



Remote OTA Health Report

Legacy Tesla Model S / Model X | Owner-authorized remote data

Vehicle Description

|            |                        |
|------------|------------------------|
| Name of EV | OutATime               |
| Vehicle    | 2018 Tesla Model X 75D |
| VIN        | 5YJXCAE27JF089641      |
| Mileage    | 113,884.1 mi*          |
| Software   | 2026.32.7*             |
| Autopilot  | Hardware 3 / FSD       |
| OTA logs   | Sep 27 - Oct 03 EDT    |

\* Mileage read 2026-09-27; firmware and Supercharging access read 2026-10-08.

At a Glance

BATTERY HEALTH

84%

Calculated: 62.7 / 75 kWh badge

BMS / HV READINGS

PASS

No failure in sampled signals

SUPERCHARGING ACCESS

YES

Paid access; read 2026-10-08

DC CHARGING

NOT TESTED

No DC test in logged window

1. System health scorecard

| System / item                 | Result     | Recorded basis                                                                         |
|-------------------------------|------------|----------------------------------------------------------------------------------------|
| Battery capacity (calculated) | 84%        | Calculated: 62.7 kWh nominal full pack / 75 kWh badge.                                 |
| Brick voltage balance         | PASS       | Calculated near-zero-current spread: median 8 mV; max 20 mV in sampled pairs.          |
| HV isolation monitoring       | PASS       | Recorded isolation range 1.52-5.10 MΩ; no low reading in the sample.                   |
| BMS / contactor reporting     | PASS       | SOC, energy, power-limit and contactor-state channels populated; no failure indicated. |
| Low-voltage support           | PASS       | IBS voltage 11.69-14.60 V; DCDC enabled states observed.                               |
| AC charging observed          | PASS       | Calculated counter change: AC rose 44.5 kWh during the recorded period.                |
| DC charging function          | NOT TESTED | No DC charging event was captured; this does not indicate failure.                     |

## 2. High-voltage battery and BMS assessment

| Battery / BMS item                        | Observed or calculated result                                       |
|-------------------------------------------|---------------------------------------------------------------------|
| Nominal full pack                         | 62.7 kWh - most frequent valid recorded value                       |
| Calculated badge-based battery health     | $62.7 / 75 \times 100 = 83.6\%$ , rounded to 84%                    |
| Calculated near-zero-current brick spread | Median 8 mV; maximum 20 mV in 1,762 time-matched pairs              |
| Calculated largest load transient spread  | 228 mV at Sep 30, 2026 12:24 PM EDT; back below 20 mV in 49 seconds |
| Isolation resistance observed             | 1.52-5.10 MΩ across 10,266 samples                                  |
| Contactor states                          | OPEN, PRECHARGE, CLOSED, and OPENING recorded                       |
| Lifetime total charged energy             | 60,349.1 kWh at Oct 03, 2026 08:49 PM EDT                           |

## 3. BMS functional monitoring

| Monitored function        | Result | Evidence                                                                                                 |
|---------------------------|--------|----------------------------------------------------------------------------------------------------------|
| Energy estimation         | PASS   | Nominal-full-pack and energy-remaining signals were recorded; no failure indication in sampled readings. |
| Brick monitoring          | PASS   | Min/max brick voltages were paired at exact timestamps; calculated settled spread remained tight.        |
| Isolation monitoring      | PASS   | Isolation readings stayed above the cited low-isolation alert level in the sample.                       |
| Contactor-state reporting | PASS   | OPEN, PRECHARGE, CLOSED, and OPENING states were recorded.                                               |
| Charge / discharge limits | PASS   | Limit channels were populated; this does not certify maximum capability.                                 |

