INDEPENDENT

BATTERY CERTIFICATE

AVILOO
BATTERY DIAGNOSTICS

CERTIFICATE NUMBER: CF662371-B332-498C-8C88-B292EF60385B

VEHICLE

BRAND: Audi
MODEL: Q6 e-tron - 100 kWh

MILEAGE: 3,317 mi
VIN: WAUZZZGF5TA008862
DATE AND TIME: 28/09/2026, 10:15

EXECUTED BY: Henley Cars Ltd t/a Car360

RESULTS

Independent
STATE OF HEALTH (SOH)

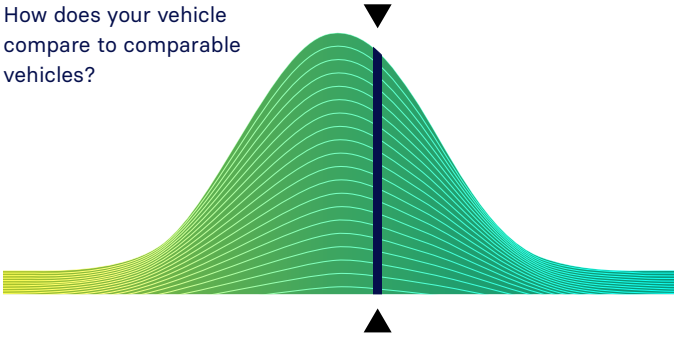
99.4 %

ENERGY 94kWh | 95kWh

WLTP RANGE 394mi | 396mi

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

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.

Dr. Marcus Berger, CEO

CARA Approved Battery Health Check

AVILOO CERTIFIED
BATTERY IS TESTED AND AVILOO CERTIFIED

ENERGY

	Gross	Net (Nominal)	Usable
Current:	99.3kWh	94.3kWh	91.2kWh
New:	100.0kWh	94.9kWh	91.8kWh

RANGE

	WLTP	Typical
Current:	313-394mi	269mi
New:	315-396mi	271mi

EXECUTION PROTOCOL

AVILOO Box connected. **10:15:47**

- FLASH Test started. ✓
- Data acquisition started. ✓
- Vehicle detected. ✓
- Data acquisition completed. ✓
- Data analysis started. ✓
- Data analysis completed. ✓

SENSORS

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

BMS

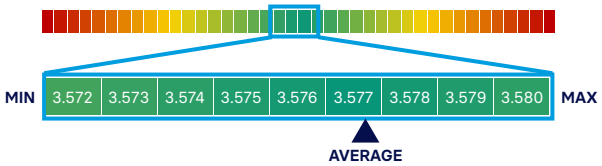
	Value	Status
BMS State of Charge (SoC)*:	27%	
SoC calculation accuracy:		✓
BMS State of Health (SoH)*:	99%	
SoH calculation accuracy:		✓

MEASUREMENTS

	Min	Max	Delta	Status
Battery Temperature	9.0°C	10.0°C	1.0°C	✓
Cell Voltage	3.572V	3.580V	8mV	✓
Pack Voltage	643.6V			
Average Current	-2.9A			

CELL VOLTAGES DIAGRAM

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1 - 20	3.576	3.577	3.575	3.573	3.576	3.575	3.576	3.575	3.575	3.577	3.575	3.575	3.577	3.575	3.576	3.577	3.576	3.577	3.575	3.574
21 - 40	3.575	3.576	3.576	3.576	3.577	3.578	3.576	3.577	3.576	3.576	3.576	3.572	3.576	3.577	3.575	3.577	3.577	3.575	3.577	3.576
41 - 60	3.576	3.576	3.577	3.573	3.577	3.575	3.577	3.577	3.575	3.575	3.574	3.576	3.577	3.575	3.578	3.575	3.577	3.576	3.578	3.576
61 - 80	3.577	3.575	3.577	3.577	3.576	3.572	3.575	3.576	3.576	3.574	3.574	3.578	3.577	3.574	3.575	3.576	3.578	3.576	3.576	3.573
81 - 100	3.577	3.579	3.578	3.578	3.578	3.577	3.579	3.575	3.579	3.578	3.576	3.577	3.575	3.579	3.578	3.577	3.577	3.578	3.574	3.577
101 - 120	3.576	3.575	3.578	3.577	3.577	3.577	3.577	3.579	3.578	3.577	3.577	3.579	3.578	3.578	3.577	3.578	3.578	3.580	3.579	3.579
121 - 140	3.577	3.578	3.574	3.577	3.578	3.578	3.578	3.578	3.577	3.578	3.577	3.579	3.577	3.577	3.579	3.574	3.577	3.578	3.573	3.574
141 - 160	3.578	3.577	3.576	3.577	3.574	3.574	3.575	3.575	3.576	3.579	3.574	3.577	3.578	3.572	3.575	3.580	3.576	3.578	3.574	3.578
161 - 180	3.577	3.577	3.579	3.577	3.577	3.579	3.577	3.577	3.577	3.577	3.576	3.576	3.579	3.576	3.578	3.576	3.578	3.578	3.577	3.574



*The values shown here were read directly from the vehicle's battery management system (BMS) and are calculated and provided by the vehicle manufacturer. The State of Health (SoH) displayed corresponds to the value reported by the BMS and is CARA-certified.

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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