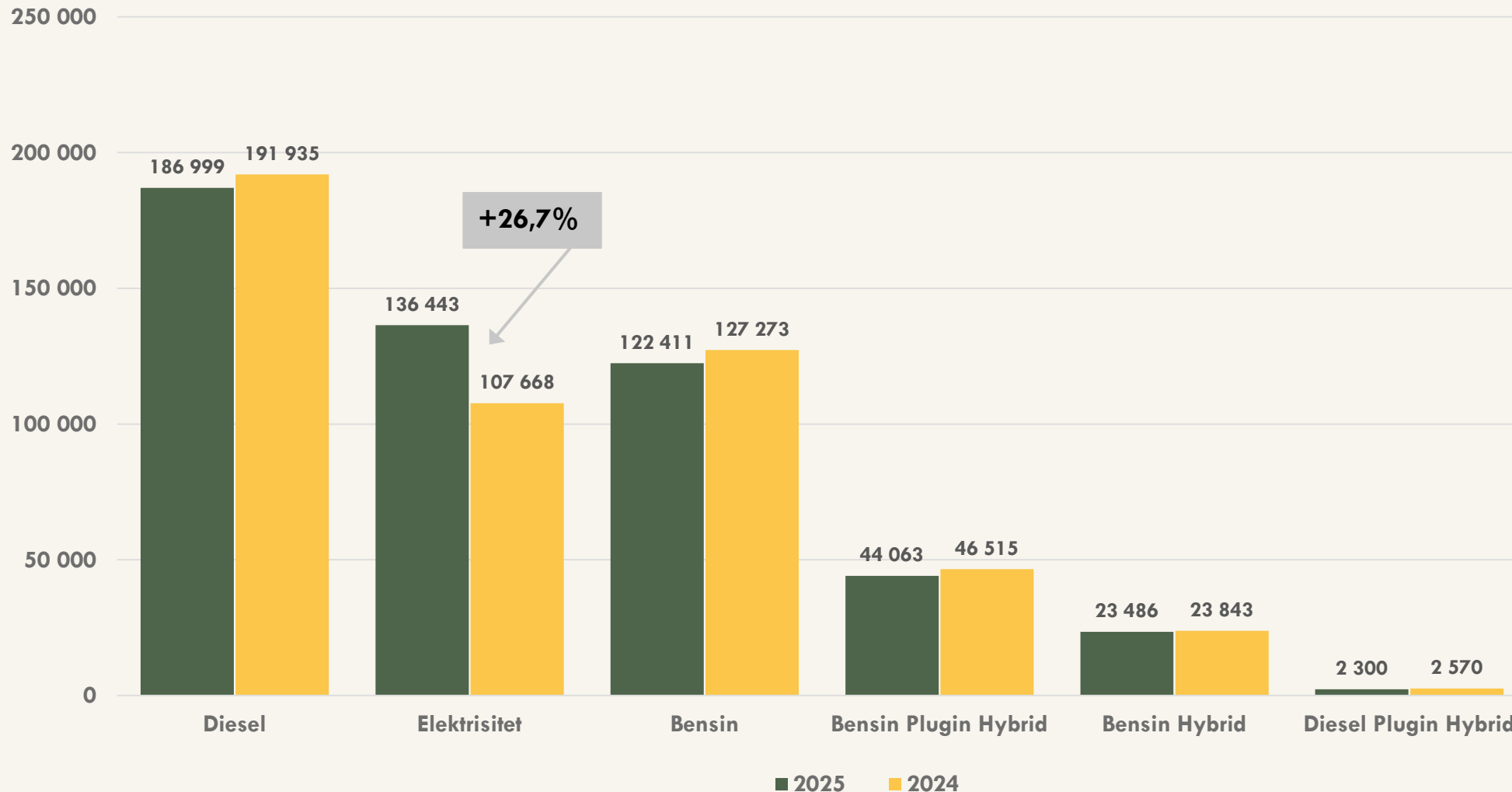


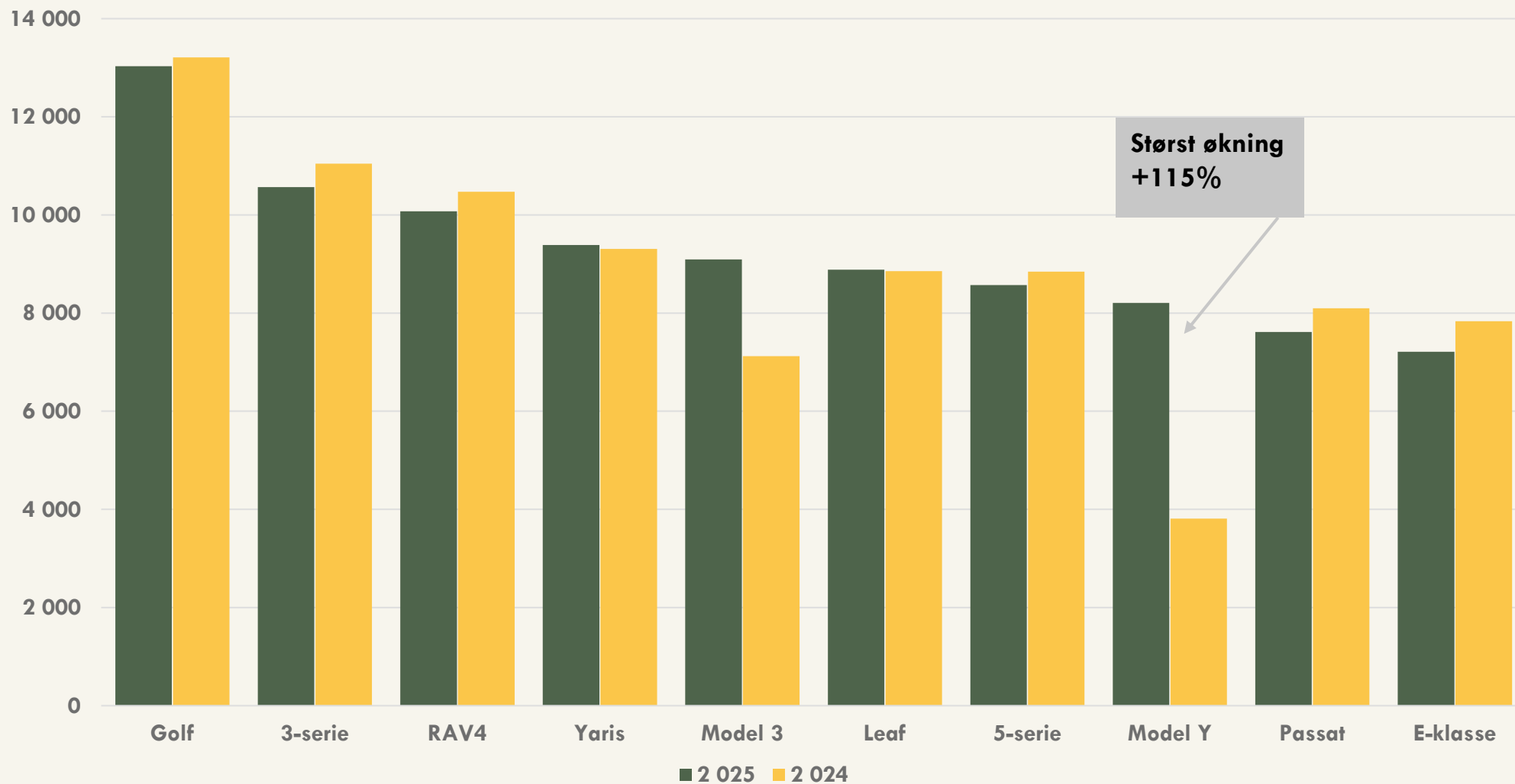


Bruktbilrapport 2025

