          |  |  |  |                               |             |  |  |  |                   |                    |  |  |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |  |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |
| Force de freinage:   | 269daN                             | 254daN                          | 153daN   | 167daN |  |  |  |       |         |  |  |   |   |   |   |                      |          |  |  |  |                               |             |  |  |  |                   |                    |  |  |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |  |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |
| Déséquilibre (<20%):   | 6%                                 | 9%                              |  |        |  |  |  |       |         |  |  |   |   |   |   |                      |          |  |  |  |                               |             |  |  |  |                   |                    |  |  |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |  |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |
| Force de freinage (efficacité):  | 269daN                             | 254daN                          | 153daN   | 167daN |  |  |  |       |         |  |  |   |   |   |   |                      |          |  |  |  |                               |             |  |  |  |                   |                    |  |  |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |  |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |
| Taux d'efficacité global (=58%):   | 72%                                |                                 |  |        |  |  |  |       |         |  |  |   |   |   |   |                      |          |  |  |  |                               |             |  |  |  |                   |                    |  |  |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |  |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |
| Frein de stationnement   |                                    |                                 |  |        |  |  |  |       |         |  |  |   |   |   |   |                      |          |  |  |  |                               |             |  |  |  |                   |                    |  |  |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |  |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |
| Emissions à l'échappement  |                                    |                                 |  |        |  |  |  |       |         |  |  |   |   |   |   |                      |          |  |  |  |                               |             |  |  |  |                   |                    |  |  |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |  |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |
| Opacité des fumées (0.51m-1) C2: 00.15 - C3: <0.10 - C4: <0.10 - Moyenne: 0.10   |                                    |                                 |  |        |  |  |  |       |         |  |  |   |   |   |   |                      |          |  |  |  |                               |             |  |  |  |                   |                    |  |  |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |  |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |
| Feux de croisement (-2.5% à -0.5%)   | -1.5%                              | -1.4%                           |  |        |  |  |  |       |         |  |  |   |   |   |   |                      |          |  |  |  |                               |             |  |  |  |                   |                    |  |  |  |                  |  |  |  |  |                    |        |        |        |        |                      |    |    |  |  |                                 |        |        |        |        |                                  |     |  |  |  |                        |  |  |  |  |                           |  |  |  |  |  |  |  |  |  |                                    |       |       |  |  |