FDM TEST & BILSYN

Date	08-05-2026 09:17
Inspection no.	151700
Performed by	JH
Department	Defleetcenter Fredericia

TILSTANDSRAPPORT

Stamdata

Registreringsnummer	DY10697	Stelnummer	XP7YGCEL8RB269587		
Mærke	TESLA	Model	Model Y	Version	Performance
Karrosseritype	MPV	Farve	Blå	Reg. dato	01-12-2023
Drivkraft	El	Drivlinje	4 wheels drive	Geartype	Automatisk
KM. stand	70010	Antal nøgler	2	Kontraktnummer	5161843
Afleveringsdato	07-05-2026				

Udvendige billeder

1

2

3

4

Dæk og mønster

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

Ekstra hjul

Ekstrahjul tilstede: Nej

Position	Mærke	Dæktype
Ekstrahjul		

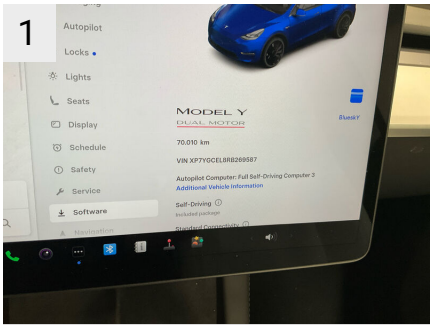
Reservedæk og rep. kit

Rep. kit tilstede: Ikke relevant

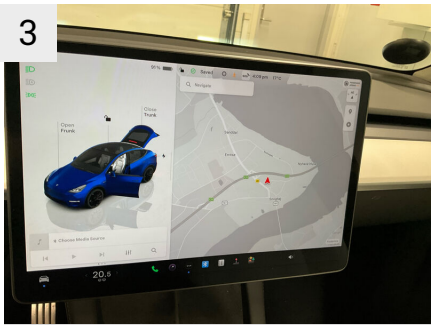
Reservehjul tilstede: Ikke relevant

Position	Mærke	Størrelse	Slidbane
Reservehjul		/-	

Præsentationsbilleder

1


2


3


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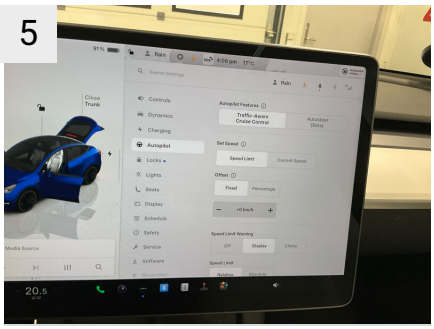


6


7


8


9


10


11


12


13

Mangler / Tilstand

Ref	Sted	Del	Type	Handling

Skader

Ref	Sted	Del	Type	Handling
#1	Fælge	Fælg Højre, For	Ridset	K4
#2	Fælge	Fælg Højre, Bag	Ridset	K4
#3	Forrude	Rude	Stenslag	K5
#4	Motorhjelm	Hjelm	Stenslag flere	K3
#5	V. bagdør	Dør	Stenslag flere	K3
#6	V. bagskærm	Skærm	Ridser	K3
#7	H. bagdør	Dør	Ridser	K4
#8	H. fordør	Dør	Ridser	K3
#9	H. forskærm	Skærm	Ridser	K4