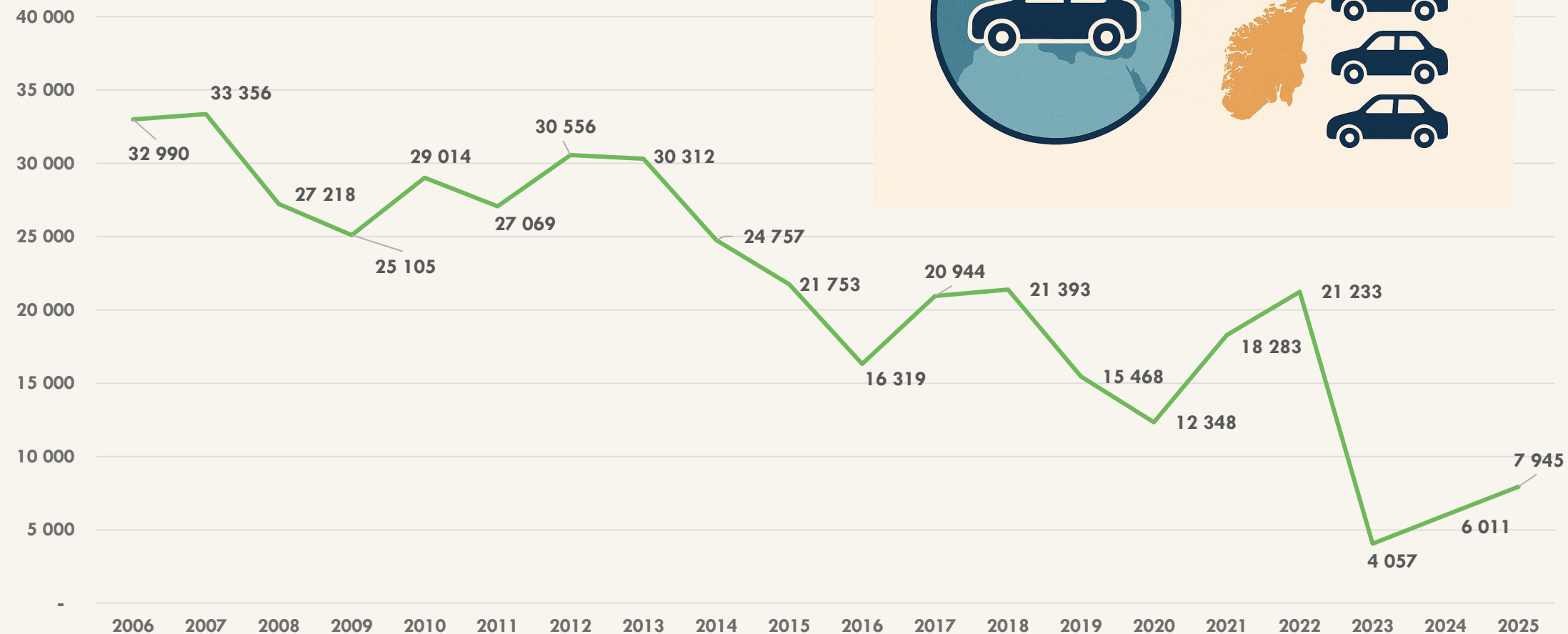
Eierskifter: Stabilt høyt bruktbilsalg, færre diesel- og bensinbiler og flere elbiler i 2025



