TILSTANDSRAPPORT

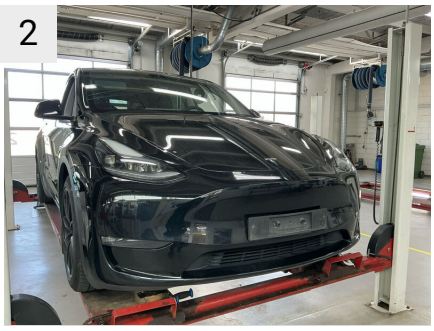
Stamdata

Registreringsnummer	DV69741	Stelnummer	XP7YGCEL8PB198419		
Mærke	TESLA	Model	Model Y	Version	Performance
Karrosseritype	MPV	Farve	Sort	Reg. dato	31-08-2023
Drivkraft	El	Drivlinje	4 wheels drive	Geartype	Automatisk
KM. stand	106203	Antal nøgler	2	Kontraktnummer	5043613
Afleveringsdato	29-04-2026				

Udvendige billeder

1

2



3

4

Dæk og mønster

Position	Mærke	Størrelse	Slidbane	Dæktype
Venstre, For	Continental	255/45-19	7 mm	Vinter
Venstre, Bag	Continental	255/45-19	5 mm	Vinter
Højre, Bag	Continental	255/45-19	5 mm	Vinter
Højre, For	Continental	255/45-19	7 mm	Vinter

Ekstra hjul

Ekstrahjul tilstede: Nej

Position	Mærke	Dæktype
Ekstrahjul		

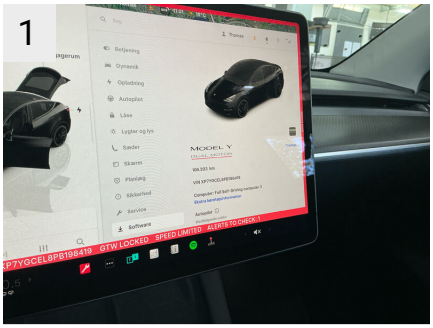
Reservedæk og rep. kit

Rep. kit tilstede: Mangler helt

Reservehjul tilstede: Ikke relevant

Position	Mærke	Størrelse	Slidbane
Reservehjul		/-	

Præsentationsbilleder

1


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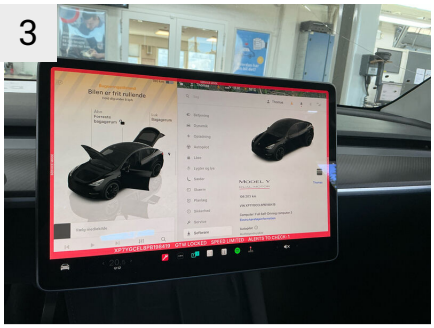
3


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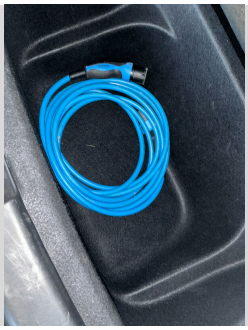
8


9


10


11


12


13

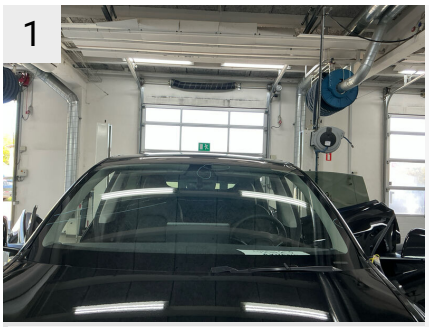
Mangler / Tilstand

Ref	Sted	Del	Type	Handling

Skader

Ref	Sted	Del	Type	Handling
#1	Forrude	Rude	Revne	K5
#2	Fælge	Fælg Venstre, For	Ridset	K4
#3	V. forskærm	Skærm	Bule(r)	K3
#4	V. bagdør	Dør	Stenslag flere	K3
#5	Fælge	Fælg Højre, Bag	Ridset	K4
#6	Fælge	Fælg Højre, For	Ridset	K4
#7	Front	Forkofanger	Ridser	K4
#8	H. bagskærm	Skærm	Bulet/Ridset	K4
#9	H. bagdør	Dør	Bulet/Ridset	K4