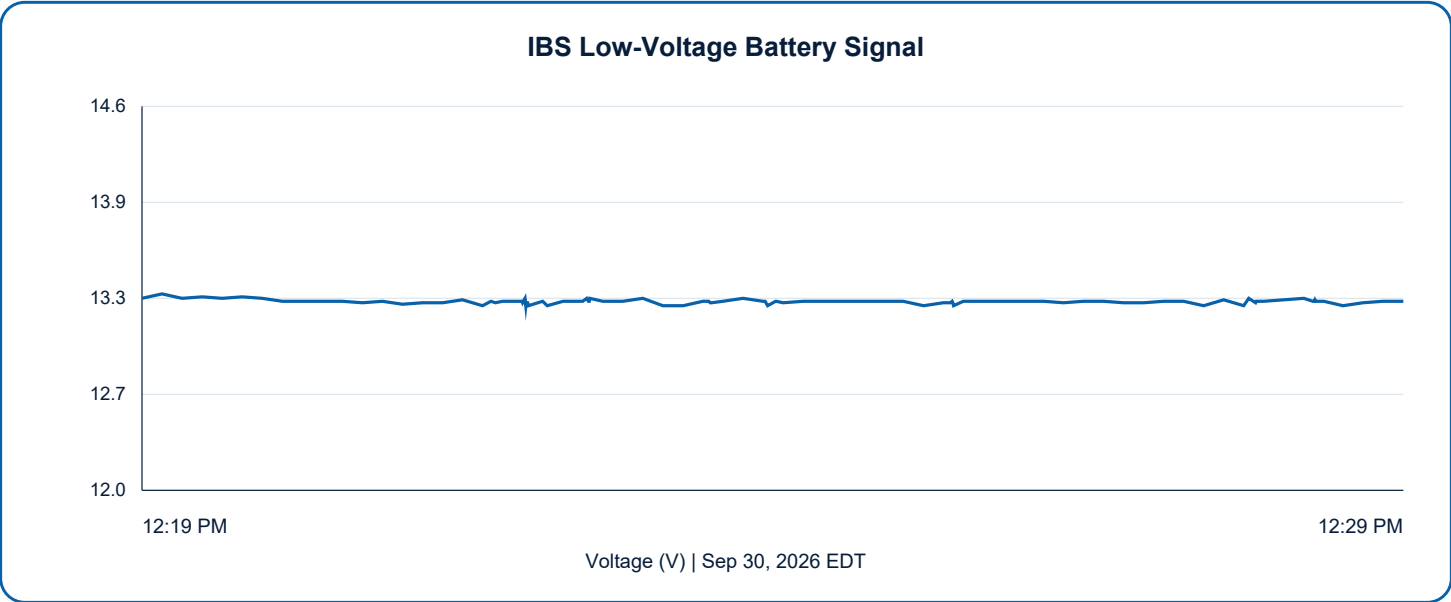
### Assessment boundary

These are findings from the Over The Air "OTA" remote signals. A PASS is not a battery safety guarantee, a capacity warranty, or a replacement for a physical diagnostic test. A physical Hard Wired Test is always the best method to determine health and capacity of the vehicle systems.

## 4. Low-voltage electrical and charging

| System              | Result     | Evidence                                                                    |
|---------------------|------------|-----------------------------------------------------------------------------|
| DCDC activity       | PASS       | DCDC-enable signal reported ON 29 times in the export.                      |
| 12 V system support | PASS       | Calculated IBS voltage median 13.33 V; observed range 11.69-14.60 V.        |
| AC charging         | PASS       | Calculated AC counter change: +44.5 kWh within the logged period.           |
| DC charging         | NOT TESTED | DC counter did not change in the saved records; no DC session was captured. |

