



# PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE

N° D'IMPRIMÉ C71190207

EXEMPLAIRE REMIS A L'USAGER

| NATURE DU CONTRÔLE   | (3) DATE DU CONTRÔLE   | N° DU PROCÈS-VERBAL  |             |                  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |             |                  |   |        |  |        |  |   |        |  |        |  |
|--|--|--|-------------|------------------|--|--|-------|--|---------|--|--|---|---|---|---|-------------------------|-----------|--|--|--|----------------------------------|------|--|-----|--|---------------------|---------|--|---------|--|-------------------------|--|--|--|--|----------------------|---------|---------|---------|---------|-----------------------|-----|--|-----|--|-----------------------------------|---------|---------|---------|---------|------------------------------------|------|--|--|--|---|------|--|--|--|----------------------------------|--|--|--|--|------------------------------|-------------|-------------|-------------|------------------|---|--------|--|--------|--|---|--------|--|--------|--|
| Contrôle technique périodique  | 04/05/2026   | 26040377   |             |                  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |             |                  |   |        |  |        |  |   |        |  |        |  |
| (7) RÉSULTAT DU CONTRÔLE   | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ   |  |             |                  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |             |                  |   |        |  |        |  |   |        |  |        |  |
| Défavorable pour défaillances majeures   | <p><b>Défaillances majeures :</b><br/>           3.3.1.b.2. MIROIRS OU DISPOSITIFS RÉTROVISEURS : Miroir ou dispositif inopérant, fortement endommagé ou mal fixé G, D<br/>           4.11.1.b.2. CÂBLAGE ÉLECTRIQUE (BASSE TENSION) : Câblage fortement détérioré AR<br/>           5.2.3.b.2. PNEUMATIQUES : Pneumatiques de taille différente sur un même essieu ou sur des roues jumelées ou de types différents sur un même essieu ARD<br/>           5.2.3.e.2. PNEUMATIQUES : L'indicateur d'usure de la profondeur des sculptures est atteint AVG, AVD<br/>           6.1.4.a.2. PARE-CHOCs, PROTECTION LATÉRALE ET DISPOSITIFS ANTI-ENCASTREMENT ARRIÈRE : Mauvaise fixation ou endommagement susceptible de causer des blessures en cas de contact AV</p> <p><b>Défaillances mineures :</b><br/>           1.1.14.a.1. TAMBOURS DE FREINS, DISQUES DE FREINS : Disque ou tambour légèrement usé AVG, AVD<br/>           4.5.2.a.1. RÉGLAGE (FEUX DE BROUILLARD AVANT) : Mauvaise orientation horizontale d'un feu de brouillard avant AVG<br/>           6.2.1.a.1. ÉTAT DE LA CABINE ET DE LA CARROSSERIE : Panneau ou élément endommagé G, AV, AR, D<br/>           8.2.22.c.1. OPACITÉ : Le relevé du système OBD indique une anomalie du dispositif antipollution, sans dysfonctionnement important<br/>           Code(s) défaut(s) standard(s) relevé(s) concernant le dispositif antipollution : P20FF</p> <p><b>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 :</b> 14/06/2023 : 52513 km</p>  |  |             |                  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |             |                  |   |        |  |        |  |   |        |  |        |  |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ   |  |  |             |                  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |             |                  |   |        |  |        |  |   |        |  |        |  |
| 03/07/2026   |  |  |             |                  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |             |                  |   |        |  |        |  |   |        |  |        |  |
| NATURE DU PROCHAIN CONTRÔLE  |  |  |             |                  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |             |                  |   |        |  |        |  |   |        |  |        |  |
| Contre-visite  |  |  |             |                  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |             |                  |   |        |  |        |  |   |        |  |        |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE   |  |  |             |                  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |             |                  |   |        |  |        |  |   |        |  |        |  |
| N° D'AGRÈMENT : S006C169   |  |  |             |                  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |             |                  |   |        |  |        |  |   |        |  |        |  |
| (9) RAISON SOCIALE : SAS AUTO BILAN SLV  |  |  |             |                  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |             |                  |   |        |  |        |  |   |        |  |        |  |
