



connect to detect.

IS YOUR BATTERY TESTING MISSING THE MOST IMPORTANT PARTS?

AVILOO vs Moba Certify Pro — measured against three requirements
Test EV considers essential for a genuine battery health check



WHAT A GENUINE BATTERY HEALTH TEST REQUIRES



Miss any one of these three, and a real fault can go undetected, costing \$1,000's



1. Dynamic-load cell balance, Open Circuit Voltage (OCV)

Cell voltage delta assessed under load over a multi-minute window, read against each cell's own OCV, compared to typical values — not just a snapshot of raw numbers.

WHY IT MATTERS

A cell can look fine sitting still, a snapshot won't catch it. Faults often only show up once the pack is under some load, and a raw voltage number means little without knowing what's normal for that specific cell — so faults get missed, or misjudged as nothing.



2. BMS State of Health corrected against real-world data

The OEM's own BMS SoH figure checked against real-world energetic capacity via a model-specific dataset — the same energy-based principle UN GTR22 sets for OEM reporting.

WHY IT MATTERS

OEMs calibrate their BMS for warranty and comfort, not resale accuracy. AVILOO's independent assessments found read-out BMS values deviating from real SoH by up to 91% points. 1 in 10 cars tested show an SoH gap of more than 10 points. That's not a rounding error; it's a different answer.



3. Sensor diagnostics beyond error codes

Faults are detected even when the OEM's BMS hasn't raised a warning or error code of its own — because the absence of a code isn't the same as the absence of a problem.

WHY IT MATTERS

An OEM only sets an error code once a fault crosses its own internal threshold. A real, worsening problem that hasn't crossed that line yet is invisible to any tool that only reads what the BMS already flags.

Without all three, a dealer — and their customer — is at risk of a real fault being missed or hidden behind a number that looks fine.

And a battery condition claim a dealer can't back up is a [s.18 ACL](#) problem waiting to happen.

DOES IT MEET THE STANDARD?

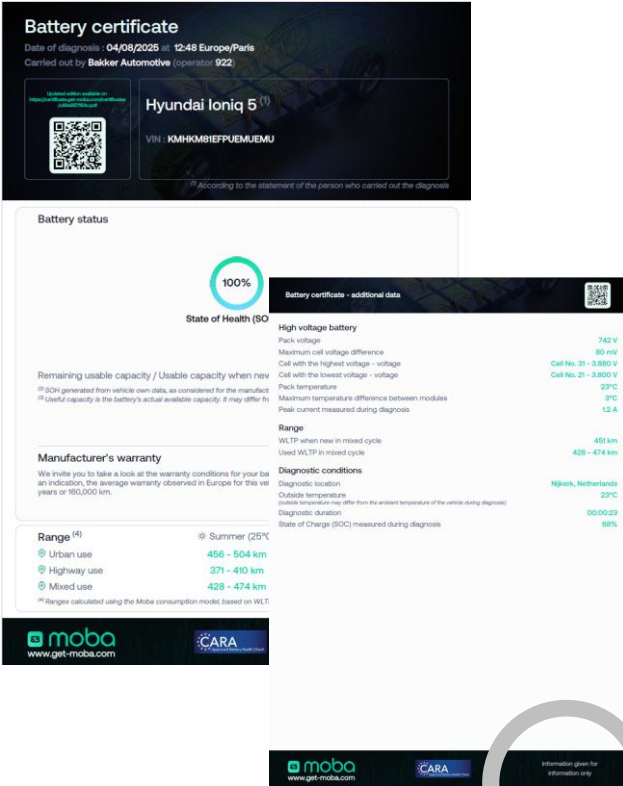
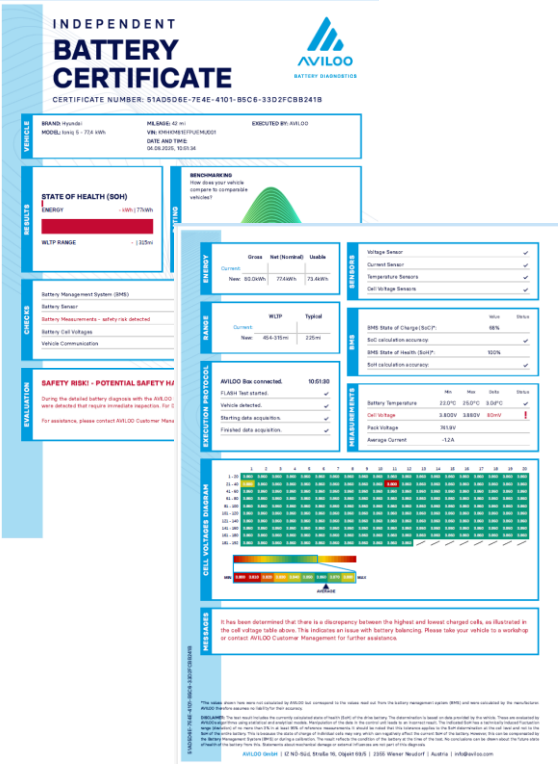


