

TILSTANDSRAPPORT

Stamdata

Registreringsnummer	DX48973	Stelnummer	XP7YGCEL6RB287019		
Mærke	TESLA	Model	Model Y	Version	Performance
Karrosseritype	MPV	Farve	Hvid	Reg. dato	01-12-2023
Drivkraft	El	Drivlinje	4 wheels drive	Geartype	Automatisk
KM. stand	131472	Antal nøgler	2	Kontraktnummer	5149823
Afliveringsdato	30-04-2026				

Udvendige billeder



Dæk og mønster

Position	Mærke	Størrelse	Slidbane	Dæktype
Venstre, For	Pirelli	255/35-21	6 mm	Vinter
Venstre, Bag	Goodyear	275/35-21	6 mm	Vinter
Højre, Bag	Pirelli	275/35-21	6 mm	Vinter
Højre, For	Pirelli	255/35-21	6 mm	Vinter

Ekstra hjul

Ekstrahjul tilstede Nej

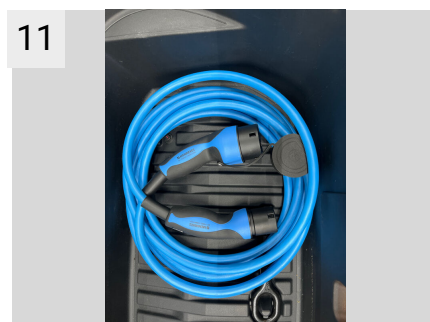
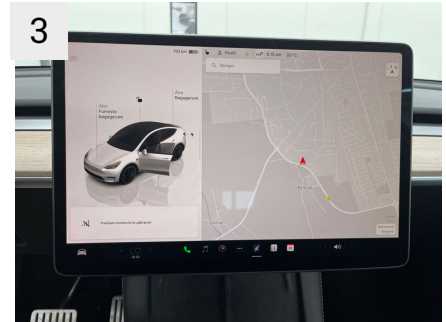
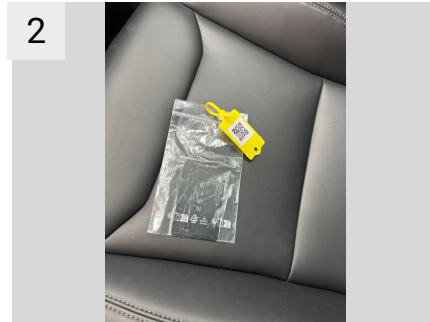
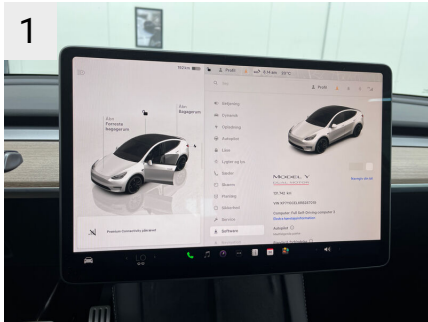
Position	Mærke	Dæktype
Ekstrahjul		

Reservedæk og rep. kit

Rep. kit tilstede Ikke relevant Reservehjul tilstede Ikke relevant

Position	Mærke	Størrelse	Slidbane
Reservehjul		/-	

Præsentationsbilleder



13




Mangler / Tilstand

Ref	Sted	Del	Type	Handling
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Skader


Ref	Sted	Del	Type	Handling
#1	Fælge	Fælg Venstre, For	Ridset	K4
#2	Fælge	Fælg Højre, Bag	Ridset	K4
#3	Fælge	Fælg Højre, For	Ridset	K4
#4	Forrude	Rude	Stenslag	K5
#5	Motorhjelm	Hjelm	Stenslag	K3
#6	Front	Forkofanger	Lak fejl	K4
#7	V. forskærm	Skærm	Stenslag	K3
#8	V. fordør	Dør	Bule(r)	K4
#9	V. bagdør	Dør	Stenslag flere	K4
#10	Bagkofanger	Pynteliste	Ridser	K3
#11	H. bagdør	Dør	Stenslag flere	K4
#12	H. forskærm	Skærm	Stenslag	K3