## 5. Low-voltage support during a logged event



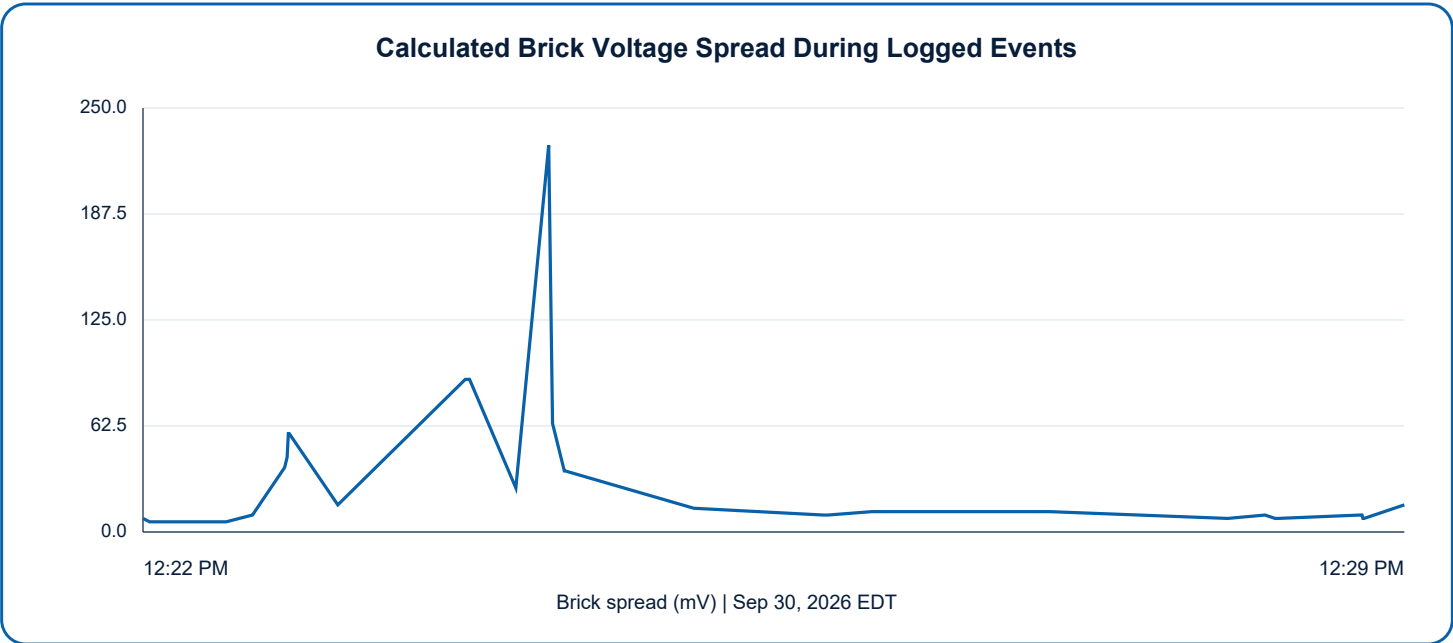
### Low-voltage interpretation

The chart uses actual Toolbox samples around the Sep 30, 2026 drive event. It shows electrical supply remained present during that segment. It does not measure the remaining capacity or long-term health of the 12 V battery.

## 6. Battery electrical integrity and safety monitoring

| Integrity area            | Result | Recorded basis                                                                            |
|---------------------------|--------|-------------------------------------------------------------------------------------------|
| Brick voltage balance     | PASS   | Calculated near-zero-current spread had an 8 mV median and 20 mV maximum.                 |
| Load transient response   | PASS   | Calculated peak spread 228 mV under heavy load; returned below 20 mV in about 49 seconds. |
| HV isolation monitoring   | PASS   | Recorded 1.52-5.10 MΩ; no low-isolation indication in sampled values.                     |
| Contactor / precharge     | PASS   | OPEN, PRECHARGE, CLOSED, and OPENING states were observed.                                |
| Power-limit reporting     | PASS   | Charge and discharge limit signals were populated.                                        |
| Energy-estimation signals | PASS   | SOC and energy channels were populated; no failure indication in sampled readings.        |

