Non Intrusive Engineer Report

Date: 4th Oct 2026

Tests performed by Porthall Garages Ltd. English Registration No: 13703553

Engineer: ARN6082 C.Arnold

Registration or VIN: FV07JXS

Milage: 114063

Report No: FV07JXS-01

Brief:

Please note this is not an engineer-to-engineer report.

Wherever it does not affect the clarity or integrity of my findings, I have kept technical and engineering terminology to a minimum.

It is my practice not to review any paperwork, service history, or documentation before carrying out an inspection. I believe prior knowledge of this kind could compromise my impartiality, objectivity and influence what I observe.

My approach comes from my background in aviation: everything is based entirely on what is visible and present, here at the time of inspection. I form my conclusions only from what I see and measure directly.

Note:
I am not part of the vehicle's maintenance or engineering team. For the purposes of this inspection, I act as an independent and impartial engineer.

Important Note: This is a technical inspection report. No comment is made on aesthetics, cleanliness, condition of trim, or general appearance of the vehicle.

Overview:

Two inspections were made. The first inspection made recommendations, which have been actioned by the team. After their work, the second inspection was perform. This report shows the results of the second inspection.
In between the 1st and 2nd inspection, I was informed, she is due for an MOT. As such the Porthall Team decided it would save the customer money, if the CV boot was replaced by the MOT garage.

Based on this, I choose not to report my observations. If the someone did not repair the defect she would fail the MOT.

I was told the NSF wheel will be changed, as part of the MOT test. I have to believe this information, because if it was not resolved, she would not pass an MOT.

During this inspection, it is clearly evident this vehicle has been well cared for throughout its life, with substantial evidence of recent work having been carried out. Without invasive testing, it is not possible to state precisely how recent this work is, and it would not be appropriate to speculate.

That said, many components appear new and correspond to items specified in the 100,000-mile service schedule. Visual evidence strongly indicates the 100,000-mile service has been completed, and to a high standard. It is also clear the vehicle has been maintained by skilled, competent mechanics or engineers.

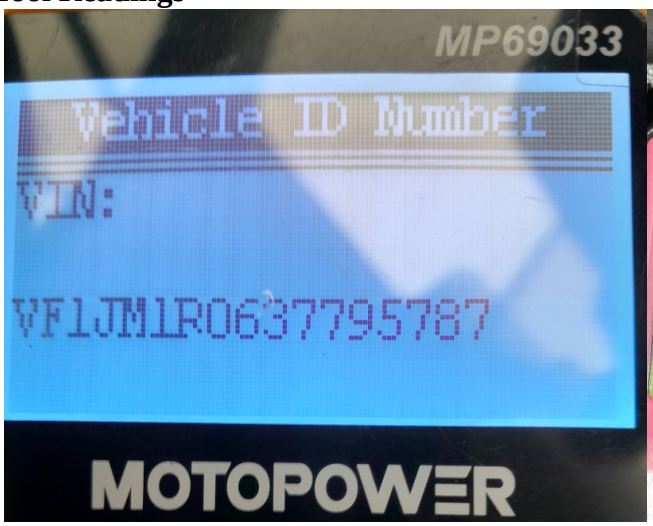
Work of a lesser standard typically shows signs of rounded or damaged nuts and bolts, or omits replacement of fasteners in awkward or hard-to-reach locations during reassembly—neither of which is evident here.

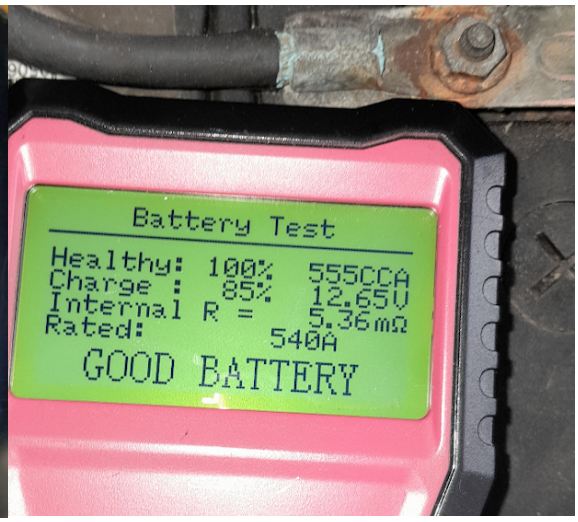
As this is a non-invasive inspection, exact measurements cannot be provided in all cases, and my findings are expressed as professional opinion accordingly. Where measurements were able to be taken, these are included throughout the report.

