

INDEPENDENT BATTERY CERTIFICATE



CERTIFICATE NUMBER: F79CD237-5301-44DB-BB9A-044AF9C4C731

VEHICLE

BRAND: MG Automotive
MODEL: MG4 Electric - 64,0 kWh

MILEAGE: 15,626 km
VIN: LSJWH4097PN249660
DATE AND TIME:
19/10/2026, 09:44

EXECUTED BY: Carma

RESULTS

Independent
STATE OF HEALTH (SOH)

95.5 %

ENERGY

59kWh | 62kWh



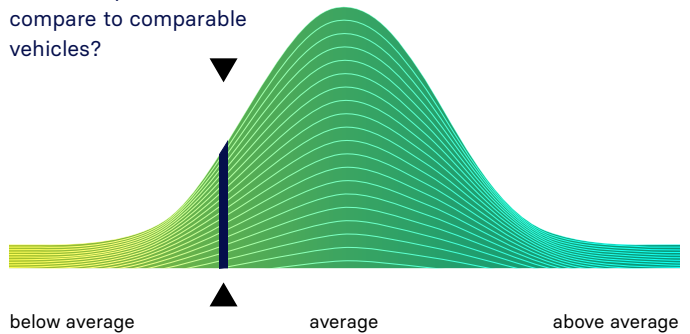
WLTP RANGE

430km | 450km

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:	61.1kWh	58.9kWh	56.4kWh
New:	64.0kWh	61.7kWh	59.1kWh

RANGE

	WLTP	Typical
Current:	415-430km	309km
New:	435-450km	324km

EXECUTION PROTOCOL

AVILOO Box connected. 09:44:52

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)*:	62%	
SoC calculation accuracy:		✓
BMS State of Health (SoH)*:	95%	
SoH calculation accuracy:		✓

MEASUREMENTS

	Min	Max	Delta	Status
Battery Temperature	18.0°C	18.5°C	0.5°C	✓
Cell Voltage	3.827V	3.841V	14mV	✓
Pack Voltage	398.8V			
Average Current	-1.7A			

*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.