



AUTOMOTIVE RETAILERS ASSOCIATION
Driving Industry Excellence

Summary Analysis of Electric Vehicles Sold through ICBC Salvage Auctions (2024)

1. Overview

This report provides an updated summary analysis of electric vehicles (EVs) sold through ICBC salvage auctions in 2024. It focuses solely on the top EV makes and models sold. At this time, CVSE rebuild inspection data for 2024 has not been received; therefore, historical inspection pass rates from 2023 (~20%) have been used.

2. Categories of Buyers

ICBC classifies salvage buyers into the following categories:

- Rebuilder / Dealer – Licensed dealers purchasing EVs to rebuild and re-register.
- Wrecker / Dismantler (DPO) – Licensed recyclers purchasing vehicles for dismantling only.
- Joint Rebuilder / Dealer and Wrecker – Facilities licensed for both dismantling and rebuilding.

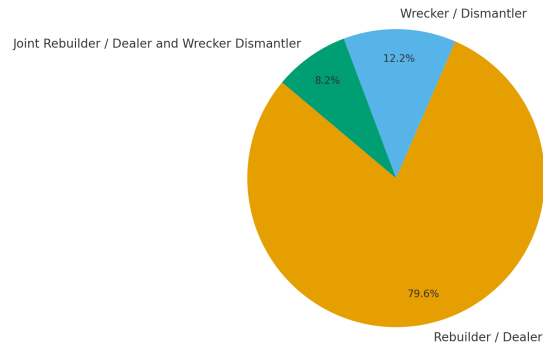
3. EV Sales by Make and Model (2024)

3.1 Tesla (784 units sold)

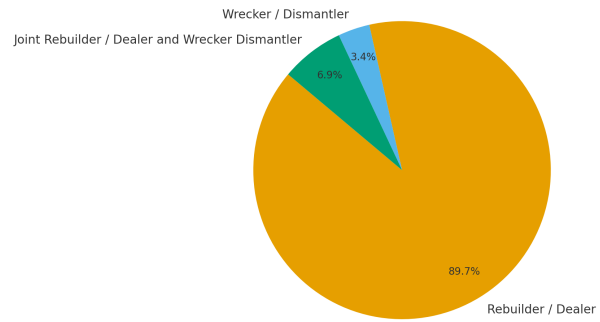
Tesla continues to dominate salvage EV sales in British Columbia. Buyer and designation breakdowns are based on ICBC salvage auction data. In total for 2024, 784 Tesla units were sold. As you can see from the charts below a high percentage of Teslas are designated as rebuild – between 85% to 97% of all Tesla model write-offs are designated as rebuild with an equally high percentage of rebuilder/dealers – 79% to 89% - purchasing them. As you can see from the other charts, a high percentage of damaged EVs are written off by the corporation and designated as rebuilt. While there are many factors influencing these decisions repair costs remain disproportionately higher for EVs over conventional ICEVs.