1




Sted	Fælge
Del	Fælg Venstre, For
Type	Ridset

1A




Sted	Fælge
Del	Fælg Venstre, For
Type	Ridset

2




Sted	Fælge
Del	Fælg Højre, Bag
Type	Ridset

2A




Sted	Fælge
Del	Fælg Højre, Bag
Type	Ridset

3



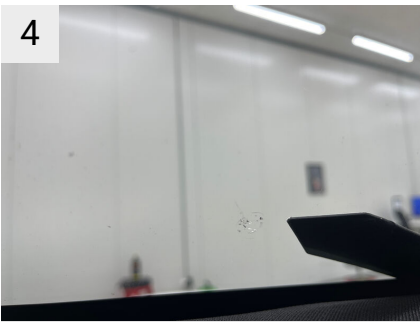
Sted	Fælge
Del	Fælg Højre, For
Type	Ridset

3A



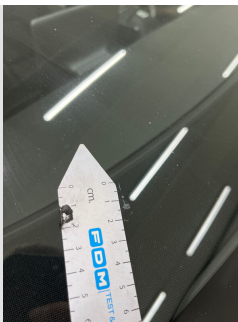
Sted	Fælge
Del	Fælg Højre, For
Type	Ridset

4




Sted	Forrude
Del	Rude
Type	Stenslag

4A



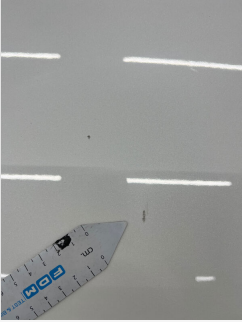
Sted	Forrude
Del	Rude
Type	Stenslag

4B




Sted	Forrude
Del	Rude
Type	Stenslag

5




Sted	Motorhjem
Del	Hjelm
Type	Stenslag

5A




Sted	Motorhjem
Del	Hjelm
Type	Stenslag

6




Sted	Front
Del	Forkofanger
Type	Lak fejl

6A




Sted	Front
Del	Forkofanger
Type	Lak fejl

7




Sted	V. forskærm
Del	Skærm
Type	Stenslag

7A




Sted	V. forskærm
Del	Skærm
Type	Stenslag

8




Sted	V. fordør
Del	Dør
Type	Bule(r)

8A

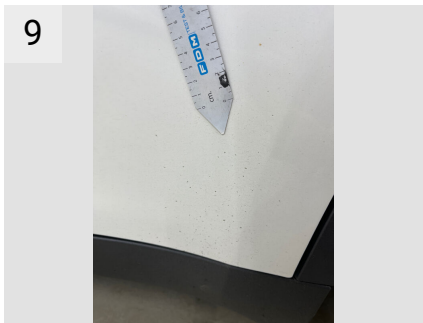


Sted	V. fordør
Del	Dør
Type	Bule(r)

8B

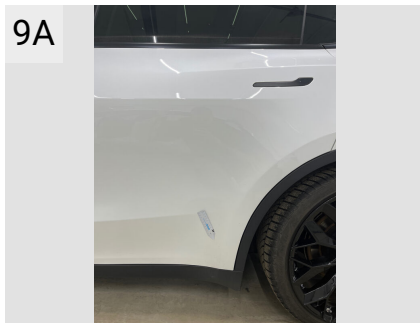


Sted	V. fordør
Del	Dør
Type	Bule(r)