1

Sted	Fælge
Del	Fælg Højre, For
Type	Ridset

1A

Sted	Fælge
Del	Fælg Højre, For
Type	Ridset

1B

Sted	Fælge
Del	Fælg Højre, For
Type	Ridset

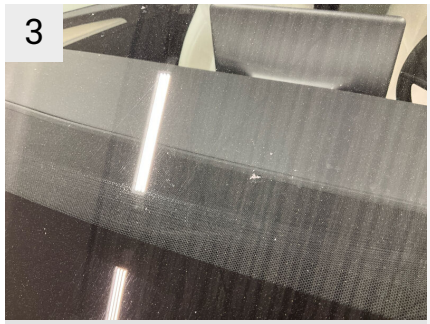
2

Sted	Fælge
Del	Fælg Højre, Bag
Type	Ridset

2A

Sted	Fælge
Del	Fælg Højre, Bag
Type	Ridset

3



Sted	Forrude
Del	Rude
Type	Stenslag

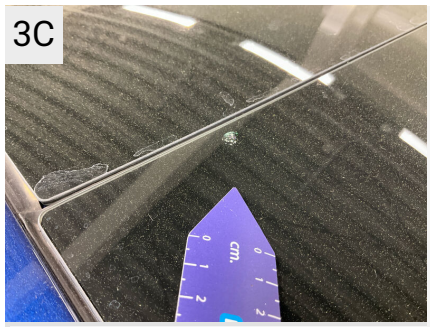
3A

Sted	Forrude
Del	Rude
Type	Stenslag

3B

Sted	Forrude
Del	Rude
Type	Stenslag

3C

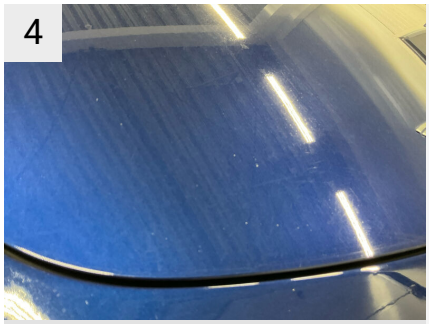


Sted	Forrude
Del	Rude
Type	Stenslag

3D

Sted	Forrude
Del	Rude
Type	Stenslag

4



Sted	Motorhjelm
Del	Hjelm
Type	Stenslag flere

4A

Sted	Motorhjelm
Del	Hjelm
Type	Stenslag flere

5

Sted	V. bagdør
Del	Dør
Type	Stenslag flere

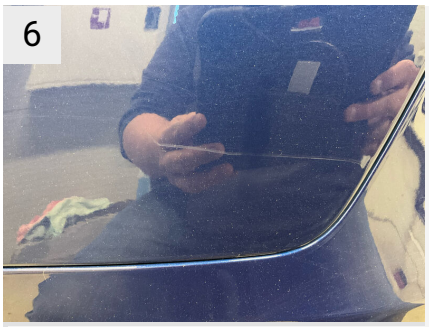
5A

Sted	V. bagdør
Del	Dør
Type	Stenslag flere

5B

Sted	V. bagdør
Del	Dør
Type	Stenslag flere

6



Sted	V. bagskærm
Del	Skærm
Type	Ridser

6A

Sted	V. bagskærm
Del	Skærm
Type	Ridser

7

Sted	H. bagdør
Del	Dør
Type	Ridser

7A

Sted	H. bagdør
Del	Dør
Type	Ridser

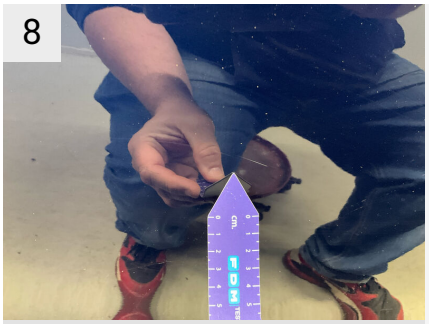
7B

Sted	H. bagdør
Del	Dør
Type	Ridser

7C

Sted	H. bagdør
Del	Dør
Type	Ridser

8

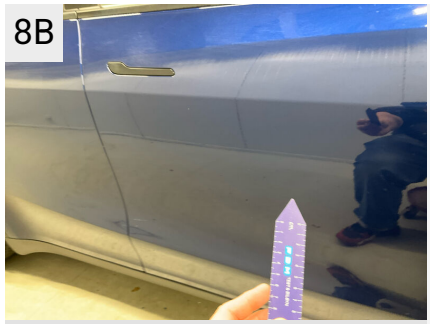


Sted	H. fordør
Del	Dør
Type	Ridser

8A

Sted	H. fordør
Del	Dør
Type	Ridser

8B



Sted	H. fordør
Del	Dør
Type	Ridser

9

Sted	H. forskærm
Del	Skærm
Type	Ridser

9A

Sted	H. forskærm
Del	Skærm
Type	Ridser

Evt. Mekaniske fejl

Bemærkninger vedr. mekaniske fejl

Fabriksudstyr

INDEPENDENT

BATTERY CERTIFICATE

AVILOO
BATTERY DIAGNOSTICS

CERTIFICATE NUMBER: 60DA640F-D7EC-4467-95A2-B0D0441EDC3A

VEHICLE

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

MILEAGE: 70,010 km
VIN: XP7YGCEL8RB269587
DATE AND TIME: 07/05/2026, 16:22

EXECUTED BY: FDM-AYVENS-DF-FREDERICIA

RESULTS

Independent
STATE OF HEALTH (SOH)