Tesla Buyer Distribution by Model

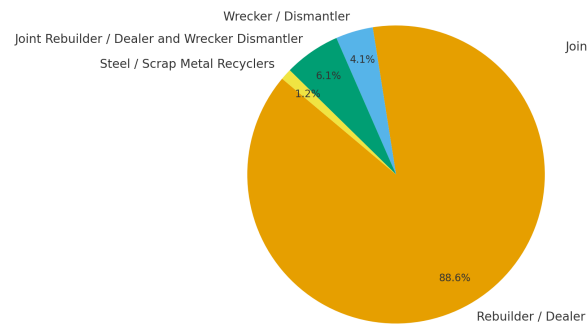
Model S Buyer Distribution



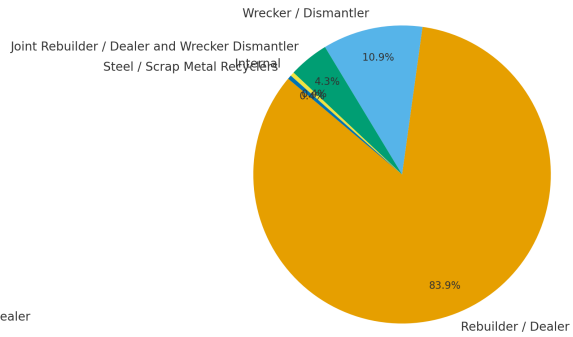
Model X Buyer Distribution



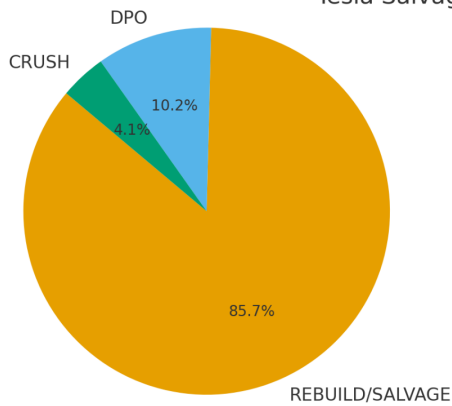
Model Y Buyer Distribution



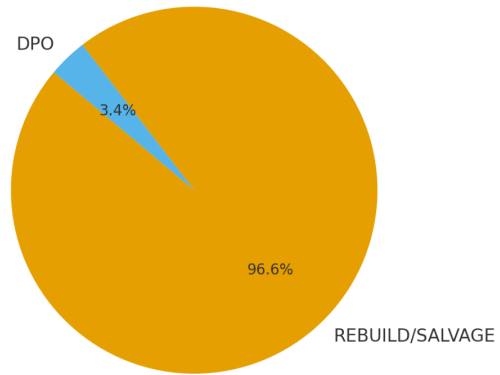
Model 3 Buyer Distribution



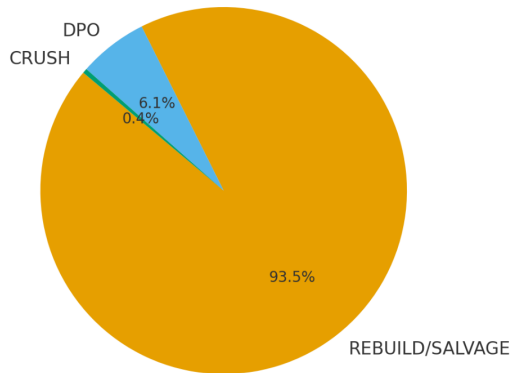
Model S - Salvage Designation



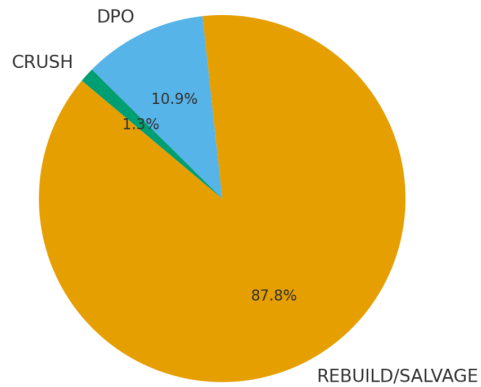
Model X - Salvage Designation
Tesla Salvage Designations by Model



Model Y - Salvage Designation



Model 3 - Salvage Designation

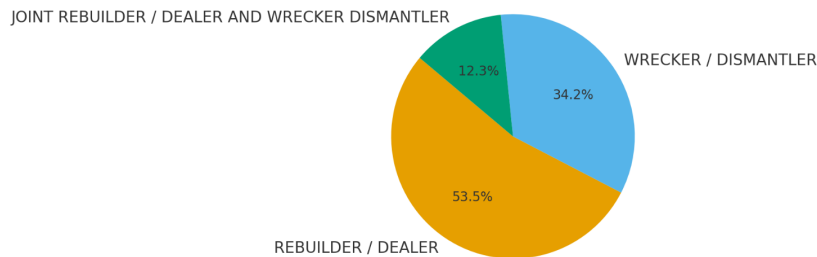


3.2 Nissan Leaf (114 units sold)

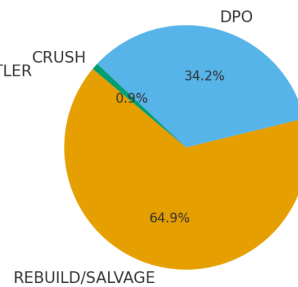
Nissan Leaf remains the second-most common EV entering the salvage stream. The following chart illustrates buyer type and salvage designations.

