

INDEPENDENT

BATTERY CERTIFICATE



CERTIFICATE NUMBER: 4E63D4FE-3C78-4A87-B654-DBF9F170F20D

VEHICLE

BRAND: Tesla
MODEL: Model 3 - 55 kWh

MILEAGE: 84493 km
VIN: LRW3F7FJ0MC
DATE AND TIME:
23.06.2025,

EXECUTED BY:

RESULTS

STATE OF HEALTH (SOH)

92.0 %

ENERGY

51kWh | 55kWh



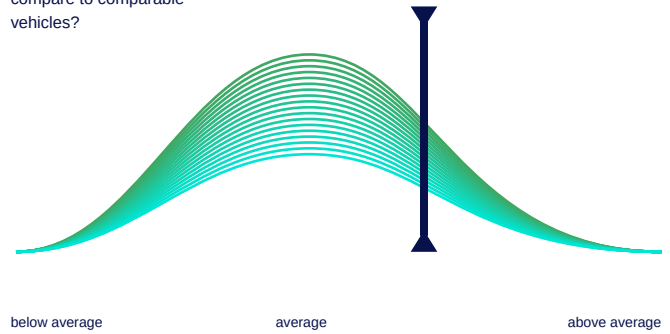
WLTP RANGE

395km | 430km

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.

Marcus Berger

Dr. Marcus Berger, CEO

CARA

Approved Battery Health Check

AVILOO
CERTIFIED

ENERGY	Gross			Net (Nominal)			Usable		
	Current: 50.7kWh			50.7kWh			48.3kWh		
	New:	55.1kWh		55.1kWh			52.5kWh		

RANGE	WLTP			Typical		
	Current:			395-395km		
	New:		430-430km			326km

EXECUTION PROTOCOL	AVILOO Box connected.		06:15:56
	FLASH Test started.		✓
	Vehicle detected.		✓
	Starting data acquisition.		✓
	Finished data acquisition.		✓

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

BMS	Value	Status
	BMS State of Charge (SoC)*	7% ✓
	SoC calculation accuracy:	✓
	BMS State of Health (SoH)*	91%
	SoH calculation accuracy:	✓

MEASUREMENTS

	Min	Max	Delta	Status
Battery Temperature	23.5°C	24.0°C	0.5°C	✓
Cell Voltage	3.204V	3.217V	13mV	✓
Pack Voltage	340.3V			
Average Current	-1.6A			



Sample

*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 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 98.5% 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. Environmental abuse, mechanical damage or external influences are not part of this diagnosis.