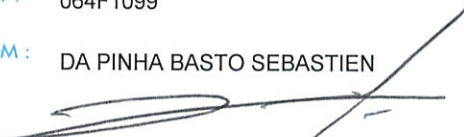




# PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE

N° D'IMPRIMÉ : ZP13252936

EXEMPLAIRE REMIS A L'USAGER

| NATURE DU CONTRÔLE   | (3) DATE DU CONTRÔLE   | N° DU PROCÈS-VERBAL            |           |                         |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
|--|--|--------------------------------|-----------|-------------------------|--|--|---------|--|---|---|---|---|------------------------|--|-----------|--|--|---------------------------------|--|----|--|----|---------------------|--|----------|--|----------|------------------|--|--|--|--|----------------------|---------|---------|---------|---------|----------------------------------|---------|---------|---------|---------|-----------------------|--|----|--|----|-----------------------------------|--|----|--|--|------------------------|--|--------------------------------|--|--|---------------------------|--|--|--|--|--------------------------------|-----------|-----------|-----------|----------------|------------------------------------|--|-------|--|-------|
| CT Sanitaire   | 28/05/2021   | 21007251                       |           |                         |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| (7) RÉSULTAT DU CONTRÔLE   | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ   |                                |           |                         |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| Favorable  | <p><b>DÉFAILLANCES MINEURES</b></p> <p>6.2.1.a.1. ÉTAT DE LA CABINE ET DE LA CARROSSERIE : Panneau ou élément endommagé (G)</p> <p>8.2.22.c.1. OPACITÉ : Le relevé du système OBD indique une anomalie du dispositif antipollution, sans dysfonctionnement important</p> <p>Code(s) défaut(s) standard(s) relevé(s) concernant le dispositif antipollution : P0181 P0090</p> <p>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 : 19/06/2018 : 86346 km / 14/06/2019 : 93138 km / 03/06/2020 : 99010 km</p>  |                                |           |                         |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ   |  |                                |           |                         |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| 27/05/2022   |  |                                |           |                         |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| NATURE DU PROCHAIN CONTRÔLE  |  |                                |           |                         |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| Contrôle technique périodique  |  |                                |           |                         |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| IDENTIFICATION DU CENTRE DE CONTRÔLE   |  |                                |           |                         |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| N° D'AGRÈMENT : S064Z114   |  |                                |           |                         |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| (9) RAISON SOCIALE : Contrôle Technique Serrois  |  |                                |           |                         |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| (3) COORDONNÉES : ZI Rue d'Artouste  |  |                                |           |                         |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| 64121 SERRES CASTET<br>Tel:05 59 12 88 51 Fax:05 59 12 88 76                                   |  |                                |           |                         |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| (9) IDENTIFICATION DU CONTRÔLEUR   |  |                                |           |                         |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| N° D'AGRÈMENT : 064F1099   |  |                                |           |                         |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| NOM ET PRÉNOM : DA PINHA BASTO SEBASTIEN   |  |                                |           |                         |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| SIGNATURE :  |  |                                |           |                         |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
|  |  |                                |           |                         |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| IDENTIFICATION DU VÉHICULE   |  |                                |           |                         |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| (2) Immatriculation et pays  |  |                                |           | Date d'immatriculation  | Date de 1 <sup>ère</sup> mise en circulation |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| AC-435-EC (F)  |  |                                |           | 28/07/2009              | 28/07/2009                                   |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| Marque   |  |                                |           | Désignation commerciale |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| PEUGEOT  |  |                                |           | BOXER                   |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| (1) N° dans la série du type (VIN)   | (5) Catégorie internationale   | Genre                          |           |                         |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| VF3YCBMFC11645798  | M1   | VASP                           |           |                         |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| Type/CNIT  | Énergie  |                                |           |                         |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| YCBMFC/BXMOD   | GO   |                                |           |                         |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| Document(s) présent(s)   |  |                                |           |                         |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| Certificat d'immatriculation   |  |                                |           |                         |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| (4) KILOMÉTRAGE RELEVÉ   | MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES   |                                |           |                         |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| 100047   | <table border="1"> <thead> <tr> <th rowspan="2"></th> <th colspan="2">AVANT</th> <th colspan="2">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></td> <td>+3.4 m/km</td> <td></td> <td></td> </tr> <tr> <td>Dissymétrie suspension (≤30%) :</td> <td></td> <td>0%</td> <td></td> <td>2%</td> </tr> <tr> <td>Forces verticales :</td> <td></td> <td>1646 daN</td> <td></td> <td>1398 daN</td> </tr> <tr> <td>Frein de service</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Forces de freinage :</td> <td>568 daN</td> <td>553 daN</td> <td>510 daN</td> <td>512 daN</td> </tr> <tr> <td>Forces de freinage (efficacité):</td> <td>568 daN</td> <td>553 daN</td> <td>510 daN</td> <td>512 daN</td> </tr> <tr> <td>Déséquilibre (≤20%) :</td> <td></td> <td>3%</td> <td></td> <td>1%</td> </tr> <tr> <td>Taux d'efficacité global (≥50%) :</td> <td></td> <td>70</td> <td></td> <td></td> </tr> <tr> <td>Frein de stationnement</td> <td></td> <td>Taux d'efficacité (≥18%) : 29%</td> <td></td> <td></td> </tr> <tr> <td>Émissions à l'échappement</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Opacité des fumées (≤1.50 m-1)</td> <td>C4 : 0.67</td> <td>C5 : 0.54</td> <td>C6 : 0.47</td> <td>Moyenne : 0.57</td> </tr> <tr> <td>Feux de croisement (-3.0% à -1.0%)</td> <td></td> <td>-1.4%</td> <td></td> <td>-1.4%</td> </tr> </tbody> </table> |                                |           |                         | AVANT  |  | ARRIERE |  | G | D | G | D | Ripage (-8 à +8m/km) : |  | +3.4 m/km |  |  | Dissymétrie suspension (≤30%) : |  | 0% |  | 2% | Forces verticales : |  | 1646 daN |  | 1398 daN | Frein de service |  |  |  |  | Forces de freinage : | 568 daN | 553 daN | 510 daN | 512 daN | Forces de freinage (efficacité): | 568 daN | 553 daN | 510 daN | 512 daN | Déséquilibre (≤20%) : |  | 3% |  | 1% | Taux d'efficacité global (≥50%) : |  | 70 |  |  | Frein de stationnement |  | Taux d'efficacité (≥18%) : 29% |  |  | Émissions à l'échappement |  |  |  |  | Opacité des fumées (≤1.50 m-1) | C4 : 0.67 | C5 : 0.54 | C6 : 0.47 | Moyenne : 0.57 | Feux de croisement (-3.0% à -1.0%) |  | -1.4% |  | -1.4% |
|  | AVANT  |                                | ARRIERE   |                         |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
|  | G  | D                              | G         | D                       |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| Ripage (-8 à +8m/km) :   |  | +3.4 m/km                      |           |                         |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| Dissymétrie suspension (≤30%) :  |  | 0%                             |           | 2%                      |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| Forces verticales :  |  | 1646 daN                       |           | 1398 daN                |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| Frein de service   |  |                                |           |                         |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| Forces de freinage :   | 568 daN  | 553 daN                        | 510 daN   | 512 daN                 |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| Forces de freinage (efficacité):   | 568 daN  | 553 daN                        | 510 daN   | 512 daN                 |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| Déséquilibre (≤20%) :  |  | 3%                             |           | 1%                      |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| Taux d'efficacité global (≥50%) :  |  | 70                             |           |                         |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| Frein de stationnement   |  | Taux d'efficacité (≥18%) : 29% |           |                         |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| Émissions à l'échappement  |  |                                |           |                         |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| Opacité des fumées (≤1.50 m-1)   | C4 : 0.67  | C5 : 0.54                      | C6 : 0.47 | Moyenne : 0.57          |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| Feux de croisement (-3.0% à -1.0%)   |  | -1.4%                          |           | -1.4%                   |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE   |  |                                |           |                         |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| PROCÈS-VERBAL N° :   | DATE :   |                                |           |                         |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |
| N° D'AGRÈMENT DU CENTRE :  |  |                                |           |                         |  |  |         |  |   |   |   |   |                        |  |           |  |  |                                 |  |    |  |    |                     |  |          |  |          |                  |  |  |  |  |                      |         |         |         |         |                                  |         |         |         |         |                       |  |    |  |    |                                   |  |    |  |  |                        |  |                                |  |  |                           |  |  |  |  |                                |           |           |           |                |                                    |  |       |  |       |