

TILSTANDSRAPPORT

Stamdata

Registreringsnummer	DW79618	Stelnummer	XP7YGCELXRB276816		
Mærke	TESLA	Model	Model Y	Version	Performance
Karosseritype	MPV	Farve	Sort	Reg. dato	13-11-2023
Drivkraft	El	Drivlinje	4 wheels drive	Geartype	Automatisk
KM. stand	46933	Antal nøgler	2	Kontraktnummer	5048474
Afliveringsdato	28-05-2026				

Udvendige billeder



Dæk og mønster

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

Ekstra hjul

Ekstrahjul tilstede Nej

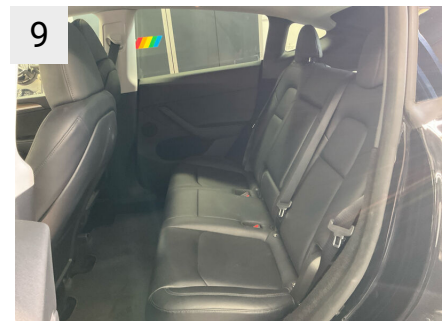
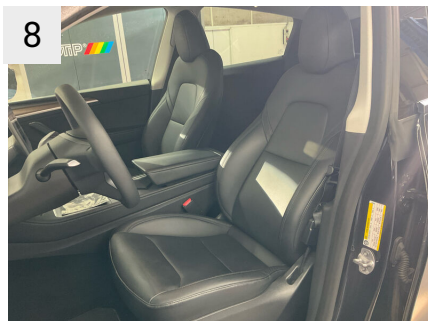
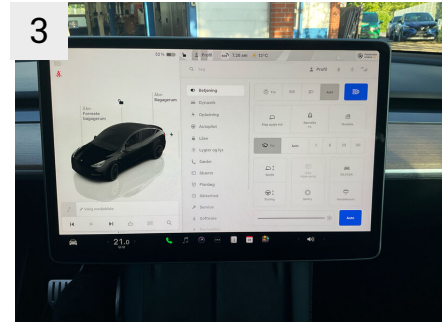
Position	Mærke	Dæktype
Ekstrahjul		

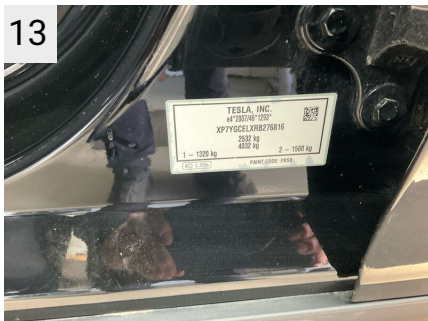
Reservedæk og rep. kit

Rep. kit tilstede Ikke relevant Reservehjul tilstede Nej

Position	Mærke	Størrelse	Slidbane
Reservehjul		/-	

Præsentationsbilleder






Mangler / Tilstand

Ref	Sted	Del	Type	Handling
-----	------	-----	------	----------

Skader


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

1




Sted	Fælge
Del	Fælg Venstre, For
Type	Ridset

1A



Sted	Fælge
Del	Fælg Venstre, For
Type	Ridset

2




Sted	Fælge
Del	Fælg Venstre, Bag
Type	Ridset

2A



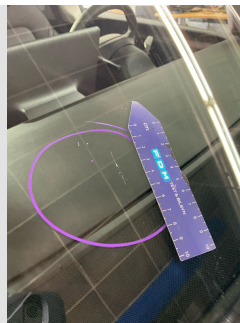
Sted	Fælge
Del	Fælg Venstre, Bag
Type	Ridset

3




Sted	Forrude
Del	Rude
Type	Revne

3A



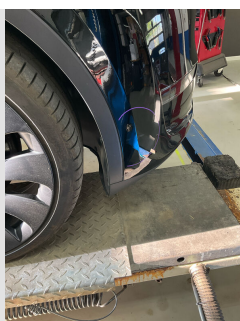
Sted	Forrude
Del	Rude
Type	Revne

4




Sted	Motorhjelm
Del	Hjelm
Type	Stenslag flere

5




Sted	Front
Del	Forkofanger
Type	Ridser


5A




Sted	Front
Del	Forkofanger
Type	Ridser

6 


Sted	V. forskærm
Del	Skærm
Type	Stenslag flere

7 


Sted	V. fordør
Del	Dør
Type	Overfladeridser (Alm. slid)

8 


Sted	V. bagdør
Del	Dør
Type	Stenslag flere

8A 


Sted	V. bagdør
Del	Dør
Type	Stenslag flere

9 


Sted	V. bagskærm
Del	Skærm
Type	Bule(r)

