

INDEPENDENT

BATTERY CERTIFICATE



BATTERY DIAGNOSTICS

CERTIFICATE NUMBER: 15029171-7A01-45C8-AB07-1B76A8497DFD

VEHICLE

BRAND: Kia
MODEL: EV6 - 77,4 kWh

MILEAGE: 46,308 mi
VIN: KNDC3DLC1N5078430
DATE AND TIME:
10/5/26, 12:43 PM

EXECUTED BY: 712 Auto Sales

RESULTS

Independent
STATE OF HEALTH (SOH)

95.0 %

ENERGY

74kWh | 77kWh



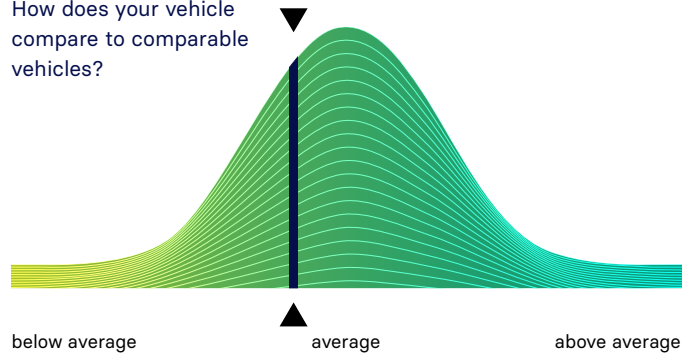
WLTP RANGE

312mi | 328mi

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.

Marcus Berger

Dr. Marcus Berger, CEO



ENERGY

	Gross	Net (Nominal)	Usable
Current:	76.0kWh	73.5kWh	69.7kWh
New:	80.0kWh	77.4kWh	73.4kWh

RANGE

	WLTP	Typical	Individual
Current:	250-312mi	212mi	289mi
New:	263-328mi	223mi	304mi

EXECUTION PROTOCOL

AVILOO Box connected.	12:43:20
FLASH Test started.	✓
Vehicle detected.	✓
Data acquisition started.	✓
Data acquisition completed.	✓
Data analysis started.	✓
Data analysis completed.	✓

SENSORS

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

BMS

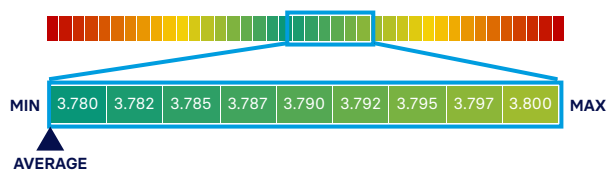
	Value	Status
BMS State of Charge (SoC)*:	60%	
SoC calculation accuracy:		✓
BMS State of Health (SoH)*:	97%	
SoH calculation accuracy:		✓

MEASUREMENTS

	Min	Max	Delta	Status
Battery Temperature	66.2F	69.8F	3.6F	✓
Cell Voltage	3.780V	3.800V	20mV	✓
Pack Voltage	729.3V			
Average Current	-1.2A			

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	3.781	3.786	3.780	3.794	3.788	3.781	3.780	3.783	3.780	3.780	3.780	3.799	3.800	3.790	3.782	3.784	3.798	3.783	3.791	3.794
21 - 40	3.780	3.788	3.799	3.800	3.780	3.780	3.780	3.780	3.780	3.780	3.780	3.780	3.780	3.780	3.780	3.780	3.791	3.780	3.781	3.780
41 - 60	3.781	3.780	3.780	3.780	3.780	3.780	3.782	3.786	3.780	3.780	3.780	3.780	3.780	3.780	3.780	3.780	3.780	3.780	3.780	3.786
61 - 80	3.781	3.797	3.789	3.798	3.800	3.794	3.785	3.798	3.781	3.798	3.794	3.800	3.780	3.780	3.780	3.780	3.780	3.780	3.780	3.780
81 - 100	3.780	3.780	3.780	3.796	3.780	3.784	3.780	3.780	3.780	3.780	3.792	3.788	3.783	3.799	3.781	3.800	3.780	3.780	3.782	3.780
101 - 120	3.780	3.781	3.781	3.782	3.781	3.781	3.785	3.783	3.780	3.780	3.780	3.780	3.780	3.780	3.781	3.782	3.780	3.780	3.780	3.796
121 - 140	3.780	3.780	3.780	3.780	3.780	3.780	3.780	3.780	3.780	3.780	3.780	3.780	3.794	3.780	3.781	3.780	3.780	3.780	3.780	3.780
141 - 160	3.782	3.782	3.781	3.793	3.780	3.780	3.780	3.780	3.780	3.780	3.780	3.780	3.780	3.780	3.780	3.781	3.800	3.780	3.781	3.780
161 - 180	3.785	3.781	3.780	3.799	3.780	3.780	3.800	3.796	3.780	3.780	3.780	3.780	3.780	3.780	3.780	3.780	3.780	3.780	3.780	3.780
181 - 192	3.800	3.800	3.800	3.800	3.800	3.800	3.800	3.799	3.799	3.796	3.800	3.800	3.800	3.800	3.800	3.800	3.800	3.800	3.800	3.800



*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.