INDEPENDENT

BATTERY CERTIFICATE

AVILOO
BATTERY DIAGNOSTICS

CERTIFICATE NUMBER: 7A76307A-ABF2-4D23-BDA6-5CE279BC8EFD

VEHICLE

BRAND: BYD
MODEL: Atto 3 - 60,48 kWh

MILEAGE: 14,498 mi
VIN: LGXCE4CB1P2072202
DATE AND TIME: 27.11.2025, 09:52:49

EXECUTED BY: Henley Cars Ltd t/a Car360

RESULTS

STATE OF HEALTH (SOH)

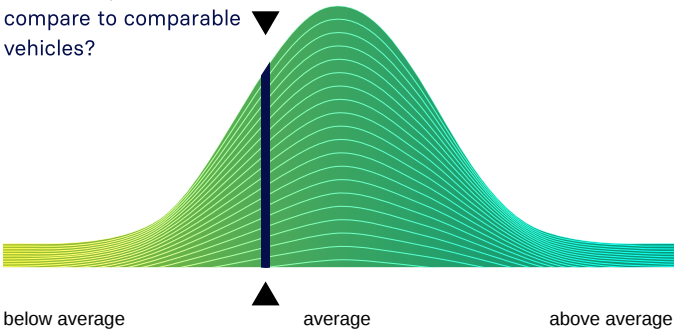
96.9 %

ENERGY 56kWh | 58kWh

WLTP RANGE 253mi | 261mi

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.

Dr. Marcus Berger, CEO

CARA Approved Battery Health Check

THIS BATTERY IS TESTED AND AVILOO CERTIFIED
AVILOO CERTIFIED

ENERGY

	Gross	Net (Nominal)	Usable
Current:	58.6kWh	56.2kWh	52.9kWh
New:	60.5kWh	58.0kWh	54.6kWh

RANGE

	WLTP	Typical
Current:	407-253mi	182mi
New:	420-261mi	188mi

EXECUTION PROTOCOL

AVILOO Box connected.	09:52:45
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)*:	97%	
SoC calculation accuracy:		✓
BMS State of Health (SoH)*:	97%	
SoH calculation accuracy:		✓

MEASUREMENTS

	Min	Max	Delta	Status
Battery Temperature	13.0°C	14.0°C	1.0°C	✓
Cell Voltage	3.294V	3.301V	7mV	✓
Pack Voltage	415.0V			
Average Current	-6.5A			

*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 AVILOOs 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 Managament 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.

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