



# FLASH TEST REPORT

## Execution

State of charge **55 %**  
Date 19/03/2024 14:52:39  
Executed by Carla AB

## Vehicle

Brand Tesla  
Model Model 3 - 52,4 kWh  
VIN 5YJ3E7EA2KF522934  
Mileage 79,922 km

## Analysis Result

# AVILOO SCORE

**88**  
/ 100

### High voltage battery usage and history

Analysis of charging & driving behavior

**61** / 70

### High voltage battery performance

Analysis of cell voltages and module temperatures.

**27** / 30

### High voltage battery control unit

Check of signals and calculations of the battery management control unit.



### Vehicle communication interface

Check of communication via the diagnostic interface.



Dr. Marcus Berger  
CEO and Partner

DI Wolfgang Berger MBA  
CSO and Founder

DI Nikolaus Mayerhofer  
CTO and Founder



# EXPLANATION OF THE BATTERY FLASH TEST

## ANALYSIS METHOD

The analysis performed is a combined result of: The communication quality between the diagnostic hardware AVILOO Box and the on-board diagnostic interface of the vehicle. The live battery data and data that indicates the previous use of the high voltage battery, which is made available to the AVILOO Box by the battery management system during the measurement. The plausibility check and classification of the battery condition using the collected values and a comparison with the AVILOO Battery Cloud using Big Data algorithms.

## FLASH TEST EXECUTION PROTOCOL

14:52:36 AVILOO Box connected.  
✓ FLASH Test started.  
✓ Vehicle detected.  
✓ Starting data acquisition.  
✓ Finished data acquisition.  
✓ Analyzing data.  
✓ Analysis completed.

## DETAILED RESULTS OF PERFORMED CHECKS

### Vehicle Information

VIN	5YJ3E7EA2KF522934
Date	19/03/2024 14:52:39
Mileage	79,922 km

### Measurements High Voltage System

Battery temperature	24.5 °C
Maximum cell temperature deviation	1 °C
Pack voltage	369.13 V
Maximum cell voltage deviation	2 mV
Peak current during check	-5.06 A
State of Health (SoH - read from car manufacturer)*	90.19 %

\*The SoH shown here was not calculated by AVILOO but corresponds to the SoH read out from the battery management system and calculated by the manufacturer. AVILOO therefore does not guarantee the correctness of this SoH.