AVILOO Flash Test vs Moba Certify Pro, against the four-part benchmark

Requirement	AVILOO	Moba Certify Pro
1. Dynamic-load cell delta, OCV-interpreted	YES — OCV-mapped heatmap, severity-graded	NO — general cell data; no heatmap or OCV interpretation
2. BMS SoH corrected against real-world data	YES — independently calculated from cell-level data	NO — reads the OEM's BMS-calculated SOH as-is, no check
3. Sensor diagnostics beyond error codes	YES — flags anomalies the BMS hasn't coded	NOT ESTABLISHED — relies on BMS-reported data, no analysis
4. Operator effort required	Purpose-built certified device — EESS + RCM registered for AU/NZ	Generic third-party OBD adapter hardware, not a purpose-built or certified device for AU/NZ use

Also: AVILOO is CARA Approved (independent/Premium tier) + TÜV-certified. Moba Certify Pro is CARA Approved for faithfully matching the OEM BMS value, and its own onboarding requires the operator to correctly select the vehicle in-app for model-specific guidance before testing. Moba test states "Information given for information only", AVILOO certifies its results including offering warranty on results in many European markets, local roll out being developed for 2027.

Same car, different result.



This EV has an unbalanced cell that Moba does not call out, all fine, 100% SoH.

Moba result = information only

WHAT THIS ACTUALLY LOOKS LIKE IN THE SHOP

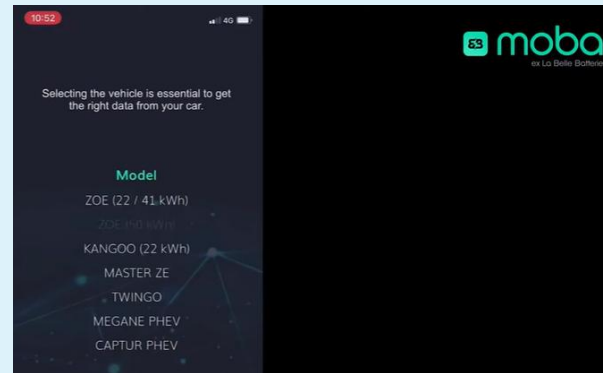
Two gaps that don't show up in a spec sheet, but do show up on the workshop floor

Getting the test right

AVILOO: plugs in via OBD-II and the test runs itself. The built in simcard does communication. The operator doesn't need to know anything about the vehicle beforehand.

Moba: requires a mobile phone and app, the operator has to correctly identify the vehicle correctly and connect the dongle before the diagnostic process starts.

Get the input wrong and the tool doesn't always fail visibly — it produces a wrong set of numbers.



From Moba online video, selecting one of two Renault Zoe

Reading the result

AVILOO: a colour-coded, severity-graded heatmap on page 2 of every report. A salesperson can see exactly where a problem sits in the pack, in plain English — no analytical battery knowledge needed.

