

INDEPENDENT BATTERY CERTIFICATE



CERTIFICATE NUMBER: 8D5FD51A-28D8-4466-9B3C-A2FDBCBC0E97

VEHICLE

BRAND: BMW
MODEL: i4 - 83,9 kWh

MILEAGE: 26,467 mi
VIN: WBY32AW010FS09568
DATE AND TIME:
04.12.2025, 08:43:39

EXECUTED BY: Henley Cars Ltd t/a
Car360

RESULTS

STATE OF HEALTH (SOH)

97.4 %

ENERGY

79kWh | 81kWh



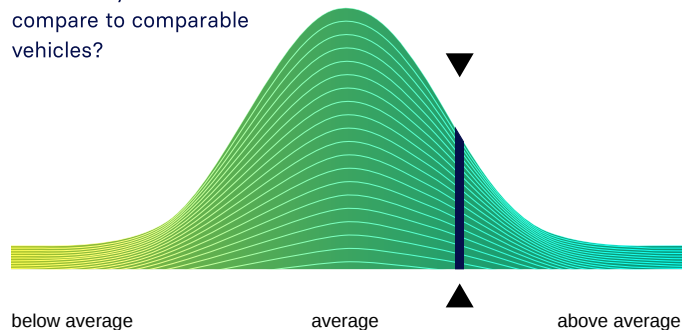
WLTP RANGE

356mi | 366mi

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



ENERGY

	Gross	Net (Nominal)	Usable
Current:	81.7kWh	79.0kWh	76.9kWh
New:	83.9kWh	81.1kWh	79.0kWh

RANGE

	WLTP	Typical	Individual
Current:	405-356mi	244mi	195mi
New:	416-366mi	250mi	200mi

EXECUTION PROTOCOL

AVILOO Box connected.	08:43:35
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	✓

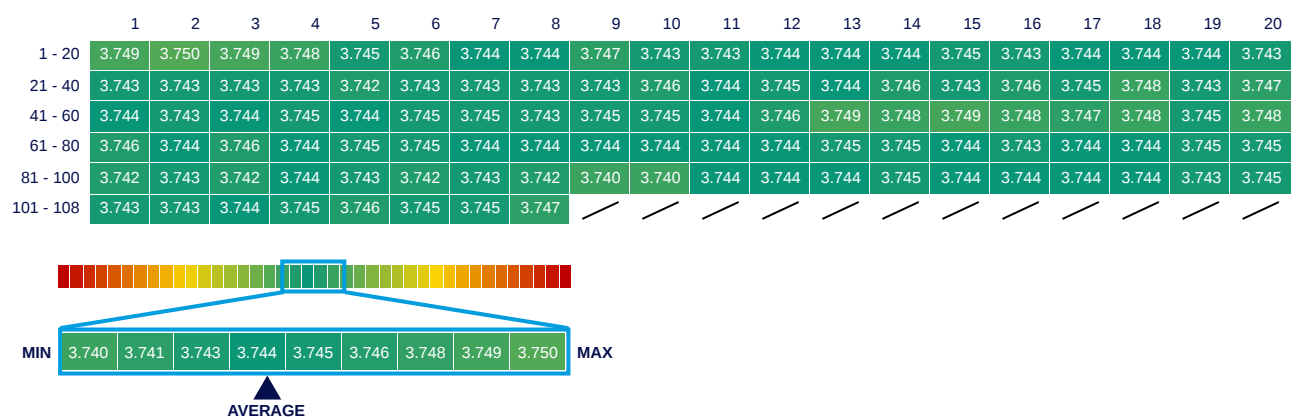
BMS

	Value	Status
BMS State of Charge (SoC)*:	47%	
SoC calculation accuracy:		✓
BMS State of Health (SoH)*:	97%	
SoH calculation accuracy:		✓

MEASUREMENTS

	Min	Max	Delta	Status
Battery Temperature	5.2°C	7.0°C	1.8°C	✓
Cell Voltage	3.740V	3.750V	9mV	✓
Pack Voltage	405.2V			
Average Current	-0.8A			

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.

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