



PROCÈS-VERBAL  
DE CONTRÔLE TECHNIQUE

Sécuritest

N° D'IMPRIMÉ T 25664126

Exemplaire conservé par le centre

| <b>NATURE DU CONTRÔLE</b><br>Contrôle technique périodique  | <b>(3) DATE DU CONTRÔLE</b><br>23/04/2024   | <b>N° DU PROCÈS-VERBAL</b><br>24284104   |         |         |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |  |  |   |        |  |        |  |
|---|---|--|---------|---------|--|---------|--|--|---|---|---|---|--------------------------------|--|-----------|--|--|---|-----|--|-----|--|----------------------------|---------|--|---------|--|-------------------------|--|--|--|--|----------------------|---------|---------|---------|---------|-----------------------|-----|--|-----|--|-----------------------------------|---------|---------|---------|---------|------------------------------------|------|--|--|--|---|------|--|--|--|----------------------------------|--|--|--|--|------------------------------|-------------|-------------|--|--|---|--------|--|--------|--|
| <b>(7) RÉSULTAT DU CONTRÔLE</b><br>Favorable  | <b>(6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ</b>   |  |         |         |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |  |  |   |        |  |        |  |
| <b>(8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ</b><br>22/04/2026   | <b>Défaillances mineures :</b><br>4.1.1.b.1. ÉTAT ET FONCTIONNEMENT (PHARES) : Système de projection légèrement défectueux AVG<br>6.2.10.a.1. GARDE-BOUE, DISPOSITIFS ANTI-PROJECTIONS : Manquants, mal fixés ou gravement rouillés AVD |  |         |         |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |  |  |   |        |  |        |  |
| <b>NATURE DU PROCHAIN CONTRÔLE</b><br>Contrôle technique complémentaire au plus tard le :<br>22/04/2025 | <b>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 :</b> 15/09/2023 : 63331 km  |  |         |         |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |  |  |   |        |  |        |  |
| <b>IDENTIFICATION DU CENTRE DE CONTRÔLE</b>   |   |  |         |         |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |  |  |   |        |  |        |  |
| N° D'AGRÈMENT : S062T100  |   |  |         |         |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |  |  |   |        |  |        |  |
| (9)RAISON SOCIALE : SARL CONTROLAUTO  |   |  |         |         |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |  |  |   |        |  |        |  |
| (3) COORDONNÉES : AVENUE GEORGES WASHINGTON<br>62400 BETHUNE<br>Tél : 0321020210 - Fax : 0321021818     |   |  |         |         |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |  |  |   |        |  |        |  |
| <b>(9) IDENTITÉ DU CONTRÔLEUR</b>   |   |  |         |         |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |  |  |   |        |  |        |  |
| N° D'AGRÈMENT : 062T1307  |   |  |         |         |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |  |  |   |        |  |        |  |
| SIGNATURE :   |   |  |         |         |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |  |  |   |        |  |        |  |
| <b>IDENTIFICATION DU VÉHICULE</b>   |   |  |         |         |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |  |  |   |        |  |        |  |
| (2) Immatriculation et pays   | Date d'immatriculation  | Date de 1ère mise en circulation   |         |         |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |  |  |   |        |  |        |  |
| FJ-775-XX (F)   | 04/09/2019  | 04/09/2019   |         |         |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |  |  |   |        |  |        |  |
| Marque  | Désignation commerciale   |  |         |         |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |  |  |   |        |  |        |  |
| RENAULT   | KANGOO  |  |         |         |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |  |  |   |        |  |        |  |
| (1) N° dans la série du type (VIN)  | (5) Catégorie internationale  | Genre  |         |         |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |  |  |   |        |  |        |  |
| VF1FW51K163228154   | N1  | CTTE   |         |         |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |  |  |   |        |  |        |  |
| Type / CNIT   | Energie   |  |         |         |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |  |  |   |        |  |        |  |
| N10RENT533J345  | GO  |  |         |         |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |  |  |   |        |  |        |  |
| Document(s) présenté(s)   |   |  |         |         |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |  |  |   |        |  |        |  |
| Photocopie du certificat d'immatriculation visée par un commissaire-priseur ou un huissier de justice   |   |  |         |         |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |  |  |   |        |  |        |  |
| <b>(4)KILOMÉTRAGE RELEVÉ</b><br>77411   | <b>MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES</b>   |  |         |         |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |  |  |   |        |  |        |  |