| (3) COORDONNÉES : 55 RUE CLAUDE BERNARD<br>ZI SECTEUR C7<br>06700 SAINT LAURENT DU VAR<br>Tél : 0492042020 |  |  |             |                  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |             |                  |   |        |  |        |  |   |        |  |        |  |
| (9) IDENTIFICATION DU CONTRÔLEUR   |  |  |             |                  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |             |                  |   |        |  |        |  |   |        |  |        |  |
| N° D'AGRÈMENT : 006C1259   |  |  |             |                  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |             |                  |   |        |  |        |  |   |        |  |        |  |
| SIGNATURE :  |  |  |             |                  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |             |                  |   |        |  |        |  |   |        |  |        |  |
| IDENTIFICATION DU VÉHICULE   |  |  |             |                  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |             |                  |   |        |  |        |  |   |        |  |        |  |
| (2) Immatriculation et pays<br>FH-916-PW (F)   | Date d'immatriculation<br>04/07/2019   | Date de 1 <sup>ère</sup> mise en circulation<br>04/07/2019 |             |                  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |             |                  |   |        |  |        |  |   |        |  |        |  |
| Marque<br>DACIA  | Désignation commerciale<br>DUSTER  |  |             |                  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |             |                  |   |        |  |        |  |   |        |  |        |  |
| (1) N° dans la série du type (VIN)<br>VF1HJD40661884173  | (5) Catégorie internationale<br>M1   | Genre<br>VP  |             |                  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |             |                  |   |        |  |        |  |   |        |  |        |  |
| Type/CNIT<br>M10DACVP001D408   | Énergie<br>GO  |  |             |                  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |             |                  |   |        |  |        |  |   |        |  |        |  |
| Document(s) présenté(s)<br>Copie du certificat d'immatriculation visée par un vendeur professionnel        |  |  |             |                  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |             |                  |   |        |  |        |  |   |        |  |        |  |
| (4) KILOMÉTRAGE RELEVÉ   | MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES   |  |             |                  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |             |                  |   |        |  |        |  |   |        |  |        |  |
| 109103   | <table border="1"> <thead> <tr> <th></th> <th colspan="2">AVANT</th> <th colspan="2">ARRIÈRE</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">-1.7 m/km</td> </tr> <tr> <td>Dissymétrie suspension (≤ 30%) :</td> <td colspan="2">11 %</td> <td colspan="2">4 %</td> </tr> <tr> <td>Forces verticales :</td> <td colspan="2">862 daN</td> <td colspan="2">635 daN</td> </tr> <tr> <td><b>Frein de service</b></td> <td colspan="4"></td> </tr> <tr> <td>Forces de freinage :</td> <td>351 daN</td> <td>343 daN</td> <td>224 daN</td> <td>221 daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%) :</td> <td colspan="2">3 %</td> <td colspan="2">2 %</td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>351 daN</td> <td>343 daN</td> <td>224 daN</td> <td>221 daN</td> </tr> <tr> <td>Taux d'efficacité global (≥58 %) :</td> <td colspan="4">76 %</td> </tr> <tr> <td><b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :</td> <td colspan="4">21 %</td> </tr> <tr> <td><b>Émissions à l'échappement</b></td> <td colspan="4"></td> </tr> <tr> <td>Opacité des fumées(0.51 m-1)</td> <td>C3:&lt;0.1 m-1</td> <td>C4:&lt;0.1 m-1</td> <td>C5:&lt;0.1 m-1</td> <td>Moyenne:&lt;0.1 m-1</td> </tr> <tr> <td><b>Feux de croisement</b> (-2.5 % à -0.5 %) :</td> <td colspan="2">-2.3 %</td> <td colspan="2">-1.3 %</td> </tr> <tr> <td><b>Feux de brouillard avant</b> (-3.5 % à -1.0 %) :</td> <td colspan="2">-4.0 %</td> <td colspan="2">-1.5 %</td> </tr> </tbody> </table> |  |             |                  |  |  | AVANT |  | ARRIÈRE |  |  | G | D | G | D | Ripage (-8 à +8 m/km) : | -1.7 m/km |  |  |  | Dissymétrie suspension (≤ 30%) : | 11 % |  | 4 % |  | Forces verticales : | 862 daN |  | 635 daN |  | <b>Frein de service</b> |  |  |  |  | Forces de freinage : | 351 daN | 343 daN | 224 daN | 221 daN | Déséquilibre (<20%) : | 3 % |  | 2 % |  | Forces de freinage (efficacité) : | 351 daN | 343 daN | 224 daN | 221 daN | Taux d'efficacité global (≥58 %) : | 76 % |  |  |  | <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) : | 21 % |  |  |  | <b>Émissions à l'échappement</b> |  |  |  |  | Opacité des fumées(0.51 m-1) | C3:<0.1 m-1 | C4:<0.1 m-1 | C5:<0.1 m-1 | Moyenne:<0.1 m-1 | <b>Feux de croisement</b> (-2.5 % à -0.5 %) : | -2.3 % |  | -1.3 % |  | <b>Feux de brouillard avant</b> (-3.5 % à -1.0 %) : | -4.0 % |  | -1.5 % |  |
