



# PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE

N° D'IMPRIMÉ C70520589

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  |         | 24/06/2026   |         | 26041224                                     |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| <b>(7) RÉSULTAT DU CONTRÔLE</b>  |         | <b>(6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ</b>  |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Favorable  |         | <p>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 : 10/02/2025 : 26960 km</p>    |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| <b>(8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ</b>  |         |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| 23/06/2028   |         |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| <b>NATURE DU PROCHAIN CONTRÔLE</b>   |         |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Contrôle technique périodique  |         |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| <b>IDENTIFICATION DU CENTRE DE CONTRÔLE</b>  |         |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| N° D'AGRÈMENT : S006C169   |         |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| (9) RAISON SOCIALE : SAS AUTO BILAN SLV  |         |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| (3) COORDONNÉES : 55 RUE CLAUDE BERNARD<br>Z1 SECTEUR C7<br>06700 SAINT LAURENT DU VAR<br>Tél : 0492042020 |         |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| <b>(9) IDENTIFICATION DU CONTRÔLEUR</b>  |         |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| N° D'AGRÈMENT : 006C1259   |         |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| SIGNATURE :               |         |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| <b>IDENTIFICATION DU VÉHICULE</b>  |         |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| (2) Immatriculation et pays  |         | Date d'immatriculation   |         | Date de 1 <sup>ère</sup> mise en circulation |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| FX-921-QT (F)  |         | 08/03/2021   |         | 08/03/2021                                   |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Marque   |         | Désignation commerciale  |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| RENAULT  |         | TWINGO   |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| (1) N° dans la série du type (VIN)   |         | (5) Catégorie internationale   |         | Genre  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| VF1AH000566803310  |         | M1   |         | VP   |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Type/CNIT  |         |  | Énergie |  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| M10RENVPC89A823  |         |  | EL      |  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Document(s) présent(s)   |         |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Copie du certificat d'immatriculation visée par un vendeur professionnel                                   |         |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| <b>(4) KILOMÉTRAGE RELEVÉ</b>  |         | <b>MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES</b>  |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| 35787  |         | <table border="1"> <thead> <tr> <th></th> <th colspan="2">AVANT</th> <th colspan="2">ARRIERE</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></td> <td>-3.1 m/km</td> <td></td> <td></td> </tr> <tr> <td>Dissymétrie suspension (≤ 30%) :</td> <td>6 %</td> <td></td> <td>0 %</td> <td></td> </tr> <tr> <td>Forces verticales :</td> <td>607 daN</td> <td></td> <td>601 daN</td> <td></td> </tr> <tr> <td><b>Frein de service</b></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Forces de freinage :</td> <td>246 daN</td> <td>230 daN</td> <td>208 daN</td> <td>213 daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%) :</td> <td>7 %</td> <td></td> <td>3 %</td> <td></td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>246 daN</td> <td>230 daN</td> <td>208 daN</td> <td>213 daN</td> </tr> <tr> <td>Taux d'efficacité global (≥58 %) :</td> <td>74 %</td> <td></td> <td></td> <td></td> </tr> <tr> <td><b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :</td> <td colspan="4">26 %</td> </tr> <tr> <td><b>Feux de croisement</b> (-2.5 % à -0.5 %) :</td> <td>-1.0 %</td> <td></td> <td>-1.7 %</td> <td></td> </tr> </tbody> </table> |         |  |  |  | AVANT |  | ARRIERE |  |  | G | D | G | D | Ripage (-8 à +8 m/km) : |  | -3.1 m/km |  |  | Dissymétrie suspension (≤ 30%) : | 6 % |  | 0 % |  | Forces verticales : | 607 daN |  | 601 daN |  | <b>Frein de service</b> |  |  |  |  | Forces de freinage : | 246 daN | 230 daN | 208 daN | 213 daN | Déséquilibre (<20%) : | 7 % |  | 3 % |  | Forces de freinage (efficacité) : | 246 daN | 230 daN | 208 daN | 213 daN | Taux d'efficacité global (≥58 %) : | 74 % |  |  |  | <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) : | 26 % |  |  |  | <b>Feux de croisement</b> (-2.5 % à -0.5 %) : | -1.0 % |  | -1.7 % |  |
|  | AVANT   |  | ARRIERE |  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
|  | G       | D  | G       | D  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Ripage (-8 à +8 m/km) :  |         | -3.1 m/km  |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Dissymétrie suspension (≤ 30%) :   | 6 %     |  | 0 %     |  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Forces verticales :  | 607 daN |  | 601 daN |  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| <b>Frein de service</b>  |         |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Forces de freinage :   | 246 daN | 230 daN  | 208 daN | 213 daN                                      |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Déséquilibre (<20%) :  | 7 %     |  | 3 %     |  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Forces de freinage (efficacité) :  | 246 daN | 230 daN  | 208 daN | 213 daN                                      |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Taux d'efficacité global (≥58 %) :   | 74 %    |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :  | 26 %    |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| <b>Feux de croisement</b> (-2.5 % à -0.5 %) :  | -1.0 %  |  | -1.7 %  |  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| <b>INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE</b>  |         |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| PROCÈS-VERBAL N° :   |         | DATE :   |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| N° D'AGRÈMENT DU CENTRE :  |         |  |         |  |  |  |       |  |         |  |  |   |   |   |   |                         |  |           |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |