



This battery is in **excellent condition** for its age and usage.

99.6% of original capacity remaining (0.4% lost) · no action needed right now

STATE OF HEALTH

Method: Measured usable energy



CAPACITY LOSS

0.4%

EXCELLENT

Minimal capacity loss —
near-new condition



Weak Poor Good V.Good Great

Est. Cycles to 70%

~1184

BMS native: 100% (buffer-inflated)

VEHICLE

**Hyundai IONIQ 5
(2025+)**

VARIANT

Long Range
84 kWh

SOC AT TEST

68%

how full the battery was

TEMPERATURE

23–26 °C

ODOMETER

—

BATTERY

84 kWh

nominal capacity

BATTERY CAPACITY & RANGE current / new



100%

BATTERY CAPACITY

83.7 kWh
of 84.0 new


100%

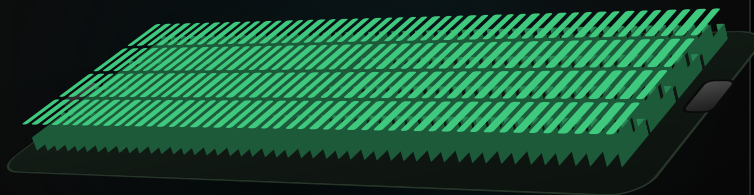
EST. RANGE

568 km
of 570 new



CELL VOLTAGE

The 192 cells inside your car's battery pack



3.860 V

MIN · #1

3.878 V

AVG

3.880 V

MAX · #2

100% BALANCED 20 mV spread (min to max)

■ Low ■ Normal ■ High

PACK CONDITION · AT TIME OF TEST

PACK VOLTAGE

745.2 V

PACK CURRENT

-0.4 A

idle

PACK POWER

0.3 kW

idle

TEMP MAX/MIN

26/23 °C

ISOLATION

≥3000 kΩ

Electrical safety
check · pass

AUX BATTERY

12.6 V

MIN CELL

3.860 V

MAX CELL

3.880 V

✓ VERDICT

EXCELLENT — Minimal capacity loss — near-new condition

This pack shows 0.4% capacity loss against its rated capacity, in line with expected wear for its age and usage. Cell balance is tight (20 mV spread) and isolation resistance is within safe limits. No immediate action needed — re-test in 12 months or after any fast-charging-heavy period.

This is a **self-reported reading from the vehicle's own Battery Management System**, retrieved over the OBD-II/CAN diagnostic interface via EVBlackBox — it is not an independent certification. State of Health is derived from the measured usable energy method, compared with a near-new pack of the same model; accuracy ±0.5%. Results can vary with battery temperature, state of charge, and BMS firmware version, and reflect the pack's condition only at the moment of testing.