

**PROCÈS-VERBAL**  
**DE CONTRÔLE TECHNIQUE**

N° d'imprimé : **Z A 13628976**

| NATURE DU CONTRÔLE<br>Contrôle technique périodique   | (3) DATE DU CONTRÔLE<br>21/01/2026 | N° DU PROCÈS-VERBAL<br>26000504 |        |        |         |   |   |   |   |                      |          |  |  |                               |    |    |                   |        |        |                  |  |  |                    |        |        |        |        |                      |    |  |    |                                 |        |        |        |        |                                  |     |  |  |                        |  |  |                           |  |  |  |  |  |                                    |       |       |                                       |       |       |
|---|------------------------------------|---------------------------------|--------|--------|---------|---|---|---|---|----------------------|----------|--|--|-------------------------------|----|----|-------------------|--------|--------|------------------|--|--|--------------------|--------|--------|--------|--------|----------------------|----|--|----|---------------------------------|--------|--------|--------|--------|----------------------------------|-----|--|--|------------------------|--|--|---------------------------|--|--|--|--|--|------------------------------------|-------|-------|---------------------------------------|-------|-------|
| (7) RÉSULTAT DU CONTRÔLE<br>Défavorable pour défaillances majeures  |                                    |                                 |        |        |         |   |   |   |   |                      |          |  |  |                               |    |    |                   |        |        |                  |  |  |                    |        |        |        |        |                      |    |  |    |                                 |        |        |        |        |                                  |     |  |  |                        |  |  |                           |  |  |  |  |  |                                    |       |       |                                       |       |       |
| (8) LIMITÉ DE VALIDITÉ DU CONTRÔLE RÉALISÉ<br>20/03/2026  |                                    |                                 |        |        |         |   |   |   |   |                      |          |  |  |                               |    |    |                   |        |        |                  |  |  |                    |        |        |        |        |                      |    |  |    |                                 |        |        |        |        |                                  |     |  |  |                        |  |  |                           |  |  |  |  |  |                                    |       |       |                                       |       |       |
| NATURE DU PROCHAIN CONTRÔLE<br>Contre-visite  |                                    |                                 |        |        |         |   |   |   |   |                      |          |  |  |                               |    |    |                   |        |        |                  |  |  |                    |        |        |        |        |                      |    |  |    |                                 |        |        |        |        |                                  |     |  |  |                        |  |  |                           |  |  |  |  |  |                                    |       |       |                                       |       |       |
| IDENTIFICATION DU CENTRE DE CONTRÔLE<br>N° D'AGRÉMENT : S031Z123  |                                    |                                 |        |        |         |   |   |   |   |                      |          |  |  |                               |    |    |                   |        |        |                  |  |  |                    |        |        |        |        |                      |    |  |    |                                 |        |        |        |        |                                  |     |  |  |                        |  |  |                           |  |  |  |  |  |                                    |       |       |                                       |       |       |
| (9) RAISON SOCIALE : AUTO CONTROLE 31   |                                    |                                 |        |        |         |   |   |   |   |                      |          |  |  |                               |    |    |                   |        |        |                  |  |  |                    |        |        |        |        |                      |    |  |    |                                 |        |        |        |        |                                  |     |  |  |                        |  |  |                           |  |  |  |  |  |                                    |       |       |                                       |       |       |
| (3) COORDONNÉES : ZAC GAROSSOS<br>31700 BEAUZELLE<br>Tel : 05.61.42.27.81   |                                    |                                 |        |        |         |   |   |   |   |                      |          |  |  |                               |    |    |                   |        |        |                  |  |  |                    |        |        |        |        |                      |    |  |    |                                 |        |        |        |        |                                  |     |  |  |                        |  |  |                           |  |  |  |  |  |                                    |       |       |                                       |       |       |
| (9) IDENTIFICATION DU CONTRÔLEUR<br>N° D'AGRÉMENT : 031F1384  |                                    |                                 |        |        |         |   |   |   |   |                      |          |  |  |                               |    |    |                   |        |        |                  |  |  |                    |        |        |        |        |                      |    |  |    |                                 |        |        |        |        |                                  |     |  |  |                        |  |  |                           |  |  |  |  |  |                                    |       |       |                                       |       |       |
