



373 km**



88%*

BATTERY CERTIFICATE

Date of execution:

03/09/2026

Executed by:

Carla AB

88%*

373 km**

Vehicle information

Brand Mercedes-Benz
Model EQB 300 4MATIC - 66,5 kWh
Manufactured in 2023
VIN W1N9M0JB1PN039553

Analysis result

Actually available (100% - 0) 57.47 kWh
Available in new condition** 65 kWh
Remaining range** 373 km
New condition range** 422 km

Measured data:

	Start	End
State of charge	98 %	2 %
Cell temperature min	15 °C	22 °C
Cell temperature max	17 °C	23 °C
Cell voltage min	4.07 V	3.41 V
Cell voltage max	4.16 V	3.5 V
Mileage	83,459 km	83,662 km



Dr. Marcus Berger
CEO and Partner



DI Wolfgang Berger MBA
CSO and Founder



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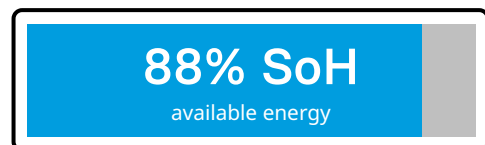


EXPLANATION PREMIUM TEST

BASICS TRACTION BATTERY

The built-in traction battery is an energy storage that has a certain amount of energy in kilowatt-hours (kWh) available.

The gross energy content corresponds to the total installed energy, while the net energy denotes the actual usable portion that is available for operation. The actual released net energy is lower than the gross energy. For security reasons and to protect the battery against aging the battery has a buffer.



TEST RESULTS

The test result, health status of the battery, is given as a percentage. The state of health (short: SoH) is calculated as follows:

$$\text{SoH-formula} = \frac{\text{actually available net energy during PREMIUM Test}}{\text{available net energy in new condition}}$$

***88% SoH =** At the AVILOO PREMIUM Test on 03/09/2026, 57.47 kWh of usable energy were available for driving between 100 and 0 percent State of Charge.
That is 88% of the energy that, according to the manufacturer, can be drawn in new condition. Tolerance SoH: +/-3%

TEST METHOD INFORMATION

The AVILOO PREMIUM Test for electric vehicles is based on a combination of the following methods:

- Determination of the net energy that can be drawn from the electric vehicle (EV),
- Battery models for temperature compensation and internal resistance calculation.
- Calculation to derive the State of Health of the battery.

The analysis is performed within a discharge process from 98% to less than 5% State of Charge. Millions of battery relevant data points from the vehicle are transferred to the AVILOO platform in real time. After the end of the discharge drive, the transferred data is validated and the State of Health (SoH) of the battery is analyzed. The state of health (SOH) is calculated based on compensation models for a reference temperature of 25°C. That is why this value is always comparable and independent of the actual battery temperature during the test drive.

EXPLANATION OF TERMS

** Sources	Usable energy and range according to manufacturer information or AVILOO reference run. Range according to WLTP or, if not available, converted from NEDC values.
SoH (State of Health)	State of Health of the traction battery
SoC (State of Charge)	State of Charge of the traction battery
State of charge Display	Net charge level read from the battery control unit
Cell temperature min.	Temperature of the coldest battery cell
Cell temperature max.	Temperature of the warmest battery cell
Cell voltage min.	The Lowest cell voltage of all battery cells
Cell voltage max.	The greatest cell voltage of all battery cells

The start values describe the data that are read out from the battery control unit before the drive starts, The final values are those that are read out from the battery control unit at the end of the journey.

LIMITATION OF THE PREMIUM TEST

The test result is an indicator for the actual State of Health (SoH) of the traction battery. The result only takes into account the condition of the battery at the time of the test. No prognosis for the future health of the battery can be derived from this. Due to the test method, no statements can be made about the mechanical condition damage, corrosion, leakage and other external influences or about electrical safety of the high voltage battery.