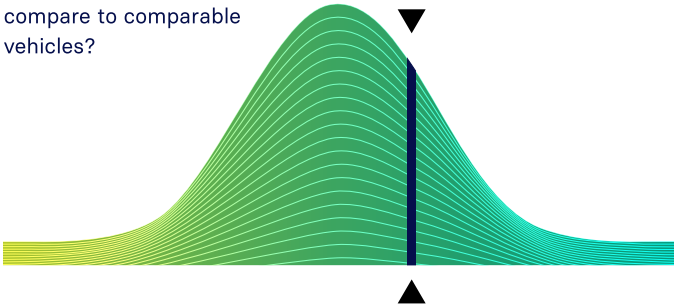
94.2 %

ENERGY 74kWh | 79kWh

WLTP RANGE 586km | 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

EXCELLENT 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 excellent condition.

The drive battery is therefore officially AVILOO Certified.

Dr. Marcus Berger, CEO

CARA Approved Battery Health Check

BATTERY IS TESTED AND AVILOO CERTIFIED
AVILOO CERTIFIED

ENERGY

	Gross	Net (Nominal)	Usable
Current:	74.3kWh	74.3kWh	71.0kWh
New:	78.8kWh	78.8kWh	75.3kWh

RANGE

	WLTP	Typical	Individual
Current:	484-586km	378km	339km
New:	514-622km	401km	360km

EXECUTION PROTOCOL

AVILOO Box connected. **16:22:46**

- 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

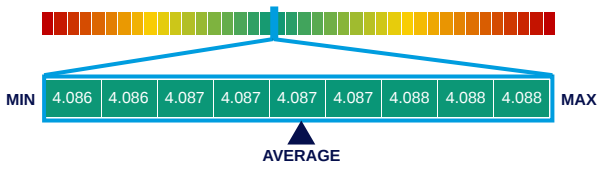
	Value	Status
BMS State of Charge (SoC)*:	90%	
SoC calculation accuracy:		✓
BMS State of Health (SoH)*:	94%	
SoH calculation accuracy:		✓

MEASUREMENTS

	Min	Max	Delta	Status
Battery Temperature	18.0°C	18.5°C	0.5°C	✓
Cell Voltage	4.086V	4.088V	2mV	✓
Pack Voltage	392.2V			
Average Current	-3.1A			

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	4.087	4.087	4.087	4.087	4.087	4.087	4.087	4.087	4.087	4.087	4.087	4.086	4.086	4.086	4.087	4.087	4.086	4.086	4.086	4.087
21 - 40	4.087	4.087	4.087	4.087	4.087	4.087	4.087	4.087	4.087	4.087	4.087	4.086	4.087	4.087	4.086	4.087	4.087	4.087	4.087	4.087
41 - 60	4.087	4.087	4.087	4.087	4.087	4.088	4.087	4.088	4.086	4.086	4.086	4.087	4.087	4.087	4.087	4.087	4.088	4.088	4.088	4.087
61 - 80	4.086	4.086	4.087	4.086	4.086	4.086	4.086	4.086	4.087	4.087	4.087	4.087	4.087	4.086	4.086	4.086	4.086	4.086	4.086	4.086
81 - 96	4.086	4.086	4.087	4.086	4.086	4.086	4.086	4.086	4.086	4.086	4.086	4.086	4.087	4.087	4.087	4.087				



*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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