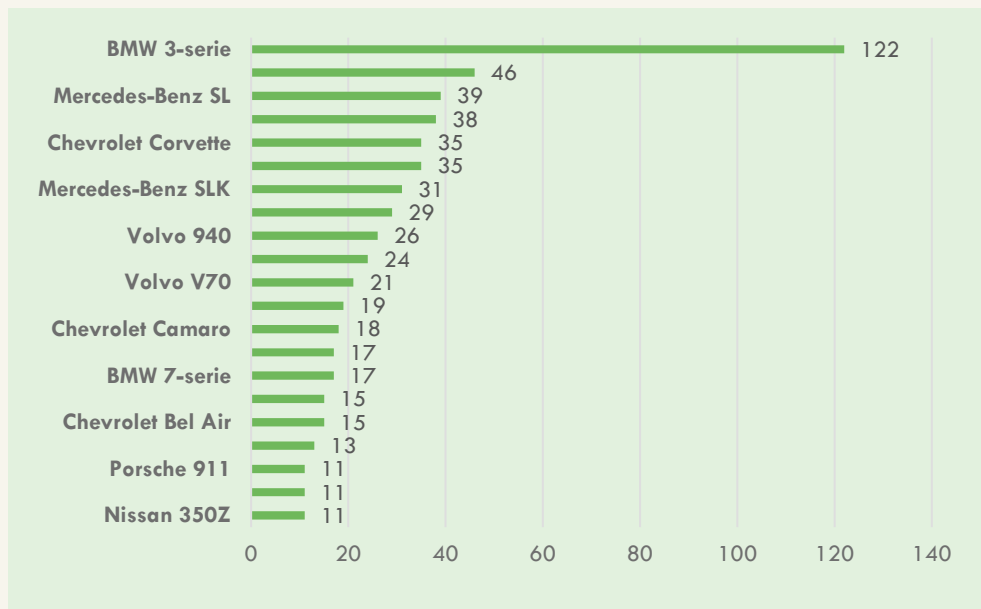
Eierskifter per modell topp 10



Bruktimport 2006 - 2025



Bruktimport per alder



918 er 0-1 år

