

INDEPENDENT BATTERY CERTIFICATE



CERTIFICATE NUMBER: 3C8ED908-CBE4-4E19-BB0E-5A4CAF14CBE

VEHICLE

BRAND: Citroën
MODEL: ë-C4 - 50 kWh

MILEAGE: 51,828 km
VIN: VR7BCZKXCPE010829
DATE AND TIME:
16.01.2026, 09:30:01

EXECUTED BY: Carla AB

RESULTS

STATE OF HEALTH (SOH)

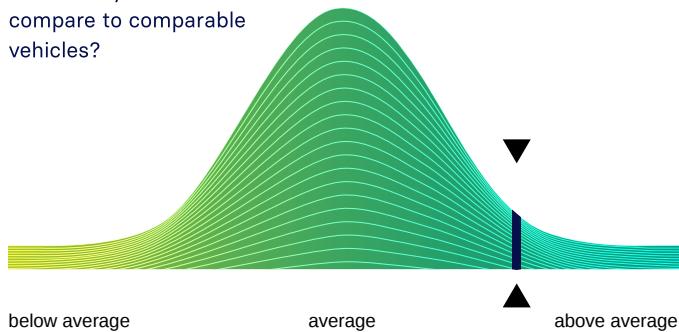
96.9 %

ENERGY 45kWh | 46kWh
WLTP RANGE 343km | 354km

RATING

BENCHMARKING

How does your vehicle
compare to comparable
vehicles?



CHECKS

Battery Management System (BMS)	✓
Battery Sensor	✓
Battery Measurements	✓
Battery Cell Voltages	✓
Vehicle Communication	✓



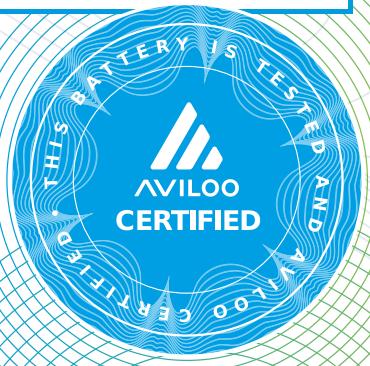
EVALUATION

EXCELLENT HEALTH - NO ABNORMALITIES DETECTED

Based on the detailed battery diagnostics performed with the AVILOO FLASH Test, we hereby certify that the drive battery of this vehicle is in excellent condition.

The drive battery is therefore officially AVILOO Certified.

Dr. Marcus Berger, CEO



Gross	Net (Nominal)	Usable
Current: 48.5kWh	44.6kWh	42.7kWh
New: 50.0kWh	46.0kWh	44.0kWh

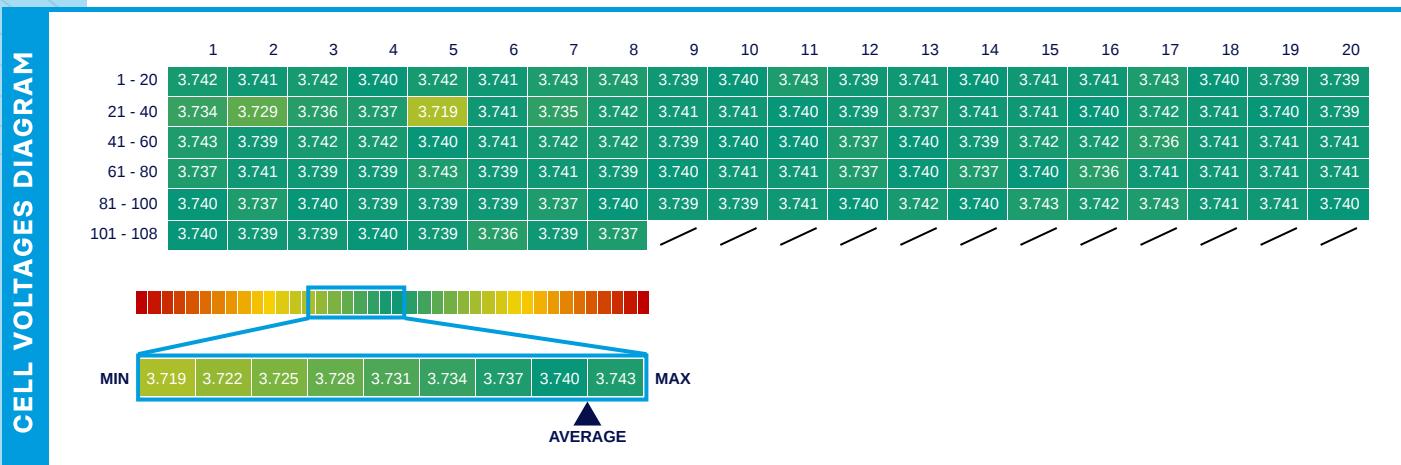
WLTP	Typical
Current: 339-343km	250km
New: 350-354km	257km

AVILOO Box connected.	09:29:58
FLASH Test started.	✓
Vehicle detected.	✓
Starting data acquisition.	✓
Finished data acquisition.	✓
Analyzing data.	✓
Analysis completed.	✓

Voltage Sensor	✓
Current Sensor	✓
Temperature Sensors	✓
Cell Voltage Sensors	✓

BMS	Value	Status
BMS State of Charge (SoC)*:	57%	
SoC calculation accuracy:		✓
BMS State of Health (SoH)*:	98%	
SoH calculation accuracy:		✓

MEASUREMENTS	Min	Max	Delta	Status
Battery Temperature	8.0°C	11.0°C	3.0°C	✓
Cell Voltage	3.719V	3.743V	24mV	✓
Pack Voltage	403.8V			
Average Current	-5.0A			



*The values shown here were not calculated by AVILOO but correspond to the values read out from the battery management system (BMS) and were calculated by the manufacturer. AVILOO therefore assumes no liability for their accuracy.

DISCLAIMER: The test result includes the currently calculated state of health (SoH) of the drive battery. The determination is based on data provided by the vehicle. These are evaluated by AVILOO's algorithms using statistical and analytical models. Manipulation of the data in the control unit leads to an incorrect result. The indicated SoH has a technically induced fluctuation range (deviation) of no more than 3% in at least 95% of reference measurements. It should be noted that this tolerance applies to the SoH determination at the cell level and not to the SoH of the entire battery. This is because the state of charge of individual cells may vary, which can negatively affect the current SoH of the battery. However, this can be compensated by the Battery Management System (BMS) or during a calibration. The result reflects the condition of the battery at the time of the test. No conclusions can be drawn about the future state of health of the battery from this. Statements about mechanical damage or external influences are not part of this diagnosis.