9

Sted V. bagdør
 Del Dør
 Type Stenslag flere



9A

Sted V. bagdør
 Del Dør
 Type Stenslag flere



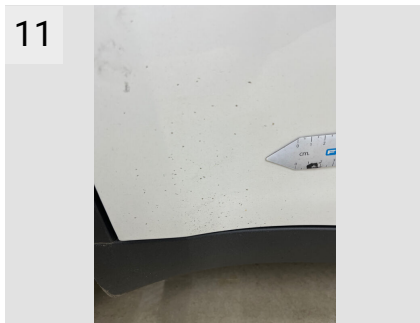
10

Sted Bagkofanger
 Del Pynteliste
 Type Ridser



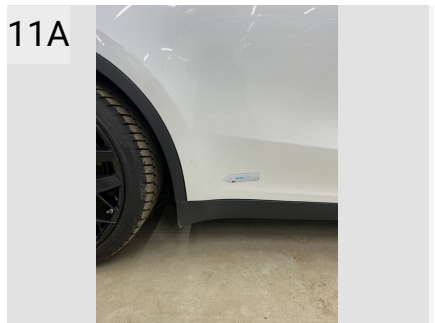
10A

Sted Bagkofanger
 Del Pynteliste
 Type Ridser



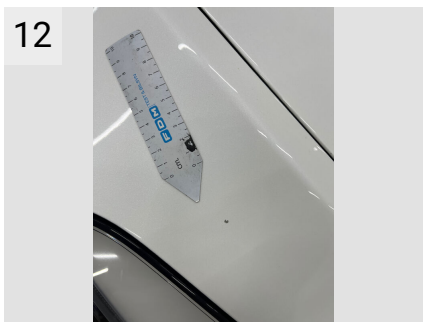
11

Sted H. bagdør
 Del Dør
 Type Stenslag flere



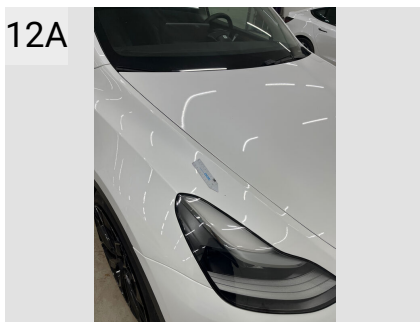
11A

Sted H. bagdør
 Del Dør
 Type Stenslag flere



12

Sted H. forskærm
 Del Skærm
 Type Stenslag



12A

Sted H. forskærm
 Del Skærm
 Type Stenslag

Evt. Mekaniske fejl

Bemærkninger vedr. mekaniske fejl

Fabriksudstyr

INDEPENDENT BATTERY CERTIFICATE



CERTIFICATE NUMBER: 13AFE525-C393-4500-B374-92E7A6C665EC

VEHICLE

BRAND: Tesla
MODEL: Model Y - 78,8 kWh

MILEAGE: 131,742 km
VIN: XP7YGCEL6RB287019

EXECUTED BY: FDM-AYVENS-DF-RINGSTED

DATE AND TIME:
30/04/2026, 08:49

RESULTS

Independent
STATE OF HEALTH (SOH)

90.0 %

ENERGY

71kWh | 79kWh



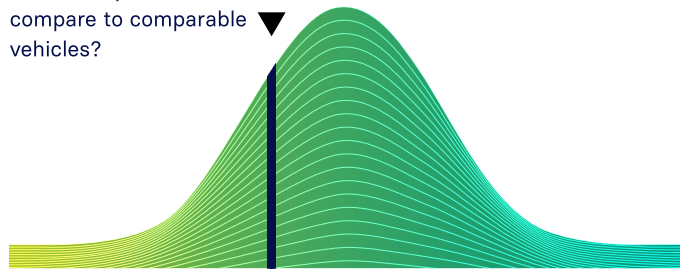
WLTP RANGE

560km | 622km

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

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:	70.9kWh	70.9kWh	67.8kWh
New:	78.8kWh	78.8kWh	75.3kWh

RANGE

	WLTP	Typical	Individual
Current:	463-560km	361km	324km
New:	514-622km	401km	360km

EXECUTION PROTOCOL

AVILOO Box connected.	08:49:24
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

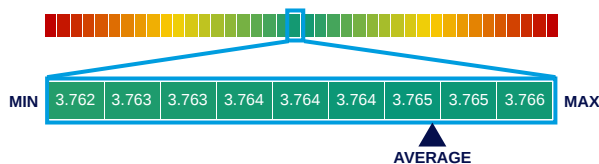
	Value	Status
BMS State of Charge (SoC)*:	45%	
SoC calculation accuracy:		✓
BMS State of Health (SoH)*:	89%	
SoH calculation accuracy:		✓

MEASUREMENTS

	Min	Max	Delta	Status
Battery Temperature	25.0°C	25.0°C	0.0°C	✓
Cell Voltage	3.762V	3.766V	4mV	✓
Pack Voltage	361.7V			
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	3.766	3.765	3.765	3.765	3.765	3.766	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.766
21 - 40	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765
41 - 60	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765
61 - 80	3.762	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.764	3.764	3.765	3.765	3.765	3.765	3.765	3.765	3.765
81 - 96	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765	3.765



*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.