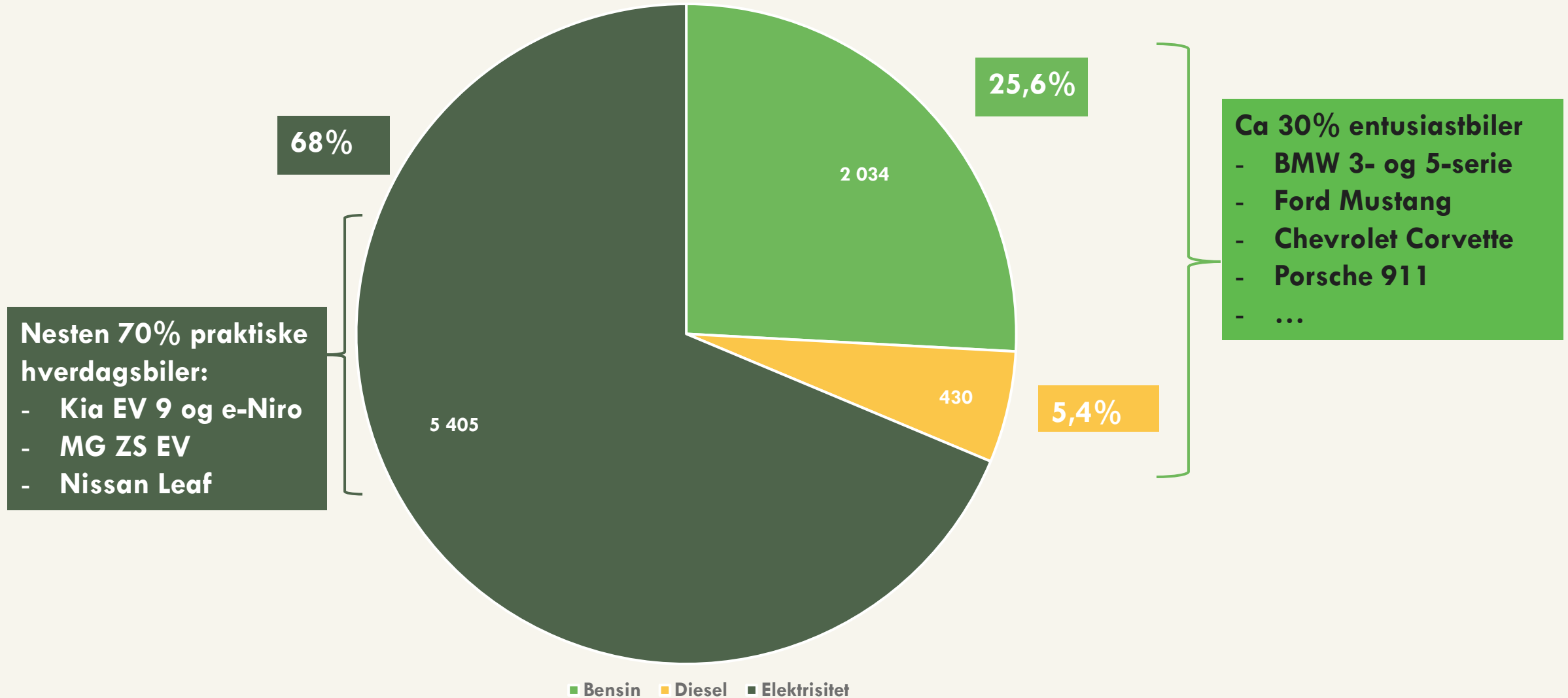
1516 er 1-2 år

1320 er 2-3 år

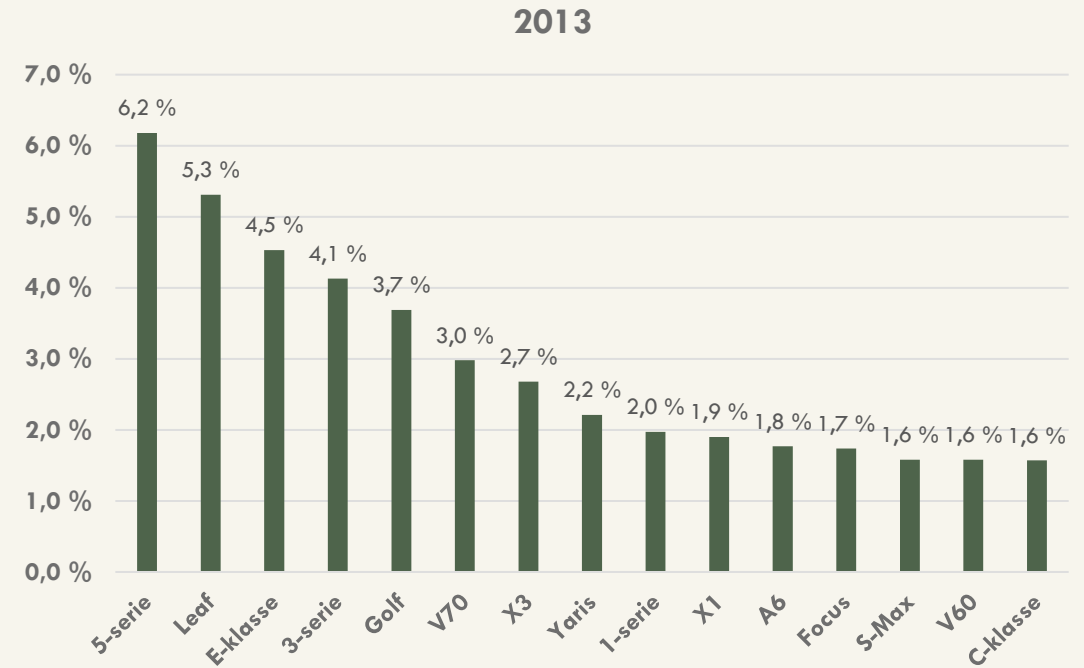
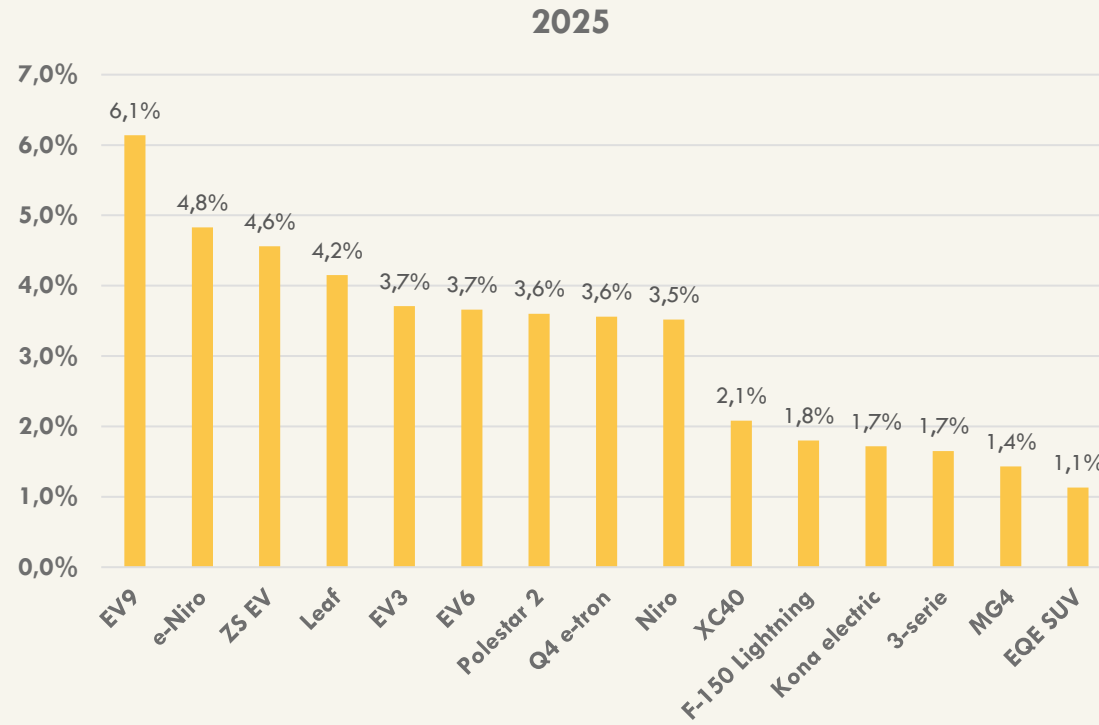
1081 er 3-4 år