| SIGNATURE :   |                                    |                                 |        |        |         |   |   |   |   |                      |          |  |  |                               |    |    |                   |        |        |                  |  |  |                    |        |        |        |        |                      |    |  |    |                                 |        |        |        |        |                                  |     |  |  |                        |  |  |                           |  |  |  |  |  |                                    |       |       |                                       |       |       |
| IDENTIFICATION DU VÉHICULE<br>(2) Immatriculation et pays Date d'immatriculation      Date de 1 <sup>ère</sup> mise en circulation<br>EC-829-GP (F)      09/07/2021      19/05/2016   |                                    |                                 |        |        |         |   |   |   |   |                      |          |  |  |                               |    |    |                   |        |        |                  |  |  |                    |        |        |        |        |                      |    |  |    |                                 |        |        |        |        |                                  |     |  |  |                        |  |  |                           |  |  |  |  |  |                                    |       |       |                                       |       |       |
| Marque      Désignation commerciale<br>NISSAN      QASHQAI  |                                    |                                 |        |        |         |   |   |   |   |                      |          |  |  |                               |    |    |                   |        |        |                  |  |  |                    |        |        |        |        |                      |    |  |    |                                 |        |        |        |        |                                  |     |  |  |                        |  |  |                           |  |  |  |  |  |                                    |       |       |                                       |       |       |
| (1) N° dans la série du type (VIN)      (5) Catégorie internationale      Genre<br>SJNFAAJ11U1619746      M1      VP  |                                    |                                 |        |        |         |   |   |   |   |                      |          |  |  |                               |    |    |                   |        |        |                  |  |  |                    |        |        |        |        |                      |    |  |    |                                 |        |        |        |        |                                  |     |  |  |                        |  |  |                           |  |  |  |  |  |                                    |       |       |                                       |       |       |
| Type/CNIT      Énergie<br>M10NSSVP026D048      GO   |                                    |                                 |        |        |         |   |   |   |   |                      |          |  |  |                               |    |    |                   |        |        |                  |  |  |                    |        |        |        |        |                      |    |  |    |                                 |        |        |        |        |                                  |     |  |  |                        |  |  |                           |  |  |  |  |  |                                    |       |       |                                       |       |       |
| Document(s) présenté(s)   |                                    |                                 |        |        |         |   |   |   |   |                      |          |  |  |                               |    |    |                   |        |        |                  |  |  |                    |        |        |        |        |                      |    |  |    |                                 |        |        |        |        |                                  |     |  |  |                        |  |  |                           |  |  |  |  |  |                                    |       |       |                                       |       |       |
| Photocopie du certificat d'immatriculation visée par un commissaire-priseur ou un huissier de justice   |                                    |                                 |        |        |         |   |   |   |   |                      |          |  |  |                               |    |    |                   |        |        |                  |  |  |                    |        |        |        |        |                      |    |  |    |                                 |        |        |        |        |                                  |     |  |  |                        |  |  |                           |  |  |  |  |  |                                    |       |       |                                       |       |       |
| (4) KILOMÉTRAGE RELEVÉ<br>239804  |                                    |                                 |        |        |         |   |   |   |   |                      |          |  |  |                               |    |    |                   |        |        |                  |  |  |                    |        |        |        |        |                      |    |  |    |                                 |        |        |        |        |                                  |     |  |  |                        |  |  |                           |  |  |  |  |  |                                    |       |       |                                       |       |       |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE<br>PROCÈS-VERBAL N° :      DATE :<br>N° D'AGRÉMENT DU CENTRE :   |                                    |                                 |        |        |         |   |   |   |   |                      |          |  |  |                               |    |    |                   |        |        |                  |  |  |                    |        |        |        |        |                      |    |  |    |                                 |        |        |        |        |                                  |     |  |  |                        |  |  |                           |  |  |  |  |  |                                    |       |       |                                       |       |       |
