



# PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE



N° D'IMPRIMÉ C69178648

EXEMPLAIRE REMIS A L'USAGER

| NATURE DU CONTRÔLE   | (3) DATE DU CONTRÔLE   | N° DU PROCÈS-VERBAL  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |
|--|--|--|---------|---------|--|-------|--|---------|--|--|---|---|---|---|-------------------------|-----------|--|--|--|----------------------------------|-----|--|-----|--|---------------------|---------|--|---------|--|-------------------------|--|--|--|--|----------------------|---------|---------|---------|---------|-----------------------|-----|--|-----|--|-----------------------------------|---------|---------|---------|---------|------------------------------------|------|--|--|--|---|------|--|--|--|----------------------------------|--|--|--|--|-----------------------|-----|--|--|--|--------------------------------|--------|--|--|--|------------------------|-------|--|--|--|--|--------|--|--------|--|
| Contrôle technique périodique  | 01/04/2026   | 26061351   |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |
| (7) RÉSULTAT DU CONTRÔLE   | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ   |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |
| Défavorable pour défaillances majeures   | <p><b>Défaillances majeures :</b><br/>4.1.2.a.2. ORIENTATION (FEUX DE CROISEMENT) : L'orientation d'un feu de croisement n'est pas dans les limites prescrites par les exigences AVG, AVD<br/>5.2.3.d.2. PNEUMATIQUES : Pneumatique gravement endommagé, entaillé ou montage inadapté AVG, AVD</p> <p><b>Défaillances mineures :</b><br/>5.2.3.e.1. PNEUMATIQUES : Usure anormale ou présence d'un corps étranger ARD<br/>5.3.2.c.1. AMORTISSEURS : Protection défectueuse AVG, AVD</p>  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ   |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |
| 31/05/2026   |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |
| NATURE DU PROCHAIN CONTRÔLE  |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |
| Contre-visite  |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE   |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |
| N° D'AGRÉMENT : S033C324   |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |
| (9) RAISON SOCIALE : SARL AUTO BILAN BANLIEUE SUD  |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |
| (3) COORDONNÉES : 1 CHEMIN DE LA GRANGE<br>33650 MARTILLAC<br>TéI : 0556726262   |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |
| (9) IDENTIFICATION DU CONTRÔLEUR   |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |
| N° D'AGRÉMENT : 091C0438   |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |
| SIGNATURE :  |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |
| IDENTIFICATION DU VÉHICULE   |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |
| (2) Immatriculation et pays<br>FK-404-BN (F)   | Date d'immatriculation<br>10/03/2023   | Date de 1 <sup>ère</sup> mise en circulation<br>13/09/2019 |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |
| Marque<br>RENAULT  | Désignation commerciale<br>TWINGO  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |
| (1) N° dans la série du type (VIN)<br>VF1AH000363899522  | (5) Catégorie internationale<br>M1   | Genre<br>VP  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |
| Type/CNIT<br>M10RENVPA48S715   | Énergie<br>ES  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |
| Document(s) présenté(s)<br>Photocopie du certificat d'immatriculation visée par un commissaire-priseur ou un huissier de justice |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |
| (4) KILOMÉTRAGE RELEVÉ   | MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES   |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |
| 94627  | <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>Ripage (-8 à +8 m/km) :</td> <td colspan="4">-4.2 m/km</td> </tr> <tr> <td>Dissymétrie suspension (≤ 30%) :</td> <td colspan="2">9 %</td> <td colspan="2">1 %</td> </tr> <tr> <td>Forces verticales :</td> <td colspan="2">462 daN</td> <td colspan="2">517 daN</td> </tr> <tr> <td><b>Frein de service</b></td> <td colspan="4"></td> </tr> <tr> <td>Forces de freinage :</td> <td>169 daN</td> <td>165 daN</td> <td>154 daN</td> <td>162 daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%) :</td> <td colspan="2">3 %</td> <td colspan="2">5 %</td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>169 daN</td> <td>165 daN</td> <td>154 daN</td> <td>162 daN</td> </tr> <tr> <td>Taux d'efficacité global (≥58 %) :</td> <td colspan="4">66 %</td> </tr> <tr> <td><b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :</td> <td colspan="4">32 %</td> </tr> <tr> <td><b>Émissions à l'échappement</b></td> <td colspan="4"></td> </tr> <tr> <td>CO ralenti (≤0.3 %) :</td> <td colspan="4">0 %</td> </tr> <tr> <td>CO ralenti accéléré (≤0.2 %) :</td> <td colspan="4">0.04 %</td> </tr> <tr> <td>Lambda (0.97 à 1.03) :</td> <td colspan="4">1.021</td> </tr> <tr> <td>Feux de croisement (-2.5 % à -0.5 %) :</td> <td colspan="2">+2.0 %</td> <td colspan="2">+2.0 %</td> </tr> </tbody> </table> |  |         |         |  | AVANT |  | ARRIERE |  |  | G | D | G | D | Ripage (-8 à +8 m/km) : | -4.2 m/km |  |  |  | Dissymétrie suspension (≤ 30%) : | 9 % |  | 1 % |  | Forces verticales : | 462 daN |  | 517 daN |  | <b>Frein de service</b> |  |  |  |  | Forces de freinage : | 169 daN | 165 daN | 154 daN | 162 daN | Déséquilibre (<20%) : | 3 % |  | 5 % |  | Forces de freinage (efficacité) : | 169 daN | 165 daN | 154 daN | 162 daN | Taux d'efficacité global (≥58 %) : | 66 % |  |  |  | <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) : | 32 % |  |  |  | <b>Émissions à l'échappement</b> |  |  |  |  | CO ralenti (≤0.3 %) : | 0 % |  |  |  | CO ralenti accéléré (≤0.2 %) : | 0.04 % |  |  |  | Lambda (0.97 à 1.03) : | 1.021 |  |  |  | Feux de croisement (-2.5 % à -0.5 %) : | +2.0 % |  | +2.0 % |  |
|  | AVANT  |  | ARRIERE |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |
|  | G  | D  | G       | D       |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |
| Ripage (-8 à +8 m/km) :  | -4.2 m/km  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |
| Dissymétrie suspension (≤ 30%) :   | 9 %  |  | 1 %     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |
| Forces verticales :  | 462 daN  |  | 517 daN |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |
| <b>Frein de service</b>  |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |
| Forces de freinage :   | 169 daN  | 165 daN  | 154 daN | 162 daN |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |
| Déséquilibre (<20%) :  | 3 %  |  | 5 %     |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |
| Forces de freinage (efficacité) :  | 169 daN  | 165 daN  | 154 daN | 162 daN |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |
| Taux d'efficacité global (≥58 %) :   | 66 %   |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |
| <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :  | 32 %   |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |
| <b>Émissions à l'échappement</b>   |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |
| CO ralenti (≤0.3 %) :  | 0 %  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |
| CO ralenti accéléré (≤0.2 %) :   | 0.04 %   |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |
| Lambda (0.97 à 1.03) :   | 1.021  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |
| Feux de croisement (-2.5 % à -0.5 %) :   | +2.0 %   |  | +2.0 %  |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE   |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |
| PROCÈS-VERBAL N° :   | DATE :   |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |
| N° D'AGRÉMENT DU CENTRE :  |  |  |         |         |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |  |  |  |                                |        |  |  |  |                        |       |  |  |  |  |        |  |        |  |

