Press Release

Add value.
Inspire trust.

TÜV-Report 2026 November 20, 2025

Used e-vehicles are keeping up where safety is concerned

Munich/Berlin. Despite attempts by some EU Member States to battle the end of combustion vehicles, the future of road vehicles is electric—as shown by the current TÜV-Report for 2026, which will be published on November 20, 2025. As statistically relevant numbers of e-cars are being put in for periodic technical inspections, they are naturally making increasing appearances in the report. In the 2026 report, a total of 18 e-car models are listed in the fault statistics. Most importantly, the report showed that e-vehicles can match combustion-engine cars where maintenance and durability are concerned. In fact, the Fiat 500 E even topped the "Mini" category. And the Audi Q4 E-Tron, Mini Cooper SE and Renault Twingo Z.E. are just some of the e-car models that can be found in the top places of the 2026 TÜV-Report. However, the overall winner—the Mazda 2—is a hybrid. The percentage of significant faults (SF) is on the up, increasing by 0.9 percentage points to 21.5 percent.

"Prices of electric vehicles are falling, although at a slower pace in recent times. The market is accordingly picking up. It's good to know that e-cars are just as safe as their internal combustion-engine cousins," says Jürgen Wolz, Head of Service Line Mobility at TÜV SÜD's Mobility Division, and points out: "In fact, there are many e-cars in the top positions." A look at the overall figures shows that the average rate of significant faults among the 9.5 million vehicles undergoing periodic technical inspections (PTIs) has risen to 21.5 percent, an increase of 0.9 percentage points. The number of cars with low significant fault rates has risen by 0.8 percentage points, while the number of cars with no faults at all has declined by 1.8 percentage points. That leaves 66.1 percent of cars with no faults, while 0.5 percent were assessed as "not roadworthy"—the same as in the previous TÜV-Report.

The poorer overall result reflects the increasing age of cars on the road, as well as drivers' tendency to postpone vital repairs; probably out of financial considerations. According to the German Federal Motor Vehicle Agency (KBA), cars on the road in Germany at the start of the

year had an average age of 10.6 years. The theory that older cars deliver poorer fault rates must be weighed against factors including the far higher quality standards now reached by newer vehicles.

Market for used e-cars is picking up

The TÜV-Report provides important information, most of all for prospective buyers of a used vehicle. This information now extends to a growing number of e-vehicles covered by the report. Given this, it is interesting to note that the market for used e-vehicles is beginning to gain momentum. Reasons for the new trend primarily include falling prices, but also highlight consumers' growing trust in the technology.

Trust is underpinned by quality

A glance at the 2026 TÜV-Report's results for e-cars largely provides confirmation of their high safety levels. At the head of the field is the Audi Q4 E-Tron, which reached eighth place in the category of two- to three-year-old cars and showed a significant fault rate of just 4.0 percent at a respective average mileage of 42,000 kilometers. By way of comparison, the overall winner—the hybrid Mazda 2—had 2.9 percent of significant faults at an average mileage of just 29,000 kilometers after two to three years. The winner in the "Mini" category is also worthy of a mention; in the two-to-three-year-old category, the Fiat 500 E ended up in eleventh place with an SF rate of 4.2 percent at a mileage of 26.000 kilometers. In comparison, the BMW i3 notched up just 2,000 kilometers more, but ended up in 23rd place.

Most faults to do with chassis and lights

An analysis of complaints about specific components reveals that most faults are found in parts that have nothing to do with the powertrain. As always, one of those areas is the lighting. It was the only part of the "Mini" category winner, the Fiat 500 E, to present an above-average percentage of significant faults, with its low-beam headlamps notching up 1.5 percent of SF on the model's first PTI appearance. Chassis faults in e-vehicles also feature prominently, due to the weight of the batteries. The Opel Corsa E came up with 1.7 percent SF in the axle suspension after only 2–3 years, a rate which rose to 3.5 percent in the larger Mokka. Where brakes are concerned, the Peugeot 208 E gained unwelcome attention for a significant fault rate of 2.7 percent in its brake disks (age 2-3). All Volkswagen models develop footbrake problems from an early age, but come through all other fault categories with above-average positive scores. The Tesla 3 and Y are not so fortunate, landing in second to last and last place respectively due to faults in their brake disks and axle suspension. Incidentally, lighting remains the number one fault source for all vehicles, regardless of the model or power source;

e-vehicles are also susceptible. TÜV SÜD's expert Wolz comments: "Chassis, brakes, lighting: As the fault catalogs confirm, e-vehicles obviously need maintenance, too."

