

INDEPENDENT BATTERY CERTIFICATE



CERTIFICATE NUMBER: E1ADC40F-DFA4-452F-A70C-C4533CE94525

VEHICLE

BRAND: Ford
MODEL: Mustang Mach-E - 98,7 kWh

MILEAGE: 94,450 km
VIN: WF0TK3SUXMMA40139
DATE AND TIME:
20.10.2025, 13:26:27

EXECUTED BY: Carla AB

RESULTS

STATE OF HEALTH (SOH)

93.2 %

ENERGY

85kWh | 91kWh



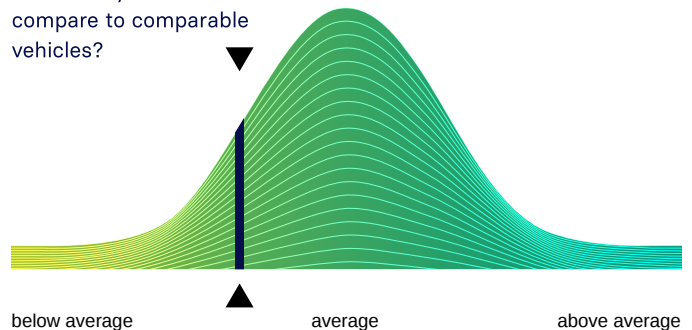
WLTP RANGE

568km | 610km

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:			92.1kWh			84.8kWh		
	New:			98.8kWh			91.0kWh		

RANGE	WLTP			Typical		
	Current:			466-568km		
	New:			500-610km		

EXECUTION PROTOCOL	AVILOO Box connected.			13:26:24		
	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)*:			50%	
	SoC calculation accuracy:				✓
	BMS State of Health (SoH)*:			92%	
	SoH calculation accuracy:				✓

MEASUREMENTS				Min	Max	Delta	Status
	Battery Temperature			18.0°C	19.0°C	1.0°C	✓
	Cell Voltage			3.663V	3.665V	2mV	✓
	Pack Voltage			344.5V			
	Average Current			-4.8A			

*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.