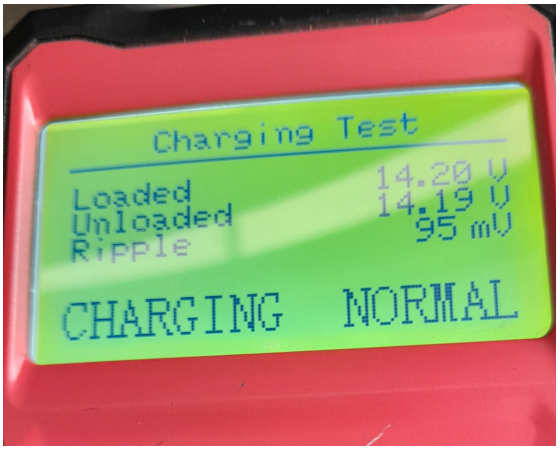
Images Section:

These images are referred to in the detailed section of the report.

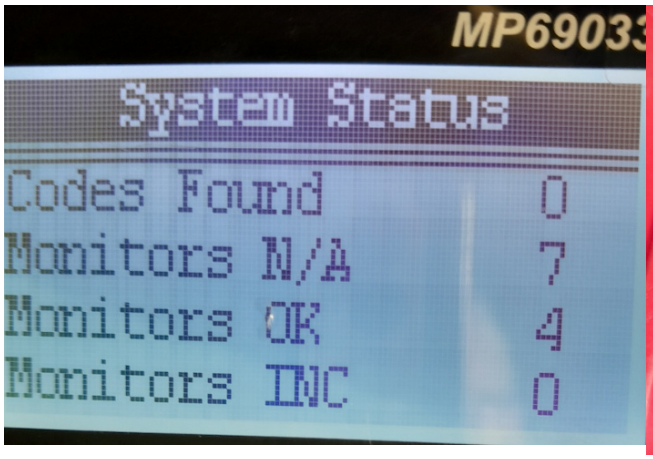
Test Tool Readings







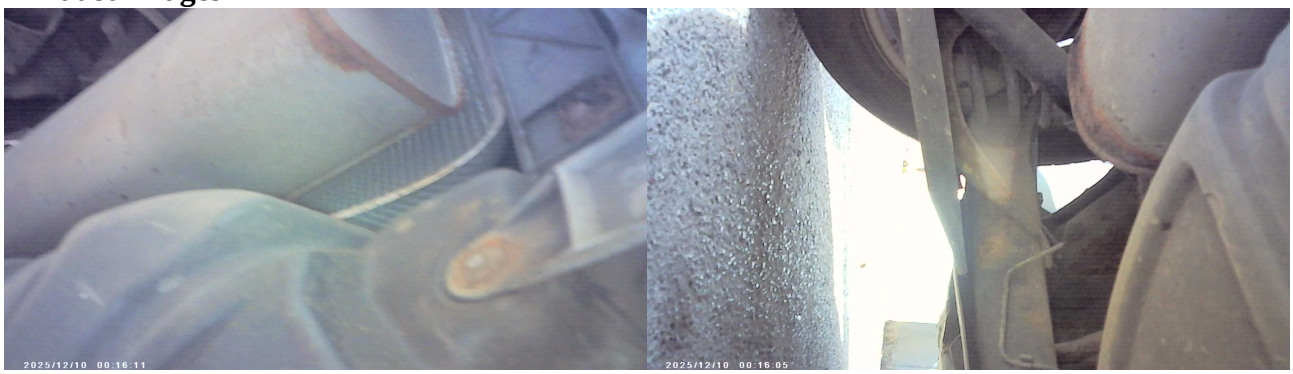






Head Cam Images

Exhaust Images



Checks	Comments / Recommendations	Needs Attention
Checks carried out from driver's seat		
Handbrake	Electronic Handle works correctly. The LED light shows when it should.	None
Footbrake	Good fixing, firm feel and passed the pedal pump test.	None
Steering wheel and column	Wheel in good condition, Air bag looks secure, column solid.	None
Windscreen, mirrors and sunvisor	All appear to be secure and working.	None
Seat belts and seats	Secure. Belt has no obvious sign of damage, fraying or tearing.	None
Doors	Hinges all working with no sign of drop, slack or play. All doors can be opened from both inside and outside (MOT Requirement). Door switches are working correctly. Locking mechanism works as it should.	None
Checks carried out with the vehicle on the ground		
Vehicle identification	Used ODB to report electronic VIN: See Images Section	N/A
Electrical equipment	All wiring that is possible to see appears to be in good condition	None
Footbrake	Secure, No sign of leaks.	None
Steering and suspension	Secure. Visible fittings in good condition	None
Shock absorbers	No leaks, bushes in good condition	None
Exhaust system	The exhaust looks to be in good condition with 1 exception. There is a strip of corrosion in rear silencer. Refer to the Images Section. I performed an old simple yet reliable hand test on the exhaust pipe, which shows the system holds pressure. This test suggests the system is not leaking from engine to the	Not at this time.

	rear vent. All of the rubber hanging mounts I could see and touch looked and felt healthy soft rubber in good condition.	
Checks carried out with the vehicle raised and the wheels free to turn		
Steering mechanism	The track rod ends and rubbers appear to have been recently replaced. The rubbers are good and there is no slack or play in the swivel.	None
Front and rear suspension and wheel bearings	Performed the clock check on wheel bearings, there is no sign of play. Spinning the wheel it rotates freely without any sign of catching or grinding.	None
