

# INDEPENDENT BATTERY CERTIFICATE



CERTIFICATE NUMBER: F136F806-3808-4616-A099-4D9B24DDF837

## VEHICLE

**BRAND:** Porsche  
**MODEL:** Taycan - 97 kWh

**MILEAGE:** 28,351 km  
**VIN:** WP0ZZZY16SSA59398  
**DATE AND TIME:**  
28.01.2026, 10:20:23

**EXECUTED BY:** Carla AB

## RESULTS

### STATE OF HEALTH (SOH)

# 98.7 %

**ENERGY** 96kWh | 97kWh

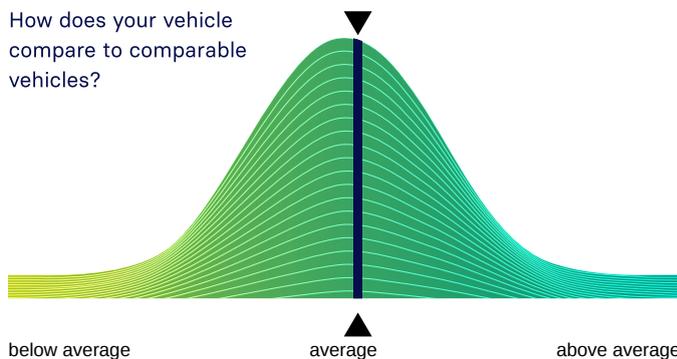


**WLTP RANGE** 669km | 678km

## 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

### 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:	103.6kWh	95.7kWh	92.4kWh
New:	105.0kWh	97.0kWh	93.6kWh

### RANGE

	WLTP	Typical
Current:	508-669km	361km
New:	515-678km	366km

### EXECUTION PROTOCOL

AVILOO Box connected.	10:20:19
FLASH Test started.	✓
Starting data acquisition.	✓
Vehicle detected.	✓
Finished data acquisition.	✓
Analyzing data.	✓
Analysis completed.	✓

### SENSORS

Voltage Sensor	✓
Current Sensor	✓
Temperature Sensors	✓
Cell Voltage Sensors	✓

### BMS

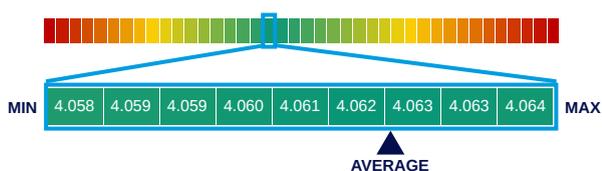
	Value	Status
BMS State of Charge (SoC)*:	83%	
SoC calculation accuracy:		✓
BMS State of Health (SoH)*:	98%	
SoH calculation accuracy:		✓

### MEASUREMENTS

	Min	Max	Delta	Status
Battery Temperature	12.0°C	15.0°C	3.0°C	✓
Cell Voltage	4.058V	4.064V	6mV	✓
Pack Voltage	804.3V			
Average Current	-1.7A			

### 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	4.064	4.061	4.061	4.063	4.062	4.063	4.064	4.062	4.064	4.063	4.062	4.064	4.062	4.062	4.060	4.062	4.062	4.060	4.062	4.060
21 - 40	4.060	4.063	4.062	4.060	4.064	4.062	4.064	4.064	4.062	4.064	4.064	4.063	4.063	4.063	4.063	4.062	4.062	4.060	4.063	4.063
41 - 60	4.061	4.060	4.064	4.061	4.062	4.061	4.063	4.061	4.063	4.062	4.063	4.064	4.064	4.062	4.063	4.062	4.062	4.062	4.062	4.061
61 - 80	4.062	4.061	4.061	4.063	4.062	4.062	4.063	4.060	4.061	4.063	4.061	4.060	4.064	4.062	4.063	4.063	4.063	4.062	4.063	4.060
81 - 100	4.062	4.064	4.063	4.062	4.061	4.063	4.063	4.063	4.062	4.063	4.063	4.062	4.062	4.063	4.061	4.062	4.063	4.063	4.061	4.061
101 - 120	4.062	4.063	4.061	4.061	4.063	4.062	4.060	4.062	4.061	4.060	4.061	4.062	4.062	4.061	4.064	4.061	4.062	4.063	4.062	4.063
121 - 140	4.062	4.062	4.063	4.062	4.063	4.062	4.064	4.063	4.063	4.063	4.059	4.061	4.064	4.062	4.062	4.061	4.062	4.063	4.063	4.061
141 - 160	4.061	4.062	4.059	4.059	4.063	4.060	4.063	4.062	4.062	4.064	4.064	4.064	4.064	4.064	4.063	4.062	4.063	4.061	4.063	4.064
161 - 180	4.063	4.063	4.064	4.060	4.063	4.063	4.062	4.060	4.062	4.061	4.061	4.062	4.061	4.061	4.063	4.061	4.063	4.063	4.060	4.060
181 - 198	4.062	4.060	4.059	4.061	4.061	4.059	4.064	4.063	4.062	4.063	4.064	4.063	4.063	4.062	4.062	4.062	4.061	4.058	/	/



\*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.