


## PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE

N° d'imprimé : D140127321

| <b>NATURE DU CONTRÔLE</b>   | <b>(3) DATE DU CONTRÔLE</b>  | <b>N° DU PROCÈS-VERBAL</b>       |         |         |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
|---|--|----------------------------------|---------|---------|-------|--|---------|--|---|---|---|---|-------------------------------|------------|--|--|--|--|-----|--|-----|--|---------------------------|----------|--|---------|--|-------------------------|--|--|--|--|-------------------------------------|---------|---------|---------|---------|-------------------------------|-----|--|-----|--|--|---------|---------|---------|---------|--|--|--|--|--|--|--|--|--|--|--|--------|--------|--|--|--|--------|--------|--|--|
| Contrôle technique périodique   | 20/05/2026   | 26177834                         |         |         |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
| <b>(7) RÉSULTAT DU CONTRÔLE</b>   | <b>(6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ</b>  |                                  |         |         |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
| Défavorable pour défaillances majeures  | <p><b>DÉFAILLANCE(S) MAJEURE(S) :</b></p> <p>5.2.3.d.2. PNEUMATIQUES : Pneumatique gravement endommagé, entaillé ou montage inadapté: AVD</p> <p><b>DÉFAILLANCE(S) MINEURE(S) :</b></p> <p>2.7.1.a.1. RIPAGE : Ripage excessif : AV</p> <p>4.5.2.a.1. RÉGLAGE (FEUX DE BROUILLARD AVANT) : Mauvaise orientation horizontale d'un feu de brouillard avant : D, G</p> <p>Kilométrages relevés lors des derniers contrôles techniques depuis le 20 mai 2018 :</p> <p>26.02.2025 : 44 154 km</p>   |                                  |         |         |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
| <b>(8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ</b>   |  |                                  |         |         |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
| 19/07/2026  |  |                                  |         |         |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
| <b>NATURE DU PROCHAIN CONTRÔLE</b>  |  |                                  |         |         |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
| Contre-visite   |  |                                  |         |         |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
| <b>IDENTIFICATION DU CENTRE DE CONTRÔLE</b>   |  |                                  |         |         |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
| N° D'AGRÈMENT : S044V033  |  |                                  |         |         |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
| (9) RAISON SOCIALE : C.T.A. DU SUD LOIRE  |  |                                  |         |         |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
| (3) COORDONNÉES : 119, route de la Gare   |  |                                  |         |         |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
| 44120 VERTOU  |  |                                  |         |         |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
| Tél : 02.40.33.48.45 Fax: 02.40.33.22.07  |  |                                  |         |         |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
| <b>(9) IDENTIFICATION DU CONTRÔLEUR</b>   |  |                                  |         |         |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
| N° D'AGRÈMENT : 044D1464  |  |                                  |         |         |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
| SIGNATURE :   |    |                                  |         |         |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
| <b>IDENTIFICATION DU VÉHICULE</b>   |  |                                  |         |         |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
| (2) Immatriculation et pays   | Date d'immatriculation   | Date de 1ere mise en circulation |         |         |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
| FX-350-ME(F)  | 26/02/2021   | 26/02/2021                       |         |         |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
| Marque  | Désignation commerciale  |                                  |         |         |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
| NISSAN  | NISSAN LEAF 62KWH  |                                  |         |         |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
| (1) N° dans la série du type (VIN)  | (5) Catégorie internationale   | Genre                            |         |         |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
| SJNFAAZE1U0110084   | M1   | VP                               |         |         |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
| Type/CNIT   | Énergie  |                                  |         |         |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
| M10NSSVP041Y575   | EL   |                                  |         |         |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
| Document(s) présenté(s)   |  |                                  |         |         |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
| Photocopie du certificat d'immatriculation visée par un commissaire-priseur ou un huissier de justice |  |                                  |         |         |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
| <b>(4) KILOMÉTRAGE RELEVÉ</b>   | <b>MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES</b>  |                                  |         |         |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
