

INDEPENDENT BATTERY CERTIFICATE



CERTIFICATE NUMBER: 71BE9EE4-4CD5-43AF-AE4E-955D0458E2A2

VEHICLE

BRAND: Tesla
MODEL: Model 3 - 82,1 kWh

MILEAGE: 77,243 km
VIN: 5YJ3E7EB2MF969422
DATE AND TIME:
30.09.2025, 15:49:27

EXECUTED BY: Carla AB

RESULTS

STATE OF HEALTH (SOH)

93.8 %

ENERGY

73kWh | 78kWh



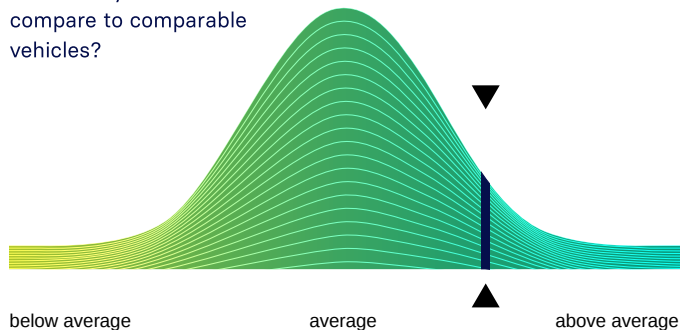
WLTP RANGE

576km | 614km

RATING

BENCHMARKING

How does your vehicle compare to comparable vehicles?



CHECKS

Battery Management System (BMS) ✓

Battery Sensor ✓

Battery Measurements - warning detected !

Battery Cell Voltages ✓

Vehicle Communication ✓



SCAN FOR DETAILS

EVALUATION

WARNING! - SIGNIFICANT ISSUES DETECTED

During the detailed battery diagnosis with the AVILOO FLASH Test, anomalies were detected that require monitoring or inspection. For Details scan the QR code.

For assistance, please contact AVILOO Customer Management.

Marcus Berger

Dr. Marcus Berger, CEO



ENERGY

	Gross	Net (Nominal)	Usable
Current:	77.0kWh	73.1kWh	68.7kWh
New:	82.1kWh	77.9kWh	73.2kWh

RANGE

	WLTP	Typical	Individual
Current:	513-576km	411km	367km
New:	547-614km	438km	391km

EXECUTION PROTOCOL

AVILOO Box connected.15:49:23

FLASH Test started.	✓
Vehicle detected.	✓
Starting data acquisition.	✓
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)*:	14%	
SoC calculation accuracy:		✓
BMS State of Health (SoH)*:	87%	
SoH calculation accuracy:		✓

MEASUREMENTS

	Min	Max	Delta	Status
Battery Temperature	16.5°C	17.5°C	1.0°C	✓
Cell Voltage	3.440V	3.494V	54mV	!
Pack Voltage	334.3V			
Average Current	-2.6A			

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	3.489	3.489	3.489	3.489	3.489	3.490	3.488	3.489	3.489	3.489	3.489	3.489	3.489	3.489	3.489	3.489	3.490	3.488	3.489	3.490
21 - 40	3.490	3.488	3.490	3.490	3.490	3.490	3.490	3.488	3.490	3.489	3.490	3.490	3.489	3.489	3.488	3.489	3.488	3.490	3.488	3.489
41 - 60	3.490	3.488	3.488	3.488	3.489	3.487	3.440	3.488	3.493	3.492	3.492	3.493	3.492	3.493	3.492	3.492	3.494	3.494	3.494	3.493
61 - 80	3.493	3.493	3.492	3.493	3.492	3.493	3.493	3.494	3.492	3.493	3.493	3.493	3.493	3.492	3.492	3.492	3.491	3.490	3.490	3.491
81 - 96	3.491	3.491	3.490	3.491	3.491	3.490	3.491	3.490	3.490	3.490	3.490	3.491	3.489	3.489	3.490	3.491	/	/	/	/

MIN

3.4403.4473.4543.4603.4673.4743.4813.4873.494

MAX

AVERAGE

MESSAGES

It has been determined that there is a significant discrepancy between the highest and lowest charged cells, as illustrated in the cell voltage table above. This can be attributed to a prolonged period where the battery was not charged to 100%, or alternatively, an issue with battery balancing. In order to troubleshoot, please ensure the vehicle is fully charged and allow it to sit undisturbed for several hours. Then, please run the FLASH Test again to assess if the deviation has reduced. If the deviation has reduced, please repeat the process. If the deviation persists, please take your vehicle to a workshop or contact AVILOO Customer Management for further assistance.

*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.

AVILOO GmbH | IZ NÖ-Süd, Straße 16, Objekt 69/5 | 2355 Wiener Neudorf | Austria | info@aviloo.com