INDEPENDENT

BATTERY CERTIFICATE

AVILOO
BATTERY DIAGNOSTICS

CERTIFICATE NUMBER: 40E3DC4A-80C4-477F-BDEF-46F9A8456823

VEHICLE

BRAND: Mercedes-Benz
MODEL: EQE - 90,56 kWh

MILEAGE: 38,765 mi
VIN: W1KEG1BBXPF027046
DATE AND TIME: 19/11/2026, 12:43

EXECUTED BY: Henley Cars Ltd t/a Car360

RESULTS

Independent
STATE OF HEALTH (SOH)

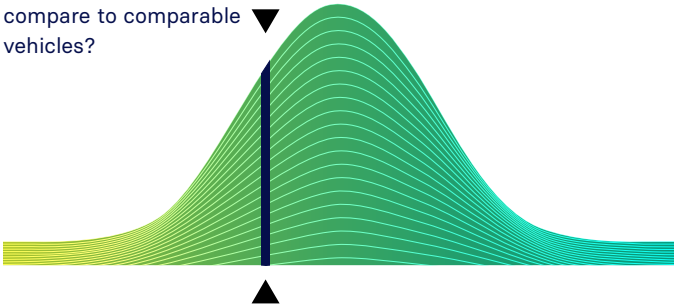
96.5 %

ENERGY 87kWh | 91kWh

WLTP RANGE 392mi | 406mi

RATING

BENCHMARKING
How does your vehicle compare to comparable vehicles?



below average | average | above average

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

AVILOO CERTIFIED
BATTERY IS TESTED AND CERTIFIED BY AVILOO

ENERGY

	Gross	Net (Nominal)	Usable
Current:	92.6kWh	87.4kWh	85.9kWh
New:	96.0kWh	90.6kWh	89.0kWh

RANGE

	WLTP	Typical
Current:	261-392mi	250mi
New:	271-406mi	260mi

EXECUTION PROTOCOL

AVILOO Box connected. **12:43:52**

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

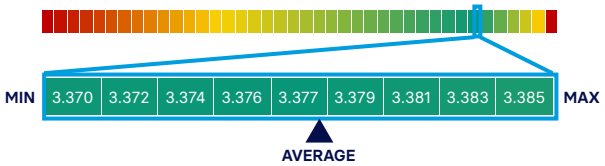
	Value	Status
BMS State of Charge (SoC)*:	10%	
SoC calculation accuracy:		✓
BMS State of Health (SoH)*:	98%	
SoH calculation accuracy:		✓

MEASUREMENTS

	Min	Max	Delta	Status
Battery Temperature	6.0°C	7.0°C	1.0°C	✓
Cell Voltage	3.370V	3.385V	16mV	✓
Pack Voltage	304.0V			
Average Current	-4.2A			

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	3.383	3.377	3.374	3.382	3.381	3.378	3.383	3.381	3.378	3.384	3.376	3.379	3.377	3.376	3.378	3.376	3.379	3.381	3.376	3.375
21 - 40	3.376	3.383	3.374	3.383	3.376	3.375	3.376	3.375	3.375	3.381	3.383	3.375	3.376	3.377	3.374	3.375	3.384	3.380	3.377	3.379
41 - 60	3.385	3.381	3.375	3.383	3.377	3.385	3.379	3.384	3.378	3.378	3.378	3.382	3.381	3.378	3.375	3.373	3.382	3.376	3.376	3.374
61 - 80	3.376	3.373	3.382	3.376	3.377	3.378	3.377	3.378	3.376	3.372	3.376	3.382	3.378	3.380	3.376	3.382	3.372	3.379	3.371	3.379
81 - 100	3.376	3.380	3.381	3.381	3.380	3.383	3.381	3.379	3.381	3.378	3.374	3.373	3.370	3.383	3.374	3.377	3.373	3.379	3.372	3.378
101 - 120	3.372	3.375	3.374	3.375	3.373	3.373	3.378	3.373	3.377	3.381	3.382	3.376	3.378	3.380	3.378	3.375	3.376	3.381	3.372	3.377
121 - 140	3.382	3.372	3.383	3.378	3.379	3.375	3.380	3.380	3.381	3.377	3.379	3.383	3.379	3.381	3.383	3.382	3.385	3.385	3.380	3.377
141 - 160	3.380	3.384	3.381	3.381	3.375	3.377	3.377	3.378	3.376	3.378	3.385	3.384	3.383	3.370	3.384	3.376	3.372	3.379	3.376	3.374
161 - 180	3.382	3.380	3.381	3.374	3.379	3.378	3.383	3.379	3.378	3.381	3.377	3.378	3.378	3.380	3.380	3.380	3.381	3.381	3.382	3.380



*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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