INDEPENDENT

BATTERY CERTIFICATE

AVILOO
BATTERY DIAGNOSTICS

CERTIFICATE NUMBER: Withheld in public copy

VEHICLE

BRAND: Porsche
MODEL: Taycan - 71 kWh

MILEAGE: 19,350 km
VIN: Withheld
DATE AND TIME:
17 Nov 2026

EXECUTED BY: Belgard Sales Limited

RESULTS

Independent
STATE OF HEALTH (SOH)

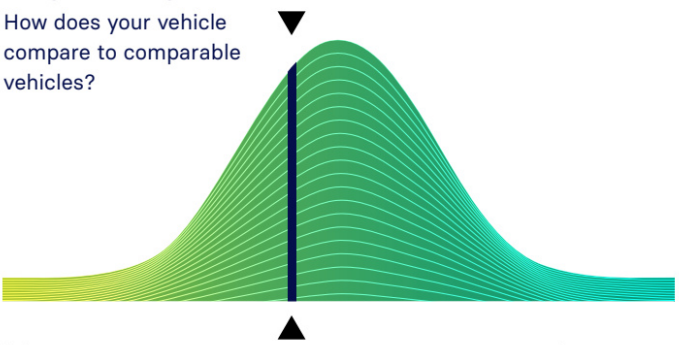
94.6 %

ENERGY 67kWh | 71kWh

WLTP RANGE 417km | 441km

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 ✓

Public copy

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

THIS BATTERY IS TESTED AND AVILOO CERTIFIED
AVILOO CERTIFIED

ENERGY

	Gross	Net (Nominal)	Usable
Current:	74.9kWh	67.1kWh	64.0kWh
New:	79.2kWh	71.0kWh	67.7kWh

RANGE

	WLTP	Typical	Individual
Current:	317-417km	280km	249km
New:	335-441km	296km	264km

EXECUTION PROTOCOL

AVILOO Box connected.	Logged
FLASH Test started.	Logged
Data acquisition started.	Logged
Vehicle detected.	Logged
Data acquisition completed.	Logged
Data analysis started.	Logged
Data analysis completed.	Logged

SENSORS

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

BMS

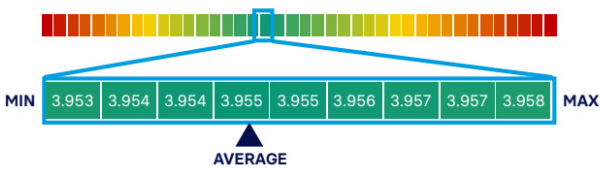
	Value	Status
BMS State of Charge (SoC)*:	79%	
SoC calculation accuracy:		✓
BMS State of Health (SoH)*:	91%	
SoH calculation accuracy:		✓

MEASUREMENTS

	Min	Max	Delta	Status
Battery Temperature	8.0°C	9.0°C	1.0°C	✓
Cell Voltage	3.953V	3.958V	5mV	✓
Pack Voltage	664.5V			
Average Current	-1.5A			

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	3.955	3.955	3.954	3.955	3.955	3.955	3.957	3.957	3.958	3.955	3.955	3.954	3.958	3.957	3.957	3.957	3.953	3.957	3.957	3.957
21 - 40	3.957	3.957	3.957	3.958	3.955	3.957	3.957	3.957	3.954	3.957	3.957	3.957	3.957	3.955	3.955	3.954	3.957	3.955	3.957	3.957
41 - 60	3.958	3.957	3.957	3.957	3.957	3.955	3.957	3.957	3.957	3.957	3.957	3.957	3.957	3.957	3.955	3.954	3.954	3.955	3.957	3.955
61 - 80	3.957	3.957	3.955	3.957	3.957	3.955	3.957	3.957	3.957	3.957	3.957	3.957	3.955	3.955	3.957	3.955	3.955	3.955	3.954	3.955
81 - 100	3.955	3.954	3.955	3.955	3.955	3.955	3.955	3.955	3.957	3.955	3.955	3.955	3.955	3.955	3.955	3.955	3.955	3.957	3.954	3.955
101 - 120	3.957	3.955	3.955	3.957	3.954	3.955	3.954	3.955	3.957	3.957	3.957	3.955	3.955	3.957	3.955	3.954	3.954	3.955	3.953	3.954
121 - 140	3.955	3.957	3.955	3.955	3.955	3.957	3.957	3.955	3.958	3.957	3.957	3.957	3.957	3.955	3.955	3.957	3.955	3.955	3.957	3.957
141 - 160	3.954	3.958	3.955	3.955	3.957	3.955	3.958	3.957	3.955	3.957	3.957	3.958	3.958	3.957	3.955	3.955	3.957	3.957	3.955	3.955
161 - 168	3.957	3.954	3.955	3.954	3.957	3.955	3.957	3.957												



*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.