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Used BEVs are rebounding.

Can demand absorb the next wave of supply?

Used BEVs have spent the past two years under pressure, with rapid depreciation and high RV risk.

In 2026, the picture is changing: demand is strengthening, liquidity is improving and depreciation gaps between powertrains are narrowing.

But better performance today does not mean the risk has disappeared. The next test will be whether demand can absorb the new wave of BEVs returning to the used-car market.

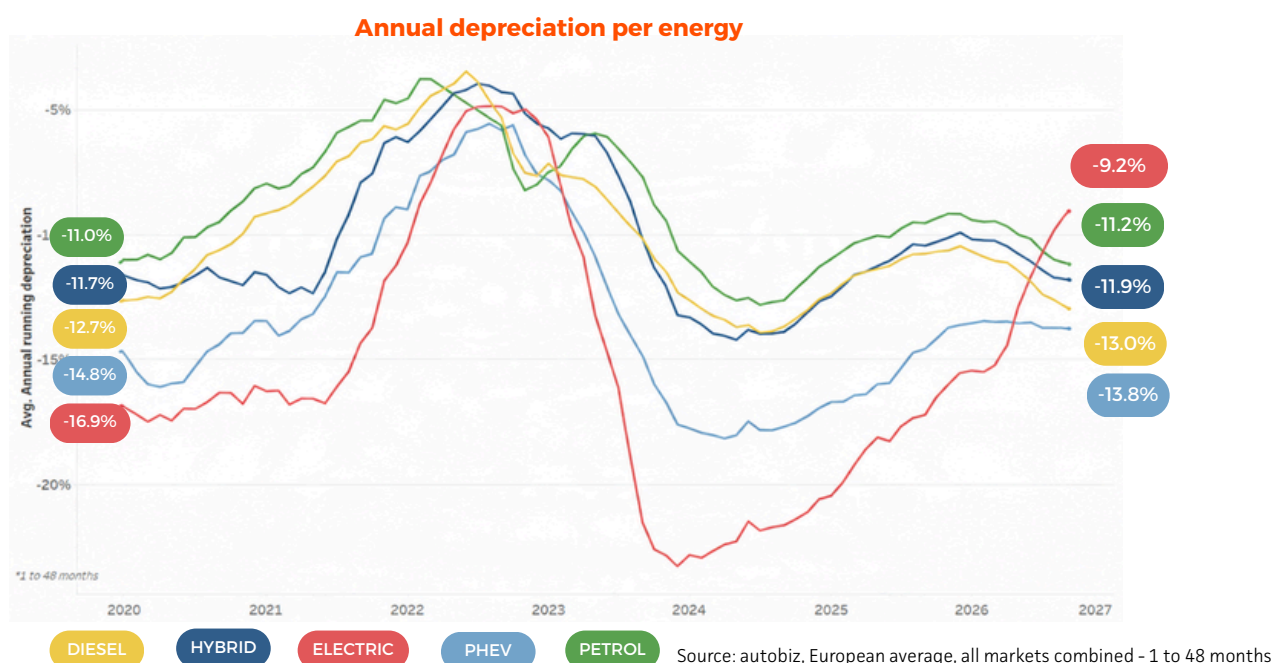
Used BEVs are finally regaining momentum

The turnaround in used-BEV performance has become increasingly visible throughout 2026.

Depreciation has changed direction. After a prolonged period during which BEVs depreciated significantly faster than ICE vehicles, the gap between powertrains has narrowed sharply. BEVs have even emerged among the strongest performers in recent months.

The traditional hierarchy between powertrains is becoming less relevant. The five main powertrain types are now separated by only four percentage points in annual depreciation, compared with much wider gaps previously.

This convergence changes the way BEV risk should be assessed. The market signals that previously justified additional BEV risk are evolving and need to be reassessed. However, improving market performance should not mechanically translate into higher Forecast values across an entire BEV portfolio.



But there is still no single European BEV market

One of the clearest lessons from recent years is that electrification does not progress at the same speed across Europe. The same is now true of the used-BEV recovery.