|  | AVANT  |  | ARRIÈRE     |                  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |             |                  |   |        |  |        |  |   |        |  |        |  |
|  | G  | D  | G           | D                |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |             |                  |   |        |  |        |  |   |        |  |        |  |
| Ripage (-8 à +8 m/km) :  | -1.7 m/km  |  |             |                  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |             |                  |   |        |  |        |  |   |        |  |        |  |
| Dissymétrie suspension (≤ 30%) :   | 11 %   |  | 4 %         |                  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |             |                  |   |        |  |        |  |   |        |  |        |  |
| Forces verticales :  | 862 daN  |  | 635 daN     |                  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |             |                  |   |        |  |        |  |   |        |  |        |  |
| <b>Frein de service</b>  |  |  |             |                  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |             |                  |   |        |  |        |  |   |        |  |        |  |
| Forces de freinage :   | 351 daN  | 343 daN  | 224 daN     | 221 daN          |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |             |                  |   |        |  |        |  |   |        |  |        |  |
| Déséquilibre (<20%) :  | 3 %  |  | 2 %         |                  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |             |                  |   |        |  |        |  |   |        |  |        |  |
| Forces de freinage (efficacité) :  | 351 daN  | 343 daN  | 224 daN     | 221 daN          |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |             |                  |   |        |  |        |  |   |        |  |        |  |
| Taux d'efficacité global (≥58 %) :   | 76 %   |  |             |                  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |             |                  |   |        |  |        |  |   |        |  |        |  |
| <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :  | 21 %   |  |             |                  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |             |                  |   |        |  |        |  |   |        |  |        |  |
| <b>Émissions à l'échappement</b>   |  |  |             |                  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |             |                  |   |        |  |        |  |   |        |  |        |  |
| Opacité des fumées(0.51 m-1)   | C3:<0.1 m-1  | C4:<0.1 m-1  | C5:<0.1 m-1 | Moyenne:<0.1 m-1 |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |             |                  |   |        |  |        |  |   |        |  |        |  |
| <b>Feux de croisement</b> (-2.5 % à -0.5 %) :  | -2.3 %   |  | -1.3 %      |                  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |             |                  |   |        |  |        |  |   |        |  |        |  |
| <b>Feux de brouillard avant</b> (-3.5 % à -1.0 %) :  | -4.0 %   |  | -1.5 %      |                  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |             |                  |   |        |  |        |  |   |        |  |        |  |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE   |  |  |             |                  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |             |                  |   |        |  |        |  |   |        |  |        |  |
| PROCÈS-VERBAL N° : DATE :  |  |  |             |                  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |             |                  |   |        |  |        |  |   |        |  |        |  |
| N° D'AGRÈMENT DU CENTRE :  |  |  |             |                  |  |  |       |  |         |  |  |   |   |   |   |                         |           |  |  |  |                                  |      |  |     |  |                     |         |  |         |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                              |             |             |             |                  |   |        |  |        |  |   |        |  |        |  |