| <b>EC-829-GP</b><br><b>CT : 20/03/2026</b><br><b>N° d'agrément :</b> S031Z123<br><b>N° de série :</b> SJNFAAJ11U1619746<br><b>N° d'imprimé :</b> ZA13628976   |                                    |                                 |        |        |         |   |   |   |   |                      |          |  |  |                               |    |    |                   |        |        |                  |  |  |                    |        |        |        |        |                      |    |  |    |                                 |        |        |        |        |                                  |     |  |  |                        |  |  |                           |  |  |  |  |  |                                    |       |       |                                       |       |       |
| <b>MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES</b> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">AVANT</th> <th style="text-align: center;">ARRIERE</th> </tr> <tr> <th>G</th> <th>D</th> <th>G</th> <th>D</th> </tr> </thead> <tbody> <tr> <td>Ripage (-8 à +8m/km)</td> <td style="text-align: center;">-2.0m/km</td> <td></td> <td></td> </tr> <tr> <td>Dissymétrie suspension (=30%)</td> <td style="text-align: center;">2%</td> <td style="text-align: center;">1%</td> </tr> <tr> <td>Forces verticales</td> <td style="text-align: center;">872daN</td> <td style="text-align: center;">534daN</td> </tr> <tr> <td>Frein de service</td> <td></td> <td></td> </tr> <tr> <td>Force de freinage:</td> <td style="text-align: center;">346daN</td> <td style="text-align: center;">356daN</td> <td style="text-align: center;">202daN</td> <td style="text-align: center;">212daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%):</td> <td style="text-align: center;">3%</td> <td></td> <td style="text-align: center;">5%</td> </tr> <tr> <td>Force de freinage (efficacité):</td> <td style="text-align: center;">346daN</td> <td style="text-align: center;">356daN</td> <td style="text-align: center;">202daN</td> <td style="text-align: center;">212daN</td> </tr> <tr> <td>Taux d'efficacité global (=58%):</td> <td style="text-align: center;">79%</td> <td></td> <td></td> </tr> <tr> <td>Frein de stationnement</td> <td></td> <td></td> </tr> <tr> <td>Emissions à l'échappement</td> <td></td> <td></td> </tr> <tr> <td>Opacité des fumées (0.51m-1) C1: &lt;0.10 - C2: &lt;0.10</td> <td></td> <td></td> </tr> <tr> <td>Feux de croisement (-2.5% à -0.5%)</td> <td style="text-align: center;">-3.2%</td> <td style="text-align: center;">-3.3%</td> </tr> <tr> <td>Feux de brouillard AV (-3.5% à -1.0%)</td> <td style="text-align: center;">-4.0%</td> <td style="text-align: center;">-4.0%</td> </tr> </tbody> </table> |                                    |                                 |        | AVANT  | ARRIERE | G | D | G | D | Ripage (-8 à +8m/km) | -2.0m/km |  |  | Dissymétrie suspension (=30%) | 2% | 1% | Forces verticales | 872daN | 534daN | Frein de service |  |  | Force de freinage: | 346daN | 356daN | 202daN | 212daN | Déséquilibre (<20%): | 3% |  | 5% | Force de freinage (efficacité): | 346daN | 356daN | 202daN | 212daN | Taux d'efficacité global (=58%): | 79% |  |  | Frein de stationnement |  |  | Emissions à l'échappement |  |  | Opacité des fumées (0.51m-1) C1: <0.10 - C2: <0.10 |  |  | Feux de croisement (-2.5% à -0.5%) | -3.2% | -3.3% | Feux de brouillard AV (-3.5% à -1.0%) | -4.0% | -4.0% |
|   | AVANT                              | ARRIERE                         |        |        |         |   |   |   |   |                      |          |  |  |                               |    |    |                   |        |        |                  |  |  |                    |        |        |        |        |                      |    |  |    |                                 |        |        |        |        |                                  |     |  |  |                        |  |  |                           |  |  |  |  |  |                                    |       |       |                                       |       |       |
| G   | D                                  | G                               | D      |        |         |   |   |   |   |                      |          |  |  |                               |    |    |                   |        |        |                  |  |  |                    |        |        |        |        |                      |    |  |    |                                 |        |        |        |        |                                  |     |  |  |                        |  |  |                           |  |  |  |  |  |                                    |       |       |                                       |       |       |
| Ripage (-8 à +8m/km)  | -2.0m/km                           |                                 |        |        |         |   |   |   |   |                      |          |  |  |                               |    |    |                   |        |        |                  |  |  |                    |        |        |        |        |                      |    |  |    |                                 |        |        |        |        |                                  |     |  |  |                        |  |  |                           |  |  |  |  |  |                                    |       |       |                                       |       |       |
| Dissymétrie suspension (=30%)   | 2%                                 | 1%                              |        |        |         |   |   |   |   |                      |          |  |  |                               |    |    |                   |        |        |                  |  |  |                    |        |        |        |        |                      |    |  |    |                                 |        |        |        |        |                                  |     |  |  |                        |  |  |                           |  |  |  |  |  |                                    |       |       |                                       |       |       |
| Forces verticales   | 872daN                             | 534daN                          |        |        |         |   |   |   |   |                      |          |  |  |                               |    |    |                   |        |        |                  |  |  |                    |        |        |        |        |                      |    |  |    |                                 |        |        |        |        |                                  |     |  |  |                        |  |  |                           |  |  |  |  |  |                                    |       |       |                                       |       |       |