9A 


Sted	V. bagskærm
Del	Skærm
Type	Bule(r)

10 

Sted	Bagkofanger
Del	Kofanger
Type	Overfladeridser (Alm. slid)

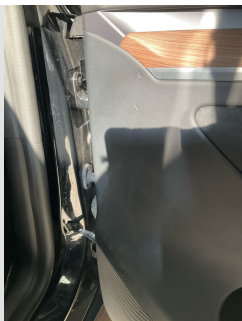
11 

Sted	H. bagskærm
Del	Skærm
Type	Overfladeridser (Alm. slid)

12 

Sted	Interiør
Del	Dør beklædning, Højre For
Type	Ridset

12A



Sted	Interiør
Del	Dør beklædning, Højre For
Type	Ridset

Evt. Mekaniske fejl

Bemærkninger vedr. mekaniske fejl

Fabriksudstyr

INDEPENDENT BATTERY CERTIFICATE



CERTIFICATE NUMBER: 2A92E261-CC7B-4DED-BA16-36FF357CEF73

VEHICLE

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

MILEAGE: 46,933 km
VIN: XP7YGCELXRB276816
DATE AND TIME:
28/05/2026, 07:29

EXECUTED BY: FDM-AYVENS-ROSKILDE

RESULTS

Independent
STATE OF HEALTH (SOH)

95.0 %

ENERGY

75kWh | 79kWh



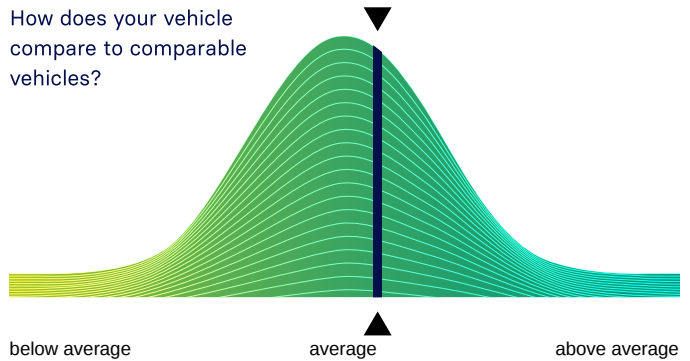
WLTP RANGE

591km | 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

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



ENERGY

	Gross	Net (Nominal)	Usable
Current:	74.9kWh	74.9kWh	71.6kWh
New:	78.8kWh	78.8kWh	75.3kWh

RANGE

	WLTP	Typical
Current:	489-591km	382km
New:	514-622km	401km

EXECUTION PROTOCOL

AVILOO Box connected.	07:29:11
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

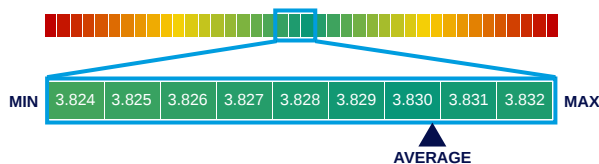
	Value	Status
BMS State of Charge (SoC)*:	53%	
SoC calculation accuracy:		✓
BMS State of Health (SoH)*:	94%	
SoH calculation accuracy:		✓

MEASUREMENTS

	Min	Max	Delta	Status
Battery Temperature	17.5°C	18.0°C	0.5°C	✓
Cell Voltage	3.824V	3.832V	8mV	✓
Pack Voltage	367.7V			
Average Current	-2.4A			

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	3.830	3.830	3.830	3.830	3.830	3.830	3.829	3.830	3.829	3.829	3.830	3.826	3.825	3.824	3.828	3.828	3.828	3.828	3.827	3.828
21 - 40	3.826	3.829	3.828	3.828	3.828	3.828	3.828	3.828	3.828	3.828	3.829	3.829	3.829	3.829	3.829	3.831	3.831	3.831	3.830	3.830
41 - 60	3.831	3.831	3.831	3.831	3.831	3.831	3.831	3.831	3.832	3.832	3.832	3.832	3.832	3.832	3.831	3.831	3.831	3.832	3.831	3.831
61 - 80	3.829	3.828	3.828	3.828	3.828	3.829	3.829	3.829	3.830	3.829	3.830	3.830	3.828	3.828	3.828	3.828	3.828	3.828	3.829	3.828
81 - 96	3.829	3.828	3.828	3.828	3.830	3.830	3.830	3.830	3.830	3.830	3.830	3.831	3.831	3.830	3.830	3.830	/	/	/	/



*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.