1589 er over 16 år gamle

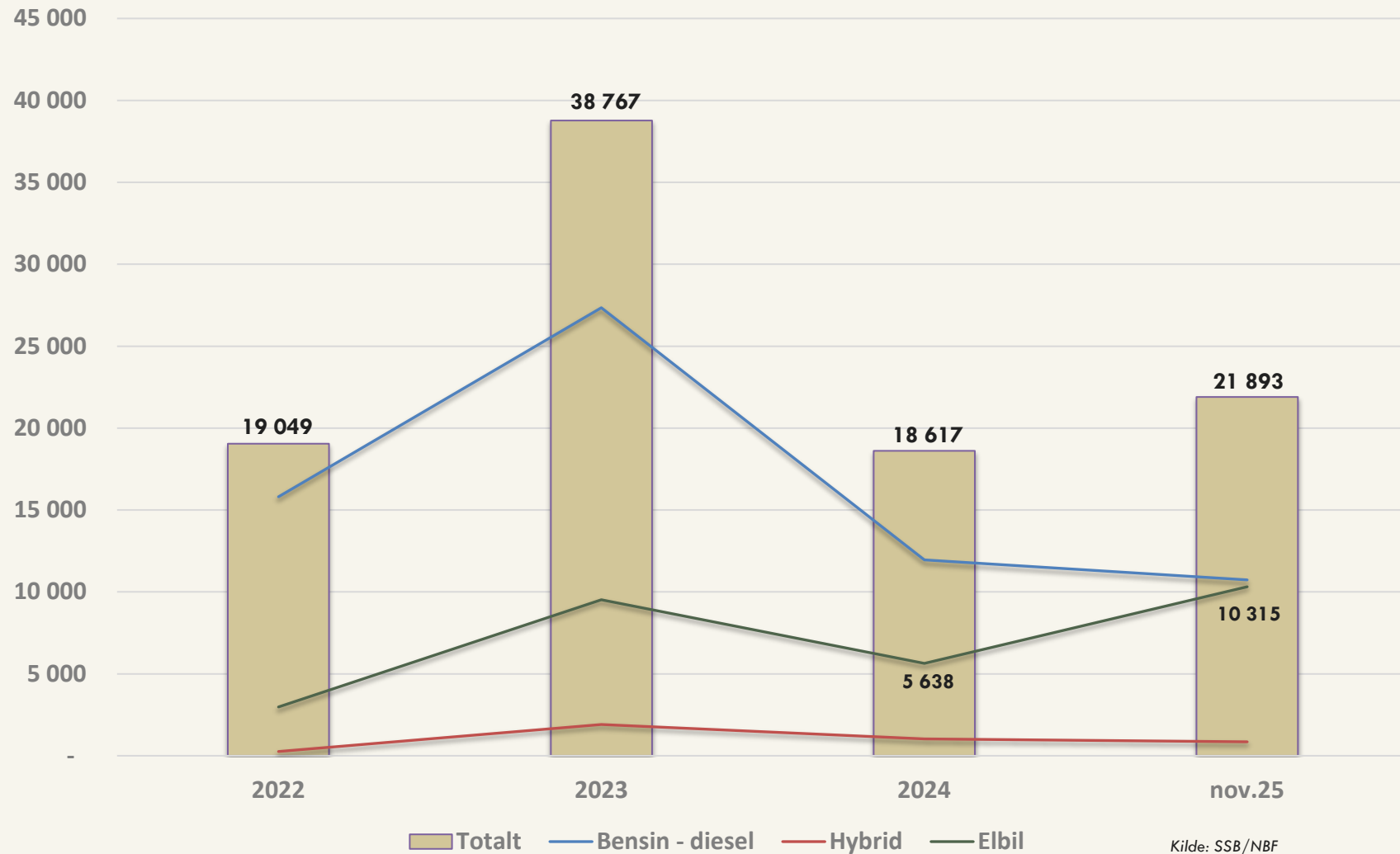
Bruktimport per drivlinje



Andel av bruktimport modeller 2025 og 2013

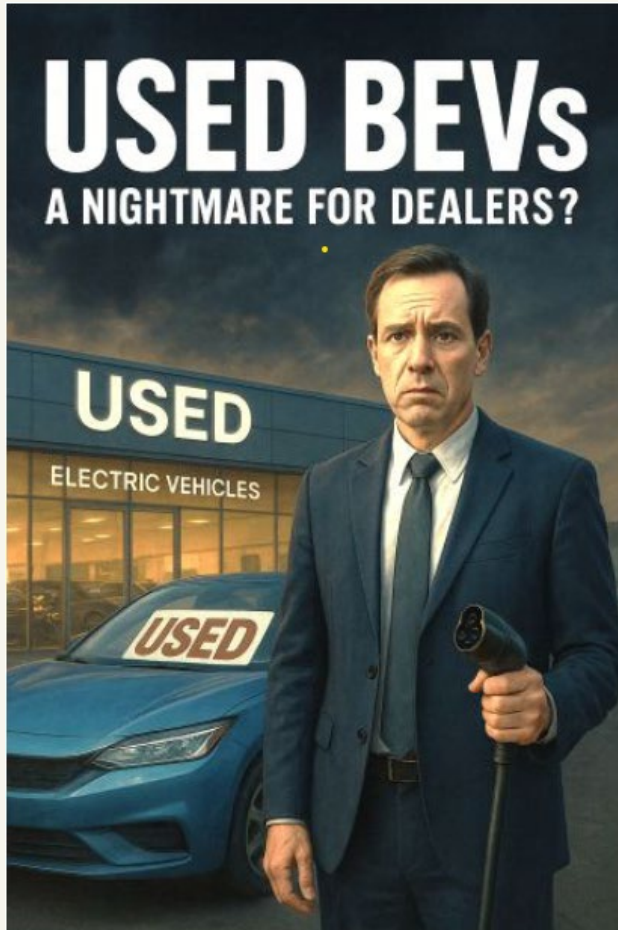


Bruktbileksport - personbiler



Kilde: SSB/NBF

Bruktbilimport og -eksport



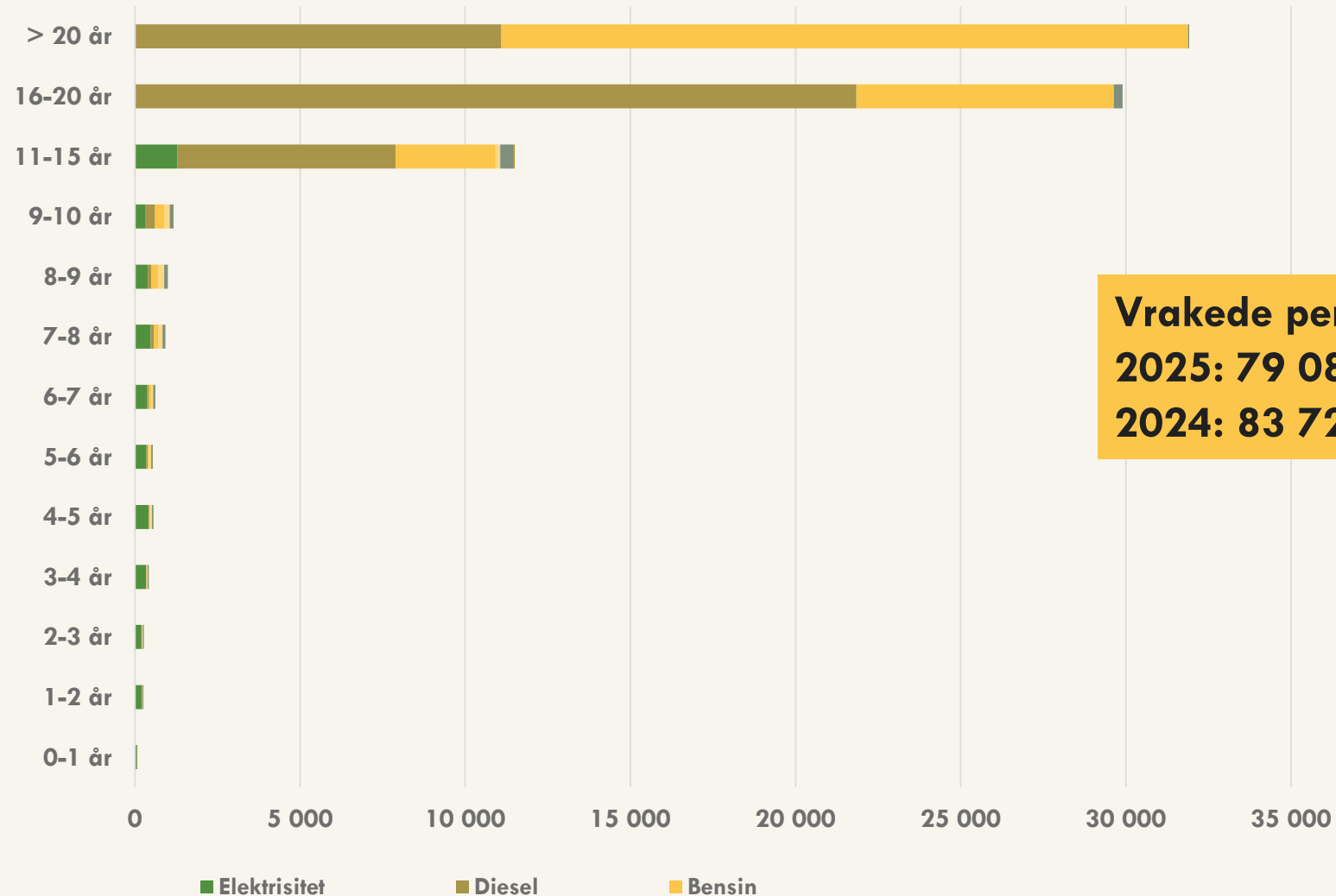
We also found that the future growth of the used BEV market will depend on stakeholders' ability both to offer attractive retail prices, and to reassure customers about the condition of HV batteries

- 1 For the time being, used BEVs are not appealing to many customers
 - +50% of customers are unlikely to consider buying a used BEV
- 2 However, younger adults (18-34 years old) are much more open to the idea of buying a BEV
 - c.40% on average in the UK and USA (2024)
- 3 Retail prices are quoted as a major obstacle
 - Used BEV prices are seen as not competitive enough
- 4 The battery range is considered as too limited
 - Although used low-range BEVs meet most daily travel needs
- 5 The most common factor that deters potential buyers of used BEVs is related to the condition of the battery
 - Customers need reassurance, especially as the age of the BEV gets closer to the end of the HV battery warranty period



