



# PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE

Auto  
Sécurité

Exemplaire conservé par le centre

N° D'IMPRIMÉ C 68039310

| NATURE DU CONTRÔLE  |                              | (3) DATE DU CONTRÔLE   | N° DU PROCÈS-VERBAL |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
|---|------------------------------|--|---------------------|---------|--|-------|--|---------|--|--|---|---|---|---|--------------------------------|--|-----------|--|--|---|------|--|-----|--|----------------------------|----------|--|----------|--|-------------------------|--|--|--|--|----------------------|---------|---------|---------|---------|-----------------------|-----|--|-----|--|-----------------------------------|---------|---------|---------|---------|------------------------------------|------|--|--|--|---|------|--|--|--|----------------------------------|--|--|--|--|-------------------------------|-------------------------|--|--|--|---|--------|--|--|--|
| Contrôle technique périodique   |                              | 16/04/2026   | 26057213            |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| (7) RÉSULTAT DU CONTRÔLE  |                              | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| Défavorable pour défaillances majeures  |                              | <p><b>Défaillances majeures :</b></p> <p>4.1.1.a.2. ÉTAT ET FONCTIONNEMENT (PHARES) : Lampe/ source lumineuse défectueuse ou manquante : visibilité fortement réduite AVG</p> <p>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 AVD</p> <p><b>Défaillances mineures :</b></p> <p>4.4.1.b.1. ÉTAT ET FONCTIONNEMENT (INDICATEURS DE DIRECTION ET FEUX DE SIGNAL DE DÉTRESSE) : Glace légèrement défectueuse (pas d'influence sur la lumière émise) G, D</p> <p>6.2.1.a.1. ÉTAT DE LA CABINE ET DE LA CARROSSERIE : Panneau ou élément endommagé AVD</p> <p>6.2.9.c.1. AUTRES ÉQUIPEMENTS ET AMÉNAGEMENTS INTÉRIEURS ET EXTÉRIEURS : Équipement hydraulique non étanche C, AR</p> <p>6.2.10.a.1. GARDE-BOUE, DISPOSITIFS ANTI-PROJECTIONS : Manquants, mal fixés ou gravement rouillés AVG</p> <p>6.2.13.b.1. AUTRES OUVRANTS : Détérioration AV</p> <p><b>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 :</b> 12/06/2018 : 44883 km / 12/06/2019 : 51800 km / 18/06/2020 : 57982 km / 14/06/2021 : 62010 km / 10/06/2022 : 64732 km / 14/06/2023 : 66431 km / 17/06/2024 : 68145 km / 12/06/2025 : 69713 km</p>   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ  |                              |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| 15/06/2026  |                              |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| NATURE DU PROCHAIN CONTRÔLE   |                              |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| Contre-visite   |                              |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| IDENTIFICATION DU CENTRE DE CONTRÔLE  |                              |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| N° D'AGRÈMENT : S084C157  |                              |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| (9)RAISON SOCIALE : SARL AUTOSECURITE MAUBEC  |                              |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| (3) COORDONNÉES : 430 A ROUTE DE CAVAILLON<br>84660 MAUBEC<br>Tél : 04 32 52 17 32                    |                              |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| (9) IDENTITÉ DU CONTRÔLEUR  |                              |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| N° D'AGRÈMENT : 084D1028  |                              |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| SIGNATURE :   |                              |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| IDENTIFICATION DU VÉHICULE  |                              |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| (2) Immatriculation et pays   | Date d'immatriculation       | Date de 1ère mise en circulation   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| AV-886-JG (F)   | 21/06/2010                   | 21/06/2010   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| Marque  | Désignation commerciale      |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| IVECO   | MX200                        |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| (1) N° dans la série du type (VIN)  | (5) Catégorie internationale | Genre  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| ZCFC3571205829241   | N1                           | VASP   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| Type / CNIT   | Energie                      |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| 35S11B43A37/MOD   | GO                           |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| Document(s) présenté(s)   |                              |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| Photocopie du certificat d'immatriculation visée par un commissaire-priseur ou un huissier de justice |                              |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| (4)KILOMÉTRAGE RELEVÉ   |                              | MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES   |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| 70831   |                              | <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><b>Ripage</b> (-8 à +8 m/km) :</td> <td></td> <td>-0.8 m/km</td> <td></td> <td></td> </tr> <tr> <td><b>Dissymétrie suspension</b> (≤ 30%) :</td> <td>12 %</td> <td></td> <td>4 %</td> <td></td> </tr> <tr> <td><b>Forces verticales</b> :</td> <td>1510 daN</td> <td></td> <td>1981 daN</td> <td></td> </tr> <tr> <td><b>Frein de service</b></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Forces de freinage :</td> <td>532 daN</td> <td>488 daN</td> <td>532 daN</td> <td>536 daN</td> </tr> <tr> <td>Déséquilibre (&lt;20%) :</td> <td>9 %</td> <td></td> <td>1 %</td> <td></td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>532 daN</td> <td>488 daN</td> <td>532 daN</td> <td>536 daN</td> </tr> <tr> <td>Taux d'efficacité global (≥50 %) :</td> <td colspan="4">59 %</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>Opacité des fumées(1.5 m-1) :</td> <td colspan="4">C1:&lt;0.1 m-1 C2:&lt;0.1 m-1</td> </tr> <tr> <td><b>Feux de croisement</b> (-2.5 % à -0.5 %) :</td> <td colspan="4">+1.0 %</td> </tr> </tbody> </table> |                     |         |  | AVANT |  | ARRIERE |  |  | G | D | G | D | <b>Ripage</b> (-8 à +8 m/km) : |  | -0.8 m/km |  |  | <b>Dissymétrie suspension</b> (≤ 30%) : | 12 % |  | 4 % |  | <b>Forces verticales</b> : | 1510 daN |  | 1981 daN |  | <b>Frein de service</b> |  |  |  |  | Forces de freinage : | 532 daN | 488 daN | 532 daN | 536 daN | Déséquilibre (<20%) : | 9 % |  | 1 % |  | Forces de freinage (efficacité) : | 532 daN | 488 daN | 532 daN | 536 daN | Taux d'efficacité global (≥50 %) : | 59 % |  |  |  | <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) : | 26 % |  |  |  | <b>Émissions à l'échappement</b> |  |  |  |  | Opacité des fumées(1.5 m-1) : | C1:<0.1 m-1 C2:<0.1 m-1 |  |  |  | <b>Feux de croisement</b> (-2.5 % à -0.5 %) : | +1.0 % |  |  |  |
|   | AVANT                        |  | ARRIERE             |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
|   | G                            | D  | G                   | D       |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| <b>Ripage</b> (-8 à +8 m/km) :  |                              | -0.8 m/km  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| <b>Dissymétrie suspension</b> (≤ 30%) :   | 12 %                         |  | 4 %                 |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| <b>Forces verticales</b> :  | 1510 daN                     |  | 1981 daN            |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| <b>Frein de service</b>   |                              |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| Forces de freinage :  | 532 daN                      | 488 daN  | 532 daN             | 536 daN |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| Déséquilibre (<20%) :   | 9 %                          |  | 1 %                 |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| Forces de freinage (efficacité) :   | 532 daN                      | 488 daN  | 532 daN             | 536 daN |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| Taux d'efficacité global (≥50 %) :  | 59 %                         |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| <b>Frein de stationnement</b> Taux d'efficacité (≥18 %) :   | 26 %                         |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| <b>Émissions à l'échappement</b>  |                              |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| Opacité des fumées(1.5 m-1) :   | C1:<0.1 m-1 C2:<0.1 m-1      |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| <b>Feux de croisement</b> (-2.5 % à -0.5 %) :   | +1.0 %                       |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| INFORMATION SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE   |                              |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| PROCÈS-VERBAL N° :  | DATE :                       |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| N° D'AGRÈMENT DU CENTRE :   |                              |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| <p><b>AV-886-JG</b></p> <p><b>CT:15/06/2026</b></p>   |                              |  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |
| <p>N° D'AGRÈMENT : S084C157</p> <p>N° SÉRIE : ZCFC3571205829241</p> <p>N° D'IMPRIMÉ : C68039310</p>   |                              | <p>S084C157</p> <p>26057213</p> <p>XXXXXXXXXX</p>  |                     |         |  |       |  |         |  |  |   |   |   |   |                                |  |           |  |  |   |      |  |     |  |                            |          |  |          |  |                         |  |  |  |  |                      |         |         |         |         |                       |     |  |     |  |                                   |         |         |         |         |                                    |      |  |  |  |   |      |  |  |  |                                  |  |  |  |  |                               |                         |  |  |  |   |        |  |  |  |