



# PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE

N° D'IMPRIMÉ C65086925

EXEMPLAIRE REMIS A L'USAGER

| NATURE DU CONTRÔLE   | (3) DATE DU CONTRÔLE  | N° DU PROCÈS-VERBAL  |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
|--|---|--|---------|---------|-------|--|---------|--|--|---|---|---|---|-------------------------|-----------|--|--|--|----------------------------------|-----|--|-----|--|---------------------|---------|--|---------|--|-------------------------|--|--|--|--|----------------------|---------|---------|---------|---------|-----------------------|-----|--|-----|--|-----------------------------------|---------|---------|---------|---------|------------------------------------|------|--|--|--|---|------|--|--|--|----------------------------------|--|--|--|--|-----------------------|-----|--------------------------------|-----|--|------------------------|-------|--|--|--|---|--------|--|--------|--|---|--------|--|--------|--|
| Contrôle technique périodique  | 18/08/2025  | 25056101   |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| (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</p> <p><b>Défaillances mineures :</b><br/>3.5.1.a.1. LAVE-GLACE DU PARE-BRISE : Mauvais fonctionnement<br/>4.5.2.a.1. RÉGLAGE (FEUX DE BROUILLARD AVANT) : Mauvaise orientation horizontale d'un feu de brouillard avant AVD<br/>5.2.3.h.1. PNEUMATIQUES : Le système de contrôle de la pression des pneumatiques fonctionne mal ou le pneumatique est manifestement sous-gonflé AVG, ARD, AVD, ARG<br/>5.3.2.c.1. AMORTISSEURS : Protection défectueuse AVG, AVD</p> <p><b>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 :</b> 14/02/2022 : 90568 km / 07/08/2025 : 143609 km</p>  |  |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ   |   |  |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| 17/10/2025   |   |  |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| NATURE DU PROCHAIN CONTRÔLE  |   |  |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Contre-visite  |   |  |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE   |   |  |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| N° D'AGRÈMENT : S033C324   |   |  |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| (9) RAISON SOCIALE : SARL AUTO BILAN BANLIEUE SUD  |   |  |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| (3) COORDONNÉES : 1 CHEMIN DE LA GRANGE<br>33650 MARTILLAC<br>Tél : 0556726262   |   |  |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| (9) IDENTIFICATION DU CONTRÔLEUR   |   |  |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| N° D'AGRÈMENT : 033C1356   |   |  |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| SIGNATURE :  |   |  |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| IDENTIFICATION DU VÉHICULE   |   |  |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| (2) Immatriculation et pays<br>ER-534-LH (F)   | Date d'immatriculation<br>23/10/2017  | Date de 1 <sup>ère</sup> mise en circulation<br>23/10/2017 |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Marque<br>MINI   | Désignation commerciale<br>MINI   |  |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| (1) N° dans la série du type (VIN)<br>WMWYU710103E31279  | (5) Catégorie internationale<br>M1  | Genre<br>VP  |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Type/CNIT<br>M10MN1VP006J785   | Énergie<br>EE   |  |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| 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  |  |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| 143650   | <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">+0.4 m/km</td> </tr> <tr> <td>Dissymétrie suspension (≤ 30%) :</td> <td colspan="2">5 %</td> <td colspan="2">9 %</td> </tr> <tr> <td>Forces verticales :</td> <td colspan="2">958 daN</td> <td colspan="2">801 daN</td> </tr> <tr> <td><b>Frein de service</b></td> <td colspan="4"></td> </tr> <tr> <td>Forces de freinage :</td> <td>323 daN</td> <td>329 daN</td> <td>278 daN</td> <td>287 daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%) :</td> <td colspan="2">2 %</td> <td colspan="2">4 %</td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>323 daN</td> <td>329 daN</td> <td>278 daN</td> <td>287 daN</td> </tr> <tr> <td>Taux d'efficacité global (≥58 %) :</td> <td colspan="4">69 %</td> </tr> <tr> <td><b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :</td> <td colspan="4">26 %</td> </tr> <tr> <td><b>Émissions à l'échappement</b></td> <td colspan="4"></td> </tr> <tr> <td>CO ralenti (≤0.3 %) :</td> <td>0 %</td> <td>CO ralenti accéléré (≤0.2 %) :</td> <td colspan="2">0 %</td> </tr> <tr> <td>Lambda (0.97 à 1.03) :</td> <td colspan="4">1.011</td> </tr> <tr> <td><b>Feux de croisement</b> (-2.5 % à -0.5 %) :</td> <td colspan="2">-0.1 %</td> <td colspan="2">-0.1 %</td> </tr> <tr> <td><b>Feux de brouillard avant</b> (-3.5 % à -1.0 %) :</td> <td colspan="2">-1.1 %</td> <td colspan="2">-0.7 %</td> </tr> </tbody> </table> |  |         |         | AVANT |  | ARRIERE |  |  | G | D | G | D | Ripage (-8 à +8 m/km) : | +0.4 m/km |  |  |  | Dissymétrie suspension (≤ 30%) : | 5 % |  | 9 % |  | Forces verticales : | 958 daN |  | 801 daN |  | <b>Frein de service</b> |  |  |  |  | Forces de freinage : | 323 daN | 329 daN | 278 daN | 287 daN | Déséquilibre (<20%) : | 2 % |  | 4 % |  | Forces de freinage (efficacité) : | 323 daN | 329 daN | 278 daN | 287 daN | Taux d'efficacité global (≥58 %) : | 69 % |  |  |  | <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) : | 26 % |  |  |  | <b>Émissions à l'échappement</b> |  |  |  |  | CO ralenti (≤0.3 %) : | 0 % | CO ralenti accéléré (≤0.2 %) : | 0 % |  | Lambda (0.97 à 1.03) : | 1.011 |  |  |  | <b>Feux de croisement</b> (-2.5 % à -0.5 %) : | -0.1 % |  | -0.1 % |  | <b>Feux de brouillard avant</b> (-3.5 % à -1.0 %) : | -1.1 % |  | -0.7 % |  |
|  | AVANT   |  | ARRIERE |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
|  | G   | D  | G       | D       |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Ripage (-8 à +8 m/km) :  | +0.4 m/km   |  |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Dissymétrie suspension (≤ 30%) :   | 5 %   |  | 9 %     |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Forces verticales :  | 958 daN   |  | 801 daN |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <b>Frein de service</b>  |   |  |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Forces de freinage :   | 323 daN   | 329 daN  | 278 daN | 287 daN |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Déséquilibre (<20%) :  | 2 %   |  | 4 %     |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Forces de freinage (efficacité) :  | 323 daN   | 329 daN  | 278 daN | 287 daN |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Taux d'efficacité global (≥58 %) :   | 69 %  |  |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :  | 26 %  |  |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <b>Émissions à l'échappement</b>   |   |  |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| CO ralenti (≤0.3 %) :  | 0 %   | CO ralenti accéléré (≤0.2 %) :                             | 0 %     |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| Lambda (0.97 à 1.03) :   | 1.011   |  |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <b>Feux de croisement</b> (-2.5 % à -0.5 %) :  | -0.1 %  |  | -0.1 %  |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| <b>Feux de brouillard avant</b> (-3.5 % à -1.0 %) :  | -1.1 %  |  | -0.7 %  |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE   |   |  |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| PROCÈS-VERBAL N° :   | DATE :  |  |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |
| N° D'AGRÈMENT DU CENTRE :  |   |  |         |         |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |     |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                       |     |                                |     |  |                        |       |  |  |  |   |        |  |        |  |   |        |  |        |  |