1

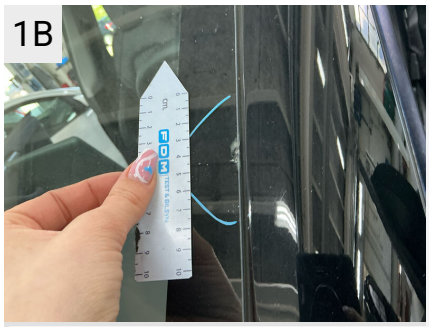


Sted	Forrude
Del	Rude
Type	Revne

1A

Sted	Forrude
Del	Rude
Type	Revne

1B



Sted	Forrude
Del	Rude
Type	Revne

1C

Sted	Forrude
Del	Rude
Type	Revne

2

Sted	Fælge
Del	Fælg Venstre, For
Type	Ridset

2A

Sted	Fælge
Del	Fælg Venstre, For
Type	Ridset

2B

Sted	Fælge
Del	Fælg Venstre, For
Type	Ridset

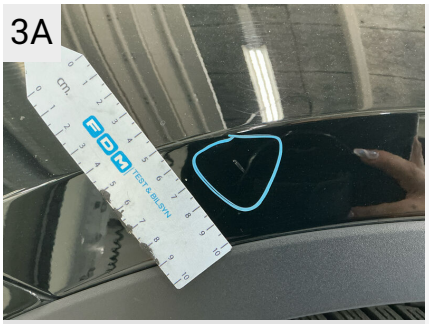
2C

Sted	Fælge
Del	Fælg Venstre, For
Type	Ridset

3

Sted	V. forskærm
Del	Skærm
Type	Bule(r)

3A



Sted	V. forskærm
Del	Skærm
Type	Bule(r)

3B

Sted	V. forskærm
Del	Skærm
Type	Bule(r)

