

INDEPENDENT BATTERY CERTIFICATE



CERTIFICATE NUMBER: EFC1E44E-40D8-4EE9-BABC-E482168960E0

VEHICLE

BRAND: Kia
MODEL: EV6 - 77,4 kWh

MILEAGE: 80,658 km
VIN: KNAC381CPP5099879
DATE AND TIME:
11/02/2026, 11:04:53

EXECUTED BY: Carla AB

RESULTS

STATE OF HEALTH (SOH)

96.8 %

ENERGY 75kWh | 77kWh

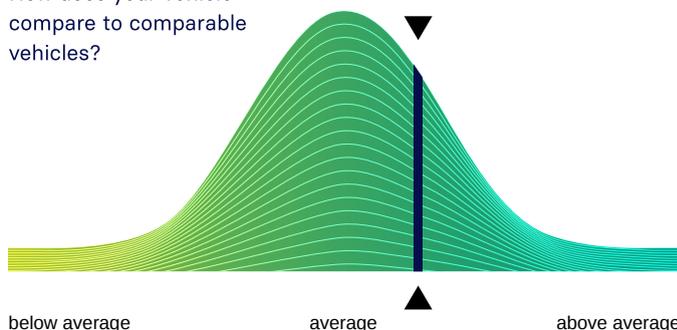


WLTP RANGE 511km | 528km

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:	77.4kWh	74.9kWh	71.1kWh
New:	80.0kWh	77.4kWh	73.4kWh

RANGE

	WLTP	Typical
Current:	410-511km	348km
New:	424-528km	359km

EXECUTION PROTOCOL

AVILOO Box connected.		12:04:49
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

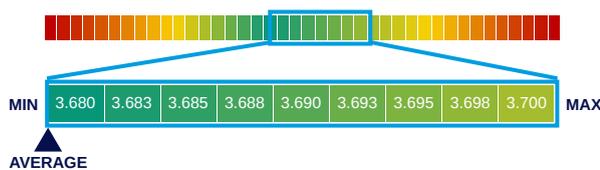
	Value	Status
BMS State of Charge (SoC)*:	49%	
SoC calculation accuracy:		✓
BMS State of Health (SoH)*:	100%	
SoH calculation accuracy:		✓

MEASUREMENTS

	Min	Max	Delta	Status
Battery Temperature	10.0°C	14.0°C	4.0°C	✓
Cell Voltage	3.680V	3.700V	20mV	✓
Pack Voltage	710.2V			
Average Current	-0.5A			

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	3.680	3.680	3.680	3.680	3.680	3.680	3.680	3.680	3.680	3.680	3.680	3.680	3.700	3.680	3.680	3.700	3.694	3.690	3.680	3.700	3.700
21 - 40	3.688	3.700	3.689	3.680	3.684	3.700	3.688	3.680	3.680	3.680	3.680	3.680	3.680	3.684	3.693	3.695	3.686	3.691	3.680	3.680	
41 - 60	3.687	3.693	3.685	3.685	3.680	3.700	3.680	3.695	3.680	3.680	3.680	3.680	3.680	3.692	3.684	3.680	3.680	3.693	3.684	3.680	
61 - 80	3.700	3.694	3.680	3.680	3.690	3.688	3.689	3.700	3.700	3.680	3.680	3.700	3.700	3.680	3.694	3.684	3.680	3.694	3.700	3.700	
81 - 100	3.700	3.700	3.680	3.685	3.680	3.687	3.687	3.685	3.700	3.699	3.700	3.680	3.700	3.690	3.700	3.700	3.700	3.680	3.680	3.680	
101 - 120	3.680	3.680	3.680	3.680	3.700	3.700	3.700	3.700	3.680	3.680	3.680	3.684	3.680	3.680	3.680	3.680	3.680	3.692	3.700	3.700	3.684
121 - 140	3.680	3.680	3.680	3.680	3.680	3.680	3.680	3.680	3.680	3.692	3.680	3.687	3.680	3.700	3.680	3.680	3.680	3.700	3.700	3.700	3.700
141 - 160	3.680	3.680	3.680	3.700	3.680	3.680	3.680	3.690	3.680	3.680	3.680	3.700	3.680	3.680	3.700	3.700	3.680	3.680	3.680	3.680	
161 - 180	3.685	3.680	3.684	3.680	3.680	3.680	3.680	3.680	3.680	3.680	3.680	3.680	3.680	3.680	3.680	3.688	3.680	3.680	3.680	3.680	
181 - 192	3.680	3.680	3.693	3.700	3.700	3.699	3.695	3.686	3.700	3.700	3.680	3.693	/	/	/	/	/	/	/	/	/



*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.