Nissan Leaf Sales Analysis

Nissan Leaf Buyer Distribution

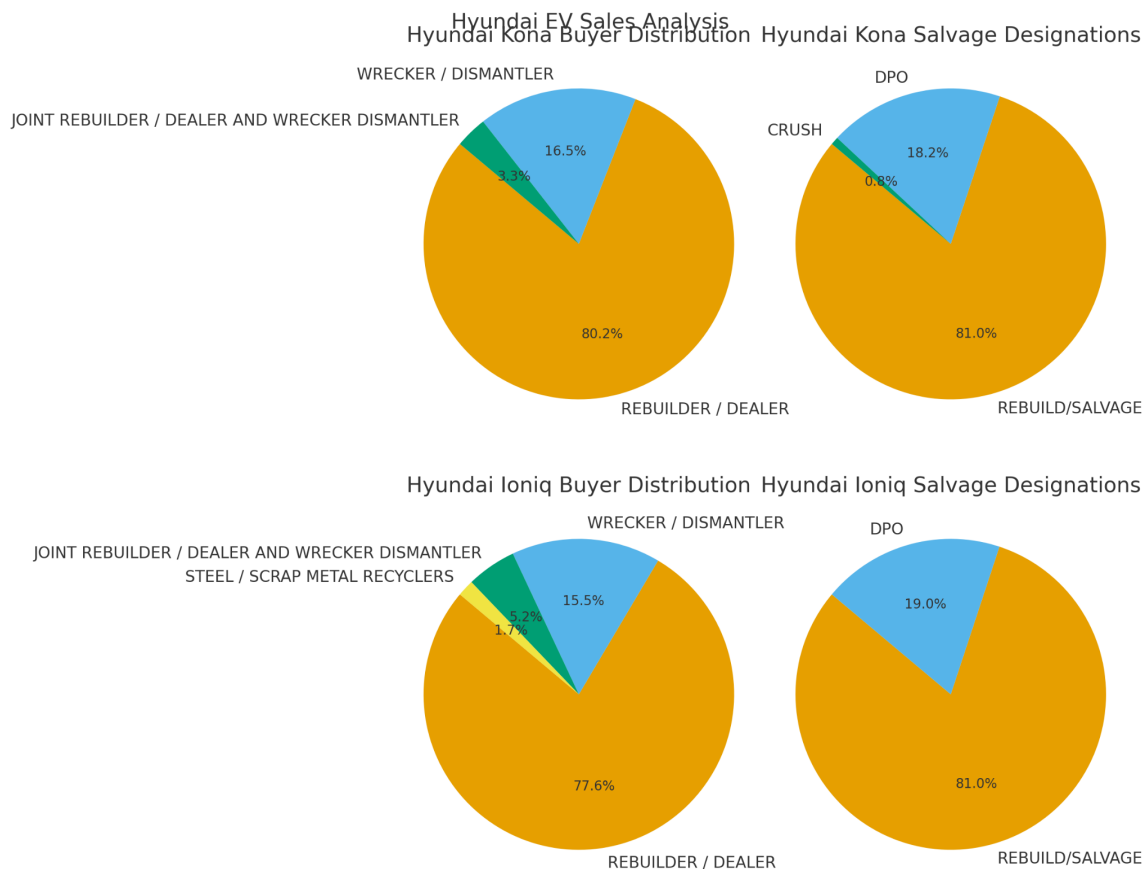


Nissan Leaf Salvage Designations



3.3 Hyundai EVs (Kona: 121 units, Ioniq: 58 units)

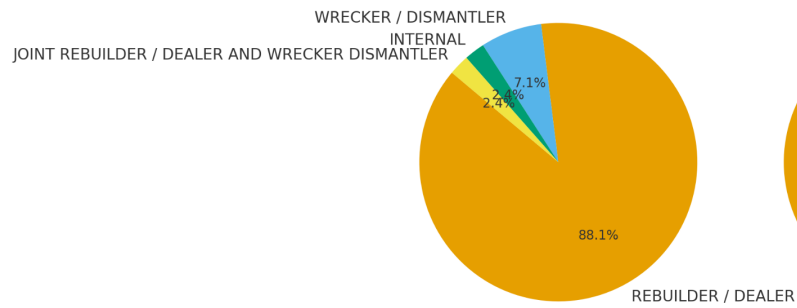
Hyundai Kona and Ioniq models continue to grow in salvage volume. Buyer and designation patterns remain consistent with other high-volume EVs.