| <b>INFORMATION SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE</b>  |   |  |         |         |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |  |  |   |        |  |        |  |
| PROCÈS-VERBAL N° :<br>N° D'AGRÈMENT DU CENTRE :   | DATE :  |  |         |         |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |  |  |   |        |  |        |  |
| <b>FJ-775-XX</b><br><b>CT:22/04/2026</b><br><b>POLLU:22/04/2025</b>                                     |   |  |         |         |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |  |  |   |        |  |        |  |
| N° D'AGRÈMENT : S062T100<br>N° SÉRIE : VF1FW51K163228154<br>N° D'IMPRIMÉ : T25664126                    |   |  |         |         |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |  |  |   |        |  |        |  |
| S062T100<br>24284104<br>XXXXXXXXXX  |   |  |         |         |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |  |  |   |        |  |        |  |
|   |   | <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></td><td>-0.7 m/km</td><td></td><td></td></tr><tr><td><b>Dissymétrie suspension</b> (≤ 30%) :</td><td>1 %</td><td></td><td>2 %</td><td></td></tr><tr><td><b>Forces verticales</b> :</td><td>874 daN</td><td></td><td>551 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>284 daN</td><td>301 daN</td><td>182 daN</td><td>184 daN</td></tr><tr><td>Déséquilibre (&lt;20%) :</td><td>6 %</td><td></td><td>2 %</td><td></td></tr><tr><td>Forces de freinage (efficacité) :</td><td>284 daN</td><td>301 daN</td><td>182 daN</td><td>184 daN</td></tr><tr><td>Taux d'efficacité global (≥50 %) :</td><td>66 %</td><td></td><td></td><td></td></tr><tr><td><b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :</td><td>22 %</td><td></td><td></td><td></td></tr><tr><td><b>Émissions à l'échappement</b></td><td></td><td></td><td></td><td></td></tr><tr><td>Opacité des fumées(0.51 m-1)</td><td>C1:&lt;0.1 m-1</td><td>C2:&lt;0.1 m-1</td><td></td><td></td></tr><tr><td><b>Feux de croisement</b> (-2.5 % à -0.5 %) :</td><td>-1.5 %</td><td></td><td>-1.9 %</td><td></td></tr></tbody></table> |         | AVANT   |  | ARRIERE |  |  | G | D | G | D | <b>Ripage</b> (-8 à +8 m/km) : |  | -0.7 m/km |  |  | <b>Dissymétrie suspension</b> (≤ 30%) : | 1 % |  | 2 % |  | <b>Forces verticales</b> : | 874 daN |  | 551 daN |  | <b>Frein de service</b> |  |  |  |  | Forces de freinage : | 284 daN | 301 daN | 182 daN | 184 daN | Déséquilibre (<20%) : | 6 % |  | 2 % |  | Forces de freinage (efficacité) : | 284 daN | 301 daN | 182 daN | 184 daN | Taux d'efficacité global (≥50 %) : | 66 % |  |  |  | <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) : | 22 % |  |  |  | <b>Émissions à l'échappement</b> |  |  |  |  | Opacité des fumées(0.51 m-1) | C1:<0.1 m-1 | C2:<0.1 m-1 |  |  | <b>Feux de croisement</b> (-2.5 % à -0.5 %) : | -1.5 % |  | -1.9 % |  |
|   | AVANT   |  | ARRIERE |         |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |  |  |   |        |  |        |  |
|   | G   | D  | G       | D       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |  |  |   |        |  |        |  |
| <b>Ripage</b> (-8 à +8 m/km) :  |   | -0.7 m/km  |         |         |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |  |  |   |        |  |        |  |
| <b>Dissymétrie suspension</b> (≤ 30%) :   | 1 %   |  | 2 %     |         |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |  |  |   |        |  |        |  |
| <b>Forces verticales</b> :  | 874 daN   |  | 551 daN |         |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |  |  |   |        |  |        |  |
| <b>Frein de service</b>   |   |  |         |         |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |  |  |   |        |  |        |  |
| Forces de freinage :  | 284 daN   | 301 daN  | 182 daN | 184 daN |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |  |  |   |        |  |        |  |
| Déséquilibre (<20%) :   | 6 %   |  | 2 %     |         |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |  |  |   |        |  |        |  |
| Forces de freinage (efficacité) :   | 284 daN   | 301 daN  | 182 daN | 184 daN |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |  |  |   |        |  |        |  |
| Taux d'efficacité global (≥50 %) :  | 66 %  |  |         |         |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |  |  |   |        |  |        |  |
| <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :   | 22 %  |  |         |         |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |  |  |   |        |  |        |  |
| <b>Émissions à l'échappement</b>  |   |  |         |         |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |  |  |   |        |  |        |  |
| Opacité des fumées(0.51 m-1)  | C1:<0.1 m-1   | C2:<0.1 m-1  |         |         |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |  |  |   |        |  |        |  |
| <b>Feux de croisement</b> (-2.5 % à -0.5 %) :   | -1.5 %  |  | -1.9 %  |         |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |     |  |     |  |                            |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |  |  |   |        |  |        |  |