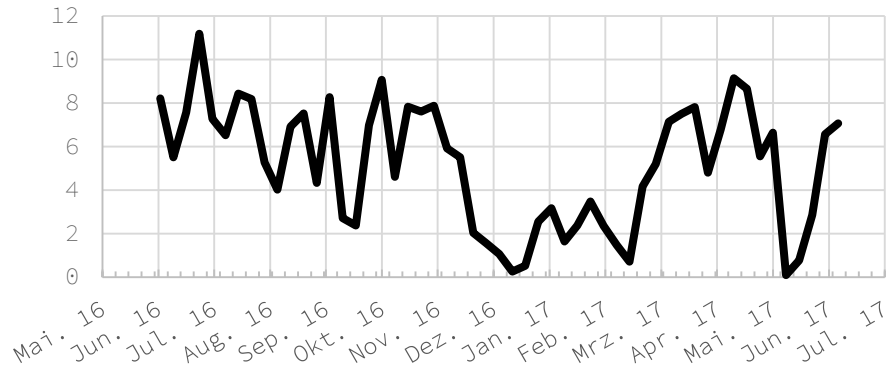




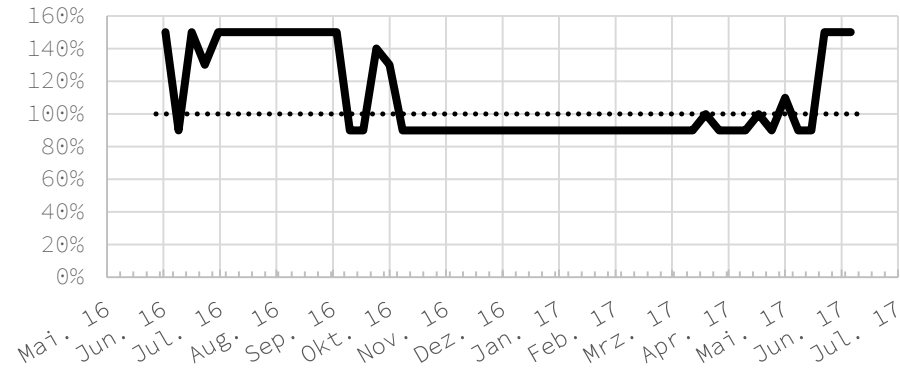
# SOH-Report



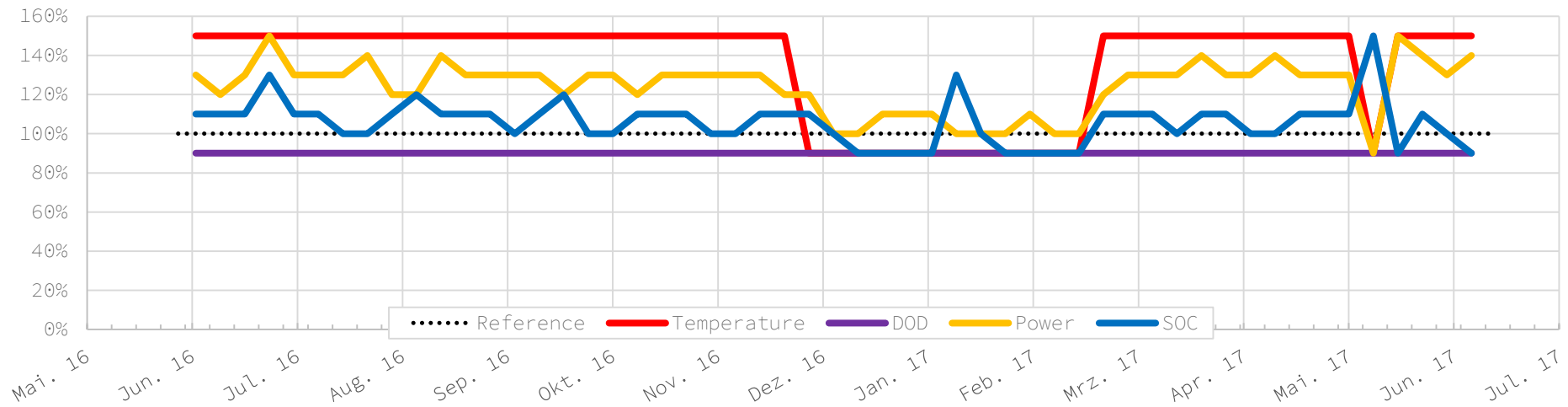
### Cycles per Week



### Battery Stress per Week



### Stress Contribution Factors per Week



## # Description

- 1 Identification of the vehicle or battery system under investigation/
- 2 The issuing customer.
- 3 General details on the object.
- 4 The overall periode of investigation, i.e. the time periode between the first and last data point.
- 5 The total amount of hours of data that was being investigated within #4.
- 6 Max. number of cycles your battery is designated to last, if cycled at nominal/lab-conditions
- 7 The actual amount of full cycles your battery was dis/charged within the periode of evaluation of this report.
- 8 Measure of the battery stress induced by the operation during the periode of evaluation, expressed relatively to the nominal-case (100% corresponds to 'used as designated').
- 9 The effective charge cycles, as reflected in the stress level of your battery.
- 10 Summary of the main outcomes of the report.
- 11 Influence of temperature on the stress level; as a rule of thump, Li-Ion batteries feel most comfortably at around 20°C; deviations in any direction are penalized here.
- 12 Influence of the effective depth-of-discharge (DOD) on the stress level; in brief, the DOD represents the SOC range in which the battery is operated. Low DOD levels are desirable, for an overview see the illustration below.
- 13 Influence of the effective power on the stress level; higher currents (strong accelerations, steep hills, aggressive driving, harsh braking) lead to accelerated ageing.
- 14 Influence of the effective average SOC level on the stress level; as a rule of thump, most Li-Ion batteries like to be operated at around 50% SOC level in a daily average. Deviations lead to undesirable electrochemical side reations, deteriorating battery lifetime. For an overview see the illustration below.

