

# INDEPENDENT BATTERY CERTIFICATE



CERTIFICATE NUMBER: E290828F-0C83-44C9-A0A6-7C7FA539383C

## VEHICLE

**BRAND:** BMW  
**MODEL:** i4 - 83,9 kWh

**MILEAGE:** 1,939 mi  
**VIN:** WBY22HD070FU99192  
**DATE AND TIME:**  
20.11.2025, 08:37:59

**EXECUTED BY:** Henley Cars Ltd t/a  
Car360

## RESULTS

### STATE OF HEALTH (SOH)

97.4 %

#### ENERGY

79kWh | 81kWh



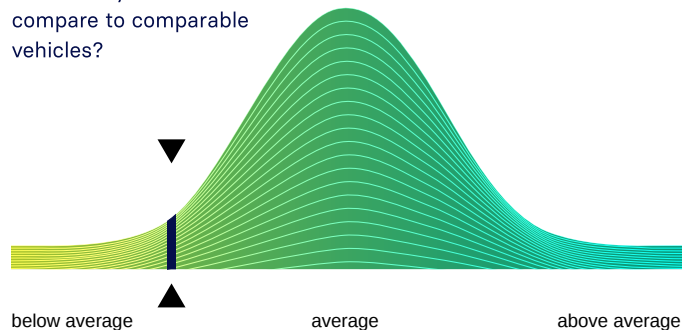
#### WLTP RANGE

357mi | 366mi

## RATING

### BENCHMARKING

How does your vehicle  
compare to comparable  
vehicles?



## CHECKS

Battery Management System (BMS) ✓

Battery Sensor - warning detected !

Battery Measurements ✓

Battery Cell Voltages ✓

Vehicle Communication ✓



SCAN FOR  
DETAILS

## EVALUATION

### WARNING! - SIGNIFICANT ISSUES DETECTED

During the detailed battery diagnosis with the AVILOO FLASH Test, anomalies were detected that require monitoring or inspection. For Details scan the QR code.

For assistance, please contact AVILOO Customer Management.

*Marcus Berger*

Dr. Marcus Berger, CEO



## ENERGY

|          | Gross   | Net (Nominal) | Usable  |
|----------|---------|---------------|---------|
| Current: | 81.7kWh | 79.0kWh       | 77.0kWh |
| New:     | 83.9kWh | 81.1kWh       | 79.0kWh |

## RANGE

|          | WLTP      | Typical | Individual |
|----------|-----------|---------|------------|
| Current: | 405-357mi | 244mi   | 259mi      |
| New:     | 416-366mi | 250mi   | 265mi      |

## EXECUTION PROTOCOL

AVILOO Box connected. 08:37:55

|                            |   |
|----------------------------|---|
| 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 | ✓ |

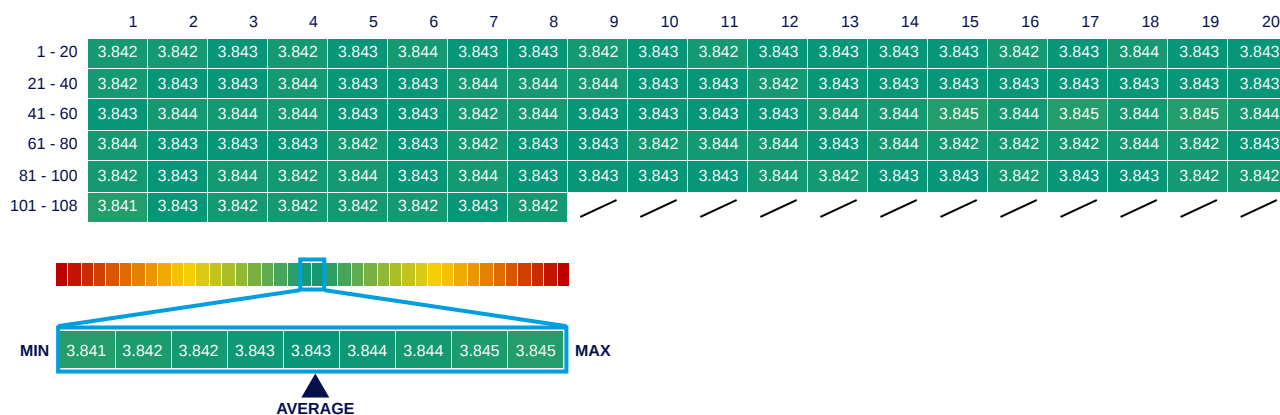
## BMS

|                             | Value | Status |
|-----------------------------|-------|--------|
| BMS State of Charge (SoC)*: | 58%   |        |
| SoC calculation accuracy:   |       | ✓      |
| BMS State of Health (SoH)*: | 96%   |        |
| SoH calculation accuracy:   |       | ✓      |

## MEASUREMENTS

|                     | Min    | Max    | Delta | Status |
|---------------------|--------|--------|-------|--------|
| Battery Temperature | -0.6°C | 1.0°C  | 1.6°C | ✓      |
| Cell Voltage        | 3.841V | 3.845V | 4mV   | ✓      |
| Pack Voltage        | 415.7V |        |       |        |
| Average Current     | -14.7A |        |       |        |

## CELL VOLTAGES DIAGRAM



## MESSAGES

It has been determined that at least one temperature sensor of the battery is sending incorrect or unreliable data. Please retry the FLASH Test. If the problem persists, please contact AVILOO Customer Management or arrange for your vehicle to be checked at a workshop.

\*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.