And the winner is … the Mazda 2

The "Golden Sticker" for 2026 goes to the Mazda 2. Only 2.9 percent of these French-manufactured Japanese hybrid compacts turn up at their first periodic technical inspection with significant faults at an average mileage of 29,000 kilometers. Second place is shared by the Mercedes B-Class (3 percent, 41,000 kilometers) and the VW T-Roc, at 3 percent and 37,000 kilometers total mileage. They are followed by the Toyota Yaris Cross and the BMW 1 and 2 Series (3.2 and 3.3 percent significant faults respectively). The little Bavarians were also the winners of the "Compact" category. And the best e-car was hot on their heels: The Mini Cooper SE has just 3.5 percent significant faults after two to three years and an average mileage of 27,000 kilometers.

Pioneers bringing up the rear

At the bottom of the table, the Tesla Model Y took over in last place from the Tesla Model 3 (17.3 percent). Second to bottom was the Ford Mondeo (14.3 percent), while the third from bottom was the Tesla Model 3 at 13.1 percent. But although the Teslas once again take up the bottom places, a positive note is that both models had driven well over 50,000 kilometers after just two to three years—an impressive mileage, particularly for an electric vehicle.

Long-term safety

At higher mileages, Mercedes models paint a strikingly positive picture; after ten to 11 years, their A Class, B Class, GLE, and ML have a fault rate of around 14 percent, but the SUVs have accumulated an average mileage of 170,000 kilometers. However, there's no need to drive a Merc to have a long and happy life on the road. The Opel Corsa, Toyota Aygo, and Fiat Panda will also transport their owners safely to a ripe old age; after ten or 11 years, Fiat's current smallest model has almost 90,000 kilometers under its belt. These are all cars that are built to last. But there's one thing they aren't designed for, and that's to seat a family comfortably. Space-seekers can seek out the VW Touareg, Ford C-Max, and the Seat Alhambra at the top of the listings.

Top of their class

The winner of the "Mini" category is the Fiat 500 E (4.2 percent). Obviously, the best small car is also the overall winner: the Mazda 2. The BMW 1 and 2 Series scooped the winning places in the "Compact" category. The mid-size category was won by the Mercedes C-Class, while the VW-T-Roc was top of the SUVs and the Mercedes B-Class was the best van.

Saxony out ahead

TÜV SÜD also performs a regional analysis of its data for the German states of Bavaria, Baden-Wuerttemberg, Saxony, and Hamburg. Results across all vehicle age classes show that Saxony once again has the lowest fault rate at 16.8 percent, followed by Bavaria with 17.4 percent and Baden-Wuerttemberg with 19.6 percent. Hamburg has the highest fault rate, with 27.6 per cent of vehicles in TÜV HANSE's heartland called in for re-testing due to significant faults.

Reliable information for drivers

The TÜV-Report is published annually by the TÜV-Verband and is regarded as one of the leading independent references for drivers and used car dealers. The report incorporates roadworthiness test results from all TÜV companies in Germany; in the 2026 issue, this involved almost 9.5 million periodic technical inspections (PTIs) conducted between July 2024 and June 2025. As the largest provider of PTI services, TÜV SÜD contributed over 4.5 million results to the database.

The 2026 TÜV-Report will be available at TÜV SÜD service centers and stores from Thursday, November 20, 2025, priced at EUR 5.90.

Note: The cover of the 2026 TÜV-Report can be downloaded from tuvsud.com/newsroom. Facts and figures are available at tuvsud.com/tuev-report and tuev-verband.de.

Media Relations:

TÜV SÜD Public Relations Westendstr. 199 80686 Munich, Germany	Vincenzo Lucà Phone +49 89 5791-1667 E-Mail vincenzo.luca@tuvsud.com Internet tuvsud.com/newsroom

Founded in 1866 as a steam boiler inspection association, the TÜV SÜD Group has evolved into a global enterprise. Around 30,000 employees work at over 1,000 locations in about 50 countries to continually improve technology, systems, and expertise. They contribute significantly to making technical innovations such as Industry 4.0, autonomous driving, and renewable energy safe and reliable. tuvsud.com