INDEPENDENT

BATTERY CERTIFICATE

AVILOO
BATTERY DIAGNOSTICS

CERTIFICATE NUMBER: 85617D2A-D4BF-4640-87E6-B7AAE5CDFEC9

VEHICLE

BRAND: Hyundai
MODEL: Ioniq 5 - 72,6 kWh

MILEAGE: 61,655 km
VIN: KMHKN81AFNU029005
DATE AND TIME:
15.11.2025, 16:49:54

EXECUTED BY: ---

RESULTS

STATE OF HEALTH (SOH)

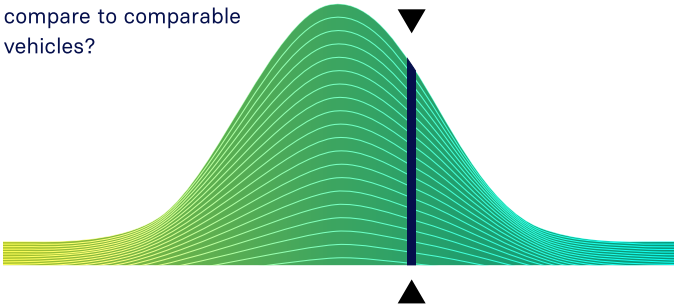
97.7 %

ENERGY 71kWh | 73kWh

WLTP RANGE 470km | 481km

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

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

AVILOO CERTIFIED
THIS BATTERY IS TESTED AND AVILOO CERTIFIED

ENERGY

	Gross	Net (Nominal)	Usable
Current:	75.2kWh	70.9kWh	67.3kWh
New:	77.0kWh	72.6kWh	68.9kWh

RANGE

	WLTP	Typical	Individual
Current:	420-470km	336km	369km
New:	430-481km	344km	378km

EXECUTION PROTOCOL

AVILOO Box connected. **16:49:50**

- 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

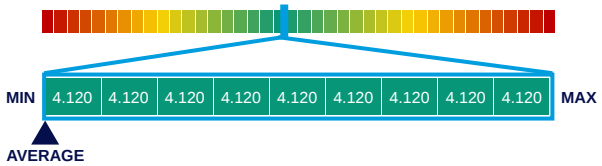
	Value	Status
BMS State of Charge (SoC)*:	100%	
SoC calculation accuracy:		✓
BMS State of Health (SoH)*:	100%	
SoH calculation accuracy:		✓

MEASUREMENTS

	Min	Max	Delta	Status
Battery Temperature	11.0°C	13.0°C	2.0°C	✓
Cell Voltage	4.120V	4.120V	0mV	✓
Pack Voltage	742.4V			
Average Current	-0.1A			

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	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120
21 - 40	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120
41 - 60	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120
61 - 80	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120
81 - 100	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120
101 - 120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120
121 - 140	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120
141 - 160	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120
161 - 180	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120	4.120



*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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