

INDEPENDENT BATTERY CERTIFICATE



CERTIFICATE NUMBER: 5BF20C8F-7531-45F9-AFBC-1AE7A6B687CD

VEHICLE

BRAND: Mercedes-Benz
MODEL: EQC 400 - 85 kWh

MILEAGE: 5,027 mi
VIN: W1K8P9AB7PF051253
DATE AND TIME:
11.11.2025, 10:08:35

EXECUTED BY: Henley Cars Ltd t/a
Car360

RESULTS

STATE OF HEALTH (SOH)

97.6 %

ENERGY

78kWh | 80kWh



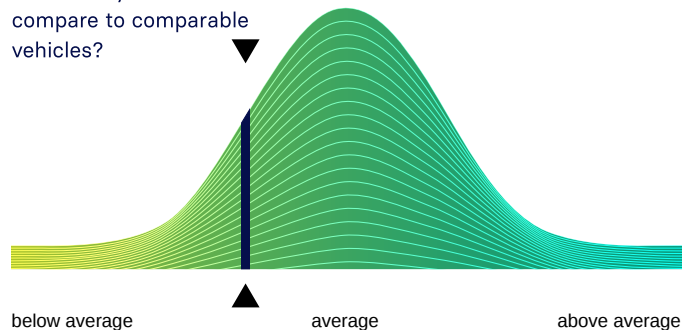
WLTP RANGE

262mi | 268mi

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:	82.9kWh	78.1kWh	76.1kWh
New:	85.0kWh	80.0kWh	78.0kWh

RANGE

	WLTP	Typical
Current:	364-262mi	182mi
New:	373-268mi	186mi

EXECUTION PROTOCOL

AVILOO Box connected. 10:08:31

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	✓

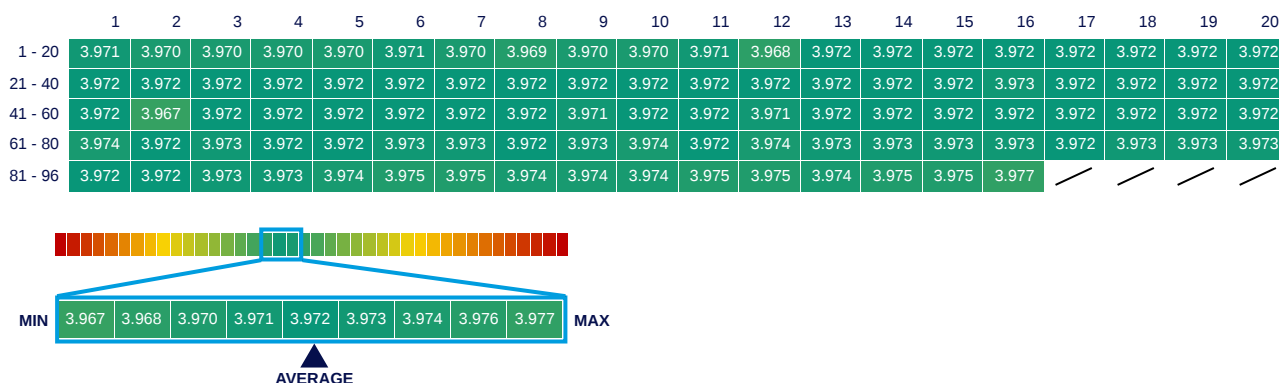
BMS

	Value	Status
BMS State of Charge (SoC)*:	77%	
SoC calculation accuracy:		✓
BMS State of Health (SoH)*:	98%	
SoH calculation accuracy:		✓

MEASUREMENTS

	Min	Max	Delta	Status
Battery Temperature	8.0°C	9.0°C	1.0°C	✓
Cell Voltage	3.967V	3.977V	10mV	✓
Pack Voltage	381.3V			
Average Current	-17.6A			

CELL VOLTAGES DIAGRAM



*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.