4

Sted	V. bagdør
Del	Dør
Type	Stenslag flere

5

Sted	Fælge
Del	Fælg Højre, Bag
Type	Ridset

5A

Sted	Fælge
Del	Fælg Højre, Bag
Type	Ridset

6

Sted	Fælge
Del	Fælg Højre, For
Type	Ridset

6A

Sted	Fælge
Del	Fælg Højre, For
Type	Ridset

7

Sted	Front
Del	Forkofanger
Type	Ridser

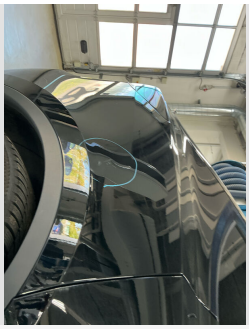
7A

Sted	Front
Del	Forkofanger
Type	Ridser

7B

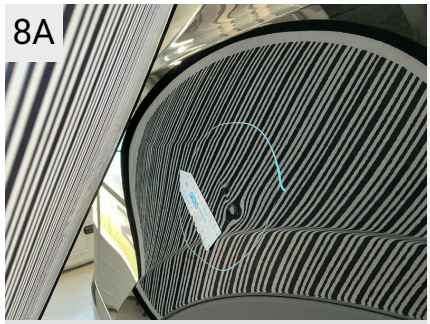
Sted	Front
Del	Forkofanger
Type	Ridser

8



Sted	H. bagskærm
Del	Skærm
Type	Bulet/Ridset

8A



Sted	H. bagskærm
Del	Skærm
Type	Bulet/Ridset

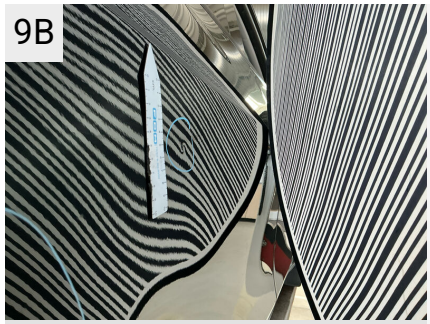
9

Sted	H. bagdør
Del	Dør
Type	Bulet/Ridset

9A

Sted	H. bagdør
Del	Dør
Type	Bulet/Ridset

9B



Sted	H. bagdør
Del	Dør
Type	Bulet/Ridset

9C

Sted	H. bagdør
Del	Dør
Type	Bulet/Ridset

Evt. Mekaniske fejl

Bemærkninger vedr. mekaniske fejl

Fabriksudstyr

Solid Black

INDEPENDENT

BATTERY CERTIFICATE

AVILOO
BATTERY DIAGNOSTICS

CERTIFICATE NUMBER: B03A9C3B-BF5D-4F7F-9919-818C4FE5DA7E

VEHICLE

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

MILEAGE: 106,203 km
VIN: XP7YGCEL8PB198419
DATE AND TIME: 30/04/2026, 11:16

EXECUTED BY: FDM-AYVENS-BALLERUP

RESULTS

Independent
STATE OF HEALTH (SOH)

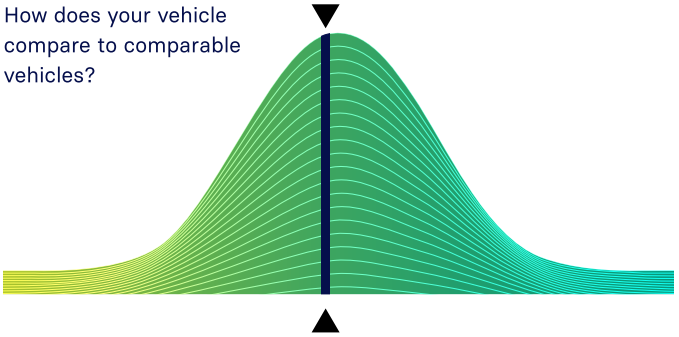
91.9 %

ENERGY 72kWh | 79kWh

WLTP RANGE 572km | 622km

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.

Dr. Marcus Berger, CEO

CARA Approved Battery Health Check

AVILOO CERTIFIED
BATTERY IS TESTED AND AVILOO CERTIFIED

ENERGY

	Gross	Net (Nominal)	Usable
Current:	72.4kWh	72.4kWh	69.2kWh
New:	78.8kWh	78.8kWh	75.3kWh

RANGE

	WLTP	Typical	Individual
Current:	472-572km	369km	345km
New:	514-622km	401km	375km

EXECUTION PROTOCOL

AVILOO Box connected. **11:16:14**

- 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

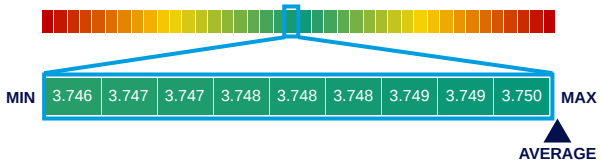
	Value	Status
BMS State of Charge (SoC)*:	44%	
SoC calculation accuracy:		✓
BMS State of Health (SoH)*:	92%	
SoH calculation accuracy:		✓

MEASUREMENTS

	Min	Max	Delta	Status
Battery Temperature	12.5°C	13.5°C	1.0°C	✓
Cell Voltage	3.746V	3.750V	4mV	✓
Pack Voltage	360.0V			
Average Current	-1.0A			

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	3.750	3.750	3.750	3.750	3.750	3.750	3.750	3.750	3.750	3.750	3.750	3.749	3.749	3.749	3.748	3.750	3.749	3.749	3.749	3.749
21 - 40	3.749	3.749	3.749	3.749	3.748	3.749	3.749	3.748	3.748	3.748	3.748	3.748	3.748	3.748	3.748	3.750	3.749	3.749	3.749	3.749
41 - 60	3.749	3.749	3.750	3.750	3.750	3.750	3.750	3.750	3.749	3.749	3.749	3.749	3.750	3.750	3.750	3.750	3.750	3.750	3.750	3.750
61 - 80	3.749	3.749	3.749	3.749	3.749	3.749	3.749	3.749	3.749	3.749	3.749	3.749	3.749	3.750	3.750	3.747	3.746	3.750	3.750	3.750
81 - 96	3.750	3.750	3.750	3.750	3.750	3.750	3.750	3.750	3.750	3.750	3.750	3.750	3.750	3.750	3.750	3.750				



*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 Managament 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.

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