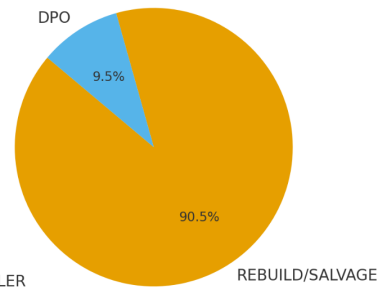
3.4 Chevrolet EVs (Bolt: 42 units, Volt: 26 units)

Chevrolet Bolt and Volt represent another significant portion of salvage EVs. The following charts summarize their buyer and salvage designation distributions.

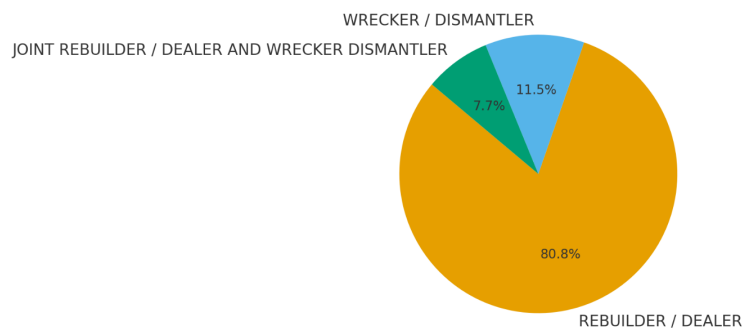
Chevy EV Sales Analysis
Chevy Bolt Buyer Distribution



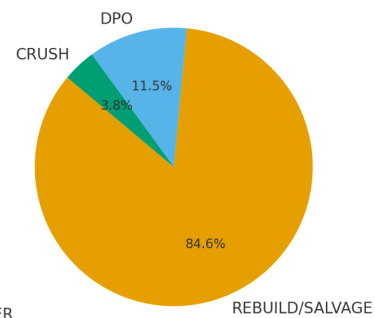
Chevy Bolt Salvage Designations



Chevy Volt Buyer Distribution



Chevy Volt Salvage Designations



3.5 Lower-Volume EV Models

- Audi E-Tron – 12 units, 11 Rebuild, 1 DPO
- Kia EV6 – 10 units, all sold to Rebuilder / Dealer and designated Rebuild

Make / Model	Total Sold	Rebuild / Salvage	DPO	Crush	% Rebuild	% DPO
Tesla Model S	49	42	5	2	85.7%	10.2%
Tesla Model X	29	28	1	0	96.6%	3.4%
Tesla Model Y	246	230	15	1	93.5%	6.1%
Tesla Model 3	460	404	50	6	87.8%	10.9%
Nissan Leaf	114	74	39	1	64.9%	34.2%
Hyundai Kona	121	98	22	1	81.0%	18.2%
Hyundai Ioniq	58	47	11	0	81.0%	19.0%
Chevy Bolt	42	38	4	0	90.5%	9.5%
Chevy Volt	26	22	3	1	84.6%	11.5%
Audi E-Tron	12	11	1	0	91.7%	8.3%
Kia EV6	10	10	0	0	100.0%	0.0%

4. Rebuild vs. DPO Analysis

Across all makes and models, approximately 85–90% of EVs sold at ICBC salvage auctions were designated for Rebuild/Salvage, with the remaining 10–15% categorized as DPO or Crush. These trends are consistent with previous years.

5. Estimated Rebuild Rates (CVSE)

Although 2024 CVSE inspection results are unavailable, historical patterns from 2023 indicate that approximately 20% of vehicles designated for rebuild successfully pass CVSE inspection. This report assumes a similar success rate for 2024 until updated figures are provided. What this tells us is that for every 100 EVs purchased by rebuilder/dealers only about 20 or so are actually rebuilt and put back on the road in B.C. As for the remaining rebuild units, some are used for parts but the majority are purchased by out-of-province buyers or shipped to another country.

5. Conclusion

The 2024 salvage data show a growing number of electric vehicles entering the ICBC salvage system each year. While most units are purchased by licensed rebuilders, the low completion rate of actual rebuilds highlights ongoing challenges with exports. Strengthening oversight of EV exports, improving in-province battery repair and recycling capacity, and enhancing reporting around rebuild outcomes will become increasingly important as British Columbia advances toward the goal of achieving net zero by 2050.