Springs and shock absorbers	Springs appear to have been recently replaced. Shocks are not leaking. When doing the bounce test they settle the vehicle as they should. Rear bump stops are good. All bushes are good.	None
Driveshafts (fwd vehicles only)	Look to be in good condition, they rotate freely without any grinding which implies the bearings are in good condition. The CV boot and Engine Boot appears to be recently replaced.	None
Braking system	The brake pads all round are at an estimated 50% wear. This is based on the grove cut into the pad. All pads have a wear grove cut into them. The estimate was a visual comparison using the wear grove and a comparison between a new pad and those fitted. It was possible to obtain measurements from the rear disks. OSR : Avg 8.7 - NSR : Avg 9.0 All hoses appear to have been recently replaced. All metal pipes are in good condition.	The standard minimum thickness tolerance for Renault Scenic Mk2 rear brake discs is **8.5 mm** (for 10 mm thick new discs) or **7.0 mm** (for 8.0 mm thick new discs, depending on the specific sub-model variant and bearing size).
Fuel and exhaust systems	For exhaust see comments above and images section. Fuel hoses and pipes are in good condition	None
wheels and tyres		
NSF Depth / Condition	5.8mm, good condition	

NSR Depth / Condition	4.1mm, good condition	
OSF Depth / Condition	4.2mm, good condition	
OSF Depth / Condition	Replaced after the report	
Body corrosion	Overall excellent. I was not able to see anything which gives concern. The normal places (such as floor pan, sills, wheel arches etc) ,which I can see, appear good.	None
Floor Pan and Attachments	Floor pan does not show any signs of corrosion. Visible parts of fuel tank and its hoses / pipes are in good order.	
Checks carried out on the vehicle's exhaust emission system	This section is not part of this report.	
Petrol models		
CO emission (mixture)		
HC emissions		
Diesel models		
Fluids / System Tests		
Brake Oil	Brake fluid was flushed after the report. Results shown in the images section. The photo is difficult to see. The device showed 2 bars. Which means it is >0.5 and < 1.0. Or in English, very new.	
Power Steering	Sealed system, not possible to test	
Engine	Oil tested as new	
Cooling	Coolant shows protection to -20C	
Battery	Results shown in the images section.	

Alternator / Charging	Results shown in the images section.
ODB / On board diagnostics	Results shown in the images section.