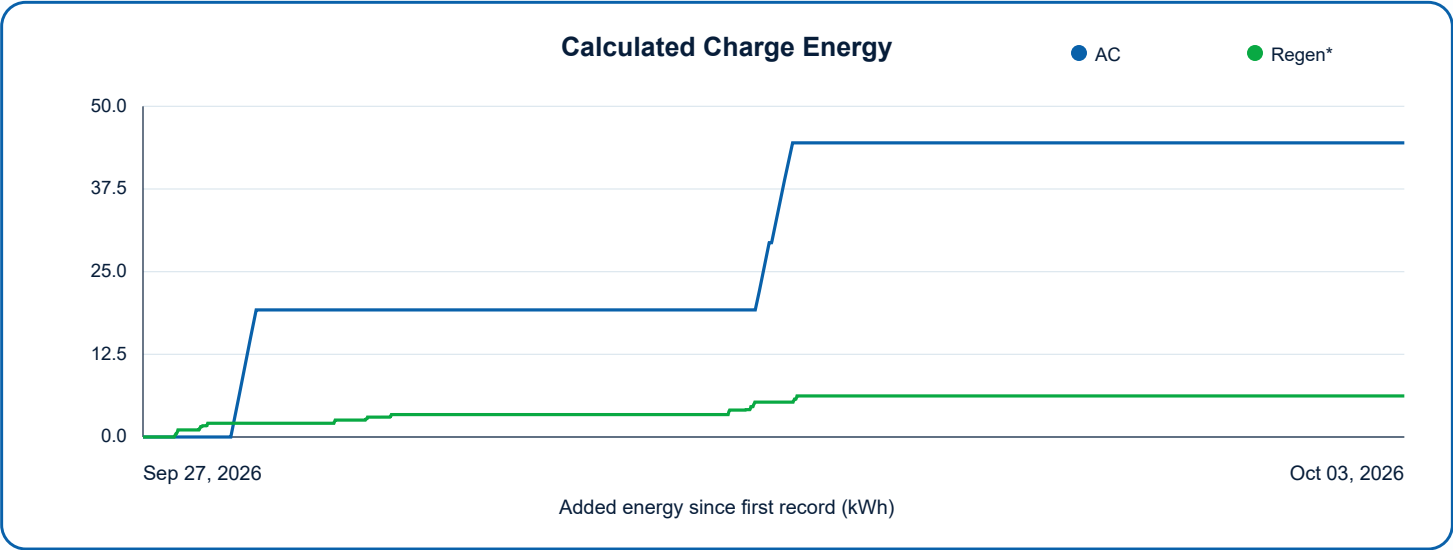
## 7. Brick voltage spread behavior



The plotted points are calculated exact-timestamp max-minus-min brick readings. The largest spike aligned with heavy battery current; it recovered shortly afterward.

## 8. Charge history and regenerative energy

| Energy metric                           | Observed or calculated value                               |
|-----------------------------------------|------------------------------------------------------------|
| Lifetime AC charged energy              | 42,265.9 kWh                                               |
| Lifetime DC charged energy              | 5,595.1 kWh; no DC charging event captured this week       |
| Lifetime total charged energy           | 60,349.1 kWh                                               |
| Calculated lifetime regenerative energy | 12,488.1 kWh = total charged - AC - DC                     |
| Calculated equivalent full-pack cycles  | 962.5 = total charged / 62.7 kWh current nominal full pack |
| Calculated AC charged during log window | +44.5 kWh                                                  |
| DC charged during log window            | Not tested; counter change 0.0 kWh                         |
| Calculated regenerative gain in window  | +6.2 kWh residual change                                   |



## 9. Historical alerts and fault review

| Critical Codes           |       |                       |           |                        |
|--------------------------|-------|-----------------------|-----------|------------------------|
| Tesla event code         | Count | Description / meaning | AI helper | Should I be concerned? |
| No critical codes found. |       |                       |           |                        |

| Important Codes                |       |                       |           |                        |
|--------------------------------|-------|-----------------------|-----------|------------------------|
| Tesla event code               | Count | Description / meaning | AI helper | Should I be concerned? |
| No important codes identified. |       |                       |           |                        |

| Tesla event code                | Count | Description / meaning                                                                      | AI helper                                                                                                                   | Should I be concerned? |
|---------------------------------|-------|--------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|------------------------|
| APP_w030_Heater_Issue           | 45    | Hardware indicates heater in faulted state<br>Last logged: 10/11/2026 21:05:52             | A heater fault was logged. Check current cabin-heat operation; the event count alone does not establish an active fault.    | NO                     |
| APP_w207_autosteerUnavailable   | 3     | Autosteer temporarily unavailable<br>Last logged: 10/09/2026 09:22:04                      | Autosteer was unavailable at the recorded times. Check current availability if the condition persists.                      | NO                     |
| APP_w331_fsdDegradedUnavailable | 1     | Tesla description not shown in provided event card<br>Last logged: 10/11/2026 11:28:00     | The code name suggests driver-assistance features were degraded or unavailable at that time; current status is unconfirmed. | NO                     |
| MCU_w095_badUSBDevice           | 3     | USB device malfunction<br>Last logged: Sep 27, 2026 04:29 PM EDT                           | Likely dashcam USB storage: incorrect format or failed device. Replace when practical.                                      | NO                     |
| APP_w073_issueEscalatedLDW      | 7     | Take control immediately; vehicle departing lane<br>Last logged: Sep 27, 2026 02:18 PM EDT | Lane-departure warning after crossing a lane marker; driver action.                                                         | NO                     |
| DI_w124_cruiseFault             | 4     | Cruise control disabled<br>Last logged: Sep 23, 2026 06:45 PM EDT                          | Cruise disabled; camera-obstruction codes also appeared that day. Review if recurrent.                                      | NO                     |
| APP_w269_autopilotLimited       | 1     | Self-Driving features limited<br>Last logged: Sep 23, 2026 11:47 AM EDT                    | Appeared near multiple camera-visibility alerts; temporary obstruction is possible.                                         | NO                     |
| APP_w304_issCamBlockedStatus    | 1     | Camera blocked or blinded<br>Last logged: Sep 23, 2026 11:40 AM EDT                        | Clustered camera alerts can result from fog, rain, snow, dust, or blocked lenses.                                           | NO                     |