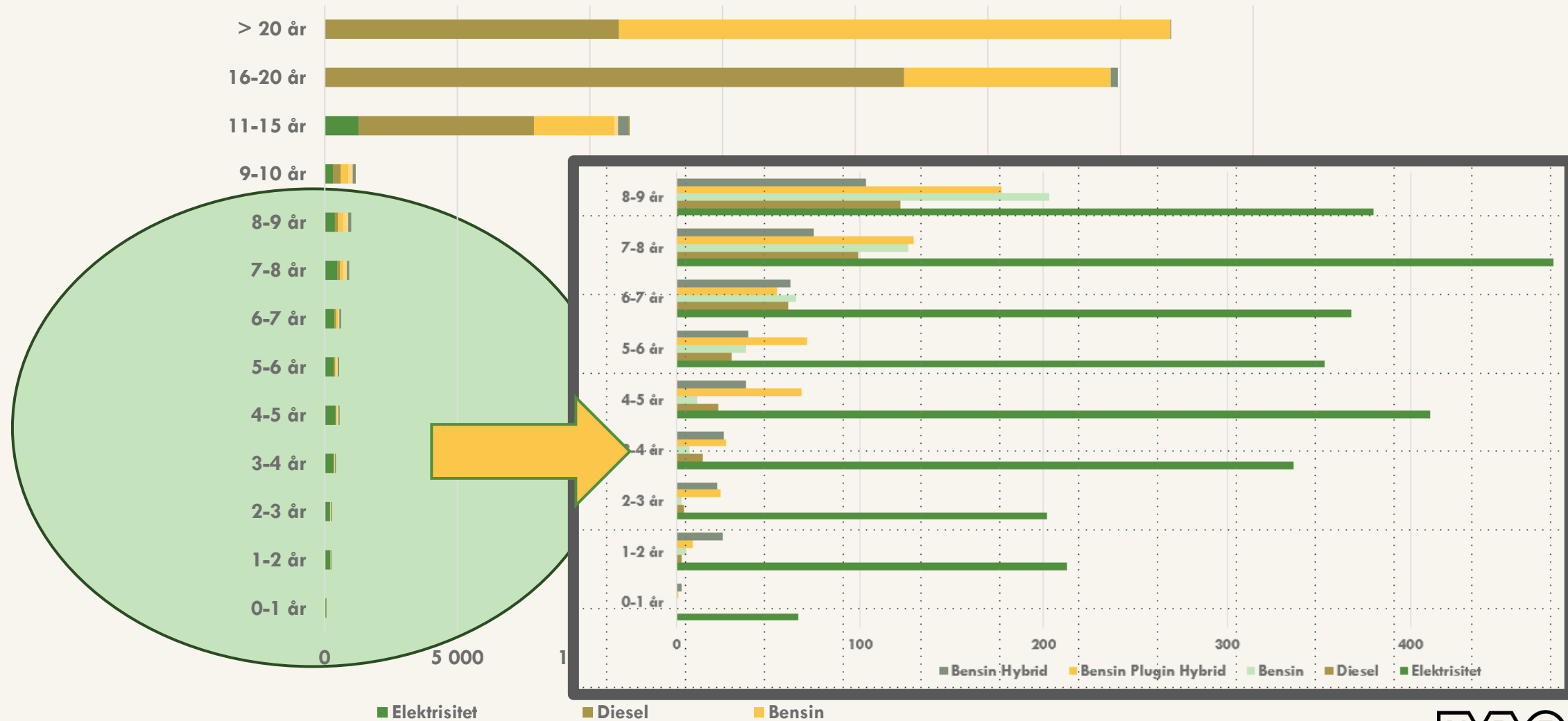
Source: ICDP. HV = high voltage

Antall vrakede biler fordelt på drivlinje og alder

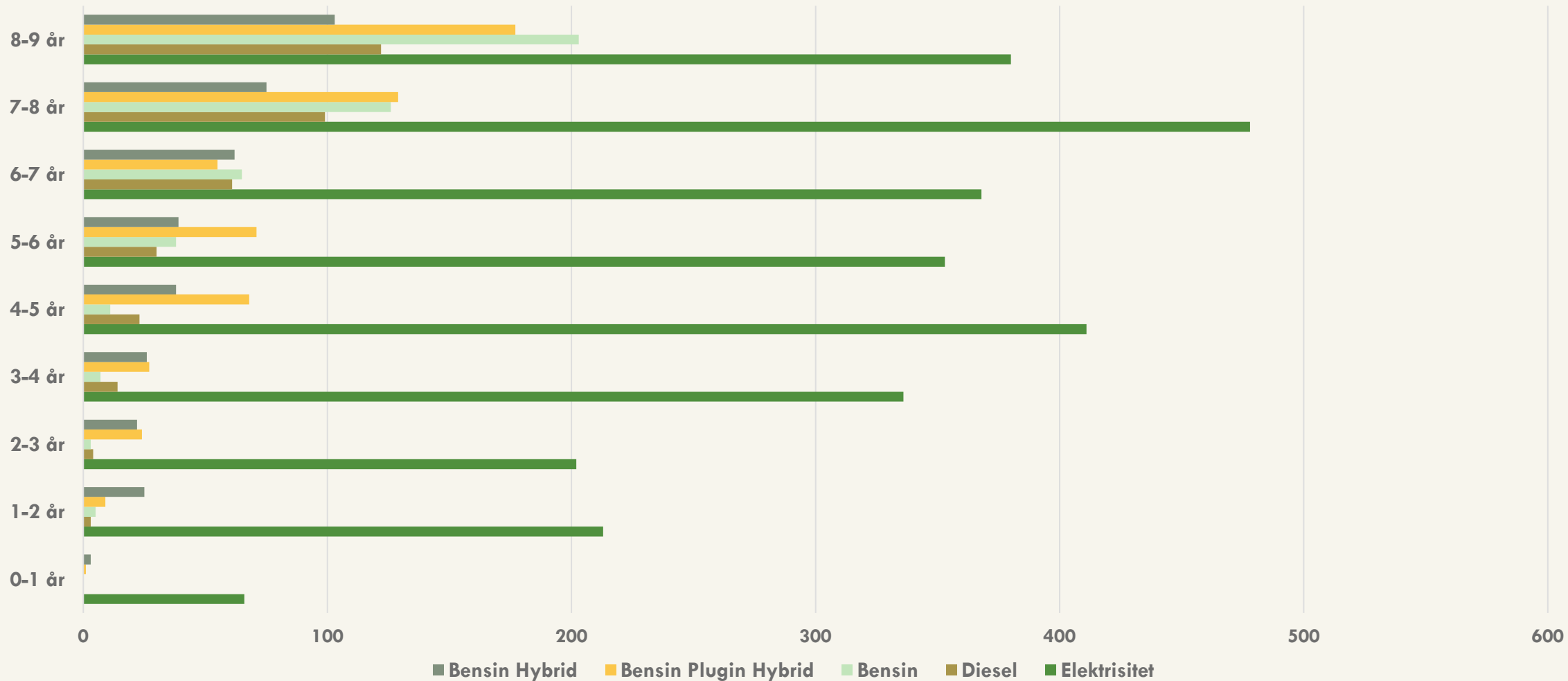


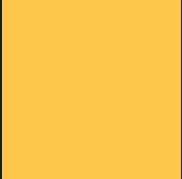
Vrakede personbiler:
2025: 79 084
2024: 83 720

