



# PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE

Securitest

Exemplaire conservé par le centre

N° D'IMPRIMÉ T 92359269

| NATURE DU CONTRÔLE  |                              | (3) DATE DU CONTRÔLE   | N° DU PROCÈS-VERBAL |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
|---|------------------------------|--|---------------------|---------|--|-------|--|---------|--|--|---|---|---|---|--------------------------------|-----------|--|--|--|---|-----|--|-----|--|----------------------------|---------|--|---------|--|-------------------------|--|--|--|--|----------------------|---------|---------|---------|---------|-----------------------|-----|--|------|--|-----------------------------------|---------|---------|---------|---------|------------------------------------|------|--|--|--|---|------|--|--|--|---|--------|--|--------|--|
| Contrôle technique périodique   |                              | 06/01/2025   | 25015931            |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| (7) RÉSULTAT DU CONTRÔLE  |                              | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Favorable   |                              | <b>Défaillances mineures :</b><br>1.1.14.a.1. TAMBOURS DE FREINS, DISQUES DE FREINS : Disque ou tambour légèrement usé AVG, AVD<br>6.2.1.a.1. ÉTAT DE LA CABINE ET DE LA CARROSSERIE : Panneau ou élément endommagé AVD<br><br><b>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 :</b> 28/09/2021 : 70839 km / 15/09/2023 : 103347 km   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ  |                              |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| 05/01/2027  |                              |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| NATURE DU PROCHAIN CONTRÔLE   |                              |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Contrôle technique périodique   |                              |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE  |                              |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| N° D'AGRÈMENT : S084T149  |                              |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| (9)RAISON SOCIALE : SARL VERIFAUTO  |                              |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| (3) COORDONNÉES : 300 A QUAI DES ENTREPRISES<br>84660 MAUBEC<br>Tél : 0490768002                      |                              |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| (9) IDENTITÉ DU CONTRÔLEUR  |                              |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| N° D'AGRÈMENT : 084C1118  |                              |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| SIGNATURE :   |                              |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| IDENTIFICATION DU VÉHICULE  |                              |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| (2) Immatriculation et pays   | Date d'immatriculation       | Date de 1ère mise en circulation   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| ER-343-DE (F)   | 10/10/2017                   | 10/10/2017   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Marque  |                              | Désignation commerciale  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| RENAULT   |                              | ZOE  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| (1) N° dans la série du type (VIN)  | (5) Catégorie internationale | Genre  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| VF1AGVYF058763562   | M1                           | VP   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Type / CNIT   |                              | Energie  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| M10RENP534W070  |                              | EL   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Document(s) présenté(s)   |                              |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Photocopie du certificat d'immatriculation visée par un commissaire-priseur ou un huissier de justice |                              |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| (4)KILOMÉTRAGE RELEVÉ   |                              | MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| 122779  |                              | <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><b>Ripage</b> (-8 à +8 m/km) :</td> <td colspan="4">+0.0 m/km</td> </tr> <tr> <td><b>Dissymétrie suspension</b> (≤ 30%) :</td> <td colspan="2">5 %</td> <td colspan="2">4 %</td> </tr> <tr> <td><b>Forces verticales</b> :</td> <td colspan="2">913 daN</td> <td colspan="2">651 daN</td> </tr> <tr> <td><b>Frein de service</b></td> <td colspan="4"></td> </tr> <tr> <td>Forces de freinage :</td> <td>334 daN</td> <td>313 daN</td> <td>262 daN</td> <td>235 daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%) :</td> <td colspan="2">7 %</td> <td colspan="2">11 %</td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>334 daN</td> <td>313 daN</td> <td>262 daN</td> <td>235 daN</td> </tr> <tr> <td>Taux d'efficacité global (≥58 %) :</td> <td colspan="4">73 %</td> </tr> <tr> <td><b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :</td> <td colspan="4">25 %</td> </tr> <tr> <td><b>Feux de croisement</b> (-2.5 % à -0.5 %) :</td> <td colspan="2">-1.6 %</td> <td colspan="2">-1.6 %</td> </tr> </tbody> </table> |                     |         |  | AVANT |  | ARRIERE |  |  | G | D | G | D | <b>Ripage</b> (-8 à +8 m/km) : | +0.0 m/km |  |  |  | <b>Dissymétrie suspension</b> (≤ 30%) : | 5 % |  | 4 % |  | <b>Forces verticales</b> : | 913 daN |  | 651 daN |  | <b>Frein de service</b> |  |  |  |  | Forces de freinage : | 334 daN | 313 daN | 262 daN | 235 daN | Déséquilibre (<20%) : | 7 % |  | 11 % |  | Forces de freinage (efficacité) : | 334 daN | 313 daN | 262 daN | 235 daN | Taux d'efficacité global (≥58 %) : | 73 % |  |  |  | <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) : | 25 % |  |  |  | <b>Feux de croisement</b> (-2.5 % à -0.5 %) : | -1.6 % |  | -1.6 % |  |
|   | AVANT                        |  | ARRIERE             |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
|   | G                            | D  | G                   | D       |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| <b>Ripage</b> (-8 à +8 m/km) :  | +0.0 m/km                    |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| <b>Dissymétrie suspension</b> (≤ 30%) :   | 5 %                          |  | 4 %                 |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| <b>Forces verticales</b> :  | 913 daN                      |  | 651 daN             |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| <b>Frein de service</b>   |                              |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Forces de freinage :  | 334 daN                      | 313 daN  | 262 daN             | 235 daN |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Déséquilibre (<20%) :   | 7 %                          |  | 11 %                |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Forces de freinage (efficacité) :   | 334 daN                      | 313 daN  | 262 daN             | 235 daN |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| Taux d'efficacité global (≥58 %) :  | 73 %                         |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :   | 25 %                         |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| <b>Feux de croisement</b> (-2.5 % à -0.5 %) :   | -1.6 %                       |  | -1.6 %              |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| INFORMATION SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE   |                              |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| PROCÈS-VERBAL N° :  |                              | DATE :   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| N° D'AGRÈMENT DU CENTRE :   |                              |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| ER-343-DE   |                              |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| CT:05/01/2027   |                              |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| N° D'AGRÈMENT : S084T149  |                              |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| N° SÉRIE : VF1AGVYF058763562  |                              |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
| N° D'IMPRIMÉ : T92359269  |                              |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |
|   |                              | S084T149<br>25015931<br>XXXXXXXXXXXX   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |           |  |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |      |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |   |        |  |        |  |