INDEPENDENT

BATTERY CERTIFICATE

AVILOO
BATTERY DIAGNOSTICS

CERTIFICATE NUMBER: B7B8F5B6-92E6-41C8-8BCD-CC1EFD5EE134

VEHICLE

BRAND: Kia
MODEL: EV6 - 77,4 kWh

MILEAGE: 66,278 km
VIN: KNAC481CPN5041543
DATE AND TIME:
21.11.2025, 09:33:19

EXECUTED BY: Carla AB

RESULTS

STATE OF HEALTH (SOH)

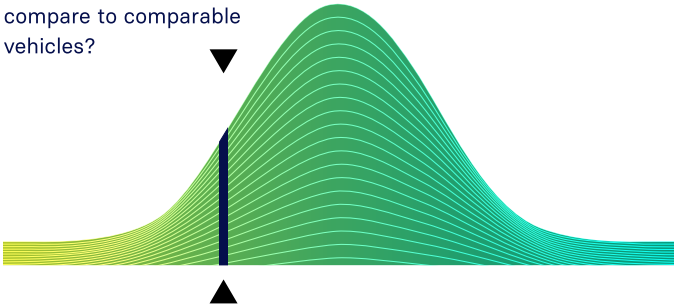
93.7 %

ENERGY 73kWh | 77kWh

WLTP RANGE 495km | 528km

RATING

BENCHMARKING
How does your vehicle compare to comparable vehicles?



below average | average | above average

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.

Dr. Marcus Berger, CEO

CARA Approved Battery Health Check

BATTERY IS TESTED AND CERTIFIED · AVILOO CERTIFIED · BATTERY IS TESTED AND CERTIFIED · AVILOO CERTIFIED ·
AVILOO CERTIFIED

ENERGY

	Gross	Net (Nominal)	Usable
Current:	75.0kWh	72.5kWh	68.8kWh
New:	80.0kWh	77.4kWh	73.4kWh

RANGE

	WLTP	Typical	Individual
Current:	397-495km	337km	411km
New:	424-528km	359km	439km

EXECUTION PROTOCOL

AVILOO Box connected. **09:33:15**

- 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

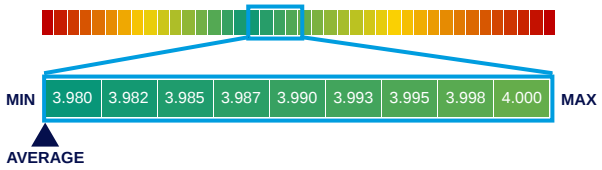
	Value	Status
BMS State of Charge (SoC)*:	85%	
SoC calculation accuracy:		✓
BMS State of Health (SoH)*:	93%	
SoH calculation accuracy:		✓

MEASUREMENTS

	Min	Max	Delta	Status
Battery Temperature	12.0°C	16.0°C	4.0°C	✓
Cell Voltage	3.980V	4.000V	20mV	✓
Pack Voltage	767.5V			
Average Current	-3.8A			

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	3.996	3.985	3.993	4.000	3.989	3.980	3.980	3.983	3.981	3.996	3.980	3.994	3.984	3.983	4.000	3.993	4.000	4.000	4.000	3.989
21 - 40	3.985	4.000	4.000	4.000	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.992	3.983	3.984	4.000
41 - 60	3.980	3.980	3.980	4.000	3.983	3.995	4.000	3.995	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.983	3.980	3.980
61 - 80	3.982	3.995	3.983	3.980	3.986	3.986	3.986	3.985	3.980	3.980	3.981	3.986	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.987
81 - 100	3.996	4.000	3.995	3.993	3.993	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.993	3.997	4.000	3.997	3.980	3.980	3.980	3.980
101 - 120	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980
121 - 140	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.993	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980
141 - 160	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.987	3.982	3.980	3.980	3.980
161 - 180	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980	3.980
181 - 192	4.000	3.994	4.000	4.000	3.989	3.989	3.980	3.980	3.987	3.996	4.000	4.000								



*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 Managament 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.

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