## 9. Historical alerts and fault review (continued)

| Tesla event code                 | Count | Description / meaning                                                                                  | AI helper                                                                            | Should I be concerned? |
|----------------------------------|-------|--------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|------------------------|
| APP_w222_accCameraBlind          | 1     | Cruise control unavailable; reduced camera visibility<br>Last logged: Sep 23, 2026 11:40 AM EDT        | Occurred with other camera alerts; environmental or surface obstruction is possible. | NO                     |
| APP_w210_camObstrcted            | 1     | Autosteer temporarily unavailable; reduced camera visibility<br>Last logged: Sep 23, 2026 11:40 AM EDT | Camera obstruction in the same cluster; check for weather or blocked surfaces.       | NO                     |
| DI_u035_parkButtonDuringStalkReq | 3     | Park button pressed during shift request<br>Last logged: Sep 22, 2026 04:36 PM EDT                     | Normal operator input while shifting.                                                | NO                     |

### Review status

The saved alert list contains event times but does not establish which codes remain active. No HV battery or low-voltage failure is established by these alerts. Several camera-visibility alerts occurred close together. Such a cluster can result from fog, rain, snow, dust, or blocked camera surfaces; these records do not prove the cause. The shift and lane-departure entries can reflect normal driver inputs. Review recurring alerts on a current scan.

# Definitions

| Term | Meaning                                                   |
|------|-----------------------------------------------------------|
| NFP  | Nominal Full Pack: the BMS-estimated full battery energy. |
| BMS  | Battery Management System.                                |
| IBS  | Intelligent Battery Sensor for the low-voltage system.    |
| DCDC | DC-to-DC converter supporting the low-voltage system.     |
| SOC  | State of charge at a moment in time.                      |
| MΩ   | Megohm, a unit of electrical resistance.                  |

## 10. Digital evidence and calculation basis

### Source records

VIN: 5YJXCAE27JF089641  
Toolbox CSV: 684,339 timestamp rows, first 2026-09-27 14:45:18.000 EDT, last 2026-10-03 22:27:40.001 EDT.  
Owner data: name, mileage, and historical alerts captured 2026-09-27.  
Toolbox configuration: Paid fast charging access and firmware read 2026-10-08.

### Calculations

Battery health:  $62.7 / 75 \times 100 = 83.6\%$ .  
Brick spread: same-timestamp max - min; 2,730 pairs.  
Regen estimate:  $60,349.1 - 42,265.9 - 5,595.1 = 12,488.1$  kWh.  
Equivalent cycles:  $60,349.1 / 62.7 = 962.5$ .  
Anytime the word calculated appears, this was a fact-based, reproducible calculation based on other directly reported numbers to generate the calculated number.

### Filtering and exact-time rule

NFP has 2,885 values. 157 outside the legacy pack physical range were excluded before selecting the modal 62.7 kWh. Counter calculations use three nonzero readings at the exact same timestamp. One zero IBS-voltage record was excluded from the voltage range. Charts are plotted from source rows, with downsampling only for display.

### Scope of this remote report

Not tested or not available: DC charging operation during this capture; independent front/rear motor health; a separate FSD software version. No current Toolbox value was combined mathematically with an earlier CSV value. Vehicle software and fast-charging access are reported as separate 2026-10-08 observations.

## DISCLAIMERS & LEGAL NOTICE

### Remote report limits

This report uses remotely obtained Tesla Toolbox CAN logs, owner-authorized Tesla vehicle information and recent alerts, plus the separately dated Toolbox Vehicle Configuration reading. The numeric health percentage uses the vehicle's 75 kWh badge as the denominator. It is an estimate under Rhodes Autos' stated method, not Tesla's published state of health. PASS means no failure indication was found in the particular observations assessed; it does not mean every component was tested. Calculated lifetime regen and equivalent cycles are defined estimates. DC charging and independent motor health were not tested in this capture. Historical alerts are listed with their event times and are not necessarily active at report time.

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