Antall vrakede biler fordelt på drivlinje og alder



Antall vrakede biler fordelt på drivlinje og alder

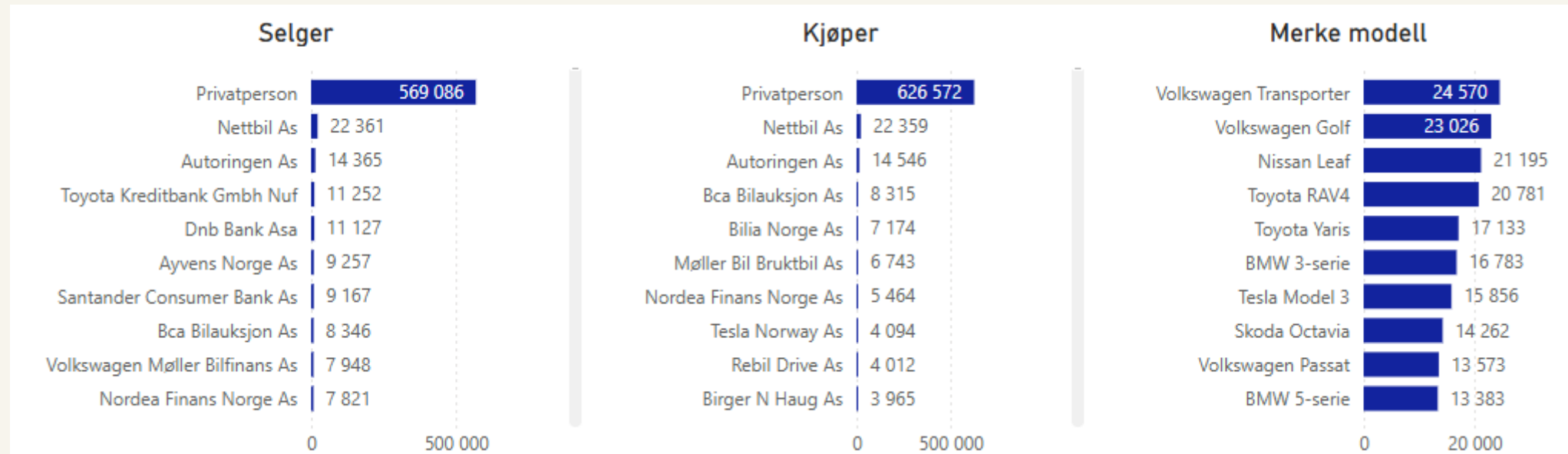




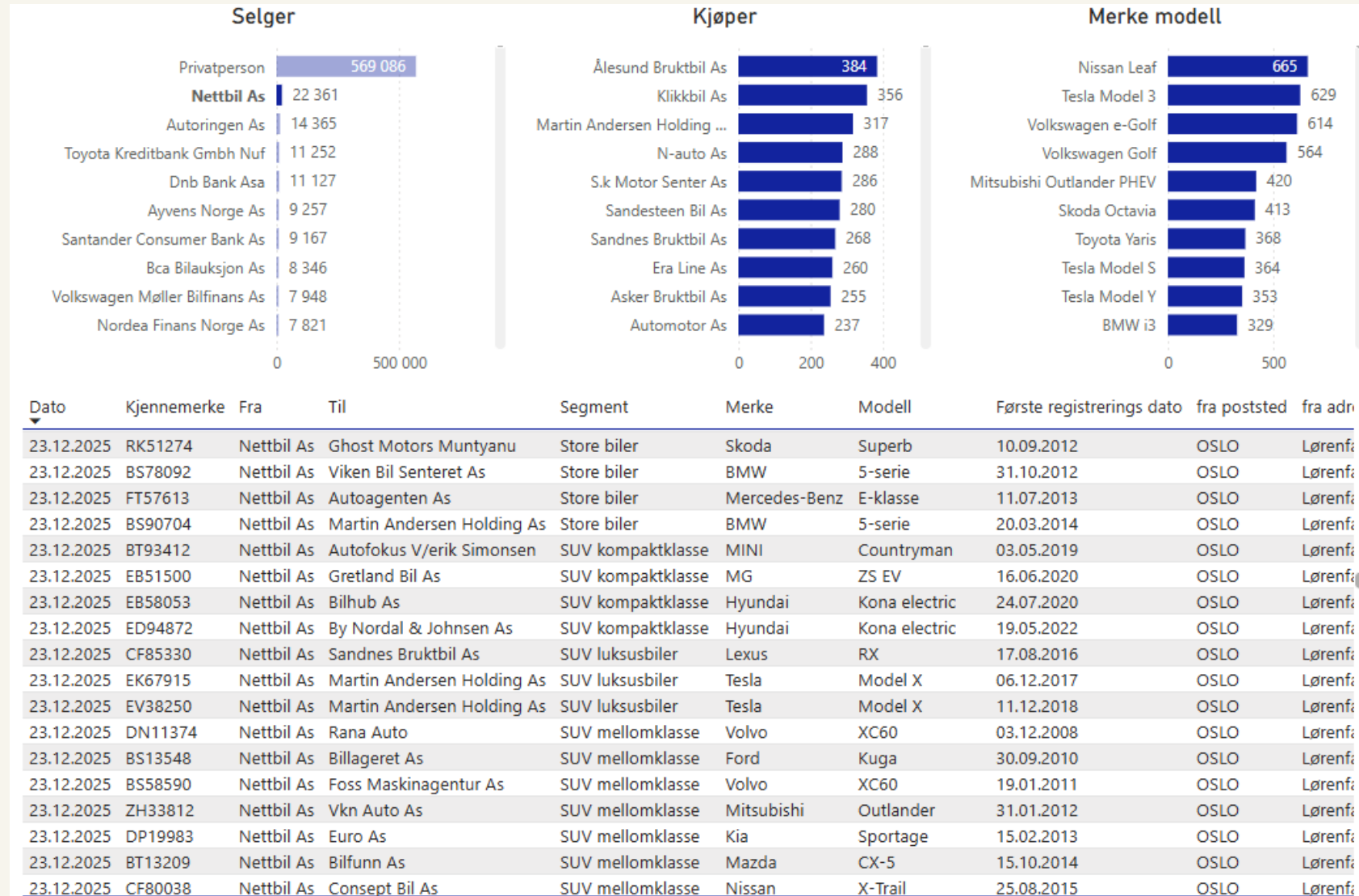
Hva kommer av nye informasjoner?



Hva skjer mellom de offisielle eierskiftene?



Hvem selger Nettbil til og hvilke biler er det?



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