| Frein de service  |                                    |                                 |        |        |         |   |   |   |   |                      |          |  |  |                               |    |    |                   |        |        |                  |  |  |                    |        |        |        |        |                      |    |  |    |                                 |        |        |        |        |                                  |     |  |  |                        |  |  |                           |  |  |  |  |  |                                    |       |       |                                       |       |       |
| Force de freinage:  | 346daN                             | 356daN                          | 202daN | 212daN |         |   |   |   |   |                      |          |  |  |                               |    |    |                   |        |        |                  |  |  |                    |        |        |        |        |                      |    |  |    |                                 |        |        |        |        |                                  |     |  |  |                        |  |  |                           |  |  |  |  |  |                                    |       |       |                                       |       |       |
| Déséquilibre (<20%):  | 3%                                 |                                 | 5%     |        |         |   |   |   |   |                      |          |  |  |                               |    |    |                   |        |        |                  |  |  |                    |        |        |        |        |                      |    |  |    |                                 |        |        |        |        |                                  |     |  |  |                        |  |  |                           |  |  |  |  |  |                                    |       |       |                                       |       |       |
| Force de freinage (efficacité):   | 346daN                             | 356daN                          | 202daN | 212daN |         |   |   |   |   |                      |          |  |  |                               |    |    |                   |        |        |                  |  |  |                    |        |        |        |        |                      |    |  |    |                                 |        |        |        |        |                                  |     |  |  |                        |  |  |                           |  |  |  |  |  |                                    |       |       |                                       |       |       |
| Taux d'efficacité global (=58%):  | 79%                                |                                 |        |        |         |   |   |   |   |                      |          |  |  |                               |    |    |                   |        |        |                  |  |  |                    |        |        |        |        |                      |    |  |    |                                 |        |        |        |        |                                  |     |  |  |                        |  |  |                           |  |  |  |  |  |                                    |       |       |                                       |       |       |
| Frein de stationnement  |                                    |                                 |        |        |         |   |   |   |   |                      |          |  |  |                               |    |    |                   |        |        |                  |  |  |                    |        |        |        |        |                      |    |  |    |                                 |        |        |        |        |                                  |     |  |  |                        |  |  |                           |  |  |  |  |  |                                    |       |       |                                       |       |       |
| Emissions à l'échappement   |                                    |                                 |        |        |         |   |   |   |   |                      |          |  |  |                               |    |    |                   |        |        |                  |  |  |                    |        |        |        |        |                      |    |  |    |                                 |        |        |        |        |                                  |     |  |  |                        |  |  |                           |  |  |  |  |  |                                    |       |       |                                       |       |       |
| Opacité des fumées (0.51m-1) C1: <0.10 - C2: <0.10  |                                    |                                 |        |        |         |   |   |   |   |                      |          |  |  |                               |    |    |                   |        |        |                  |  |  |                    |        |        |        |        |                      |    |  |    |                                 |        |        |        |        |                                  |     |  |  |                        |  |  |                           |  |  |  |  |  |                                    |       |       |                                       |       |       |
| Feux de croisement (-2.5% à -0.5%)  | -3.2%                              | -3.3%                           |        |        |         |   |   |   |   |                      |          |  |  |                               |    |    |                   |        |        |                  |  |  |                    |        |        |        |        |                      |    |  |    |                                 |        |        |        |        |                                  |     |  |  |                        |  |  |                           |  |  |  |  |  |                                    |       |       |                                       |       |       |
| Feux de brouillard AV (-3.5% à -1.0%)   | -4.0%                              | -4.0%                           |        |        |         |   |   |   |   |                      |          |  |  |                               |    |    |                   |        |        |                  |  |  |                    |        |        |        |        |                      |    |  |    |                                 |        |        |        |        |                                  |     |  |  |                        |  |  |                           |  |  |  |  |  |                                    |       |       |                                       |       |       |