Moba: general cell condition and module temperature data, with no heatmap, no severity grading, or visual defect location on the Moba report — consistent with a fast, basic BMS readout rather than a deep independent diagnostic tool.



WHAT A CLEAN BMS NUMBER CAN STILL HIDE

AVILOO's own documented examples – not Autel-tested vehicles, but the same BMS-reliance risk

This EV detected a large 569mV cell voltage imbalance and an implausible BMS provided SoH.

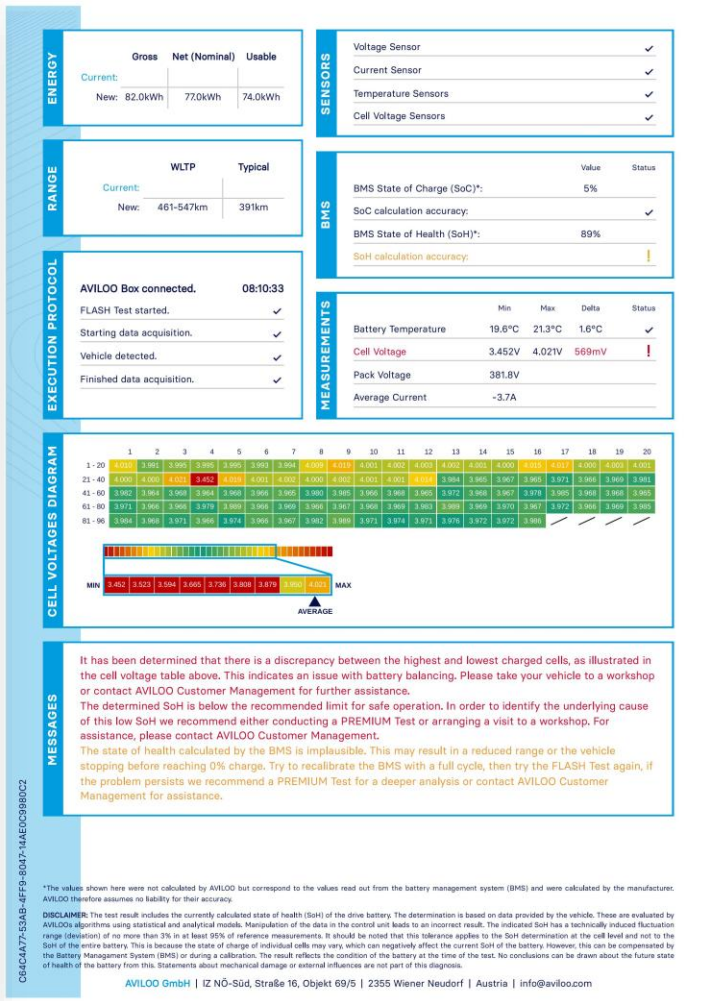
Only independently assessed values reveal issues like these.

BMS

	Value	Status
BMS State of Charge (SoC)*:	5%	
SoC calculation accuracy:		✓
BMS State of Health (SoH)*:	89%	
SoH calculation accuracy:		!

MEASUREMENTS

	Min	Max	Delta	Status
Battery Temperature	19.6°C	21.3°C	1.6°C	✓
Cell Voltage	3.452V	4.021V	569mV	!
Pack Voltage	381.8V			
Average Current	-3.7A			



THE BOTTOM LINE



If a buyer later alleges a battery condition representation was misleading under [s.18 of the Australian Consumer Law](#), the question that matters is: what evidence did the dealer rely on when making that representation?

Moba Certify Pro is transparent about what it does — it faithfully reports the manufacturer's own BMS figure. But that's also its limit: it doesn't independently verify that figure, doesn't interpret cell delta against OCV, and runs on hardware that isn't purpose-built or certified to the standard AVILOO's box is. It is for information only.

AVILOO meets all three elements of a genuine independent battery health test — simply, automatically, without asking your operator to already be a battery engineer.

AVILOO is TÜV-certified and CARA Approved, with over 1 million tests completed globally (July 2026) and over 100 devices deployed in Australia



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