

# INDEPENDENT BATTERY CERTIFICATE



CERTIFICATE NUMBER: 55F83D22-42E4-4787-92E3-76F8CBD9ABFC

## VEHICLE

BRAND: Kia  
MODEL: e-Niro - 64 kWh  
MILEAGE: 69,137 km  
VIN: KNACC81GFM5094847  
DATE AND TIME:  
29.12.2025, 07:04:25

EXECUTED BY: Carla AB

## RESULTS

### STATE OF HEALTH (SOH)

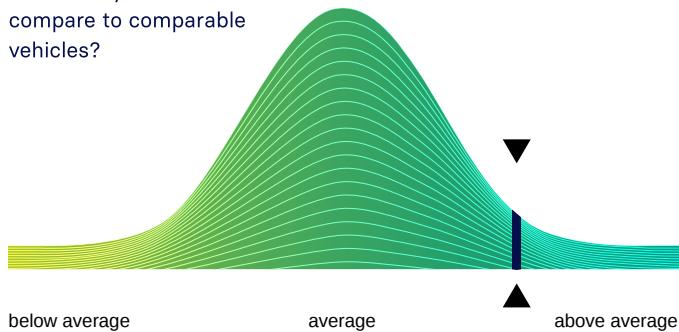
**96.7 %**

ENERGY 63kWh | 65kWh  
WLTP RANGE 440km | 455km

## RATING

### BENCHMARKING

How does your vehicle compare to comparable vehicles?



## CHECKS

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



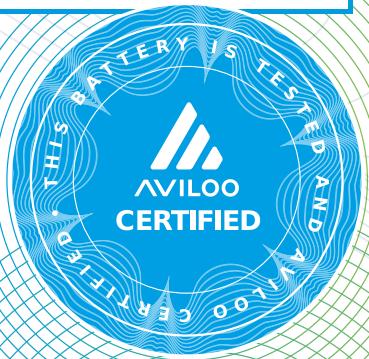
## EVALUATION

### 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



## ENERGY

| Gross            | Net (Nominal) | Usable  |
|------------------|---------------|---------|
| Current: 65.1kWh | 63.1kWh       | 63.1kWh |
| New: 67.3kWh     | 65.3kWh       | 65.3kWh |

## RANGE

| WLTP               | Typical | Individual |
|--------------------|---------|------------|
| Current: 440-440km | 350km   | 405km      |
| New: 455-455km     | 362km   | 419km      |

## EXECUTION PROTOCOL

AVILOO Box connected. 07:04:21

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

## CELL VOLTAGES DIAGRAM



\*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 AVILOOs 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.