

INDEPENDENT BATTERY CERTIFICATE



CERTIFICATE NUMBER: 4672BDF9-DEB5-4F57-BBFC-237A7D764711

VEHICLE

BRAND: Audi
MODEL: e-tron GT - 83,7 kWh

MILEAGE: 37,191 km
VIN: WAUZZZFW0N7008334
DATE AND TIME:
26.01.2026, 07:54:32

EXECUTED BY: Carla AB

RESULTS

STATE OF HEALTH (SOH)

94.2 %

ENERGY

84kWh | 89kWh



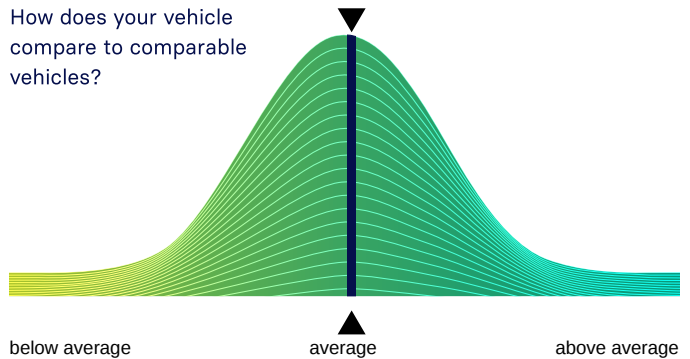
WLTP RANGE

445km | 472km

RATING

BENCHMARKING

How does your vehicle compare to comparable vehicles?



CHECKS

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



SCAN FOR DETAILS

EVALUATION

GOOD 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 good condition.

The drive battery is therefore officially AVILOO Certified.

Marcus Berger

Dr. Marcus Berger, CEO



ENERGY

	Gross	Net (Nominal)	Usable
Current:	88.0kWh	83.5kWh	78.8kWh
New:	93.4kWh	88.7kWh	83.7kWh

RANGE

	WLTP	Typical	Individual
Current:	396-445km	309km	312km
New:	420-472km	328km	331km

EXECUTION PROTOCOL

AVILOO Box connected. 07:54:28

FLASH Test started.	✓
Starting data acquisition.	✓
Vehicle detected.	✓
Finished data acquisition.	✓
Analyzing data.	✓
Analysis completed.	✓

SENSORS

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

BMS

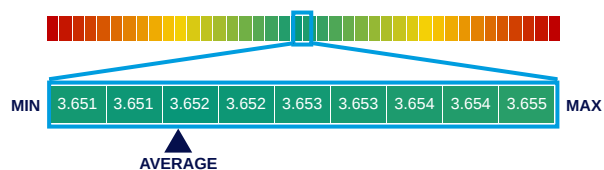
	Value	Status
BMS State of Charge (SoC)*:	42%	
SoC calculation accuracy:		✓
BMS State of Health (SoH)*:	91%	
SoH calculation accuracy:		✓

MEASUREMENTS

	Min	Max	Delta	Status
Battery Temperature	17.0°C	21.0°C	4.0°C	✓
Cell Voltage	3.651V	3.655V	4mV	✓
Pack Voltage	723.3V			
Average Current	-0.7A			

CELL VOLTAGES DIAGRAM

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1 - 20	3.654	3.655	3.654	3.654	3.654	3.652	3.652	3.652	3.652	3.652	3.652	3.654	3.654	3.652	3.652	3.652	3.654	3.652	3.654	3.654
21 - 40	3.654	3.652	3.652	3.654	3.654	3.654	3.652	3.652	3.652	3.652	3.652	3.652	3.651	3.652	3.652	3.652	3.652	3.654	3.654	3.654
41 - 60	3.654	3.654	3.654	3.654	3.654	3.654	3.652	3.652	3.652	3.654	3.652	3.652	3.651	3.652	3.654	3.654	3.652	3.652	3.652	3.652
61 - 80	3.654	3.651	3.652	3.654	3.652	3.651	3.654	3.654	3.654	3.652	3.652	3.652	3.651	3.654	3.652	3.652	3.654	3.654	3.652	3.652
81 - 100	3.654	3.652	3.651	3.652	3.652	3.651	3.652	3.652	3.652	3.651	3.652	3.652	3.652	3.652	3.652	3.652	3.652	3.652	3.651	3.651
101 - 120	3.652	3.651	3.652	3.652	3.652	3.652	3.652	3.651	3.654	3.652	3.652	3.652	3.654	3.652	3.651	3.654	3.652	3.652	3.652	3.651
121 - 140	3.652	3.651	3.652	3.654	3.654	3.652	3.652	3.654	3.651	3.652	3.652	3.651	3.651	3.652	3.652	3.652	3.652	3.651	3.654	3.652
141 - 160	3.651	3.652	3.652	3.652	3.652	3.654	3.652	3.651	3.651	3.652	3.654	3.654	3.651	3.652	3.651	3.651	3.652	3.651	3.651	3.651
161 - 180	3.652	3.652	3.654	3.654	3.654	3.652	3.654	3.654	3.654	3.652	3.651	3.652	3.652	3.654	3.654	3.652	3.652	3.652	3.652	3.654
181 - 198	3.654	3.654	3.654	3.654	3.652	3.654	3.654	3.652	3.652	3.652	3.654	3.654	3.654	3.654	3.652	3.654	3.654	3.654	✓	✓



*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.