| 54306   |  |                                  |         |         |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
| <b>INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE</b>   |  |                                  |         |         |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
|   | <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2"></th> <th colspan="2" style="text-align: center;">AVANT</th> <th colspan="2" style="text-align: center;">ARRIERE</th> </tr> <tr> <th style="text-align: center;">G</th> <th style="text-align: center;">D</th> <th style="text-align: center;">G</th> <th style="text-align: center;">D</th> </tr> </thead> <tbody> <tr> <td><b>Ripage</b> (-8 à +8 m/km):</td> <td colspan="4" style="text-align: center;">+14.0 m/km</td> </tr> <tr> <td><b>Dissymétrie suspension</b> (≤ 30%):</td> <td colspan="2" style="text-align: center;">3 %</td> <td colspan="2" style="text-align: center;">1 %</td> </tr> <tr> <td><b>Force verticales :</b></td> <td colspan="2" style="text-align: center;">1000 daN</td> <td colspan="2" style="text-align: center;">811 daN</td> </tr> <tr> <td><b>Frein de service</b></td> <td colspan="4"></td> </tr> <tr> <td>Forces de freinage (déséquilibre) :</td> <td style="text-align: center;">382 daN</td> <td style="text-align: center;">368 daN</td> <td style="text-align: center;">352 daN</td> <td style="text-align: center;">363 daN</td> </tr> <tr> <td><b>Déséquilibre</b> (&lt; 20%) :</td> <td colspan="2" style="text-align: center;">4 %</td> <td colspan="2" style="text-align: center;">4 %</td> </tr> <tr> <td><b>Forces de freinage (efficacité) :</b></td> <td style="text-align: center;">382 daN</td> <td style="text-align: center;">368 daN</td> <td style="text-align: center;">352 daN</td> <td style="text-align: center;">363 daN</td> </tr> <tr> <td>Taux d'efficacité globale (≥ 58%) : 80 %</td> <td colspan="4"></td> </tr> <tr> <td><b>Frein de stationnement</b> Taux d'efficacité (≥ 18%) : 34 %</td> <td colspan="4"></td> </tr> <tr> <td><b>Feux de croisement</b> (-0,5% à -2,5%):</td> <td style="text-align: center;">-2.5 %</td> <td style="text-align: center;">-2.3 %</td> <td colspan="2"></td> </tr> <tr> <td><b>Feux de brouillard avant</b> (-3.5% à -1%):</td> <td style="text-align: center;">-4.0 %</td> <td style="text-align: center;">-4.0 %</td> <td colspan="2"></td> </tr> </tbody> </table> |                                  |         |         | AVANT |  | ARRIERE |  | G | D | G | D | <b>Ripage</b> (-8 à +8 m/km): | +14.0 m/km |  |  |  | <b>Dissymétrie suspension</b> (≤ 30%): | 3 % |  | 1 % |  | <b>Force verticales :</b> | 1000 daN |  | 811 daN |  | <b>Frein de service</b> |  |  |  |  | Forces de freinage (déséquilibre) : | 382 daN | 368 daN | 352 daN | 363 daN | <b>Déséquilibre</b> (< 20%) : | 4 % |  | 4 % |  | <b>Forces de freinage (efficacité) :</b> | 382 daN | 368 daN | 352 daN | 363 daN | Taux d'efficacité globale (≥ 58%) : 80 % |  |  |  |  | <b>Frein de stationnement</b> Taux d'efficacité (≥ 18%) : 34 % |  |  |  |  | <b>Feux de croisement</b> (-0,5% à -2,5%): | -2.5 % | -2.3 % |  |  | <b>Feux de brouillard avant</b> (-3.5% à -1%): | -4.0 % | -4.0 % |  |  |
|   | AVANT  |                                  | ARRIERE |         |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
|   | G  | D                                | G       | D       |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
| <b>Ripage</b> (-8 à +8 m/km):   | +14.0 m/km   |                                  |         |         |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
| <b>Dissymétrie suspension</b> (≤ 30%):  | 3 %  |                                  | 1 %     |         |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
| <b>Force verticales :</b>   | 1000 daN   |                                  | 811 daN |         |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
| <b>Frein de service</b>   |  |                                  |         |         |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
| Forces de freinage (déséquilibre) :   | 382 daN  | 368 daN                          | 352 daN | 363 daN |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
| <b>Déséquilibre</b> (< 20%) :   | 4 %  |                                  | 4 %     |         |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
| <b>Forces de freinage (efficacité) :</b>  | 382 daN  | 368 daN                          | 352 daN | 363 daN |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
| Taux d'efficacité globale (≥ 58%) : 80 %  |  |                                  |         |         |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
| <b>Frein de stationnement</b> Taux d'efficacité (≥ 18%) : 34 %  |  |                                  |         |         |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
| <b>Feux de croisement</b> (-0,5% à -2,5%):  | -2.5 %   | -2.3 %                           |         |         |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |
| <b>Feux de brouillard avant</b> (-3.5% à -1%):  | -4.0 %   | -4.0 %                           |         |         |       |  |         |  |   |   |   |   |                               |            |  |  |  |  |     |  |     |  |                           |          |  |         |  |                         |  |  |  |  |                                     |         |         |         |         |                               |     |  |     |  |  |         |         |         |         |  |  |  |  |  |  |  |  |  |  |  |        |        |  |  |  |        |        |  |  |