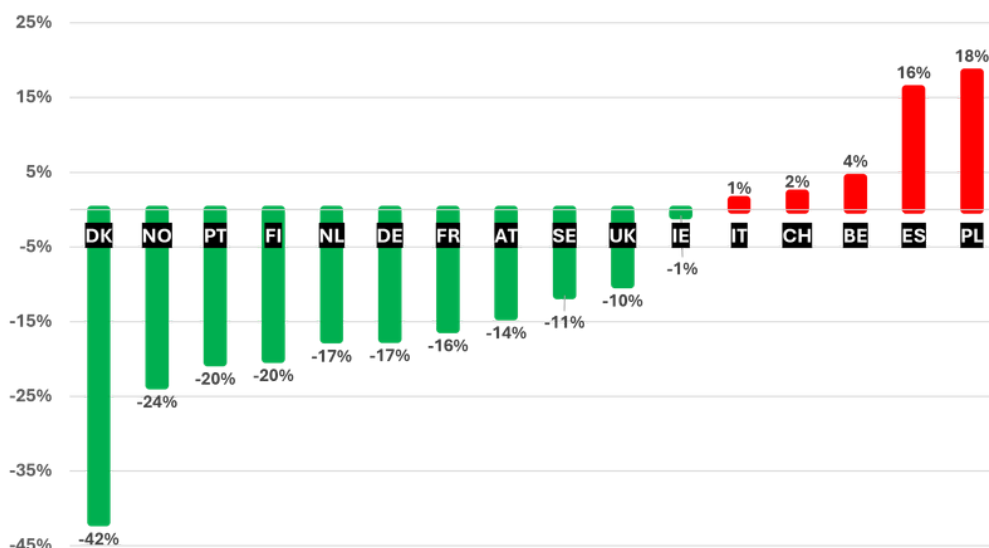
In 2025, BEVs were still among the slowest-moving powertrains on the used-car market. Today, they have become the fastest-selling, while selling times for conventional powertrains have increased since spring 2026.

But this improvement looks very different from one country to another. At the end of 2025, BEVs rotated faster than ICE vehicles in only three of the markets monitored by autobiz. By September 2026, this was the case in 11 markets.

Liquidity has improved in most markets, but performance remains highly fragmented. Mature EV countries such as Denmark and Norway are among the strongest performers, while other markets continue to face slower stock rotation and weaker demand absorption. Market maturity remains a major differentiator.

A BEV is therefore no longer automatically a high-risk vehicle simply because of its powertrain. Its RV performance increasingly depends on the combination of market demand, segment, technology, new car price positioning and timing.

BEV days online vs ICE+mHEV+HEV Sept.26



Source: autobiz, European average, all markets combined

Recent generations offering longer range, faster charging and more relevant technology can support stronger demand and more ambitious RV assumptions. By contrast, outdated technology rely more on market demand factors, mainly driven by the current gas prices. As we highlighted in our previous RV work, technologically relevant and competitively priced vehicles should not necessarily carry the same level of risk as the rest of the market.

In other words, BEV risk is becoming more granular. A single European BEV assumption increasingly risks hiding very different realities.

The real test is still ahead

The current recovery has also benefited from relatively favourable supply conditions.

Used BEV stock share peaked at 14.8% in Q1 2026, as large volumes of fleet buybacks returned to the market. Stronger demand then accelerated stock absorption, bringing the share down to 11.9% in June. By the summer, however, inventories had already started to rebuild, reaching 12.6% in July and August.

And more supply is still to come. BEV penetration remains much higher in new-car registrations than in today's used-car stock, meaning that larger off-lease volumes will progressively reach the market.

But volume is only part of the equation. The vehicles returning to the market do not necessarily match current used-BEV demand. Fleet electrification has largely concentrated on C- and D-segment vehicles, while used-BEV buyers are predominantly private customers with stronger demand for smaller B- and C-segment cars.

FLEET SUPPLY

Mainly C/D segments

UC BEV DEMAND

Mainly private B/C segments buyers

Conclusion

Learn more

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The used-BEV recovery gives RV managers good reasons to reassess the risks applied over the past two years. But it does not justify a uniform increase in BEV Residual Values.

Technologically relevant and competitively priced vehicles in liquid markets may support stronger RV expectations. Older technology, weaker demand or future supply pressure still require caution.

RV management therefore needs to remain continuous, market-specific and vehicle-specific, supported by regular monitoring and reforecasting as conditions change.

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